



17TH STREET REINVESTMENT STUDY

BOISE | IDAHO
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Cushing
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Figure 1: 17th Street Reinvestment Study Area



1 | INTRODUCTION

EXECUTIVE SUMMARY

The Capital City Development Corporation (CCDC) of Boise completed the 17th Street Reinvestment Study to evaluate and prioritize public infrastructure investments in the 17th Street Neighborhood. Incentivize private investment in the Study Area is the study's main intent.

Opportunities and Strengths:

- The Study Area's proximity to downtown creates an opportunity to transition into a lifestyle-oriented neighborhood, meaning the 17th Street Area exhibits all the characteristics of a walkable dense urban village but is missing the needed mix of housing and businesses.
- The area is primed for potential redevelopment due to a combination of vacant land and investment opportunities.
- Increasing development pressure exists immediately adjacent to Study Area.
- Current landowners share a strong vision for urban redevelopment and a desire for partnerships.
- Publicly-owned land within the Study Area offers development opportunities.
- The Study Area's connectivity to the city's greenbelt brings commuters and recreational users into the neighborhood.

Needs and Challenges

- To make this a truly mixed use neighborhood, the area needs housing, retail and other gathering places.
- A lack of locally-serving destinations create a pass-through neighborhood.
- The area desires or catalyst projects and associated incentives.
- Neighborhood lacks the energy and vibrancy that is typically created by extended business hours.
- Existing public spaces are designed for passive recreation—the neighborhood lacks active public spaces that facilitate socialization.
- Current city streetscape standards are not satisfied in the Study Area.

Figure 2: Study Area Context and Nearby Neighborhoods



Barriers to Reinvestment

- Public safety issues are perceived and real.
- Large physical barriers including the I-184 Connector and the Boise River limit mobility and connectivity.
- Construction costs continue to escalate.
- Infrastructure:
 - » Stormwater: The stormwater system (subsurface conveyance, river outfalls, infiltration areas, retention/detention ponds) is inadequate for large storm events.
 - » Floodplain: The Federal Emergency Management Agency (FEMA) has designated much of the Study Area as a special flood hazard area, requiring mitigation for development to occur.

» Lighting: A lack of street lighting in the Study Area adds to safety concerns.

Summary of Recommendations

- Implement the city's streetscape standards in the neighborhood, prioritizing the corridors with the highest needs identified as 17th Street and Americana Blvd.
- Create strategies to include public amenities where possible.
- Create public gathering spaces for community activities and events using festival streetscape design standards.
- Improve public safety through street improvements and activated neighborhood standards.

2 | EXISTING CONDITIONS

Neighborhood

The 17th Street Reinvestment Study Area is approximately 44.4 acres within the Shoreline Urban Renewal District and directly adjacent to downtown Boise. The Study Area is bound by the Boise River to the west, Interstate 184 (the Connector) to the north and Americana Boulevard to the south and east.

Parcels in the Study Area are remnants of former industrial, warehousing and transportation activities. Early 20th century development patterns established this area as the end of the train lines, and the land was used as a rail yard. The former urban street grid was broken up by the completion of the I-184 Connector leaving large blocks and small, undevelopable parcels. Much of the area is disconnected from the surrounding neighborhood due to the Connector.

Urban and Architectural Character

Transitional in urban character, the neighborhood varies between dense mixed use downtown buildings to relatively medium or low intensity uses. Surface parking is common to nearly every parcel. Buildings range from small shops, medium-scale retail, offices, and historic industrial buildings, with the tallest building being the firefighter training tower at five stories. Otherwise no existing buildings are taller than three stories.

The area's historical legacy as heavy industrial, auto and rail-centric collection of land uses has continued into contemporary times, contributing to streets with varying building setbacks and frontages, buildings with long blank facades, and generally utilitarian architecture.

Study Area landscapes and streetscapes vary widely, with higher-quality streetscapes, tree canopies, and landscaping belonging to properties that have been developed in more recent years.

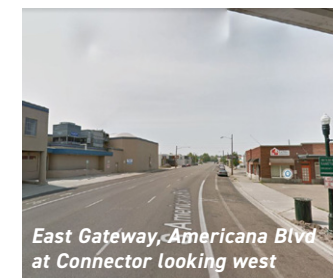
Figure 3: Examples of Urban and Architectural Character



High-character commercial buildings range from new Class B spaces to historical adaptively reused buildings.



Industrial/manufacturing legacy contributes to passive street frontages, blank facades and a vehicle and transportation-oriented mobility network. Greenbelt access shows an attractive entryway into the regional trail system.



Gateways generally lack defining characteristics, with generally more street trees, grass, and landscaping near the river, while hardscaping and more urban/active frontages characterize the eastern gateway.

LAND USE AND OWNERSHIP

Land Use

Both publicly- and privately-owned property occupy the Study Area containing a mix of non-residential uses. There are 34 individual parcels, mostly urban in character, and largely commercial in use, with no residential uses within the Study Area.

Existing office buildings are in the Class B range¹, are typically one or two stories tall and are accompanied by large surface parking lots.

Some existing industrial and manufacturing uses leverage the location adjacent to the Interstate and require transportation infrastructure, including loading zones, garages, and vehicle turnaround area, increasing their footprint.

Ownership

About 8.6 acres of the total Study Area are publicly-owned and 21.6 acres are privately-owned. About 14 acres, or 36.5%, of the area is occupied by roads, sidewalks, or other public rights-of-way.

The City of Boise Parks & Recreation Department is the largest single land owner, accounting for approximately 23% of the total property in the Study Area (not including right-of-way), followed by Idaho Power Company at 11% and Ashville LLC with 8%.

¹ Class B office space is generally characterized by high-quality buildings, management and tenants but may be slightly older than the best and most expensive space in the marketplace. Office classifications vary by market.

Figure 4: Existing Land Use and Ownership Map and Chart

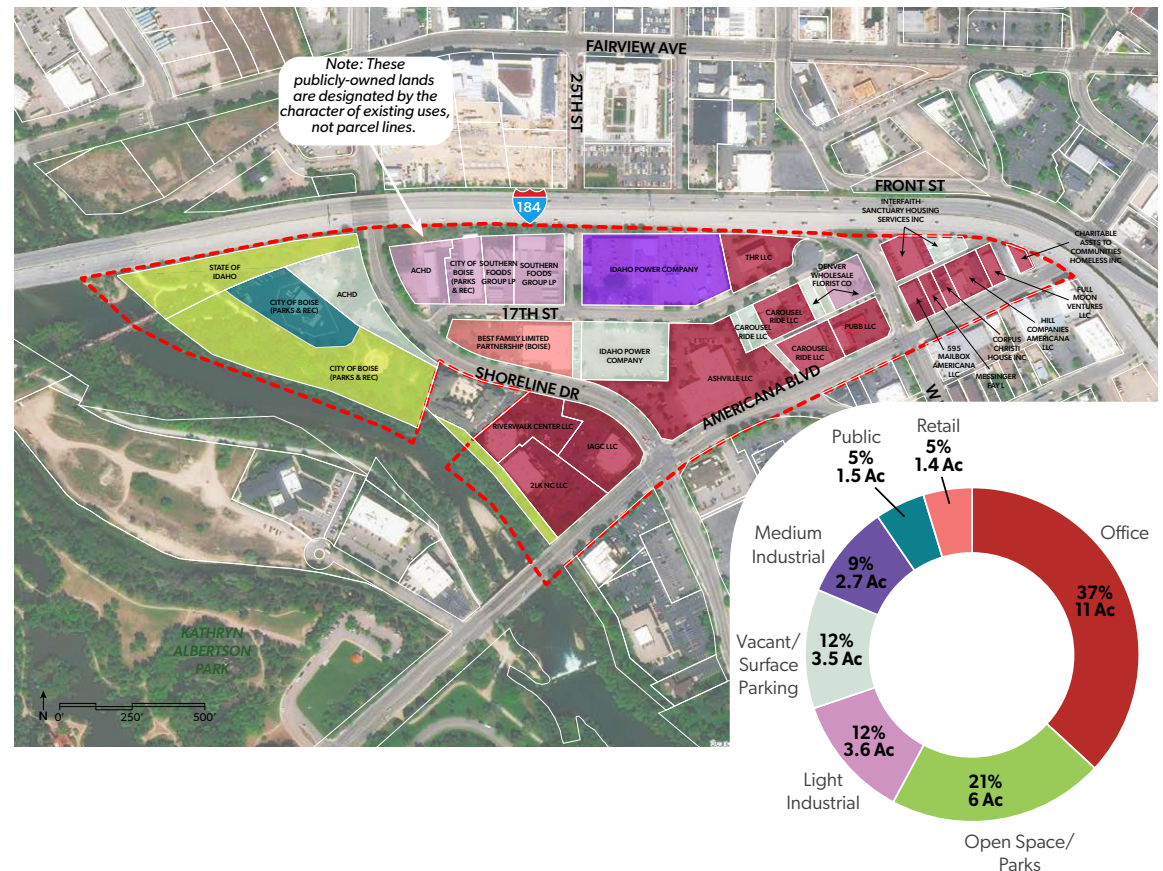


Figure 5: Existing Land Ownership, Developable Land (Excluding Rights-of-Way): Top 7 Largest Land Owners

Top 7 Largest Land Owners	Acres	Percent of Total
City of Boise Parks & Recreation	6.4	23%
Idaho Power Company	4.3	15%
Ashville LLC	3.1	11%
Ada County Highway District	2.2	8%
Southern Foods Group LP	1.5	5%
Carousel Ride LLC	1.4	5%
Best Family Limited Partnership (Boise)	1.4	5%

INFRASTRUCTURE

Stormwater (Fig. 6)

Much of the project area is comprised of impervious surfaces that convey water through curb, gutter, catch basins, or infiltration basins — in some cases directly into the Boise River. The public stormwater system for the area mainly outfalls into the river near the Study Area on both sides of Americana Blvd.

An Existing Infrastructure Assessment performed in 2018 evaluated the stormwater system and found the 48" main line has insufficient capacity for a 10-year event, and it is estimated that the public stormwater system in the Study Area and environs is at or below capacity for a 25-year event. To retain stormwater on-site or within the adjacent right-of-way for infiltration, the public stormwater system requires future improvement. The 2018 infrastructure study recommended a combination of traditional stormwater management methods and newer green stormwater infrastructure methods to mitigate the effects of stormwater in this part of the city. Such improvements to the public system is not anticipated from private development and therefore no effect to private development is expected.

Water and Sanitary Systems (Fig. 7)

Domestic water supply is managed by Suez and the 2018 Infrastructure Study generally found no significant deficiencies to serve existing land uses. The water system is estimated to have a 25 to 90 year life span.

In order to meet fire safety regulations, any proposed increase in development may require Suez water lines to be up-sized to meet domestic fire flows and additional fire hydrants added.

The City of Boise manages the sanitary sewer system and has targeted portions of the system for replacement in the area due to age, including lift stations in or near the neighborhood.

New development would not incur significant costs due to improving or enlarging existing water and sanitary system components.

