



The Westside Downtown District is envisioned to be a vital part of downtown Boise with unique identity evolving from distinct neighborhoods. The District has a rich mixture of urban-style housing, offices, shops, restaurants, and public spaces in a walkable environment where people live, work, visit and enjoy being part of the city center.



## Recommended Strategic Investments/Actions Westside Downtown District

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WESTSIDE DISTRICT REFRESH 2016

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## Executive Summary

Plan for the identified place-making investments.



### Vision Statement

The Westside Downtown District is envisioned to be a vital part of downtown Boise with unique identity evolving from distinct neighborhoods. The District has a rich mixture of urban-style housing, offices, shops, restaurants, and public spaces in a walkable environment where people live, work, visit and enjoy being part of the city center. Public investment is driven by what supports urban housing and private investment develops from the existing core west and around evolving nodes within the District. Smaller neighborhoods within the District have strong identity created by unique public spaces. The District is connected with bike/ped greenways that extend to the downtown, the Boise Greenbelt, and resident based amenities.

### Summary of Recommendations

- #1 Develop a proactive strategy for public investments within the district primarily serving housing that is coordinated between Boise City, the Capital City Development Corporation, other public agencies, and a stakeholder Coordinating Council.**
  - Amend the Westside Plan and the CCDC Five Year Capital Investment Plan
  - Plan for the identified place-making investments.
- #2 Invest in placemaking that support housing and creates a unique identity for neighborhoods within the district.**
  - Five Neighborhoods are identified: the Culinary Quarter, the Exchange District, the Linen District, the Hi/Y District and the Canal District.
  - Placemaking recommendations are for a mixed use, public market and parking structure; a green space/plaza; green corridors and connections within and through the district; and daylighting the Boise Canal.
- #3 Develop parking strategies that support housing.**
  - Prioritize parking for housing in location decisions, development and operation of public parking facilities.
  - Amend the parking regulations based on housing size, availability of existing parking, location and other factors.
- #4 Amend the zoning code to reflect the vision.**
  - Adopt zoning provisions that support a broader range of housing types.
  - Amend the zoning code to support the mix of urban uses that are envisioned for the district.



# Westside Urban Renewal District Map



## Introduction + Recommendations



### Introduction

The objective of this assignment was to analyze the existing Westside Urban Renewal District plan and implementation strategies in order to maximize the return of public investment remaining in the ten year life of the district. To accomplish this task existing documents were reviewed, key development stakeholders in the district were engaged and this report, with a series of designs and recommendations, was prepared.

### Recommendations

#### Recommendation #1:

A proactive, coordinated strategy is needed for any significant changes to happen in the Westside District.

What was learned from the development stakeholders that were interviewed is that there is a dearth of clarity and certainty about the district that comes about because of a lack of coordinated approach to public actions that benefit the district. The Westside Plan is full of robust ideas for implementation. Few have been implemented and changes in the district and around the area have made some of the ideas obsolete. This leads to confusion about what is expected from the city and CCDC. The risky business of development becomes that much more perilous without a clear course of action by the public agencies.

This first recommendation is for the city and CCDC to act together in developing a Strategic Action Plan on what to accomplish for the district based on the recommendations that follow. That Action Plan should be visible and identifiable. The strategy should include short term actions within the life

of the urban renewal district, as well as longer term tactics that will achieve the ultimate vision of the Westside Plan, after the district has been terminated. The vision of Boise Blueprint and the Westside Plan for the district are long term and cannot be achieved within the remaining ten year life of the district. Therefore, strategies should have a dual purpose in maximizing the return on public investment within the ten year life of the District, as well as addressing the needs beyond 2026 to accomplish the longer term aspirations for the District. Coordination with parks and transportation studies in progress would be advisable.

Most of those interviewed saw the future of private development in the district occurring from the Downtown Core westward or around existing or developing nodes within the district. Especially in the northwest, change as envisioned in the plan, will be more long term because of the fragmented property ownership pattern, land values and existing uses. Therefore, the recommendations that follow are more definitive around the perceived areas of more immediate development and less sure on those areas where development change is more long term.

Most of those interviewed also saw housing as the catalyst for the longer term vision of the District as a mixed use urban place. Housing, then, should be the primary criteria in evaluation of any near term strategic action or public investment implemented in the district; **does this action support private housing development should be the fundamental question.**

A proactive, coordinated strategy is needed for any significant changes to happen in the Westside District.

To this end, the recommendations that follow provide the framework for the Strategic Action Plan, including:

- Re-evaluate and amend the existing plans, policies and investment actions for consistency with these recommendations. **FIRST PRIORITY**
- Amend the Westside Plan to include the proposed place-making ideas identified in Recommendation #2, and delete references to the 14th street and other investments and actions that are obsolete. Clarify in the amended plan what is expected to be accomplished during the life of the Urban Renewal District and what will happen after the district is terminated. The Westside Plan has value as a planning tool beyond urban renewal. Add to the amended plan the City's sustainability and LIV principals.
- Refresh the Grove Street Concept Plan and create a Grove Street Greenway Plan.
- Amend the CCDC Five Year Capital Investment Plan to reflect the funding allocation to support Recommendation #2. Re-evaluate the proposed infrastructure and placemaking improvements for the benefit to housing investment.
- Adopt zoning that is consistent with the land use vision for the plan as outlined in Recommendation #5.
- Create a coordinating council, a task force, ad hoc committee or some other organizational entity including property owners, investors, CCDC and the City, other public agencies, DBA, and members at large whose job is the Strategic Action Plan. For anything to be accomplished it has to be someone's job and having an oversight body would also bring accountability and transparency to the process. Most of the stakeholders interviewed want to be more involved in the future of the district and some method for allowing for their greater involvement should be a **FIRST PRIORITY**.
- Integrate Sustainable Boise/LIV Initiatives.





## Recommendations Continued

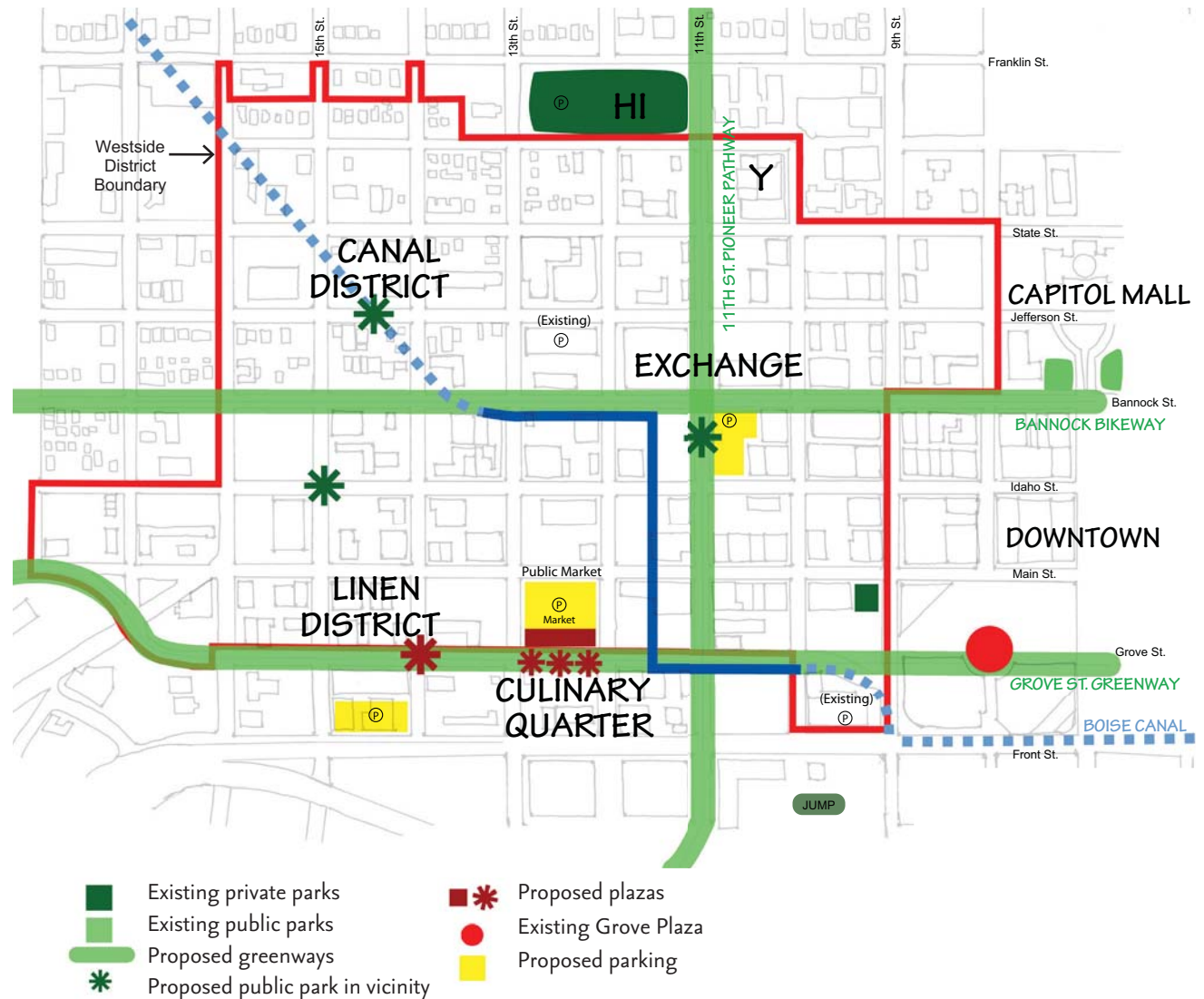
### Recommendation #2:

Placemaking investments that support housing and unique identities.

