



NORTH WEST BOISE NEIGHBORHOOD PLAN



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ACKNOWLEDGMENTS

The North West Neighborhood Plan was made possible by a collaborative effort between the City of Boise, the North West Neighborhood Association (NWNNA), and hundreds of hours volunteered by neighborhood residents over the course of 15 months. We, the neighborhood members of the North West Neighborhood Plan Committee, thank the City of Boise's Planning and Development Services for working together with us to develop a thoughtful, forward-thinking, and community-oriented Plan. We also thank BDS Planning & Urban Design for its facilitation and perspective throughout this process. Lastly, we give great thanks and appreciation to the North West community, including residents, visitors, businesses, and employees for providing their insights, comments, and feedback to shape this Plan.

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Front Cover Photos (clockwise from top)

Pauly Pierce's hayfield north of Hill Road Parkway. Her hay is the envy of the neighborhood, and has an excellent nutrition profile for horses.

Zeitgeist Half-Marathon starts and ends at the Optimist Youth Sports Complex and travels Hill Road and into the foothills.

Noble playing in his pasture during a traditional flood irrigation.

Mule deer take refuge in the natural buffer area of the Ada County Landfill and frequently come down to browse the farmland.

Rural landscape along West Old Hill Road near Duncan Lane. Photo credit: Donovan Parker



LETTER FROM THE NORTH WEST NEIGHBORHOOD ASSOCIATION

The North West Neighborhood is uniquely located amongst the last natural foothills to farmland connection in Boise, contributing to making the city a great place to live, work, and play. The neighborhood resides in the far northwest corner of the city limits, about seven miles from the downtown core, in an area settled on the deep and fertile soils between the Boise River and the foothills.

To the north, raptors can be seen soaring from the ridges of the foothills to hunt and nest on the fields of the historic Boise River floodplain. Once pioneers followed the Native American trails that skirted the base of the foothills and the river along a route of the Oregon Trail known as Goodale's Cutoff. Today, this area is a popular circuit for cycling and walking for all of Boise, whether the goal is the quiet residential and semi-rural neighborhoods where grazing livestock are still common, opportunities to glimpse great horned owl or hear the song of the western meadowlark, or as a gateway to the trails for hiking, horseback riding, and mountain biking in the foothills to the north.

The central area is defined by the Spoil Banks Canal that flows year-round and supports a population of rainbow trout and habitat for waterfowl and songbirds, and provides water for the deer, and other animals that live in the hundreds of foothills acres set aside as the natural buffer area of the Ada County Landfill. This waterway drains the land which hosted small farms and orchards established on soils nourished by millennia of Boise River floods, creating a green patchwork framed by irrigation canals and laterals, dotted by barns and homesteads, and colored by crops such as apples, apricots, watermelon, mint, sweet corn, and alfalfa, that supported the growing city of Boise for more than one hundred years.

Along the southern border, State Street (State Highway 44) presents both a challenge and opportunity to restore livability amid a busy, automobile-oriented corridor increasingly used for strip commercial development. Focused design, using mixed use development at designated community activity centers, with the concomitant streetscape enhancements for safe pedestrian and cyclist mobility will be necessary components to improve this area. In addition, amenities to serve this growth and the existing neighborhood are also essential components. The majority of the population now lives in the central area between these northern and southern borders and is situated to benefit from preserving the natural and agricultural character of the Hill Road area, as well as the needed improvements along State Street.

Due to its position and history as an agricultural area near Boise during a time of expansion and growth (2008-2019), significant changes have and are taking place that dramatically impact the North West Neighborhood. This Plan reflects the values the residents of the neighborhood hold dear and seek to maintain and enhance, while communicating a clear path to move forward.

Richard Llewellyn, President

North West Neighborhood Association



NORTH WEST NEIGHBORHOOD ASSOCIATION RESOLUTION

RESOLUTION

By the Board of Directors, North West Neighborhood Association.

A Resolution to Adopt the North West Neighborhood Plan (2020).

WHEREAS, the North West Neighborhood Association applied for funding from the City of Boise's Neighborhood Improvement Program to conduct a planning process and produce a Neighborhood Plan; and

WHEREAS, the City of Boise allocated the North West Neighborhood Association \$50,000 to conduct the neighborhood planning process; and

WHEREAS, the North West Neighborhood Association Board organized a committee to work with the City of Boise and a consultant group to produce a Neighborhood Plan; and

WHEREAS, two neighborhood surveys, five committee meetings, two open house events, and multiple work sessions were conducted during the plan process to develop the North West Neighborhood Plan; and

WHEREAS, the City of Boise encourages the development of Neighborhood Plans for adoption into *Blueprint Boise*, the City's Comprehensive Plan; and

WHEREAS, the Board of Directors of the North West Neighborhood Association finds it is in the best interest of the North West Neighborhood to adopt the North West Neighborhood Plan.

Now, therefore, be it resolved by the Board of Directors of the North West Neighborhood Association, Boise, Idaho:

The North West Neighborhood Association approves and adopts the 2020 North West Neighborhood Plan to implement the North West Neighborhood's Vision, Goals, Planning Design and Principles, Strategies, and Actions.

This Resolution approves and adopts the North West Neighborhood Plan and directs the North West Neighborhood Plan to be forwarded to the City of Boise for adoption into *Blueprint Boise*.

Adopted by the Board of Directors of the North West Neighborhood Association of Boise City, Idaho, this 20th day of February, 2020.

Approved:

Richard Llewellyn, President



Spoil Banks Canal, a groundwater fed waterway that runs year round, hosts abundant waterfowl, songbirds, and even rainbow trout.



EXECUTIVE SUMMARY

Background

In November 2018, the North West Neighborhood Plan Committee (Committee), comprised of City of Boise Planning Staff and North West Neighborhood Association (NWN) residents, began the process to develop a Neighborhood Plan. This 15-month planning effort resulted in this Plan, which articulates the neighborhood's Vision, Principles, broad Goals, supporting Strategies, and specific implementation Actions.

This Neighborhood Plan was adopted by the NWN Board on February 20, 2020. The City of Boise adopted the Plan into *Blueprint Boise*, the City of Boise's Comprehensive Plan on **(INSERT DATE)**

Purpose

The North West Neighborhood Plan is designed to be a tool for the City of Boise and the North West Neighborhood to collaboratively determine the future of the neighborhood. The Plan is a more detailed and focused supplement to the City's comprehensive plan, *Blueprint Boise*. Like *Blueprint Boise*, its provisions do not supersede the statutory authority of the Zoning Code (Title 11 Development Code). Rather, the Plan is intended to guide future changes within the Neighborhood by helping City planners and decision makers in making recommendations and decisions on development projects, and residents to understand and engage in implementing the Neighborhood Vision.

Vision

The North West Neighborhood will evolve in a responsible and environmentally sustainable manner, through the protection of the natural environment and by preserving the historical significance of the area.

Goals

The following Goals of the North West Neighborhood Plan are intended to fulfill the Neighborhood's vision through timely, honest and open engagement and communication between residents and the City, Ada County Highway District and other entities. The Strategies and Actions that support these Goals are laid out later in this Plan.

Goal 1: Safety & Connectivity (SC)

Improve and increase neighborhood safety and connectivity to natural features and community resources to encourage physical activity and non-motorized transportation.

Goal 2: Land Use, Form & Design (LFD)

Create a safe, healthy, and resilient neighborhood through intentional development that incorporates environmental elements and historical features.

Goal 3: Community Engagement & Process (CEP)

Promote and support an engaged network of community members participating in the civic and cultural life of the North West Neighborhood.

Goal 4: Cultural Heritage (CH)

Retain the cultural context of the neighborhood by identifying, preserving and commemorating local history, natural assets and heritage.

Goal 5: Natural Environment, Open Space & Parks (NOP)

Ensure a lasting environment and preserve neighborhood character through conservation and protection of the natural ecosystems and places that provide resources to support all life.



INTRODUCTION

Neighborhood Description

The North West Neighborhood covers 1.9% of the land area and as of July 2019, included 2.2% of the households, and 2.3% of the population of the City of Boise.

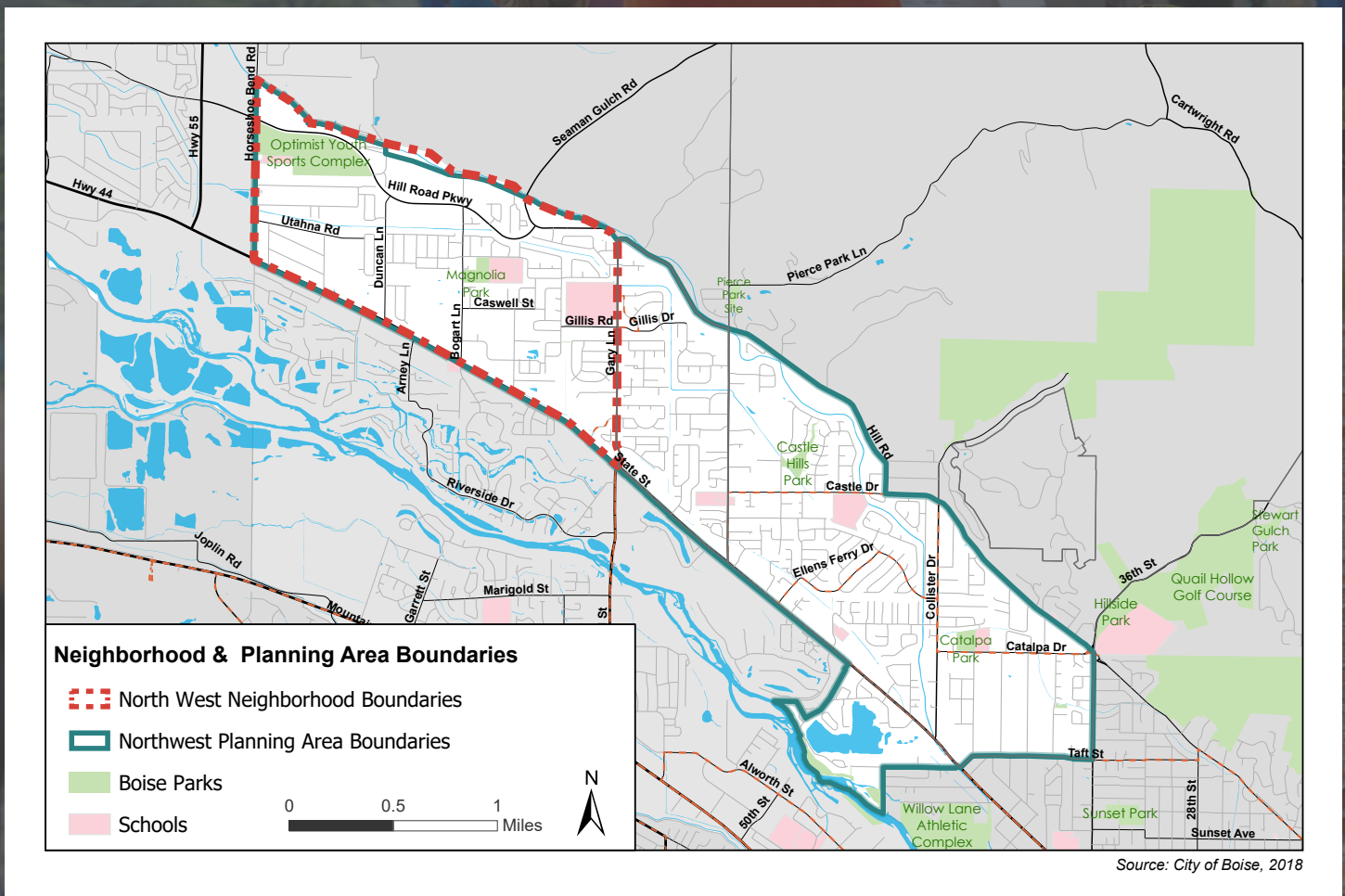
The residents strongly believe the neighborhood is a desirable place to live due to open spaces which reveal the agricultural heritage of the area, and a variety of housing options. The beauty, open space, access to the foothills, Boise River, and waterways are treasured by residents. State Street/State Highway 44, Gary Lane, and Horseshoe Bend Road border the neighborhood on the south, east and west, with Hill Road roughly forming the northern boundary. These travelways provide access to downtown Boise, sections of the City south of the Boise River, and serve people traveling to Boise from the north and west. State Street/State Highway 44 impacts

the neighborhood as it is a heavily traveled east/west linkage with commuter traffic to employment in the downtown area.

The North West Neighborhood is well served with grocery, restaurant, and entertainment venues on its east and south boundaries although accessing these services is a challenge for pedestrians, bicyclists, and drivers due to the current design of State Street and its intersections.

The map in Figure 1 shows the North West Neighborhood boundaries in the context of the Northwest Planning Area which is the larger geographic boundary used in *Blueprint Boise*, the City's Comprehensive Plan.

Figure 1: North West Neighborhood and Planning Area Map



North West History

The Boise Valley lies along the northern edge of the arid Great Basin. Bands of Shoshone and Shoshone Paiute hunted and fished in the valley and foothills for many thousands of years. Euro-American explorers, trappers, and traders entered the valley in the early 1800s, followed by emigrants headed to Oregon and California in the 1840s. Ten years later, in the 1850s, the flood of emigrant travelers along the Oregon and California trails destroyed much of the habitat that supported Native American subsistence. This situation became dire in the Boise area as the non-Native presence and settlement exploded with the discovery of gold in the Boise Basin in 1862. The city of Boise was established in 1863 at the crossroads of the Oregon Trail and roads to the mines in the Boise Basin.

Hostilities and unrest between Native Americans and Euro-American settlers ultimately resulted in federal military soldiers forcibly relocating Native peoples from the Boise Valley to reservations in the mid- to late 1860s. This removal separated families and moved many indigenous residents of the valley to locations far from their ancestral homes. Despite this injustice, many Native Americans originally from what is now known as Boise maintain and nurture their ties to and presence in the region.

A branch of the Oregon Trail runs through what is now the North West Neighborhood. In 1862, Tim Goodale, an early explorer who became an emigrant guide, led a group of miners and settlers on a route that branched off the main Oregon Trail at Fort Hall and passed through the future site of the City of Boise. Some of the miners he led sought access

to the mining areas on the Salmon River in the future Idaho Territory, while other miners and the settlers headed to Oregon. This route became known as “Goodale’s Cutoff.” It eventually became a critical trail for miners traveling from Oregon to sites in the Boise Basin that enticed them with news of major silver and gold strikes. Goodale’s route ran through what is now Boise, on the west side of Capitol Boulevard, and then north and east of Harrison Boulevard, veering northwest and out toward Eagle. This route followed the edge of the foothills and became known as “Foothills Road,” now called “Hill Road.” Recently, a possible remnant of Goodale’s Cutoff, located on the southwest corner of Bogart Lane and Old Hill Road, was documented by the Idaho Chapter of the Oregon California Trails Association.

In 1880 work began to straighten and improve Valley Road, which is now known as State Street and State Highway 44. This was formerly the main route taken by emigrants on the Oregon Trail. It became the major road to Middleton, the oldest town in Canyon County, established in 1863.

The Valley Road improvements helped foster the introduction of a new form of transportation in 1907: electric-powered interurban cars, sometimes called “trolleys.” The Boise and



A view of nature, looking southeast from the base of the foothills.



Interurban Company (B&IN), backed by Boise developer Walter Pierce, built an electric railway system that grew to serve and connect Ada and Canyon counties. The growing popularity of the automobile cut into Interurban ridership, and the service ended in 1928.

Agriculture played an important role in the evolution of the North West Neighborhood area. Settlers who arrived in the early 1860s could not legally claim land, but many established farms anyway. Peter Bell conducted the first public land survey of township 4 north, range 1 east in the fall of 1867 and noted, “The River bottom on both sides of the River is settled by thrifty farmers, and the land is chiefly under cultivation.”

Once the Idaho Territory was established in 1863 and the Surveyor General’s office surveyed and platted the area, settlers filed for homesteads or paid for the land they occupied. Samuel Aiken was among the early settlers within what is now the North West Neighborhood Association boundaries. Aiken settled in the area in 1864 and established Green Meadow Ranch. (Aiken’s brother, Thomas, founded the town of Eagle.)

Irrigation and transportation projects stimulated agricultural production and industry in the late 19th and early 20th centuries. Irrigation allowed farmers to grow more crops. Improved roads, the Interurban electronic railways, and new railroad lines ushered in convenient farm-to-market transportation. Both irrigation and transportation sparked an interest among investors to subdivide land for potential new small farmsteads.

Boise Valley Irrigation Company brought the first reliable source of water to the farmland in this area north of the B&IN in 1865. Later in the century, the Farmers Union Ditch company enlarged and expanded the canal to deliver

water onto the Dry Creek bluff that now forms northern Eagle, which required contouring into the flank of the foothills above Hill Road. This ambitious project was completed by 1898. The increase in irrigation led to the need for systematic draining, which in NW Boise was accomplished by the digging of the Spoil Banks Canal early in the 20th century. Today, the southern portion of the neighborhood is irrigated by the Boise Valley Irrigation Co. canal and laterals, while the northern portion is served by the Farmers Union Canal. The Spoil Banks canal is now an unusual year-round, groundwater fed waterway that flows into the Boise River in Eagle and hosts its own population of rainbow trout.

Stein’s Subdivision and Caswell & Sloan’s Subdivision were both platted in 1906 in what is now the North West Neighborhood. In 1908, the J. Brose Second Subdivision and Roberts and Hill Subdivision were platted. Lots in these subdivisions averaged about 5 acres, ample size for small farms. Sometimes these lots were further subdivided into smaller parcels. Developers promoted the properties for their agricultural potential and convenient location near the Interurban electronic railway line.

It took more than 40 years before more subdivisions were platted in the neighborhood. In 1951, the Boise Trust Branch of Idaho First National Bank platted Randall Acres Subdivision No. 9, the first “modern” higher-density subdivision. Many of the lots remained vacant through the turn of the 21st century as homes were constructed in other areas of the city. Higher density lots became attractive as the city expanded. In the 1990s, farmland in the neighborhood was platted for smaller lots as part of Landover Estates, a multi-phase residential development.

The contemporary landscape is defined by indelible networks of historic irrigation and intensive commercial development along State Highway 44 and residential development to the north is affecting the historic landscape. Canals, ditches, laterals and drains are taking on new functional dimensions even as they continue to be used for traditional agriculture.



Large lot properties with livestock are common in the central and northern part of the neighborhood.



The Annexation section describes the process, experiences and perceptions of the affected residents as the City annexed portions of the North West in 2014 and 2015.

Annexation and the North West Neighborhood

Sections of the Northwest Planning Area west of Gary Lane were identified as part of the City's Area of Impact starting in 1987. The Area of Impact encompasses the land surrounding the limits of each city in Idaho which the city anticipates may require city services and be annexed, generally over a 20-year horizon. Each city in the state has comprehensive planning authority for its area of impact, but until annexation occurs, zoning and development is handled by the county.

In 2013, the City began notification of its intent to annex the majority of the remaining parcels in the Northwest Planning Area / North West Neighborhood of Boise. The parcels were primarily located west of Bogart Lane. Earlier annexations from 1991-2007 added small to medium land areas to the City at the request of landowners to subdivide and connect to municipal services. The annexation took place in two subsequent years, finalized in 2015 and 2016. More than 75% of the parcels in the first-year annexation had given implied consent to annexation by connecting to municipal water or sewer systems, or by buying a home already connected to these systems. Many landowners opposing annexation stated that they did not know or understand that they had legally given consent.

The second-year annexation, which included the remaining large acreages, many still under agricultural use, was announced after the first annexation was complete. Because it included less than 100 parcels, these could be annexed under a separate provision that did not require consent in what was referred to as a 'cleanup.' Most property owners protested rather than consented to the annexation.

The City's position in support of the annexations largely focused on the need for the orderly development of future growth and the efficient distribution of municipal services. Policy makers stated that most of the opposition to annexation was due to the estimated 30 percent increase in property taxes. Concerns from residents frequently expressed during the annexation hearings included this tax increase, and the subsequent changes in zoning, land use, and additional regulations that could represent a loss of freedom

that would make agriculture less feasible in the future, if grandfather rights were not honored. A belief that they would receive slower response times from City emergency services was also expressed.

The 2013 and 2014 annexations represented the first significant interaction between residents of the area, the hearing process, and the bodies governing land use decisions in Boise. Many residents expressed frustration that the decisions were made by leaders whom they had not elected due to living outside Boise City limits when the annexations occurred. As such, they also expressed the belief that the result of the process represented a foregone conclusion. During the hearings, the City Planning and Zoning Commissioners and City Council members often stated that although the annexations were widely unpopular due to the tax increases, they were necessary for the greater good of the city and in planning for future growth.

The annexation proceedings influenced the tone and expectation from some residents in regard to the land use decision making process for the North West Neighborhood. It is important to note that the hearings overlapped with the controversial permitting of the first large 4-story mixed use complex in the North West Neighborhood, near Gary Lane and State Street. Many neighbors vigorously objected to the overall impact of the project.

The combination of these events created a sense amongst some residents that the City was insensitive to their interests. There remains a corresponding concern that City planning documents, such as the current Comprehensive Plan, that were created before annexation and voter participation in electing City leaders, are missing a clear representation of the values and interests of the residents of the North West. In this context, this Neighborhood Plan carries significant responsibility in being a first collaborative effort between the North West Neighborhood and the City that may lay the foundation for a better understanding and spirit of shared vision.



Process Description

The members of the North West Neighborhood Plan Committee and the consultant team completed a planning process that was organized into four key phases:

Issues & Options

Through in-person meetings, background research, and a community survey, the Committee and community members identified key issues of relevance to the North West Neighborhood. These issues were compiled into a Planning Context Summary, which the Committee used to define the Vision for the Neighborhood's future and identify overarching Goals for the project.

Community Surveys

The 2019 North West Neighborhood Survey was conducted as an important element of the planning process and was available online from January 7 to February 11, 2019. Results from the 2019 Survey are found in Appendix A (page 36). In 2018, prior to the formal Plan process, the North West

Neighborhood Association conducted a North West Livability Survey. Results from that survey are included in Appendix B (page 56).

Goal & Strategy Development

The Committee developed the Goals and Strategies using information derived from the Issues and Options phase and the Planning Context Summary. The Committee brought the Goals and Strategies to the community during the June 2019 open house.

Action Planning

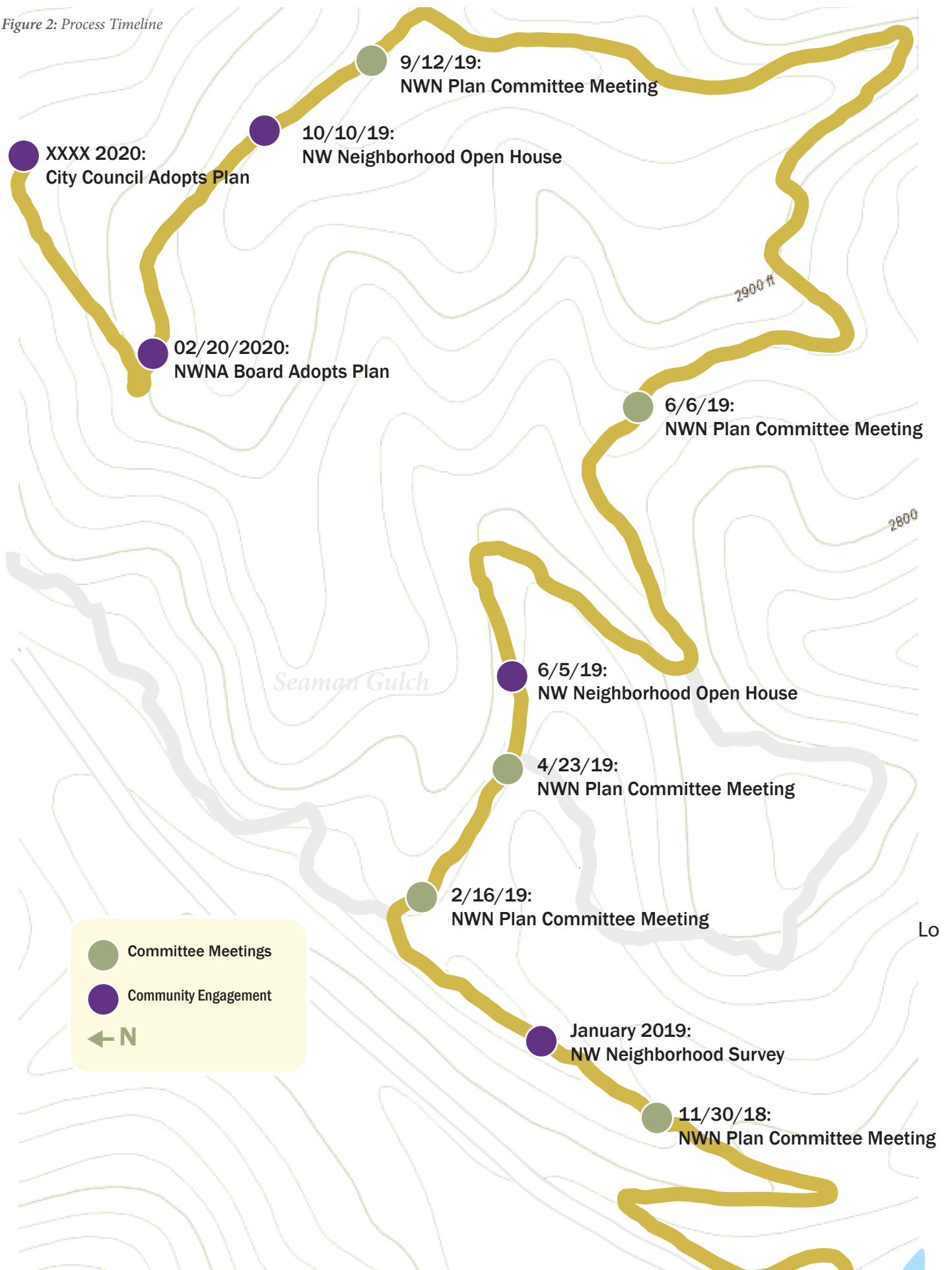
Feedback from the June Open House was used to reprioritize strategies, then define specific actions for each of the strategies to provide direction to the parties responsible for implementation of the plan.



Neighbors enjoy National Nite Out at Magnolia Park, August 2019.



Figure 2: Process Timeline



PLANNING CONTEXT

The purpose of the North West Neighborhood and City collaborative planning effort was to develop and publicize a shared understanding about the desired future for the neighborhood. It is the Committee's intention that this Neighborhood Plan provide a strong foundation and context in which future projects and initiatives impacting the neighborhood can be considered and evaluated. While not a binding land use document such as the City's Zoning Code (Title 11 Development Code), this Plan, once adopted as a focused extension of the *Blueprint Boise*, the City's Comprehensive Plan, offers strong guidance for the future growth and evolution of the North West Neighborhood.

Foundation

The North West Neighborhood Plan is informed by the principles and guidelines established by the City of Boise in the following documents:

- *Blueprint Boise*, Boise City Comprehensive Plan
- Boise Citywide Design Standards and Guidelines
- State Street Corridor Plans:
 - State Street Corridor Transit Oriented Development Policy Guidelines
 - State Street Transit and Traffic Operational Plan
 - State Street Corridor Transit Oriented Development Plan
- Boise Transportation Action Plan
- Communities In Motion 2040 2.0
- Northwest Boise Neighborhood Walking and Biking Plan
- 2011 Comprehensive Park & Recreation Plan
- City of Boise Cultural Master Plan

Blueprint Boise, the City's Comprehensive Plan, is a required element of Idaho's land use regulations (I.C. 67-6502) to advance the purpose of the Local Land Use Planning Act, which shall be to promote the health, safety, and general welfare of the people of the State of Idaho. The North West Neighborhood Plan complies with existing policies in *Blueprint Boise* and can help the City and Neighborhood achieve the goals and policies outlined in the Comprehensive Plan. The North West Neighborhood Plan will be adopted into *Blueprint Boise* with new policies focused on the North West Neighborhood and the Northwest Planning Area, as found in Chapter 4.

Boise Citywide Design Standards and Guidelines addresses key elements of site and building design for non-residential and multifamily development. The Committee utilized this content in developing principles to promote building and site design that fits into the context of the neighborhood.

State Street Corridor Plans include two adopted plans and a third to be adopted in 2020, which offer guidance and concept designs which encourage Transit Oriented Development and bus rapid transit on State Street/State Highway 44. With more riders than any other bus route in the Treasure Valley, and opportunities for new development and redevelopment along the State Street Corridor, these plans lay a foundation to secure the future of both high-quality transit and preservation of existing neighborhoods.



Boise Transportation Action Plan (TAP) is a road map with actions and metrics to create a modern, well-balanced transportation system that provides mobility choices and creates great places. Community input received during the planning process identified traffic and congestion as a concern. The TAP recognizes “there is no one-size-fits-all solution for Boise” as addressing traffic solutions in the North West will differ from those applied in Downtown Boise or other neighborhoods. Neighborhood residents identified adding sidewalks and bike facilities, plus utilizing existing canal and lateral pathways to improve connectivity as actions to pursue within the Neighborhood Plan. Each of these actions will help implement the TAP.

Communities In Motion 2040 2.0 is the long-range transportation plan for the Treasure Valley, which looks ahead to the year 2040. The plan recognizes the interdependent relationship between transportation and land use, housing, community infrastructure, health, economic development, open space, and farmland, and sets goals for all these elements.

Northwest Boise Neighborhood Walking and Biking Plan, adopted by the Ada County Highway District in 2015, recommends many of the projects which the Committee and residents also highlighted as top priorities, such as sidewalks on Duncan Lane, bike and pedestrian improvements to Horseshoe Bend Road, and sidewalks and crosswalks on

Bogart Lane. Including these high priority pedestrian and bicycle projects in the North West Neighborhood Plan adds weight when the Highway District considers where to allocate funds for these type of community projects during their five-year capital improvement plan process.

2011 Comprehensive Park & Recreation Plan is an extensive document that guides the city in the allocation of these resources. During the plan process the residents identified the need for additional neighborhood parks to serve the eastern and western boundaries of the neighborhood as Actions to pursue in this Plan. These Actions, using the Level of Service for neighborhood parks, will allow all residents to have easy and equal access to park amenities. The Committee also drew upon the sustainability content in this document, with a focus on environmental stewardship through the principles of preserve and enhance natural resources and preserve opportunities for urban agricultural as essential actions to achieve the North West Neighborhood’s Vision.

City of Boise Cultural Master Plan outlines a broad framework with goals and strategies for the role of culture in civic life. The Master Plan acknowledges that several Boise neighborhoods are underserved, with little to no public art, and no historical interpretation to tell their story, so the Plan includes a process to develop neighborhood cultural plans.

The North West Neighborhood Association anticipates future work to develop its specific neighborhood cultural plan as the Northwest Planning Area has significant historic and cultural elements that support the goals of the Cultural Master Plan. During this Neighborhood Plan process, the history of the North West Area arose as a heart-felt interest, with an emphasis on the Oregon Trail/Goodale’s Cut-Off which passed through what is now the neighborhood, and the agricultural heritage as central to the North West Neighborhood’s identity.



Natural exteriors and open fencing on multifamily housing near State Street helps blend into our traditional landscape.



Neighborhood Demographics

Select population characteristic comparisons shown in the following infographic rely on 2012-2016 ACS and 2018 Esri¹ estimates. The estimates and forecasts rely on US Census 2010 data. As estimates, the data will not completely represent all “on the ground” information but is the best tool available for the data.

Growth

The City of Boise experienced substantial housing growth from 2008 to 2019 as the region began to recover from the 2008 Recession. Land owner’s sales, subdivision of private large lot properties, and access to City services via annexation contributed to the housing boom in the North West.

As shown in Figure 4, most of the housing constructed in the North West Neighborhood during that time was east of Bogart Lane with single-family housing near Shadow Hills Elementary School and multi-family housing along the southern boundary near State Street/Highway 44.

Figure 5 is the Land Use Map for the neighborhood that was adopted in 2011 into *Blueprint Boise*, the City’s Comprehensive Plan. *Blueprint Boise* designates the North West Neighborhood’s future land uses as a mix of suburban, compact, commercial, mixed-use, parks/open space, and schools. Compact land uses and suburban land uses account for the majority of the neighborhood.

The suburban land use designation supports single family detached homes on larger lots, with a density allowance

of 2-8 dwelling units/acre. Attached single-family and multi-family units with a higher density are allowed as part of Planned Unit Developments (PUD) within the suburban land use designation; likewise, open space and less dense development is also possible.

The compact land use designation, as specified in *Blueprint Boise*, supports a mix of housing types and prices including small lots for single family homes, attached units, apartments, and condominiums, with a density of 6-15 dwelling units/acre. Compact land use encourages the development of pedestrian-oriented neighborhood blocks to provide both housing and transportation choices for neighborhood residents.

The Land Use Map is required in the City’s comprehensive planning process and serves as a guidance document to identify various types of development that may occur over a 20-year period. The distribution of land uses aims to balance competing priorities to maintain livability for the entire city while promoting a more predictable, sustainable, and connected pattern of development for future years.