Figure 6: Stormwater Infrastructure Map

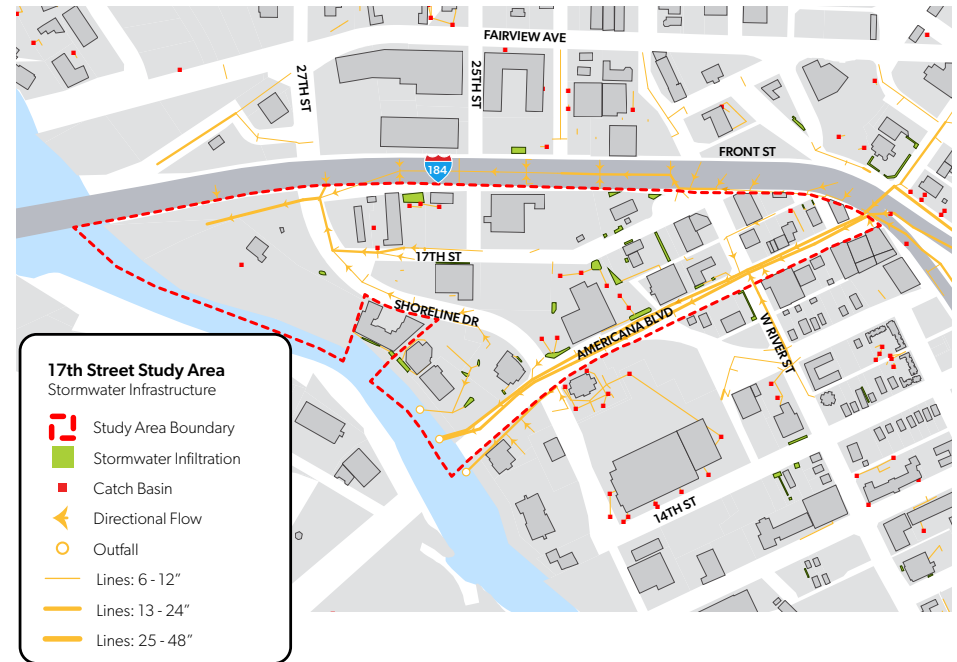
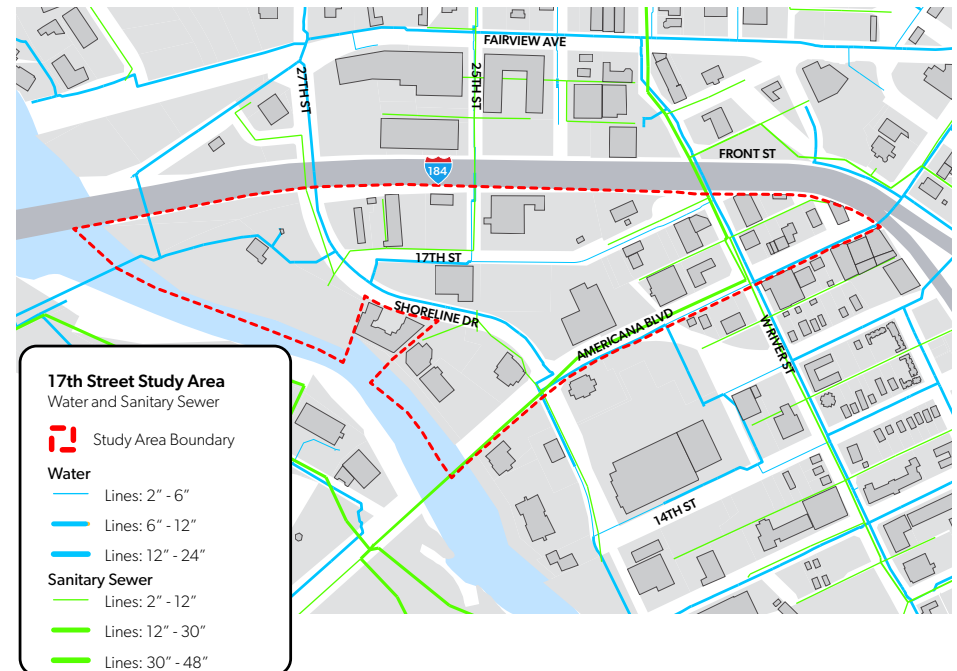


Figure 7: Water and Sanitary Sewer Infrastructure Map



Power and Fiber Optic (Fig. 8)

Idaho Power Company manages the power distribution system within the Study Area. Much of the distribution system is on overhead power lines. Undergrounding these facilities is desirable to accommodate higher-density development within the Study Area. Idaho Power estimates there is currently sufficient capacity to serve existing and future uses, and that the area-wide transmission grid has excess capacity to provide service for an additional two to three megawatts of demand. This additional capacity could serve an estimated 1,000 housing units at an average of 1,200 sf per unit.

FEMA FIRM/Floodplain Management Program (Fig. 9)

A FEMA-designated flood zone with a 0.2% annual chance of flooding exists on several properties within the Study Area.

For redevelopment projects to move forward, an eligible floodplain mitigation measure must occur. According to the National Flood Insurance Program, there are four main types of mitigation methods: raising the base flood elevation, floodproofing (non-residential buildings only), demolition or relocation.

Mobility, Connectivity and Transportation (Figs. 10 –11)

Primary corridors available for accessing the Study Area include Shoreline Drive and Americana Blvd. Current traffic volumes and posted speeds are included in Figure 10.

Figure 11 illustrates the mobility network as it exists through the Study Area. The Greenbelt — a non-motorized, multi-use pathway — provides access to all areas along the Boise River via walking or biking, bringing in recreational walkers and cyclists, as well as commuters to downtown from surrounding neighborhoods.

The historic Railroad Bridge and Americana Blvd offer river crossings with bike and pedestrian facilities.

Notable gaps in the pedestrian sidewalk network are shown in Figure 11, and include the dead-end at the eastern cul-de-sac on 17th St where there is no through access to River St and Americana Blvd.

Figure 8: Overhead Power and Fiber Infrastructure Map

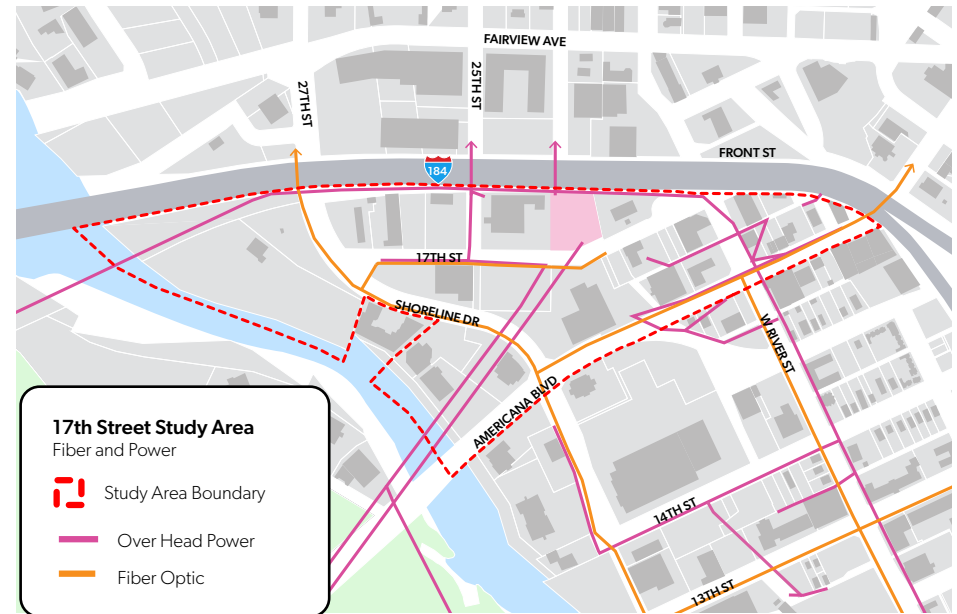


Figure 9: FEMA Flood Hazard Area Map
(Source: FEMA Map Service Center, 2021)



Figure 10: Vehicle Traffic and Speeds

Corridor	24-Hour Vehicle Traffic	Posted Speed
Americana Blvd at Boise River	14,749	30 mph
River St I-184 off-ramp	5,241	N/A, River St SB is 30 mph
Shoreline Dr S. of Americana Blvd	4,285	30 mph
17th St	N/A	25 mph

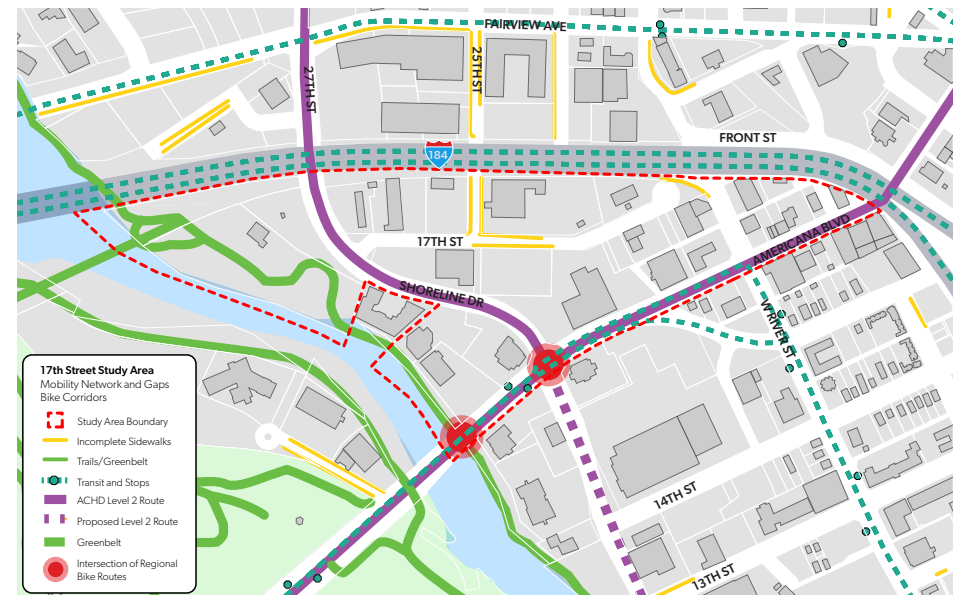
Valley Regional Transit provides bus services to the Study Area via Routes 4 and 5. Route 4 is the main bus route from downtown's Main Street Station to the airport, while Route 5 takes riders from the Main Street Station to Towne Square Mall. Both routes stop on Americana Blvd near Shoreline Dr.

Other Public, Cultural and Historic Amenities

Idaho Fallen Firefighters Memorial Park offers a recreational and cultural respite anchored by the Idaho Fallen Firefighters Memorial, a public square and sculptural garden commemorating all fallen firefighters in the state since the late 19th Century. With Kathryn Albertson Park and Ann Morrison Park across the Boise River from the memorial and accessed via the Americana Bridge, this focal point becomes a popular connection for cyclists and pedestrians crossing town. Its restrooms, water fountains and bike station give passers-by a reason to stop and take a break.

Anchoring the eastern end of 17th St is the Powerhouse building, another historic and cultural amenity. Once used to power homes and businesses across Boise using steam and coal, this visually compelling Romanesque revival structure and carriage house dating to 1912 has been used more recently as an events center and gathering place, and is currently used as a real estate office.

Figure 11: Mobility Network: Transit, Sidewalks and ACHD Bikeways



PLAN AND STUDY ASSESSMENT

Zoning Development Code

Much of the property within the Study Area located adjacent to the interstate is zoned C-3D: Service Commercial with a design review overlay. This zone is intended for activities of a service nature that are more intensive and that may be semi-industrial in character, with a maximum building height of 45 feet. The centerline of Shoreline Drive separates commercial and residential zoning districts with R-OD: Residential Office with a design review overlay to the west of Shoreline Dr. The R-OD district generally intends to buffer high-intensity commercial with higher density residential uses while providing for a mix of uses and building activities. R-OD has a maximum building height of 65 feet.

C2-DD: General Commercial exists north of Americana Boulevard and extends to the mid-block between 17th Street and Americana Boulevard. Max building heights in the C-2DD district are the same as the C-3D district at 45 feet.

A-1: Open Land Very Low Density is applied to river fronting lands owned by the City of Boise. Any redevelopment other than parks, schools, golf courses, or agriculture would necessitate a zone change.