Too much of the current public investment in the district is scattered and does not provide the needed focus identified in the plans (most recently recommended in the Housing Market Study), that would stimulate private investment in housing. Also reinforced in the stakeholder interviews is that housing development is not feasible without a higher return that can only be achieved with the value added of “place”. The recommended placemaking recommendations that follow are concepts that would provide the focal point for housing and future mixed use development, as well as corridor enhancements that would provide needed pedestrian connections to the greenbelt and resident based institutions (YMCA, Boise High School, JUMP) within the District.

A unique identity for the Westside District has not evolved for several reasons. As the stakeholder interviewees pointed out there is confusion with the branding of the “West End District”. Also, the origins of the District’s boundaries were forged out of the area left over after the creation of other urban renewal districts. The most identifiable area in the Westside is the Linen District which developed organically through the efforts of private investment in the area.

While not marketing specialists, our recommendation is that efforts at creating a unique identity for the Westside be created within the sub-units of the District, not the District overall, and that the identity be closely aligned with the proposed placemaking recommendations that follow:





## Culinary Quarter

### 1. The Culinary Quarter - FIRST PRIORITY

For discussion purposes, we've identified the focus of placemaking, with public investment, in this sub-district to be in an entire block (currently owned by Idaho Power) between Grove, Main, 12th and 13th Streets, to include a public market, public plaza, micro-retail spaces, restaurants, breweries, wineries, and food creation, with parking levels and housing above. The value of this project includes:

- A permanent indoor space for a public market, and outdoor space for the summer market and other events through a plaza on the south side extending into Grove Street.
- Substantial vacant or under-utilized properties exist around the perimeter of this block and along Grove Street provide an opportunity for private investment in housing, with such ground floor uses as breweries, wineries, restaurants, or culinary school that support the housing above and the identity of the area.
- Parking for the current user (Idaho Power) and for new residential and other uses surrounding the site.
- Micro retail spaces are becoming increasingly popular in urban areas as a way to incubate small scale retail. In this case the spaces could at part of the perimeter of the interior market to be used to buffer the parking and provide additional public market spaces. A popular design for micro-retail is shallow depth space with roll

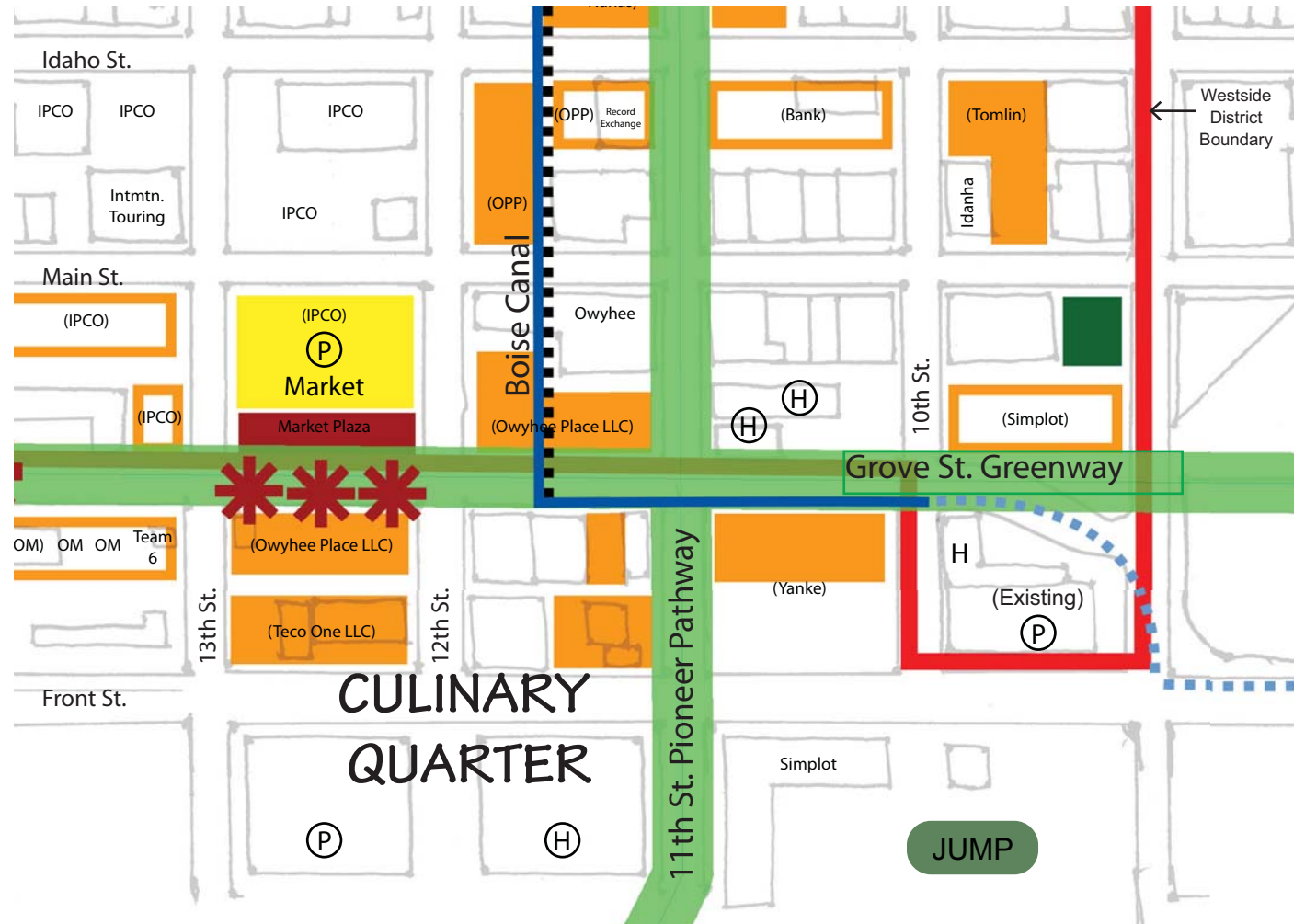
up doors, allowing for overflow onto the public right of way when weather permits.









- Opportunities for green space including vegetable gardens on the roof and 'green' walls to screen parking levels.
- Design of a Grove Street Greenway with fruit and nut trees, raised vegetable beds, vertical trellises to accommodate and give further identity to the "Culinary Quarter".
- Explore opportunities for alternative power generation with Idaho Power Company.
- Consider using geothermal water source from Main Street.
- Opportunities for public art and educational information about food production/distribution and the role of Idaho Power, especially as related to fisheries and solar power.

The talks that have been going on with Idaho Power Company, the owner of the proposed parking/Public Market property, need to be elevated to a higher level within that organization. Since the company is not in the development business, the company will need to be persuaded to this concept with design work and feasibility studies.



# Culinary Quarter



-  Existing private parks
-  Proposed plazas
-  Mixed Use Multi-Family (Near-Term)
-  Existing public parks
-  Mixed Use W/ Structured Parking
-  Mixed Use Multi-Family (Long-Term)
-  Proposed greenways
-  Proposed public park in vicinity



## Exchange District

## 2. The Exchange - SECOND PRIORITY

To stimulate housing, the epicenter of this sub-district is a green space/plaza near the intersections of Idaho, Bannock, and 11th Street, with connections mid-block extending south to Grove Street, and to the axis of the 11th and Bannock Streets Green Corridors. This placemaking idea brings green space that was identified as needed in the interviews; visual connections to some of the downtown's most iconic and historic structures and uses; and physical connections east-west and north-south to the green corridors described below.

- Investment opportunities associated with this concept include urban housing to the south (Rafanelli Nahas); to the east with public parking structure on floors 2+ (Tomlinson); west (Summers Funeral); northwest (Greyhound site with Brownfield mitigation) and southeast (Provident Federal Bank); with also connection to the Tomlinson properties near the Idanha Building; and including Oppenheimer properties near the Record Exchange. The iconic Boise Plaza, Idaho Power, El Korah Temple, and Masonic Temple Buildings would remain; the Record Exchange could remain or be incorporated into a new housing structure called 'The Exchange'.
- A north-south mid-block pedestrian path could be located to the west of the green space with axis on the center of the Boise Plaza, and continuing south through the next block west of the Royal Plaza and through the Owyhee porte-cochere and parking lot to Grove Street. A further

possibility is to relocate and daylight the Boise Canal along the mid-block path.

- Ground floor uses would include required active uses around the green space/plaza. Active uses would most likely be less intense further west.