Figure 3: Baseline demographics

Baseline Demographics

	NWNA	City
Total Population	5,131	232,051
Age Breakdown		
0-14 yrs	19.7%	17.5%
15-34 yrs	22.5%	29.5%
35-64 yrs	39.9%	38.0%
65+ yrs	17.9%	14.9%
High School Diploma/Equivalent or Higher²	94.7%	94.9%
Bachelor’s Degree or Higher³	51.2%	43.3%
Households	2,054	96,893
Median Income	\$53,596	\$55,354
Businesses	85	10,442
Unemployment Rate	1.7%	3.7%

¹Esri is a business which gathers and analyzes demographic data through mapping and spatial analysis software.

²High School Diploma/Equivalent or Higher includes people whose highest degree was a high school diploma or its equivalent, people who attended college, and people who received an associate’s, bachelor’s, master’s, or professional or doctorate degree.

³Bachelor’s Degree or Higher includes people who received a bachelor’s, master’s, or professional or doctorate degree.



North West Neighborhood

City of Boise

Total Population

North West

5,131

Boise

232,051



Population by Age

North West



0 - 14 yrs

19.7%



15 - 34 yrs

22.5%



35 - 64 yrs

39.9%



65+ yrs

17.9%

Boise



0 - 14 yrs

17.5%



15 - 34 yrs

29.5%



35 - 64 yrs

38.0%



65+ yrs

14.9%

Education

North West

High School Diploma
/Equivalent or Higher:

94.7%

Bachelor's Degree
or Higher:

51.2%



Boise

High School Diploma
/Equivalent or Higher:

94.9%

Bachelor's Degree
or Higher:

43.3%

Households

North West

Total
Households:

2,054

Median
Household Income:

\$53,596



Boise

Total
Households:

96,893

Median
Household Income:

\$55,354



Businesses

North West

Neighborhood Businesses:

85

Unemployment Rate:

1.7%



Boise

City Businesses:

10,442

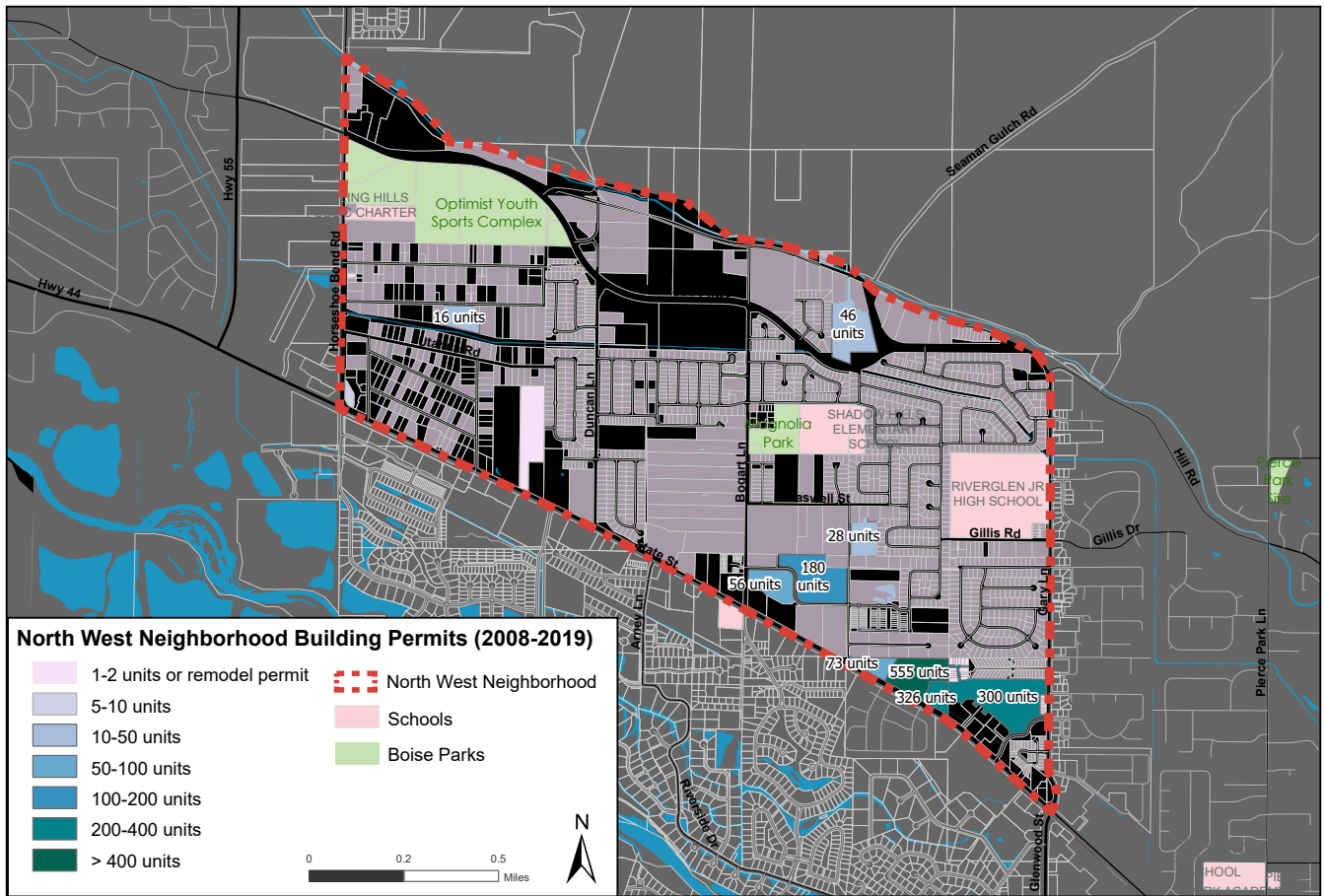
Unemployment Rate:

3.7%

Data Source: 2012-2016 American Community Survey; 2018 Esri estimates

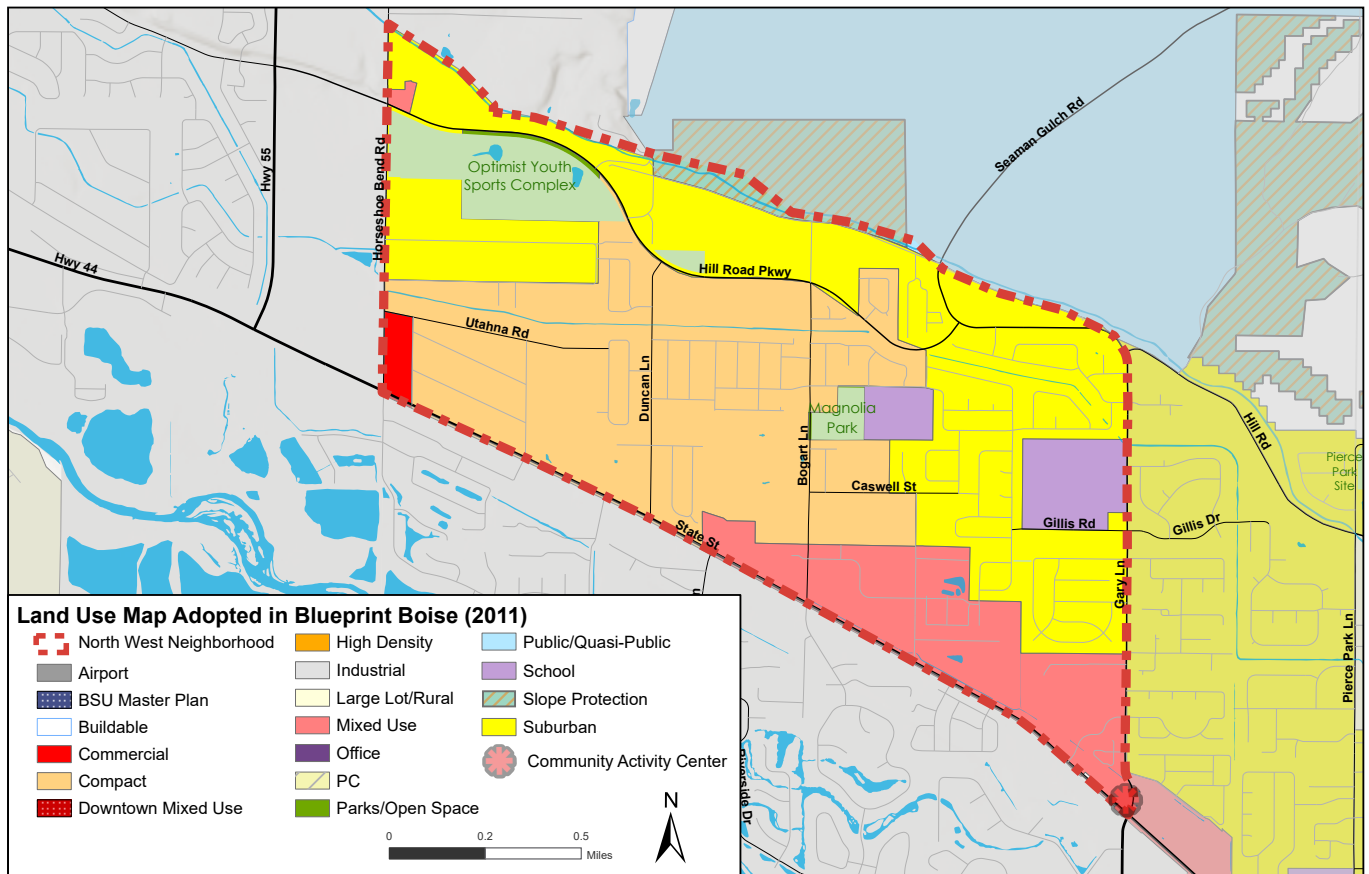


Figure 4: Housing construction starts approved from 2008-July 2019



Source: City of Boise, 2019

Figure 5: Land Use map from Blueprint Boise (2011)



Source: City of Boise, 2018





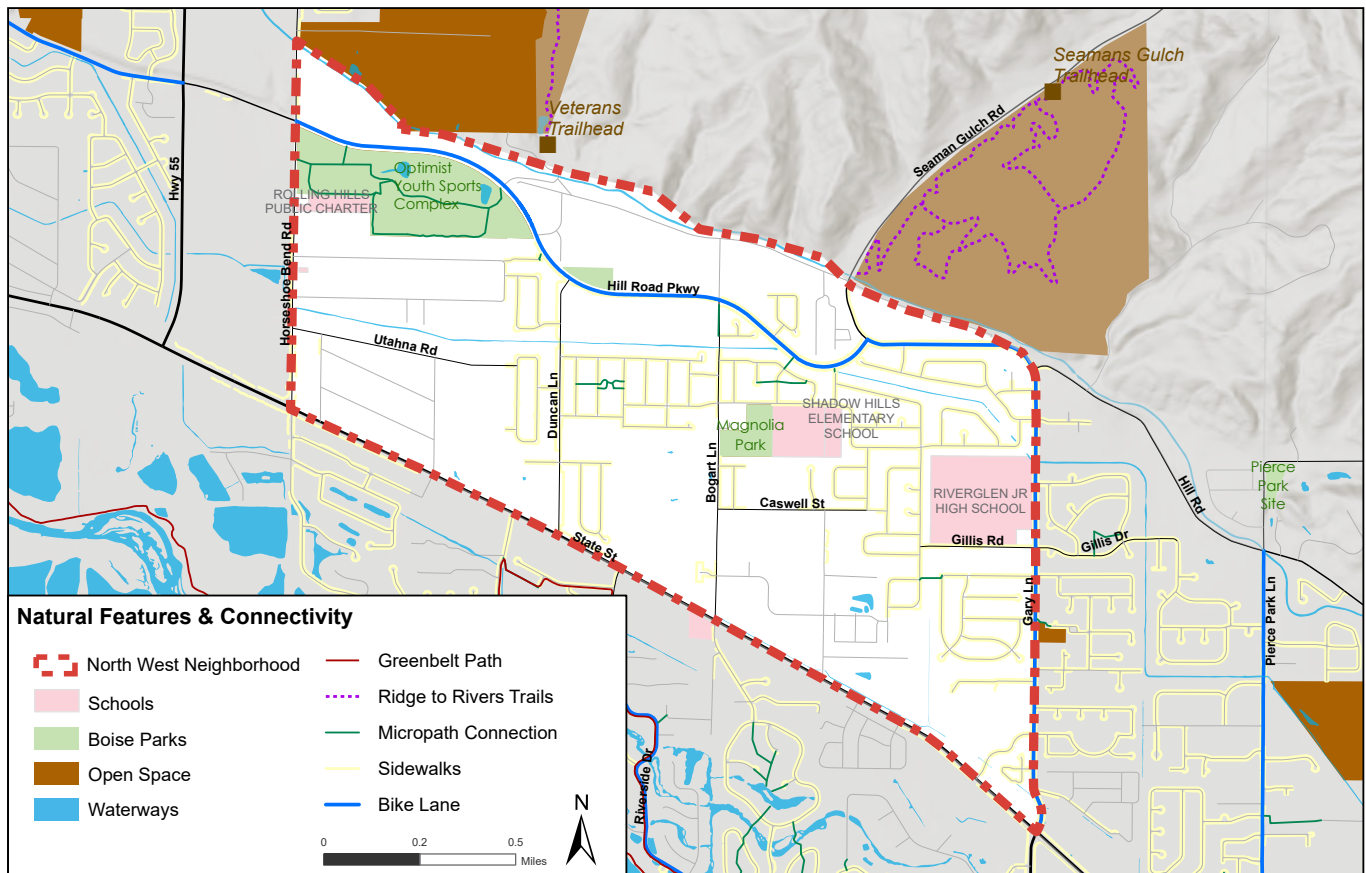
Residents enjoy the pollinator and bird friendly landscaping along West Old Hill Road

Figure 6 shows the natural features in the neighborhood including trails, water features, public amenities, and the interface with wildland and foothills areas.

Neighborhood development is defined by: commercial uses and higher density housing along State Street/State Highway 44, multi-family and single family in the southern and central portions, and single-family units with a variety of lot sizes in

the northern section. The landscape is defined by the foothills to the north, waterways that run through the neighborhood where it lies within the historic Boise River floodplain, and the river itself, which is separated from the neighborhood by State Street/State Highway 44. The foothills provide recreation opportunities for North West residents and the greater Boise area.

Figure 6: Natural Features & Connectivity



Source: City of Boise, ACHD, COMPASS 2018



Community Engagement Process

The Committee used multiple communication methods to engage residents and all stakeholders during the planning process through frequent announcements of opportunities to participate. The process included ongoing work by the Committee, periodic input from the community via a survey, special Saturday meetings hosted by the neighborhood members of the Committee, two (2) open house events, and synthesis by the consultant team. Figure 2 on page 13 charts key public engagement dates and events. A survey conducted by the North West Neighborhood Association in 2018 also contributed background for plan.

Survey

The planning process included input from residents and other stakeholders via the North West Neighborhood Survey in early 2019 (Appendix A) and used the results from the 2018 North West Livability Survey conducted by the NWNA Board to assess characteristics and community perspectives on livability in the neighborhood (Appendix B).

The 2019 survey was conducted from January 7 to February 11, 2019 with 590 responses received and a 79% survey-completion rate. The responses (526) from January 7 to February 4, 2019 were analyzed by the consultant team, with an additional 64 responses received from February 4 through February 11 found to be consistent with the initial 526 responses. In addition, the consultant team reviewed responses from two groups: North West residents and/or workers compared to non-residents and/or non-workers.

The 2019 survey found very similar attitudes and concerns to those identified in the 2018 survey, including concerns with the following: density of new developments and multi-family developments, design and compatibility of development with adjacent neighborhoods, traffic and bicycle and pedestrian infrastructure. Both surveys revealed that North West residents appreciate their homes, the character of their neighborhood, and treasure the natural environment within and adjacent to the area. Finally, the 2019 survey data was used to determine the top three challenges and opportunities identified by survey residents.

Survey respondents identified three top challenges and opportunities:

Survey Findings

The 2019 North West Neighborhood Plan Survey found (multiple-choice questions):

- A majority of respondents (86%) identified farms and associated lands as very, and extremely important focal points for the neighborhood. Further, (72%) percent of respondents were mostly, or completely satisfied with the availability of natural spaces as they existed at the time of the survey.
- Survey respondents also indicated that proximity to nature and wildlife (66%), proximity to recreational opportunities (50%) and neighborhood safety (34%) were the reasons they chose to live in the North West Neighborhood.
- Eighty-eight (88%) percent of neighborhood survey respondents identified the foothills as very (21%), and extremely (67%) important community focal point.

Top three challenges identified in an open-ended question:

1. Development and growth are experienced as leading to overcrowding and are not desired (61%).
2. Traffic congestion causing increased pressure on resources and infrastructure (39%).
3. Preserving open spaces and the rural farmland character (19%).

Top three opportunities identified in an open-ended question:

- Preservation of open space and the rural neighborhood character (40%).
- Increased access to recreation by the development of bicycle/pedestrian pathways (25%).
- Managing growth with less density and congestion (15%).

Other common challenges identified through analysis of open-ended survey responses included public safety, school crowding, and lack of representation and understanding in city government.



Open House Events

The Committee hosted two (2) open house events to gather input and feedback from the North West community. The first open house took place on June 5, 2019 at Riverglen Junior High School, with more than 100 community members attending the interactive event. The participants were empowered to prioritize and refine the draft Goals and Strategies via interactive map exercises and written comments at five separate Goal stations, with the opportunity to identify places or areas in the neighborhood that needed special attention in the Plan. The input affirmed the Goals and led the Committee to re-prioritize Strategies within the Goal areas.

The second open house event took place on October 10, 2019 at River Glen Junior High School. The consultant presented an overview of the process the Committee had undertaken and participants had the opportunity to review the Plan content and provide comments.



Community members participating in the June 5, 2019 open house at Riverglen Junior High

Open House Findings

Goal 1: Safety & Connectivity

Community members stated that north-south bicycle and pedestrian connections need improvement. Attendees identified the need for improved connections along Hill Road Parkway at Horseshoe Bend Road, Duncan Lane, and Bogart Lane as well as at the same roadway intersections with State Street/State Highway 44. Participants also indicated that traffic calming is most needed along Horseshoe Bend Road, Duncan Lane, Bogart Lane, and N Gary Lane (see Figure 7).

Goal 2: Land Use, Form & Design

Community members supported small-scale retail/commercial services along State Street and possibly near the Optimist Youth Sports Complex or Magnolia Park; new higher density housing along State Street; and identified the area on both sides of Hill Road Parkway between Duncan Lane and Bogart Lane as the neighborhood's most sacred place (see Figure 8).

Goal 3: Community Engagement & Process

Attendees who commented at the community engagement station indicated they would like to see actions to implement the Goal.

Goal 4: Cultural Heritage

The Goodale Cut-off of the Oregon Trail and preservation of the Spoil Banks Canal were noted as topics and locations of particular interest. Attendees supported protection of the peaceful access to the Veterans and Dry Creek Cemeteries along West Old Hill Road.

Goal 5: Natural Environment, Open Space & Parks

Community members emphasized land around Hill Road Parkway between Duncan Lane and Bogart Lane, and the parcel on Gary Lane near W. Tobi Street, as the highest priority areas to maintain as open space or neighborhood parks; urban agriculture as highly important along Hill Road Parkway and in the vicinity of the intersection of Bogart Lane and Caswell Street; and pathways along the Farmers Union Canal, Spoil Banks Canal, and the Boise Valley Irrigation Canal Lateral #34 (see Figure 9).



Figure 7: Community responses to questions about Safety & Connectivity

SAFETY & CONNECTIVITY

- Where can bicycle and pedestrian connections be added or improved?
- Where is traffic calming most needed?

 **NORTH WEST NEIGHBORHOOD PLAN**
June 5, 2019 Open House



Figure 8: Community responses to questions about Land Use, Form & Design

LAND USE, FORM & DESIGN

- Where would you like to see small-scale neighborhood serving commercial/retail (i.e. coffee shops, local restaurants, bookstores, libraries, etc.)?
- Where would you support new housing?
- Where is the most sacred place or structure in the neighborhood?



NORTH WEST NEIGHBORHOOD PLAN

June 5, 2019 Open House



Figure 9: Community responses to questions about Natural Environment, Open Space & Park

NATURAL ENVIRONMENT, OPEN SPACE & PARKS

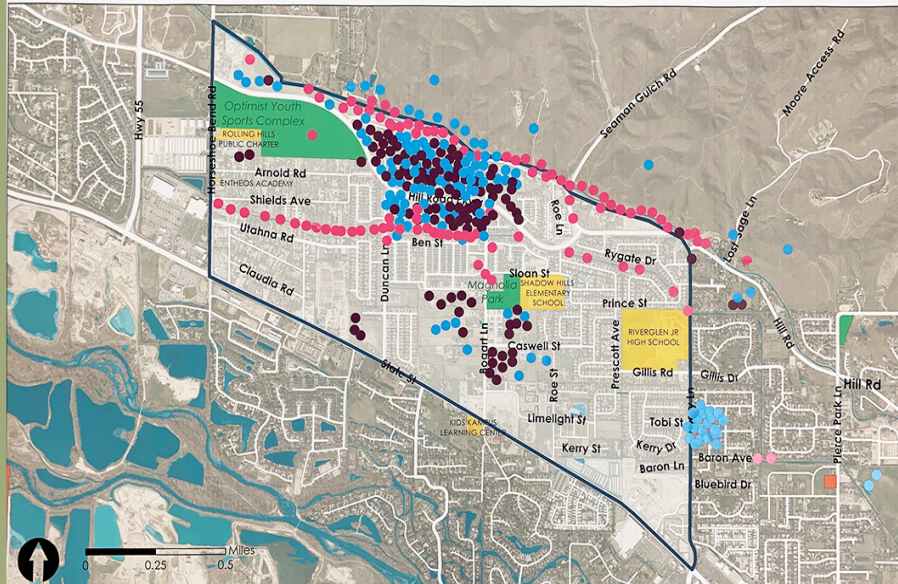
- What is the highest priority area to maintain as an open space or natural area?
- Where should urban agriculture be encouraged?
- Where should the development of pathways along laterals or canals be prioritized?



NORTH WEST NEIGHBORHOOD PLAN

June 5, 2019 Open House

NATURAL ENVIRONMENT, OPEN SPACE & PARKS



NORTH WEST NEIGHBORHOOD PLAN

June 5, 2019 Open House

- City-Owned Property: Parks
- City-Owned Property
- Schools



The Attributes, Challenges and Opportunities result from a compilation of Plan Committee and resident input gathered across the entire process.

North West Neighborhood Attributes

Three key attributes of the North West Neighborhood are strengths that should be leveraged as the plan is implemented.

Organized Community Leadership

The Nwana has emerged as a credible, hard-working group of community organizers. This neighborhood association has connected residents who were active in the annexation debates and those newer to the neighborhood who have mobilized to voice concerns about proposed development in the North West Neighborhood. Nwana is also raising its profile by becoming more connected to other neighborhood associations throughout Boise.

Access to Natural Features

North West community members indicated that they highly value access to the natural environment, including open space, waterways, wildlife and trail, along with proximity to the foothills, rural land, trees, livestock, and the availability of sunlight.

Sacred Elements

In addition to the other natural features listed in this section, the members of the neighborhood committee identified the Veterans Trail and Dry Creek and Veterans cemeteries, Goodale's Cutoff of the Oregon Trail, owls and other raptors, and black locust trees as sacred elements or structures in the neighborhood during the November 2018 kick-off meeting.

North West Neighborhood Challenges

Five key challenges were identified which provided direction for the Strategies and Actions presented later in this Plan.

Changing Neighborhood Character

Neighborhood members identified a loss of open space and rural farmland character, "bland" or "homogeneous" new developments, and their perception of uncontrolled development and growth leading to overcrowding as the single most pressing challenge. Traffic congestion was also a focus of concern.

Design Principles

As a result of land owners' sale and subdivision of private large lot properties, the community has struggled to find consensus about design principles for new development, including density, height, and compatibility with the existing character of the neighborhood.

Community Concern About *Blueprint Boise*

Some community members expressed an important disconnect between the written description of the Northwest Planning Area policies articulated in *Blueprint Boise* and the Land Use Map contained in this same document. More specifically, there is community support for the Neighborhood Character policies articulated in *Blueprint Boise*, but concern that the "compact" residential label on the Land Use Map does not support these policies. In addition, members noted it does not demonstrate consistent land use classification when compared to other areas of the City that border the Wildland Urban Interface.

Lack of Safety & Connectivity

Safe travel routes for pedestrians and bicyclists were commonly referenced as challenges with particular emphasis on the roadway intersections with State Street/State Highway 44.

Fire Service

Coverage for existing and new development was highlighted as a concern.

North West Neighborhood Opportunities

Several opportunities for the North West Neighborhood are integrated into the Goals, Strategies, and Actions in this Plan.

Preservation of Open Space & Rural Character

Residents strongly supported actions focused on securing easements and/or funding to preserve open space to retain the historical rural character of the neighborhood.

Neighborhood Parks & Nearby Trails

Residents strongly supported the need for more neighborhood parks beyond the single location of Magnolia Park; specifically citing



the need for easily accessible neighborhood parks on the eastern and western boundaries. The current neighborhood park, Magnolia Park, is located in the geographical heart of the neighborhood, with its “green-up” completed in 2018. The City awarded funds to construct a shelter for this park in 2020 and the City Parks & Recreation Department has identified capital improvement funding for the park in 2023.

Other opportunities were identified as the need to promote and support safe trail connections for all users by seeking partnerships and easements, as well as engaging volunteers to establish more trails in NW Boise including a corridor that circumvents the Ada/Eagle Bike Park and connects the Dry Creek trails to the trails south of the bike park. Also a trail that begins at the Veterans trailhead and runs north and south just east of the Veterans Trail and connects with Big Springs Trail. This trail has been approved by the Ada County Commissioners and identified with flags as of January 2020.

Transit Oriented Development

Planned State Street Corridor improvements offer an opportunity through well-designed Transit Oriented Development (TOD). The North West Neighborhood has two (2) designated Primary TOD Station shown in the 2019 State Street Transit Oriented Development Plan, located at Glenwood Street/Gary Lane, and Horseshoe Bend Road at their State Street / SH 44 intersections. Primary TOD Stations utilize an inner core of focused mixed-use density within ¼ mile of the station and may extend out to a half-mile radius. TOD principles applied to the stations include improved transportation efficiency during peak hour traffic, safety improvements, human-scale design and placemaking features, and well-developed walkable connections to adjacent neighborhoods, while balancing the natural and man-made environment.

Community Activity Centers

An opportunity exists for an additional Community Activity Center at the Primary TOD Station at Horseshoe Bend Road/State Highway 44. This location could incorporate high-density development with a broad mix of uses to improve the job to housing ratio, as well as integrate public amenities and other community services through cooperative agreements with adjacent cities. This type of development would support the bus rapid transit investments that are planned for the State Street Corridor.

Natural Feature Integration

The many agriculture waterways throughout the neighborhood offer opportunities to support the City’s goal of improving connectivity and mobility, and the Neighborhood’s goals of preserving cultural heritage and the natural environment. Developing paths and improving existing paths and trails adjacent to these natural assets expands travel options, preserves neighborhood character, and protects wildlife and habitat.

Wild Fire Defensible Space

The North West Neighborhood is adjacent to natural areas prone to wildfire. Opportunities exist to seek public monies and grant funding to purchase and preserve land within the boundary of the neighborhood to create a wildfire mitigation buffer, as this natural hazard is, and will remain a risk.



NWNA meeting with the Land Trust of the Treasure Valley to discuss the fate of Boise’s last farmland to foothills connection



OUR PLAN

The North West Neighborhood Plan speaks for residents as we adapt to changing times, to growth and its challenges. It articulates our values and the elements that define our neighborhood's high quality of life. This Plan emphasizes the imperative to consider and retain open space and the natural environment as fundamental to the strength, shape and context of the place we treasure as home. Figure 11 shows the relationship between the five interconnected components of this Plan.

Vision

The North West Neighborhood will evolve in a responsible and environmentally sustainable manner, through the protection of the natural environment and by preserving the historical significance of the area.

Goals

The Vision will be achieved through five Goal areas:

- Safety & Connectivity
- Land Use, Form & Design
- Community Engagement & Process
- Cultural Heritage
- Natural Environment, Open Space & Parks

Planning & Design Principles

To effectively manage growth in the North West Neighborhood, the coordination of infrastructure in advance of development is an essential planning principle necessary to successfully implement the Goals in the responsible manner expressed in the Vision. By ensuring that growth does not outpace infrastructure, the North West's high quality of life is preserved while strengthening the ability to meet future challenges. This principle, along with the use of core design principles, are fundamental aspects of the Neighborhood's Vision.

Strategies & Actions

The Strategies describe the specific methods for each Goal as the means to achieve the Neighborhood's Vision. Fundamental to these Strategies is timely, honest and open engagement and communication between residents and the City, Ada County Highway District and other entities. The Strategies are in priority order based on community input with each Strategy identifying defined Actions.



Neighborhood Plan Committee Meeting



Figure 10: Relationship between the five plan components.



Planning Principles

Coordinating land use and infrastructure decisions, maintaining strong and healthy neighborhoods, developing better systems for managing regionally significant development projects, and promoting sustainable infill development are just a few of the growth-driven land use issues facing Boise City.

To effectively manage these growth issues, the coordinating of infrastructure in advance of development is a critical planning principle. Following the 2014 and 2015 annexations in the North West Neighborhood, some of the essential public facilities and services necessary to accommodate growth remain to be addressed. This Plan seeks to resolve these issues through several defined Actions.

Addressing the provision of public facilities and services to be provided at the adopted Levels of Service prior to or concurrent with the creation of new demands on the facilities is a key component of planning that results in sustainable growth. For purposes of this Plan, such public facilities include those addressed in the Comprehensive Plan, such as water, sewer/wastewater, stormwater, transportation systems, fire protection, police protection, schools, and parks.

The coordination of infrastructure will require working closely and frequently with Ada County, the neighboring cities of Eagle and Garden City, Idaho Transportation Department, Ada County Highway District, and other service providers to coordinate development by addressing the location, form and mix of residential and economic growth; preservation of open spaces and environmental resources; and allocation of federal, state and local funding. This is necessary in order to grow in a fiscally responsible manner and to mitigate the environmental impacts on residents.

Design Principles

The Vision for the Neighborhood includes protecting the natural environment and preserving the historical significance of the area, which can be accomplished through intentional design. The four core design principles for development projects to actively and directly support the North West Neighborhood's Vision are:

Natural Building Features

Building components and landscaping should be sustainable, of high quality, and demonstrate a respect for historic resources that honor the local agricultural heritage of the area. The design of the building and site should include elements that add character and visual interest by using natural materials and native plants. Appropriate building materials would include wood, brick, stone, and weathered steel. Appropriate landscape materials would include open-style fencing and indigenous plants that will thrive in local soils, climate, and the surrounding environment.

Area Character

Sustain neighborhood character through continuity of form and design by selecting and using desirable features of the local built environment. Create variability by providing building designs that offer a creative and rich layering of design elements to add visual interest. Utilize each unique site context to create an authentic sense of place with regard to its location.

Height & Mass

The height and massing of new structures should utilize facade articulation techniques to mitigate the impact of larger buildings and add visual interest. Buildings should step down in height to complement the scale of the existing built environment at adjacent properties and to maintain and enhance the character of the area. It is also important to consider how structures can, and will, best preserve viewsapes and sunlight for residents and neighboring properties.

Interconnectivity

Respect the pedestrian and bicycle permeability that is integral to the health and wellbeing of people, wildlife, and plants. Developments should enhance the pedestrian and built environment by increasing access to canals, laterals, and waterways flowing above ground, or daylighted as amenities, in order to make or maintain thoughtful connections to existing formal and informal footpaths, natural features, and wildlife trails.



Goals & Strategies

Goal 1: Safety & Connectivity (SC)

Improve and increase neighborhood safety and connectivity to natural features and community resources to encourage physical activity and non-motorized transportation.

SC Strategies

SC 1: Implement bicycle and pedestrian routes that improve and/or provide north-south connections between the Boise River and the foothills.

SC 2: Assess and address level of service for facilities, amenities and infrastructure.

SC 3: Improve safety and enhance aesthetics on Hill Road Parkway and other neighborhood streets for bicyclists and pedestrians.

SC 4: Incorporate a 12' multi-use detached pathway along State Street/State Highway 44 to encourage bicycle/pedestrian mobility in a safe and compatible manner.

SC 5: Advocate for the reduction of neighborhood and environmental impacts generated by the Ada County Landfill.

Goal 2: Land Use, Form & Design (LFD)

Create a safe, healthy, and resilient neighborhood through intentional development that incorporates environmental elements and historical features.

LFD Strategies

LFD 1: Advocate for developers to incorporate elements of the neighborhood's agricultural legacy and consider the impacts on people, nature and wildlife during the development permitting process.

LFD 2: Advocate for redevelopment that fits within the historic character of the neighborhood, complements the form and function of its adjacent surroundings, incorporates viewscales, improves mobility choices, and enhances green/open spaces and access to them.

LFD 3: Seek to protect and preserve the neighborhood's rural character through new and existing regulatory tools, zoning overlays, partnership projects and fund-raising.

LFD 4: Consider Neighborhood Activity Centers at designated primary TOD stations.