Figure 12: Existing Parking Requirements per District and Use

Land Use	P3 Dist. Requirement	P2 Dist. Requirement
Single family/duplex	2.0 per unit	1.0 per unit
Multi-family	1.0 per unit	0.8 per unit
Retirement home	0.5 per unit	0.25 per unit
Local retail	0.5 per 300 sf	0.33 per 300 sf
Food and beverage	0.33 per 3 seats	0.25 per 3 seats
Personal services	0.8 per 350 sf	0.5 per 350 sf
Hotel	0.8 per room	0.56 per room
Child care	1 per 10 children	1 per 10 children
General office, medical/ dental/veterinary	0.8 per 300 first floor sf; 0.5 per 300 upper floors sf	0.8 per 300 first floor sf; 0.5 per 300 upper floors sf
Manufacturing, light	0.75 per 750 sf	0.5 per 750 sf
Warehousing	0.75 per 2,000 sf	0.5 per 2,000 sf

M-1D: Light Industrial applies to one small parcel at Shoreline Drive and 17th Street and allows for light manufacturing uses with maximum heights up to 45 feet.

Both of these zoning designations allow for more building height, floor area ratio (FAR), or building scale than the development that currently exists in those areas.

The Study Area is entirely within the P3 Parking Reduction Overlay District (see Figure 12 for standards based on land use).

Figure 13: Existing Zoning Districts

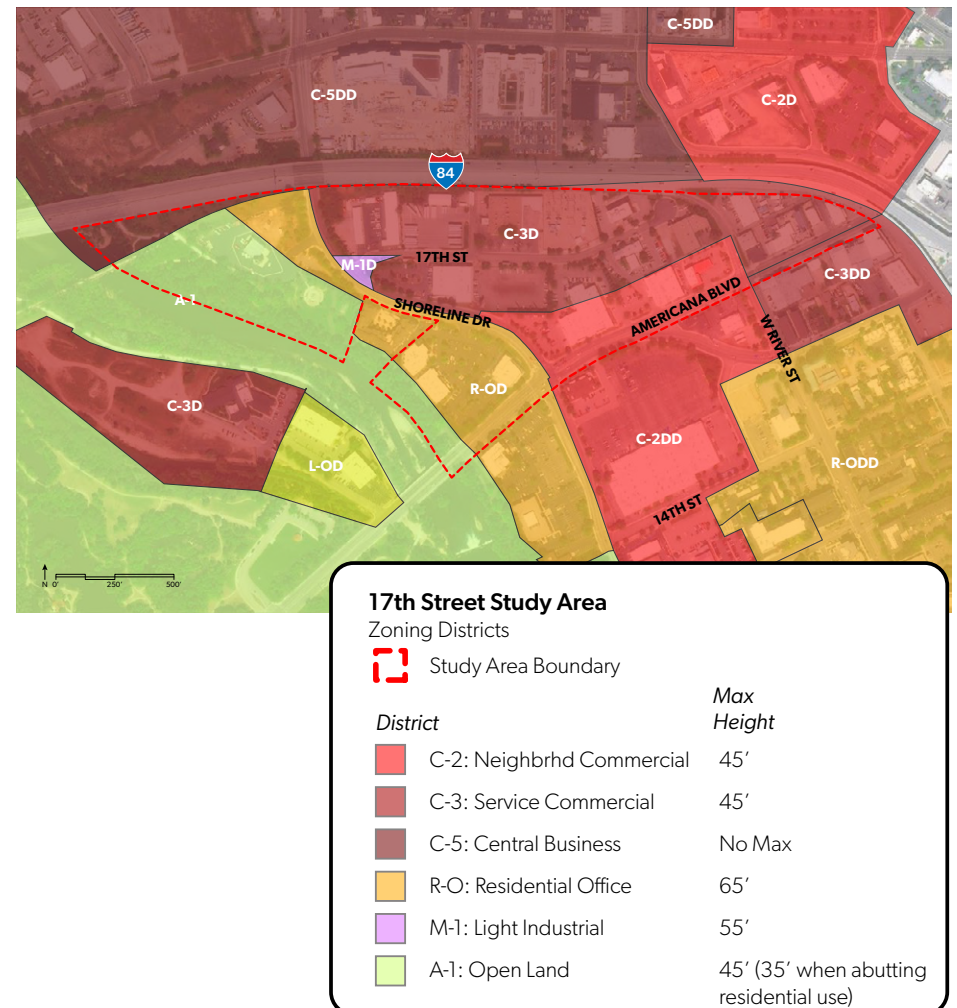
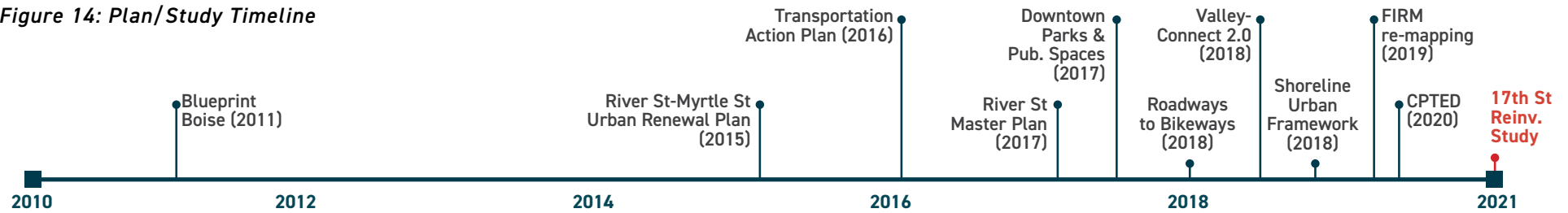


Figure 14: Plan/Study Timeline



Blueprint Boise (2011)

Blueprint Boise is the city-wide, long-range comprehensive plan with goals, objectives and policies that guide the vision for new and existing growth. Blueprint's Downtown Planning Area is the sub-district relevant to the 17th Street Reinvestment Study Area.

Downtown Planning Area Strategies/Initiatives include:

- Increase variety and supply of different housing types.
- Jobs and economic diversification.
- Development of additional services that support downtown workers and residents.
- Look for partnerships and opportunities to develop workforce education through partnerships, incubators, or other creative methods.
- Work to attract creative industries that foster innovative, high-tech or emerging industries.¹
- Eliminate the suburban super block and reinstate the traditional urban block found in downtown core.
- Expand the structured parking system into the district, or through creative shared parking agreements.
- Provide alley access for traditional services, i.e. deliveries and trash collection.²
- Develop multi-modal transportation networks between and through neighborhoods and the downtown core.
- Prioritize transportation networks such as: public transit, bicycle, pedestrian circulation, and personal vehicle.
- Enhance existing pathway and bicycle corridors in order to complete critical

linkages into, through and to adjacent neighborhoods, downtown or recreation.³

- Assist with social housing choices to provide services to under served populations with special needs.
- Expand services to address needs of working-class families including childcare, after school programs, or basic education classes.
- Expand neighborhood amenities to address needs of young families (i.e. playgrounds).

The Blueprint Boise Land Use Map designates the entire 17th St Study Area as General Mixed-Use Land Use category (see Figure 15) which encourages a walkable, dense neighborhood with a mix of activities. Design and character initiatives include:

- Integration of public spaces.
- Incorporation of housing.
- Pedestrian-oriented design.
- Concentration of active uses on the ground floor and at key intersections.

The vision is to reestablish a more urban, smaller and pedestrian scale street grid where possible and where it does not diminish a property's use for other private development or amenities. This would be implemented by:

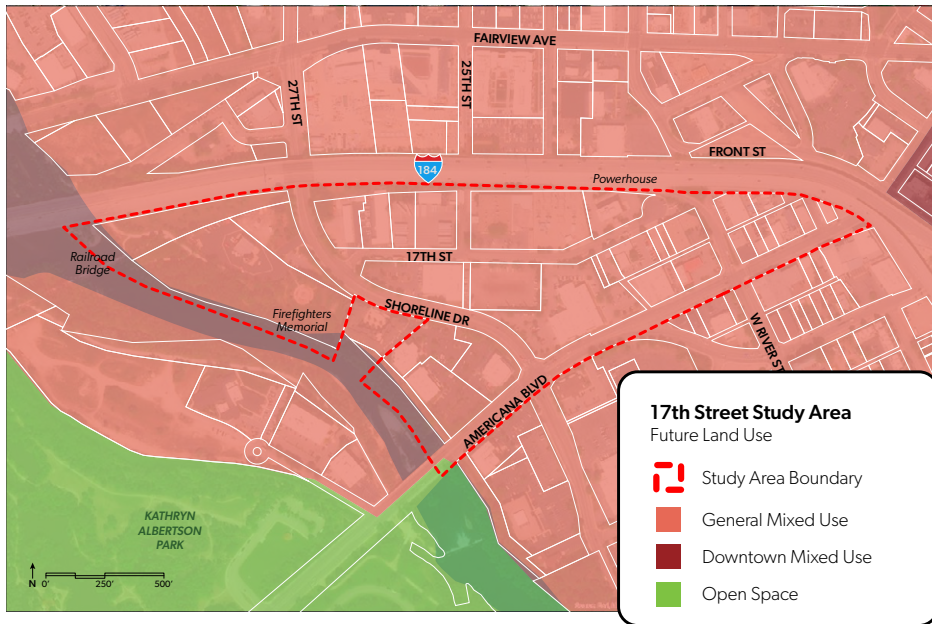
- Establishing robust mobility networks through and across the Study Area to connect local bike/pedestrian network to the Greenbelt and beyond.
- Seeking opportunities to reinvest in projects that create space and opportunities for community amenities.

¹ (References: DT-CCN 1.2; DT-CCN 2.1; DT-CCN 2.2, 2.3, DT-CEA 2.3; DT-ED 1.2 & 1.3)

² (References: DT- 2.1; DT-PRK 1.2; DT-PRK 1.7; DT-PSF 1.4)

³ (References: DT-C 1; DT-C2.1; DT-C 2.7)

Figure 15: Future Land Use (Blueprint Boise)



Transportation Action Plan (2016)

The Transportation Action Plan (TAP) is the City of Boise's plan to develop a modern, well-balance transportation system. The plan is guided by 5 key Mobility Moves:

- Safety For All.
- Walk and Bike to the Store.
- All Ages Bike Network.
- Active Routes to School.
- Park Once.
- Three Best-in-Class Routes .

The TAP vision would generally support the following actions within the Study Area:

- Traffic calming.
- Increase pedestrian safety at crossing locations.
- Increase pedestrian comfort on sidewalks.
- Reconfiguration of one-way streets to two-way.
- Increased transit service.
- Implement low-stress, on-street bike facilities.
- Implement shared public parking.
- Expand east/west connections between downtown and the Greenbelt.
- Reduce block lengths.

- Improve wayfinding so people do not avoid the area.

Valley Regional Transit ValleyConnect 2.0 (2018)

The Growth Scenario forecasts capital and operating costs for transit services needed to accommodate growth in areas including adding "frequent" fixed route service on Shoreline Drive through the Study Area.

Providing transit service to the Study Area will make it more accessible as a destination to a broader service area of potential visitors and residents.

With this expansion of service, transit-oriented development could be supported, alleviating the need for typical on-site parking, freeing up valuable space for other higher and better uses such as housing or mixed-use projects.

Downtown Parks and Public Spaces (2017)

The Downtown Parks and Public Spaces (DPPS) Master Plan guides the vision of future parks, open spaces and recreational areas in the downtown area. The use of parks and open space clearly influences the place-making aspects of a neighborhood. The key policies or strategies of this plan directly relate to place-making strategies for reinvestment in the Study Area:

- Incorporate public art and history.
- Improve informal access points along the Greenbelt.
- Create outdoor community gathering space through a small park or public plaza.
- Improve bike/pedestrian facilities.

The Plan identifies demand in the Study Area for a new park amenity space.

Crime Prevention Through Environmental Design (CPTED) Assessment (2020)

The concept and goal behind CPTED is to reduce opportunities for crime that may be inherent in building or neighborhood design. This assessment researches recent crime statistics relevant to the Study Area, identifies what has and has not worked, and targets strategies to focus resources.

The assessment found that the Study Area saw increased criminal activity in 2020 when compared to the City of Boise. Opportunities exist to redesign the rights-of-ways especially to institute CPTED concepts of natural surveillance/eyes on the streets, higher control of access, territorial reinforcement, and maintenance.