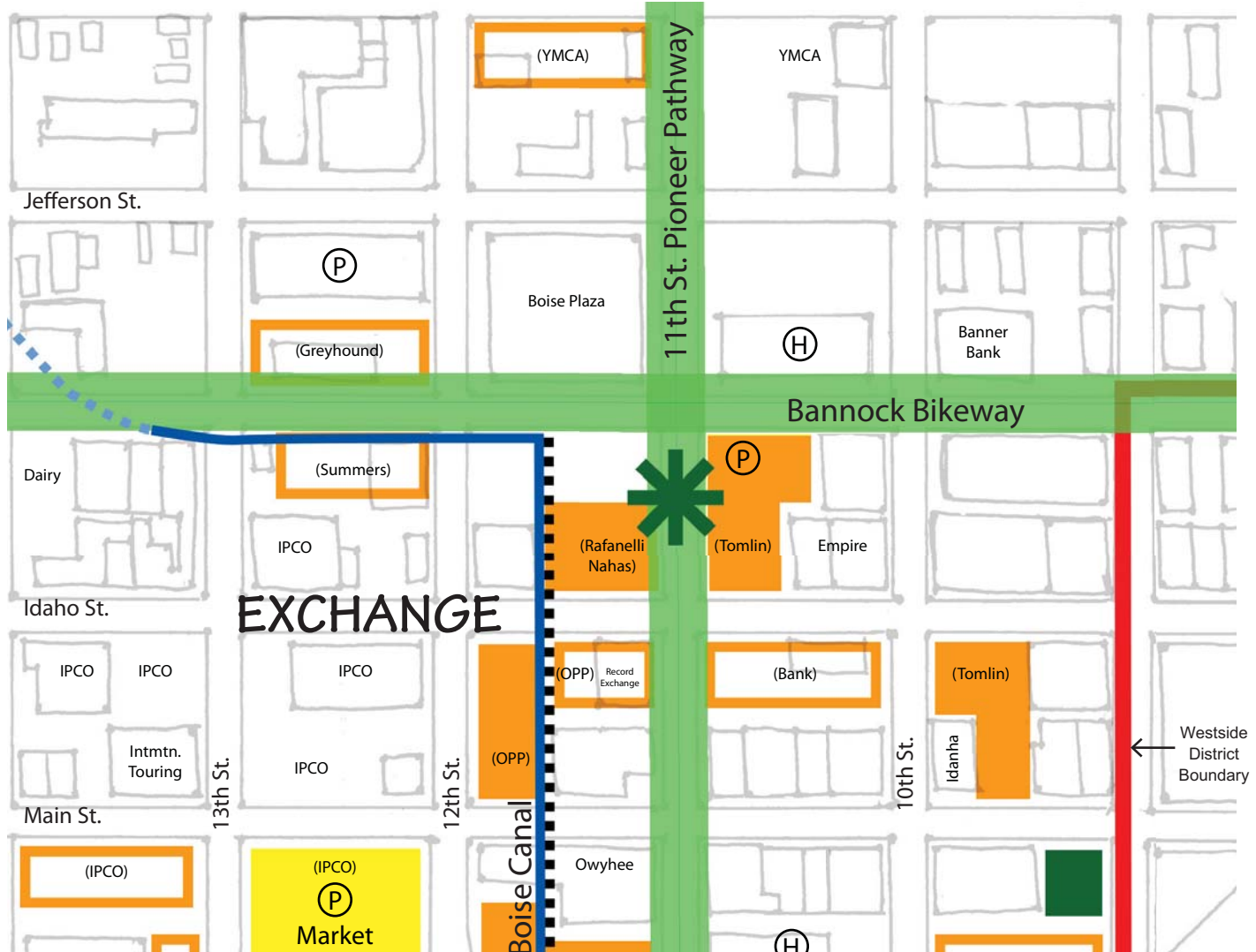
The success of this green space as a placemaker is that it be fully integrated with its context of, hopefully, mid-rise housing or mixed use development. Designing such a greenspace with no efforts at seeing how the space could be integrated with its surroundings is chancy. Support from multiple partners will also be required to see this concept fully implemented.








Two ideas are suggested for moving this concept along: One thought is to sponsor a design competition, similar to that used for the Pioneer Corridor that would demonstrate how conceptually this concept could be accomplished. Another is for a public supported design charrette, similar to that used for the WestEnd Plan that develops a conceptual plan for the area. The value of both these approaches is that it brings participation into the process of all stakeholders, buy-in to ideas that would not otherwise be acceptable and the opportunity to see alternative design perspectives.



The placemaking idea of a green space/plaza was identified as needed in stakeholder interviews.

# Exchange District



-  Existing private parks
-  Mixed Use W/ Structured Parking
-  Mixed Use Multi-Family (Long-Term)
-  Existing public parks
-  Mixed Use Multi-Family (Near-Term)
-  Proposed public park in vicinity
-  Proposed greenways



## Green Corridors + Connections

### 3. Green Corridors and Connections - THIRD PRIORITY

Repeatedly we heard the need for ‘low-stress’ bike/ped connections to and through the Westside and Downtown. We recommend the creation of innovative bike/ped greenway paths on Bannock and Grove Streets, and on 11th Street extending north through Boise High School to the North End Neighborhood and south to the Boise River via the Pioneer Corridor. To stimulate housing and be successfully used, these pathways would need to be wide, separated from traffic, and provide linear green space with opportunities for placemaking, art and identity along the way. These corridors need to be planned coincident with Priorities 1 & 2.

- Grove Street Greenway – Grove Street was once lined with homes, orchards and canals. It would be ideal to refresh CCDC’s current Grove St Concept and creatively incorporate a separate tree-lined bikeway greenway; ‘groves’ of trees including fruit bearing; several sections of festival type pavement for street closures; rerouted & daylighted Boise Canal; sidewalks; green stormwater areas; seating areas, public art, historic interpretations, etc. These enhancements, along with the Public Market concept, would likely stimulate a lot of housing on vacant/ under developed property along Grove Street in the near term.

- Bannock Bikeway – This right of way is well suited as a ‘slow’ street currently and could be enhanced with more bike/ped amenities such as parklets, signage and identity creating elements.

- 11th Street Pioneer Pathway – As a natural continuation of the Pioneer Corridor from the river, this greenway could connect the North End Neighborhood through several sub-districts to the Boise River Greenbelt. To be successful, it would need a separate ped/bikeway; its own special identity, signage, interpretive art, landscaping, seating, etc. Coordination with the ‘Parcel B’ design would be essential.

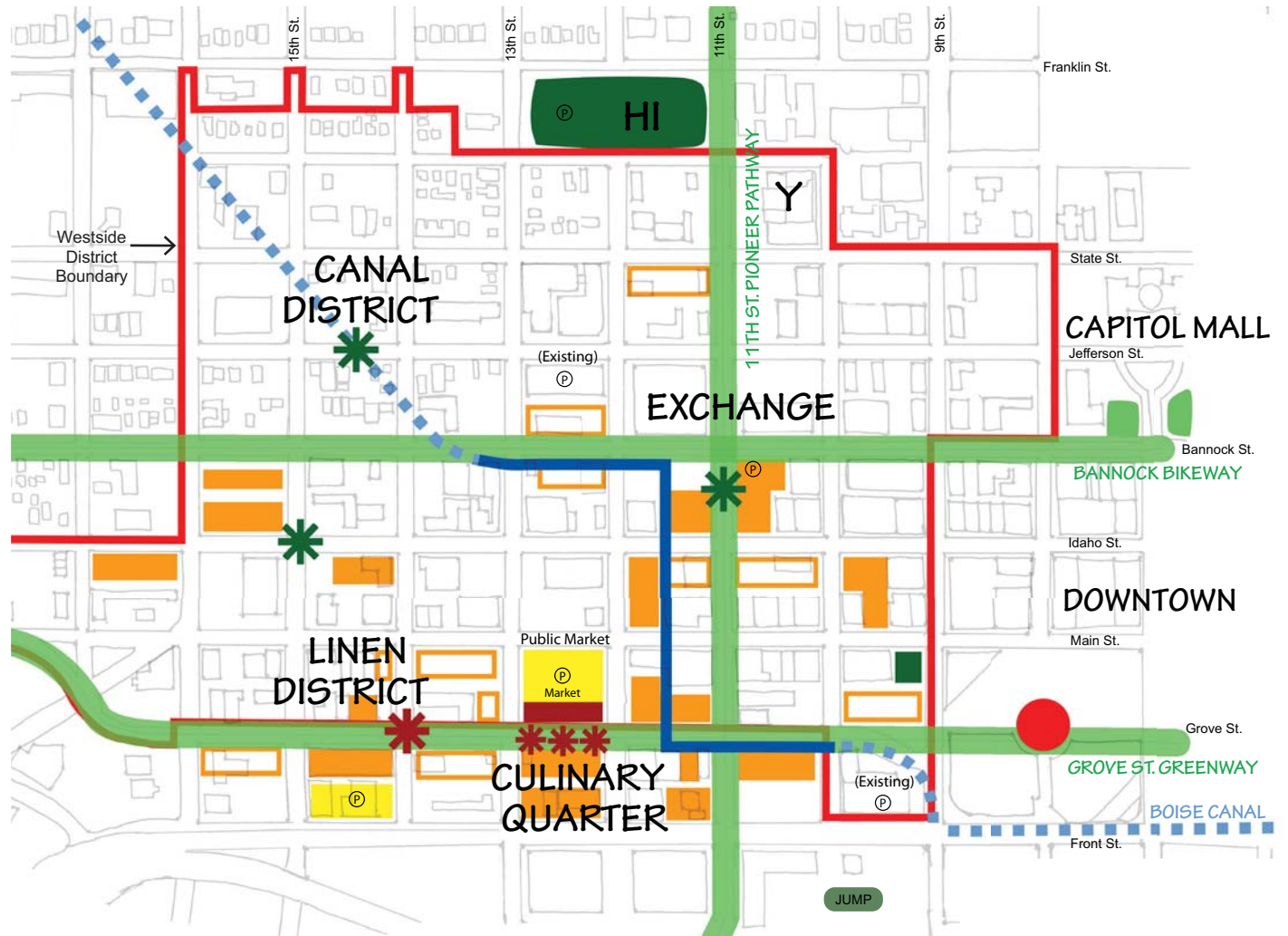
Another possible connection system is daylighting and possibly rerouting the Boise Canal and providing adjacent pathways wherever possible. Not only would it provide a water amenity and pathway connection, it can provide a unique identifying historic feature for downtown Boise (on a smaller scale than Indian Creek in Caldwell). We suggest relocating the canal as a water amenity to support projects and along greenways and parks – we have shown daylighted relocations in light blue on the maps. A mid-block pedestrian path would follow the north/south section.

Alleyways are an untapped resource for creating pedestrian connections and recent demonstration projects show how attractive the alleys can be re-designed for that purpose.



Based on what stakeholders said, we recommend the creation of innovative low-stress beautiful bike/ped greenway paths on Bannock, Grove and 11th Streets .