LFD 5: Support development that is commensurate with the physical characteristics of the land by reducing and/or eliminating risk and exposure to natural hazards.

LFD 6: Focus transit-oriented development on State Street/State Highway 44 within the 1/4 to 1/2 mile walking standard from transit facilities at the primary TOD stations, in a manner that

preserves and complements existing single family residential, natural features and agricultural land uses.

Goal 3: Community Engagement & Process (CEP)

Promote and support an engaged network of community members participating in the civic and cultural life of the North West Neighborhood.

CEP Strategies

CEP 1: Build NWN leadership and capacity to implement and track the North West Neighborhood Plan.

CEP 2: Facilitate inclusive, meaningful, and transparent public participation in all NW Neighborhood activities, in City development approval processes, and City projects and activities.

Goal 4: Cultural Heritage (CH)

Retain the cultural context of the neighborhood by identifying, preserving, and commemorating local history, natural assets, and heritage.

CH Strategies

CH 1: Protect the peaceful access to Veterans and Dry Creek Cemeteries along West Hill Road.

CH 2: Support the City's Cultural Master Plan at the neighborhood level.

CH 3: Promote cultural heritage education and tourism within the Northwest Planning Area.

Goal 5: Natural Environment, Open Space & Parks (NOP)

Ensure a lasting environment and preserve neighborhood character through conservation and protection of the natural ecosystems and places that provide resources to support all life.

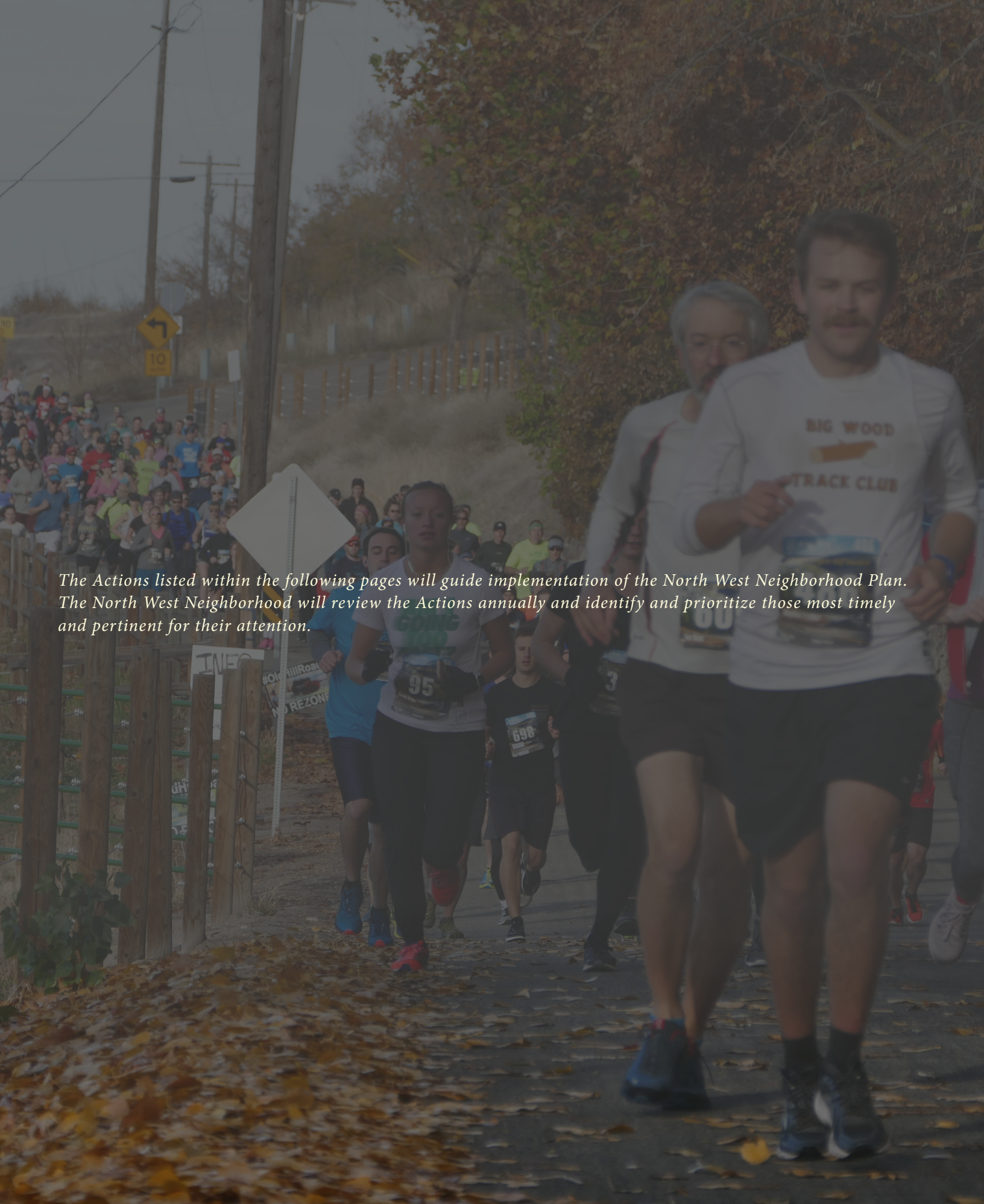
NOP Strategies

NOP 1: Identify locations and work with property owners, the City and other entities to preserve and enhance access to trails, wildlife, natural areas, open space, and parks.

NOP 2: Develop partnerships and seek funding from multiple sources to secure easements, transfers of development rights, and purchases of identified priority land.

NOP 3: Protect natural ecosystems that are essential for long-term sustainability and climate resilience.





The Actions listed within the following pages will guide implementation of the North West Neighborhood Plan. The North West Neighborhood will review the Actions annually and identify and prioritize those most timely and pertinent for their attention.



Safety & Connectivity Actions

Action

SC 1: Implement bicycle and pedestrian routes that improve and/or provide north-south connections between the Boise River and the foothills.

- a. Utilize and implement the following plans to provide safety and connectivity improvements:
 - Northwest Boise Neighborhood Walking and Biking Plan (ACHD, 2015)
 - ACHD/Bicycle Program: Roadway to Bikeways Plan (2018 Addendum)
 - Boise Transportation Action Plan (2017)
- b. Request amendment to *Blueprint Boise* to modify Goal NW-C 1.1 to read “Link the Boise foothills to the Boise River between Bogart Lane and Hwy 55 with 3 designated connections with a priority for a nature trail east of Duncan Lane and the other two routes to be developed through public outreach.”
- c. Improve collectors and arterials to emphasize pedestrian-oriented features through the addition of detached sidewalks, enhanced bike lanes and narrow vehicle travel lanes.
- d. Work with ACHD to update the Northwest Boise Neighborhood Walking & Biking Plan to include and prioritize new pedestrian and bicycle projects identified in this Plan and in the future.
- e. The ACHD Complete Streets Policy shall guide all roadway design when new and redevelopment projects are approved.

SC 2: Assess and address level of service for facilities, amenities and infrastructure.

- a. Work with the City to ensure equitable levels of municipal services, infrastructure, and amenities (such as fire, police, parks, street lights, fire hydrants, etc.).
- b. Use data to measure compliance with Level of Service Standards contained in *Blueprint Boise* in order to make accurate and informed decisions.

SC 3: Improve safety and enhance aesthetics on Hill Road Parkway and other neighborhood streets for bicyclists and pedestrians.

- a. Install pedestrian hybrid beacon lights at Duncan Lane and Bogart Lane prior to any new development adjacent to the Hill Road Parkway.
- b. Enhance the pedestrian/cycling experience by establishing xeric wildflowers along roadside right of ways with an emphasis on native and pollinator friendly species on Hill Road Parkway and other roadways.
- c. Develop and install environmentally and aesthetically sensitive design features to replace concrete barriers and chain link fencing around storm basins on Hill Road Parkway.
- d. Work with ACHD and residents to analyze needs and to install traffic calming on the following roads:
 - Hill Road Parkway
 - Roe Street
 - Caswell Street
 - Bogart Lane
 - Prescott Avenue
 - Gillis Road
 - Shields Avenue
 - Utahna Road



Safety & Connectivity Actions (continued)

Action

SC 4: Incorporate a 12' multi-use detached pathway along State Street/State Highway 44 to encourage bicycle/pedestrian mobility in a safe and compatible manner.

- a. Incorporate the State Street Transit and Traffic Operational Plan and recommendations from the 2019 State Street Transit Oriented Development Plan.
- b. Work with ACHD and ITD to address State Street/State Highway 44:
 - Reduce the speed limit to 35 mph through the North West Planning Area
 - Install detached multi-use path
 - Improve the safety for bicycle/pedestrian crossing at Gary Lane
 - Improve the safety for bicycle/pedestrian crossing at Bogart Lane
 - Add additional traffic signals and/or bicycle/pedestrian crossings at Duncan Lane and east of Roe Street

SC 5: Advocate for the reduction of neighborhood and environmental impacts generated by the Ada County Landfill.

- a. Work with Ada County, ACHD and the City to reduce neighborhood impacts of odor, groundwater contamination, uncovered loads, and heavy truck traffic generated by the Ada County Landfill.



Land Use, Form & Design Actions

Action

LFD 1: Advocate for developers to incorporate elements of the neighborhood's agricultural legacy and consider the impacts on people, nature and wildlife during the development permitting process.

- a. Work with developers and the City to retain and incorporate urban farming, open spaces, and native species landscaping in the approval of future development.
- b. Work with respective irrigation districts and the City to retain day-lighted canals and laterals; accessible for wildlife and intentionally designed into future residential and commercial developments.
- c. Work with the City, and other affected entities to develop a canal pathway plan which recommends easements, specific pathway widths, landscape treatments, and adjacent land use treatments.
- d. Develop a continuous pathway and landscape buffer along the Spoil Banks Canal; a minimum twenty-five foot buffer is desired on each side of the canal.
- e. Seek appropriately scaled and continuous paths and landscape buffers alongside existing irrigation laterals, natural corridors and fence lines.
- f. Improve pedestrian and bicyclists pathways and other connections to neighborhood parks.
- g. Work with the City to designate natural space, canals and irrigation laterals within developments as an amenity, and to define these areas within City code.

LFD 2: Advocate for redevelopment that fits within the historic character of the neighborhood, complements the form and function of its adjacent surroundings, incorporates views, improves mobility choices, and enhances green/open spaces and access to them.

- a. Support a wide range of types, sizes and prices of housing and lots.
- b. Identify and prioritize key view corridors.
- c. Support cluster development to preserve open space and protect key views.
- d. Orient the tallest buildings or tallest portions of buildings along street frontages or away from adjacent single-family homes. Provide gradual decreases in building height so that new structures are transitional in scale to adjacent single-family.
- e. Encourage the use of natural materials, such as wood, stone, and weathering steel on all exteriors, and work with the City to explore a requirement for open-style fencing to maintain and enhance neighborhood character.
- f. Work with City planners, policy makers, property owners and developers to incorporate Citywide Design Standards & Guidelines in proposed developments in the North West Neighborhood.
- g. Work with residents to identify an appropriate mix of land uses and bicycle/pedestrian connections for the area between W. Arnold Road / Shields Avenue, and Horseshoe Bend Road / Ulmer Street.
- h. Work with property owners of the large lots near Bogart Lane between State Street and W. Steve Court to explore a specific plan for future land use.¹

LFD 3: Seek to protect and preserve the neighborhood's rural character through new and existing regulatory tools, zoning overlays, partnership projects and fund-raising.

- a. Engage with the City in future rewrites or amendments to the Zoning Code to represent the Neighborhood perspective on code changes.
- b. Research and seek City of Boise conservation district overlay zoning and/or other protective measures.
- c. Discuss options and resources with land owners of the properties north of Hill Road Parkway, which if they are interested, could help them maintain and/or support the current land uses on their parcels.

¹Westby Subdivision CC&Rs apply. Applicable Article 2.1 of the CC&Rs is included in Appendix.



Land Use, Form & Design Actions (continued)

Action

LFD 4: Consider Neighborhood Activity Centers at designated primary TOD stations.

- a. Support joint planning efforts with the Cities of Eagle and Garden City to pursue all ages facility, public meeting space, branch library, and outdoor plaza.
- b. Identify appropriate sites for possible small-scale neighborhood retail or commercial services along the State Street Corridor to reduce the need for daily trips outside the neighborhood.
- c. Consider a Neighborhood Activity Center at Hill Road Parkway and Horseshoe Bend Road.

LFD 5: Support development that is commensurate with the physical characteristics of the land by reducing and/or eliminating risk and exposure to natural hazards.

- a. Use land use and design to reduce risk and exposure to natural hazards, particularly fire and floods. (e.g. larger set-backs, cluster development, firewise and waterwise treatments, green infrastructure, and open space).
- b. Strive to maintain lower density zoning along the Wildland Urban Interface border to deliberately create a strategic defensible/survivable space buffer, to reduce the chance of a wildfire becoming a major urban fire and to proactively mitigate the future demands on water.

LFD 6: Focus transit-oriented development on State Street within the 1/4 to 1/2 mile walking standard from transit facilities at the primary TOD stations, in a manner that preserves and complements existing single family residential, natural features and agricultural land uses.

- a. Integrate new development with adjacent residential areas through the use of transitional densities, heights, mass, and by providing periphery setbacks which match the setbacks of existing development.
- b. Incorporate the recommendations and concept designs proposed in the 2019 State Street Transit Oriented Development Plan.
- c. Work with the City to ensure the approved design of new development for the primary TOD stations is pedestrian-oriented and incorporates placemaking principles with high-quality elements and design features; (i.e. public plazas/open spaces, outdoor dining, local healthy food options, street furniture, weather protection with awnings or canopies, large plant buffers/berms, screened parking and loading areas, and consolidated vehicle access/exit points, daylighted irrigation canals and laterals as amenities and walkways).
- d. Conduct planning activities with the neighborhood and other stakeholders to refine primary TOD station concept plans for Glenwood/Gary Lane and Horseshoe Bend Road.
- e. Intentionally develop diverse housing options at designated primary TOD stations.
- f. Work with the City to mitigate potential noise pollution by including berms and dense planting between new subdivisions and arterial roadways.
- g. Research and consider requiring increased sound buffering from new development or redevelopment to protect neighborhoods from sound impacts with appropriate design and/or noise decibel limitations and enforcement.
- h. Work with the City, ACHD, ITD, Ada County and other affected entities to measure and evaluate impacts on the transportation network from cumulative growth to the north and west approved after 2006.
- i. Incorporate cumulative data from each transportation impact analysis in permitting future development decisions.
- j. Encourage the City to require State Street signage to reflect the pedestrian scale and encourage the use of billboards for public art.



Community Engagement & Process Actions

Action

CEP 1: Build NWNA leadership and capacity to implement and track the North West Neighborhood Plan.

- a. Build coalitions with other neighborhoods, especially those that share resources, are directly impacted by the same land uses, or are connected by history and geography (e.g. Hill Road, canal systems, and State Street).
- b. Attend and represent the NWNA at meetings hosted by the Boise Neighborhood Association Network (BNAN).
- c. Participate in the City's conferences, workshops and other training opportunities, plus other applicable conferences and trainings.

CEP 2: Facilitate inclusive, meaningful, and transparent public participation in all North West Neighborhood activities, in City development approval processes, and City projects and activities.

- a. NWNA will organize an annual meeting and one neighborhood social event per year, and coordinate with other neighborhood associations to host voter registration events and candidate forums.
- b. NWNA Board Members and/or volunteers will apply for neighborhood grants and other sources for grants/opportunities to seek funding for projects that enhance parks and the natural and cultural heritage of the Neighborhood, other identified and eligible capital projects, and that support communications and social activities.
- c. NWNA Board Members will meet annually with City/ACHD to review implementation of this Plan, consider new projects, and update maps as needed.
- d. Work with the City during updates to the Zoning Code and recommend a methodology which would require a specific percentage of open space or farmland be set aside if/when greenfield development occurs.
- e. NWNA will inform residents about the value of involvement and the processes to engage and influence development applications proposed for the Neighborhood, and amendments to the City's Comprehensive Plan (*Blueprint Boise*) and Boise Code:
 - Immediate: When official North West Neighborhood Plan is approved and adopted into the Comprehensive Plan
 - Long Term: Neighborhood and citizen involvement in updating a new version of the Comprehensive Plan, ideally every 6-7 years
 - Ongoing: Proposed development applications and proposed amendments to the Comprehensive Plan and to the Boise Code.



Cultural Heritage Actions

Action

CH 1: Protect the peaceful access to Veterans and Dry Creek Cemeteries along West Hill Road.

- a. Prioritize parcels and seek funding to purchase or secure easements to preserve all or portions of the open space, farmland, nature, and wildlife that is representational of Boise artist James Castle.
- b. Explore possibilities and partnerships to purchase or secure easements and designate open space along West Hill Road as The Northwest Boise Natural Heritage & Wildlife Conservation Area.
- c. Seek to identify and interpret the Oregon Trail route/Goodale's Cutoff and to preserve any remaining segments of the Trail if they exist.

CH 2: Support the City's Cultural Master Plan at the neighborhood level.

- a. Work with the Department of Arts & History and other partner organizations to research, interpret and promote the cultural heritage of the Neighborhood through development of a North West Neighborhood Cultural Plan.
- b. Research, identify and seek funding to protect and preserve potential historic assets and era(s) of significance within the neighborhood.
- c. Seek funding to help sustain and develop the cultural, environmental, and recreational elements identified in this plan.
- d. Work with affected irrigation districts and other stakeholders to sponsor a multi-neighborhood community re-naming event for the Spoil Banks Canal. If the research in conjunction with any historic figures determines the name can be changed, work with Idaho's First People's to consider a Native American name connected to the area.

CH 3: Promote cultural heritage education and tourism within the North West Planning Area.

- a. Coordinate with Collister and Pierce Park Neighborhoods to develop cultural heritage tourism by creating bicycle and pedestrian connections and wayfinding through the three neighborhoods from the James Castle house to his gravesite in Dry Creek Cemetery.
- b. Seek funding to create and install interpretive and wayfinding signage and commemorative markers.
- c. Seek funding from the City, and in accord with City policies, to install neighborhood gateway signage using unique NWNA logo.



Natural Environment, Open Spaces & Parks Actions

Action

NOP 1: Identify locations and work with property owners, the City and other entities to preserve and enhance access to trails, wildlife, natural areas, open space, and parks.

- a. Provide additional neighborhood parks within one half mile of the eastern and western boundaries of the neighborhood in accordance with the Level of Service Standards in *Blueprint Boise*.
- b. Work with landowners, the community, the City and other entities to preserve open space, wildlife and natural areas, and the development of parks.
- c. Develop partnerships and seek funding to secure easements and/or purchase property to designate, design, construct and maintain a nature trail route connecting Old Hill Road to the Boise River, using the natural corridor following: Boise Valley Irrigation Ditch Company and Lateral #34, located east of Duncan Lane.
- d. Work with property owners, the irrigation district and other affected entities to seek easements and funding to install and maintain a 6-foot all-weather surface path along the Spoil Banks waterway easement with a 10' vegetative buffer between the path and adjacent land uses.
- e. Work with the City to implement the Boise Open Space Reserves Management Plan and Ridge-to-Rivers Trail Plan.
- f. Support efforts and seek partnerships, easements and funding to create and maintain a pedestrian / equestrian trail to the east of Veterans Trailhead, and a multi-use trail to the east of the Ada/Eagle Bike Park, designed with ample sight lines in order to connect future Dry Creek trails to the north safely for all users, including pedestrians and equestrians to connect with trails to the north.
- g. Seek locations for low-impact passive recreation to improve easy access to low-land, natural open space for people of all ages and abilities to connect with nature.

NOP 2: Develop partnerships and seek funding from multiple sources to secure easements, transfers of development rights, and purchases of identified priority land.

- a. Develop partnerships and seek funding to acquire and maintain the remaining open space along Hill Road Parkway to enable wildlife to survive and thrive by intentionally making all wildlife part of the scenery.
- b. Identify habitats and natural resources between the foothills and the Spoil Banks waterway and seek funding to secure and maintain natural corridor/buffer zones when new or redevelopment occurs.
- c. Work with property owners and the City to retain and incorporate elements of urban farming on the large lots near Bogart Lane between State Street and W. Steve Court², and other areas as neighborhood priorities.

²Westby Subdivision CC&Rs apply. Applicable Article 2.1 of the CC&Rs is included in Appendix.



Natural Environment, Open Spaces & Parks Actions (continued)

Action

NOP 3: Protect natural ecosystems that are essential for long-term sustainability and climate resilience.

- a. Work with affected agencies, including the Farmers Union Canal, Boise Valley Irrigation Ditch Company, residents and other partners to monitor and improve the biological integrity and ecological functioning of the Spoil Banks natural systems.
- b. Work with affected irrigation districts, companies, and other agencies and seek funding to plant a variety of native species and shade trees to improve riparian habitat that supports wildlife and pollinators and to reduce the impact on the year-round population of rainbow trout.
- c. Work with the City Public Works Department, Division of Environmental Quality, and affected irrigation agencies to develop monitoring plans to test and improve water quality in the irrigation network on an ongoing basis.
- d. Work with appropriate agencies to conduct an inventory of fish and other native species and identify actions to mitigate factors which may adversely affect these populations.
- e. Work with ACHD, irrigation districts and other affected entities to maintain and improve the ecological function and aesthetics of storm water collection areas and incoming drainage to reduce water contamination, improve water quality, decrease erosion, mitigate invasive plant species, and support wildlife habitat through planting of native trees, shrubs, and perennials, and the use of groundcover plants and natural mulch.
- f. Partner with other neighborhood associations to identify locations and seek a City ordinance to protect a dark sky environment through minimizing light pollution by requiring downward/low light design, minimal lighting of natural areas, and the use of ecologically sound lighting technology, while maintaining safety for residents and others.



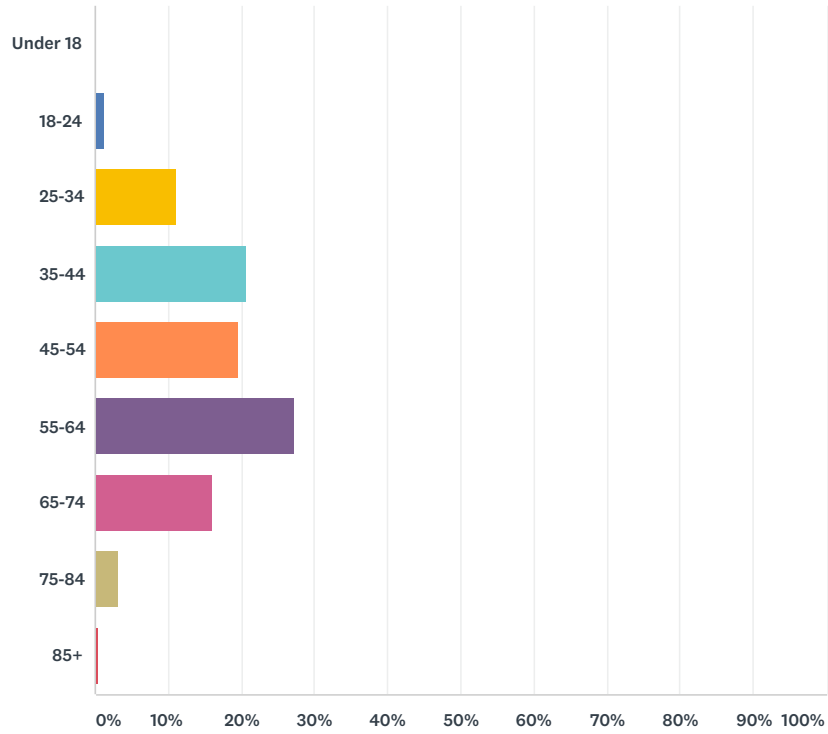
APPENDIX A

2019 NORTH WEST NEIGHBORHOOD SURVEY



Q1 What is your age?

Answered: 590 Skipped: 0

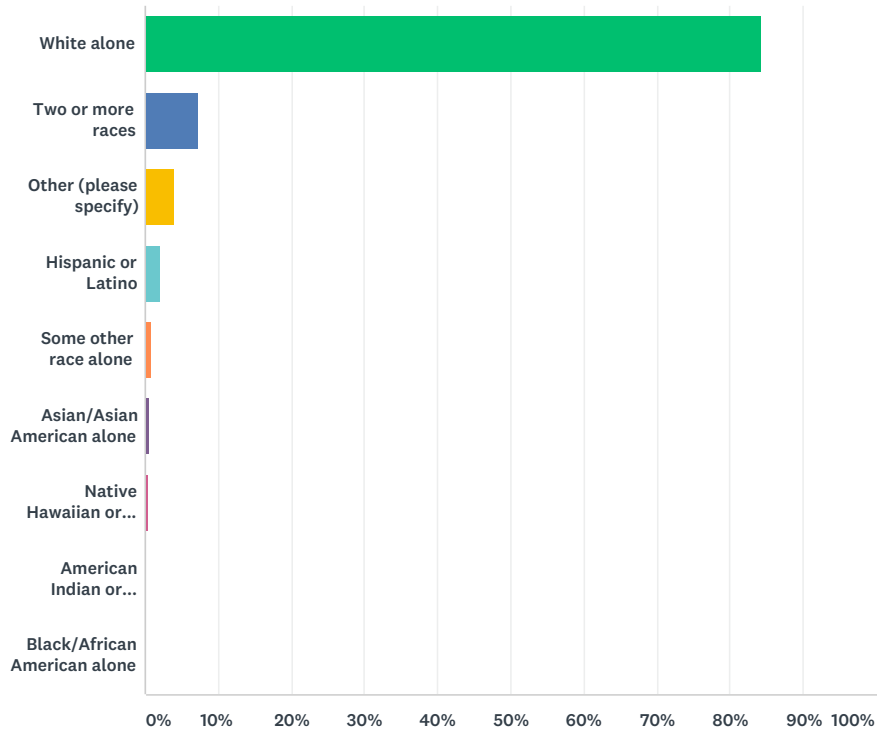


ANSWER CHOICES	RESPONSES
Under 18	0.17% 1
18-24	1.19% 7
25-34	11.19% 66
35-44	20.68% 122
45-54	19.66% 116
55-64	27.29% 161
65-74	16.10% 95
75-84	3.22% 19
85+	0.51% 3
TOTAL	590

North West Boise Neighborhood Survey

Q2 With which racial or ethnic group(s) do you most identify?

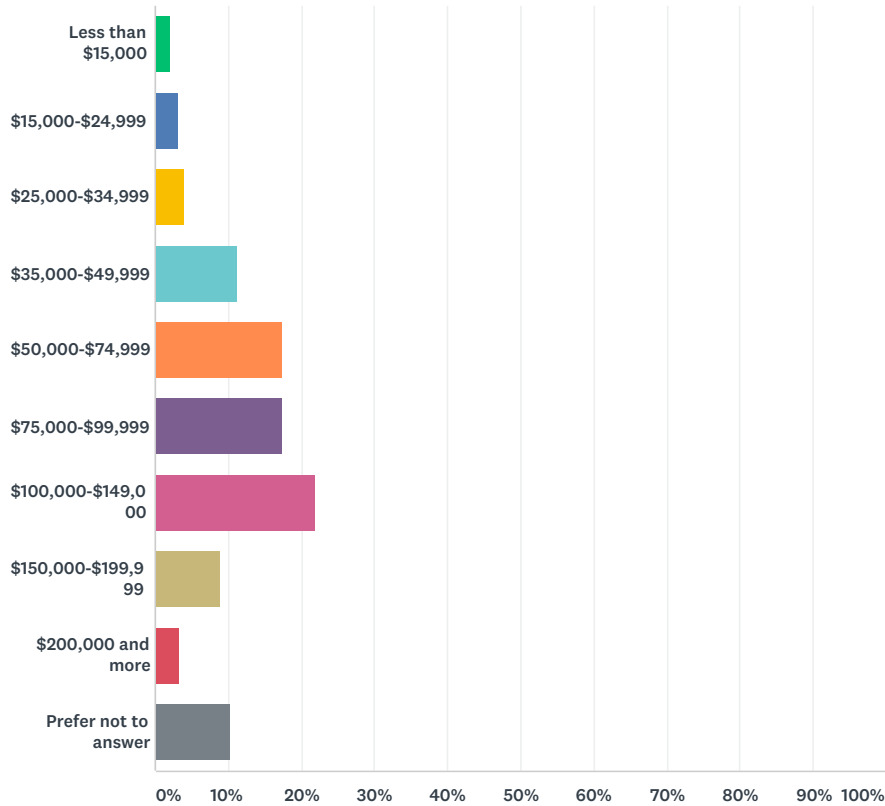
Answered: 589 Skipped: 1



ANSWER CHOICES	RESPONSES	
White alone	84.38%	497
Two or more races	7.30%	43
Other (please specify)	4.07%	24
Hispanic or Latino	2.04%	12
Some other race alone	0.85%	5
Asian/Asian American alone	0.68%	4
Native Hawaiian or Pacific Islander alone	0.51%	3
American Indian or Alaska Native alone	0.17%	1
Black/African American alone	0.00%	0
TOTAL		589

Q3 What is your total annual household income?

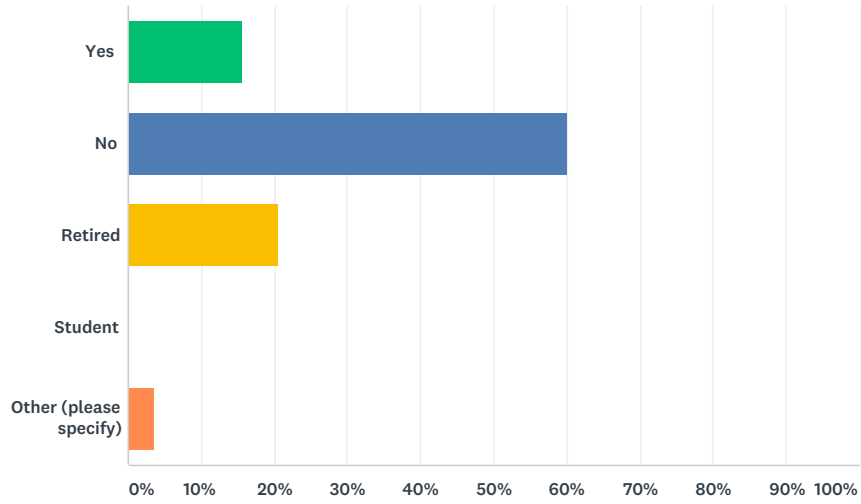
Answered: 590 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than \$15,000	2.03%	12
\$15,000-\$24,999	3.05%	18
\$25,000-\$34,999	4.07%	24
\$35,000-\$49,999	11.36%	67
\$50,000-\$74,999	17.46%	103
\$75,000-\$99,999	17.46%	103
\$100,000-\$149,000	22.03%	130
\$150,000-\$199,999	8.98%	53
\$200,000 and more	3.39%	20
Prefer not to answer	10.17%	60
TOTAL		590

Q4 Do you work in the North West neighborhood?

Answered: 589 Skipped: 1

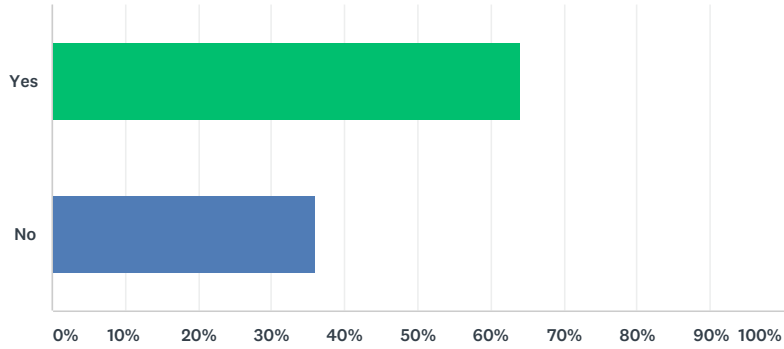


ANSWER CHOICES	RESPONSES	
Yes	15.62%	92
No	60.10%	354
Retired	20.54%	121
Student	0.17%	1
Other (please specify)	3.57%	21
TOTAL		589

North West Boise Neighborhood Survey

Q5 Do you live in the North West neighborhood? (The neighborhood sits between North Horseshoe Bend Road to the West and Gary Lane to the East, and State Street to the South and West Hill Road to the North)

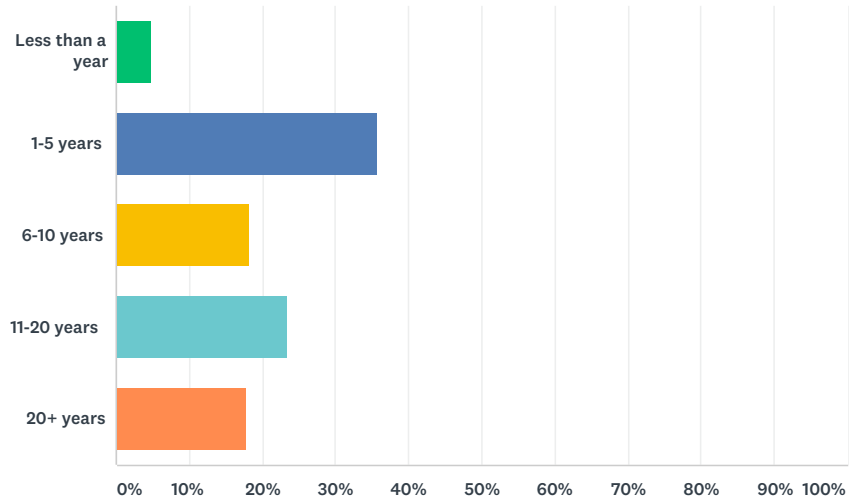
Answered: 590 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	64.07%	378
No	35.93%	212
TOTAL		590

Q6 How long have you lived in the North West Neighborhood?