River Street Master Plan (2017)

The River Street Master Plan is a small-area Master Plan for a district that overlaps a large portion of the Study Area. Key findings from this plan include the need for a balance between rapid growth, the neighborhood's history, and the needs of its residents. Key policies or strategies are listed below:

- Infill development on parking lots (1661, 1673 and 1700 W. Shoreline Dr, 806 S. 17th St).

- Look to disperse the social services of the district outside the area, rather than focus concentration of them within the district.
- Additional connection to Greenbelt in mid-point of River Street District.
- Major transformative development is envisioned on large super blocks within the district.
- Mixed use development has been occurring along the Connector, continue to encourage this across the district.
- Seek to densify residential and mixed use along the river and Greenbelt.

A compact, walkable, mixed use environment is envisioned with amenities and housing. The character of the Study Area is currently more commercial with transitional areas that have potential for new residential, particularly affordable housing.

Roadways to Bikeways Plan (2018 Addendum)

The ACHD Roadways to Bikeways Plan aims to improve cycling infrastructure and provide a comprehensive low-stress cycling network throughout Ada County.

Americana Blvd and Shoreline Drive are both identified as Level 2 bikeways through the Study Area. Improvements to both Americana and Shoreline will be needed to meet generally accepted low-stress standards.

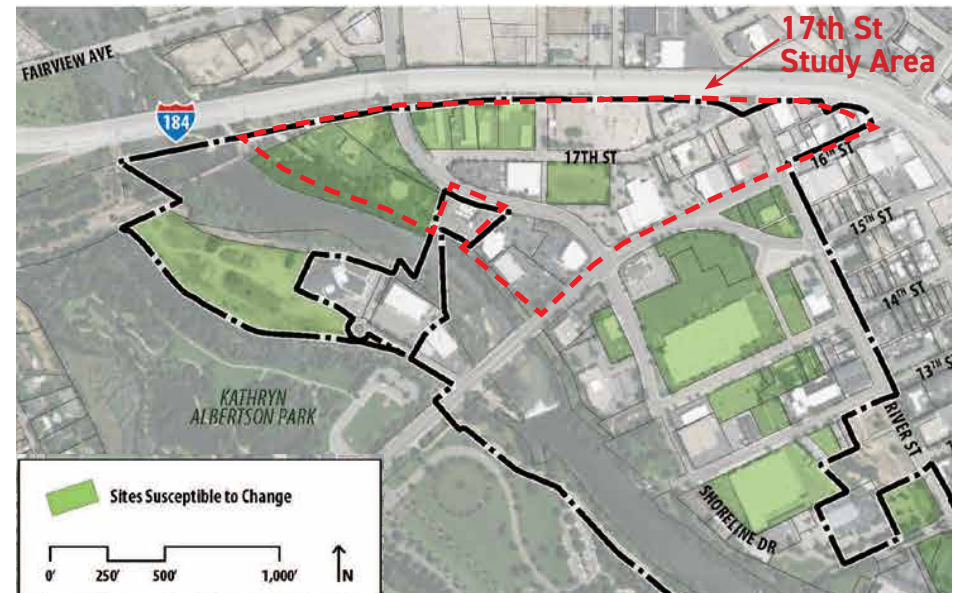
Shoreline District Urban Framework (2018)

The Urban Renewal Plan for the 17th Street Study Area provides strategic projects and investment guidance for the Shoreline District. Many of the policies from the River Street Master Plan and the former River Street – Myrtle Street Urban Renewal Plan (2015) were integrated and updated into the Shoreline District policies and recommendations. Key policies or strategies related to the long-range vision for the 17th Street Study Area are listed below:

- Prioritize mixed use with ground-floor retail, service commercial, office, residential, urban village, and civic spaces for residences, shopping, dining and socializing.
- Envision a major mixed-use project on underdeveloped land that contributes to a dense (50-120 units per acre) urban neighborhood with a variety of housing choices.
- Parking garages are a preferred alternative at areas of future high-intensity development or activity. Surface lots are to be redeveloped.
- Create a network of public gathering spaces into redevelopment plans such as special/festival streets, streetscapes, parks, plazas, and urban open spaces at the neighborhood level to increase values and contribute to placemaking.
- Gateways are desired, particularly where the I-184 Connector frames an entryway on Shoreline Dr and Americana Blvd.
- Desired building height within the proposed 17th Street Study Area varies, however it is envisioned as primarily 3-4 stories toward the eastern edges, along with 6-7 story development adjacent to the interstate.

- Pursue development across all land-uses, and increasing the housing supply and mix. The Shoreline Urban Framework identified “Sites Susceptible to Change”, which are defined as parcels that have a higher likelihood to see investment and redevelopment due to a lack of improvements, vacancy, age of structure, or use. Within the Study Area, seven susceptible parcels were identified, including those owned by the City of Boise, ACHD, and two privately owned surface parking lots.

Figure 16: Sites Susceptible to Change, Shoreline Urban Framework



Downtown Boise Streetscape Standards Manual and Typologies (2016)

The Downtown Boise Streetscape Standards & Specifications Manual provides design typologies for the sidewalk and furnishing zone space within public rights-of-way.

Historically streetscaping investment in downtown Boise has contributed to the success of the City's most visible and public areas and contributes to nearby private investment. People utilize streetscapes on a daily basis, and their design reflects the character.

The existing conditions assessment found that no street in the 17th Street Study Area is fully compliant with existing design standards. The following identifies where such standards apply to streets within the area.

Figure 17: Existing Streetscape Typologies Key Map (CCDC)

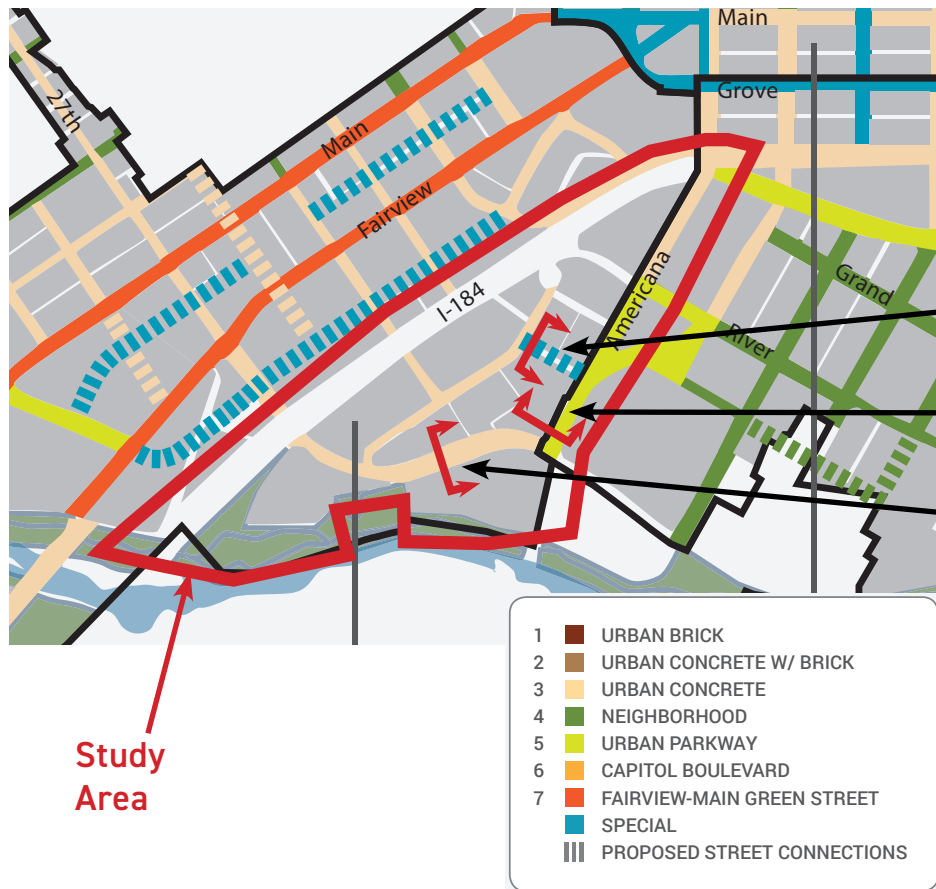


Figure 18: A | Special Streetscape

Special Streetscape: New mid-block right-of-way, 17th St to Americana Blvd



Section A: Special Streetscape, New Right-of-Way

Section B: Urban Parkway, Shoreline Dr

Section C: Urban Concrete, Americana Blvd

Figure 19: B | Urban Parkway Streetscape

Urban Parkway: Americana Blvd

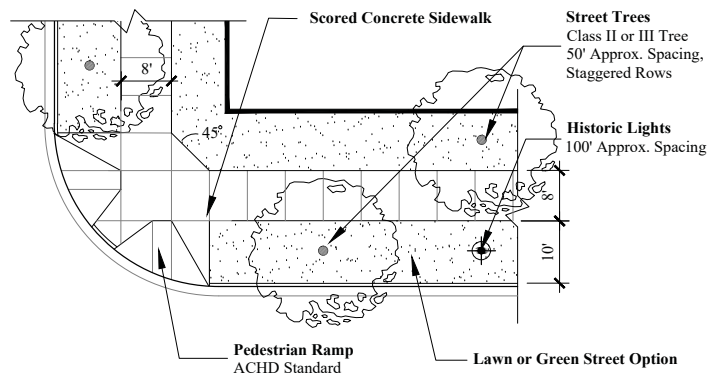
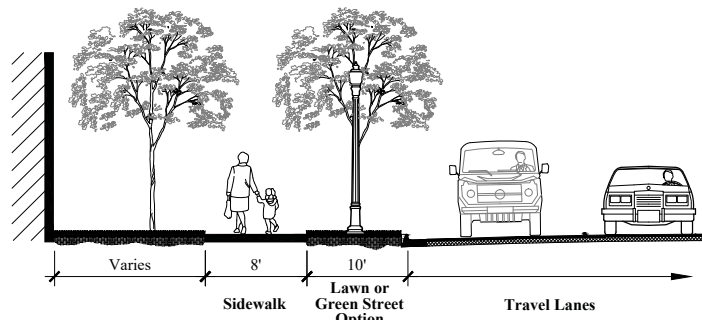
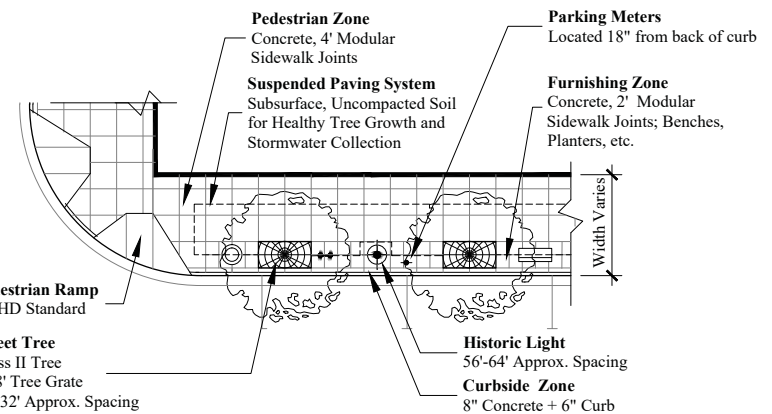
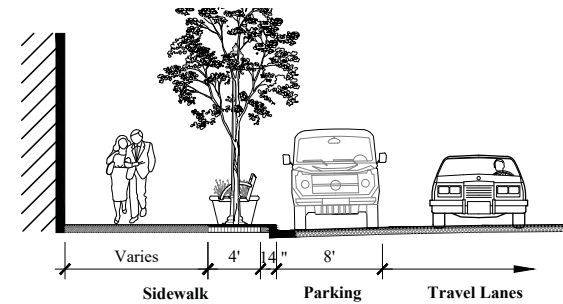


Figure 20: C | Urban Concrete Streetscape

Urban Concrete: 17th Street, Shoreline Drive, 25th Street



3 | STAKEHOLDER INPUT

INPUT PROCESS AND FINDINGS

A series of three stakeholder meetings were held to:

1. Ascertain barriers to investment.
2. Discuss development potential.
3. Provide recommendations for public investment.

Findings from Stakeholder Meeting #1

The introductory Stakeholder Meeting #1 presented findings on existing conditions, discussed recent successes, identified investment barriers in the eyes of the Stakeholders and created a forum to discuss vision and goals.

