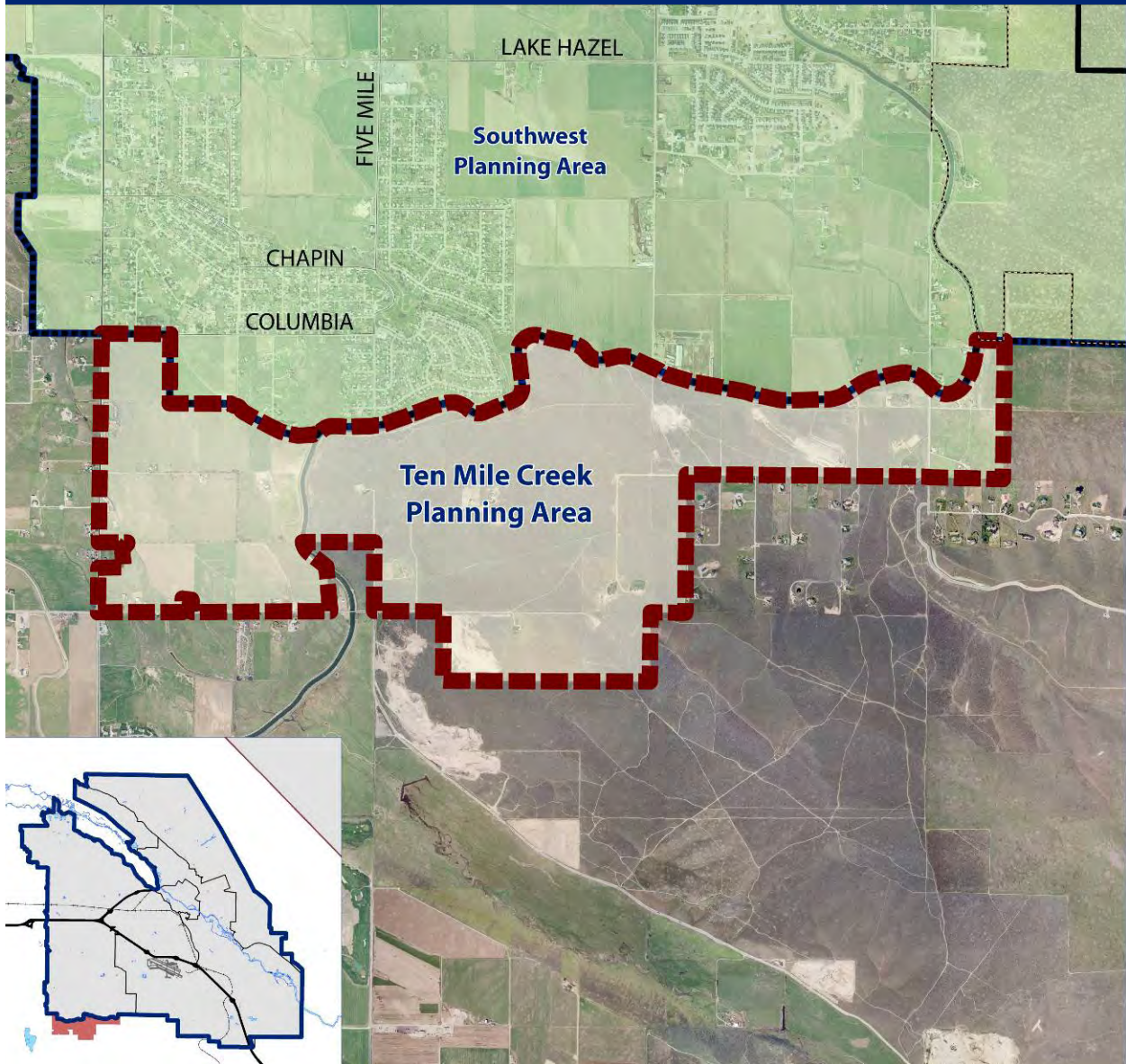


TEN MILE CREEK PLANNING AREA



Location and Context

The Ten Mile Creek Planning Area (“Ten Mile Creek area”) is located south of the current Boise AOCI, generally south of Columbia Road and traversing the lands between South Cloverdale Road and South Cole Road. The Ten Mile Creek area is largely undeveloped, is generally suited for urban development, and has been considered by Boise City for inclusion in a future AOCI expansion. Transportation and sewer planning efforts are underway.

The future built environment can emulate desired principles of sustainability, transit-ready development, high quality urban design, and conservation of unique natural features. Developments will be

required to prepare conceptual master plans prior to the approval of development entitlements to ensure that these principles are considered.

