


DEVELOPMENT PATTERNS

The river can be divided into three separate geographic reaches within the study area. Each area has its own specific assets and problems. This section of the report will address some of the issues collected during the river tour undertaken during the summer of 1989. These issues should be analyzed when projects are proposed for development of the greenbelt, or when developments are proposed on properties adjacent to the greenbelt. The actual solutions may change based on more detail study. The three areas are: (1) from the Red Lion Hotel Riverside to Veterans Parkway, (2) from Veterans Parkway to the County Fairgrounds, and (3) from Glenwood to the West Boise Sewer Treatment Plant.

A set of maps have been prepared to show the geographic location of each issue area. The maps also contain a brief narrative or symbology that can be used in locating an issue or problem. The maps and this report should be available to the development community to be used as a guide in preparing projects along the river. 

RED LION HOTEL RIVERSIDE TO VETERANS PARKWAY

This section of the river is extensively developed. There are some sections of vacant land that provide excellent development opportunities along the river. A formal levee exists that can and should be used for the bike path facility and should take little physical work to develop a bike path. The major issue is the acquisition of right-of-way from private ownerships.

It can also be linked to the existing facility in Boise on both the southeast and northwest ends. This section of the system should be considered a top priority for development of the bike path.

RED LION HOTEL RIVERSIDE

The section adjacent to the Red Lion Hotel Riverside should have a minimum of a ten foot wide paved path/fire lane along the river. It should be built from the Davis Canal to the southern end of the Red Lion property. Red Lion has indicated that they will allow this path to be used by the public as part of the greenbelt system for Garden City. Final signed documents should be obtained as soon as possible. The path will also be used as a fire lane for access to structures adjacent to the river. This means the path should be built to a standard that will meet the Fire District's need for trucks.

END OF RED LION HOTEL RIVERSIDE DEVELOPMENT TO 33RD STREET

The Fairview Acres Irrigation system runs along the west side of the levee in this area. It is used once a week during the irrigation season. The levee is 15' to 20' wide. The ditch may have to be piped to fit the paved path in this segment. If it is not piped, the riparian lands next to the river may have to be altered. The goal is to maintain a 25 foot riparian strip between the path and the river. The stream bank is in very good shape in this section. An extensive levee has been built out of angular basalt. The levee is in excellent condition.

Preliminary investigations indicate private property runs to the boundary of the river from the Red Lion Hotel Riverside to Veterans Parkway. Easement acquisition will have to be investigated.

WEST OF 33RD TO THE THURMAN MILL DIVERSION

West of 33rd Street the levee may be wide enough to permit construction of the bike path without piping the irrigation ditch. A more detailed study should confirm this fact. The Fairview Acres irrigation ditch ends at 34th street.

THURMAN MILL DIVERSION

A major bridge structure will be needed to cross the canal. The area will also need some fill to bring the path above potential high water flows. The development of the greenbelt and bike path must provide access for service vehicles to the gates and dam.

The diversion is a moderate obstruction for tubers and canoeists at low water. Floating access is available on the east side of the river, though it could be considered hazardous for inexperienced floaters. If the dam is reconstructed, a safe water access should be provided for floaters.

There are erosion problems along the west bank at the diversion that should be addressed. This is where the basalt levee ends. It will affect the construction of the path. The erosion may be solved by a joint effort with the Irrigation District, as their facility is probably causing the problem. Stabilizing the bank would be a benefit to the greenbelt and the Irrigation District's diversion facility.

The canal diversion provides an excellent acoustical amenity and fishery. This location should be considered as a fish planting site by Idaho Department of Fish and Game. It should also be a focal point on the path. Picnic tables and trash receptacles should be considered.

DAVIS MEAT PACKING SITE

It has been indicated that the packing company would like to have the levee and bike path moved closer to the river. The requirements of the floodway and 6500 cfs line may prevent moving the levee.

There is adequate right-of-way for the path in this area. There may be some problem with inundation of the path at 6500 cfs. A detail study of high water flows should be undertaken prior to construction of a path in this area.

