



# NORTH END *Neighborhood* PLAN



IN PARTNERSHIP WITH



Adopted: Sept. 21, 2021

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We acknowledge the ancestral, cultural, traditional, and unceded territory of the Shoshone, Bannock, and Northern Paiute people on which this neighborhood exists and the current planning process occurred.



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The planning area is represented by the North End Neighborhood Association (NENA), which is registered by the City of Boise as a Neighborhood Association. Organized in 1976, NENA is a nonprofit organization dedicated to preserving the living qualities of the North End. All who live or work in the North End are automatic members. The NENA board holds monthly neighborhood meetings; organizes neighborhood events and volunteer projects; manages the Harrison Boulevard flag program; and maintains connections with City of Boise, ACHD, the school district, and other agencies. NENA activities include the annual Hyde Park Street Fair, garden tours, landscaping for public spaces, Volunteer Days, Holiday House tours, Candle Lantern parade, and others. All meetings and activities are open to the public. NENA publishes a quarterly newsletter which volunteers hand deliver to every porch or front door of the neighborhood. Learn more about the organization online at [www.northendboise.org](http://www.northendboise.org)

# RESOLUTION

Resolution NO. RES-492-21

BY THE COUNCIL

BAGEANT, CLEGG , HALLYBURTON,  
SANCHEZ, THOMSON AND  
WOODINGS

**A RESOLUTION (CPA21-00001) FOR A COMPREHENSIVE PLAN TEXT AMENDMENT TO ADOPT THE NORTH END NEIGHBORHOOD PLAN BY REFERENCE IN BLUEPRINT BOISE; AND PROVIDING AN EFFECTIVE DATE.**

WHEREAS, the North End Neighborhood Plan expands upon the goals of the Boise City Comprehensive Plan ("Blueprint Boise"); and

WHEREAS, on August 3, 2021, the Boise City Planning & Zoning Commission held a public hearing on the Comprehensive Plan Amendment to adopt the North End Neighborhood Plan by reference in Blueprint Boise, and made a recommendation to approve the amendment; and

WHEREAS, on September 21, 2021, the Boise City Council held a hearing and approved by formal motion the Comprehensive Plan Amendment to adopt the North End Neighborhood Plan by reference in Blueprint Boise.

**NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF BOISE CITY, IDAHO:**

Section 1. That Blueprint Boise be amended to adopt by reference the North End Neighborhood Plan, which is attached as Exhibit A.

Section 2. That Blueprint Boise is hereby amended by adding a reference to the North End Neighborhood Plan under the "List of Plans Adopted by Reference," as shown in Exhibit B.

Section 3. That Blueprint Boise is hereby amended by adding a reference to the North End Neighborhood Plan in Chapter 4 - North/East End under the section "Related Planning Documents", as reflected in Exhibit B.

Section 4. That Blueprint Boise is hereby amended by removing reference to the superseded North End Neighborhood Policy Guide in the "List of Plans Adopted by Reference" and in Chapter 4 - North/East End under the section "Related Planning Documents."

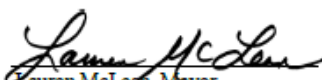
Section 5. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

ADOPTED by the Council of Boise City, Idaho, on October 19, 2021.

APPROVED by the Mayor of the Boise City, Idaho, on October 19, 2021.

APPROVED:

ATTEST:

  
Lauren McLean, Mayor



  
Lynda Lowry, Ex-Officio City Clerk



# THE PLANNING AREA: NORTH END NEIGHBORHOOD



The planning area is slightly more than two square miles. The border streets defining it are partly an administrative convenience, quite arbitrary in some ways. Lowell Elementary School and its grounds, for example, lie “outside” the boundary but are a significant part of the North End Neighborhood; its attendance area extends eastward to 20th Street.

Boise City has 34 such administrative divisions of the city into neighborhood associations, which often serve as planning areas. Each is part of a larger city of neighbors, services, commercial and medical centers, employers, restaurants, Boise River, regional parks, and the Greenbelt. Each is also part of larger systems planned to deliver fire and police protection, education, storm drainage, streets and pathways, capital improvements, public health, libraries, and more.

The North End happens to be one of Boise’s oldest neighborhoods. As such, it is a reservoir of a shared historic identity, memories across generations, a sense of legacy, and a record of issues won and lost stretching back more than a century.