# Green Corridors + Connections



- |  |                                  |  |                                    |  |                                    |
|--|----------------------------------|--|------------------------------------|--|------------------------------------|
|  | Existing private parks           |  | Proposed plazas                    |  | Mixed Use Multi-Family (Near-Term) |
|  | Existing public parks            |  | Existing Grove Plaza               |  | Mixed Use W/ Structured Parking    |
|  | Proposed greenways               |  | Mixed Use Multi-Family (Long-Term) |  |                                    |
|  | Proposed public park in vicinity |  |                                    |  |                                    |



# Linen District

## 4. Linen District - FOURTH PRIORITY

As the one area that already has some identity, the emphasis for the Linen District should be to maintain and reinforce its identity through preservation of the existing uses and historic structures. The focus should continue to be on Grove, between 14th and 16th Streets with new housing over retail. More discussion is necessary to determine if a parking structure is required. Improved connections to the housing investment underway (David Hale’s project), and an anticipated housing development (the Nest/Local Construct property) and the re-development of the Watercooler. A green space seems necessary in area for housing, either along the Bannock Bikeway or somewhere south with redevelopment of a full block parcel. A special pavement treatment and identity elements at the intersection of 14th and Grove could support occasional street closures for festivals; plus wayfinding and greenway

improvements to Grove Street can also be accomplished to improve the connections of the core of the Linen District to its surroundings. The west and south sides of this district should act as gateways to downtown with special identity elements, wayfinding, and kiosks.

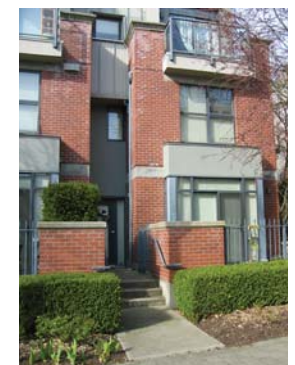
This district provides an opportunity to create the missing middle housing that may be more affordable and provide a buffer for the surrounding neighborhoods. The “missing middle” is housing that is denser than single family, but single family in character, including townhouses, live-work units, courtyard apartments, bungalows court, duplexes and triplexes. (<http://missingmiddlehousing.com>)

The zoning recommendations that follow provide some additional suggestions for better accommodating these types of housing developments.











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# Linen District



-  Existing private parks  
 Existing public parks  
 Proposed greenways  
 Proposed public park in vicinity
-  Proposed plazas  
 Mixed Use W/ Structured Parking
-  Mixed Use Multi-Family (Near-Term)  
 Mixed Use Multi-Family (Long-Term)



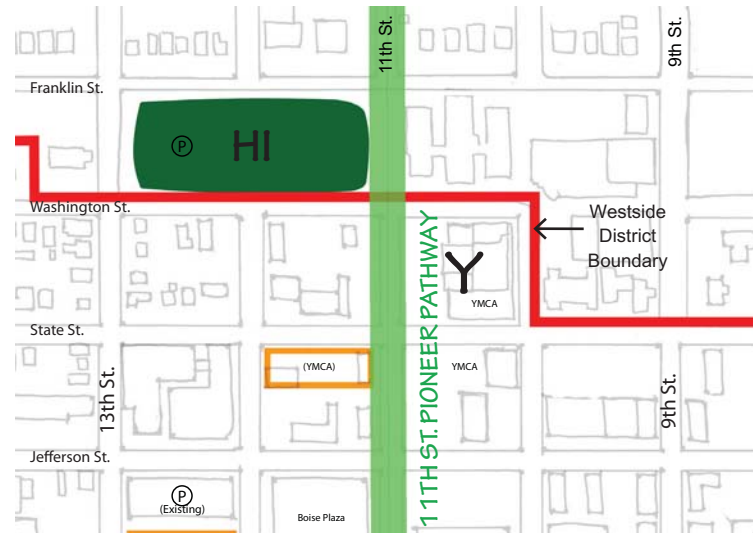


# HI/Y District + The Canal District

## 5. HI/Y District - FIFTH PRIORITY

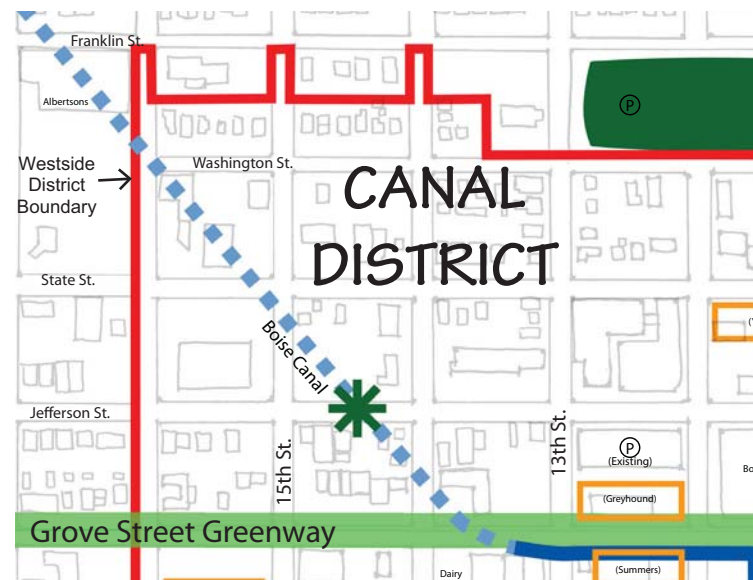
Activity around the YMCA and Boise High fields and an 11th Street Greenway could stimulate additional mid-rise urban housing. There are historic buildings to preserve plus redevelopment possibilities. Clay Carley is pursuing a partnership with the YMCA for housing on Y property between 11th and 12th south of State Street.







Parking for Boise High, the YMCA, and housing could be provided under the practice field or with redeveloping properties. Streetscape and safe crossing improvements (bulb-outs) to State Street in this district (leveraging ACHD funds when street rebuilding/resurfacing) may be worth the investment to support new urban housing.



## 6. Canal District - LAST PRIORITY

Located at the NW of the Westside District, this area could be identified by daylighting the Boise Canal as a special feature, pathway, and storm water acceptor. The canal could be a connecting link for the neighborhood to Albertson's northwest and to downtown to the southeast. A focal point for this concept could be a pocket park around a portion of the canal. 'Missing Middle' housing types would be appropriate for this area.



-  Existing private parks
-  Existing public parks
-  Proposed greenways
-  Proposed public park in vicinity
-  Mixed Use Multi-Family (Near-Term)
-  Mixed Use Multi-Family (Long-Term)



## Recommendations Continued

Any future changes to the parking environment in the Westside need to support housing investment.



### **Recommendation #3: Parking is a lynchpin to housing investment.**

Any future changes to the parking environment in the Westside need to support housing investment. Collective action is needed to ensure that parking is managed efficiently for housing on the part of the City who manages the on-street parking, CCDC who has the capacity to build new parking facilities, ACHD whose street designs affect the supply of on-street parking, and private business who own or lease out property for parking. The current Parking Update Study should provide the platform for a more holistic approach to parking management that would benefit housing.

From the interviews, the cost of providing parking is a substantial disincentive to housing development, and particularly lower cost housing. (A recent study, *Parking Requirement Impacts on Housing Affordability*, 11 June 2014, Victoria Transport Policy Institute ([www.vtpi.org](http://www.vtpi.org)) found that one parking space per unit increases total development costs by about 12.5%, and two parking spaces increase costs by about 25%.)

Lowering the cost of parking can be accomplished in a number of ways. Following are a series of recommendations, in order of easiest to more complex to implement:

1. Amend the current parking regulations for housing to be based on housing size not type. The current regulations discourage smaller, more affordable housing by making no distinction to size in the parking requirements. For multi-family units, 1.5

spaces are required (outside the overlay districts) regardless of whether the unit is 750 sf, or 2500 sf. Since the cost of a parking space is constant and land is limited, under the current parking code, developers are encouraged to build larger, more expensive units.

2. Expand the P-1 parking overlay district to the remainder of the Westside Downtown area, or eliminate all parking requirements for affordable and workforce housing whose residents, with less disposable income, are more likely to have fewer cars and rely on other modes of transportation.
3. Determine off-street parking requirements for all uses in the District, not by the generic standards in the current code, but by adjustment factors that take into account the unique characteristics of the proposed development: size, location, density of employees or units, mix of land uses, access to transit, walking-bicycling connections, shared parking opportunities, and availability of both public and private parking in the vicinity.
4. Ensure that any new public parking investment is tied to housing by locating new facilities in areas with vacant or under-utilized land for potential housing development, and/or including housing as a part of the parking structure. Allow for public parking spaces to satisfy the parking requirements for housing and provide for lower monthly parking rates for residential users.

5. Encourage all housing developers to unbundle the costs of parking from the rental or the selling price of housing. Allow for parking spaces within a public garage to be purchased by a rental housing developer, or a housing purchaser. Given the economies of scale in developing a parking structure, costs per parking space should be lower compared with spaces built on individual building sites. Without the burden of providing parking, more units could also be built on any site.
6. If parking requirements are maintained for housing in the zoning code, adopt new zoning provisions for parking in lieu fees as an alternative to providing parking on site and apply those fees to any future parking facility developed by CCDC. As with recommendation #5, an in lieu fee for parking should be lower than building on-site.
7. Amend the zoning for the Westside (and maybe the entire downtown core) to prohibit any future surface parking lots. This would make all the current surface parking lots non-conforming and limit any future expansion.
8. Consider CCDC purchase of surface parking lots to better manage the parking supply, as well as provide land for future re-development.





