

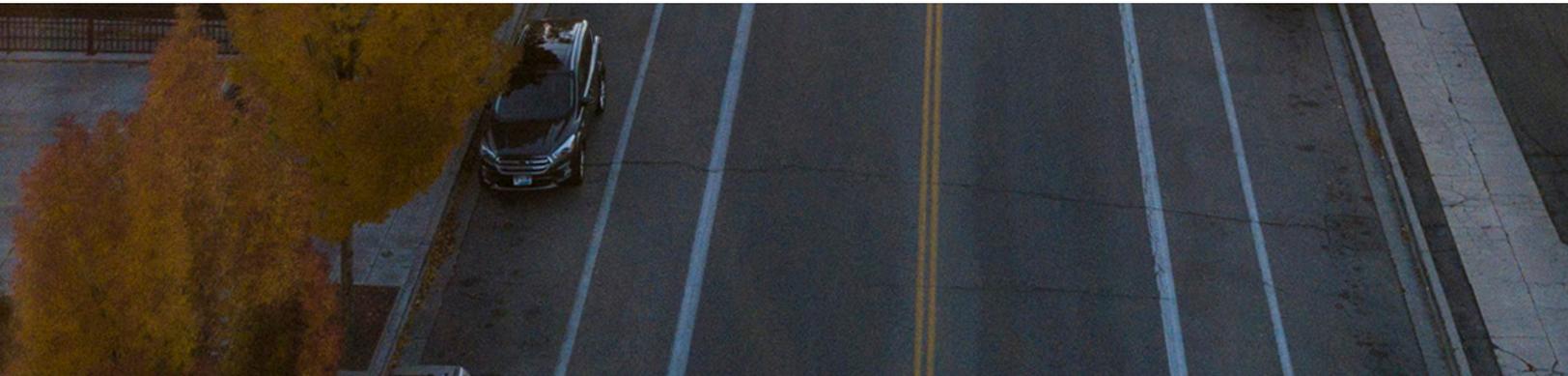


CAPITAL CITY
DEVELOPMENT CORP



Linen Blocks on Grove Street

REDEVELOPMENT STRATEGY VISION REPORT



Acknowledgements

Land Acknowledgement: CCDC operates and works on the land of the Boise Valley People. The original Boise Valley Inhabitants are descendants of:

- Burns Paiute of Oregon
- Confederated Tribes of Warm Springs, Oregon
- Fort McDermitt Paiute and Shoshone of Nevada
- Shoshone-Paiute Tribe of Idaho and Nevada
- Shoshone-Bannock of Idaho

PROJECT TEAM



- **John Brunelle** – Executive Director
- **Amy Fimbel** – Project Manager
- **Brady Shinn** – Property Development Project Manager
- **Jordyn Neerdaels** – Communications Manager



WORK GROUP MEMBERS, PUBLIC SUPPORT AND OTHERS WHO CONTRIBUTED

Businesses, property owners and numerous other community stakeholders and interested citizens as well as these partner agencies and community organizations:

- Ada County Highway District
- City of Boise - Arts and History
- City of Boise - City Council
- City of Boise - Parks and Recreation
- City of Boise - Planning and Development Services
- Downtown Boise Association
- Downtown Neighborhood Association
- West Downtown Neighborhood Association
- Idaho Power
- Idaho Transportation Department
- Valley Regional Transit

A full list of Visioning Workgroup members is included in the "Stakeholder Engagement" section of this report.

CCDC BOARD OF COMMISSIONERS

- **Dana Zuckerman** – Chair
- **Ryan Woodings** – Vice Chair
- **Lauren McLean** – Secretary-Treasurer
- **David Bieter** – Commissioner
- **Gordon Jones** – Commissioner
- **Latonia Haney Keith** – Commissioner
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- **John Stevens** – Commissioner

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About CCDC

Boise's redevelopment agency, Capital City Development Corporation (CCDC), catalyzes investment in the city through capital projects and public/private partnerships. CCDC focuses its work on economic development, infrastructure, placemaking, and mobility in its five redevelopment districts. Agency staff work hand-in-hand with local partner organizations and companies to redevelop underutilized properties and improve public places.

Vision

Help the Boise community thrive in a sustainable economy where an exceptional built environment and excellent business opportunities are in perfect balance.

Mission

CCDC ignites diverse economic growth, builds attractive urban centers, and promotes healthy community design.

Five Key Strategies

ECONOMIC DEVELOPMENT

Cultivate commerce and grow resilient, diversified, and prosperous local economies.

INFRASTRUCTURE

Improve public infrastructure to attract new investment and encourage best use of property.

MOBILITY

Expand mobility choices that include parking and multiple transit modes to enable universally accessible urban districts.

PLACEMAKING

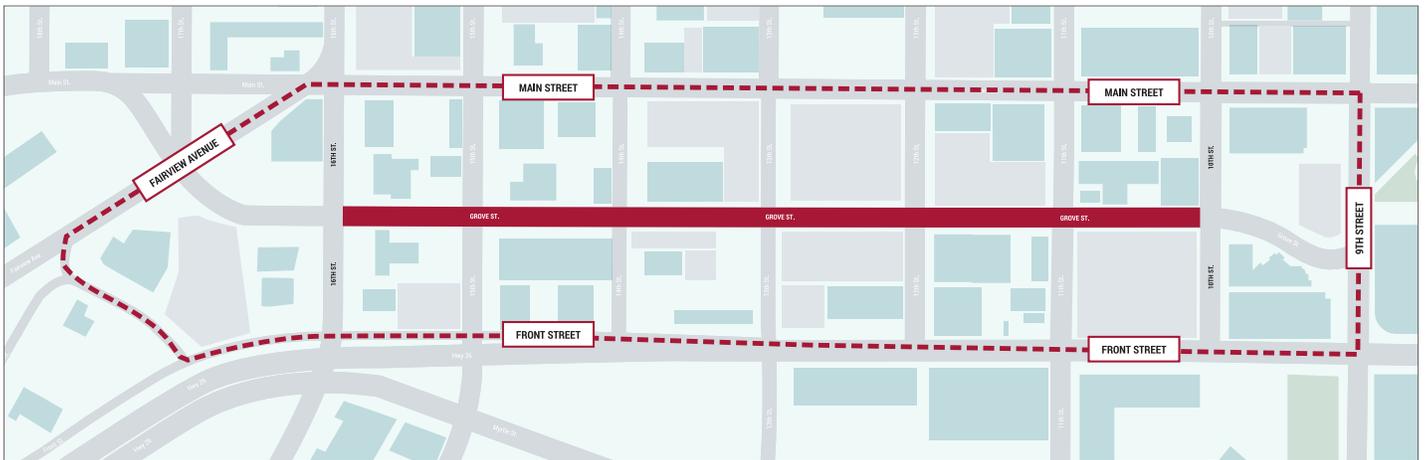
Develop public spaces and energized environments where a blend of cultures and concentrated mix of uses create a valued sense of place.