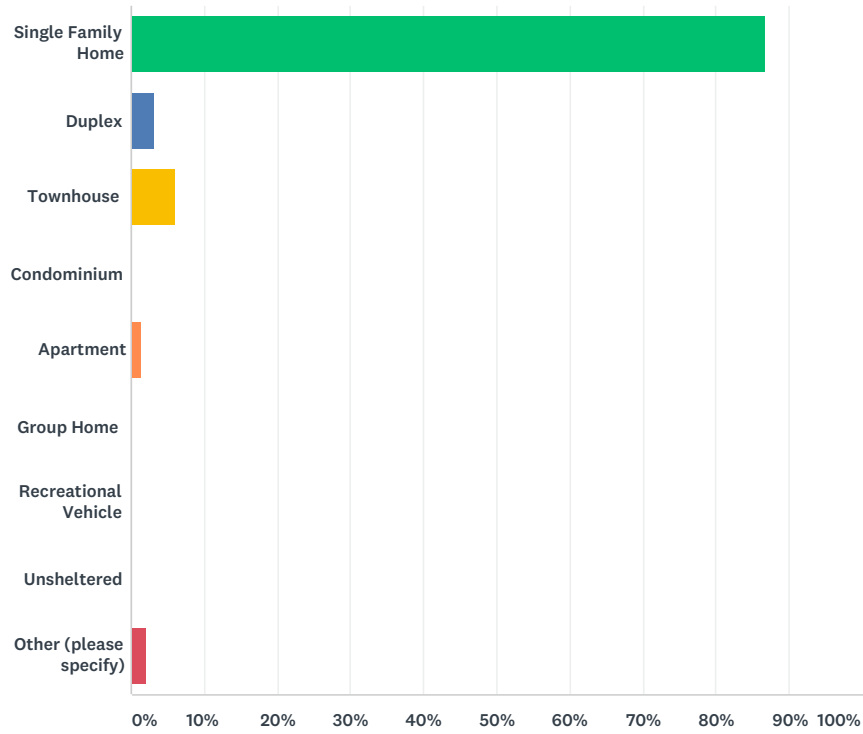
Answered: 350 Skipped: 240



ANSWER CHOICES	RESPONSES	
Less than a year	4.86%	17
1-5 years	35.71%	125
6-10 years	18.29%	64
11-20 years	23.43%	82
20+ years	17.71%	62
TOTAL		350

Q7 Which best describes your home?

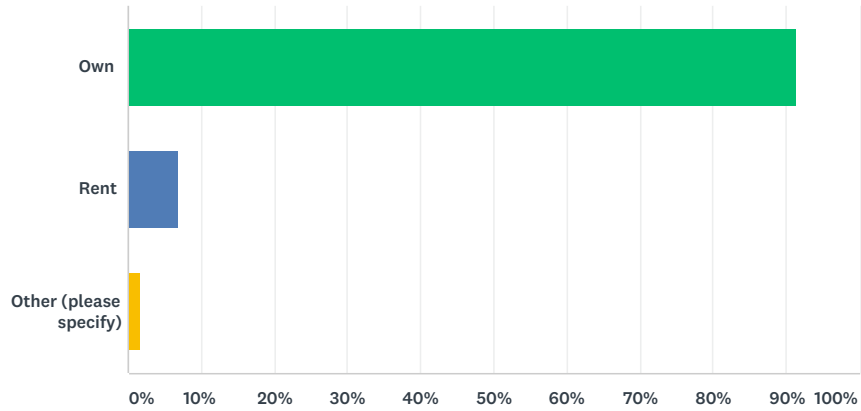
Answered: 350 Skipped: 240



ANSWER CHOICES	RESPONSES	
Single Family Home	86.86%	304
Duplex	3.14%	11
Townhouse	6.00%	21
Condominium	0.29%	1
Apartment	1.43%	5
Group Home	0.00%	0
Recreational Vehicle	0.29%	1
Unsheltered	0.00%	0
Other (please specify)	2.00%	7
TOTAL		350

Q8 Do you own or rent your home?

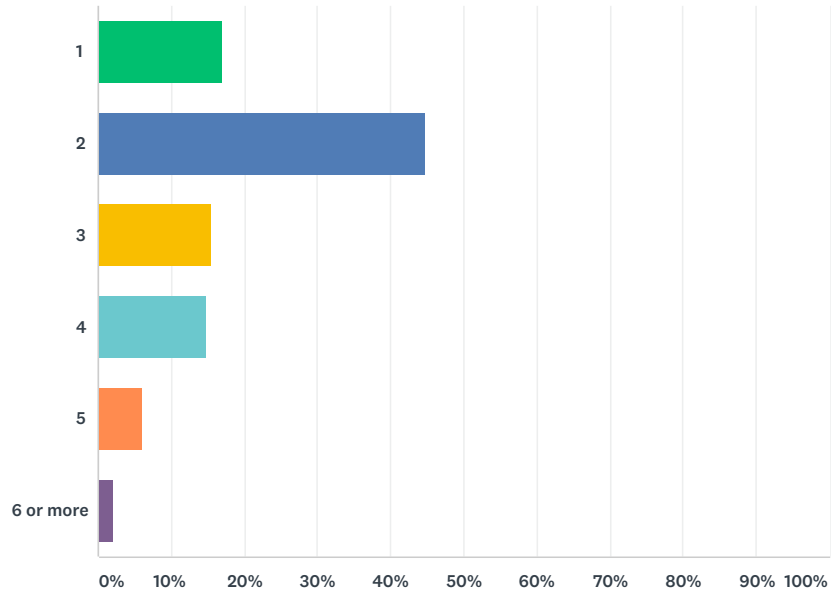
Answered: 350 Skipped: 240



ANSWER CHOICES	RESPONSES	
Own	91.43%	320
Rent	6.86%	24
Other (please specify)	1.71%	6
TOTAL		350

Q9 Including yourself, how many people live in your home?

Answered: 350 Skipped: 240

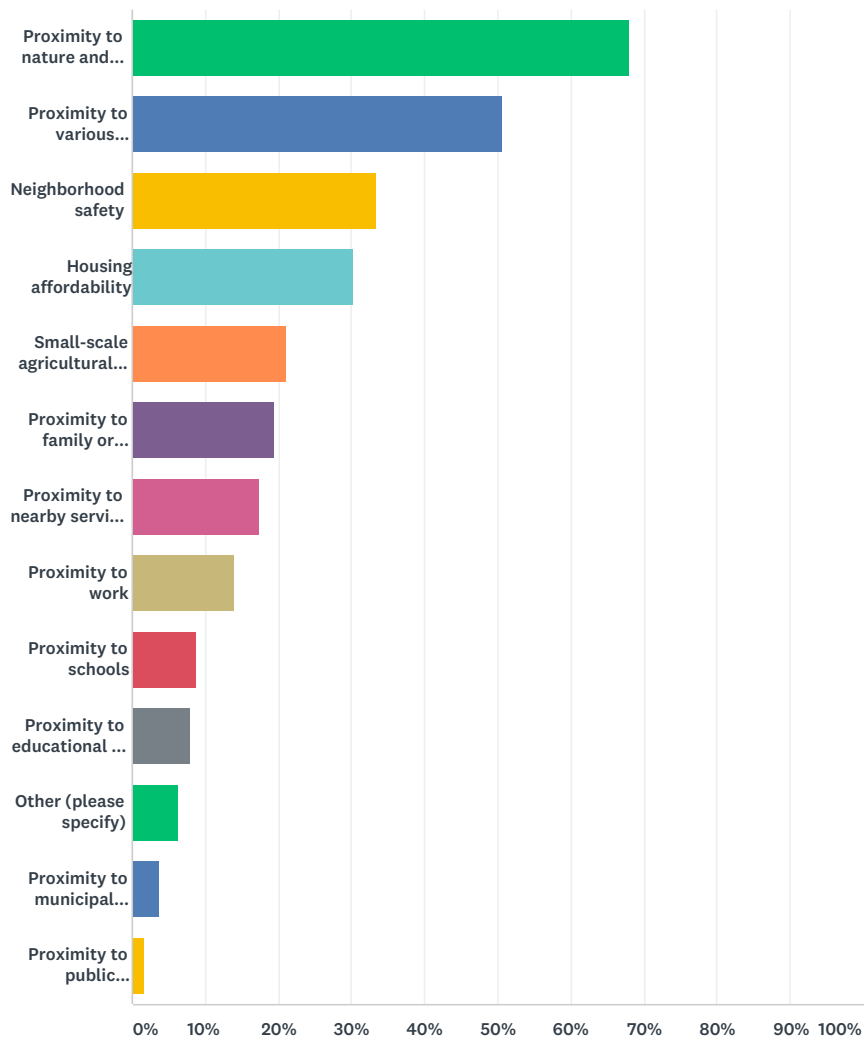


ANSWER CHOICES	RESPONSES	
1	16.86%	59
2	44.86%	157
3	15.43%	54
4	14.86%	52
5	6.00%	21
6 or more	2.00%	7
TOTAL		350

North West Boise Neighborhood Survey

Q10 What are your top three reasons for choosing to live in the North West Neighborhood? (Please select your top 3 from the list below)

Answered: 350 Skipped: 240



ANSWER CHOICES	RESPONSES	
Proximity to nature and wildlife	68.00%	238
Proximity to various recreational opportunities (e.g., trails, bike paths, sports fields)	50.57%	177
Neighborhood safety	33.43%	117
Housing affordability	30.29%	106
Small-scale agricultural environment	21.14%	74
Proximity to family or friends	19.43%	68
Proximity to nearby services (e.g., stores, restaurants, medical facilities)	17.43%	61
Proximity to work	14.00%	49
Proximity to schools	8.86%	31
Proximity to educational or recreational municipal services such as libraries and neighborhood parks	8.00%	28
Other (please specify)	6.29%	22

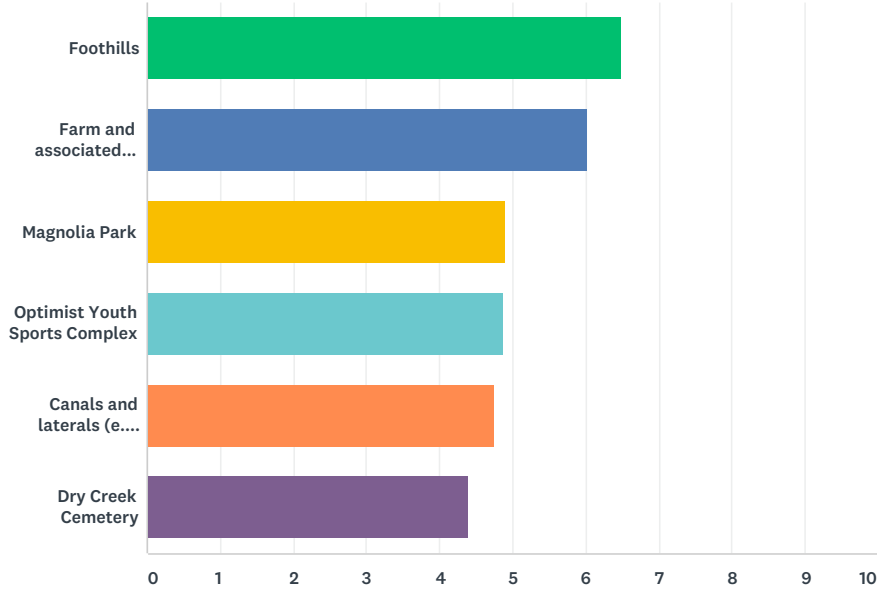
North West Boise Neighborhood Survey

Proximity to municipal services (e.g., police, fire station, medical services)	3.71%	13
Proximity to public transportation	1.71%	6
Total Respondents: 350		

North West Boise Neighborhood Survey

Q11 The following are community focal points that North West neighborhood community members identified. Please rate each by level of importance.

Answered: 350 Skipped: 240

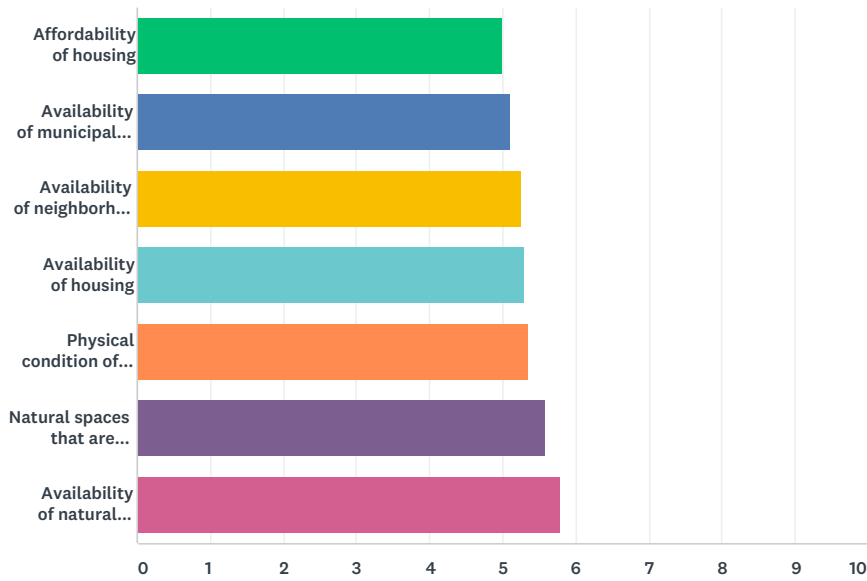


	NOT AT ALL IMPORTANT	LOW IMPORTANCE	SLIGHTLY IMPORTANT	NEUTRAL	MODERATELY IMPORTANT	VERY IMPORTANT	EXTREMELY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Foothills	0.29% 1	1.15% 4	1.15% 4	1.15% 4	7.45% 26	21.49% 75	67.34% 235	349	6.48
Farm and associated lands with rural character	2.00% 7	2.29% 8	2.57% 9	2.86% 10	14.00% 49	26.29% 92	50.00% 175	350	6.03
Magnolia Park	2.93% 10	7.92% 27	6.45% 22	16.42% 56	24.93% 85	27.57% 94	13.78% 47	341	4.90
Optimist Youth Sports Complex	6.59% 23	8.31% 29	5.44% 19	15.19% 53	21.49% 75	22.06% 77	20.92% 73	349	4.87
Canals and laterals (e.g., Boise Valley, Farmers Union)	7.45% 26	8.88% 31	7.74% 27	17.48% 61	17.19% 60	19.20% 67	22.06% 77	349	4.74
Dry Creek Cemetery	10.09% 35	9.51% 33	6.92% 24	21.04% 73	21.90% 76	17.00% 59	13.54% 47	347	4.40

North West Boise Neighborhood Survey

Q12 Please rate your satisfaction with the North West Neighborhood on the following items:

Answered: 348 Skipped: 242

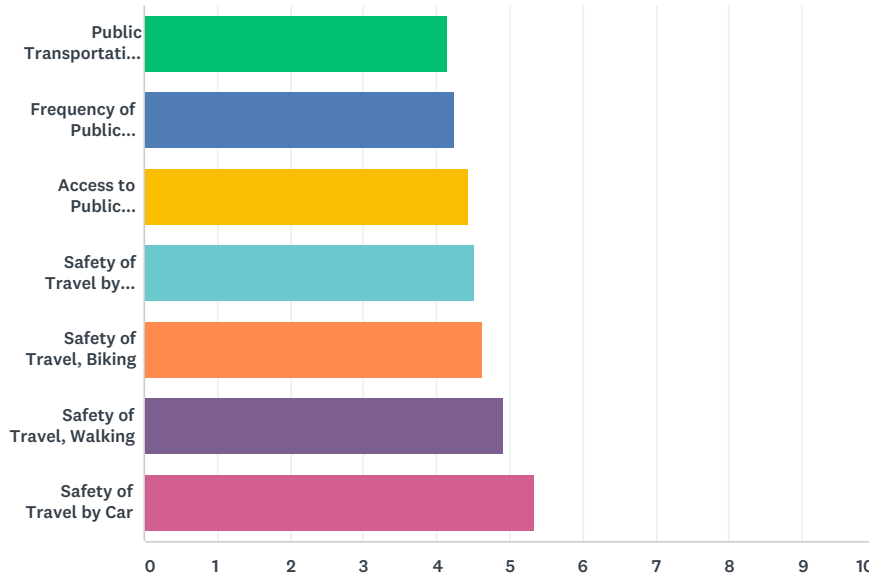


	COMPLETELY DISSATISFIED	MOSTLY DISSATISFIED	SOMEWHAT DISSATISFIED	NEITHER SATISFIED NOR DISSATISFIED	SOMEWHAT SATISFIED	MOSTLY SATISFIED	COMPLETELY SATISFIED	TOTAL	V A
Affordability of housing	3.45% 12	2.59% 9	10.34% 36	18.97% 66	20.98% 73	26.44% 92	17.24% 60	348	
Availability of municipal safety services	3.16% 11	3.45% 12	6.32% 22	22.13% 77	15.52% 54	31.32% 109	18.10% 63	348	
Availability of neighborhood parks	1.72% 6	3.74% 13	12.07% 42	9.48% 33	17.53% 61	33.05% 115	22.41% 78	348	
Availability of housing	1.44% 5	1.44% 5	3.75% 13	29.11% 101	10.95% 38	29.97% 104	23.34% 81	347	
Physical condition of housing	0.87% 3	1.16% 4	8.96% 31	13.29% 46	17.92% 62	42.49% 147	15.32% 53	346	
Natural spaces that are accessible for all people	1.15% 4	2.31% 8	9.22% 32	3.75% 13	17.29% 60	39.48% 137	26.80% 93	347	
Availability of natural environment	0.86% 3	1.72% 6	6.03% 21	4.60% 16	15.23% 53	37.93% 132	33.62% 117	348	

North West Boise Neighborhood Survey

Q13 Please rate your satisfaction with the North West neighborhood on the following transportation items:

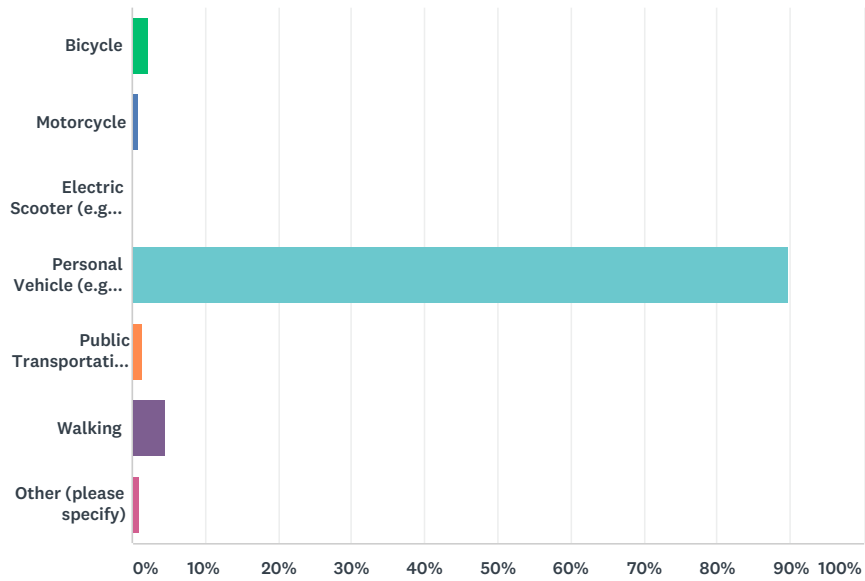
Answered: 348 Skipped: 242



	COMPLETELY DISSATISFIED	MOSTLY DISSATISFIED	SOMEWHAT DISSATISFIED	NEITHER SATISFIED OR DISSATISFIED	SOMEWHAT SATISFIED	MOSTLY SATISFIED	COMPLETELY SATISFIED	TOTAL
Public Transportation Routes to Destinations You Want to Go	6.07% 21	6.65% 23	10.69% 37	48.27% 167	7.51% 26	12.72% 44	8.09% 28	346
Frequency of Public Transportation	4.91% 17	6.65% 23	10.98% 38	45.95% 159	9.25% 32	11.85% 41	10.40% 36	346
Access to Public Transportation	4.03% 14	6.63% 23	10.95% 38	39.77% 138	10.95% 38	14.99% 52	12.68% 44	347
Safety of Travel by Public Transportation	1.74% 6	2.32% 8	5.22% 18	58.26% 201	8.41% 29	13.04% 45	11.01% 38	345
Safety of Travel, Biking	5.51% 19	7.83% 27	15.36% 53	12.17% 42	21.16% 73	25.51% 88	12.46% 43	345
Safety of Travel, Walking	4.03% 14	7.20% 25	14.70% 51	6.63% 23	19.02% 66	32.28% 112	16.14% 56	347
Safety of Travel by Car	1.15% 4	2.31% 8	9.22% 32	11.53% 40	21.61% 75	34.01% 118	20.17% 70	347

Q14 What is your primary mode of transportation in the North West? (Please select only one.)

Answered: 349 Skipped: 241



ANSWER CHOICES	RESPONSES	
Bicycle	2.29%	8
Motorcycle	0.86%	3
Electric Scooter (e.g., Bird, Lime)	0.00%	0
Personal Vehicle (e.g., car, truck)	89.68%	313
Public Transportation (e.g., bus)	1.43%	5
Walking	4.58%	16
Other (please specify)	1.15%	4
TOTAL		349

NW RESIDENTS & WORKERS (n=346)

Opportunities

1. Preserving Open Space

The most often identified opportunity, the *preservation of open space* was found to be vital for NW community members. Respondents described “maintaining foothills and trails” and the “preservation of farms and open land” as their most significant opportunity.

“Keeping the open spaces in order to have a neighborhood environment that encourages walking, hiking, & cycling and keeps the wildlife a part of our lives.”

2. Retaining Neighborhood Character

Respondents described “development that fits the character of the neighborhood” and protecting further “development that impedes the country and foothill atmosphere” as major opportunities.

“We have the opportunity to embrace the change that is happening TO us by guiding it in the right direction and molding it in a way that maintains the character of the area while also meeting the changing needs of residents both old and new.”

3. Bicycle / Pedestrian Connections

NW Community members cited “better sidewalks on busy roads” and “bike paths over / adjacent to canals.” Respondents also called for specific public realm improvements including: sidewalks along Bogart & Duncan; a crossing light at Hill Rd. & Collister; and improved bike lanes near State St., Hill Rd., and Bogart.

“Bike lanes and pedestrian paths could become more connected, more protected, and safer. It would be a great service to the area if canal paths could be made accessible to the public.”

4. Growth Management

Respondents called for a more strategic, thought-out approach to growth within the neighborhood. They identified a “strong development strategy”, “controlled growth”, and “lower density housing” as opportunities to preserve the neighborhood character.

5. Recreational Amenities

NW community members identified opportunities for the development of “more parks”, a “community pool”, and a “ice hockey rink in the Optimist Youth Sports Complex park.” Others called for “dog off-leash areas” and “more public access to rural like facilities.”

6. Safety

Respondents expressed excitement surrounding the opportunities and wildfire mitigation the new fire station will bring to the NW neighborhood. Others called for increased public realm and traffic mitigation improvements specific to “safer ways to cross State St.”, “traffic calming” and “Cross walk safety on Hill Rd Parkway.”

“It would be a good opportunity to show public transportation works and can take cars off the over crowded streets.”

7. Commercial Infill

Community members identified the opportunity for strategic development including “better local business”, “pockets of retail and restaurants similar to Hyde Park” and “more restaurants and bars on the State Street Corridor.” More importantly, respondents expressed the opportunity for “unique independent business's along established major roadways” citing the need for “better local businesses” because “almost all food in this part of town are chains.”

8. Public Transportation

Respondents also identified an opportunity for more bus stops and routes. Specifically, community membered called public transportation options that “extend to Hill Road Parkway”, a “bus route

going west to HP complex”, and “better mass transportation along state street to alleviate heavy traffic”.

9. Community Input

NW residents also expressed the opportunity for “community involvement on housing/neighborhood planning”. Residents expressed the ability “to have and express a voice for more sustainable growth” and an “opportunity to gain our voice and influence in determining how our neighborhood will grow and develop.”

“I know change is coming but I hope it’s done with planning and input from the people that live here.”

Top Three Opportunities

- *Preservation of open space and the rural neighborhood character (40%)*
- *Increased access to recreation by the development of bicycle/pedestrian pathways (25%)*
- *Managing growth with less density and congestion (15%)*

Challenges

1. Uncontrolled Development

NW residents cited the costs associated with uncontrolled development including “overcrowding”, “over building”, and “the rapid development of multi-story dense apartments.” Residents feared “increased pressure on roads with increased housing” and wanted to ensure they maintain the “neighborhood’s mix of single-family homes, pasture, and farm land”.

It will be a challenge to preserve rural character in the face of burgeoning growth that our civic leaders foolishly promote in spite of the lowering of quality of life that it brings for existing residents.

2. Traffic Congestion

Community members identified “increasing traffic” and the “increased stressed on resources and infrastructure” it would cause as a challenge. Community members also identified “traffic and noise on hill road parkway” and “roads that aren’t suitable for the density of proposed development.”

“It’s becoming too crowded with too much traffic.”

3. Preserving Open Space

Respondents found the loss of “large land plots” and the “farm community” as other challenges. Community members identified the “preservation of agricultural land”, the “reserving of wildlife corridors”, and “maintaining of wild spaces” as challenges while major development occurs.

They want to take the open space that we have always had here and put up more high raise apartments and flood our schools.

4. Public Safety

NW residents identified an increase in crime as another challenge. Residents commented that the “crime rate seems to be increasing” and that “crime is increasing too rapidly”.

5. School Crowding

Community members cited that schools are “over capacity” and that there is a “lack of school space”. Residents attributed this challenge to the rising development and congestion experienced in the neighborhood.

“The challenge is nobody listens to us no matter what we say or how hard we tried to explain the people making the decisions aren’t the ones that live here”

6. City Government

Respondents felt unheard by elected officials citing the lack of “representation in our government to protect what is left of our neighborhood”. Residents commented that their challenge is for “local politicians to understand how important the semi-rural flavor of this area is to residents”.

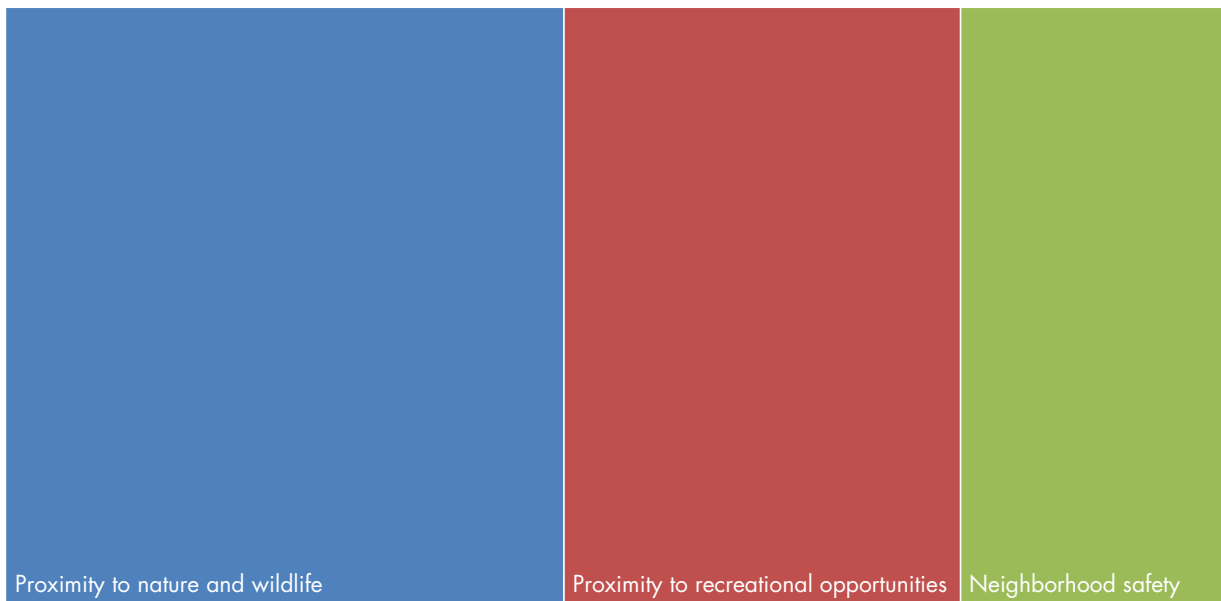
Top Three Challenges

- *Uncontrolled development and growth leading to overcrowding (61%)*
- *Traffic congestion causing increased pressure on resources and infrastructure (39%)*
- *Preserving open spaces and the rural farmland character (19%)*

Assets

- NW community members identified: *proximity to nature and wildlife (70%)*, *proximity to recreational opportunities (50%)*, and *neighborhood safety (34%)* as their top three reasons for choosing to live in the North West Neighborhood.
- NW community members identified the *foothills (97%)* and *farms and associated lands with rural character (91%)* as important community focal points.
- NW community members were extremely, very, or moderately satisfied with the *availability of the natural environment (86%)*, *natural spaces that are accessible for all people (85%)*, and *safety of travel by car (77%)*.

Top 3 reasons for choosing to live in the North West Neighborhood



Constraints

NW community members were completely, mostly, or somewhat dissatisfied with:

- *Safety of travel by biking (29%)*
- *Safety of travel by walking (26%)*
- *Public transportation routes to destinations they want to go (23%)*
- *Frequency of public transportation (23%)*
- *Affordability of housing (17%)*
- *Availability of neighborhood parks (17%)*

NON-NW RESIDENTS (n=180)

Opportunities

Top Three Opportunities

- *Preservation of open space and the rural neighborhood character (55%)*
- *Increased access to recreation by the development of bicycle/pedestrian pathways (33%)*
- *Managing growth with less density and congestion (16%)*

Challenges

Top Three Challenges

- *Uncontrolled development and growth leading to overcrowding (74%)*
- *Traffic congestion causing increased pressure on resources and infrastructure (41%)*
- *Preserving open spaces and the rural farmland character (26%)*

APPENDIX B

2018 NORTH WEST NEIGHBORHOOD LIVABILITY SURVEY



Responses to North West Neighborhood Livability Survey, Conducted by North West Neighborhood Association, February - April 2018

Respondent	1. What words or sentences come to mind when you think of what currently makes our neighborhood more livable?	2. What words or sentences come to mind when you think of what currently makes our neighborhood less livable?	3. What words or sentences come to mind when you think of how our neighborhood could become more livable?
1	Beautiful scenery and nature, great neighbors	Traffic, school crowding	Bigger sense of community
2	Open space	Too many houses too close together	Keep open space and parks and lots of green space
3	Open space	More cars, apartment and houses	More open spaces
4	Quiet, schools are great, classroom size in nearby schools are livable, wildlife watching	More traffic, more people	Maintain status quo and current zoning
5	Lots of trails close to home	congestion	enforcement of loud motor vehicles
6	Continuity	Influx	Relationship and stability
7	Safety from Crime - View of the Foothills - Wildlife in the area - Close to Winco Grocery Store (employee-owned) and Home Depot.	Traffic noise from State Street begins at 7:00 a.m. or even earlier - Unable to enter State Street from Duncan Lane and must go through subdivision to enter State Street from Bogart Lane where there is a stop light or else drive east on Hill Road to Gary Lane - The newly built and very ugly apartment buildings and shopping areas without landscaping on the corner of State & Gary Lane make us look like Pittsburgh or some other ugly city - Traffic on State Street definitely needs to be slowed now because it's becoming much too dangerous at 45 mph up to 55 mph - Never can drive on Eagle Road any longer because of too much traffic.	Absolutely no apartment buildings and parking lots allowed on Hill Road Parkway - State Street and Gary Lane has been completely ruined now !!!
8	Uncongested, easy access to nature, recreation, schools and commercial areas.	Traffic noise and rush hour congestion on Hill Parkway.	Slow traffic, erect noise barriers, along Hill Parkway. Install sidewalks on Bogart. Build public swimming pool in Magnolia Park.
9	Rural, pleasant, down to earth, active with equestrians bikers and hikers	Threat of apartment buildings	Stable thoughtful development of 4 units per acre
10	Open spaces, quality local(non-chain) businesses, paths, trees	Smells of fast food places, noise, traffic lights, dense housing, gas stations	Trees, parks, paths, smaller houses where people love to garden in the yards, good schools, activity center in the park that offers classes and all day activities for all ages - a gather place for fellowship, game playing, coffee hrs, potlucks, crafts for kids, babysitting jobs for older teens.
11	Peace. Areas to walk, ride bikes, and watch nature.	Too much traffic and too many apartments. Urban sprawl does not help to enjoy the peacefulness of this neighborhood.	Building more parks and keeping the areas free from apartments.
12	Open space, wildlife	Traffic	Apartments, cheap housing
13	Open space, Rural pleasant down to earth, active, independent	Rural, pleasant, down to earth, active with equestrians, bikers, and hikers	No more apartment buildings
14	Beautiful scenery and nature, great neighbors	Traffic, school crowding	Bigger sense of community
15	Beautiful scenery and nature, great neighbors	Traffic, school crowding	Bigger sense of community
16	Beautiful scenery and nature, great neighbors	Traffic, school crowding	Bigger sense of community
17	Beautiful scenery and nature, great neighbors	Traffic, school crowding	Bigger sense of community
18	Connection to the foothills. Unique open space	High density housing both existing and planned	Work to preserve open space, diverse lot sizes not just small lots to pack in more units. Continued access to bikes, walker, and hikers
19	Living in a non-crowded environment. I like living in a regular neighborhood (the density it is now) with open spaces nearby.	Increasing traffic, it's getting more difficult to get out of my neighborhood and onto State Street or Old Horshoebend Road. Hill Road is becoming busier and traffic regally exceeds the speed limit. My commute to downtown Boise takes a lot longer than it used to, State St, Chinden and their major intersections are frequently backed up - it really shouldn't take 35 minutes to drive 7.5 to BSU or downtown in the morning.	Bike lanes. Foothill access. Easier access to the Green Belt. Better traffic flow. Stop building high density residences in an already congested area. Slow down the rapid pace of building on every tiny lot available. Keep the housing density as is.
20	Uncluttered, room to breath & walk, serenity, peace of mind.	High density complexes, increased traffic, fewer wildlife sightings, crowded living.	Stick to current zoning codes!
21	Places to walk, less traffic, home owners vs renters.	Too much traffic which makes me not want to walk or bike and renters that don't care about where they live.	What we have here already minus all the construction .