## Recommendations Continued



### Recommendation #4: Zoning that reflects the Vision

The current C-2 General Commercial Zoning District which extends over the western half of the Westside District is intended to allow for regional and commercial uses. The zone also allows for residential uses as a conditional use to ensure that the residential uses are compatible with the permitted commercial uses in the zone. Dimensional requirements for residential uses include minimum lot area requirements, street frontage, and setbacks are more typical of a suburban development pattern than a compact urban area. These standards also do not support many of the types of “missing middle” housing desired for the district and illustrated in Recommendation #2.

The C-2 zoning has been identified in the original Westside Plan, and more recently in the 2015 Boise Downtown Housing Marketing Study, as an impediment to realization of the vision for the District. Some of those interviewed also mentioned challenges for creating residential uses in a primary commercial zoning district. Regulations (more so than plans since regulations have the force of law) that support the future desired conditions sends a clearer message to investors and financiers of what the public intentions are for an area.

How to amend the zoning within a regulatory environment that is resistant to change is a challenge. If it were easy, after fifteen years from adoption of the Westside Plan, zoning changes would have been completed by now. With the implementation of an organizational entity (Recommendation #1), a built-in constituency of support and advocates would hopefully be in

place to support any regulatory reform.

Here are some recommendations to place a greater emphasis on housing and better bring the zoning into consistency with the Westside plans. The recommendations are in order from small tweaks to transformative ideas:

1. Amend Section 11-06-01 Table of Allowed Uses in the Zoning Code to allow housing as a permitted use in commercially zoned areas that are identified in Blueprint Boise Land Use Map as “Mixed-Use Activity Centers”.
2. Amend the Table 11-04.8 Dimensional Standards for Commercial Districts in the Zoning Code to allow the dimensional standards for non-residential uses to be allowed for residential uses in “Mixed Use Activity Centers” designated in Blueprint Boise.
3. Review and amend Section 11.06.03.2 Residential Use Standards for Multi-family Living Uses of the Zoning Code to allow for the characteristics of “missing middle” housing types including: density of 16-35 du/acre; mixed uses; small building footprints; small unit size; congregated parking; and shared common areas.
4. Eliminate the requirement for development of two or more multi-family structures per lot or more than 20 units/acre to be reviewed through a planned development conditional use permit in section 11.06.03.2.A.(2) of the Code.



5. Create a new Mixed Use Overlay District that could be applied to any area identified in Blueprint Boise as “Mixed-use Activity Centers”.
6. Amend the R-1M Residential Town Lot Zoning District to broaden its purpose and amend its requirements to allow for the additional “missing middle” housing products, and apply this zoning to the Westside District.
7. Create a new Urban Residential Zoning District to be applied to the Westside Area with residential as the primary use, but mixed uses allowed. Other provisions of the new district should be flexible, form-based, and design focused.
8. Create and adopt “development templates” of mixed use and missing middle housing that can be applied to property within the Westside District. Such templates would include at a minimum: building footprints, access and internal circulation, and common area spaces for various property sizes and configurations. Much like a specific area plan, once adopted the templates become a substitute for the underlying zoning requirements.
9. Adopt an “adaptive re-use ordinance” amending both zoning and the building codes to allow for the conversion of older, economically distressed or historic structures to dwelling units and live-work units through the use of alternatives zoning and building standards.



## Stakeholder Interviews

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### Summary of Interviews with Westside Developers, Property Owners and Investors

September 24- October 12, 2015

#### Interviewees:

Scott Schoenherr (Rafanelli Nahas)

Mike Brown (Local Construct)

Clay Carley (Old Boise/Owyhee)

David Hale (Hale Development)

Laura Bishop (Idaho Power Company)

David Wali (Gardner/Wali Investments)

Jeremy Malone/Bill Clark (Oppenheimer Development)

Jim and Rich Tomlinson (Tomlinson Associates)

#### 1. How familiar are you with the Westside Urban Renewal Plan?

SUMMARY: Most respondents were aware of the plan; knew something of its history, and a couple had referred to it when specific issues came up; e.g. the 14th Street Streetscape Design.

#### 2. What are your current property interest(s) in the Westside District?

SUMMARY: The primary interviews were with people who had considerable interest in the district, including landowners or their representatives, with active development or plans that had not been entitled. Several of them also owned developed and vacant property. The reasons for not pursuing development at this time were the costs, lack of market and uncertainty about the efficacy of development that they had in mind for the sites. Lack of identity was cited as a reason for not having additional interest in investing in the district.

#### 3. Do you have a vision for the Westside District and how is it different from the adopted plan?

#### a. Vision for land use?

SUMMARY: Most interviewees supported the vision that the primary use for the Westside should be residential. More housing, especially affordable, is the key to the success of the area. Without substantial residential development, there is not support for a retail and the current office market is not promising. Need critical mass to make the other things happen. Quotes: "Housing is the key. Housing is the catalyst. The area is screaming for housing."

#### SPECIFIC POINTS:

- The Linen District has evolved as an activity node, the success of which is surprising. The Linen District is an opportunity to build on an existing asset.
- The district should develop from the central core out. The boundaries between the Westside and the other urban renewal districts should be seen more fluidly.
- More concentrated development should happen near the core and decrease in directions away from the center. 12th street is the dividing line. The focus east is density, to the west is residential at a lower price.
- Investment should start at the center and work out.
- Rafanelli and Nahas' property interests will determine the future development. A park in front of the Boise Building, leased with naming going to the owners. It is located right in the middle of the district.
- What is happening on parcel B and the Simplot will help to re-shift the momentum of the district.
- Medium density townhouse development at \$20/ft. 3-4 story with parking tucked under should be the goal. The townhouses that David Hale is building or the walk-up design should be a model for future residential development, especially more westerly; provides a good transition to surrounding development. Development in the east of the district impacts the scale of development to the west.
- Grocery and pharmacy uses providing basic goods are needed, otherwise retail is not a big component.
- Mississippi Street in Portland near the Lloyd Center is a model where existing structures have been re-purpose, and enhanced. Grove Street, in particular would lend itself to that form.

- Offices for tech companies. (Need outside traction to get office investment).
- Small scale businesses.
- Pick one area to focus on: a critical mass of housing is beginning around the Linen District with the Owyhee, the re-development of the WaterCooler and Hale's townhouses at 16th and Idaho.

#### b. Vision for mobility?

SUMMARY: Generally a need for improved public transportation and better connectivity to adjacent areas, especially the river and greenbelt was articulated. Most support the street and sidewalk improvements that have been made in recent years. Some questions why investment is made outside the downtown and these improvements being made where property is not ready for development. Others saw the sidewalk and street improvements as creating a visual connection with the downtown. Walkability is the key.

#### SPECIFIC POINTS:

- Nodes of activity in the district- the Owyhee and Linen District- have begun to encourage more walking from the downtown. An enlivened streetscape with active uses is also needed.
- Traffic calming is needed on Idaho and Main Street. Connect with improvements to Fairview and Main.
- A Portland style park blocks that are not just medians, but more space for activity.
- Grove Street has possibility to be something more with pedestrian, bike lane, roundabout at 14th. Go beyond the green street idea. Connect with Center on the Grove with access coming from the north.
- Public transport for moving within the area (e.g. the Circulator) is not significant since walking is reasonable.
- A circulator to connect to BSU or the airport.
- A park n ride lot is an important ingredient.
- 2-way conversions are a good thing.
- Connection from the river to downtown –a street green.
- Protect ease of access from the connector.

- Focus streetscape improvements on Grove and 14th.
- A connection from Grove to Broad streets via 11th or other north-south streets would be positive.

#### c. Vision for unique identity?

SUMMARY: The identity of the district has been eroded by the branding of the “West End”. There is confusion with two areas with such similar names. The Linen District has the greatest identity within the district. The current boundaries of the District are arbitrary and do not lend to a unique identity.

#### SPECIFIC POINTS:

- The district should be re-identified into sub-areas or as part of already existing neighborhoods. For example, expand the central area west, or the westerly area into the “near north end.”
- What is the “Linen District” has evolved from the people who frequent the area, not by some delineation on a map. Businesses use the Linen District as a locator of where they are located. Some use it as part of the branding and marketing.
- Other visions of identity were, “the canal district” in concert with some markers (historic telescopes) that highlight the Boise Canal. Or build upon identity around the existing Meadow Gold operation.
- Re-purposing the older buildings is also an opportunity for creating a unique identity.

#### 4. What do you see as strengths in the district that could be built upon?

SUMMARY: Proximity is a major strength of the district, primarily to the core and evolving activity centers around JUMP and the new Simplot headquarters. Vacant and under-utilized land provide the opportunities for building a mostly un-tapped market for housing. Also most frequently mentioned were the existing nodes of activity that provide an opportunity to build on and expand.



## Stakeholder Interviews

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### SPECIFIC POINTS:

- The Linen district is identified as a strength. Prior to re-development, the Linen District was not considered “downtown”, as a destination. Now people will walk to it from downtown and it has expanded the meaning of what is downtown.
  - Support the nodes of active space. Success is in incremental building and expanding out from the existing nodes of activity.
  - YMCA, the high school, and the Owyhee. An under-utilized asset is the high school football field. The YMCA is fragile: the building is falling apart. The Y owns half block between 14th and 15th that should be developed.
  - So much opportunity. Almost like starting from a clean slate with the number of surface level lots.
  - Lots of developable space close in to downtown.
  - Historic buildings with qualities for re-development.
  - The grid pattern of streets with small blocks.
  - The current imbalance in jobs to housing and the expected job growth in the downtown is a driving force for housing investment.
5. What are the catalytic ideas that could be made in the Westside District to support private project proposals?

SUMMARY: Parking is the key for most. Green spaces including both parks, public spaces and linear connections are also important. There was mixed reaction on the catalyst value of the current streetscape improvements.