SPECIAL PROJECTS

Invest in projects that respond to emerging revitalization opportunities including public amenities, historic preservation, and support of local arts and culture.

About the Project

The Linen Blocks on Grove Street, between 10th through 16th Streets downtown, are home to an eclectic mix of shops, eateries, industries and activities. The area has thrived under lower rents, proximity to downtown and nearby neighborhoods, and the endemic entrepreneurial and creative investments of the community. For nearly a century, the Linen Blocks have been home to downtown Boise's working class and light industry. Immigrant entrepreneurs helped build the area and today you can still find an automotive shop, wholesale and reuse supply stores, a print shop, and restaurateurs operating along the street. Retailers and art organizations have settled in, in recent decades, bringing with them artful signage, colorful shopfronts and building murals. The mix of uses is slightly surprising, and in its own way, attractive. Stretches of parking lots and unoccupied storefronts occasionally break up the blocks; umbrella-covered patios, shady green trees, and stark urban concrete take turns dominating different sections of the district. The vision and recommended actions that were developed through this collaborative process will help guide investment and future design decisions for the Linen Blocks on Grove Street.



Study Area

The Linen Blocks on Grove Street project examines eight city blocks along the west end of Grove Street, within Boise's downtown area, with particular focus given to Grove Street itself between 10th and 16th Streets. The project area is located within two of CCDC's urban renewal districts, River-Myrtle/Old Boise and Westside. These districts will expire in 2025 and 2026, respectively.

Project Motivation

The Linen Blocks on Grove Street placemaking and reinvestment strategy is intended to usher positive changes and direct investment into the project area to meet the interests of public and private stakeholders. Upfront public investment is needed to update the street to current standards, to complement other public investments and, importantly, to catalyze private investment; a coordinated vision ensures that the overall placemaking and reinvestment strategy reflects and supports community desires.

CCDC's process and resulting public investments – which are slated to include streets, sidewalks, stormwater systems, lighting, public art, street trees and furnishings, and public spaces – will stimulate economic benefits for a wide variety of stakeholders and support key initiative areas for other public partners (e.g., City of Boise, Ada County Highway District, Valley Regional Transit, etc.). Most importantly, as evidenced by other areas of downtown, the initial investments CCDC makes are effective in catalyzing and leveraging private market investments.

INFRASTRUCTURE ASSESSMENT

CCDC and ACHD conducted an on-the-ground assessment of the conditions on the Linen Blocks on Grove Street. This assessment identified the following needed infrastructure improvements:

- Implement accessibility improvements along 3,264 lineal feet of sidewalk.
- Implement accessibility improvements at sixteen (16) curb ramp locations and non-compliant driveways.
- Upgrade Grove Street roadway surface in accordance with street standards and in compliance with needed improvements identified in Downtown Boise Improvement Plan (DBIP); current Pavement Condition Index (PCI) on Grove Street in the Linen Blocks is 68-70.
- Address existing stormwater deficiencies and incorporate green stormwater infrastructure.
- Upgrade Grove Street bike facilities to implement regional low-stress bikeway network as identified in the Roadways to Bikeways plan. Including coordination with ACHD to ensure that the bike facilities meet plan recommendations and ACHD bike and pedestrian performance measures.

MOBILITY CHARACTERISTICS

Grove Street is a two-way, two lane road that supports pedestrian, bike, and vehicle traffic and connects into the core area of downtown Boise that is served by public transit. Key mobility characteristics of the Linen Blocks on Grove Street include:

- Continuous sidewalk on both sides of the street.
- Continuous bike lanes on both sides of the street from 9th to 30th Street.
- A designated low-stress bikeway in development on 11th Street that intersects with Grove Street and provides connection to the Boise River Greenbelt to the south and Camel's Back Park to the north.
- Controlled intersections, including a mid-block bike/pedestrian signalized crossing across 9th Street.
- Relatively lower-volume traffic on Grove compared to nearby streets.
- Free public and private parking at many points along the street.
- Potential impediments to bike and pedestrian travel in the Linen Blocks of Grove Street include:
 - Higher volumes of cross-traffic on several streets including 9th, 13th, 15th, and 16th Streets.
 - Narrower sidewalks accommodating many street furnishings, trees, and public art on some blocks.
 - Lack of shade trees, awnings/overhangs or other greenery on some blocks.
 - Driveways and curb cuts throughout the blocks.