A shared vision for urban redevelopment among the individual private and public landowners existed in the conversation. Stakeholders discussed that proximity to downtown creates an opportunity to transition the Study Area into a “lifestyle” neighborhood exhibiting all the characteristics of a walkable, dense urban village. The Study Area, however, currently lacks the housing units and business mix necessary to complement downtown. Recent successes include investment on vacant or underutilized parcels to the east and north which established the Study Area as next in line for potential redevelopment. Recent projects on the north side of the I-184 Connector, including Adare Manor and St. Luke’s Surgery Center, proved that housing and institutional uses are feasible.

An assortment of public lands and facilities along the Boise River (owned the City of Boise and Ada County Highway District) offer opportunities for redevelopment if the current uses can be relocated.

The Study Area is well-connected to the Greenbelt, the City’s main bicycle and pedestrian corridor, bringing commuters and recreational activities into the neighborhood.

Stakeholders expressed great interest in pursuing development projects, and are willing to consider partnerships in reinvestment strategies. The aforementioned projects north of the Connector were feasible by development incentives, bonuses or credits. Such incentives also apply within the Study Area to boost similar catalyst project feasibility.

Challenges Identified

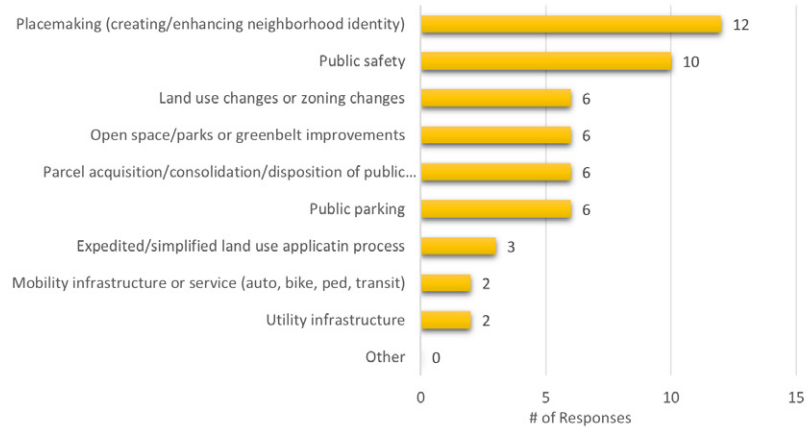
- A mix of housing types will be needed to transform this area into a complete neighborhood, including various unit types, sizes and occupancy models.
- Although the Study Area has strong connectivity to nearby neighborhoods through the Greenbelt, most commuters or recreational bike and pedestrian travelers are not stopping. They pass through due to a lack of area destinations. Mobility and connectivity projects would facilitate navigation for non-motorized transport modes through the Study Area.
- With the exception of some daytime commercial uses, there is a general lack of vibrancy and energy, as businesses close after working hours.
- Most streets within the Study Area do not have complete streetscapes. Some areas lack sidewalk or lighting altogether, which results in safety concerns.
- The Greenbelt, the Fallen Firefighter Memorial and Park, and public restrooms provide a place to gather, yet this area is geared toward passive (unplanned) recreational or small social activities. The Study Area lacks a public outdoor space for special events or larger gatherings.

Findings from Stakeholder Meeting #2

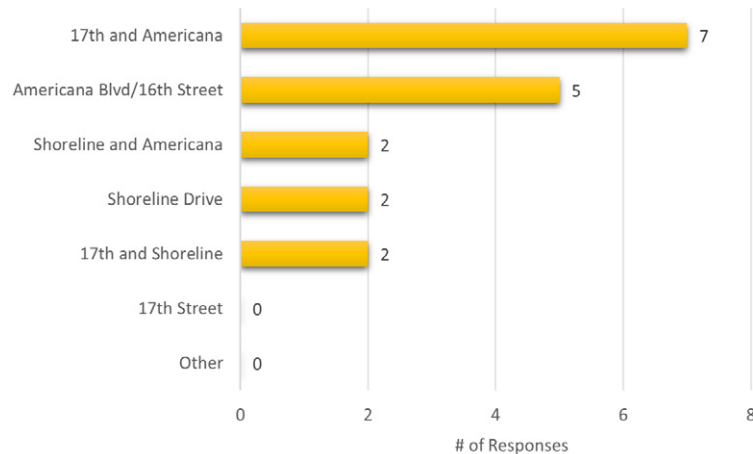
Stakeholders met for the second time to share how closely improvements, participation programs, incentives or future land use and placemaking outcomes align with their vision. Polling topics included General Improvements/Actions, Connectivity/Mobility, Utilities/Infrastructure, Land Use/Incentives and Placemaking.

Poll #1: General Poll

What actions will generate the highest private investment? (Pick 3)

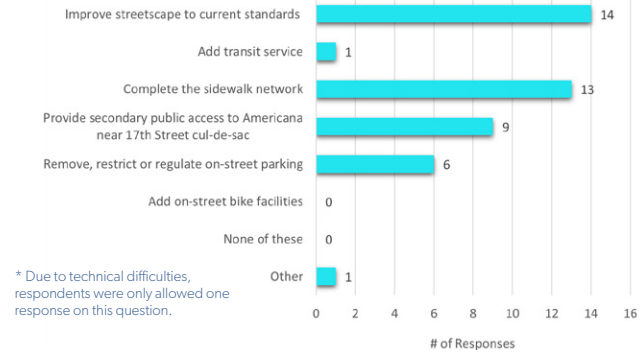


Improvements to which corridor will have greatest impact on investment? (Pick 1)

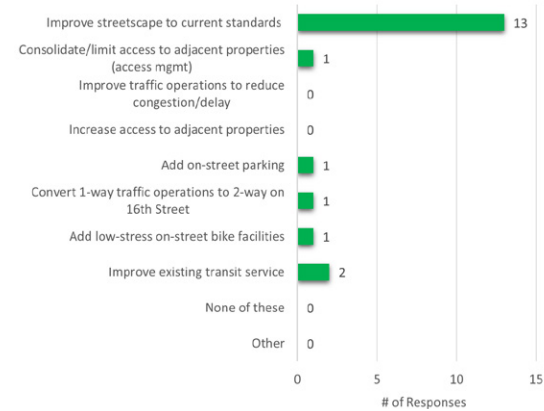


Poll #2: Connectivity/Mobility Poll

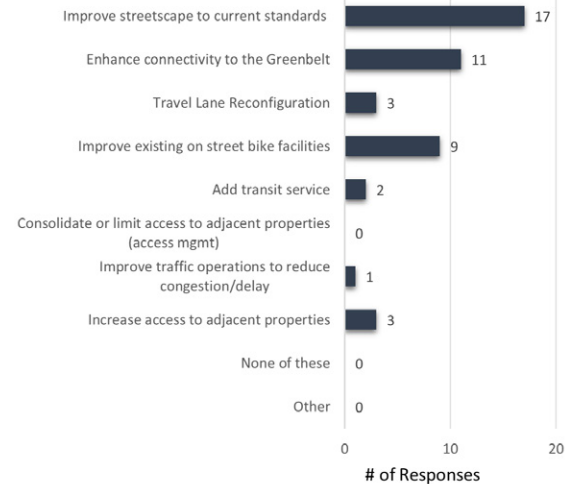
For 17th Street, select your top 3 CONNECTIVITY/MOBILITY priorities (Pick 3)



For Americana/16th Street, select your top 3 CONNECTIVITY/MOBILITY priorities (Pick 3*)



For Shoreline Drive, select your top 3 CONNECTIVITY/MOBILITY priorities (Pick 3)

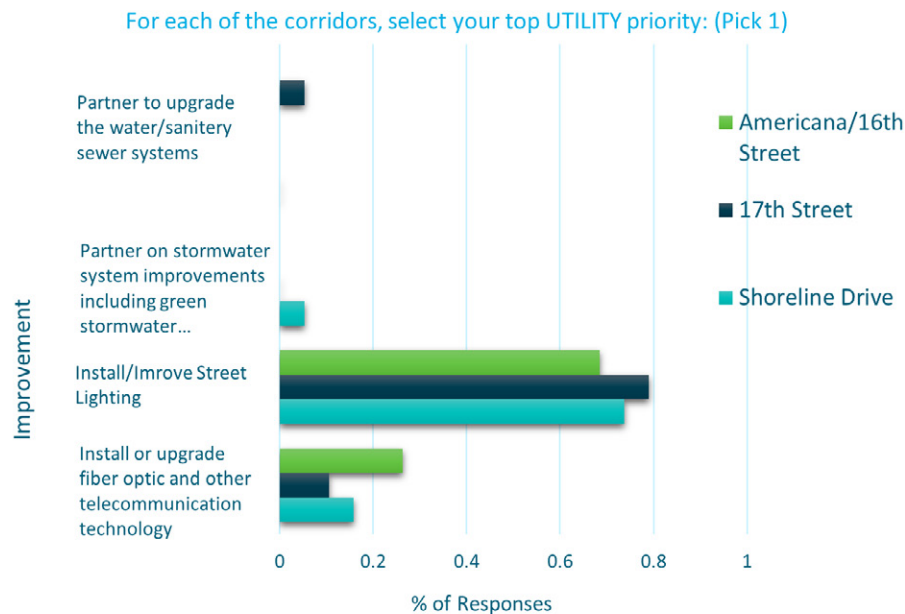


Streetscape improvements rose to the top of the priority list in the connectivity poll, with streetscapes being identified as a way to enhance neighborhood safety. Priorities were focused on greenbelt connectivity followed by on-street bicycle facility improvements.

Stakeholders noted that a future mid-bocck connection from 17th St to Americana Blvd would benefit wayfinding and pedestrian and vehicle circulation. This could be accomplished through acquiring right-of-way, paving, curb changes, and adding sidewalks as part of a "Special" streetscaping typology.

Poll #3 Utilities/Infrastructure Poll

Stakeholders were surveyed on the top single priority as it relates to utilities and infrastructure in the Study Area. The survey posed the question for each of the three main corridors.



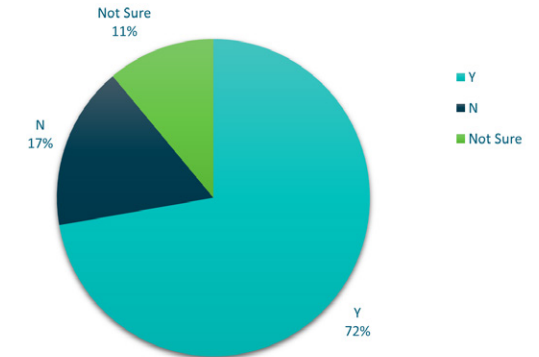
Poll #4: Land Use/Zoning and Incentives Poll:

Stakeholders were asked a series of questions on which incentives, process improvements or changes in regulations might result in greater investment.

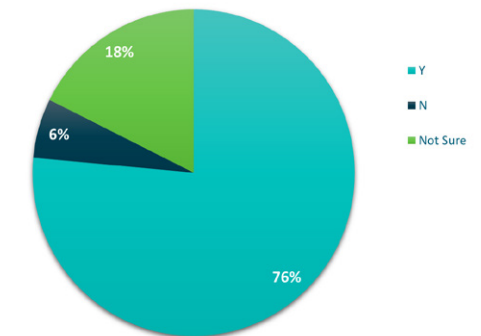
Stakeholders discussed what an increase in land use densities would mean to investment potential, and where and what the resulting height or intensity might look like respective to the surrounding area.