### SPECIFIC POINTS:

#### Green and Public Space Ideas

- Open the Boise Canal. Daylight the canal at the street corners.
- Create a parkway connection along 11th Street from the high school to the greenbelt anchored by a park at Bannock. Something that gives identity and pedestrian-bike focus

to the street. 11th street would provide a needed connection from the high school to the Pioneer Walkway to the Greenbelt and Boise River.

- Public parks. Park in front of the Boise Building; right in the middle of the district. Anchor park at the Local Construct development. Provide little patches of green spaces, like next to the Sonna Building.
- Streetscape improvements are ok without a bigger idea. Continue to do the streetscape; it is a benefit. It provides a sense of being in downtown; connects and creates identity with the downtown. Helter-skelter streetscape will not be the catalyst. Streetscape improvements with flower pots are a good thing.
- Preserve the big trees with large canopies.
- Grove street corridor improvements. Grove Street has potential at the south edge. The current plans are a start.

#### Parking Ideas

- Public parking garages. Residential use cannot happen without parking. Public parking investment would make high rise development more feasible.
- Parking on Idaho Power site; Parking on Idaho Power site would help; Idaho Power needs to build a parking garage.
- Not sure if parking is the answer.
- Not sure the Idaho Power is the right location for a parking garage-need something centrally located.
- Parking needs to be tied into street and sidewalk improvements. .
- General support for the expansion of metered parking.
- More, not less street parking.
- Diagonal parking.

#### Other Ideas

- Everyday open Farmer’s Market with enclosed market hall. Parking garage with ground floor farmer’s market hall on Idaho Power parking lot site.

6. What do you see as barriers to private investment in the Westside District, both to your proposal and to other private developers?

SUMMARY: The financial environment including the costs of construction and financing and uncertainty on the return on investments impede development. There are substantial challenges in the westerly side of the district with the existing small size and fragmented ownership patterns, and existing undesirable land uses. There was general consensus the regulatory requirements are not a major barrier to development, although changes to the codes that would be more supportive of development within an urban area and re-purposing existing buildings would help.

#### SPECIFIC POINTS:

##### Land Use and Development Barriers

- Fragmented property ownerships of relatively small size parcels of land making aggregation a challenge. Parcel sizes.
- Surface parking lots.
- Age of some buildings and the cost of re-vitalizing is a challenge.
- No green space. Lack of a tree canopy makes the asphalt stand-out.
- The Spearmint Rhino, tire stores and the Greyhound Depot.
- Street front retail that would enliven the street is generally not there.
- No real market rate housing - different from high rise condos.
- Uncertainty about JUMP.

##### Regulatory Barriers

- C-2, 20' setback. Zoning codes need updated.
- The expectation created by commercial zoning is a detriment to residential development.
- The subdivision requirements for infrastructure before final plat approval is the same as sub-dividing farmland even though infrastructure is in place. Need a process that

allows for recording before infrastructure is improved. Guarantees can be provided by withholding occupancy permits or sewer connection approval.

- Need building codes for easier re-development of existing buildings to housing.
- Eliminate parking requirements and let the developer take the risk. Big City Coffee is an example of a place that works without parking.
- Does not see impact fees as a barrier; has been successful in getting impact fees reduced through the individual assessment process.
- Requirements of 5 over 2 with commercial on the ground floor is a barrier. (Change to allow ground floor housing was important)

##### Financial Barriers

- Financing: Loan requirements for building in commercial zoning, even when the development is residential.
- Need more housing value in the North End residential neighborhood to make downtown condos economically attractive.
- The land price of surface parking lots has no relationship to location.
- The return on surface lots is sufficient for owners to sit on the properties and not re-invest.
- Costs for construction are inherently more expensive in downtown locations; it is like building a ship in a bottle.
- Costs for providing on-site parking, particularly underground, and the size of the sites.
- Housing is not feasible without subsidy. Need \$180/sf to make housing work. In Denver by comparison, the cost would be \$300/sf.
- Property taxes for apartments are extremely high compared to other regions; about 1/3 of operating costs.
- Have to prove the market.

##### Other Barriers:

- Homeless. 16th street is the homeless gateway: businesses, services, shelters, that are connected by street. Several business owners are looking for new locations because of the homeless population. Need is for supportive housing and shelters.

## Stakeholder Interviews

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- Street and sidewalk improvements increase the value of the adjacent development and can be a disincentive for re-development.
- Too many property owners that do not have to sell; not an efficient market.
- The lack of a vision and identity. See value in more master planning beyond individual property ownerships. Need more certainty about public investment.
- Frustration with the lack of action on CCDC's part related to parking.
- The city needs to focus their attention –too much jumping around from one area and issue to another.

### Connectivity

- Making better connections to the parks and greenbelt.
- Front and Myrtle is a barrier.

7. How well do you think the developers and investors in the district are working together?

- a. Is the DBA working effectively in this area?
- b. Any ideas for how to improve the working relationship among developers and investors?
- c. Anyone else we should be interviewing?

SUMMARY: Most believe the development community works well informally together, but see that a more formal structure would help. BDA is viewed as effective, but not a leader for development.

### SPECIFIC POINTS

#### Developers working together

- Developers share a lot of common interests.
  - People are not too secretive.
  - There are not that many secrets that cannot be shared.
  - Fair amount of openness.
- 28 There is mutual support for others even when they are competitors.

- Improved cooperation would avoid multiple offers for the same use.
- Developers are not working at all together and they should be.

### DBA

- DBA is challenged with meeting their various missions.
- DBA needs to better understand the impacts of the events on different businesses; the impacts are uneven. Events take away customers and parking from some merchants.
- DBA is a great cheer leader for downtown.
- Keeping the place clean and events are important.
- Not the role of DBA to direct development. They need to be at the table, but not directing.
- Roll into CCDC.
- Many places have people in uniforms doing the business of the improvement district-helps to create identity.

### Ideas for improving working relationships

- ULI and the parking advisory group are examples that demonstrate the value of developer coordination and cooperation.
- Would like to see developers work together. Not easy. Have the right players. Care about the broader community. Never been a situation when communication was not enough.

### Others to Interview

- Eileen Barber, Keynetics
- Vic Conrad, Simplot
- South of front developers
- YMCA
- Boise High
- Jim Tomlinson
- Lucy McDonald at Idaho Power
- Dan Miner



# Plan Comparison

## Comparison of Findings from Stakeholder Interviews with Current Plans and Planning Initiatives

**Introduction:** In 2001, the Westside Downtown Framework Plan analyzed existing conditions in the Westside area and made the following findings:

1. *Much of the Westside Downtown area suffers from discontinuity with both the CBD mixed uses and adjacent neighborhood residential uses to the west and north. The current pattern of land uses is at a stalemate between traffic, market, zoning, land and development costs and the absence of a coordinated vision for the future.*
2. *Extensive surface parking fragments any would be sub-districts within the area. Consequently, Westside lacks an identity. It is not a complete neighborhood, business district, shopping area or civic center.*
3. *The four major uses in Westside Downtown ☐ Boise Cascade (now Boise Plaza), Idaho Power, State Insurance Fund and Boise High School ☐ are unrelated and scattered.*
4. *The shift of regional through-traffic to Front/Myrtle has made suburban developments on Main/Idaho and Grove less viable.*
5. *Several parcels are more valuable than the improvements on them.*

Pg. 193, Appendix 2. Westside Downtown Framework Master Plan

With a few exceptions, the stakeholders interviewed for this assignment would agree with that these same challenges for the Westside District identified in 2001 exist today in 2015.

**Vision:** The stakeholders interviewed would support the Blueprint Boise and Westside Plan's vision for a mixed use, urban neighborhood and the goal to increase downtown housing. A prevailing consensus of those interviewed was that housing is the catalyst for the other uses that would create the vision of an urban neighborhood of mixed uses to happen.

### BLUEPRINT BOISE

*Goal DT-CCN 2: Create in-town residential neighborhoods and increase the amount and range of housing choices available in Downtown and adjacent neighborhoods.*

*DT-CCN 2.2: HOUSING CHOICES Provide a variety of housing types and living opportunities for a range of household types and income levels.*

### WESTSIDE DOWNTOWN FRAMEWORK MASTER PLAN

*Westside Downtown is envisioned to be a vital part of downtown Boise with a rich mixture of urban-style housing, offices, shops, restaurants and sidewalk cafes where people live, work, visit and enjoy being part of the city center.*

*Pursue several initial medium and high-density residential developments totaling 200 to 300 units of mixed housing product in Westside. Housing is the key to a healthy downtown and new residents will serve as a catalyst to other redevelopment efforts.*

More modest, less dense residential uses than were envisioned in the Westside Plan was articulated by the stakeholders. The Framework Plan (Pg. 29) view was for 10-20 story structures, decreasing to 4-6 stories in the north and west, and 3-4 stories for just a few blocks. More mixed use than single purpose blocks were identified (Pg. 25). This vision would be ambitious in the opinions of those interviewed.

Expanding the range of housing types to include a denser than single family, but single family in character housing product (what has been characterized as the “missing middle”) was suggested by some of the interviewees. Creating an opportunity in the Westside for this type of residential development is consistent with the Comprehensive Plan goal to increase not just the amount, but also the variety of housing types.

Stakeholders are looking for certainty and predictability. Knowing where public investments are going to be made and having improved regulatory tools that allow for a broader range of housing types would improve the potential for private investments. Stakeholders would also agree that place-making is critical to the value added quotient for the returns needed to justify investments.

One vision for the Westside District not identified in the plans but articulated by a couple of the interviewees were the potential for re-use of existing low scale commercial structures for high tech offices and other non-residential uses, although both plans support the preservation of historic structures.