Distinct Local Businesses on Grove Street



Oakley Moody Service Inc. Credit: Guy Hand

CELEBRATED ASSETS - WHAT'S WORKING

- High-degree of **local support** among property owners, businesses and other area stakeholders for coordinated public-private reinvestment
- **Unique history and character** as an eclectic, "light industrial" area that translates into a modern creative/craft/maker/arts district
- Strong, **distinct local businesses** and many other commercial retailers and restaurants
- Some **long-time businesses** such as Oakley Moody Service which has been in operation since 1972
- Low-volume traffic corridor connecting directly to the Grove Plaza to the east
- **Performance, visual and other creative organizations** located here, including Treefort and LED
- Availability of under-developed parcels
- Presence of **urban renewal districts** makes reinvestment resources available

AREAS FOR IMPROVEMENT

- Numerous **surface parking lots** on several blocks
- **Streetscape design** improvements – inconsistent sidewalk and bicycle lane infrastructure, needed ADA-compliant improvements, many driveways and curb cuts along sidewalks and into bike lanes
- Unappealing **pedestrian environment** (lack of shade, things to see)
- No year-round anchoring tenant or attractant activity
- Activity significantly slows during evenings and weekends
- Underdeveloped tree canopy and relative **lack of greenery**
- **Complicated parking** environment – parking is managed by public agencies and individual property owners and supplied by a mix of low-cost or free on-street public parking and free storefront private parking; very little available structured parking north of Front Street
- **Few housing options** in the immediate area
- Deficient **stormwater** and **broadband infrastructure**



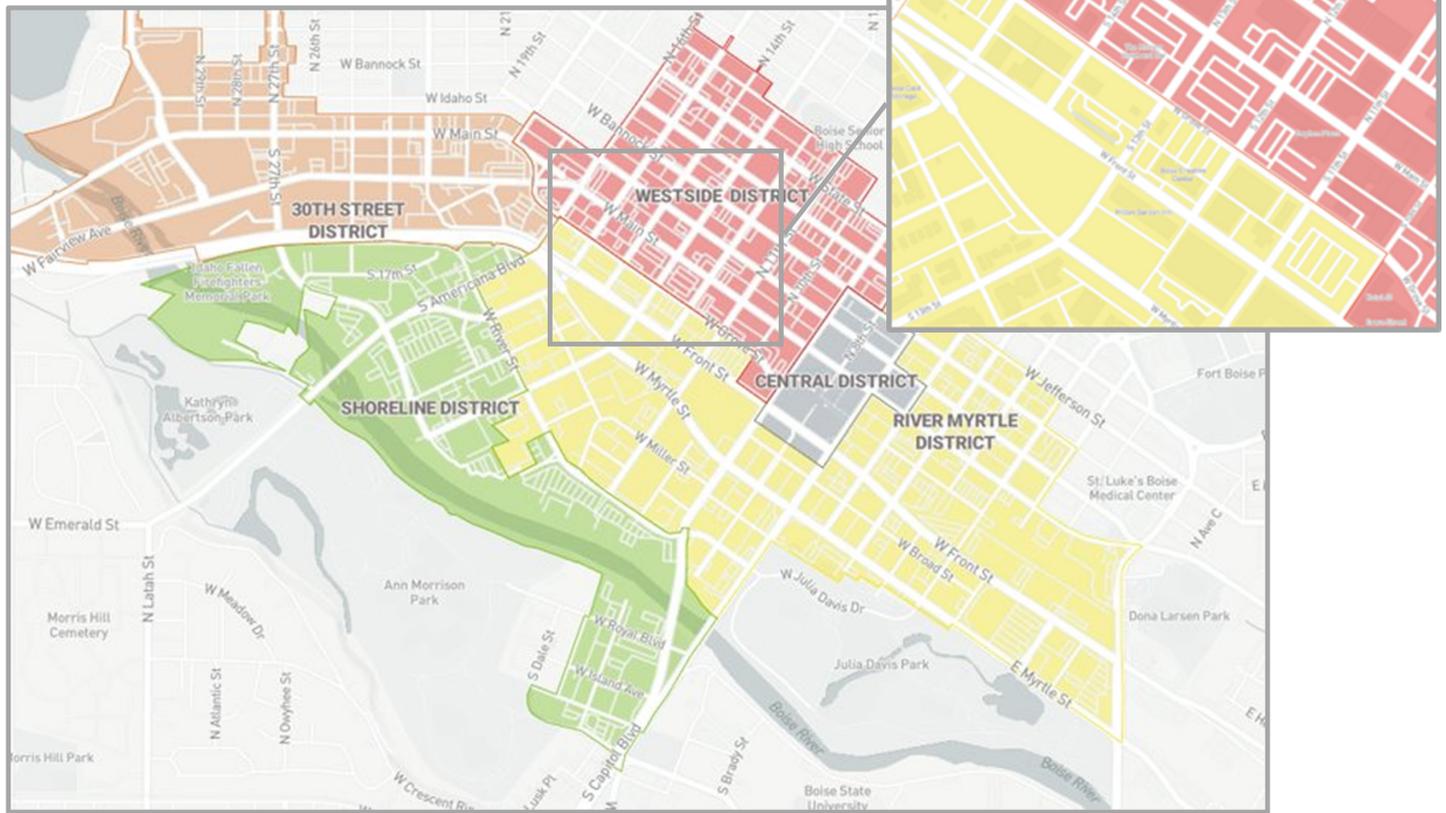
Owyhee Parking Lot – likely redevelopment



Needed curb and sidewalk repair

URBAN RENEWAL DISTRICTS

The Linen Blocks on Grove Street Reinvestment initiative falls within two of CCDC's urban renewal districts, River-Myrtle/Old Boise and Westside. These districts will expire in 2025 and 2026, respectively. These districts were established to help guide development and investment into Downtown Boise and ensure the holistic implementation of the 2025 Downtown Redevelopment Plan.