The City of Boise needs a sewer easement from the west end of the Red Lion Hotel Riverside to 43rd Street. The establishment of this easement may assist Garden City in funding a portion of the path. Coordination with Boise City is encouraged. Rough draft proposals for the easement have been prepared by the Boise City Public Works department.

The meat packing plant is currently vacant. The site has excellent development potential. Garden City should encourage any future developers to integrate their proposals into the river environment.

FARMERS UNION DIVERSION

The river bank downstream of the diversion is highly eroded. Stream bank stability is needed. The force of the river is cutting into the levee. This will eventually remove the levee and a path if it is on the levee. A detail study of stream bank stability needs to be done in this area and Garden City should study the possibility of a joint project with the Farmers Union Irrigation District to solve this problem. The irrigation diversion is probably responsible for a portion of the erosion problem at this location. A properly designed drop structure may be appropriate.

The diversion structure provides an interesting acoustical amenity. It is a moderate hazard to floaters due to the extensive fill and riffle system. Any modification to

the diversion should include a safe floating passage. The area should provide good fishing opportunities.

WEST OF DAVIS MEAT PACKING

There is a substantial amount of open space in this area. Land ownership lines should be determined to see how much property is currently in public ownership. It is difficult to determine the location of floodway and 6500 cfs line. This should be determined prior to designing the greenbelt path system through this section. Material has been placed where the levee may have been, but it is not well defined. Care should be taken to assure the path is above the 6,500 cfs line without affecting the floodway.

EASTERN END OF HIGHWAY DISTRICT SITE

A formal levee starts again at this location. There seems to be adequate width for a path on the levee. An excellent riparian zone exists below the levee adjacent to the river. This area should be investigated for a pocket rest stop. It also should be considered as a good location for fish planting. Portions of the Ada County Highway District property should be considered for park or open space uses.

SENIOR CITIZEN CENTER

Garden City owns park land to the west of the Senior Citizen Center. This should be considered as a major access point to the bike path. Parking should be considered for path users. Development of the park should be coordinated with the greenbelt extension and river plan. This area will provide needed public open space along the river. The city may want to investigate ways to modify the stream bank to provide for public use of the river in this area.

There is major stream bank erosion in this area and should be taken into consideration prior to constructing a path. The stream bank failure is similar to the problems Boise has had at Municipal park. The bank is extremely steep and high. The bank failure may be caused by river flow ramping practices in lowering the river during high flows. Gabions or other major stability structures may have to be considered here.

DOWNSTREAM FROM SENIOR CITIZEN CENTER

A very nice forested area exists along this segment of the system and should be protected. The path should be on the levee. 40th Street provides good access for bike and pedestrian traffic. Houses and a fence are near the river and levee. It may be difficult to maintain a 70 foot setback from the 6500 cfs line in this area. This setback should be considered if the area redevelops.

40TH STREET TO VETERANS PARKWAY

To keep the path on the levee will require it to be adjacent to a fence and mobile homes. It is still wide enough for the path, though the 70 foot setback may be difficult to obtain in the short term. Portions of this stretch may flood at 6500 cfs and should be studied prior to construction of the path.

Good bicycle and fish planting access is available. The river widens out in the western segment of this section. Excellent riparian habitat exists that floods at 4000 +- cfs. Wildlife areas should be protected. Veterans Park is located on the northeast side of the river, making this site a potential activity node.

VETERANS PARKWAY

Access to the bridge must be provided. This will require design options to be explored. The bike/pedestrian path is located on the east side of the bridge. It will require the construction of an intersection from the bridge to the path and under the bridge. Adequate setbacks should be established on the private property on the south side of the river to assure proper creation of an intersection.

This is a good location for a development phase line for construction of the greenbelt. The path could easily be built from Red Lion Hotel Riverside to this site.

Crossing under the bridge would be a major construction project. Detail site planning and engineering would be required in developing a proper path.

VETERANS PARKWAY TO THE FAIRGROUNDS

This section of the river contains some major challenges for the establishment of the bike path and setback. The levee system is not continuous through this stretch. This will require some additional bank stabilization. The river bank contains some major areas of erosion that will limit the desired 70 foot setback. Existing development has taken place close to the river's edge. This will require the acquisition of appropriate easements for access. A substantial amount of open land also exists that will provide opportunities for continuation of the system.

