DESTINATION • REVITALIZATION • CORRIDOR • DEVELOPMENT • COMMUNITY • GATEWAY • WAYFINDING • LINEN SQUARE • FESTIVAL BLOCK • WATER FEATURES • PAVING PATTERNS • MURALS • MODERN PARKWAY • ROUNDABOUT • OWYHEE PLAZA • PARKING • PUBLIC ART • BIOSWALES • TRAFFIC ISLAND • OPPENHEIMER PLAZA • GROVE PLAZA • GREEN ROOFS • LIVING WALLS • BASQUE BLOCK • KIOSKS • CW MOORE PARK • URBAN NEIGHBORHOOD • WILCOMB CENTER • STREET TREES • PERMEABLE PAVEMENT

16TH STREET TO 13TH STREET | 13TH STREET TO 10TH STREET | 10TH STREET TO CAPITOL | CAPITOL TO 5TH STREET | 5TH STREET TO 3RD STREET

grovestreet CONCEPT PLAN

"We flatter ourselves that we will be the permium or our city of the plains, when the water ditch is completed, and the street shrubbery abundantly supplied. The trees already set out make a marked change in the appearance of our city."
Idaho Statesman, 1869

By drawing on historical precedent, the Grove Street Concept Plan establishes connectivity, identity and a sense of place through the implementation of green infrastructure, public art and mobility.

As a little pass, a "green corridor" will draw people to the core of downtown Boise, and bring life and vitality to the heart of the community. Businesses will take root and grow by tapping into the energy that activities the streetscape.

Currently the Grove Street corridor passes through a transitional zone between the place that are counterbalanced by other hondescript areas. The well-defined plazas at the ends of Grove Street, the Linen and Basque Block are flanked by areas of surface parking and narrow sidewalks, which are underused. The corridor is punctuated by the width of Grove Street and the minimal dedication of public space to the pedestrian, all serve to hinder the corridor's potential.

CAPITAL CITY DEVELOPMENT CORP.

modus STUDIO PLANNING

GREEN FESTIVAL STREET

GROVE STREET CONCEPT

The Concept Plan proposes a "Green corridor" where gateways are defined, places are formed, wayfinding is developed, bringing people enjoying sunny afternoons on benches, events creating, people and life and vitality and activity. Adaptive reuse of buildings is encouraged and over time parking lots are replaced with more productive land uses.

Through the implementation of green infrastructure, public art and the resolution of mobility issues, there is an opportunity to become a thriving corridor. Developing Grove Street as a corridor of green infrastructure will bring many opportunities to Boise. Encouraging an "Urban Forest" in the Grove Street corridor is integral to placemaking and creating a sense of ownership for our community. It will provide a place where people can safely navigate our downtown, businesses will have an opportunity to thrive and provide a way that will promote a healthy local economy.

Transforming the Grove Street Corridor into a vibrant streetscape includes the implementation of three major components:

GREEN INFRASTRUCTURE

Green Infrastructure is a strategically planned and managed network of waterways that conserve ecosystem values and functions and provide associated benefits to human populations.

PUBLIC ART

Public art is defined as an artistic work in a public place or private space. This art piece may come in multiple forms and aims to heighten awareness of environmental issues, transform the landscape, express community values and represent ideas. Public art can animate and energize public spaces, reveal the character of a neighborhood and often help spaces thrive.

MOBILITY

Mobility in an urban context is defined as the movement of a collection of multiple modes of travel. Pedestrians, bicycles, transit and motor vehicles are integrated to create a cohesive set of mobility options. A successful transportation system is the frequenting of people in vehicles and by foot, and designing for mobility means easy connections and efficient way encourage usage.

MOBILITY ANALYSIS MAPS

Mobility Map

- Multiple modes of travel
- Pedestrian safety and ease of access
- Improved network of bicycle lanes
- Improved vehicle access, including parking
- Continued support for public transit

One-way to Two-way Traffic Map

Converting the three one-way streets to two-way streets will improve access to Grove Street. The increase in vehicular and bicycle traffic will increase visibility and increase local business patronage and offering commuters more options for entering and exiting downtown.

LEGEND

PROPOSED ONE-WAY TO TWO-WAY TRAFFIC CHANGES MAP

MOBILITY MAP

CHANGE TO TWO WAY
CHANGE TO TWO WAY
CHANGE TO TWO WAY