Zoning or density increases should be determined on a case-by-case basis and not across the neighborhood. Taller heights are more desirable adjacent to the Connector, where C-5 zoning exists north of the interstate.

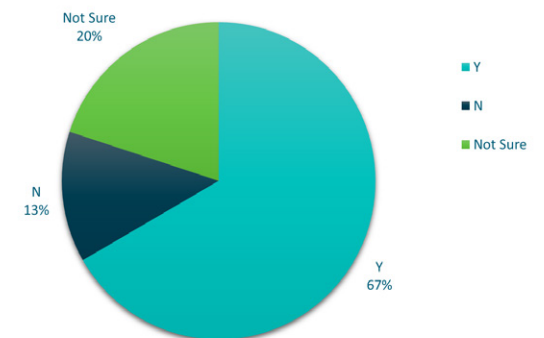
Development Incentives: Would you be in favor of changes to the zoning which would allow for an increase in building height?



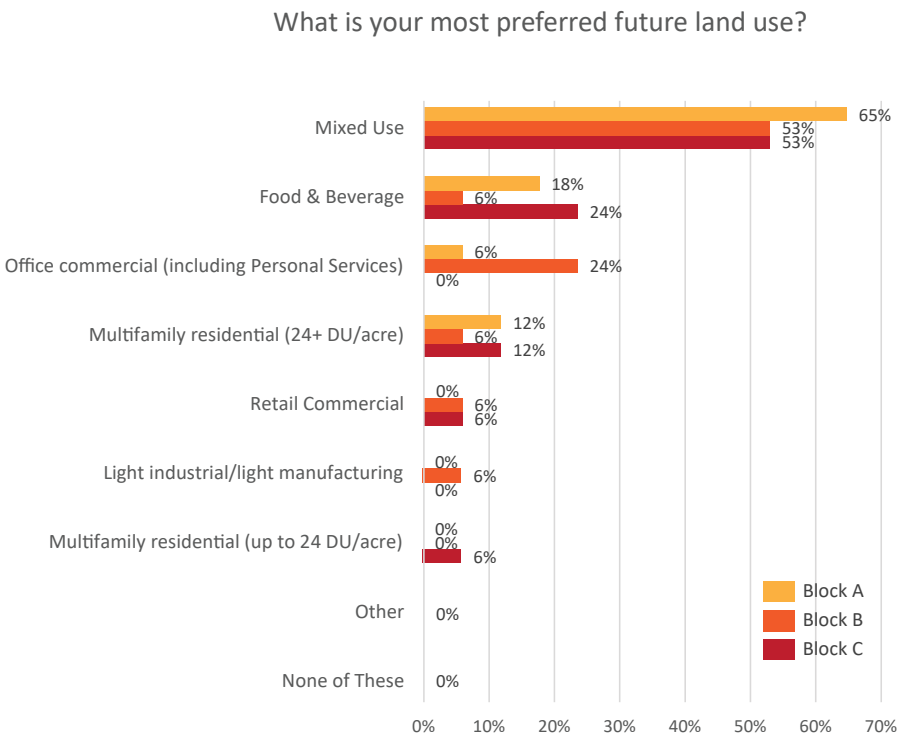
Development Incentives: Would you be in favor of changes to the zoning which would allow for an increase in floor area ratio (FAR)?



Development Incentives: Would you be in favor of changes to the zoning which would allow for a reduction in on site parking requirements?

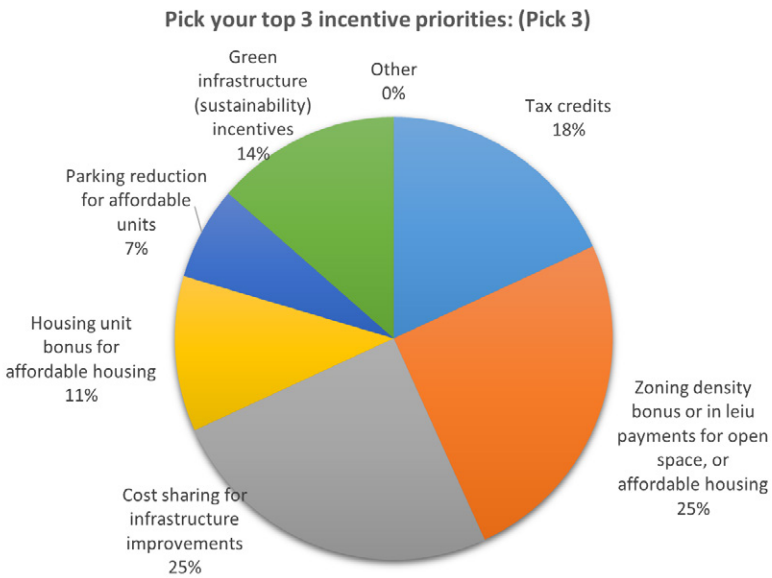
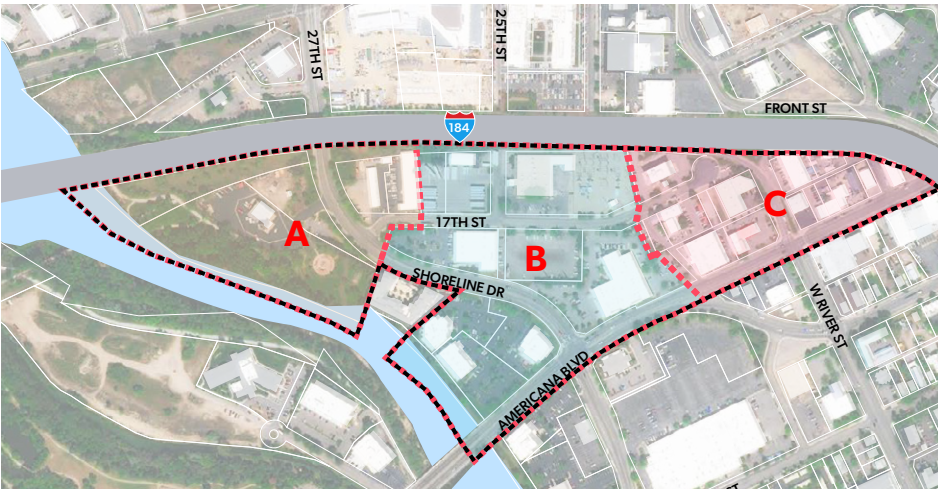


The next series of questions gauged Stakeholders’ priorities for future land uses in three respective zones (Blocks A, B and C) within the Study Area:



Stakeholders expressed a preference for neighborhood amenities which represent hubs of activity (i.e. grocery stores, recreation centers, schools). Concentration of housing was second.

Figure 21: Map of Blocks A, B, and C (referenced in polling)



When asked to select their top three incentive priorities, stakeholders voted fairly evenly among choices given, with cost sharing for infrastructure being the most selected, followed by zoning/density bonuses.

Poll #5: Placemaking

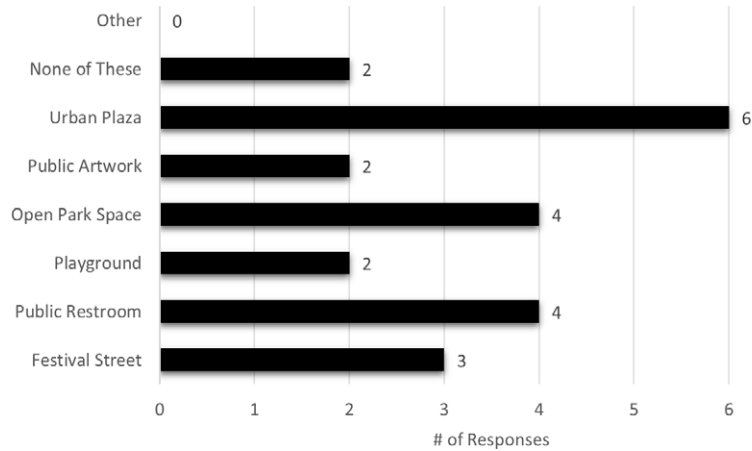
A series of survey questions were asked to prioritize public amenity improvements and subsequent discussion took place.

When asked what public amenities would support future private investment, Stakeholders prioritized an urban plaza for Blocks A and B, and historic or cultural amenities for Block C.

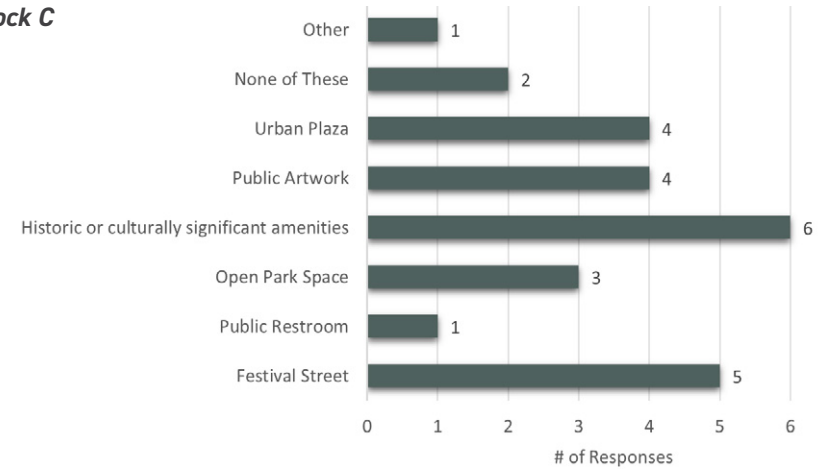
* Other responses were not elaborated upon in discussion.

Q: If space was available, what public amenities/spaces would be most beneficial?

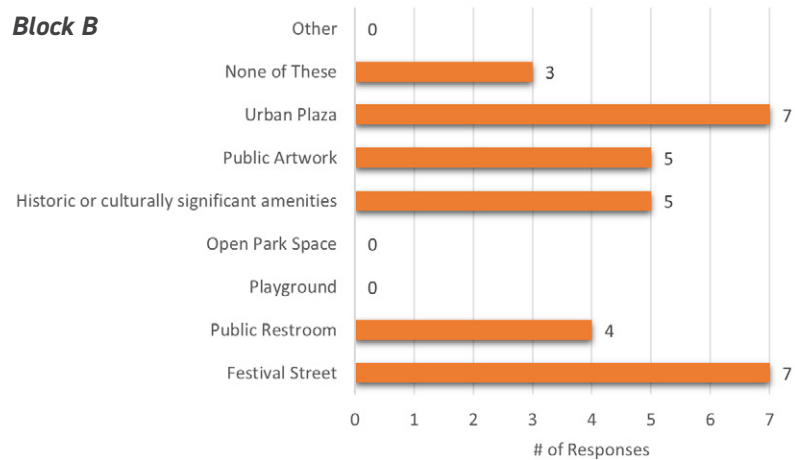
Block A



Block C



Block B



4 | IMPROVEMENT CATEGORIES

CCDC and its partner agencies may implement projects in the following categories to initiate private investment in the Study Area. These general recommendations are based on the existing conditions assessment, stakeholder input and the basic principles of urban renewal.

STREETSCAPING

Streetscaping redesign and installation projects would directly stimulate reinvestment in the 17th St Study Area. Improving streetscaping in the study area has multiple benefits associated with the design and aesthetic of the urban environment, boosting private investment. Relevant benefits of streetscaping include:

- Creating more comfortable pedestrian/bike routes make for safer streets.
- Added pedestrian traffic that will reduce the probability for criminal activity and behavior.
- Improved street lighting keeps the street active for longer hours to help monitor hidden locations.
- More comfortable bicycle lanes (e.g. better striping, wider or protected lanes with parallel parking) offer a lower-stress trip encouraging more people to travel through the area.
- Enhanced shading and environmental cooling by adding street trees that mitigate heat island effects.
- Stormwater infrastructure that infiltrates water runoff into area aquifers rather than being released into the Boise River.