WEST OF VETERANS PARKWAY

A new office building and health center have been built within the 70 foot setback. Parking and access will conflict with the path system. This will require working with the property owners to develop a striping and paving system to extend the path. A railing may be needed along the river bank for safety due to the path's close location to the bank.

There is moderate stream bank erosion in this area that should be stabilized. The existing owners have done some stabilization work. The stability of this work is questionable as some slumping has occurred.

WEST OF 43RD STREET

The levee and bank are extremely high. This area may have to be cut and the levee filled to make the path work. A fence on the western side of the levee may also have to be relocated.

Approximately 300 feet west of this area, there is again room for the path on the levee. There seems to be a Boise City sewer easement from 42nd to 48th Street that may be helpful in establishing a path corridor.

44TH STREET

West of 44th street there is stream bank erosion which must be addressed. Path location must be formally established in the area after closer study.

Adjacent to a well drilling storage yard, the land is susceptible to flooding at 6500 cfs. There is no set route established through this area. Fill may be needed and floodway considerations need to be analyzed.

FEED LOT

The right-of-way for the path is very narrow in back of the feed lot. Consideration of potential conflicts between the animals and the public should be taken into account. There may be a need for fill or the fence at the feed lot may have to be moved to the south. There could be problems with flows at 6500 cfs and the floodway line in this area.

WEST OF 45TH

A major warehouse prevents the establishment of a 70 foot setback. This section will have to be studied to see if the existing parking lot or access road could be used for the path. The second warehouse is set back far enough to permit a path, but it is still within 70 feet of the river's edge. If Boise has a sewer easement through this section it could be used for the path.

Erosion is a major issue along the river bank next to the warehouses. The bank needs to be stabilized. The river has been moving continually to the south bank. It should be determined if fill can be used to move the river back to its original channel and stabilize the bank. Garden City should consider a joint project with the neighboring property owners. If the erosion is not checked, the warehouses could be in jeopardy during the next major flood.

WEST OF 46TH STREET

The LDS cannery goes to the edge of the river with little room for a path or the 70 foot setback. The 70 feet may affect their parking and access for trucks. Moving the fence back 10 to 15 feet would give adequate room for the path. Boise City has its sewer line running through the cannery parking area. It should be determined whether this easement can be used for the path as there is room for the path on the western end of the cannery.

WEST OF LDS CANNERY

The levee ends at this point, along the edge of the river. On-site investigation indicates this area is under water at 6500 cfs. Fill will be needed, but issues of the floodway must also be taken into account. Erosion is also taking place on the south side of the river.

WEST OF 47TH STREET

There is a fence, running perpendicular to the river, near an existing warehouse that is a restriction, and would have to be moved. Again, on-site investigation indicates the area is below the 6500 cfs high water line. There are also stream bank erosion problems in this area. A detailed study of the stream bank and elevations will be needed.

West of the warehouse area there are a series of levees that could be used for a path if they can be tied together. Again, the 6500 cfs and floodway lines must be analyzed in this section. Filling the site may affect floodway and would be prohibited.

WEST OF 48TH STREET

This segment contains a major riparian wetland. The levee moves back from the river. North of the levee, towards the river, the area has been graded and is under water at 4000+-cfs.

The proposed Heron Village plan calls for a large lake between the levee and the river, with the bike path out by the existing stream bank. This could be a major

problem because it is in the floodway. The path would have to be elevated above the 6500 cfs line. Great care should be taken to assure that the path would not erode.

After reviewing the Garden City River Plan and the stated criteria in the River Master Plan, it was concluded that the bike path should stay on the existing levee. This recommendation is based on the fact that the River Plan encourages the protection of prime habitat, discourages the bike path from entering prime habitat, the floodway should not be modified, the area north of the existing levee is below the 6500 cfs line, and locating the path out by the existing river channel may cause maintenance problems analogous to the Plantation development. The existing levee would work very well as the bike path, with pedestrian paths extending into the lowland area.