Still, much of daily life in any city is defined by details in the “fine grain” of a neighborhood--the scale by which we walk our pets, wave children off to school, borrow some sugar, bike or walk to a voting precinct, wander over to the park for a picnic, trade surplus iris with neighbors, and sleep in a quiet environment at night. It is the scale in which we expect (not just hope) to feel safe and secure. Much of the plan addresses this “fine grain,” its preservation, conservation, and improvement.



## INTRODUCTION

This document replaces an earlier plan adopted by the City of Boise in 1985, the North End Neighborhood Policy Guide, which was a supplement to the Boise Metro Plan, City of Boise's general plan at the time. In 2011, Boise adopted a new comprehensive plan called *Blueprint Boise*. Since then, several other neighborhood plans have been incorporated into *Blueprint Boise*, and this one and others will follow in turn. Such documents condense goals and objectives as a guide to decision-makers when dealing with change.

The North End Neighborhood Association applied for funding through the City of Boise Neighborhood Investment Program to hire consultant, Agnew::Beck, to assist the city and Neighborhood Planning Committee to manage the process of developing this plan.

As a collaboration between the city and the neighborhood, this neighborhood plan is not intended to contradict or conflict with the comprehensive plan or supersede the authority of Boise's zoning

ordinance or any other laws and standards. More affirmatively, the plan's expressions of the visions and values of neighborhood residents are reasonable guides to all pertinent decision-makers. Because of the enthusiastic participation of people in the planning process, its expressions of appreciation, purpose, worry, and complaint provide opportunities to solve problems and organize projects.

CHAPTER ONE supplies a historical perspective of the “fine grain” of the neighborhood. It appears that the founders and subsequent planners of the growing city generated an environment that present-day residents value highly and wish to preserve. How did this pleasant situation come about?

CHAPTER TWO provides data about the planning area, contrasting it with similar data for the city as a whole. It includes information on population, housing supply, the transportation network and other matters. In the course of 130 years, the neighborhood has absorbed, adapted to, or endured change, but what seem to be recent trends? And are they desirable or not?

CHAPTER THREE details the policy and planning context in which this North End Neighborhood Plan was developed. It summarizes relevant City of Boise and partner agency's plans and policies as they relate to the North End neighborhood.

CHAPTER FOUR condenses the contributions of over 1,000 adults who attended workshops, contributed written comments, and responded to surveys between October 2019 and January 2021. This chapter identifies the themes, ideas, and visions that materialized during each phase of the planning process.

CHAPTER FIVE outlines the neighborhood plan framework, describing the neighborhood's vision for the future, its core values, goals, objectives, and priority projects and actions.

CHAPTER SIX displays each of the plan's six goals and an implementation schedule for each project and action.

It should be noted that the public participation program, which began on October 2019, plowed into the global reality of the COVID-19 pandemic in 2020. The pandemic interrupted the planning process in March 2020, shifting community workshops out of North Junior High School auditorium into online and by-mail formats.

The planning process was managed collaboratively by the City of Boise Comprehensive Planning Division in partnership with a Neighborhood Plan Committee (NPC) composed of representatives from NENA, Boise School District, nonprofits and neighborhood residents at large. City staff prepared a Request for Proposals and with guidance from the NPC, hired Agnew::Beck, a Boise-based consulting firm specializing in public participation. The first public workshop on January 14, 2020 launched the planning process. A second one followed on March 12, 2020. Subsequently, surveys, online meetings and walking tours were used to generate public feedback during the pandemic.

Likewise, the spectacular demand in recent years to call the North End home, along with rising housing costs and increasing property taxes across the city, has forcefully reminded us that no neighborhood in Boise is an island to itself but will require the concerted and allied efforts of the city and the state to bring relief, stability, and solutions.

This document is expected to serve as a planning guide for the next ten to fifteen years. The planning committee is grateful for the hundreds of people who have participated in the consideration of what this plan should say and the policies and project ideas it recommends.







## CHAPTER 1

# THE LEGACY OF THE GRID



### DAY ONE: THE GRID

On a summer day in July of 1863, Boise City's first city planners gathered together in Tom and Frank Davis's cabin on Tom's homestead claim north of the Boise River. The news of the week was encouraging: The U.S. Army was going to build a military garrison at the edge of the foothills near the rugged trail leading to Idaho City and other gold diggings. The Davis brothers and others had left Idaho City in February, considering their prospects better for raising and selling food to the miners than for hunting gold themselves. In the busy months since, they had been building cabins, leveling ground, diverting Boise River water for irrigation, and planting crops. Now the army fort would be another source of demand for food--and much else besides. It was very clear that this place in the Boise River valley would need a town.