PAST PLANS AND REVITALIZATION EFFORTS

Several adopted areawide plans provide general guidance for development along the Linen Blocks, including *Blueprint Boise*, the City of Boise Comprehensive Plan and ACHD's *Roadways to Bikeways Plan*. More specific, smaller area plans were also referenced, including the *River-Myrtle/Old Boise District Urban Renewal Plan* (2004), the *Westside Downtown Framework Master Plan* (2001), the *West Downtown Neighborhood Plan* (2019), the *Downtown Boise Implementation plan* (2013), and the *Linen District Cultural Concept Plan* (2010).

Historic Themes

The history of the western blocks of Boise's Grove Street illuminates much of the city's history with themes that echo across the nation's story. Grove Street, which was included in the original plat for the City of Boise, stretches between 3rd and 17th streets with a distinct neighborhood known in recent years as the Linen Blocks on the western end between 9th and 17th. Named for the laundries that historically characterized the street, the Linen Blocks have changed dramatically over time from a residential neighborhood which housed a diverse mix of residents – including many immigrants – to a light industrial zone hosting businesses oriented to the nearby rail line and boarding houses to shelter the working class. The themes of light industry, temporary housing, transportation, as well as immigrants and the working-class dominate the street's history.

THEME: LIGHT INDUSTRY



Light industry began to appear on western Grove Street after the Oregon Short Line built a depot at 10th and Front Streets in 1895, just one block off Grove. Machine shops, creameries, blacksmith shops, and wagon sheds appeared along the street, interspersed with the residences that still dominated the streetscape and a few hotels for the tourists who arrived by rail. Grove Street's gradual decline of residences was part of the city's larger transition to a commercially focused sector, as middle-class residents moved to the outskirts of town.

The Linen Blocks take their name from the multiple laundries – both Chinese and white-owned – that occupied the buildings in this stretch of Grove Street in the late 19th century and the early decades of 20th century. The Chinese laundries were on Grove Street's eastern stretches near Boise's historic Chinatown. Further west was the American Laundry Company, which constructed the building known today as the Linen Building in 1910, which sits at the northwest corner of 14th and Grove. The American Laundry Company operated out of the building for 70 years before abandoning it in 1980. Similarly, the Troy Laundry Company arrived on Grove ca. 1910 and set up shop on the northeast corner of Grove and 15th Street. These industrial laundries frequently hired women to do the work; several women living nearby listed "laundress" as their profession near the turn of the century. As the automobile became ubiquitous, numerous businesses arose on Grove Street to cater to the new mode of transportation. Prior to WWI, a few businesses on Grove Street serviced horses, wagons, carriages, and even streetcars, but in time they were replaced with auto repair shops, service shops, gas and oil stations, parking garages, and used car lots. The Troy Laundry Company shared its building with three auto-related businesses by the mid-1960s and left the area after 1970. By 1949, cars represented the core economic base of the Linen Blocks.

THEME: TEMPORARY HOUSING, BOARDING HOUSES AND HOTELS



The Linen Blocks was a residential neighborhood during the city's earliest years; both blue-collar workers and white-collar professionals called Grove Street home. Single-family dwellings dominated the streetscape from the late 19th century onward with growth pushing westward from Grove's terminus on 3rd Street. The dwellings varied dramatically, ranging from modest, single-story homes to massive, Victorian-style mansions that occupied half of a city block and contained large gardens and lush, mature trees. C.W. Moore constructed one of those large mansions in the Second Empire style at 807 Grove Street in 1879. After he moved his family to a large home on Warm Springs Avenue, a Dutch sea captain named Joseph

R. DeLamar purchased the property in 1892 and, shortly afterward, donated it to the Arid Club, which entertained military officers from nearby Fort Boise and members of the U.S. Geological Survey. By 1912, the home became a boarding house, and the DeLamar home served as one of Boise's most notable Basque boarding houses until it was demolished in the early 1970s.

As Grove Street evolved over the first half of the 20th century into a more industry-focused area, the street's human complexion changed. Temporary lodgers became the primary residents on the street, with unmarried immigrants from southern and eastern Europe moving onto Grove in large numbers. Working-class families frequently rented one of their own rooms to the newcomers. What had once been stately mansions housing well-to-do families became boarding houses for the working class. The Basques maintained a strong cultural presence on Grove Street and the boarding houses served as community spaces to celebrate events and holidays before the 1951 construction of the Basque Center at 6th and Grove Streets. By 1949, the eastern end of the Linen Blocks was devoid of single-family homes and the homes that remained on Grove Street west of 12th Street housed single, working-class renters. As increasing numbers of businesses moved into the area, the employees of those businesses were commuters from other parts of town.

THEME: A TRANSPORTATION CORRIDOR



Grove Street's location between Main Street to the north and Front Street to the south made it a historically significant transportation corridor by acting as a transition space between a dense retail and residential district along Main Street and the light industrial/commercial sector that fronted the Oregon Short Line Railroad. The railroad brought goods into and out of downtown Boise and it also moved people back and forth across the Treasure Valley. It impacted the development of Grove Street and attracted working-class people to the neighborhood; railroad baggagemen, railroad conductors, dishwashers, barbers, and tailors all lived along Grove Street near the train depot during the early 20th century,

The streetcar's arrival in downtown Boise also facilitated changes to the fabric of Grove Street. Easy transportation from outlying areas encouraged middle- and upper-class residents to move away from the noise, crowds, and smells of the city to quieter homes in the suburbs to the north and east of downtown. Between WWI and WWII, Boise's urban core became increasingly denser and poorer as wealthier Boiseans commuted to work from outside the city center causing representation on Grove Street to be skewed heavily toward the working class.