These benefits bring more people to the area and motivate them to stay and either recreate—or when there are retail or food and beverage establishments—spend money on such locally-serving amenities.

Ultimately this makes the district more appealing for people lingering in the area, which in turn adds to the critical mass needed for new business investment.

TRANSPORTATION

CCDC should participate in Study Area projects that make transportation to and from destinations safer and more convenient. These projects include transit improvements (improved bus stop or station amenities), roadway reconfigurations (converting one-way streets to two-ways or eliminating unnecessary travel lanes in favor of parallel parking or protected bike lanes), and pedestrian improvements (wider sidewalks,

completing the missing sidewalk network, or other enhancements).

Direct benefits from these improvements include:

- Safer, more comfortable and convenient pedestrian mobility.
- More efficient vehicle movement.
- Higher pedestrian foot-traffic and activity.
- Improved circulation for all transportation modes (including emergency services).
- Better connectivity to destinations or businesses.

An improved transportation network makes it easier and faster for people to get to a place. Following these recommended improvements, more will choose to shop, dine or recreate in the Study Area making commerce more viable.

Additionally, new right-of-way connections create smaller blocks, which improve circulation for pedestrians, private cars and emergency vehicles. Benefits to new right-of-way connections include:

- Improved safety with additional eyes on the street.
- Reduced travel time and out-of-direction travel.
- Increased visibility from foot-traffic and from vehicles stopping at crossings.
- Increased access to businesses.
- Reduced congestion on the street grid.

All these improvements make an area more inviting to public and businesses, boosting reinvestment.

LAND USE

CCDC supports the City of Boise in developing land use or regulatory incentives to attract investment in sustainable, mixed use development and additionally increasing supply of housing. Incentives will:

- Allow for more buildable area for housing units, which keeps prices down and ensures modest, affordable unit types are available.
- Create a more compact walkable urban form, reducing vehicle trips and adding vibrancy to the street.
- Create opportunities for neighborhood amenities (food and beverage, personal services) that activate the street and attract visitors.

- Allow Study Area residents and workers to take advantage of public transit and walkable land uses and have less reliance on personal vehicles.

PARKING

This study recommends CCDC support the following regarding parking:

- Encourage City of Boise partners to look at revisions to parking regulations (timed parking, location of preferential parking districts).
- Encourage City of Boise partners to work with property owners on parking overlay changes (i.e. changing from P3 to P2 overlays).
- Support the creation of a long-term plan for shared public parking (i.e. parking structure).

These actions ultimately improve reinvestment potential by:

- Allowing for higher vehicle turnover and more frequent visitation.
- Reducing the probability of vehicle camping and overnight stays, said to be a contributor to property damage and crime in the area.
- Incentivizing development by reducing the amount of space needed for car storage and optimizing buildable area.
- Facilitating community access to the Greenbelt, new businesses, nearby parks, and the Boise River.

Improved parking conditions improves access to area shops, restaurants and recreational opportunities, thus improving economic vitality within an area. Shared parking facilities (e.g. parking structures) should be considered as the Study Area development intensifies.

PARKS AND OPEN SPACE AMENITIES AND OPPORTUNITIES

It is recommended to seek and create opportunities for additional public parks, open spaces or other small, accessible gathering spaces. Additional community gathering space has numerous benefits including:

- Reduction in crime due to higher visibility from passers-by.
- Greater opportunities for neighbors to congregate, rest, hold small gatherings, take shade or socialize.
- Contributing to a neighborhood's social appeal, aesthetics, safety and vibrancy.
- Reinforcing sense of place by recognizing existing historic or cultural heritage through art, murals, etc.

Public gathering spaces create opportunities for special events as well as everyday usage. Drawing people to public spaces within an area further stimulates and incentivizes private investment in that area.

PUBLIC SAFETY

Many of the projects CCDC currently engages in provide direct safety benefits to a neighborhood.

Public safety improvements encourage private reinvestment for the following reasons:

- A stronger sense of security attracts more potential customers and keeps them in an area longer, increasing potential spending.
- Better employee retention through safer conditions commuting to and from the workplace.
- Better business relationships between local government, police agencies, employees and business owners.

CCDC should continue to do the following:

- Support partner agencies to implement CPTED projects.
- Through capital improvement projects planning, prioritize projects or areas that demonstrate the highest need for safety improvements.
- Continue to support partner agencies to measure the success of public safety projects on a regular basis.

5 | PROJECT RECOMMENDATIONS

This section identifies near-term CCDC projects and implementation actions that will spur private investment in the Study Area.

Improve the 17th St corridor:

- Install street lighting in dark areas to mitigate public safety concerns prior to comprehensive streetscape improvements.
- Complete missing sidewalk connectivity projects.
- Signalize or enhance connection to Greenbelt at end of 17th St. Include traffic calming as part of the improvements.
- Work with property owners to install historical and cultural site or landscape features to reflect Powerhouse history and anchor the east end of 17th Street.

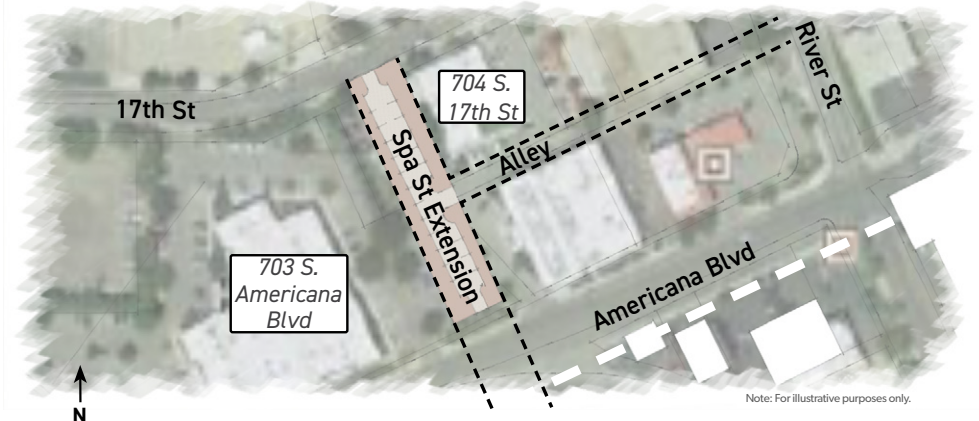
Figure 22: 17th St corridor projects



Acquire right-of-way to complete Spa Street Extension and connection between 17th St and Americana:

- Acquire right-of-way/easements from 704 S. 17th St and 703 S. Americana Blvd and adjust parcel lines
- Design and construct “Special” Streetscaping to activate pedestrian zone to complete Spa St connection.
- Activate the streetscape with public art, murals or other amenity features.
- Work with owners to seek infrastructure improvements, as opportunities to partner arise.

Figure 23: Spa St extension as a connectivity enhancement project



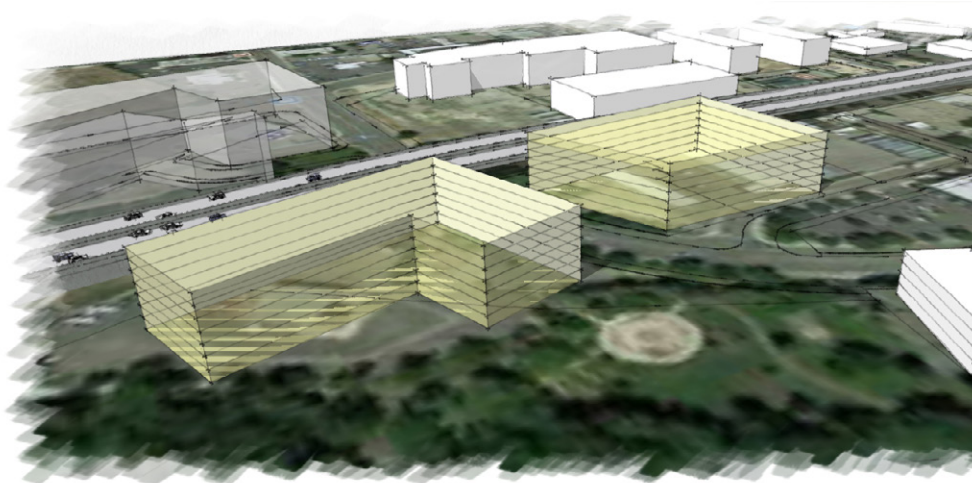
Support the City of Boise to Pursue Incentive Packages:

- Support the City and property owners with potential rezoning from C-3D on parcels along the Connector to C-4 or C-5 districts.
- Support the City and property owners with potential floor area ratio and other density bonuses on parcels along the Connector.
- Support the City and property owners with potential parking overlay district changes.

Support Redevelopment of Publicly-Owned and Underutilized Sites:

- Collaborate with public or other public property owners including the City of Boise and ACHD to redevelop properties near the Boise River to increase housing supply, add amenities and contribute to the tax base. These properties are those identified as sites susceptible to change through the market analysis portion of the Shoreline District Urban Framework plan.

Figure 24: Possible development build-out for publicly-owned sites

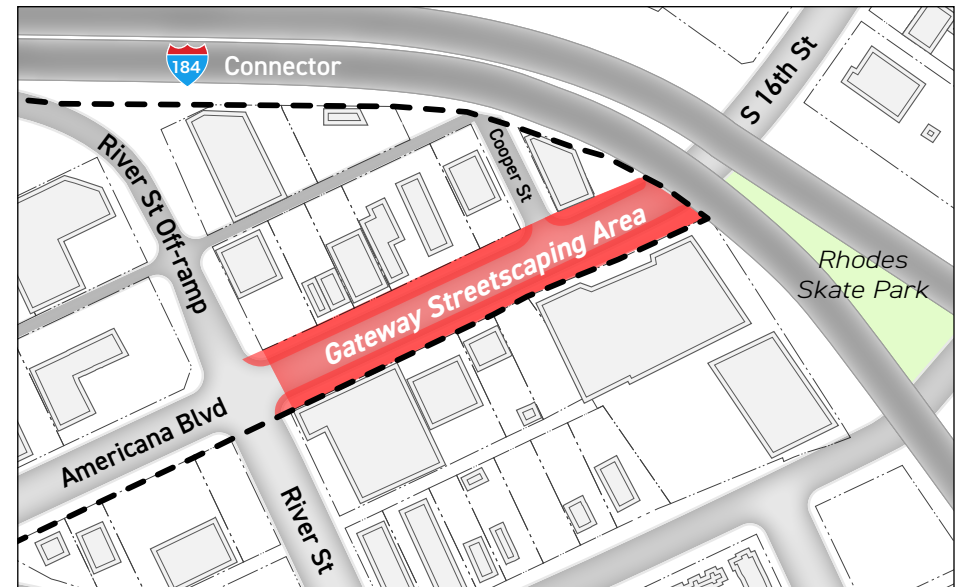


- Prioritize participation in site, infrastructure or streetscaping improvements on public properties in collaboration with future redevelopment.

Americana Blvd Gateway Streetscaping between Connector and River St:

- Work with property owners to prioritize streetscaping improvements including curb/gutter/sidewalk repair, lighting and street furnishings. This one-block section would occur prior to other block sections of Americana Blvd in the Study Area. The streetscape typology for this block is Urban Concrete.