Most of the men had come from east of the Mississippi River to follow gold excitements in the west; and many had participated in the platting of mining towns near other gold fields. Therefore, they knew what to do and how to do it. If one of them didn't happen to have a survey chain, the Army certainly did. Their experience was that towns were arranged in rectangular grids.

The men leaned over their table and drew the first plat for Boise City. Main Street was born that day. The path bringing west-bound Oregon Trail traffic into the valley came this way, so the specific location for the street was not hard to decide. It lay on the wagon road more or less parallel to the Boise River and north of the Davis claim. The street was flanked by five blocks on each side. Each block was divided by an alley sixteen feet wide, and had six lots on each side of the alley. The lots were 50 feet wide and 122 feet deep. Depth was important because everyone needed space for the house or cabin or tent, a business, horses, stock, chicken sheds, wagons, storehouses, supplies, and the like. Planners a hundred years later would have identified the land-use as very much "mixed." Between blocks, streets were sixty feet wide, enough space for two-way wagon traffic and the yoked animals pulling them. The group wrote the names of twenty pioneers--many of them in the cabin that day--on the platted lots.

The organizers' plan was to encourage Oregon Trail travelers to settle in Boise instead of continuing westward. The general idea was that the people whose names were on the lots would reserve alternate halves of each lot, 25 feet of frontage, to give to newcomers. All the newcomers had to do was improve the lot; no gold dust required. A house or building qualified as an improvement.

Boise City's first plan and its plat were a huge success. Within weeks, the loosely organized townsite group had to enlarge it to accommodate the newcomers. They could simply extend the existing pattern of lots, blocks, and alleys, in straight lines east, west, and north. Tom Davis's homestead barred the south--already planted with berries, melons, onions, cabbages, corn, potatoes--and then the river. People kept coming, and the plat had plenty of horizon to expand in all the other directions.

By 1867, the territorial government had organized counties. Ada County was named after the newborn daughter of merchant Henry C. Riggs, one





1863 PLAT OF BOISE

of the incorporators and also the one who had proposed the name Boise City for the town. The county grew also, with settlers quickly claiming 160-acre homesteads all the way to the Snake River.

The original grid of ten blocks grew to 140 blocks. The northern edge reached the boundary of the Army's parade ground, and the road next to it became known as Fort Street. The north-south streets were numbered First to Sixteenth. The townsite group, alert to the growing complexity of the town, elaborated on the plan. Optimistic as usual, they reserved blocks for future public buildings--a Territorial Capital, for one, and a courthouse for Ada County.

## TREES

The settlers were immediately interested in trees, both for commercial orchards and for shade and ornamentation of homes. Thousands of fruit trees soon ringed the town plat in the orchards of John Krall, Tom Davis, E.O. Miller, and others. Tom Davis personally traveled to Portland with a sack of gold dust and returned with 7,000 apple trees, which he planted early in 1864. Other orchardists imported trees from Illinois; and many settlers had seeds and saplings they brought with them on the Oregon Trail.<sup>1</sup> Nothing spelled permanence, comfort, and a good-looking town like shade trees. The image of the homes and towns the settlers had left in the east and midwest included trees. Black cottonwood trees were plentiful along Boise River and easy enough to grow, so these were among the first planted. Other varieties were not long in coming. One of the early advertisers in the *Idaho Tri-Weekly Statesman* newspaper, which published its first issue on July 26, 1864, was Philip Ritz, a nursery owner from Oregon. A month later, the paper carried his ad saying that “123,000 trees and plants grown in Columbia Valley Nursery near Walla Walla, W. T., will be delivered to Boise Valley in November. Send in your orders early.” He kept up with his ads and Boise customers for the next ten years.<sup>2</sup> Boise soon had local commercial nurseries as well.

The prevailing tree-planting style for residential streets was a straight line of trees parallel to the road and a sidewalk. A photograph taken about 1893 along Grove Street illustrates the precise pattern repeated thereafter on hundreds of residential streets that became “additions” to Boise when the population grew large enough.