22	Rural nature, wildlife, open space, feeling of community	Threat of Development & more traffic, city does not care about us,	Urban farm, community cohesion,
23	Less traffic, less population, lower crime rate, not as over-crowded as the rest of Boise.	The idea of the farm area being over-developed by construction companies looking to make more money. I want to sell my house and move if they are allowed to put in apartments and houses allowing for over-population of our area. More traffic, sound pollution and over-crowding make this area less desirable to live in.	Keep the area from being developed that is currently in question in our area.
24	open space, lack of traffic, quiet surroundings, rural feel	more traffic congestion, longer wait times for the light on Bogart & State, less open space, higher noise levels from more traffic	more open space/parks, an urban farm land designation for a community garden in the currently empty fields on Hill Road Pkwy
25	Our neighbors are over there. They are on large lots or acreages not 10-15 feet next to us. WE have no HOA's we create our home and yard that suites us. We see 4-5 types of different wildlife/day. We use irrigation water in the summer for our yard. It is mostly quite at night, we can almost see stars in the sky.	Increased traffic on hill road parkway. The threat of City allowing high density apartments, town houses within the majority of NW neighborhood boundaries. The threat of increased crime due to increased people. Less wildlife living nearby as they are crowded out by city over development.	Resist high density development for people in the NW neighborhood. City government not impose their idea of high housing within this rural community or neighborhood if the majority do not want it.Keep it rural!
26	Walkable, bikeable (mostly!), safe, non-chain amenities (e.g., Hyde Park)	Increasing traffic, speeding and noise, speeding, burgalaries.	Law enforcement (speeding, leash laws, e.g.); traffic calming; more walkers and bikers!
27	Suburban, easy access to the foothills, schools, parks and retail.	Noise and congestion on Hill Parkway. Neighbors of older homes on Bogart not maintaining their property.	Install sidewalks on Bogart and also on Old Hill Road so people aren't forced to walk in the street. Complete Magnolia Park by installing a community swimming pool. Address run down properties on Bogart and Old Hill Rd.
28	Foothills Trails, open spaces,	Smoke from fires,	Keep open spaces, ban backyard burning
29	Open space, easy access to nature, wildlife	large buildings, wide open parking lots	increased/improved trail system, more parks
30	Open space, walk ability, quiet, off the beaten path, dark skies to see the stars	High density, traffic, noise, light pollution	Retaining the quietness, rural feel.
31	No traffic congestion, open recreational spaces - trails - corridor for road bikers. Safe schools and safe areas to walk outside. No major noisy roadways.	Lines of cars waiting at Bogart stoplight. People speeding up and down Bogart, Hill, Ben streets. Noisy cars, diesel trucks, long line of traffic parents picking up children at elementary school.	Maintain biking / walking corridor along hill and maintain access to foothills trails. Reduce not increase traffic on feeder streets. Encourage landowners to keep open spaces for wildlife habitat. Maintain integrity of Veteran's Cemetery by not blocking view of flag and stone wall.
32			
33	Close access to recreation, good schools	Lack of public transit, less access to freeway, less access to south Boise and other outlying area in a quick and easy way	More public transit, more stores and public amenities close by.
34	Compared to any other neighborhood in the Boise area, the NW area is quieter, closest to the foothills (Polecat, Seaman's Gulch, Peggy's Trail), has more trees within the neighborhood, and is somewhat shielded from the noise and traffic from State street. Although people keep approaching my husband and I to sell our home, we decline because there is no other place in the Boise are that comes close to the beauty and peace of the NW.	Additional housing crammed in together where there use to be one house on a decent size (.25 or more) parcel of land. Also, the quality of homes being built is poor. Very sad to see many people dividing up their parcels into flag lots so that a huge home on a tiny parcel of land can be built. Less livable = too many homes crammed packed together + using foothill land. I believe we have already taken enough foothill land to provide housing.	Neighbors working together to maintain the quality of the area. Rallying to keep the foothills as they are, open to everyone to enjoy and not open to housing.
35	Safe, walkable access to parks, clean, open space	No easy access to freeway/ connector. Not great restaurants nearby	More great restaurants within walking distance/ 2 mile range. Easier access to freeway.
36	Open space, natural animal habitats.	Subdivisions	Save open areas for wildlife.
37	rural character, wild pockets of native plants, a traditional country lane, no shiny plastic fences and homes (until recently)	increased traffic, construction related trucks, new, ugly, characterless, out of place subdivision homes, fewer pockets of wildness (native plants, trees, etc) and more groomed, manicured lawns.	Being mindful of the architectural and natural and rural elements that contribute an authentic sense of place to the neighborhood
38	Open spaces, foothills access.	Traffic, traffic, traffic.	Preserve open spaces, more sidewalks, more parks.
39	Adjacent to open natural areas, parks, farms, woods, greenbelts, undeveloped acreages	Traffic, industrial noise, jam packed housing units, traffic noise, absence of birds and other wild animals due to absence of natural undeveloped landscape.	Prevent high density housing, add more parks, open natural areas, native plants and animals, add greenbelts, add speed bumps for traffic slowing.
40	chickens, a few cows, long views, a bit slower pace	increasing traffic and noise	more attention to different types of development that maintain neighborhoods and micro farms
41	Individual expression of aesthetics formed by an agricultural and rural past, influenced by the topography, and regulated by a community visual understanding - specifically the prohibition of fences along Hill Road.	The destructive and invasive presence of increased traffic is only surpassed by the city's approval of plastic fencing surrounding high density - low quality housing as the worst kind of growth.	Zoning that encourages open/equestrian space and does not allow high density housing or perimeter fencing. Large lot size requirements.
42	Access to open space/trail systems. Less Congestion/traffic, more bicycle friendly paths/sidewalks, parks, quality schools, CSA's	Congestion, traffic, no foresight to responsible growth, overpopulated trails and parks	protecting our open space, ensuring people have access to trails from their homes/neighborhoods. A commitment to responsible growth.
43	Access to open areas and spaces, ease of moving around - biking, hiking, walking, driving. Neighborly connection. Good air quality, local food, good water. Wildlife	Traffic - too much, noisy, in-fill of housing, overpopulation. Burdening water, food, and air quality	Careful consideration when it comes to building more houses in the area - the impact on traffic and quality of life this has.
44	The pervasiveness and proximity of nature to our homes and lives.	Possibility of unchecked growth on roads, surrounding natural areas, and infrastructures.	Blending careful, thoughtful, planned growth and preservation

45			
46	I can ride my bike anywhere I need to go.	Dangerous intersections	Better traffic control at state street and Duncan
47	That we know our neighbors but they aren't so close as to not enjoy privacy	The new developments the multi family housing	Keep property to single family dwellings
48	Open spaces; deer; less density	Too much traffic on State street; too many people moving to the Gem State...to many cars using Horseshoe Bend and 4 way stop not playing by the rules....I see a traffic light there soon.	Another much needed park; no homes; or apartments.....
49	Open land; safe traffic flow; views of the foothills; safe neighborhood with friendly residents.	Increased home building; sparse police coverage; no sidewalk on Bogart between Hill Rd & State St.	Limit the development of densely populated pocket with apartments & duplexes. Stop rezoning for multiple unit housing.
50	It's not congested on Hill Rd. You can still see the beautiful nature of the foothills around you.	The massive towering apartments across the street from me on Gary Ln. Waiting forever to turn onto Gary from our street in the mornings because of all the traffic.	Gary and State needs to be redone. I have been hit in this intersection. The building of apartments and townhomes needs to be halted
51	What makes the Northwest Boise area so special is that it is our playground. It's a playground for runners, cyclists, walkers, hikers, children and for our pets. The open spaces provide this part of Boise a beautiful scenery. The area is currently friendly to all kinds of active people. What I love about this area, is that it is NOT heavenly congested. We can still get outdoors and feel like we have the area to ourselves (for the most part). We can spend time outdoors on the foothills (Seamans Gulch), get on Hill Road (cycling) and feel safe. While on this short part of Hill Road, we don't really worry about traffic hitting us while we cycle.	Too much traffic will make the area less livable. Too much housing development would take away from what is making Northwest Boise so special. If we over populate the area, there will be limited/not enough parking at the Seamans' Gulch parking area. The foothills will become over crowded and will become as congested as the Table Rock trails and other Boise trails. And we will face the same type of issues which the Table Rock trails faces. Where people don't respect staying off muddy trails, staying on the trails, where they don't clean up after their pets and etc.... Eliminating the open spaces and over crowding will make the area less desirable.	Our Neighborhood needs more protected bike lanes. Riding on North Horseshoe Bend Road from Eagle to Hill Road, can get a bit scary as there is not a bike lane and there is much traffic in that area. Also Riding on N. Seamans Gulch Road is a bit scary, no protected bike lanes and we have large trucks also traveling that road usually heading to the Landfill. Its common to see Landfill debris fall from those trucks and end up on the road. This can quickly become hazardous. The road is also curvy and we do have people who speed through there. Which is not safe for the cyclists, as well as other drivers.
52	Space, wildlife, privacy, quality of life.	We have so much traffic congestion in this part of town and adding another massive subdivision - one of many- is irresponsible. Schools are already overcrowded too.	Make new developments have larger lots so we can maintain what makes Boise a great place to live.
53	No crime, no apartments, light traffic, no litter on streets and quiet surroundings, no traffic noise, sirens ect.	Population density, apartments, heavy traffic, noise	
54	Open spaces for wildlife, interacting with nature, walkability, community.	Traffic, congestion, trash, graffiti, noise, conflict	A sense of community between neighbors, responsible growth, preservation of nature.
55	A livable neighborhood for me means there is some close proximity to open spaces and myself and wife enjoy. It means a quieter area somewhat removed from major traffic areas that create noise and congestion. It means being able to take a walk in and around the neighborhood without having long waiting periods to wait for traffic congestion to allow access. It means providing for bicycle traffic in and around the areas to ensure that those who use bicycles to commute can do so.	What makes it "less livable" is the prospect of an already over-crowded road infrastructure receives an increase of traffic making it take much longer on my daily commute to work. Many other areas of the country have tried to mitigate traffic congestion by simply making additional highways/roads and widening current ones and that only fills the needs of cars and leads to even more traffic.	How about if the current former agricultural lands that were sold to a developer; instead get sold to a different type of organization that puts the lands to a mixture of uses such as community gardening areas, areas for wildlife congregations and movement that provides for neighborhood enjoyment and viewing, and perhaps hiking or biking trails. All of this of course would require offering up a sum of money comparable to what a profit driven developer receives.
56	Quiet, access to trails, doesn't feel too suburban, rural feel with access to city amenities.	Increase of traffic and congestion, hill parkway/Hill rd becoming less safe to cycle on, Old Horseshoe Bend Rd & Hill intersection becoming more dangerous, lack of infrastructure for the traffic increase is making it feel unsafe.	More preserved open space and preserving habitat for wildlife, keep Hill Parkway from becoming like State Street.
57	Open spaces, safe, walking places.	Packed housing, traffic	Reduce the growth in the area.
58	Variety of lots thus a variety of people who choose to live here Transition from State street to the foothills. More dense to 3-4 lots per acre Animals owls trees		Keep the authentic flavor near the foothills of larger lots.
59	Places to sleep	Can't afford to eat if I stayed in Boise had to move	Cheaper means of living for people who are trying to do a meaningful job like health care and can't afford to live there
60	open sightlines to mountains, easy trail access, hill rd. serenity, rural lots	increased traffic, in-fill, blocked sight lines	maintain open spaces, long-term mass transit system between boise & nampa/caldwell
61	The views of the foothills and being able to walk up the trails. I also like to look at the cows, calves and horses grazing in the meadows.	Trying to get out on State Street without being killed and the REALLY UGLY corner by State and Gary Lane with apartment buildings, shops, and what seems like acres of concrete with cars parked everywhere.	More green spaces and sidewalks.
62	Communion with wildlife, passageway for hikers, cyclists and walkers, peaceful sunsets, spacious views of the foothills, open space to breath, mix of farmland and suburban life, walking distance to the foothills	Traffic on Hill Road and Bogart, noise of trucks going to the landfill, exhaust from the traffic, developers who want this place to be rezoned for high density housing. Motorcycle noise, speed of traffic on Hill Road	Balance of rural and suburban landscape, 2 houses per acre for new building, working together for a long term plan for growth, keeping the rural nature, protecting children and wildlife that travel near main intersections.

63	Trails, open space.	Traffic, No family oriented way to access the green belt, no pedestrian crossing lights at Old Hill Parkway & Seaman Gulch (very low visibility & high speeds).	Light rail connect in to downtown and airport. More parks geared towards kids not just dogs. More homes less apartments. Greenbelt connection that is safe ramp bridge over state st (bikable).
64	Space. Less People.	Too many people. Traffic. Out of control residential building.	Slow the heck down approving every single residential development.
65	Easy access to recreation, schools, main transportation corridors. Low crime.	Hill Rd Pkwy noise and increasing congestion. Threat of high density rental apartments development. Poorly maintained properties on Bogart Ln. Limited sidewalks on Bogart Ln causing pedestrians to walk in the road, including kids on their way to/from school.	Increasing recreation opportunities. Build community swimming pool in Magnolia Park or in the Rotary Sports Complex. Build a large riparian habitat park, with ponds (swimming?) and walking paths, between Hill Rd Pkwy & Old Hill Rd. Install sidewalks on all streets. Install 4 way stop at Bogart/Hill Rd Pkwy to calm traffic thru the neighborhood. Force property owners to maintain/cleanup their properties. Focus high density apartment and townhome development to State Street. Install distinctive neighborhood streetscaping along Hill Rd Pkwy and Gary Ln to increase community feel and integration.
66	No overcrowding, access to both shopping but also nature, safety.	Increasing crime and traffic	Better sense of community, community participation in events or holidays, reduce overcrowding.
67	Access to hiking trails. Safe schools.	Over-crowding	More park space, dog park, bike lanes.
68	Friendly neighbors, serenity, no traffic, amenities close by	Apartments coming into Bogart, traffic	no more building on every vacant spot, more family parks within walking distance, neighborhood block parties
69	A sense of call and community. Space to breathe and experience moments of quiet	Too much noise, traffic, a sense of pressure of outside coming in	Greater connecting with each other, this is currently taking place through the work of the North West Neighborhood Assoc
70	Was wonderful at one time	Traffic	No more homes, traffic I cannot use the front of my home due to traffic noise.
71	Open spaces, foothills access, bike commute along Hill Road to downtown.	Unchecked development, traffic, big box stores, loss of wildlife habitat.	Zoning. Planned growth. Preservation of open spaces.
72			

**Responses to North West Neighborhood Livability Survey, Conducted by North West Neighborhood Association, February - April 2018, Page 1.
Question 4-8**

Respondent	4. On a scale of 0 to 5, how do you rank the current livability of Boise as a whole?	5. On a scale of 0 to 5, how do you rank the current livability of our North West Neighborhood?	6. Do you live within the North West Boise Neighborhood? Our boundaries are west of Gary Lane, north of State Street to Hill Road, east of Horseshoe Bend Road.	7. What street do you live on?	8. Anything else regarding livability you would like to communicate to the North West Neighborhood Association of Boise?
1	4	5	Yes	Hole in One Place	
2	4	4	Yes	Bogart Lane	Thanks for all the efforts you're making to maintain the neighborhood.
3	3	5	Yes	Waterlilly way	
4	3	5	Yes	Ben	Not sure
5	4	4	No	Hillside ave	
6	3	3	No	Hillside	Stop chopping it up and cramming in houses. Leave pastures and open areas.
7	3	3	Yes	Steve Street	Add trees and gardens to the area between Bogart Lane and Duncan Lane on the South side of Hill Road Parkway -- the land is under flood irrigation, so water would not be a problem. Slow the traffic on Hill Road Parkway to 25 mph to protect bicyclists, walkers, and wildlife. The Sun Stone subdivision on Hill Road Parkway is on a right-in and right-out street. Homeowners are crossing across the lowered dirt median strip which makes it dangerous for everyone - the subdivision should never have been allowed there in the first place. Stan Matlock, whose home is on North Bogart Lane between Old Hill Road and Hill Road Parkway should be forced to remove all the trash from his acreage. He's been accumulating junk for thirty-plus years, which makes the entire area look bad. Respect the peace and quiet of Veterans' Cemetery and Dry Creek Cemetery by not allowing the population in this area to grow unchecked.
8	4	4	Yes	SUNGLOW	The junk yards that the city has allowed to fester near Old Hill Road/Bogart and at Bogart/Sloan (adjacent to magnolia Park) should be cleaned up.
9	2	5	Yes	West Hill Road	Clean up the downed barbed wire on the north side West Hill Road. It looks bad, dangerous, and is a death trap for horses.
10	5	5	No	Lariat Dr, just north of hill rd in eagle springs estates off horseshoe bend rd. I consider this area my neighborhood too. I am in it every single day.	I always tell people that my favorite views are on hill road as i drive towards boise. I have traveled the world but the view of open land, the foothills and the sky is still the best scene I love. I am blessed to see it every day. It makes me content, serene, and thankful that i live here.
11	3	4	Yes	West Sloan St.	Please do not rezone areas in this area to make it available to build apartments and two story townhouses. This is a very heavily used area for biking, hiking, and just enjoying the peacefulness of this area. It needs to stay zoned for the single family homes.
12	4	4	No		
13	1	5	Yes	West Hill Road	Clean
14	4	5	Yes	Hole in One Place	
15	4	5	Yes	Hole in One Place	
16	4	5	Yes	Hole in One Place	
17	4	5	Yes	Hole in One Place	
18	3	4	Yes	North Duncan Lane	I greatly appreciate that the Neighborhood Association has been re-activated.
19	4	2	Yes	Dodgin Avenue	I'm worried about increasing housing density and traffic. Increased use of the foothills will damage the trail systems and ecology. One thing that really bothers me is the amount of burning in the area. At least several times a week our neighborhood smells of smoke from people burning weeds or trash. I have asthma and we need to close the windows not to mention the smell outside. We have been considering moving because of the smoke and increasing commute times.
20	4	5	Yes	Sunglow Ave	Keep up the good fight!
21	4	5	Yes	N. Sun glow	Thank you for everything your doing!
22	4	4	Yes	Old hill road	Save our neighborhood!
23	2	4	Yes	Duncan Lane	
24	3	5	Yes	Rooney Ave	Fight, fight, fight to keep the current zoning so that this area can be deemed livable instead of congested.
25	2	4	Yes	Nth Duncan Lane	Thanks for the survey!
26	4	4	No	15th (Hyde Park/NE)	Appreciate the collaboration between the neighborhood associations!
27	4	4	Yes	Sunglow	Thanks for establishing the neighborhood association!
28	3	4	Yes	Dodgin Ave	
29	4	5	No	N. Dicky Dr, Eagle	
30	4	4	Yes	Steve Ct	
31	5	5	Yes	Elmbrook St.	My household as well as every single neighbor / homeowner in this area is very much opposed to high density development other than single family dwellings. This is one of the nicest remaining parts of Boise where there is still viable wildlife habitat and open spaces.
32	4	4	Yes	Sunglow	
33	4		Yes		

34	5	5	Yes	Alder Point Ave (we have a house on this street as well as Shalecrest Ct)	I appreciate your efforts to maintain the NW area and keep developers from dividing up land and putting houses on the land. My husband and I enjoy walking/running/cycling down Hill Rd and Old Hill Rd and seeing the horses, goats, and foothills. We hope that that area will remain in tact as it is now.
35	5	3	Yes	Pierce park	
36	4	5	No	Sandra St	State St is already a thoroughfare, Hill Rd does not need to become another State St, PLEASE keep the remaining open spaces.
37	3	4	No	Hill Rd	Keeping farm land as farm land is important even if the farms are small and urban.
38	3	4	Yes	Hill rd	
39	3	4	No		
40	3	4	No	Hill Road west of Collister	We cannot keep gobbling farmland, my first priority. Growth that replaces farmland with new tracts of (gigantic) houses and apartment warrens is not sustainable. We have to figure out how to evaluate what we have, then demand responsive and responsible development that doesn't overwhelm both farmland and infrastructure.
41	2	3	No	Hill Road	Commercial development will be the final nail in the coffin.
42	4	3	Yes	Duncan	Take care of this awesome neighborhood before it's too late
43	4	4	Yes	Hill Rd.	
44	4	5	Yes	Ben Street	Thank you for all of your hard work and persistence regarding the current proposals of development on and around Hill Rd.!
45	3	4	Yes	Arnold rd	I like the quiet. Only when soccer is on its crazy. Needs to be a park
46	4	5	Yes	Sloan	
47	3	4	Yes	Gardener lane	It was better when we were county we had pest control we didnt have such high taxes it was affordable to live here and we didn't have a street sweeper wadte ot money
48	4	4	Yes	Big Springs	
49	4	4	Yes	Sunglow	I appreciate their combined efforts to reduce the likelihood of high density building in our beautiful open spaces along Hill Rd.
50	3	3	Yes	Tobi Ct	
51	4	4	No	W Osrepy Meadows Dr, Garden City	Your neighbors appreciate the work you are doing and we want to participate and help. Over growth is a concern for us too.
52	3	5	No	Ginzel	Don't let what makes Boise great be taken over by greed!
53	2	3	Yes	Prescott Avenue	
54	3	4	Yes	Castle Hills	
55	3	5	Yes	Sunglow Place located at the corner of Bogart & Hill	
56	2	4	No	Eagle Springs N of Hill and East of Old Horseshoe Bend Rd	Keep up the good fight. I've spent all my life in NW Boise and it's sad what has been happening to the area I grew up in. It feels like the city doesn't care about this side of town and is quick to disregard us and the character of the neighborhoods we live in for the sake of growth.
57	4	4	No	Live in Eagle Springs Subdivision on Nig Springs Blvd.	
58	3	5	Yes	West Hill Road	
59	1	1	No	Nampa now on 12th	No
60	4	4	No	Devonwood Dr.	concern about Gary Lane/ State St. intersection
61	3	3	Yes	Steve Street	Fight back against Corey Barton & Trilogy !!! Slow down the traffic on State Street and add trees and landscaping.
62	3	4	Yes	Sunglow	Our sense of place is extremely valuable for our quality of life and the value of our properties. I can see the sunset from my kitchen window and was drawn to this area so I could see the sun set and see wildlife. I hear the owl hooting at night and wonder where will he go if the field are developed and where will the birds and deer go? It is reasonable to have houses built on open land within the current zoning specifications and yet changing so a developer can build 400+ units is beyond anything I imaged could happen in my neighborhood. Please keep a balance.
63	5	4	Yes	Pocono	
64	4	4	Yes	N Glencrest Ave.	Don't allow apartments, townhouses and other forms of condensed housing. And for new construction, limit the development to custom homes on reasonable sized lots.
65	4	4	Yes	Sunglow	NWNA should push to have city councilors elected by city district, instead of the current citywide process. I believe this will increase the city's sensitivity to neighborhood livability concerns and desires, and ensure all of the city is represented equally in city hall.
66	3	4	Yes	Rygate Ct	
67	5	5	Yes	Dodglin Ave.	
68	3	3	Yes	W Sloan	I would like to see a SOAR initiative put in place to preserve the area from further development. I don't like dense housing projects so close.
69	3	4	Yes	North Duncan Lane	The efforts of this group are greatly appreciated
70	2	1	Yes	Gary	The city of Boise and achd do not care. It is about money
71	3	4	Yes	Lamplighter st.	Please give me more information about the Neighborhood Association and the rezoning proposal; I would like to join the association.
72	2	2	Yes	Fairfax Ave	

APPENDIX C

NORTH WEST NEIGHBORHOOD PLANNING CONTEXT



To: City of Boise & the North West Neighborhood Association

From: BDS Planning & Urban Design

Re: North West Neighborhood Planning Context Summary

Date: April 23, 2019

Purpose of this Document

The Planning Context Summary is a high-level description of important information about the North West Neighborhood that forms a shared understanding of the planning context. It is a baseline document that neighbors and the City can use to inform the planning process.

This document will inform forthcoming work on Goals, Strategies, and Actions in the North West Neighborhood Plan, and is a snapshot of quantitative and qualitative data gathered through an existing conditions inventory of the neighborhood. The summary provides a synthesis of themes emerging from the North West Neighborhood Plan Committee, community surveys, and data/document review. Two surveys inform this summary: North West Neighborhood Survey, conducted in 2018 by the North West Neighborhood Association (NWNNA), and the 2019 North West Neighborhood Survey conducted specifically for the North West Neighborhood Plan effort.

The 2019 North West Neighborhood Survey was available online from January 7 to February 11, 2019. During this period, there were 590 responses with a 79% survey-completion rate. Responses (526) from January 7 to February 4, 2019 were analyzed; the consultant team reviewed responses from two groups: North West *residents and/or workers* compared to *non-residents and/or non-workers*. The top three challenges and opportunities were found to be the same for both groups. This Planning Context Summary reports on findings from only those respondents who identified as North West residents and/or workers. Summaries and results from 2019 survey are included as appendices to this document.

Neighborhood Definition & Baseline Demographics

Boundaries. The North West Neighborhood is a 1.59 sq. mi. area bounded by Hill Road to the north, W State Street to the south, N Gary Lane to the east, and N Horseshoe Bend Road to the west. The map in **Figure 1** shows the North West Neighborhood boundaries in orange. **Figure 1** also shows the Northwest Demographic Area (boundary used for COMPASS data) and Northwest Planning Area (the larger geographic boundary used in *Blueprint Boise*), which are two additional boundaries referenced in this document.