THEME: IMMIGRANTS AND THE WORKING CLASS



Immigrants moved to Boise from all over Europe in the early days of Grove Street, including large numbers from Norway, Sweden, Denmark, Germany/Prussia, Ireland, England, Spain, and Italy. Many immigrants settled in Boise permanently, such as the Andregg family. John Andregg, a miner born in Ohio to Swiss immigrants, and his German spouse Mary, moved to Boise around the turn of the century with the couple's ten children. The family lived in a modest home near the corner of 15th and Grove. Chinese immigrants also established a presence on Grove prior to the turn of the century and contributed valuable services to the local economy. For example, Kaw Ming Fong, a middle-aged Chinese man, rented a home at

804 Grove Street and lived there with seven other Chinese men. Fong labored as a handyman, while others living with him worked as a garden laborer and a cook. His three youngest tenants, Foy Lim Fong, Joy Ong Fong, and Dew Ho, labored as ironers and clothes washers, and possibly worked in the Chinese laundry located at Grove and 9th Street.

The makeup of the street changed as the economic base shifted to automobile-related businesses over the course of the 20th century. As available housing options became increasingly geared toward renters, the street became almost entirely working class and, by 1949, the percentage of people living in the Linen District who could be considered "working class" approached 99%. Few people along Grove during this time, especially immigrants, received any additional education after graduating high school and many labored as mechanics, truck drivers, dish washers, and even Works Progress Administration workers.

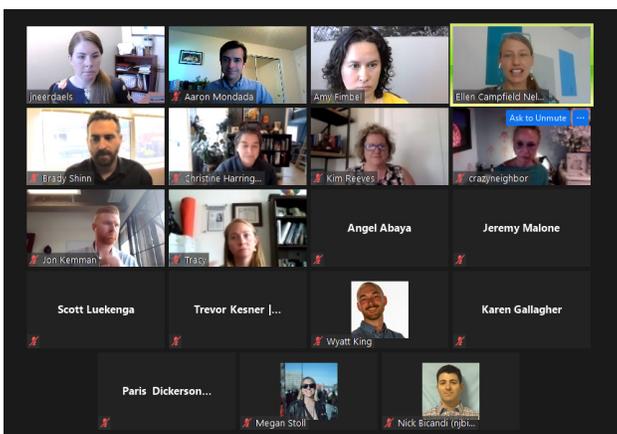
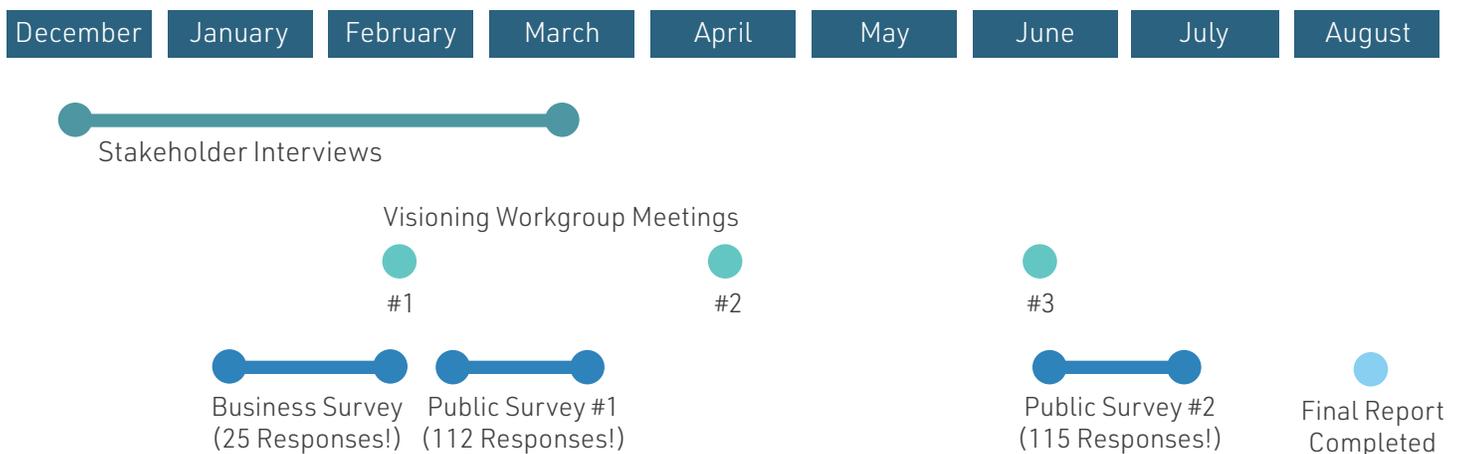
Stakeholder Engagement

The Linen Blocks on Grove Street Reinvestment Strategy Visioning process featured innovative and extensive outreach that engaged area stakeholders including local businesses, area residents, arts and cultural institutions, property owners and public agencies. Through 17 interviews, three visioning workgroup meetings, two public surveys, and a business-specific survey, the process reached and included input from nearly 500 stakeholders and interested residents.

This broad engagement process was critical in developing a widely supported vision and set of design principles that shaped the recommendations for direct capital investment, reinvestment, and future development. Despite limitations due to the COVID-19 pandemic, engaging and interactive tools allowed collaboration and consensus to continue, resulting in a plan that is supported by those involved. Notable highlights from the process included live polling exercises, visual preference surveys, and virtual breakout rooms that allowed workgroup participants to delve deeply into substantive issues facing Grove Street.

Outreach and engagement communications were conducted through the CCDC project webpage, social media platforms, paid social media campaigns, direct emails to constituents from CCDC, the City of Boise, the Downtown Boise Association, the Downtown and West Downtown Neighborhood associations, and through direct mailers to residences and businesses within a close geographic proximity to the project area.

OUTREACH AND INVOLVEMENT TIMELINE 2020-2021



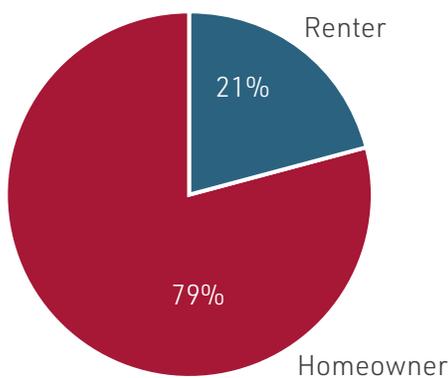
"I appreciate the down-to-earth milieu of Grove Street and I hope that it remains accessible for the average person to live or visit as a patron."
 - Survey Respondent 2021

WHO DID WE REACH?