Blueprint Boise and the Westside Downtown Plan speak to a vision of mobility that connects the area with walking as the primary means of transportation and with accessibility to amenities including employment centers, parks and the greenbelts. The stakeholder interviews supported this vision with suggestions made for improving connectivity through and from the area.

**Identity:** From the Interviewees’ perspective and in Gertrude Stein’s parlance, “There is no there, there”. Stakeholders interviewed identified with the Linen District, which did not exist in 2001, but the recent marketing of the West End has confused the identity of the Westside Downtown as a whole. The recent streetscape improvements has helped to create a visual connection that some stakeholders identify with the downtown core, as well as promoting a more walkable area, a goal supported by all.

## Plan Comparison

### 2015 BOISE DOWNTOWN HOUSING MARKETING STUDY

*Clarify the vision for housing downtown. Develop a coordinated vision for the types and locations of housing desired throughout downtown that bridges the policy and regulatory roles of the City of Boise with CCDCA’s role as a facilitator of public-private partnerships and implementer of redevelopment projects. Focus on place making.*

### BLUEPRINT BOISE

*Goal DT-C 1: Develop a robust, multimodal transportation system in Downtown, with an emphasis on transit, bicycle, and pedestrian circulation and safety.*

*Goal DT-C 2: Continue to develop a framework of streets, paths and open spaces that builds upon existing networks and strengthen connections to the Boise River and Downtown*

## Plan Comparison

Identity has not been generated by the adoption of the Westside Downtown Plan. Blueprint Boise addresses the area as part of the greater downtown, and defers to the Westside Plan. The irregular boundaries of the district contribute to this lack of identity. Regulations such as the zoning and the parking overlay districts which have no relationship to the boundaries or the vision for the district also contribute to this lack of identity.

**Public Spaces and Parks:** The Westside Downtown Master Plan outlines a number of suggestions, “Civic Space Framework Plan” (Pg. 35) for open space and parks. Most notable are an open space on 14<sup>th</sup> street between Main and Idaho Streets, and landscaped setbacks (an urban parkway) along State Street between 8<sup>th</sup> and 16<sup>th</sup> streets. The interviewed stakeholders identified public and green spaces as possible catalysts for development, however, there was little support from them for the 14<sup>th</sup> street plan and the State Street improvements were never discussed. The interviewees noted that now that the Boise Heating and Cooling Building has been approved for demolition and new construction has been approved, the Framework vision for the 14<sup>th</sup> street greenspace would be precluded. Interviewees expressed mixed feelings about the value of the streetscape improvements over other potentially more catalytic projects.

Ideas for public and park spaces set forth by those interviewed were: for a park south of Bannock between 11<sup>th</sup> and 12<sup>th</sup>; a greenway along 11<sup>th</sup> linking the high school with Pioneer Pathway; and green improvements to Grove Street. Opening up of the Boise Canal at key intersections was suggested as an exciting, novel idea for place-making and building district identity that is lacking. Finding a home for the Farmers’ Market would also be an opportunity for public space, either on the ground floor of a new parking structure or on a new plaza.

Interviewees were somewhat knowledgeable about the Grove Street Concept Plan. They applauded the ‘green’ aspects, and would expect the plan to have ‘identity creating’ elements particular to the Westside or specific sub-districts when executed. They thought the green strips might be a problem for activities in the ‘festival street’ areas.

Several of the interviewees had participated in and supported the current efforts to explore ideas for green spaces in the downtown.

### WESTSIDE DOWNTOWN FRAMEWORK MASTER PLAN

*Secure significant public open space. This open space will greatly increase housing and office values adjacent to it and greatly contribute to a new sense of place.*

*IS.5. Establishment of the new urban open space at 14<sup>th</sup>, Main and Idaho Streets is expected to change the design and function of 14<sup>th</sup> Street.*

### 2015 BOISE DOWNTOWN HOUSING MARKETING STUDY

*one of CCDC’s core functions is to provide public infrastructure, which includes place making elements such as parks, trails, and streetscapes. This should continue to be a focus of their efforts, as greater place making by its nature creates a destination and value for properties, which in turn will allow rents to rise to the point that projects become feasible without subsidy.*



**Parking:** From the interviewees' perspectives, existing surface parking lots are both an impediment and opportunity to re-development of the Westside. The opinion was that there is little incentive for surface lot owners to re-develop their sites; they receive a decent return from the current use, and the rezone to C-5 in some cases has raised expectations and perceived value that cannot be achieved in the current market.

The Westside Plan proposes an expanded system of private and public parking structures. (Pg. 53). The interviews in general supported the direction of public investment in parking garages, but probably not at the ambitious level outlined in the plan.

Blueprint Boise includes a goal to implement a Downtown wide parking system that coordinates all on and off-street parking resources. The update of the parking system master plan currently underway by CCDC is implementing this goal and is an effort supported by the stakeholders interviewed.

Parking is a key to unlocking development potential in the opinion of many of the interviewees. Current parking requirements are the lynchpin on development feasibility. Especially for housing, greater flexibility in the amount, design and location of parking requirements is needed. The parking overlay districts cover most of the Westside area. Expanding the area of the P-1 and P-2 and/or re-thinking the current parking standards that make no distinction on the size of unit would be supported by those that were interviewed. If it is not planned already, with the CCDC parking study underway now might be the time for the City to review and coordinate their parking regulations with that effort. This would be consistent with the Blueprint Boise to look at parking holistically.

## Plan Comparison

### BLUEPRINT BOISE

*Goal DT-PKG 1: Implement a Downtown-wide parking system that coordinates all on and off-street parking resources.*

*Goal DT-CCN 3: Encourage redevelopment of surface parking lots and other underutilized properties.*

### 2015 BOISE DOWNTOWN HOUSING MARKETING STUDY

*With a renewed focus on housing, a comprehensive parking strategy is needed to ensure that public parking is provided in the quantities and locations that will serve not only commercial development but also residential development.*

## Plan Comparison

**Zoning:** Most of the interviewees did not see permit processing as a major impediment to development in the district. The current C-2 zoning was identified as a potential issue for financing housing by one person interviewed, potentially raising the cost.

The C-2 zoning designation was adopted when the area was seen as a suburban commercial area. A suburban commercial zoning district is not consistent with an area that is now envisioned to be an urban neighborhood. The conditional use permit process required for residential uses in the C-2 adds time and is a disincentive to the type of development desired for the area. Zoning consistency would add to the stakeholder's interest for more certainty and vision for the Westside Downtown area.

### WESTSIDE DOWNTOWN FRAMEWORK MASTER PLAN

*Clear regulatory barriers. Zoning codes must support the plan and developers must be rewarded by an expedited process. Zoning is one of the key tools for implementing any long-range Plan implementation is more effective when there is consistency between the urban design plan and the zoning regulations.*

*The Westside Plan recommends that the C-2D and C-2DD zoning be replaced with a different zone category more conducive to achieving the goals of the plan*

### 2015 BOISE DOWNTOWN HOUSING MARKETING STUDY

*Revise zoning within the urban renewal districts. The planning department in conjunction with CCDC, needs to determine which entity will take the lead on coordinating efforts to confirm and revise the zoning within the Urban Renewal Districts to ensure that it matches the URD Plans and the City's plans for the area, especially in Westside and 30th Street.*

### Westside Downtown 14<sup>th</sup> St Neighborhood Design and Development Strategy (2006) and the Grove Street Concept Plan

**Introduction:** Almost 10 years old now, the 14<sup>th</sup> St Neighborhood Design and Development Strategy sought to focus on and catalyze housing by creating ‘outdoor rooms’ and greenspaces in the Westside. A public greenspace was proposed in several blocks of 14<sup>th</sup> Street, with suggestions for other green spaces/greenways as well along 11<sup>th</sup> or 12<sup>th</sup> Streets connecting to the Pioneer Corridor. ‘Pulse points’ of development were suggested along Main and Idaho to focus commercial with housing in between. The strategy also advised identifying sub-districts for focus and identity purposes, solving the parking issue, and kick starting retail.

**Housing:** While no housing has been constructed to date, housing is supported by the interviewees with several projects approved and in the works. In the 14<sup>th</sup> Street area, Hale Development is in process of building townhomes west of 16<sup>th</sup>. 2015 Local Construct won an RFP from CCDC to build apartments over parking and retail on Idaho Street with a corner plaza on 14<sup>th</sup> Street. Local Construct also controls the full block between Idaho/Main and 15<sup>th</sup>/16<sup>th</sup> Streets and intends housing. Tomlinson is interested in projects on their sites west of the Empire Building and west of Plaza 121.

**Greenspaces/greenways:** No greenspaces have been constructed, but the interviewees think they will be a catalyst for housing along with parking assistance. The interviewees didn’t see support for the 14<sup>th</sup> Street greenspace; as loosely envisioned by the 14<sup>th</sup> Street Strategy, it may be compromised by the proposed Local Construct building at 14<sup>th</sup> and Idaho Streets encroaching into the wider right of way conceived for the greenspace in the Westside Framework Plan. If the street were to be closed for a greenspace, Idaho Power would object as they recently renovated a warehouse structure across 14<sup>th</sup> Street and are adamant about keeping their on-site diagonal parking on

## Plan Comparison

14<sup>th</sup> St side. A festival type street may be possible if IPCo agrees on street closure dates/times. Other comments include: the dairy to the NE is unlikely to move in the short term; other property owners would need to be engaged.

Rafanelli Nahas suggested a park on half block on Bannock St. between 11<sup>th</sup> and 12<sup>th</sup>. This was supported by others if housing is catalyzed.

11th Street was heavily supported as a lightly vehicle trafficked (if at all) greenway connecting through the YMCA area, Boise High to the north, and to the Pioneer Corridor and the River to the south. Green spaces could be located along the way. Bannock and Grove Streets were suggested as E/W greenway connections if bikeways were off-street or thoroughly buffered.