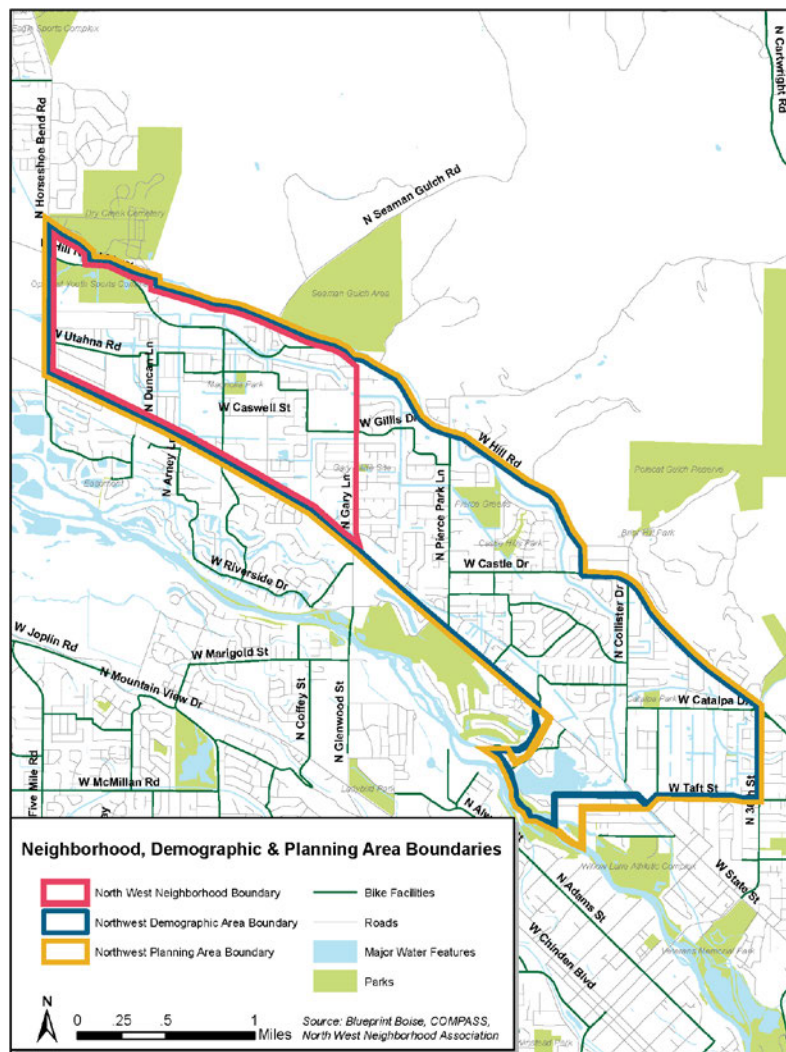
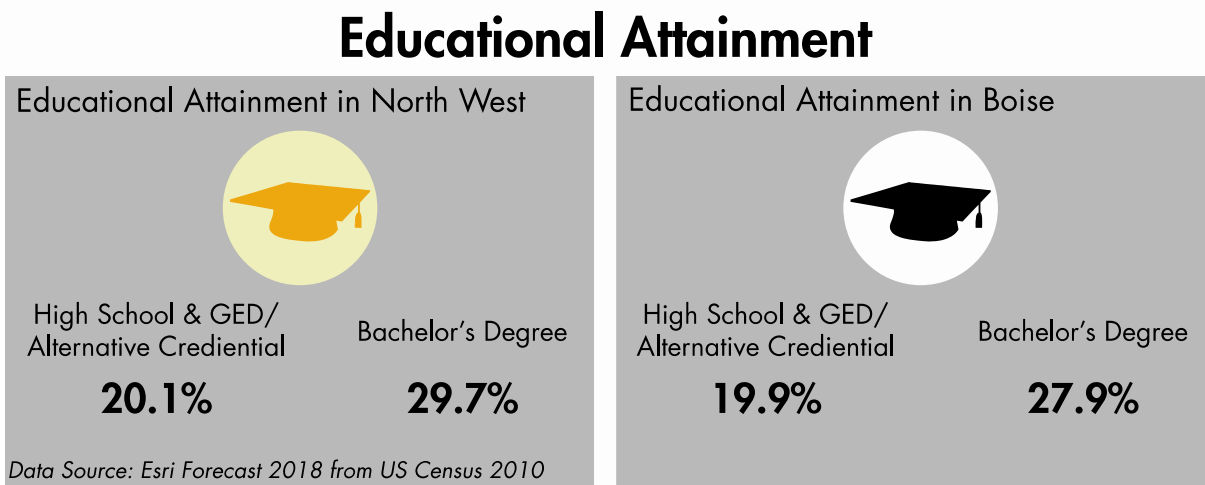
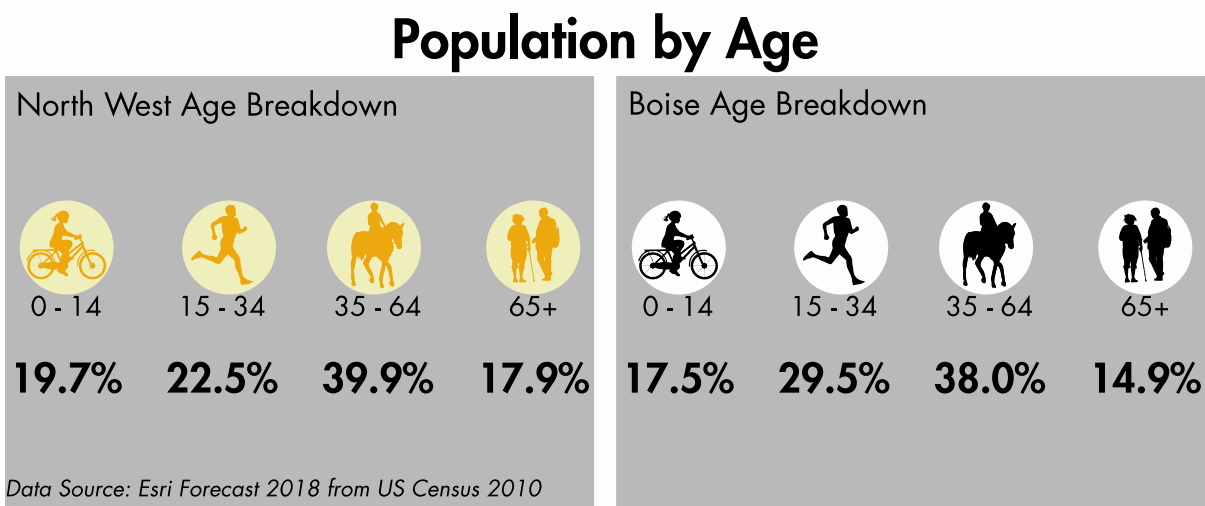
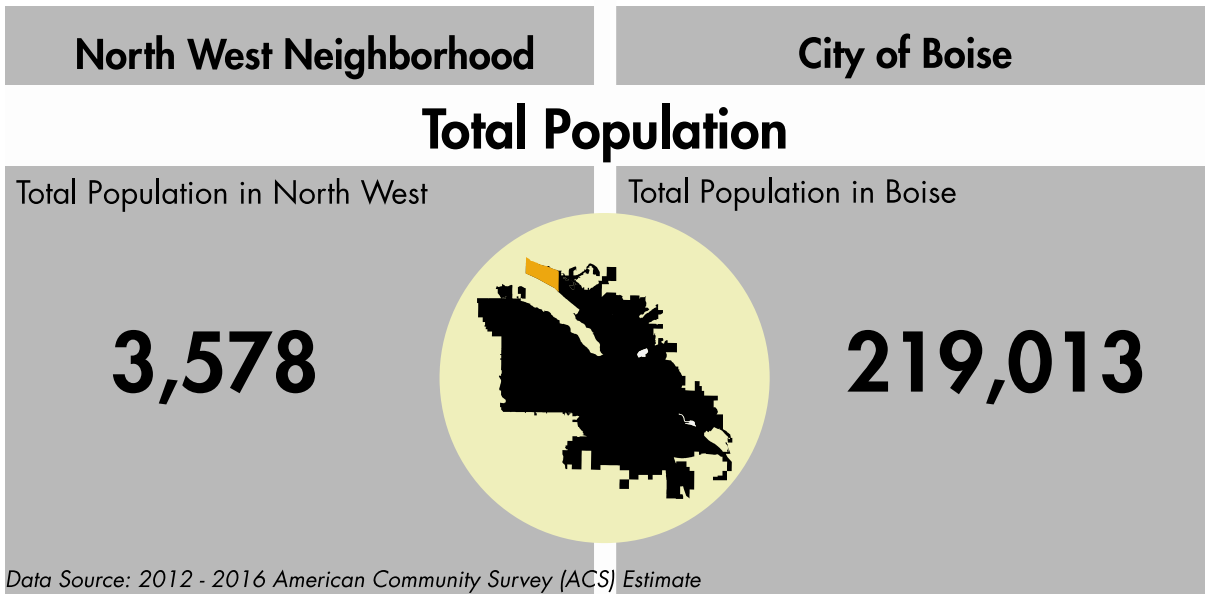
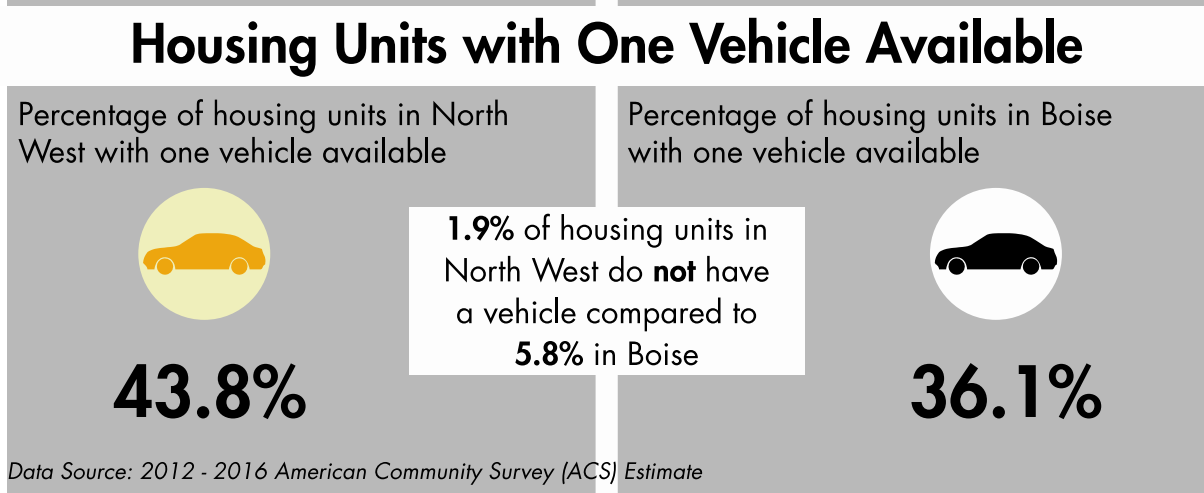
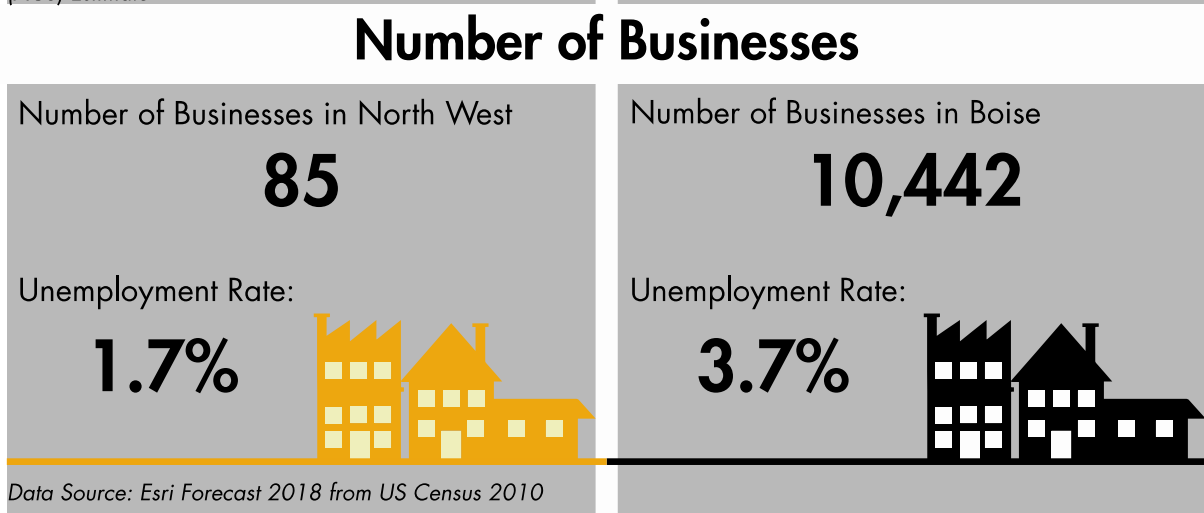
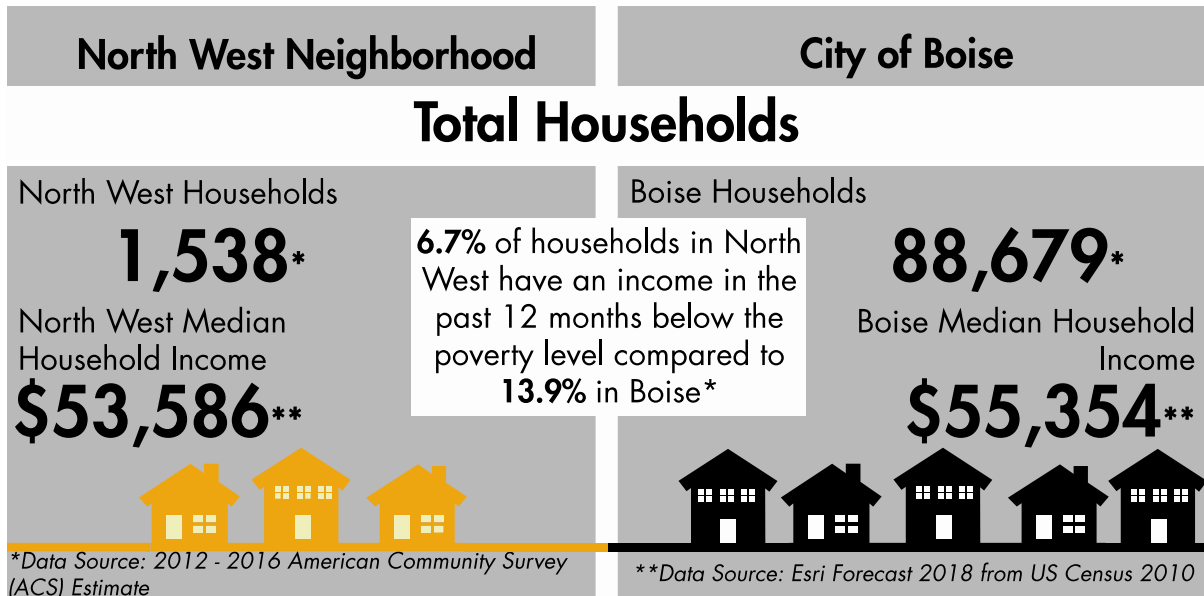


Figure 1. Map of the North West Neighborhood, Northwest Demographic Area, and Northwest Planning Area boundaries.

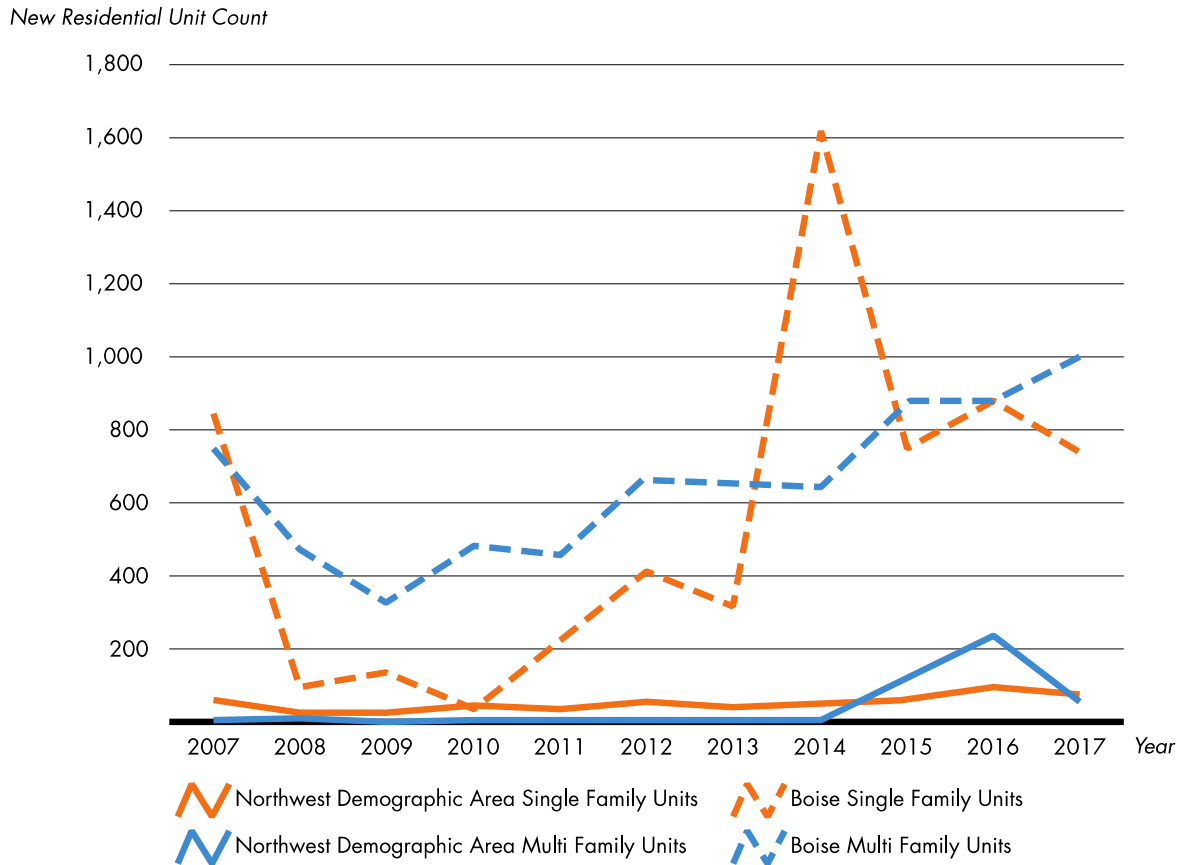
The North West Neighborhood accounts for 1.9% of the land area, 1.7% of the households, and 1.6% of the population of the City of Boise. Census and American Community Survey (ACS) data provide pertinent demographic and socioeconomic characteristics for the North West Neighborhood and the City of Boise. Select population characteristic comparisons are shown in the following infographic relying on 2012-2016 ACS estimates¹ and 2018 Esri forecasts using US Census 2010 data.

¹ The ACS, or American Community Survey, is conducted by the US Census Bureau. The ACS is a continuous survey in which each month a sample of housing unit addresses receives a questionnaire. The five-year ACS estimate is an average of responses across a five-year period.





Growth. The City of Boise experienced substantial housing growth from 2010 to 2017 as the region began to-recover from the Great Recession. **Figure 2** below shows the number of new residential units per year across the City and within the Northwest Demographic Area (an area approximately twice the size of the NWNA boundaries) and demonstrates the upward trend of housing units in both the North West area and the City ([COMPASS 2017](#)). Multi-family residential in the North West Demographic Area increased in 2016, one year before the 2017 spike City-wide in both single-and multi-family housing.



Number of new residential units per year in the Northwest Demographic Area and the City of Boise (2007-2017)

Source: COMPASS Development Monitoring Report, New Multi-Family Residential Units by Type by Demographic Area, Ada County; New Single-Family Residential Units by Type by Demographic Area, Ada County

Figure 2. Number of new residential units per year in the Northwest Demographic Area and City of Boise (2007-2017).

As shown in **Figure 3** most of the recent housing in the North West Neighborhood Boundary (2010 - 2017) was constructed east of Bogart Lane, with a concentration of multi-family housing in the south east area of the neighborhood, as anticipated in *Blueprint Boise* and State Street corridor plans and as a result of land owners sale and subdivision of private large lot properties.

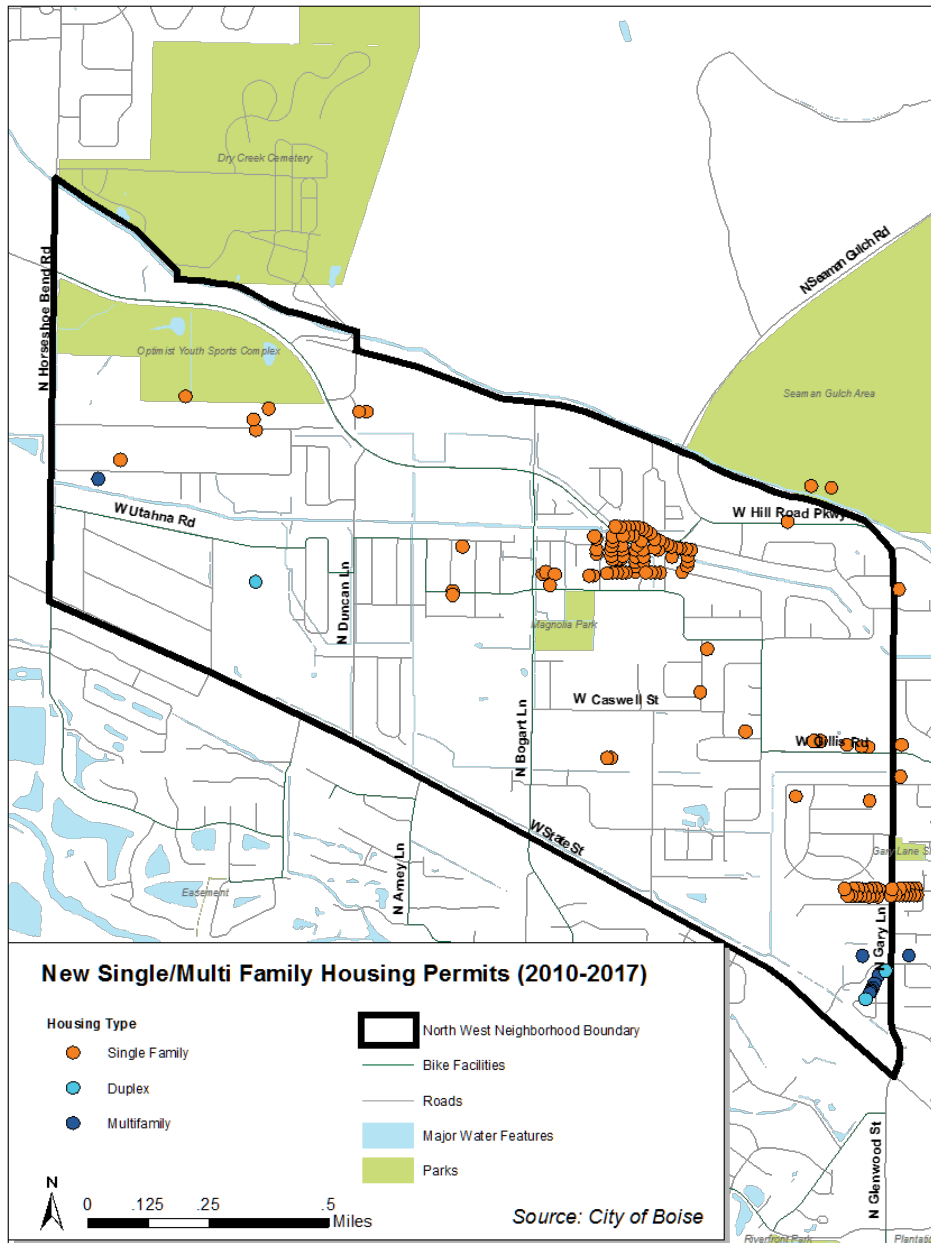


Figure 3. Housing permits approved from 2010-2017

Figure 4 below is the Land Use Map for the neighborhood that was adopted into *Blueprint Boise* in 2011. The neighborhood is designated with a mix of suburban, compact, commercial, mixed-use, parks/open space, and schools. The Land Use Map identified the appropriate location of mixed-use development along the State Street Corridor. Compact land uses and suburban land uses account for the majority of the neighborhood north of State Street. The compact land use designation, as specified in *Blueprint Boise*, encourages a variety of housing types and price ranges and the development of pedestrian-oriented neighborhood blocks to provide both housing and transportation choice for neighborhood residents. This land use designation supports a mix of housing types including small lots for single family homes, attached units, apartments, and condos with interconnected networks of streets and sidewalks, with a density of 6-15 dwelling units/acre. The suburban land use designation typically allows for single family detached homes on larger lots, with a density allowance of 3-5 dwelling units/acre (*Blueprint Boise* 2018, City of Boise Zoning Code).

The Land Use Map is required in the City's comprehensive planning process. The map identifies where the city anticipates various types of development to occur over a 20-year period and is a chart to guide the growth. The distribution of land uses aims to balance competing priorities to maintain livability for the entire city while promoting a more predictable, sustainable, and connected pattern of development for future years.

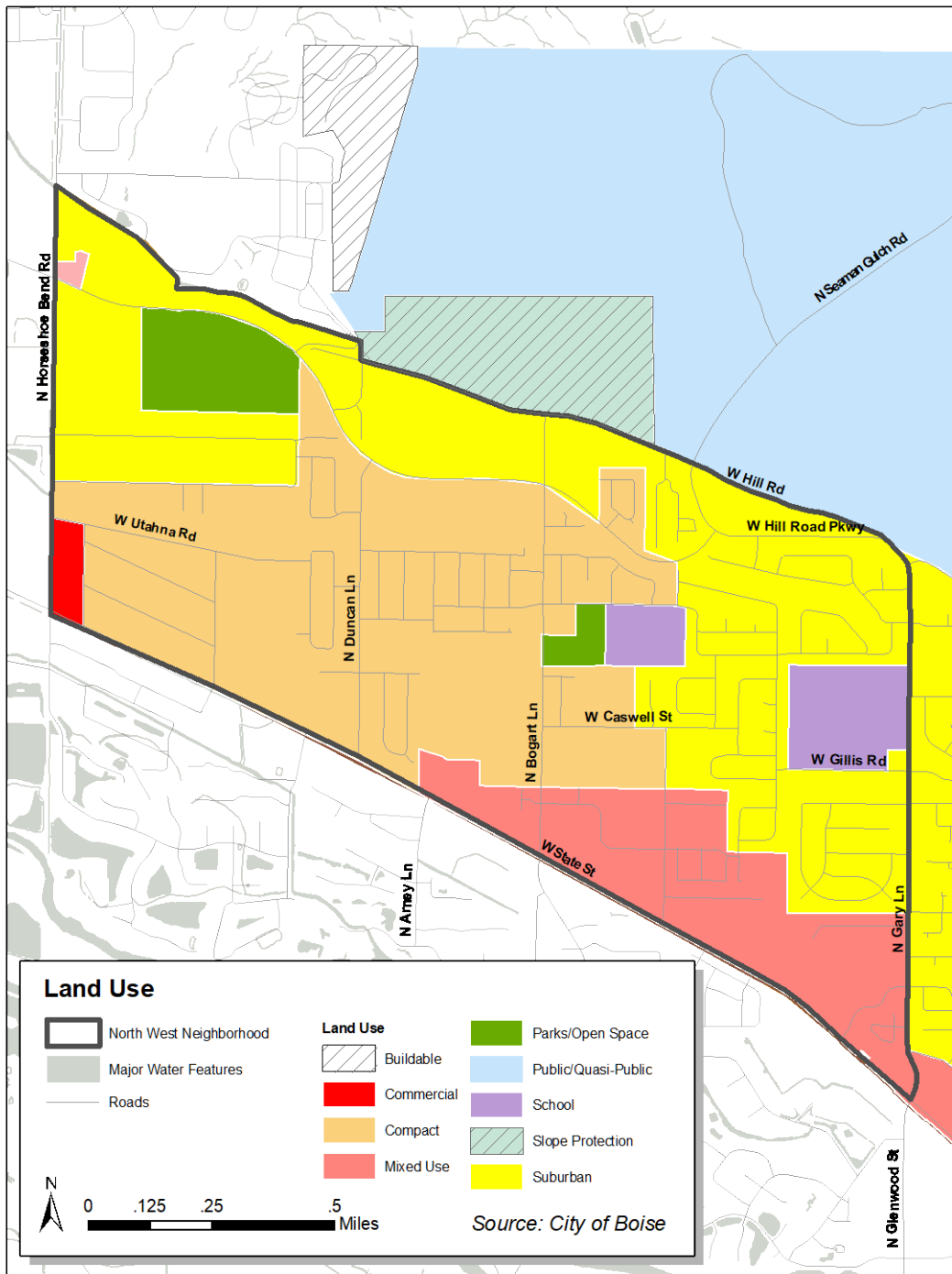


Figure 4. North West Neighborhood Land Use Map

Annexation

Sections of the Northwest Planning Area west of Gary Lane were identified as part of the City's Area of Impact starting in 1991. The Area of Impact encompasses the land area surrounding the limits of each city in Idaho which the city anticipates will require city services and be annexed, generally over a 20-year horizon. Each city in the state has comprehensive planning authority for its area of impact, but until annexation occurs, zoning and development entitlement is handled by the county. The identification of County land as part of the City's Area of Impact signals the City's intent to annex the parcels in the future.

In 2013, the City began outreach to annex the majority of remaining parcels in the Northwest Planning Area of Boise. Earlier annexations from 1991 - 2007 added small to medium geographies to the City as new subdivisions were approved and connected to municipal services

Starting in 2008, Idaho State Code requiring property owners to sign a document consenting to annexation when their properties are connected to municipal water or sewer systems. Connection to City services typically occurs with approval of new subdivisions therefore when residents purchase homes in City-approved subdivisions within the City's Area of Impact they are consenting to annexation. Prior to 2008, property owners gave "implied consent" to annexation when connected to municipal services. Based on these requirements, owners of over 75% of the parcels in North West consented to the 2014 annexation.

When the City conducted annexation hearings in 2014, many residents covered under the State requirements and many whose property would be included in annexation boundaries, raised strong objections to the City's annexation proposal. Concerns included increased taxes, a fear of additional City regulation, and fear of future development that could change the rural character of the northwest. Today, some of those who did not support becoming a part of the city continue to express that they "lost some freedom" during annexation. This perception of lost freedom is illustrated by two main concerns:

- 1) A sense of an *impending* loss of a rural way of life that includes natural features and the ability to raise and care for animals. The fear is that the City will apply restrictive codes to prevent this authentically North West way of life from continuing.
- 2) A burdensome increase in taxation to pay for services that some in North West feel are not equitably distributed (i.e. fire and police services).

North West Neighborhood Attributes

Several key attributes of the North West Neighborhood are strengths that should be leveraged in the planning process.

- a) **Organized & Developing Community Engagement.** In recent years with the support and encouragement of the City, the NWNA has emerged as a credible group of community organizers. This group is helping to bridge a cultural divide amongst more established residents who were active in the annexation debates and newer residents who have been mobilizing to voice concerns about proposed development in the North West Neighborhood. NWNA is also raising its profile by becoming more connected to other neighborhood associations throughout Boise.

b) **Enjoy Access to Environment.** North West community members indicate that they value having access to the natural environment, including open space, canals, wildlife and trails, proximity to the foothills, rural land, trees and livestock, and availability of sunlight. The 2019 North West Neighborhood Survey found:

- Vast majority of respondents (**91%**) identified farms and associated lands as *moderately, very, and extremely important* focal points for the neighborhood. Further, **86%** percent of respondents were *somewhat, mostly, or completely satisfied* with the availability of natural spaces.
- Survey respondents also indicated that proximity to nature and wildlife (**70%**), proximity to recreational opportunities (**50%**) and neighborhood safety (**34%**) were the reasons they chose to live in the North West Neighborhood.
- In addition to the other natural features listed in this section, the neighborhood committee also identified the Veteran's Trail, Oregon Trail Route, owls, and black locusts as sacred elements or structures in the neighborhood during the November 2018 kick-off meeting.

Figure 5 shows the natural features in the neighborhood including trails, tree canopy, water features, and the interface between wildland and urban areas. The North West Neighborhood is adjacent to two major natural features. First, the foothills to the north, which provide hiking opportunities for residents of the greater Boise area. Ninety-seven (**97%**) percent of neighborhood survey respondents identified the foothills as *moderately, very, and extremely important* community focal point (2019 North West Neighborhood Survey). Second, the Boise River south of State Street. Finally, the canals that run through the middle of the neighborhood, which community members often reference as an asset to the community.

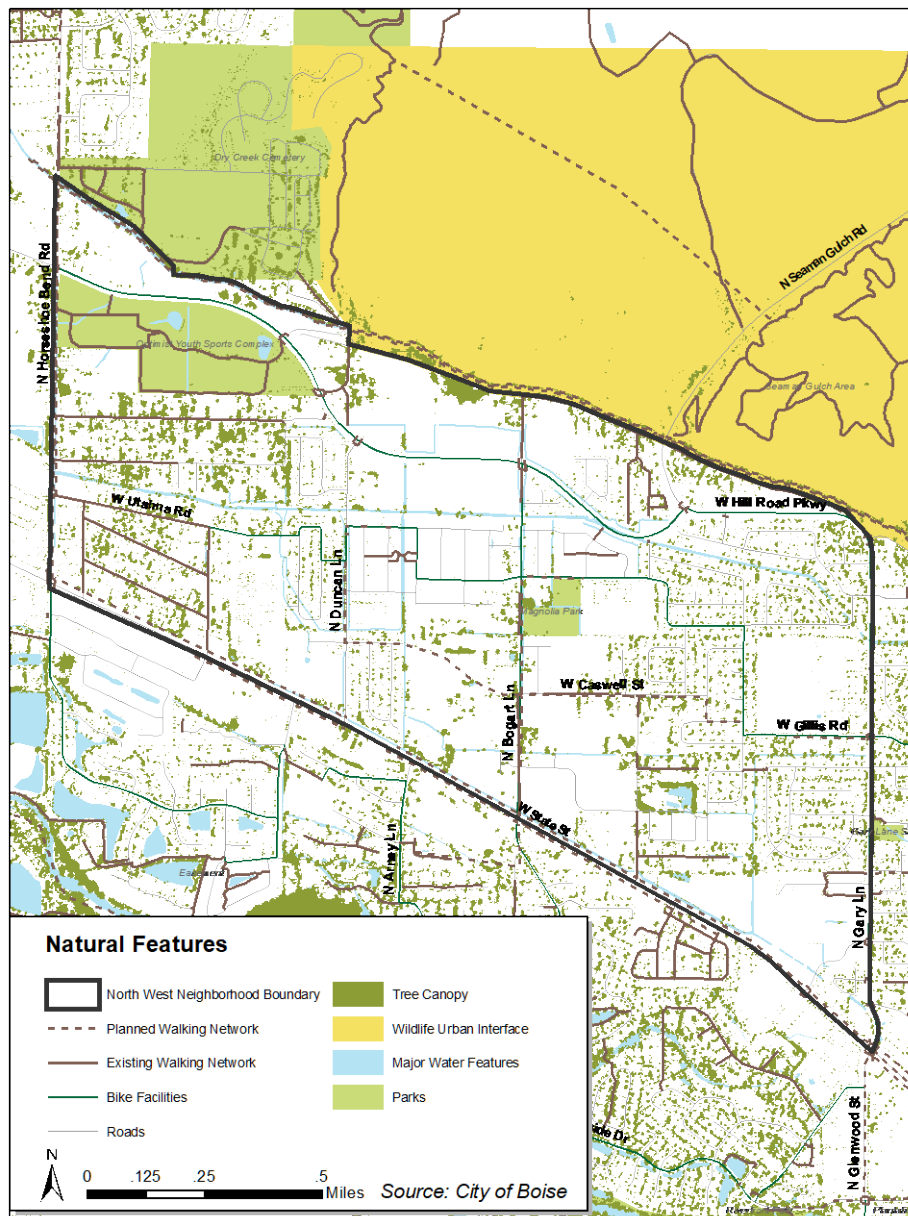


Figure 5. North West Neighborhood natural features map.

- c) **Proximity to major transit corridor.** The State Street Corridor bus route has the highest ridership in the Boise metro region, offering many opportunities for future transit-oriented development (TOD). (State Street TOD Market Analysis, 2018) Within the larger Northwest Planning Area, Horseshoe Bend Road, Glenwood Street/Gary Lane, Collister Drive, and 30th Street (each at their State Street intersections) are identified as primary TOD station areas. Station areas are defined as a ½ mile radius from the proposed transit stop location. The **Glenwood** station area

appears fair on the measures of performance and places in the Market Analysis. Compared to the Collister and Horseshoe Bend stations, Glenwood/Gary Lane shows as somewhat better connected with existing pedestrian (sidewalk) and bicycle infrastructure. The four primary TOD stations would benefit from improved connectivity, including connection from neighborhoods to the stations, across State Street, and from the ridge to river trail system (State Street TOD Market Analysis, 2018).

- d) **Residents perceive North West as more livable than Boise in general.** Residents believe that the North West Neighborhood is more livable than the City of Boise as a whole. According to the NW Neighborhood Livability Survey conducted in 2018 by the NWNA, respondents who identified as residents rated the neighborhood an average of 4.04 out of 5 in livability while ranking the City of Boise an average of 3.42 out of 5 (NW Livability Survey, 2018).

North West Neighborhood Constraints & Challenges

Several key constraints and challenges of the North West neighborhood are issues that should be explicitly addressed in the planning process.

- e) **Changing Neighborhood Character.** Neighborhood members identified loss of open space, and “bland” or “homogenous” new developments, as the most pressing challenges that they face in the future. In describing the challenges facing the neighborhood, respondents to the 2019 North West Neighborhood survey identified their perception of uncontrolled development and growth leading to overcrowding (**61%**) as the single most pressing challenge. Traffic congestion rose as the second highest area of concern (39%). The challenge of preservation of open spaces and rural farmland character was the third most common (**19%**). Other common challenges identified through analysis of open-ended survey responses included public safety, school crowding, and lack of representation and understanding in city government (2019 North West Neighborhood Survey).
- f) **Design Principles.** The North West Neighborhood Plan Committee discussed design principles for future development. Recent development proposals raised concerns about density, height, and character in the neighborhood.
- g) **Community Concern about *Blueprint Boise*.** BDS, the consultants for the North West Neighborhood Plan observed that members of the Plan committee perceive a disconnect between the written description of the Northwest Planning Area policies articulated in *Blueprint Boise* and the Land Use Map. BDS notes there is community support for the Neighborhood Character policies articulated by *Blueprint Boise*, but *concern* that the “compact” residential use as it is mapped allows a development type that is not consistent with all of these policies and that this land use is not appropriately distributed throughout the broader Northwest Planning Area.
- h) **Lack of multi-modal safety and connectivity.** Safety and connectivity are commonly identified as issues by pedestrians, cyclists, and drivers, with particular emphasis on State Street. Community members, the Neighborhood Association, and the City have all identified the need for safety

and connectivity improvements to support traveling in and around Boise (2018 NW Livability Survey, *Blueprint Boise*, State Street TOD Policy Guidelines, 2008). Similarly, **26%** and **29%** of 2019 survey respondents were *completely, mostly, or somewhat dissatisfied* with the safety of travel by walking and biking, respectively (North West Neighborhood Survey, 2019). Horseshoe Bend Road at State Street has less connectivity, fewer places to walk, less frequent transit service, and fewer people over all compared to other proposed transit-oriented development nodes along State Street (State Street TOD Market Analysis 2018).