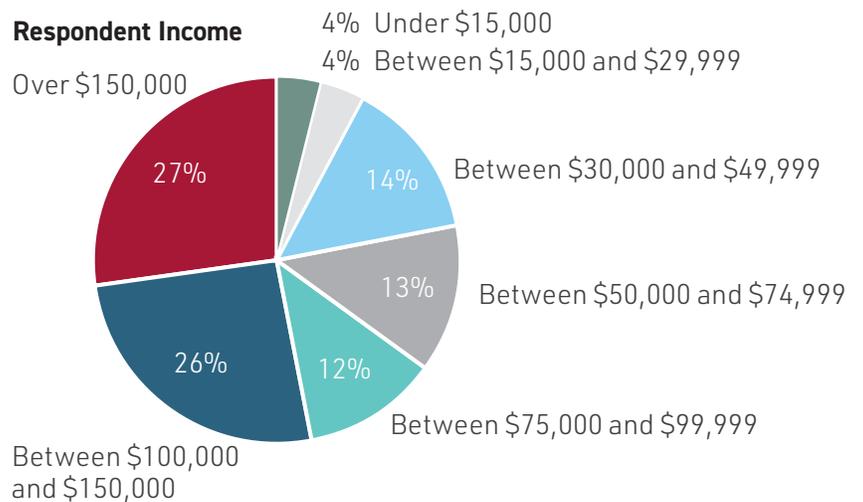
This process included feedback from 227 survey respondents over the course of two public surveys. Demographics of survey respondents were collected to help build a picture of who participated in the process and whose voices might be underrepresented in the findings. Results from this process are one of many data points that will be used to improve future outreach and engagement efforts for CCDC projects.

Survey results indicate that a range of people participated, including residents from many parts of Boise (both renters and homeowners) and that responses approximately reflected the ethnic and racial make-up of the city as a whole. Lower-income households and renters responded at a lower rate demonstrating that future efforts should be designed to ensure a broader participation from these groups who are often underrepresented in survey results.

Respondent Homeownership



Respondent Income



WORKGROUP MEMBERS

The Visioning Workgroup met three times between February and June 2021 and featured broad stakeholder representation from downtown residents, arts and cultural organizations, local businesses, area property owners, local developers, and public agencies. Special thanks to the following individuals for their commitment to the success of the vision.

- | | | | |
|------------------|--------------------|--------------------|---------------|
| Andrew Farias | Jared Smith | Mark Wasdahl | Stephen Hunt |
| Angel Abaya | Jeff Dalton | Megan Stoll | Tracy Crites |
| Cassandra Mory | Jennifer Mauk | Mishel Vanderbusch | Trevor Kesner |
| Cecilia Arritola | Jennifer Tomlinson | Nick Bicandi | Wyatt King |
| Cinda Robbins | Jeremy Malone | Nicole Windsor | |
| David Wali | Jodee McDowell | Paris Dickerson | |
| Deanna Dupuy | Jon Kemman | Russ Stoddard | |
| Dennis McDowell | Karen Gallagher | Ryan Head | |
| Elizabeth Tullis | Karl LeClair | Scott Luekenga | |
| Eric Gilbert | Kim Reeves | Skip Oppenheimer | |
| Heather Lile | Lauren Edson | Stanley A Keller | |
| Izze Rump | Margaret Havey | Stephanie Day | |

Linen Blocks Vision

The vision and values statements for the Linen Blocks on Grove Street were positively received by the public and key area stakeholders. Survey respondents indicated by a wide margin that these statements reflected their overall aspirations for the area.

Through an in-depth public and stakeholder involvement process, our team collaboratively developed the following vision statements that capture the ideas and desires for the future of the Linen Blocks on Grove Street.

Values

ACTIVATE THE AREA

Through the design, programming, and redevelopment of public and private spaces in and along the street, create unbroken blocks of unique activity that encourage local business, district residents, nearby neighbors, and visiting patrons to naturally connect throughout the day, week, and all year round.



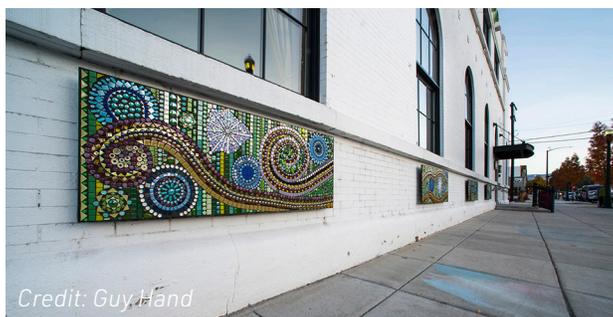
Credit: Guy Hand

INVEST IN INFRASTRUCTURE

Make needed investments that modernize and improve the function and form of Grove Street, with particular focus on sidewalk, street, and utility infrastructure, and adding trees and greenery.

BALANCE MOBILITY OPTIONS

Boost pedestrian and bicyclist travelers' comfort and mobility options, particularly at busy intersections, while maintaining vehicle access to and through the district. Implement a parking strategy that emphasizes public parking, park-and-walk approaches, and reduces the need for parking on private parcels.



Credit: Guy Hand

MAINTAIN OUR LOCAL CREATIVE HAVEN

Encourage and attract creative endeavors and people to Grove Street through development of living, working, and performance space at several scales, including by designing "festival blocks" within the street, and by inclusion of housing and commercial options that help keep the area affordable for an array of residents and businesses.