This plan represents a high level overview of the Ten Mile Creek area, with an expectation that more detailed planning will occur with specific development proposals. The current southern and eastern boundaries of the Ten Mile Creek area may be expanded as Boise City further explores the need for additional urban capacity. Future subarea planning will include those elements agreed upon among Ada County and the other cities for AOCI expansion through the Blueprint for Good Growth Consortium.

TRENDS AND KEY ISSUES

Population

- The Ten Mile Creek area's population is the smallest of all the planning areas in Boise.

Land Use Characteristics

- The Ten Mile Creek area is currently under the zoning jurisdiction of Ada County.

Historic, Cultural and Natural Resources

- The Ten Mile Creek area is home to both natural and man made water bodies –the Ten Mile Creek and the New York Canal.

Transit

- This area is currently undeveloped . Future plans for this planning area will need to address planning for transit that is available within and outside of the planning area.

Population

- The Ten Mile Creek area is comprised of 78 households (2010 Census) with approximately 220 residents. These households are on 173.5 acres or 12 percent of the Ten Mile Creek area's 1,436 acres.
- The Ten Mile Creek area is comprised of portions of Census Block Groups 1 and COMPASS Traffic Analysis Zones; therefore it is difficult to derive accurate demographic analysis for the area.
- There are only a few jobs in the Ten Mile Creek area, mostly in agriculture.

Land Use Characteristics

- The Ten Mile Creek area encompasses 1,447 acres.
- Current land uses include agriculture and rural residences. There are 502 acres in agricultural uses.
- There is one 40-acre property owned by the BLM north of Vallejo Drive, but immediately to the south is approximately 900 acres owned by the BLM.
- Ada County currently has zoning jurisdiction, and the properties are zoned Rural Residential which provides for 10-acre minimum lot size.
- The Williams Gas Pipeline operates a natural gas pipeline within a 75-foot easement in the western half of the Ten Mile Creek area.

Land Ownership

- A vast majority of the Ten Mile Creek area is controlled by two major development interests.
- The four largest land holdings comprise 668 acres, or 47.5% of the total.
- An additional small property along South Cloverdale Road and properties along the south side of the New York Canal west of Maple Grove Road are expected to continue as rural residences until urban services are provided

Historic, Cultural and Natural Resources

- A prominent feature of the Ten Mile Creek area is the New York Canal, constructed in 1900. The canal bisects the planning area and will be a major consideration in designing a connected street system.
- The E.V. Fountain House on South Cloverdale Road is the only historic site in the Ten Mile Creek area. Constructed in 1910, the house was listed in the 1989 Ada County Farmstead Survey and at the time was eligible for the National Register of Historic Places.
- The Ten Mile Creek and its associated floodplain on the western edge of the Ten Mile Creek area is the only natural waterway. As the area has historically been farmed, natural vegetation along the creek is limited.
- The Ten Mile Creek area has a northwest topographic aspect, rising 50 feet in elevation from the northwest corner at Cloverdale and Columbia Roads to a high point east of Hubbard Road. Except for steep slopes associated with the banks of the New York Canal, slopes are generally between 0 and 8 percent throughout the Ten Mile Creek area. High desert natural features include sagebrush vegetation that provides cover and food for wildlife.

- Soils are generally suited for urban development, and with proper site engineering, limits to urban development are few.

Roadways

The existing street system consists of section line roads with limited connectivity due to the presence of the New York Canal. The north-south roadways include Cloverdale Road, Five Mile Road, and Maple Grove Road. Five Mile and Maple Grove Roads terminate north of the New York Canal, and future development to the south will need to fund new crossings.

The ACHD adopted the Southwest Boise Transportation Plan that includes the Ten Mile Creek area. The plan depicts a collector system for the area and makes recommendations on arterial connections.

Public Facilities

No public facilities are currently located in the Ten Mile Creek area. Development in the area will need to provide for schools, fire stations, parks and police coverage in accord with the standards in this Comprehensive Plan. Additionally, the Kuna School District and the Meridian School District currently have jurisdiction within the Ten Mile Creek area, and provision of school facilities will require coordination to ensure their respective standards are achieved.