- i) **Perception of traffic, congestion, and poor mobility infrastructure.** According to the NW Livability Survey in 2018, respondents frequently identified automobile infrastructure, traffic, congestion and related safety issues as characteristics that make the neighborhood less livable. On the 2019 survey, traffic congestion and increased pressure on resources and infrastructure was identified as the second most common challenge facing the neighborhood (**39%**) (North West Neighborhood Survey, 2019).

North West Neighborhood Opportunities

Several timely opportunities for the North West Neighborhood that are worthy of further study and have strong potential for goals, objectives, and actions are listed below.

- j) **Preservation of Open Space and Rural Character.** In response to the 2019 North West Neighborhood Survey, **40%** of respondents identified the preservation of open space and retaining elements of rural neighborhood character as the most significant opportunity for the neighborhood. This was the most commonly expressed opportunity in the survey. Fifteen (**15%**) percent of respondents identified managing growth with less density and congestion as opportunities for the neighborhood (2019 North West Neighborhood Survey).
- k) **Magnolia Park Investments.** The Magnolia Park “green-up” development has now been completed. City Parks and Recreation Department has identified Capital Improvement funding (approx. \$1M in 2023) for the amenities shown in the masterplan concept below in **Figure 7**. The City is seeking funds to construct a shelter in Magnolia Park in FY 2020. Strategies for *connecting residents* to this improved community space at the geographic heart of North West may be an important topic for the neighborhood plan.



Figure 6. *Magnolia Park Masterplan Concept.*

- l) **Transit Oriented Development Opportunities.** State Street, which forms the neighborhood’s southern boundary, has the highest transit ridership of any corridor in the Boise metro region (State Street TOD Market Analysis, 2018). The corridor serves as an important connection between downtown Boise, Garden City, Eagle, and outlying suburban areas. Transit oriented development (TOD) principles for State Street include offering a full range of transportation services and improving efficiency during peak hour traffic and safety along the corridor while balancing the natural and manmade environment (State Street TOD Policy Guidelines, 2008).
 - o **Natural Feature Integration.** A relevant objective within the 2008 State Street TOD policies is incorporating natural water features such as the Boise River and canal system in the design and orientation of development nodes. The canal system north of State Street is a natural amenity that can be an attractor to developing nodes, with attention paid to preserving walking paths and trails adjacent to canals (State Street TOD Policy Guidelines, 2008). Preservation of paths and trails is important to community members; according to the North West Neighborhood Survey, **25%** of community members identified increased access to recreation through the development of bicycle/pedestrian paths as an opportunity for the neighborhood. Respondents suggested that there is great opportunity to construct bicycle paths across and adjacent to canals (North West Neighborhood Survey, 2019).

- **Activity Centers.** *Blueprint Boise* encourages mixed-use transit supportive densities at the neighborhood's activity centers, including Glenwood Street/Gary Lane at State Street (*Blueprint Boise*). Horseshoe Bend Road and Glenwood Street/ Gary Lane were also identified in the TOD Market Analysis as two potential sites for primary TOD stations along State Street, both could provide more transit and housing options along the corridor. The Glenwood station area is currently somewhat better connected with pedestrian and bicycle infrastructure than the Horseshoe Bend Road station area (State Street TOD Market Analysis 2018).

- m) **Wild Fire Defensible Space.** The North West Neighborhood's adjacency to natural areas prone to wildfire is a community concern. While only 5% of respondents indicated that preservation of the foothills specifically as a wildfire buffer was an opportunity for the neighborhood (2019 North West Neighborhood Survey), given strongly expressed community priorities around the preservation of natural and open space, an opportunity to secure strategic defensible space along Hill Road Parkway could meet multiple safety and livability goals simultaneously. This is an action worthy of further study and consideration following the neighborhood planning process.

APPENDIX D

COMMENTS FROM JUNE 5, 2019 OPEN HOUSE



Comments from Survey - June 5, 2019 North West Neighborhood Plan Open House, Riverglen Junior High

What did you find valuable as part of your time at this event?	Do you have additional questions or concerns?
Very educational and set up very efficiently	What are next steps?
The brainstorming ideas. Listening to others. Fire discussion	Fire coverage. Reasonably lower density
Lot of help at stops to answer questions	
Maps	
Using stickers and notes to share my voice and opinions	
Providing public comments	Gary Lane parcel should be a park, not a fire station!
Information and the opportunity to decide what's most important to me	
Lots of information	
They seem to not have a visible plan for future zoning	How can the planning & zoning rezone our subdivision almost lot by lot?
Voting + education - short of know that the plan is	How do we get copies of tonight's results
That different strategies are being considered	
Maps showing area of impact. Explanation of goals	
Explanation of goals and what is most important	
Public opinion, well organized	
The exchange made possible with city employees and the opportunity to share ideas, needs, and wants for our city future	
Quick, easy input options. All the prep work - thank you! Sentiments represented input given in previous settings, making it easy to affirm/indicate NWNA priorities	
I like the attempt to get public input	I think more definitive descriptions of the options would be great
Speaking with the informational folks	
The options / It was all valuable	I have a concern about #6 on the "land use form + design" It is misleading? High density should re
The detail presented - excellent work	I'm afraid there will be a need to compromise
Interacting with neighbors and hearing their concerns and discussions	Not really pleased that BFD was invited to present their info. Without a plan to also present a count
Learning what the plan is for providing housing for low-income families	I'm concerned that the underlying sentiment here is to keep poor people out of the neighborhood
Yes	
Maps, dots	No
Maps, discussions with others and their feelings about planned development. Most unhappy!	Many questions
Ability to provide input	URD, Future plans
Personal input into priorities - opportunity to participate	None
Your questions, All the hard work the association has done	
Explanations - details especially the Bary lane fire station -	
(1) The maps and people from city departments to talk with (2) The sticky notes to write specific ideas and concerns	Professionals to explain the plans they represent
Input with stickers	Still the 3 story and 6 plexes proposed on Hill Road Parkway

Conversation with other neighbors about what is important to them	
Able to give input with dots and stars	Concern for 0. line coverage with/in national standards
Very! Interacting with others, sharing opinions, wants, desires for our neighborhood	I am totally opposed to our area being ruined. The foothills are pristine and special and should be p
Everyone had a "vote"	On specifics
The information on planned ups__ a the intersection of Hill road parkway and Horseshoe Bend Road	How does the City of Boise plan to deal with the potential increase in crime in high-density populatio Boise
Organization of issues; mapping	Appeal of developer. Potential of high density development in semi rural areas
Nothing	
All of it... lots of people available for information and background; good visuals to see a lot of whats involved	I wrote mine down and left them on the posters
Questions answered	
Details of all categories	
Information from the hosts of the various stations	
Explanations - details especially the Bary lane fire station -	Some of the strategies could have been written to clearly define the goal
Better understanding of development going on	
The opportunity to weigh in on my preferences	Some of the phrases were written in a confusing way triggering knee jerking reactions - high density
Talking with the firemen regarding the fire station going on Gary Lane	
Conversations and input	
I liked the range of strategies. I think this plan could be really great!	It would have been nice to have 1 green sticker per "Strategy" so then feedback could have been m
Voting by dots	Absolutely no 2-3 story apartments on Hillroad Parkway
Speaking with the fire persons about the new sation which I fully approve of	We need no more new apartments or congestion
Loved the one on one time for questions and getting answers	

Land Use, Form & Design (LFD)

Goal: Create a safe, healthy, and resilient neighborhood through **intentional development** that incorporates environmental elements and historical features.

Strategies	Comments
<p>LFD 1: Incorporate neighborhood’s agricultural legacy and impacts on people, nature and wildlife into the development review process.</p>	<ul style="list-style-type: none"> • Go the desert • How about maintaining Ag activity in the area • I am totally opposed to destruction of the foothills so the builder can profit. Take it to the desert.
<p>LFD 2: Characterize the appropriate scale of new development and its transition to existing homes.</p>	<ul style="list-style-type: none"> • Make developers take care of roads prior to development. Case and point Banbery + Spaulding on Chinden should have been widen prior to development • Hyde Park type community & development. Local, small business with community gathering areas accessible by bike and walk. • These recent large apartment complexes do not transition well into our neighborhoods! And the traffic issues were not addressed. There aren’t any discernable green spaces that came with it. Not good planning or use of space! • Any new development should respect existing home size/land use of neighbors • More diverse builders – not cooking cutter look. Senior housing, 4-plex vs large apartments. Small → medium density • What characteristics?! Who decides?! I find this statement incomplete & unhelpful • My opinion: R-1a or R-1b O.K. R-1C is not OK for this area. • I do not like 4 lot minor land division! It does not fit the culture of the neighborhood...Arnold, Shields, Utahna • Any development should be similar to existing homes in the area. No large apartment complexes along Hill Road. • Characterize does not work with the other words. Confusing. • Require single story homes in the transition area between multi-story apartments and homes! This protects the privacy and secures value of homes. Thank you. • No 2/3 story apartments near Hill Road Parkway. In appropriate to the hillside views. • Apartment buildings are inappropriate along Hill Road and Hill Road Parkway. • No apartments or attached housing in areas that transition to open space and foothills. Very low density only, with houses and ag. Corridors! • I think the question about where to put “small scale” is misleading. I don’t want small scale inside the ‘hoods’ only at outskirts.
<p>LFD 3: Protect and preserve the neighborhood’s urban-</p>	<ul style="list-style-type: none"> • Develop at current density or R-2-1 • Low density, high quality homes should be

<p>to-rural character through new and existing regulatory tools, zoning overlays, partnership projects and fund-raising.</p>	<ul style="list-style-type: none"> • It is right to respect existing home styles by keeping a similar size in new development • Try doing this in Northend Boise and see how far you get! • The city needs to listen to home owners. IE Roe Street, Kensington Apts on Roe. Close to 800 housing units equates to 1600 vehicles driving through neighborhoods. Neighborhoods where cars drive 30-50 miles per hour. Where speed bumps Prescott to Limelight think of kids, pets, people. Too late now! City Council blew everyone off. • To the builder: Try doing this in North Boise & see how far you get! (The North End)
<p>LFD 4: Consider neighborhood Activity Centers near Optimist Park, Magnolia Park, State Street at Bogart Lane and parcels five acres or above.</p>	<ul style="list-style-type: none"> • Library at Bogart So. Of Hill Rd Parkway • Shadow Hills could use it. In the middle of NWN + coffee shop • “Neighborhood Activity Centers” is too vague to be descriptive, so I can’t commit intelligently on this as it is presented... • Activity centers should be where there is activity only across from & around Optimist Park/Old Horseshoe Bend • Neighborhood activity center should be small and located on smaller parcels • Not the area to support CAC designation.
<p>LFD 5: Use design to reduce risk and exposure to natural hazards, particularly fire. (e.g. <i>larger setbacks, cluster development, firewise and waterwise treatments and green infrastructure</i>).</p>	<ul style="list-style-type: none"> • Boise Fire need second station in our neighborhood
<p>LFD 6: Encourage higher density, mixed-use development that supports bus rapid transit along State Street.</p>	<ul style="list-style-type: none"> • Higher density on State Street is appropriate • Not keeping with the character of the neighborhood on Hill Rd Pkwy • Development of bus rapid transit along should be a standalone bullet – since it is imperative to mitigate auto gridlock • Higher density is appropriate directly along State Street. Not inside existing neighborhoods. • Keep the high density on State Street. Keep it away from the foothills. Preserve with is left of rural atmosphere • We expect high density on State Street. Hill Road cannot sustain high density development. • Keep high density growth on State Street not on Hill Road Parkway, Duncan Lane or Bogart! • State St Apts only along State Street. • This whole thing is about keeping poor people away 100%. I support low income housing. • Encourage development along state street for expansion of public transportation & extend to Eagle & Meridian eventually. Also expand into Garden City to connect Chinden to State. Housing on State that would also

	incorporate green space to soften the development and limit to no more than 2 levels close to road. Taller buildings behind existing businesses.
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Cultural Heritage (CH)	
Goal: Retain the cultural context of the neighborhood by identifying and celebrating local history and heritage.	
Strategies	Comments
CH 1: Support Cultural Master Plan to build local historical awareness and expand access to cultural opportunities for all ages and abilities.	<ul style="list-style-type: none"> • No Comments
CH 2: Promote cultural heritage tourism within the North West Neighborhood.	<ul style="list-style-type: none"> • Preserve the Oregon Trail if verified • Protect the Oregon Trail if verified • Spoils bank retain and make walkable
CH 3: Protect the peaceful access to Veterans and Dry Creek Cemeteries, along West Old Hill Road.	<ul style="list-style-type: none"> • Please replace the signal at the intersection of Hill Rd Pkwy & Horseshoe Bend Rd with a real traffic light (on all four intersections) • Key word is "Peaceful!" • Dangerous intersection at East entrance up Hill – needs to be closed. Rarely do cars stop at bottom. • There is far too much "outrage & focus" here to the exclusion of the density proposed south of Hill Rd Parkway. The focus of resistance has to be on the south side of Hill Road Pkway not the north side!! • Can old Oregon trail be utilized as bike, walk, hike trail to divert traffic of recreational use through Dry Creek Veteran's Cemetery. Deem it a historical trail. • The roundabout that is currently planned for the intersection of Hill Rd Pkwy & Horseshoe Bend Rd is not viable option, as it is unsafe for traffic in the winter and will cause issues with additional traffic congestion during funeral processions. Amz 208-571-0231

Natural Environment, Open Space & Parks (NOP):	
Goal: Ensure a lasting environment and neighborhood through conservation and protection of the natural ecosystems and places that provide resources to support all life.	
Strategies	Comments
NOP 1: Funding and partnerships to maintain and increase public access to wildlife, natural areas, connections to open spaces, and parks.	<ul style="list-style-type: none"> • Keep Gary Lane/Tobi lot a park. It was used to establish open space for Kensington apartments so changing it now to a fire station leaves no open space for Kensington Apt residents • Not in favor of fire station on Gary Lane! It was supposed to be a park and should be a park. A resident for 33 years. • Boise already owns the land next to the church on Gary lane. Where did the impact funds go from the apts. • Also for adequate coverage there needs to be a fire station at Peirce Park & Bogart • Keep Gary Lane a park • It is a mistake for the Fire Dept to admit land at Gary Ln for fire department too small in 2018. Need to revisit a more appropriate space for this use. • We need a park for our neighborhood not a park that is shared with a public school. One that is more central to more neighborhoods & walkability!!
NOP 2: Identify priority lands for preservation (e.g. seek easements or purchase land through City programs, other funding sources, and fundraising).	<ul style="list-style-type: none"> • No Comments
NOP 3: Protect natural ecosystems that are essential for long-term sustainability and climate resilience (e.g. Spoil Banks and riparian habitat, native plantings, stormwater management).	<ul style="list-style-type: none"> • No Comments

Safety & Connectivity	
Goal: Improve and increase neighborhood safety and connectivity to natural features and community resources to encourage physical activity and non-motorized transportation. Work closely with the City, ACHD and Ada County to address transportation and other safety concerns.	
Strategies	Comments
SC 1: Bicycle and pedestrian routes that improve safe connections between the Boise River and the foothills.	<ul style="list-style-type: none"> • Need another bridge over the river for safety and national emergency • We need safe connection across State St to Greenbelt • Small coffee shop, local bakery, etc. (think Roosevelt Market) has some room North of Hill Rd Pkwy but no safe travel by bike or foot across from Optimist Sports Complex (families, kids, school, etc.)
SC 2: Safety and aesthetic improvements on Hill Road Parkway for bicycle and pedestrian experience.	<ul style="list-style-type: none"> • No comments
SC 3: Implement the State Street Transit	<ul style="list-style-type: none"> • Apt. development along the State Street corridor makes sense but not in neighborhoods

and Traffic Operational Plan and recommendations from the 2019 State Street Transit Oriented Development Plan.	
SC 4: Traffic-calming measures on local streets (e.g. reduce speeding, cut-through traffic).	<ul style="list-style-type: none"> • Since the culvert or “separation” is required on Hill Rd Pkwy, why not put a concrete culver in front of Sun Point subdivision and drivable surface for U-turns or access into or out of the subdivision
SC 5: Work with Boise Fire Department to address Levels of Service.	<ul style="list-style-type: none"> • The Boise Fire Dept. is not the only service affected by congestion during Rush Hour. BPD is also affected even though they are more nimble. Need to address emergency and national disaster problems going to other side of the river traffic • Boise fire needs second station in our neighborhood. One on the outskirts does not cut it. • NWN deserves fire coverage like the rest of the city enjoy, Library vs fire coverage. Seriously? • Fire dept. on Gary Lane parcel
SC 6: Local advocacy to reduce neighborhood and environmental impacts from Ada County Landfill (e.g. natural buffers, enforcement of covered load requirements, etc.).	No comments

Community Engagement & Process (CEP)	
Goal: Promote and support a vibrant and engaged network of community members participating in the civic and cultural life of North West.	
Strategies	Comments
CEP 1: Inclusive, meaningful, and transparent public participation in all processes.	<ul style="list-style-type: none"> • The strategies are also goals. I get no strategic information here to make a decision with...I DO think both these are essential goals: how do you plan to achieve them?
CEP 2: Build NWNA leadership and capacity to implement and track the North West Neighborhood Plan.	<ul style="list-style-type: none"> •

APPENDIX E

COMMENTS FROM OCTOBER 10, 2019 OPEN HOUSE



	COMMENTS - October 10, 2019 NW Plan Open House
1	1. Reduce speed limit on Hill Road Parkway.
	2. How to make crossing Hill Road PKWY safer for children in SunStroke Subdivision (North of Hill Road PKWY) on their way to elementary school.
	4. Goodale's Cutoff is part of the Oregon Trail & should be honored!
	5. There is private parking along Duncan Lane (including 18-wheel trucks), so often there is only one lane.
	6. Finally, and most importantly, the acreage between Bogart and Duncan Lanes & Hill Road Parkway could be used for an arboretum. (Much like the Laura Moore Cunningham Arboretum on Walnut Street off Warm Springs.) This would retain greenery & beauty, plus it would pay for itself over the years. The City could then use the trees for public places as needed.
2	1. Would love to see a dog park. I recognize likely not a realistic goal, it would sure be used though. A. Possible location & use of Optimist Soccer & Football fields for this. Incorporate the western most ponds as well. 4-6 acres is ideal (see Nampa Dog Park). b. A dog park would be used extensively year-round not just for two months in the Spring and 2 months in the Fall. C. If implemented, could restrict dogs to park and keep them off the playball fields where deposits can cause problems.
	2. Eliminate 1 or more apt. buildings and replace with "mini-houses".* Perhaps place along Spoil Banks. These homes meet 2 key demands A). Truly affordable housing. B). Housing more appropriate for older citizens w/o families. *housesize 600- 1000sq.ft. w /1 car garage.
3	Two problems - if we support the urban to rural concept, how can we be certain that the rural concept will be ignored, and the urban concept fully exploited? And TOD is means to focus and organize density, however - if the same process continues it will be simply density everywhere.
4	Given the recent approval of Prominence by the City without reference to any of the 'livable' components of our existing Blueprint Boise, how should we redefine our plan to ensure that it will not primarily be used by the City to facilitate additional more dense developments?

5	<p>Ben Street should be the defining border that separates the lowest density from increasingly higher density development moving south towards State Street. This NWN plan has mistakenly referenced the Hill Road Parkway as the above referenced border. This is true because of the 1/2 mile Transit Oriented Development rule which the City of Boise is committed to abiding by. We do not want an Activity center at Magnolia Park as this idea is not in the best interest of the NWN.</p>
6	<p>This plan reflects a lot of quality time & effort. My concern is that as good as the plan might be, city hall seems focused on development regardless of whether or not it is in the Best interests of the City.</p>
7	<p>I greatly appreciate the work done on the plan. My comment is more of a question: is there a need or opportunity to propose a designation of Hill Rd.? Hill Road Parkway as a scenic byway (or similar designation) to prevent it becoming viewed or designated as a major transportation corridor, thereby bolstering the effort to retain the rural character of the area.</p>
8	<p>Please don't delay planning the work to be done on State Street to accommodate the increase of traffic.</p>
9	<p>All current sunlite waterways should remain above ground with any development to work around these waterways to preserve wildlife access to water.</p>
10	<p>Hill Road Parkway is an important boundary to severely reduce density North of Hill Road Parkway. Every effort should be made to secure conservation/agricultural/nondevelopment easements funding to retain the character North of Hill Road Parkway and other open space in the whole of the NW Nneighborhood boundary area.</p>
11	<p>The Plan presented tonight 10/10, is very well compiled but, in the final analysis, as a tool towards common sense development, it will only be as effective as the "Buy-in" by P&Z Commission and City Council. I believe the best strategy at the stage is to "Get Out the Vote". My wife and I would be willing once again to distribute flyer to urge a better voter turn out.</p>
12	<p>Encourage residents to hook up to the sewer system to protect ground water. Large developments need to have runoff water basins - never saw one in Prominence Maps. Goal One: Need police and fire protection accentuated - as we have none. Great work and thanks for your dedication.</p>

13	Pedestrian & animal culvert on Hill Road Pky in multiple locations for deer and bike use.
14	Having infrastructure in place before zone changes (SC-2)
15	A big thank you to all. Great job. Thank you Board. What a fabulous job. I feel every item of concern has been appraised. My concern is the builder will slack off on the landscaping. We must be sure NE follows the plan. Also the Garden City Library area has a bee/butterfly/insect garden. We also started one. It really adds so much and once established is no work.
16	Any increased density per acre and/or height increase above 2 stories needs to be limited to 1/2 mile walking radius from the 2 official TOD nodes at Gary/Glenwood & State and Horseshoe Bend/State. This will support the city's goal of BUS ridership; outside of this range will actively work against the goal of ridership.
Sticky Note Comments	
1	Protect agriculture from Caswell North - that is where the ag is left
2	Move dump Put existing dump in Hill Preserve
3	Promote the Oregon Trail along Hill Road - Goodale's Cutoff
4	Any chance for a dog park?
5	The NWN has more cultural/historical value than shown in this plan.

APPENDIX F

HISTORICAL NARRATIVE – NORTH WEST NEIGHBORHOOD



Northwest Boise Neighborhood Narrative History

Prepared by TAG Historical Research & Consulting

The Northwest Neighborhood Association is bounded by State Street on the south, Gary Lane on the east, Hill Road on the north and Horseshoe Bend Road on the west.

The area is defined on United States Geographical Survey maps as Township 4 North, Range 1 East, Sections 13 and 14. Transportation trends and irrigation enterprises have significantly influenced how the neighborhood became established and its evolution within the City of Boise and region.

Background

The Boise Valley lies along the northern edge of the arid Great Basin. Bands of Shoshone and Shoshone Paiute hunted and fished in the valley and foothills for many thousands of years. Euro-American explorers, trappers, and traders entered the valley in the early 1800s, followed by emigrants headed to Oregon and California in the 1840s. By the 1850s, the flood of emigrant travelers along the Oregon and California trails destroyed much of the habitat that supported Native American subsistence. The non-Native presence and settlement in the area exploded with the discovery of gold in the Boise Basin in 1862. The federal government established a military Fort Boise in 1863 a few days before the first platting of the City of Boise. Fort Boise officers helped protect the interests of the federal government, the miners, and emigrants to the detriment of the Native Americans who they forcibly removed from the Boise Valley to reservations by the mid-1860s. This removal separated groups and families and moved many indigenous residents of the valley to locations far from their ancestral homes. Despite this injustice, many Native Americans maintain and nurture their ties to and presence in the region.

The new city of Boise was positioned at the crossroads of the Oregon Trail and routes to the mines in the Boise Basin. It became increasingly important to secure steady supplies of food for new settlers and nearby miners. Settlements quickly appeared near the Boise River so farmers could simply dig ditches to channel river water onto their crops. These ditches were enlarged as needed to accommodate ever-increasing numbers of newcomers. When the land closest to the river was claimed, settlers began to move to the bench area above the riverbed. In time, larger ditches and canal systems were constructed through community effort, private enterprise, and federal involvement, which allowed more farming and agricultural development on the bench.¹

A branch of the Oregon Trail runs through what is now Boise's Northwest Neighborhood. In 1862, Tim Goodale, an early explorer who became an emigrant guide, led a train of wagons headed to a mining camp in Auburn, Oregon, off the main trail and along a new branch, which threaded its way through Boise's future site. Goodale's route ran through what now is the west side of Capitol Boulevard, then north and east of Harrison Boulevard to the beginning of Hill Road near Camel's Back Park.² The route then veered northwest along Hill Road and turned almost true north, continuing to mines active in Willow Creek,

Emmettsville (Emmett), and points farther west. This route, which followed the edge of the foothills, in time became known as “Foothills Road”—now called “Hill Road.” Recently, a possible remnant of Goodale’s Cutoff, located on the southwest corner of Bogart Lane and Old Hill Road, was documented by the Idaho Chapter of the Oregon California Trails Association.

The cutoff led north to Dry Creek Valley and an adjacent agricultural area; an alternative road led to Shafer Creek and the Boise Basin mines.³

Agriculture and Settlement

The mining boom of the 1860s brought thousands of people into Boise and the surrounding area. Agriculture played an important role for the region from the earliest days of Euro-American settlement. Some enterprising prospectors realized that supplying their fellow miners and the camps where they lived might be more lucrative than prospecting for gold. Peter Bell helped conduct the first public land survey of Township 4 North, Range 1 East, in the fall of 1867, and noted, “The River bottom on both sides of River is settled by thrifty farmers, and the land is chiefly under cultivation.”⁴

The rich soil attracted farmers as reflected by homestead entries and deeds that documented numerous land claims dating from the 1860s to the early 1900s. Title to land could be claimed by using one of three main federal laws: the Homestead Act, the Cash Entry law, and the Desert Land Law. Under these laws, the government allotted public land by granting land patents to settlers who met certain requirements. The laws often required a description of the parcel and a commitment to improve it within a certain time frame, an agreement which was sometimes called “proving up.” This “proving up” was accomplished by building a home, clearing the land, or growing crops.

The Homestead Act passed by Congress in 1862 made land available to any family or person who was a U.S. Citizen or person who filed a declaration to become one. Quarter sections (160 acres) of land were free if the person filing the claim agreed to the “proving up” provision. The Cash Entry Law allowed those with more financial resources to purchase their claim for \$1.25 an acre after living on the land for six months. The Desert Land Act of 1877 allowed individuals to claim land in arid and semiarid regions on the American West by committing to irrigate the parcel.

Through these legal mechanisms, the federal government encouraged settlement. The “thrifty farmers” that surveyor Bell noted included over twenty settlers who claimed land in the region, such as Peter Brown (1875); George Fry (1884); Harmon Cox (1888); Henry Dickman (1890); Seth Bixby (1874); Henry Miller (1879); Thomas Breshears (1883); Robert P. Barnes (1885); and Henry Dickman (1890). Samuel Davidson Aiken claimed land in 1874 through Cash Entry as did Peter Brown (1875) and David Clemmens did the same in 1871. These early settlers transformed the land into an agricultural region by planting wheat, corn, and fruit orchards on their newly claimed farms and ranches. Their property changed hands over the years, but a few early settlers retained their land claims for decades.⁵

Green Meadow Ranch: Roots of the Northwest Neighborhood

The area lying within the current boundaries of today's neighborhood was originally known as Green Meadow, a name coined from the ranch of Samuel Aiken. Samuel was born in Nova Scotia in 1829 to Samuel and Margaret Davidson Aiken. He left Nova Scotia for Massachusetts and worked as a commercial fisherman along the eastern seaboard. After six years as a fisherman, he moved to Boston, and became a carriage maker. Then in 1858 he headed west, first to San Francisco, California and then to Salem, Oregon. In 1863, Samuel and his younger brother Robert joined the surge of gold seekers headed to the Boise Basin. Samuel tried mining briefly before settling on 131 acres of land alongside Hill Road at the mouth of Pierce Gulch. His brother settled on a smaller parcel of forty acres. Samuel's ranch eventually grew to encompass over 300 acres and extended south from Hill Road to Valley Road (State Street) and west of current day Gary Lane. The ranch called Green Meadow Ranch provided pasture for horses and hay to local customers. At first Samuel sold hay at his ranch, but later he expanded his operations to include a feed corral from a separate facility in Boise, named the Green Meadow Depot and Feed Corral. He sometimes advertised the pasture and hay he sold in the *Idaho Statesman*.⁶



The Samuel Aiken Green Meadow Ranch is shown above. The freight wagon in the foreground is travelling on Hill Road. *Idaho State Historical Society 76-37-18.*

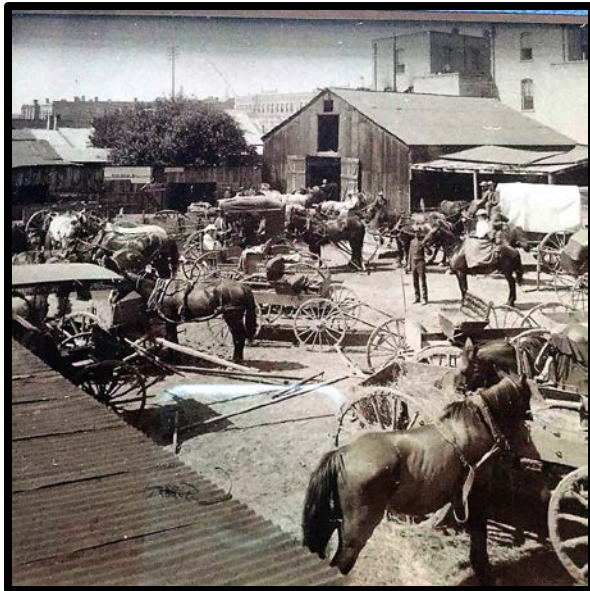


Image of Green Meadow Corral. No date. Courtesy of Hugh Hartman.

GREEN MEADOW RANCH DEPOT
 —AND—
Feed Corral,
 (Near Louthan's Store.)

Where I keep the choicest kind of hay and grain at wholesale and retail. Also bran, shorts and chopped feed.

Take Notice.—I raise my own hay and grain and will hold out greater inducements to the public in general than any other place of the kind in Boise City. Try me and I will guarantee you your money's worth.

Jan 14th, '78. S. D. AIKEN.

Advertisement. The *Idaho Tri-Weekly Statesman* February 16, 1878. P. 1

Samuel cultivated pastureland and grew hay, potatoes, barley, and corn. His expansive operation also included milk cows and over 500 chickens. He experimented with various nut and fruit trees and in 1875 planted a black walnut orchard, which began to produce walnuts seven years later. He often stopped at the local newspaper office to drop off samples of his crops. In 1871 Samuel and Robert were joined by their brother, Thomas, also from Nova Scotia. Thomas settled on land west of his brothers and became instrumental in establishing the village of Eagle.⁷

Samuel's ranch prospered and in 1870 was valued at \$15,000, a sum that equaled approximately \$250,000 in 2019 dollars. A bachelor for many years, he married Angeline Parker in 1874 and for the next ten years made improvements on the ranch. Samuel died in 1887, but the ranch continued operations for a few years under the management of Orlando "Rube" Robbins, a former soldier and law enforcement officer. Angelina Aiken, Sam's widow, eventually sold Green Meadow to sheep rancher, John Gary, who continued to run the ranch until his death in 1919. The property was gradually broken up into smaller parcels as the area around it was subdivided.⁸

A Community Among Farmers

By 1870 enough school age children resided in the Green Meadow area to warrant establishing School District No. 18. Two years later the area within its boundaries was also declared a voting district, named Green Meadow Precinct. Soon the area itself became known as Green Meadow. Two schools were built in the district: Blagg School—which only existed for a short time—was located on the southeastern side of the district on land owned by John Blagg while Cox school was established at the northwest end of the district on land deeded by John and Catherine Pierce in 1878. Cox School later became known as Green Meadow(s) School and served generations of area residents. Changing demographics and school boundaries led to redistricting, and by the early 1900s Green Meadow became part of a new school district, No. 29.⁹

Reuben and Anna Cox, for whom the school was first named, farmed land adjacent to Hill Road at the junction of the road to Dry Creek and Willow Creek. Reuben originally claimed forty acres, which was patented in 1879. He bought an additional 137 acres that he farmed until 1887 when poor health caused him to sell the ranch to a neighbor, Hiram G. Saxton.¹⁰

Like many other rural schools across the nation, Cox School provided more than education: it became the social center for Green Meadow. Neighbors gathered there for club meetings, programs and other social events, and it served as the polling place for elections. Church services were also held at the school, including for a Baptist church, organized in 1889, according to the *Statesman*. The original school was a wood frame building. In 1912, a \$5,000 school bond passed to fund construction of a new brick building for students in grades 1 – 8. The school was in use until the late 1940s when the Green Meadow district was annexed to Ada County.¹¹



Cox/Green Meadow School. Circa 1880. Courtesy Eagle Museum, Eagle, Idaho.