EMBRACE AND EXTEND DISTRICT IDENTITY AND HISTORY

Build the existing Linen District brand and extend it further along Grove (10th to 16th) by sharing stories of the area's history, strengthening coordinated promotion of area events and activities, encouraging a cohesive look and feel in the area that mixes historic and modern forms, and incorporating interpretive and placemaking elements in and along the street.



Design Principles

The proposed design principles aim to ensure that the Linen Blocks on Grove Street are developed in a way that captures the unique and eclectic feel of the street today while simultaneously activating the streetscape with vibrant and functional spaces that meet the needs of a diversity of users. These design principles were shaped by feedback from the general public, members of the workgroup and were reviewed by public agencies and private land and business owners.



Historic noodle shop



Historic signage



Art mural



Cultural celebration elements

PRINCIPLE 1: INTEGRATE HISTORICAL USES AND FORMS AND CULTURAL STORYTELLING ELEMENTS TO CREATE A DISTINCT PLACE.

- Define and curate a “light industrial” streetscape aesthetic that evokes historic uses and forms and invites exploration of the working class, immigrant, industrial and transportation history of the area. As appropriate, use the “linen” and laundry” symbology to encapsulate the history and district identity.
- Where possible, integrate original forms (e.g., building facades, historic signage) into redevelopment and prioritize adaptive reuse.
- Incorporate storytelling and placemaking elements in and on the street – such as interpretive signage, art, murals or surface treatments – that distinguish the area and create a cohesive “Linen Blocks” identity.
- Utilize unique and context-sensitive streetscape lighting elements that enhance evening and nighttime activity.

PRINCIPLE 2: ENSURE THE STREET IS DESIGNED FOR A RANGE OF MOBILITY OPTIONS INCLUDING WALKING, BIKING, TRANSIT, AND PERSONAL VEHICLE TRAVEL.

- Emphasize accommodations for bikes and pedestrians in Grove Street design and district circulation. In particular, improve and widen sidewalks and integrate dedicated bike facilities.
- Incorporate traffic-calming elements to maintain slower vehicle speeds along the street.
- Ensure that all intersections, sidewalks, curbs and parking are ADA-compliant to create easily accessible public spaces.
- Expand bicycle parking near activity nodes.
- Maintain some on-street parking and loading/delivery zones for local business access.
- Maintain alleyways as functional spaces while also considering approaches that allow alleys and other “between building” spaces to be used as gathering spaces with interpretive elements.
- Connect with existing bike facilities on adjacent street sections to create a “bike boulevard” along Grove Street.
- Create more seamless bike and pedestrian alignments and remove impediments to walking and biking at heavily-trafficked intersections on Grove Street, e.g., at 9th, 15th, 16th, and 17th Streets.



Bicycle infrastructure/pathway. iStock.com/Lanski

PRINCIPLE 3: ACTIVATE THE AREA THROUGH PUBLIC AND PRIVATE GATHERING SPACES, PROGRAMMING, AND EVENTS.

- Maintain the ability for Grove Street to host large-scale outdoor events in and along the street, such as Treefort Music Festival. Include elements of flexible street design to ease street closure, use and permitting.
- Identify opportunities to create or preserve a large flexible outdoor public gathering space that can accommodate a variety of uses including seasonal activities, pop-up events, outdoor markets, events and festivals. Consider ways to allow the space to be locally managed and easily programmed by a variety of entities.
- Consider building set-backs that provide more public space and where appropriate use alley access instead of street front access for deliveries.
- Encourage private development to create and use spaces that interact with the street, such as small-scale plaza entryways, street cafes, storefront awnings and sidewalk market space.
- Maintain and expand programming and events – coordinated among district tenants and near-neighbors – that supply uniquely “Linen Blocks” experiences to residents and visitors.
- Ensure that the streetscape has amenities to support people spending time in the street, for example street seating, shade trees, public Wi-Fi, and restrooms.
- Allow temporary use of surface parking for other uses during off-hours, by agreement with property owners.
- Consider options for developing a small public plaza or park toward the west end of Grove Street.

PRINCIPLE 4: DESIGN THE STREETScape AND PUBLIC SPACES TO SUPPORT AND ATTRACT AN 18-HOUR ENVIRONMENT.

- Integrate flexible, active indoor and/or outdoor spaces within the district that can be used for an open-air market, pop-up trade stalls, outdoor performance events and warehouse-type flexible spaces.
- Create street-level opportunities that allow for shops, services and restaurants to thrive with office and workspace on higher floors.
- Create a more consistent downtown, urban parking environment. Provide parking primarily on-street, in shared lots or in structures. Provide parking that maintains local business access, pick-up/drop-off and delivery areas as well as short- and long-term parking. Encourage conversion of large-scale (half or full block) surface parking to more contributory uses.

What's an 18-Hour Environment?

An "18-hour environment" is an area that is active throughout the day, from early morning into evening and night. Morning dog walks and cups of coffee, work day lunchtime and errands, and evening dining and entertainment transpire at different times. These environments are best supported by elements such as:

- A mix of uses, where hotels and houses, bars, restaurants and cafes, workshops and storefronts, offices and studios, and streets, alleys and plazas are concentrated together. This encourages continuous activity throughout the 18-hour period.
- Housing of various types, including some that especially supports the local service industry workforce and creative class. Housing may be multi-unit developments that offer options for a mix of incomes, or can specifically include live-work space for artists and entrepreneurs.
- Programming and specific spaces that attract and anchor local entrepreneurs, artists, innovators, cultural organizations, tradespeople and light industrial uses - as well as the visitors, clientele and investors who support them.

PRINCIPLE 5: EMPLOY ENVIRONMENTALLY SUSTAINABLE DESIGN.

- Whenever possible expand the long-term viability of the tree canopy.
- Upgrade stormwater management systems to include modular suspended pavement system (Silva Cell), bioswales, permeable pavement, street planters and other blue-green stormwater management approaches.
- Encourage green building design in all new development and renovations.
- Use dark-sky sensitive street lighting to reduce light pollution.