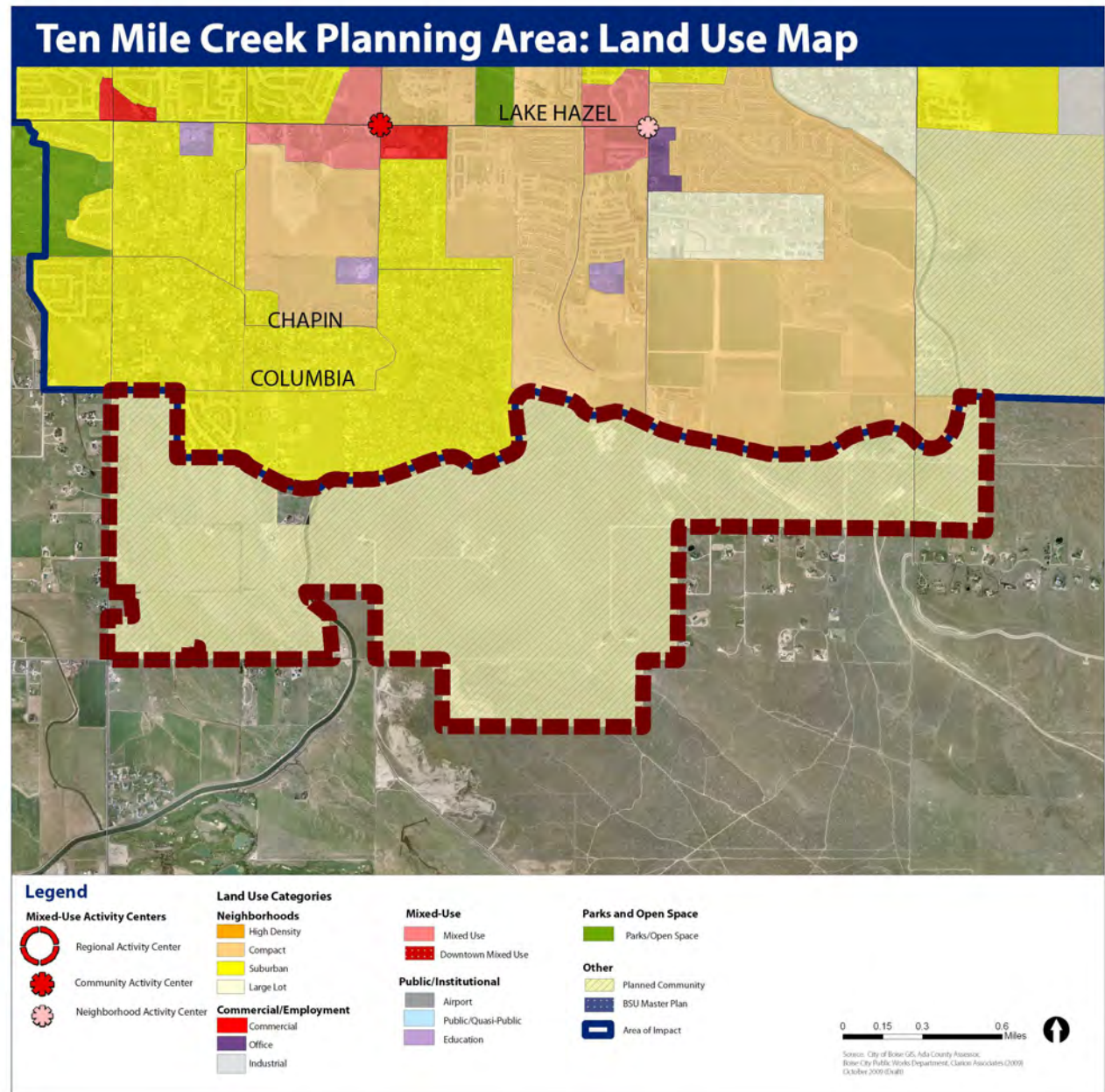
Sources:

COMPASS Community Choice Growth Projections, August 2007.

2010 Census Data for Population and Households.

COMPASS Development Monitoring Reports (2000-2007).

ESRI Business Analyst Report, Ten Mile Creek Planning Area (2009).



TEN MILE CREEK POLICIES

Centers, Corridors and Neighborhoods (TMC-CCN)

Goals and policies for this section focus on coordination on the future development of the Ten Mile Creek area, defining activity centers to serve future growth, promoting a mix of housing types, and identifying areas where more detailed planning will be needed in the future.

Goal TMC-CCN 1: Expand AOCI boundary to include the Ten Mile Creek area.

TMC-CCN 1.1: REGIONAL COORDINATION

Coordinate with Ada County on the expansion of the AOCI boundary to include the Ten Mile Creek area as a preferred area for future urban expansion.

TMC-CCN 1.2: LAND CAPACITY MONITORING

Monitor COMPASS growth forecasts and vacant land availability to determine sufficiency of the AOCI to accommodate new growth.

Goal TMC-CCN 2: Develop the Ten Mile Creek area as a cohesive, transit-supportive neighborhood.