The braiding of the river channel will cause moderate problems for floaters. Any modification of the channel should take floaters into account.

WESTERN END OF THE PROPOSED HERON VILLAGE

At the western end of Heron Village is an extensive wetland riparian area of superb quality. The river braids out in this section. The location of a path through it is impossible to determine due to the river conditions.

The development concept for Heron Village proposes to fill this area and develop the site. This may violate the Garden City River plan. Thus, the recommendation is to stay on the levee.

WEST OF THE PROPOSED HERON VILLAGE

The levee is set back from the river a substantial distance. It would make an excellent bike path route. There are numerous shade trees and riparian land to the north that would make an excellent amenity to the system. This eliminates all the problems associated with the river.

HERON VILLAGE TO THE FAIR GROUNDS

The levee ends at a new house along the river at East 51st Street. A pedestrian path is suggested next to the river, with the formal bike path facility running to the south and west of the house. Future development plans should take into consideration the extension of the system. There are some levees between the new house and to the west of the house that could work for a path.

A log house on the river poses a problem because it is so close to the river. There is adequate room in front of the house and river for a 10 foot path, but a 70 foot setback cannot be maintained.

West of the log house are out-buildings and another house overhanging the river. The shed would have to be moved to put a path through. It is questionable if the house is on private or state land. Land ownership maps should be studied to

determine its ownership. The Idaho Department of Lands should be contacted to establish the status of ownerships in this area.

West of the house, to the Fairgrounds, is in good condition. A paved path has been constructed from this point through the Fairgrounds. Access to the road east of the fairgrounds would be a good point for a parking area for access to the system. Bridges are contemplated in this area to connect the north side of the river to the south side. Decisions have been rendered precluding a continual formal path system on the north side of the river.

WEST OF GLENWOOD

A formal, well maintained, levee exists west of Glenwood that should be used for the path system. The area is mostly vacant land but is in the path of urban development. Copies of this report and the appropriate maps should be made available to the development community to assure that a proper system is constructed.

GLENWOOD BRIDGE CROSSING

The goal throughout the greenbelt has been to prevent vehicular pedestrian conflicts wherever possible. The path should go under major arterials at bridge locations. This is not practical at Glenwood at this time. The Glenwood bridge is scheduled for widening in the near future. Crossing under the widened bridge should be a major priority on both the north and south side of the river. The new bridge should include a pedestrian/bicycle lane connecting the north and south sides of the river. The Idaho State Department of Transportation and Highway District should be made aware of this crossing in the early stages of design, to assure the facility is integrated into the project.

GLENWOOD TO THE END OF THE LEVEE

There is a good levee along the entire stretch of river. It will make an excellent bike path base. It is shaded by the woodlands to the north. It is wide enough, except for some small sections, for a paved path. There is no sign of flooding or erosion. The area provides excellent views of the river towards the west.

The major issue is to assure that adequate future public access is made available to the river. This can be accomplished when development proposals are submitted for approval. The River Master Plan is recommending a means of public access every 1/4 mile. Access for emergency vehicles and maintenance of the levee should also be considered.

END OF LEVEE TO GRAVEL PITS

The levee ends across from the Island at Riverside Village. Beyond this point it is difficult to develop a path location or the exact location of the 6500 cfs line. It was determined the best location for the path to be the southern edge of the riparian zone, adjacent to the existing pasture land. This meets the goal of keeping the path out of prime wildlife habitat and above the 6500 cfs line.

The riparian zone is one of the most outstanding areas along the entire stretch of river in Garden City and should be left in its natural state. If it is in private ownership it should be considered for acquisition.

There are some old levees in the riparian area but they are not continuous. There is some bank erosion along the river.

GRAVEL PITS TO THE END OF THE SYSTEM

West of the riparian area are a series of gravel pits. Most have levees adjacent to the river and a path could be built on the levees. Coordination with the gravel pit owners is very important in assuring no conflicts between the public and private

owners occur. A fence adjacent to the gravel pits is recommended. Garden City should strongly consider not permitting the expansion of these facilities to the east, into the riparian area.

The path should link to a public street at the West Boise Treatment Plant and Boise City should be contacted for the precise location.