Green infrastructure

Transformative Investment Plan

Implementing the vision for the Linen Blocks on Grove Street will require the collaboration of public and private partners, and both large investors who can bring catalytic projects and small investors, who are willing to start businesses, host events and share their culture and history. Collective will and coordinated investment can drive thoughtful, desirable change that results in a beloved and unique place.

Supported Investments

The following projects and efforts represent ideas identified and widely supported by both the general public and Workgroup members. These projects were evaluated and elevated based on whether they helped implement the vision and would transform the area in accordance with stated design principles. The likely lead or type of partnership for each investment is suggested, and projects that had higher degrees of support from the public and/or the Workgroup are identified.

TOP 5 HIGHLY SUPPORTED PUBLIC INVESTMENTS AND STREETScape UPDATES

- 1 Plant additional shade trees and increase the amount of green landscaping
- 2 Create small mixed-use developments that provide housing, commercial and office uses
- 3 Streetscape improvements including wider sidewalks, improved bike facilities and ADA compliant sidewalks
- 4 Create unique places with large-scale public art and historic signage
- 5 Create daytime and night life activities such as food stalls and public markets



Based on responses to the Linen Blocks Streetscape Design Public Survey, July, 2021.

SUPPORTED INVESTMENTS	Lead/Partner	Identified Public High Priority
Connectivity and Mobility Projects		
Bike and pedestrian facilities improvements on Grove Street	CCDC/ACHD/City of Boise	★
11th Street Streetscape and Connectivity Improvements	CCDC	★
15th Street Streetscape and Connectivity Improvements	CCDC	★
Infrastructure Improvement Projects		
Streetscape investments on Grove Street from 10th to 16th Streets <ul style="list-style-type: none"> • Surface treatments • Seating • Lighting • Landscaping • Sidewalk redesign • Integration of public art and historic elements 	CCDC	★
Stormwater infrastructure improvements	CCDC/ACHD	
Parking investments - Provide parking that maintains local business access, pick-up/drop-off and delivery areas as well as short- and long-term parking through a combination of: <ul style="list-style-type: none"> • On-street parking • Shared lots • Structured Public Parking 	Public Private CCDC	★
Mixed-use development projects with housing units that serve a diverse mix of incomes and are well suited to the creative class.	Private	
Placemaking Projects		
Public Art on Grove between 10th to 16th Streets	CCDC/ City of Boise	
Installation of additional shade trees (street trees as well as on private land) and greenery such as planters, hanging baskets and green walls	Public-Private	★
Small scale gathering spaces or public plazas	Public-Private	★
Large open air public plaza/convertible space	Public-Private	★
District brand and identity materials including art, gateway signage and surface treatments	Public-Private	★
Interpretive historic elements and signage that showcase events, people, and history that shaped the area.	Public	★



Process Recommendations

- Include a historian and artist representation on the design team to ensure that the streetscape design captures the history and culture of the area.
- Involve the Linen Blocks on Grove Street Visioning Workgroup in the design phase of the reinvestment strategy.
- Utilize public-private partnerships to assist with the implementation of the vision – place a particular focus on collaborating with landowners and developers who are willing to assist in creating unique and vibrant spaces that match this vision.
- Seek opportunities and supportive structures to provide affordable housing to this area to continue the legacy of Grove Street as a working class neighborhood.
- Continue to communicate and involve the public and key stakeholders through the design and implementation process.
- Articulate a brand identity for the Linen Blocks on Grove Street.

AREAS WITH HIGH REDEVELOPMENT POTENTIAL

The map below highlights the blocks and parcels adjacent to the Linen Blocks on Grove Street study area that have the highest potential for short-term redevelopment and change. The parking lot south of the Owyhee between 11th and 12th Street is primed for the development of a boutique hotel. The other highlighted parcels do not yet have established redevelopment plans, however investment and change in those areas will likely occur in the short-term future. Areas not highlighted on the map are less likely to see redevelopment and any future investments will require additional partnerships, changes in ownership, or acquisition of additional parcels.



Owyhee Parking Lot - Future Boutique Hotel Site

Key Terms

Linen Blocks on Grove Street:

The Linen Blocks on Grove Street represent eight city blocks along the west end of Grove Street, within Boise's downtown area, with particular focus given to Grove Street itself between 10th and 16th Streets. The study area is located within two of CCDC's urban renewal districts, River-Myrtle/Old Boise and Westside. This study area was given the name "Linen Blocks on Grove Street" in recognition of the historical significance of the Linen Building and to capture the colloquial naming convention that is often associated with this area.

The Linen District:

The Linen District is six square blocks bounded by Main and Front Streets between 13th and 16th Streets in downtown Boise. While the Linen District is included within the bounds of the the Linen Blocks on Grove Street Study area, it represents a unique area. This visioning report does not establish a new "district" nor does it change the definition of the existing "Linen District."

Urban Renewal District:

Designated geographic area where urban renewal funding can be spent and allocated. Boise's Urban Renewal Districts are established through Boise City Council and remain active for funding during a set period of time. CCDC treats urban renewal districts and projects as multi-layered and require a dedicated team with a consistent vision to execute the plan over multiple years or even decades. CCDC projects incorporate a mixture of five key strategies to help achieve the area's vision. These strategies are Economic Development, Placemaking, Infrastructure, Mobility and Special Projects. For more information regarding urban renewal in Boise, visit <https://ccdcb Boise.com/>.

Streetscape Improvements:

A combination of aesthetic, architectural, and functional Improvements to the road, sidewalks and public right of way. These improvements include sidewalk repairs and widening, adjustments to bicycle infrastructure, visual improvements such as public art or green landscaping, ADA compliance, parking changes, and improved transitions between storefronts and the public right of way.



Linen Blocks on Grove Street

REDEVELOPMENT STRATEGY VISION REPORT