TMC-CCN 2.1: PLANNING REQUIREMENTS

Lands within the Ten Mile Creek area are designated as Planned Community on the Land Use Map and require the approval of a master concept plan or specific plan prior to receiving development entitlements.

TMC-CCN 2.2: MINIMUM DENSITIES

- (a) Require minimum gross densities of at least 8 dwelling units per acre near activity centers and potential transit stops within identified bus transit corridors to support the provision of efficient and convenient transit service.
- (b) Promote transit supportive densities and designs in mixed-use activity centers and in other areas along the corridors where stable neighborhoods or natural resources inhibit the compatible establishment of higher densities.

TMC-CCN 2.3: MASTER CONCEPT PLAN

- (a) Properties on the south side of Columbia Road, between Cloverdale Road and Five Mile Road, should be developed after the completion of a master concept plan depicting a combination of residential and neighborhood commercial uses and limited access to Columbia Road, Hubbard Road, Cloverdale Road and other arterials as appropriate to maintain regional mobility.
- (b) Provide a range of neighborhood-serving uses in commercial centers, including grocery and sundries, dining, medical and dental offices, day care, satellite government offices and similar uses. All commercial development should be of a pedestrian-oriented design. Prohibit new regional retail uses.
- (c) Incorporate neighborhood commercial areas at the Cloverdale Road/Columbia Road intersection and the Cloverdale Road/Hubbard Road intersection.

TMC-CCN 2.4: CLUSTER DEVELOPMENT

Cluster new residential and commercial structures to preserve open space and provide setbacks from the Ten Mile Creek.

TMC-CCN 2.5: ACTIVITY CENTER DESIGN

- (a) Develop the area east and south of the New York Canal, neighborhood commercial centers, and surrounding residential development as an urban village, integrating it into the community and incorporating community and neighborhood gathering places.
- (b) Design buildings and streets at a pedestrian scale.
- (c) Connect commercial centers and adjacent residential areas with sidewalks, bicycle routes, and trail systems.

TMC-CCN 2.6: ACTIVITY CENTER SPACING

Provide neighborhood mixed use centers at appropriate intervals along arterials.

Goal TMC-CCN 3: Provide opportunities for services and employment within the Ten Mile Creek area.

TMC-CCN 3.1: COMMERCIAL SERVICES

Provide neighborhood commercial areas to provide close to home shopping and services.

TMC-CCN 3.2: LIVE/WORK OPPORTUNITIES

Create opportunities for commercial or small scale manufacturing activities with dwelling units located within, near, or nearby the working spaces.

Goal TMC-CCN 4: Provide a variety of housing options in the Ten Mile Creek area.

TMC-CCN 4.1: MIX OF HOUSING TYPES

Encourage a diversity of housing types, styles, and densities (from low-density to high-density) in the Ten Mile Creek area that are affordable to a range of income levels, including, but not limited to:

- Townhouses;
- Row houses;
- Multi-family apartments or condominiums;
- Small patio homes;
- Detached single-family homes; and
- Estate housing.

TEN MILE CREEK POLICIES

Connectivity (TMC-C)

Goals and policies for connectivity establish a framework for future multi-modal travel in the Ten Mile Creek area with particular emphasis on transit service.

Goal TMC-C1: Establish an interconnected network of streets and trails to serve the Ten Mile Creek area.

TMC-C 1.1: MASTER STREET FRAMEWORK

Develop a master street framework for the Ten Mile Creek area based on the outcomes of the ACHD Southwest Boise Transportation Plan and the ACHD Livable Streets Design Guide that provides a high level of interconnectivity and improves regional mobility.

TMC-C 1.2: SOUTH CLOVERDALE ROAD

Limit access to South Cloverdale Road to a minimum of one-quarter mile intersection spacing, as typical for limited-access arterial streets.

TMC-C 1.3: COMPLETE STREETS

- (a) Minimize street widths, travel lanes and design speeds to balance the safety of all users.
- (b) Design streets and intersections to facilitate both pedestrian and vehicle movement.

TMC-C 1.4: COLE TO CLOVERDALE CONNECTION

Extend Vallejo Road or a suitable alternative street to connect Cole and Cloverdale Roads.

TMC-C 1.5: SECTION LINE ROADWAY SYSTEM

- (a) Extend a section line roadway system into the Ten Mile Creek area where feasible with special consideration given to the natural topography and other site features.
- (b) Provide collector roadways as necessary to facilitate adequate traffic distribution.

TMC-C 1.6: PEDESTRIAN EMPHASIS

Encourage pedestrian activity by connecting land uses with pedestrian pathways and bike lanes.