**Pulse Points:** No effort has been made to organize property owners to create pulse points along Idaho and Main Streets. A ripening pulse point is at Main and 11<sup>th</sup> Streets. The beginnings of a ‘pulse point’ may be stimulated at the 14<sup>th</sup> & Idaho Street intersection.

**Sub-districts and Branding:** Subsequent to this strategy, the Linen District formed through developer David Hale and others, renovating existing buildings on Grove Street for hotel, event, restaurant and commercial uses. Interviewees see the value of branding and believe the Linen District needs housing and support. Another focal area could be the YMCA/Boise High School area 10<sup>th</sup> to 13<sup>th</sup> Street, including State Street. Branding Grove Street with ‘identity creating elements’ was also a possibility.

**‘Solving the parking issue’:** With parking meters proposed to be installed in the area, parking structure assistance is even more on interviewees minds. Tomlinson Associates is interested in parking with retail below and housing above at their locations,



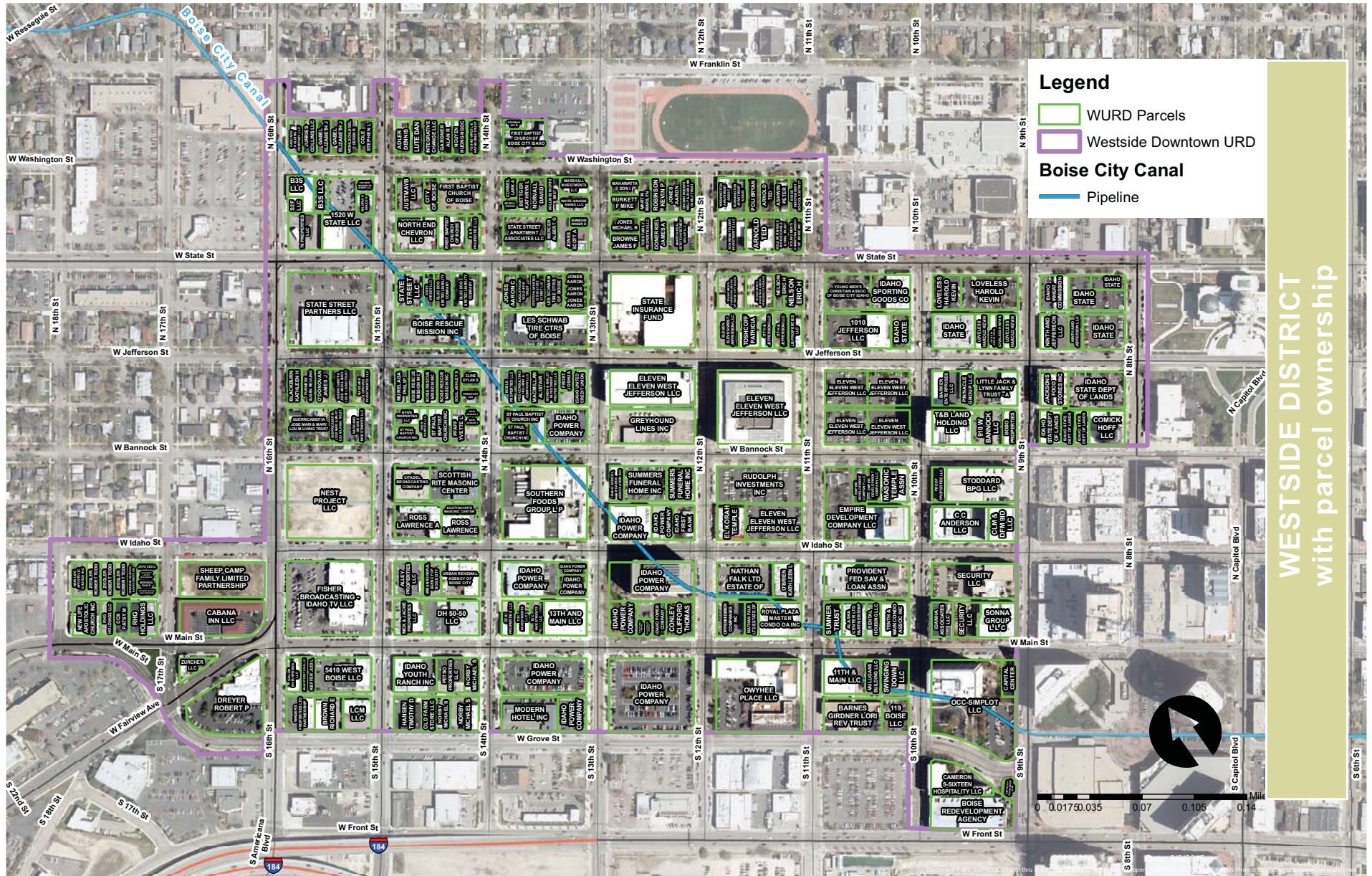
## Plan Comparison

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understanding that other nearby sites should be catalyzed simultaneously.

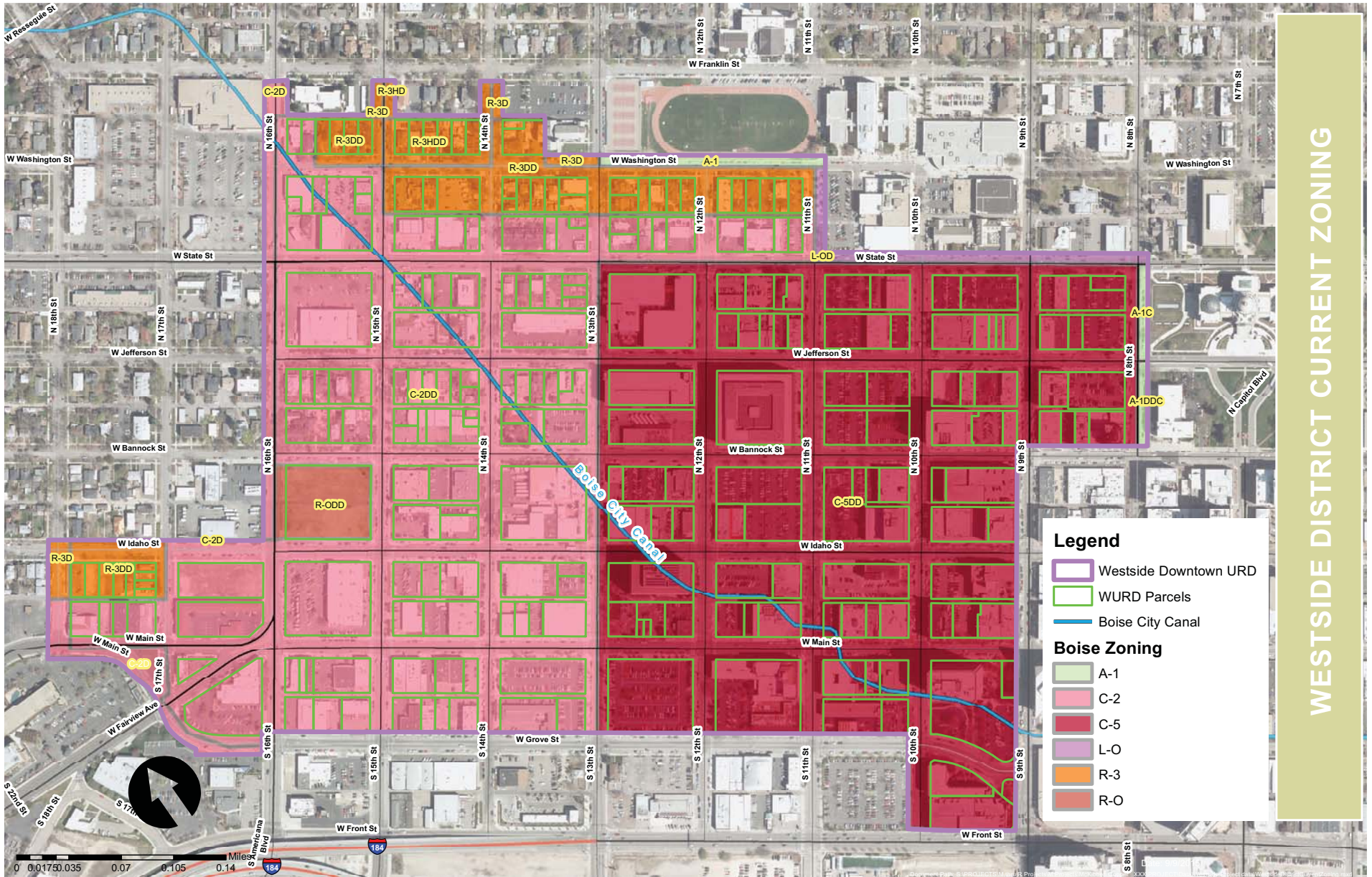
**'Kick starting retail'** hasn't happened but was an idea the interviewees agreed with, though questioned how much retail and what kind—neighborhood service retail seemed logical; while **'connecting the neighborhood with transit'** was answered with 'it is close enough to walk'.

**The Grove Street Concept Plan** would create a 'green street' in terms of vegetated swale storm water treatment as well and keeping on street bicycle lanes for east west connections. However, the interviewees were interested in off-street or thoroughly buffered greenways E/W on Grove Street and/or Bannock Street, and N/S on 11<sup>th</sup> Street connecting to the YMCA, through Boise High to the North and to the Pioneer Corridor and the Boise River to the South. They said Grove Street could also include some branding ideas related to daylighting Boise Canal.





# Current Zoning Map



WESTSIDE DISTRICT CURRENT ZONING