Green Meadow School, built 1912. From Consolidation of Rural Schools and Transportation

of Students. 1914.

Community organizations also formed in Green Meadow. A branch of the Boise Independent Order of Good Templars, a temperance group that originated near Utica, New York in 1852, organized at Green Meadow in 1872 and constructed a lodge hall. The Green Meadow lodge members hosted speakers and lectures and other events. Green Meadow residents also socialized with farmers in the Dry Creek area and organized balls and dances, sleigh rides, horse races, plays and musical recitals. Of course, weddings and funerals also brought people together. Residents who passed away were often buried at Dry Creek Cemetery, established in 1865, which remains one of Boise's historic cemeteries. Many Green Meadow residents began attending church and other social activities in Eagle after it was established.¹²

By 1880, Ada County had more than 4,500 people and 117 farms. Green Meadow, with approximately 15 farms, was considered to have some of the finest crops and produce in the county, with typical yields that included wheat, oats, barley, fruits, and vegetables. The goods were sold locally and opened to broader markets in 1887 when "The Stub," an Oregon Short Line Railroad spur in Nampa connected with Boise.¹³

Growth through Irrigation and Transportation

In the 1890s Boise City entered a growth period due to several factors: the transition of Idaho from a territory to a state, the expansion of irrigated agriculture, and expansion of transportation systems. Part of the city's growth affected what is now northwest Boise. Although the Green Meadow area remained largely rural, some larger farms and ranches changed ownership and were divided into smaller acreages.

Growth from Canals

New irrigation and transportation projects stimulated agricultural growth in the neighborhood in the late 1800s and early 1900s. Green Meadow farmers irrigated with Boise River water from the New Union Ditch Company Canal, which was completed in

1865. Farmers John Pierce and Harmon Cox used water from the New Union Ditch Canal as well as from another irrigation canal, known as the Pierce and Cox Ditch.¹⁴

The Boise Valley Irrigation Ditch Company (BVIDC) Canal was constructed in the fall of 1865 and spring of 1866 by Seth Bixby, William Fite, and others.

Small-scale irrigation projects expanded their operations in the 1890s when the Idaho Legislature passed a law which lay the legal groundwork for the formation of irrigation districts.

The Farmers Union Ditch Company, Ltd., (FUDC) formed in 1894 to construct an irrigation canal from the Boise River to what is now in northwest Boise. The FUDC combined with the BVIDC to expand operations. On October 2, 1894, the BVIDC transferred the right to enlarge, use, and maintain the canal to the FUDC. The BVIDC retained 3,000 inches of water right and required the FUDC to deliver it to stockholders through a perpetual water right clause in the transfer deed. In the fall of 1894, the FUDC enlarged one and one-half miles of the BVIDC's existing ditch. At the point where this expansion ended, the BVIDC built a new head gate for delivery of water to their stockholders' land and the FUDC started constructing an extension of the canal. The first water was diverted through six miles of completed canal in the spring of 1895. Three years later, the canal reached Big Gulch, north of Star and when completed in 1899, it spanned a full 24-miles.¹⁵

Traveling by Streetcar

Entrepreneurs developed an electric railway "interurban" transportation system, often referred to as the "streetcar," that encouraged growth along Valley Road (later known as State Street). The Boise and Interurban Company (B&IN), backed by Walter Pierce, a Boise developer and businessman, completed the interurban streetcar route in 1907. The dam at Swan Falls provided electric power to operate the electric railway system. Several farmers including John Gary, Hiram Saxton and Matthew Duncan gave right-of-way to B&IN. Wait stations for passengers were placed near their farms and named after them.¹⁶

In 1912 property owners and farmers petitioned Ada County for a north to south access road to link with the new interurban streetcar system. Specifically, the request was for a road "commencing at Gary Station on the Boise and Interurban Railroad and running north one mile, more or less ending at the Foot Hill Road." This road, which became known as Gary Lane, was constructed and successfully linked outlying farms to Valley Road. Bogart Lane, Saxton Lane and Duncan Lane were also built at this time.¹⁷

Green Meadow residents used the electric streetcar to ship dairy products, fruit, and vegetables from their farms to other markets. High school and college-age students took the streetcar to Boise to attend high school or went to Caldwell to attend the College of Idaho. Some rural farmers who held second jobs in Boise or elsewhere rode the streetcar to get to work. The interurban streetcar system quickly transported passengers between urban and rural settings. A typical ride from the center of town soon reached farms with barns, silos, and chicken coops. This rural landscape remained common sights on the outskirts of town until the 1990s.¹⁸

By 1928 the electric streetcar system ceased operations and no longer served Ada and Canyon counties. Passenger service plummeted as transportation by automobile rose in popularity. In 1929 Valley Road was paved and eventually widened and expanded to accommodate more automobile travel. Many street names harken back to these farmers, the early agricultural era, and the electric streetcar era.

Age of the Automobile

In the 1930s automobile traffic in the area increased with the construction of State Highway 44 (built along the former streetcar route) and State Highway 15, which passed along the western edge of the neighborhood and led to McCall via Horseshoe Bend. For a brief time, the Boise & Western Railroad Company (incorporated in 1929) used the tracks of the former Interurban line and ran a steam engine, not an electric engine, to move freight, primarily fruit, to Star and Boise. This practice ended in 1935 when residents along the route complained of the noise and pollution from the steam engine and all freight transported on the rails stopped. Despite the increasing traffic of the State Street/Highway 44 transportation corridor, northwest Boise retained its rural atmosphere.

Subdividing the Land

Property owners began subdividing large acreages in the early years of the 20th century, particularly when the Boise & Interurban line began service. Early subdivisions, platted in 1906, included Stein's Subdivision, platted by Edward Stein and J. F. Ulmer, and Caswell & Sloan's Subdivision, platted by D. G. Caswell and F. A. Sloan. In 1908, J. W. Brose platted Brose Second Subdivision, and Ulysses Wallace platted Roberts and Hill Subdivision. These subdivisions averaged about five acres and usually became small farms. The properties were advertised for their agricultural potential as well as their convenient location near the Interurban line.¹⁹

No additional major subdivisions were platted in the neighborhood between 1908 and 1951, although properties exchanged hands, and some individual parcels were combined or divided. In 1951, the Boise Trust Branch of Idaho First National Bank platted Randall Acres Subdivision No. 9, the first "modern" higher-density subdivision (although many of the lots remained vacant through the turn of the 21st century). In the early 1970s, Edward E. Gillis subdivided a small portion of his property, but it wasn't until the 1990s that Landover Estates, a multi-phase, higher-density development, was platted as the next significant subdivision in the neighborhood on former agricultural land.²⁰

Even though farms and ranches were established in the Green Meadow area in the late 1860s through the 1890s, it is not known if any structures remain from that early period. In the mid-1980s and 1990s, as commercial and suburban development progressed in Ada County, the Idaho State Historical Society and other groups conducted historic architectural surveys to research rural properties throughout Ada County. Those surveys documented historic farms around the neighborhood dating from about 1910 to 1938, which included a number of intact farms along State Street and Roe Street. Since then, commercial and residential development continued. Much of the remaining agricultural

land was divided into smaller parcels, and roads have been widened and expanded to create a much different and more urban landscape.

Numerous recent commercial and residential development, such as shopping centers and high-density housing developments, has changed the neighborhood landscape. Modern residential single-family and multi-family dwellings now exist on what was formerly farmland. Canals that shaped the landscape are being piped and covered over, yet the roots of the contemporary landscape remain and traces of the neighborhood's historic irrigation and agricultural use linger to provide us with an awareness of the past that will perhaps help us to collectively envision and plan for a future with a rich sense of place and meaning.

¹ Madeline Kelley Buckendorf. National Register Nomination Form. *Historic Rural Properties of Ada County*, 2001, p 2-3.

² James W. McGill, *Rediscovered Frontiersman: Timothy Goodale* (Missouri: Oregon-California Trails Association), 97.

³ Eichhorst, Jerry. 2019. Letter report, "Goodale's North Trail Remnants," electronic copy in TAG files, received from Richard Llewellyn, president, Northwest Neighborhood Association.

⁴ Bureau of Land Management, General Land Office Documents online, Original Survey, Twp 4 N R 1 E, Boise Meridian, Field Notes, accessed Aug-Sept 2019.

https://glorerecords.blm.gov/details/fieldnote/default.aspx?dm_id=102137&s_dm_id=42848&sid=kajfnjcg.hhy

⁵ Peter Brown (Ada Co., Id), No.070;George Fry (Ada Co., Id), No. 356; Harmon Cox (Ada Co., Id), No. 24;Henry Dickman (Ada Co., Id), No. 228;William Seaman (Ada Co., Id), N. 1073996;Thomas Breshears (Ada Co., Id), No. 353; Robert B. Barnes (Ada Co., Id).No. 136 and 388; Henry Dickman (Ada Co., Id), No. 228; Samuel D. Aiken (Ada Co., Id.) No. 028;David Clemmens (Ada Co., Id) No. 099; Seth Bixby (Ada Co., Id) No. 009

⁶ Wallace W. Elliott, *History of Idaho Territory* (San Francisco: Wallace W. Elliott & Co., 1884), p. 255.

⁷ Laurie and Ronald Baker. *Images of America: Eagle*. (Arcadia Press, 2012)

⁸ Arthur H. Hart. *Life in Eagle, Idaho*. (Eagle, Idaho: Historic Preservation Commission, 2008) p.21-22; additional information about Green Meadow Ranch after Aiken's death is taken from articles published in the Idaho Statesman, various dates.

⁹ "School District No. 18". *The Idaho Tri-Weekly Statesman*. January 13, 1870. P.3; April 16, 1872 p. 3. Claudia Druss, *The Dry Creek Chronicles: Nineteenth Century Idaho Farm Life*. (Longmont, CO: Basin & Range Publishing, 2012).

¹⁰ Deed of sale Reuben and Aura Cox to Hiram G. Saxton and James Worbois, March 18,1887, Ada County, Idaho. Deed Book 12, pp.235-236. Ada County Recorder, Boise, Idaho. For detailed information regarding Green Meadow and Dry Creek Valley 1860-1890 see Druss. This book is a detailed study of both communities.

¹¹ "Boise Valley Baptist Church at Eagle to Celebrate 72nd Birthday, March 16". *The Idaho Sunday Statesman*, January, 20, 196 . P. 25. Druss, p. 86; Ada County Deed Records, Book 1. Pierce to School District No. 29. P. 782;AR514, Book 1 School District Boundary Record.

¹² "Green Meadow Lodge". *The Idaho Tri-Weekly Statesman*. August 15, 1872, p. 3.

¹³ Buckendorf, p.8.

¹⁴ Idaho State Historical Society, 1974. Reference Series No. 413, "New Union Ditch Company Canal": Water Right Deed Union Ditch Co., et. Al and H. G Saxton et.al to New Union Ditch Co, Ltd. Deed Book 35, p. 18. Ada County Recorder, Boise, Idaho.

¹⁵ Idaho State Historical Society. 1974. Reference Series No. 514 "Boise Valley Irrigation Company Canal & Farmers Union Ditch Company Canal"; Buckendorf, p. 8.

¹⁶Ada County Development Services. *Patterns of the Past: The Ada County Historic Site Inventory*. 2001

¹⁷ Petition of E.B. Aultman et al, Road Record Book 2, Ada County, March 9th, 1912 p. 68.

¹⁸ Dean Worbois. *Western Walks: The Worbois Story*. No publisher, 2002.

¹⁹ Ada County Assessor, Land Records/GIS, Subdivision Plats, accessed online

<http://www.adacountyassessor.org/propsys/OnlineDocuments.jsp>. Donald P. Robertson. *Encyclopedia of Western*

Narrative History, Northwest Boise Neighborhood

Prepared by TAG Historical Research & Consulting, November 2019.

Railroad History: Volume 2 The Mountain States, Colorado, Idaho, Montana, Wyoming. (Caldwell, ID: Czston Printers, 1986) p. 200.

²⁰ Ada County Assessor, Land Records/GIS, Subdivision plats.



1-6

6mm

APPENDIX G

WESTBY SUBDIVISION CC&RS



9315524

Charles H. Thomas

**DECLARATION OF COVENANTS, CONDITIONS
AND RESTRICTIONS
AMENDED AND RESTATED BUILDING AND
OCCUPANCY RESTRICTIONS**

3900
93 MAR 2 PM 3 46

WESTBY SUBDIVISION

1517000-196

THIS DECLARATION is made as of the 24 day of February, 1993, by Arthur S. Cudzore and Berkleo B. Cudzore, husband and wife, Charles H. Heaton and Dixie A. Heaton, (also known as Dixie Adele Heaton), husband and wife, Mark Andrew Cudzore, a married man dealing with his separate property, and Patric Lee Cudzore, a married man dealing with his separate property.

W H E R E A S

WHEREAS, Declarant and the other signatories hereto are the Owners of the real property situated in Ada County, Idaho, which is more particular described as:

Lots 1 through 8, inclusive, of Westby Subdivision, according to the official plat thereof, filed in Book 39 of Plats at Page 3528, official records of Ada County, Idaho.

WHEREAS, the Declarant's predecessor recorded with the Ada County Recorder, under Instrument No. 275 1835, on July 29, 1976, Building and Occupancy Restrictions for Westby Subdivision.

WHEREAS, the Declarant desires to amend and restate the Building and Occupancy Restrictions in their entirety as set forth below.

NOW THEREFORE, Declarant and the other owners hereby declare that the Subject Property shall be held, sold and conveyed subject to the following easements, restrictions, covenants and conditions, which are for the purpose of protecting the value and desirability of, and which shall run with and bind, the Subject Property and each and every part and parcel and lot thereof, and be binding thereupon all parties having any right, title or interest in and to the Subject Property or any part, parcel or Lot thereof, their heirs, successors and assigns, and shall inure to the benefit of each owner thereof.

ARTICLE 1: DEFINITIONS

The following terms shall have the following meanings:

1.1 "Owner" shall mean and refer to the record Owner, whether one or more persons or entities, of fee simple title to any Lot which is part of the Subject Property, including contract purchasers, but excluding those having an interest merely as security for the performance of an obligation.

1.2 "Subject Property" shall mean and refer to the real property constituting Westby Subdivision according to the official recorded plat thereof.

1.3 "Lots" shall mean and refer to all lots within and shown upon the official recorded plat of Westby Subdivision.

1.4 "Declarant" shall mean and refer to Arthur S. Cudzore and Berklee B. Cudzore and, husband and wife.

1.5 "Non-conforming Building" includes any building legally existing and/or used as of the recording date of this Declaration which does not conform with the Building and Use Restrictions set forth in Article 2 of this Declaration.

1.6 "Building" includes any Dwelling Unit, house, garage or any other partially or fully enclosed building, shed or other structure, consisting of one or more walls or roof.

1.7 "Declaration" shall mean this Declaration.

1.8 "Dwelling Unit" shall mean that portion or part of any structure intended to be occupied as a single family residence, together with the vehicular parking garage next to such Dwelling Unit.

ARTICLE 2: USE AND BUILDING RESTRICTIONS

The following restrictions shall be applicable to the Subject Property and shall be for the benefit of and limitation upon all present and future Owners of Lots, or any interest therein.

2.1 SINGLE FAMILY RESIDENTIAL ONLY. Each Lot shall be used only for single family residential purposes. No business or other commercial activities shall be conducted on any Lot. No Lot may be further subdivided without the unanimous approval of all Lot Owners.

2.2 BUILDING RESTRICTIONS. No Building shall be erected upon any Lot which shall exceed two (2) stories in height, and no

barn, animal shelter, garage, shop or similar outbuildings shall exceed one (1) story in height. All buildings shall be of frame, steel, stone or brick construction and, if other than brick or stone, shall be finished, painted and kept in good repair. The size, configuration, style and finish of each proposed Building on each Lot shall be subject to architectural and aesthetic control by the Architectural Control Committee.

2.3 MINIMUM BUILDING SIZE. Each single family dwelling structure erected upon a Lot shall satisfy the minimum floor area requirements of the Architectural Control Committee. Each single family dwelling structure shall be no less than 2500 sq. ft. inclusive of garage but exclusive of patios, breezeways, storage rooms, porches and similar structure.

2.4 SETBACK REQUIREMENTS. No Building shall be located on any Lot nearer than 150 feet from the front lot line along Bogart Lane and one hundred twenty five (125) feet from the back line, nor nearer than ten (10) feet to any side line. No barn, loafing shed or other building for housing or care of animals, shall be placed within one hundred (100) feet of any established residential building, or individual domestic well, nor nearer than one hundred fifty (150) feet from the front line. Buildings existing as of the date of recording of this Declaration are excluded.

2.5 MOVING OF BUILDINGS, TEMPORARY AND PREFABRICATED STRUCTURES. No buildings or structures shall be moved onto the Property except a new prefabricated outbuilding structure of a type and design approved by the Architectural Control Committee. No trailer houses or similar mobile unit designed for overnight accommodation shall be parked within building setback lines. No residence of a temporary character of any kind shall be permitted. No building of any kind shall be erected or maintained on a building site prior to the construction of the Dwelling Unit.

2.6 MOBILE HOMES. No mobile home, prefabricated home, modular home, or other prebuilt or premanufactured home shall be allowed on any Lot for use as a Dwelling Unit.

2.7 OUTBUILDINGS. Outbuildings, separate garages, barns, and shelters may be constructed only simultaneously with or after a Dwelling Unit has been constructed on the Owner's Lot. All such buildings shall be constructed only after approval thereof by the Architectural Control Committee. All outbuildings shall be constructed of similar or compatible exterior materials with the Dwelling Unit so as to be aesthetically compatible therewith.

2.8 CONSTRUCTION PROGRESS. Construction shall be diligently pursued after commencement thereof, construction of

Dwelling Unit and outbuildings to be completed within one (1) year. Any construction or any changes during or following completion of the Dwelling Unit shall be submitted to the Architectural Committee for approval.

2.9 NO OFFENSIVE ACTIVITIES. Nothing of an offensive, dangerous, odorous or noisy kind shall be conducted or carried on nor shall anything be done or permitted on this Subject Property which may be or become an annoyance or nuisance to the other Owners. Weeds shall be controlled.

2.10 EXCAVATION. No excavation for stone, gravel, earth or minerals shall be made upon a Lot unless such excavation is necessary in connection with the construction of an approved Building thereon.

2.11 STORAGE OF TRASH AND REFUSE, LANDSCAPING. No lumber, refuse or trash, or other material, shall be kept, stored or allowed to accumulate on any Lot beyond a reasonable period of time. No Lot site shall be used or maintained as a dumping ground for waste material or for outside storage. Receptacles for trash, garbage, etc., shall be maintained in a sanitary and clean, neat and sightly condition, appropriately screened from view except when necessarily placed for pickup by garbage removal services. Compost piles shall be appropriately screened from view. All landscaping shall be regularly maintained in a neat and sightly condition.

2.12 ANIMALS. In no event may animals be kept on any Lot as part of a commercial farming operation, or for commercial livestock raising purposes and all animal use shall be ancillary or incidental to use of each Lot as a single family residence. All animals kept on these premises shall be properly fed and cared for and shall be adequately fenced so as not to annoy or trespass upon the property of others. Animals shall be limited to horses, cattle, llamas, or goats (the latter, only if family pets), but no more than 2 animal units per acre of pasture consisting of any of the foregoing animals shall be allowed. No pigs or poultry or fowl will be allowed. Dogs must be properly kennelled or confined on Owner's Lot, and no commercial kennels will be allowed. Animal waste shall be properly and promptly cleaned up and stored and appropriately removed.

2.13 NO OUTSIDE STORAGE. No material, equipment, motor hoses, trailers, boats, campers, recreational vehicles, motorcycles, tractors and implements and vehicles (excluding automobiles) of all kinds or nature shall be parked or stored on any Lot unless such items are fully screened or enclosed from view. No inoperative automobiles shall be kept on said Lot unless properly enclosed in a suitable building. No commercial vehicle (trucks in excess of one (1) ton) shall be parked or stored upon any Lot within the subdivision. No lumber or other building

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material shall be kept or stored on any Lot, prior to the commencement of construction of the Dwelling Unit.

2.14 NO HAZARDOUS ACTIVITIES. No activity shall be conducted on or in any Lot which is or might be unsafe or hazardous to any person or property. Without limiting the generality of the foregoing, no firearms shall be discharged upon the Subject Property; no open fires shall be lighted or permitted on any property except in a self-contained barbecue unit while attended and in use for cooking purposes, or within a safe and well-designed interior fireplace.

2.15 FENCES. No fence, hedge or boundary wall situated anywhere upon a Lot shall have a height greater than 6 feet above the graded surface of the ground upon which such fence, hedge, or wall is situated. The construction or maintenance of spite fences or spite trees or shrubs shall be prohibited upon the Subject Property. Rail fences are preferred. If any other fencing material is to be used, it must be approved by the Architectural Control Committee. Existing fences and plantings are except.

2.16 DOMESTIC WATER. Neither the Declarant or any other party is under any obligation to deliver domestic water or furnish rights-of-way in connection with the delivery of domestic water to any Lot.

It is contemplated that domestic water for use in any Building shall be supplied by the Lot Owner and originate from a well to be drilled and excavated by the Lot Owner at his/her expense. Such well(s) shall be located at a minimum distance of one hundred (100) feet from the individual sewerage disposal facilities and shall comply with all applicable requirements of the governmental bodies having jurisdiction thereof.

2.17 IRRIGATION WATER. The Declarant has no obligation to furnish or convey irrigation waters to Lots in this subdivision. The conveyance of each Lot shall include five (5) shares of Boise Valley Irrigation Ditch Co. water. In addition to the easements for irrigation and drainage reserved as shown on the recorded plat of the Subject Property, each Owner shall be and is hereby granted an easement for irrigation ditch laterals or head ditches which are in existence as of the date of recording of this Declaration. Each Owner shall be responsible for cleaning and upkeep of his/her irrigation supply ditches and for waste water courses crossing his parcel. In the event two or more Owners use the same irrigation supply ditches, they shall share the upkeep and cleaning of said supply ditches as their interests may appear. Because of the presence of wildfowl, there will be no concrete ditches so the natural growth on ditch banks can afford them cover and protection. Each Owner shall be responsible to share in the cleaning and cost of maintenance of the common irrigation ditch along front line of

the Subject Property parallel to Bogart Lane.

2.18 DRIVEWAY. Any driveway or other road constructed on any of said Lots shall have a pipe or culvert thereunder at least eighteen (18) inches in diameter, near the Bogart Street line of said properties and at any other point where said driveway crosses any ditch used for the conveyance of irrigation water, said pipes being for the purpose of permitting the movement of irrigation waters and for the purpose of drainage. The pipes herein referred to may consist of tile, concrete, iron or steel, or any other substance of permanent nature. All pipe installations made within a dedicated right of way shall be made only after such installation has been approved by all governmental agencies having jurisdiction thereof.

2.19 SEWAGE DISPOSAL SYSTEM. All bathroom, sink and toilet facilities shall be located inside the Dwelling Unit or suitable outbuildings (such as a barn) and shall be connected by underground pipe with a private septic tank and drain field.

Drainage from septic tank shall be kept within the limits of each Lot. All sewage-disposal systems shall comply with all applicable requirements of the governmental bodies having jurisdiction thereof. The Declarant shall have no obligation for construction of any sewer system or to provide any connection thereto.

2.20 OIL AND MINING OPERATIONS. No oil drilling, well development operations, well refining, coring or mining operations of any kind shall be permitted upon any Lot, nor shall any structure designed for use in such activities be erected, maintained or permitted upon any Lot.

2.21 UTILITIES. Electric, telephone, gas and other utility services to the Lots shall be installed underground, at the expense of the Owner.

ARTICLE 3: ARCHITECTURAL CONTROL

3.01 ARCHITECTURAL CONTROL COMMITTEE. [In order to protect the quality and value of all homes built on the Subject Property and for the continued protection of the owners thereof, an Architectural Control Committee, consisting of three members, is hereby established.] The Architectural Control Committee shall initially be composed of Arthur S. Cudzore and Berklie Cudzore, 7171 N. Bogart Ln., Boise, Idaho, and a third member appointed by the above two members. A majority of the Committee may designate a representative to act for it. In the event of the death, resignation or inability to act of any member of the Committee, the remaining members shall appoint a successor. Neither the members of the Committee, nor its designated representative, shall be entitled to any compensation for services performed pursuant to

this Declaration.

3.02 APPROVAL BY COMMITTEE. No Building, fence, wall, patio cover, window awning or other structure shall be commenced, erected or maintained upon any Lot, nor shall any exterior addition to or change or alteration therein be made, until the plans and specifications showing the nature, kind, shape, height, materials, location of size and such other detail as the Architectural Control Committee may require shall have been submitted and approved in writing by the Architectural Control Committee. In the event the Committee, or its designated representative, fails to approve or disapprove such plans, specifications and location within thirty (30) days after said plans and specifications have been submitted to it in such form as may be required by the Committee, in writing, approval will not be required and this Article will be deemed to have been fully complied with.

3.03 RULES AND REGULATIONS. The Architectural Control Committee is hereby empowered to adopt rules to govern its procedures, including such rules as the Committee may deem appropriate and in keeping with the spirit of due process of law with regard to the rights of the concerned parties. The Architectural Control Committee is further hereby empowered to adopt such regulations as it shall deem appropriate, consistent with the provisions of this Declaration, with regard to matters subject to the Committee's approval, including matters of design, materials and aesthetic interest. Such rules, after adoption, shall be of the same force and effect as if set forth in full herein.

3.04 NON-LIABILITY OF COMMITTEE MEMBERS. Neither the Architectural Control Committee nor any member thereof, nor its duly authorized representative, shall be liable to any Owner or any other party for any loss, damage or injury arising out of or in any way connected with the performance of the Committee's duties hereunder, provided such person has, upon the basis of such information as may be possessed by him, acted in good faith without wilful or intentional misconduct. The Committee shall review and approve or disapprove all plans submitted to it for any proposed improvement, alteration or addition, solely on the basis of aesthetic considerations and the overall benefit or detriment which would result to the immediate vicinity and to the Subject Property generally. The Committee shall take into consideration the aesthetic aspects of the architectural designs, placement of buildings, landscaping, color schemes, exterior finishes and materials and similar features, but shall not be responsible for reviewing, nor shall its approval of any plan or design be deemed approval of any plan or design from the standpoint of structural safety or conformance with building or other codes.

3.05 VARIANCES. The Committee may authorize variances from compliance with any of the architectural provisions of this Declaration, including restrictions upon height, size, floor area or placement of structures, or similar restrictions, when circumstances such as topography, natural obstructions, hardship, aesthetic or environmental considerations may require. Such variances must be in writing, and signed by at least two members of the Committee, and shall become effective upon recording with the Ada County Recorder. If such variances are granted, no violation of the restrictions contained in this Declaration shall be deemed to have occurred with respect to the matter for which the variance was granted. The granting of such a variance shall not operate to waive any of the terms and provisions of this Declaration for any purpose except as to the particular provision hereof covered by the variance, nor shall it affect in any way the Owner's obligation to comply with all governmental laws and regulations covering his/her use of the premises, including but not limited to zoning ordinances and other requirements imposed by any governmental authority.

ARTICLE 4: GENERAL PROVISIONS

4.01 GRANDFATHER RIGHTS. The building restrictions set forth in Article 2 and the architectural control provisions set forth in Article 3 shall not apply to nor be enforced against a Nonconforming Building; provided, however, all other terms and provisions of this Declaration specifically including, but not limited to, the property use restrictions shall apply to and be enforceable against any Lot or the owner thereof upon which a nonconforming building exists.

4.02 ENFORCEMENT. The Architectural Control Committee, any Owner or any party holding a first mortgage or deed of trust on a Lot shall have the right to enforce, by proceedings at law or in equity, the terms and provisions of this Declaration. Failure to enforce any covenant or restriction contained herein shall in no event be deemed a waiver of the right to do so thereafter.

Any person entitled to enforce any of the terms hereof, who obtains a decree from any court or arbitrator enforcing any of the provisions hereof, shall be entitled to reasonable attorney's fees and all costs incurred or anticipated to be incurred in remedying or abating the offensive condition as part of the judgment or decree against the party in violation hereof.

Before instituting litigation or an arbitration, the parties involved in the dispute shall request jointly that the American Arbitration Association provide a mediator to work with them to resolve their differences. The mediator may be rejected by the parties only for bias. The mediator shall have thirty (30) days from the time of his or her appointment to meet with the parties and help them resolve the dispute, unless the parties

mutually consent to an extension of the deadline. The cost of the mediation, including fees and expenses, shall be borne equally by the parties to the dispute.

4.03 SEVERABILITY. Invalidation of any one of these covenants or restrictions shall in no way affect other provisions which shall remain in full force and effect.

4.04 LEASE. Any lease allowing occupancy, residency, or other use of any portion of any Lot within the Subject Property shall be subject in all respects to this Declaration.

4.05 EASEMENTS. Easements for installation and maintenance of utilities, irrigation and drainage facilities are reserved, as shown on the recorded plat. Within these easements no structure, planting or other material shall be placed or permitted to remain which may damage or interfere with the installation and maintenance of utilities, or which may interfere with the flow of water. The easement area of each Lot and all improvements in it shall be maintained continuously by the Owner of the Lot, except for those improvements for which a public authority or utility is responsible.

Improvements may be constructed in the future street easements for Lots 3, 4, 6 and 7, noted on the recorded plat, until such time as the Owners should unanimously agree to subdivide the Subject Property.

4.06 TERM. This Declaration shall run with the land and shall inure to the benefit of and be enforceable by the Owner of any Lot, the Architectural Control Committee, and any party holding a first mortgage or deed of trust against a Lot, and their respective legal representatives, heirs, successors, grantees and assigns, for a term of twenty (20) years from the date of recording of this Declaration. This Declaration shall be automatically extended for successive periods of ten (10) years, unless a document terminating the covenants and restrictions of this Declaration, signed as described below in Article 4.07, is recorded in the official records of Ada County, Idaho.

4.07 AMENDMENT. Except as provided in Article 2.1, this Declaration may be amended by an instrument signed and acknowledged by the Declarant (so long as the Declarant owns any Lot subject to this Declaration), and two-thirds (2/3) of the other Owners.

IN WITNESS WHEREOF, the Declarant and the other Lot Owners have executed this Declaration effective the date and year first above written.

Arthur S. Cudzore
Arthur S. Cudzore

Berklee B. Cudzore
Berklee B. Cudzore

Charles H. Heaton
Charles H. Heaton

Dixie A. Heaton
Dixie A. Heaton

Mark Andrew Cudzore
Mark Andrew Cudzore



Patric Lee Cudzore
Patric Lee Cudzore

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF IDAHO)
) ss.
 County of Ada)

On this 26 day of February, 1991, before the undersigned, a Notary Public, personally appeared ARTHUR S. CUDMORE, known or identified to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.



 Notary Public for Idaho
 Residing at Boise
 My commission expires: 11-17-92

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF IDAHO)
) ss.
 County of Ada)

On this 26 day of February, 1991, before the undersigned, a Notary Public, personally appeared BERKLEE B. CUDMORE, known or identified to me to be the person whose name is subscribed to the within instrument and acknowledged to me that she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.


 Notary Public for Idaho
 Residing at Boise
 My commission expires: 11-17-92

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF IDAHO)
) ss.
 County of Ada)

On this 31 day of February, 1993, before the undersigned, a Notary Public, personally appeared CHARLES H. HEATON, known or identified to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

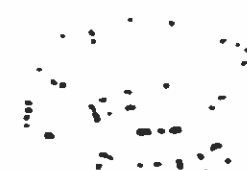

Dixie A. Heaton
 Notary Public for Idaho
 Residing at Boise
 My commission expires: 11-17-97

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF IDAHO)
) ss.
 County of Ada)

On this 26 day of February, 1993, before the undersigned, a Notary Public, personally appeared DIXIE A. HEATON, known or identified to me to be the person whose name is subscribed to the within instrument and acknowledged to me that she executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.


Dixie A. Heaton
 Notary Public for Idaho
 Residing at Boise
 My commission expires: 11-17-97

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CERTIFICATE OF ACKNOWLEDGMENT

STATE OF IDAHO)
)ss.
County of Ada)

On this 2 day of February, 1993, before the undersigned, a Notary Public, personally appeared MARK ANDREW CUDMORE, known or identified to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

[Signature]
Notary Public for Idaho
Residing at Boise
My commission expires: 7/3/97

CERTIFICATE OF ACKNOWLEDGMENT

STATE OF IDAHO)
)ss.
County of Ada)

On this 1st day of March, 1993, before the undersigned, a Notary Public, personally appeared PATRIC LEE CUDMORE, known or identified to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

[Signature]
Notary Public for Idaho
Residing at Boise Idaho
My commission expires: April 3, 1997