Figure 25: Prioritized gateway streetscaping on Americana Blvd



A | APPENDIX

INVESTMENT IMPLEMENTATION MATRIX

The following is an Investment Implementation Matrix of recommendations that communicates a comprehensive list of projects, partnerships or efforts. The matrix organizes projects or efforts into four categories:

- Connectivity/Mobility
- Utilities/Infrastructure
- Land Use/Incentives
- Placemaking

This matrix identifies candidate projects that were considered as a result of this study. Several of these implementation efforts may be long-term ventures culminating in partnerships from various agencies or organizations. CCDC's involvement may be driven by the Participation Programs found here:

[Link to CCDC Participation Programs](#)

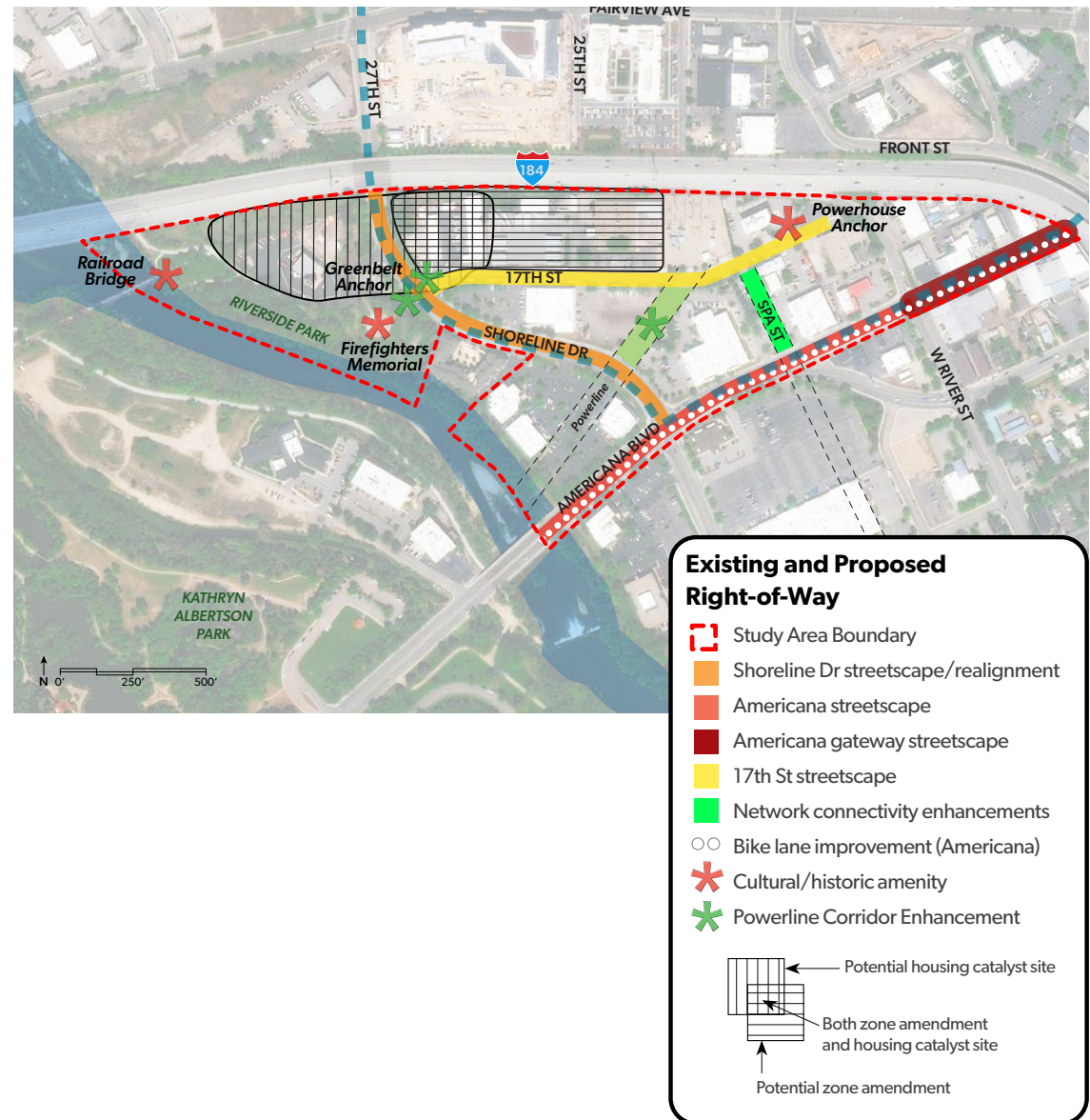
Investment Recommendations are evaluated by:








- **Strategic Timing:** This indicates whether the project may be initiated "prior to development", "with development", "following development" or if it is "ongoing".
- **Cost:** A relative comparison of project cost, generally symbolized as **\$**= up to \$250k, **\$\$**= \$250k to \$1m; **\$\$\$**= over \$1m.
- **Priority Level:** A qualitative method of prioritizing the initiation of a project, determined through a project's constructability and potential to be realized or financed.

The "Partner" column illustrates the agencies or organizations recommended to collaborate on a given effort. It does not indicate the allocation of resources toward a project.

The "Map Icon" column has the corresponding symbol (if the project is applicable to a geographic area) on Figure 32: Investment Recommendations Map.





Figure 26: Investment Recommendations Map





No.	Implementation Objective		Specific Projects	Partners	Strategic Timing	Cost	Priority Level	Map Icon
Connectivity/Mobility								
1	Improve streetscapes.	1a	Shoreline Dr from Connector to Americana Blvd.	CCDC, ACHD, Private developer/ownership	With development	\$\$	Medium	
		1b	Americana Blvd from Boise River to Connector.	CCDC, ACHD, Private developer/ownership	With development	\$\$	High	
		1c	17th St from Shoreline Dr to cul-de-sac.	CCDC, ACHD, Private developer/ownership	With development	\$\$	High	
		1d	New right-of-way, Special Streetscaping mid-block between 17th and Americana Blvd.	CCDC, ACHD, Private developer/ownership	With development	\$\$	High	
		1e	Americana Blvd from Rhodes Skate Park to River St	CCDC, ACHD, Private developer/ownership	With development	\$\$	High	
2	Reconfigure Americana Blvd.	2a	Study traffic to determine if two-way conversion would benefit the flow of vehicles and improve bike/ped safety and comfort. Improve/ widen bicycle lane on Americana Blvd between River St and Shoreline Dr to include low-stress features.	CCDC, ACHD	Ongoing	\$	High	
	Reconfigure Shoreline Dr.	2b	Study traffic to determine if a reduction in travel lanes is feasible. Evaluate options for on-street parking, protected bike lanes, or wider sidewalks.	CCDC, ACHD	Ongoing	\$	Medium	

Key

- **\$**= up to \$250k, **\$\$**= \$250k to \$1m; **\$\$\$**= over \$1m.
- Priority Level: Prioritizing initiation of a project.
- Partner: Collaborating agencies/organizations.
- Map Icon: corresponding symbol to Figure 32: Investment Recommendations Map.

No.	Implementation Objective		Specific Projects	Partners	Strategic Timing	Cost	Priority Level	Map Icon
3	Enhance connectivity to Greenbelt.		Enhanced access point/ crossings/signage or amenity from Shoreline Dr at 17th St, including activating underutilized right-of-way at NE corner of intersection.	CCDC, ACHD	Ongoing	\$	High	
4	Create vehicle and pedestrian connections and enhance the existing network.	4a	Acquire right-of-way from 704 S. 17th St and 703 S. Americana Blvd to create a mid-block pedestrian and vehicle connection; align travel lanes and streetscape through parcel line adjustments or easements.	CCDC, ACHD, Private developer/ownership	With development	\$\$	Medium	
5	Improve existing transit services.	5a	Improve existing transit stops with amenities (shelters, benches).	Valley Regional Transit, CCDC	Future	\$	Medium	—
		5b	Expand transit service to Shoreline Dr. per ValleyConnect 2.0 Growth Scenario.	Valley Regional Transit, CCDC	Future	\$\$	Low	 
Utilities/Infrastructure								
6	Install street lighting on 17th St.		Install street lights where known public safety issues exist even if not to historical light fixture standards	City of Boise, CCDC, Private development/ ownership	Prior to development	\$	High	—
7	Improve telecommunications infrastructure.		Install or upgrade fiber optic and other telecommunication technology.	Private utility providers, CCDC	With development	\$\$	Low	—
8	Underground power lines.		Site-specific, as development occurs.	Idaho Power, CCDC, Private development/ ownership	With or following development	\$\$\$	Medium	—

No.	Implementation Objective		Specific Projects	Partners	Strategic Timing	Cost	Priority Level	Map Icon
9	Partner on stormwater system improvements.	10a	Install floodplain/ stormwater improvements in 'Block A' to enable development.	CCDC, Private development/public or private ownership	With development	\$\$	Medium	See Fig.
		10b	Where applicable, install green stormwater infrastructure.	CCDC, Private developer/public or private ownership	With development	\$\$	Medium	—
10	Seek opportunities to contribute to or fund construction of a parking structure to serve future public needs.		Acquire land on a major transit, vehicle or activity corridor to locate and build a parking structure.	CCDC, Private developer/ownership	Future	\$\$\$	Low	—
11	Partner to upgrade the water/sanitary sewer system.		Site-specific, Study Area-wide.	Private developer/ ownership, City of Boise, CCDC, Public utilities	With development	\$\$\$	Low	—
12	Explore utility/access enhancements for underutilized rights-of-way.		Work with owners of 806 S. 17th St and 703 S. Americana Blvd to partner on utility/access improvements including green stormwater infrastructure within the powerline easement between 17th and Americana Blvd.	Private developer/ ownership, ACHD, CCDC	Dependent on property ownership	\$\$	Low	
Incentives								
13	Amend zoning standards to allow for an increase in density (floor area ratio, height, unit count) where applicable to catalyze reinvestment		Consider zoning amendments (including C-4 or C-5) on developments adjacent to the Interstate I-184 Connector.	City of Boise, Private developer/ownership	Prior to or with development	\$	High	


Key

- **\$**= up to \$250k, **\$\$**= \$250k to \$1m; **\$\$\$**= over \$1m.
- **Priority Level:** Prioritizing initiation of a project.
- **Partner:** Collaborating agencies/organizations.
- **Map Icon:** corresponding symbol to Figure 32: Investment Recommendations Map.

No.	Implementation Objective		Specific Projects	Partners	Strategic Timing	Cost	Priority Level	Map Icon
14	Increase affordable/workforce housing development opportunities	14a	Consider zone amendment on applicable properties.	City of Boise, Private developer/ownership	Prior to or with development	\$	Medium	—
		14b	Expand the Parking Overlay from P3 to P2.	City of Boise	Future	\$	Medium	—
Land Use								
15	Identify and support incentive programs that will meet long-range planning goals.	16a	Identify programs that will incentivize mixed-use development.	City of Boise, Private development/ ownership	Ongoing	\$\$	High	—
		16b	Identify programs that will incentivize destination businesses like food and beverage establishments.	City of Boise, Private development/ ownership	Ongoing	\$\$	High	—
		16c	Identify programs that will incentivize multi-family residential housing to meet affordable housing goals.	City of Boise, Private development/ ownership	Ongoing	\$\$	High	—



Figure 27: Recommendation 12 – utility or access improvements under powerline easements (dependent on property owners)

No.	Implementation Objective		Specific Projects	Partners	Strategic Timing	Cost	Priority Level	Map Icon
16	Install or improve public amenities.	16a	Develop an urban plaza.	CCDC, Private developer/ownership	Future	\$\$	Medium	—
		16b	Include public gathering design features in redevelopment plans.	CCDC, City of Boise, Private developer/ownership	Ongoing	\$	Medium	—
17	Include historic or cultural amenities that would benefit the neighborhood.	17a	Preserve existing cultural/historical resources.	City of Boise	Ongoing	\$\$	Medium	
		17b	Include art in any new public amenities or spaces.	City of Boise	Concurrent with development	\$	Low	—
18	Encourage recreational opportunities on redevelopment sites, particularly near the Greenbelt.		Target Riverside Park for active recreational facilities and uses.	City of Boise	Ongoing	\$\$	Medium	—

Key

- **\$**= up to \$250k, **\$\$**= \$250k to \$1m; **\$\$\$**= over \$1m.
- Priority Level: Prioritizing initiation of a project.
- Partner: Collaborating agencies/organizations.
- Map Icon: corresponding symbol to Figure 32: Investment Recommendations Map.