TMC-C 1.7: STREET TYPOLOGIES

Develop a system of street typologies based on the ACHD Livable Streets Design Guide.

TMC-C 1.8: TRANSIT-SUPPORTIVE DEVELOPMENT

Promote transit supportive and transit-ready development at activity centers and potential transit nodes.

TMC-C 1.9: MULTI-MODAL STREET DESIGN

Require multi-modal design of new transportation corridors.

TMC-C 1.10: CANAL CROSSINGS

Provide for the use of a latecomers agreement for funding of new canal crossings that provide access to the Ten Mile Creek area.

TMC-C 1.11: INTERCONNECTED STREETS

Fund new roadway improvements to serve the Ten Mile Creek area through impact fees on development sufficient to fund roadway needs.

TMC-C 1.12: TRANSIT CORRIDORS AND NODES

Identify potential transit corridors and nodes and reserve them on plans for future use.

TMC-C 1.13: PEDESTRIAN AND BICYCLE PATHWAYS

Integrate a network of pedestrian and bicycle pathways into the transportation system.

TEN MILE CREEK POLICIES

Public Services/Facilities (TMC-PSF)

Goals and policies for this section focus on identifying infrastructure needed in the Ten Mile Creek area to serve future growth and strategies to promote energy efficiency.

Goal TMC-PSF 1: Protect environmentally sensitive areas.

TMC-PSF 1.1: RUNOFF COLLECTION POINTS

Encourage a greater number of smaller runoff collection points for localized infiltration and limit impervious surfaces, especially near sensitive areas and limit large detention ponds.

TMC-PSF 1.2: DRAINAGE WAY SETBACKS

- (a) Set back new development from existing floodplains and drainage swales to preserve those areas and attendant riparian habitat as natural open space.
- (b) Encourage clustered housing units at higher densities as a means of providing this open space.
- (c) Provide public trails along creeks, drainage swales and canals where appropriate.

Goal TMC-PSF 2: Ensure adequate public facilities are available to serve the Ten Mile Creek area.

TMC-PSF 2.1: POLICE SERVICES

Provide police services through substation sites in commercial centers or by co-location with other public safety entities.

TMC-PSF 2.2: SITING OF SERVICES AND FACILITIES

Include a detailed analysis and siting of necessary police, fire, schools, and parks as part of the master development concept plan in accordance with approved plans.

TMC-PSF 2.3: PUBLIC WATER SUPPLY

Require identification of a public water supply prior to rezoning land to an urban density.

TMC-PSF 2.4: IDAHO POWER

Coordinate the provision of electrical service in coordination with planned Idaho Power facilities.

TMC-PSF 2.5: PUBLIC SERVICES AND FACILITIES

Develop and maintain adequate public services and facilities as defined in Chapter 2, Tables 3 and 4: "Level of Service Standards for Community Services and Facilities," for the purpose of capital improvement planning and development permitting.

TMC-PSF 2.6: SCHOOLS

Coordinate future school needs and siting with the Kuna and Meridian School Districts and strive for walkable elementary school sites.

Goal TMC-PSF3: Promote efficient development patterns and construction techniques.

TMC-PSF 3.1: WASTEWATER REUSE AND REDUCTION

Reduce pollution from wastewater and encourage water reuse.

TMC-PSF 3.2: PRESSURIZED IRRIGATION

Examine the potential for developing a joint project and regional pressurized irrigation pumps.

TMC-PSF 3.3: HEAT ISLAND EFFECT

Design developed areas to limit heat islands to minimize impact on micro-climate and human and wildlife habitat.

TMC-PSF 3.4: SOLAR STRATEGIES

Encourage the use of passive and active solar strategies.

TMC-PSF 3.5: ENERGY EFFICIENCY STANDARDS

(a) Encourage the submission of energy efficient standards for structures within proposed developments and promote energy conservation to reduce air, water and land pollution.

(b) Submit an energy plan that describes the energy efficiency standards for structures and site design and any on-site renewable energy self supply that may be utilized.

TMC-PSF 3.6: WILLIAMS NORTHWEST PIPELINE

Incorporate the 75-foot Williams Northwest Pipeline easement as an open-space amenity and provide for pedestrian access. When planning development that incorporates this easement, the following shall apply:

An open space trail, free of trees and other deep-rooted plants, is the ideal easement use. This reduces the public exposure by minimizing the opportunity for "dig-ins."

When this is not possible, lot division on either boundary of the easement is preferable to splitting the easement between lots.



The Ten Mile Planning Area, in this aerial looking northeast, is in a beautiful setting. This plan provides a policy framework for a livable and sustainable pattern for community building here.