First you have a straight public street and a curb, then a “planting strip” of generous width for trees expected to grow to large sizes, then a sidewalk, then the private front lawn, then the house. One planted trees at a suitable distance from one another in a neat row. This expression of a residential streetscape was a *de facto* prototype for the developers of future north, east, and west side subdivisions that came along in the

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1 Susan M. Stacy, *Tom and Julia Davis, “Some Good Place,”* Boise, Idaho. (Boise: T&J Publishing) p. 1-2.

2 *Idaho Tri-weekly Statesman*, (hereafter IDS), “123,000 trees and plants,” August 30, 1864, p. 2.



Idaho State Historical Society, Photo no. 72-2.8

### GROVE STREET, EARLY 1890s

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1890s. As real estate interests filed their plats of blocks and lots, their preparations for the sale of property included the planting of the trees and assuring irrigation water for them. In this particular photograph, it appears that young trees have been interplanted between the earlier plantings of cottonwoods, which were losing their popularity in favor of maples, elms, oaks, poplar, ash, sweet gum, black walnut, hickory, and others—the trees of memory from back East.<sup>3</sup>

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3 An image of Washington School from 1911 also shows this streetscape pattern. See Idaho State Historical Society Photo No. 63-50.2. In William M. Thayer, *Marvels of the New West* (Henry Hill Publishing: Norwich, CT, 1887) p. 681, Boise pioneer I.N. Coston felt that elms, black walnut, and maples were among the best shade trees.

## THE BOISE CITY ORIGINAL TOWNSITE

With the end of the Civil War, the federal government got around to surveying Idaho Territory, starting in western Ada County at a volcano crater called Initial Point. The survey teams proceeded toward the urban settlement and its plat full of residents and businesses. Technically, all of those folks were squatters on government land. Although the lots and blocks had been surveyed and were providing an environment for progress, lot owners would never have clear title to their land unless and until a government authority filed the plat with the Government Land Office in Boise and received a patent. The settlers did this creatively. Few wanted to have a permanent tax-consuming city government, particularly since Ada County already had a sheriff for law and order. So the voters in 1866 elected people who promised to file the plat with the government and then resign immediately. That plat is called Boise City Original Townsite, the BCOT. (However, a permanent mayor, city council, and taxes were inevitable.) The territorial legislature enacted a law in 1866 designating Boise as a “charter city” and set out its powers and obligations.

Boise Valley was something of a paradise for planners with growth in mind. All the building materials were close to hand: wood from the forest, stone from Table Rock. Or, you could make bricks. Feed for horses. Grazing land for sheep and cattle. Water from the river and streams from the foothills. Wage laborers to work. Enterprising investors. Mines over the hill still producing gold. The military fort a reliable customer twelve months of the year, providing security at the same time. Lovely, healthy climate. Overland trails (the valley road, the emigrant overland road, the foothills road, the Boise Basin road, the warm springs road) in all directions bringing settlers, pack trains, and talent every day. Farmers down-river needing the city’s commercial and business services. Optimism.

At the end of 1863, the population of Boise was 725. One year later, it had grown to 1,658 people: men, women, and 318 children. It looked like the town was going to be permanent.<sup>4</sup>

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4 Merle Wells, *Boise, An Illustrated History*, (Boise: Greater Boise Chamber of Commerce, 1892) p. 22.

It all worked. The BCOT filled up steadily into the 1870s and 1880s. Valley settlers began accumulating wealth from resources of their own enterprise, not just the extraction of gold and timber from nearby mountains. The steadiness became more boom-like as the 1880s gave way to the dawn of 1890, the year Idaho became a state. It was a bursting-at-the-seams scenario, with valley agriculture expanding because of improved water delivery to lands farther and farther from the river. The number of people living in the city limits in the ten years after 1880 had just about doubled. The price of property within the BCOT was so high “that people of ordinary means” had to seek homes outside the townsite, and that was a problem. It was time for more planning.<sup>5</sup>

## THE PIONEERS EXTEND THE GRID

It was up to the original city planners of 1863 to face the consequences of their successful town. They were the same cast of characters whose homestead claims now happened to be adjacent to BCOT: Tom Davis, George Ellis, E.O. Miller, John Krall, and others. Now they were called upon to surrender their fields, farms, ranches, orchards, sheep pastures, and dairies; pressed to transform them for the growing of houses. Again, there was a familiar and logical way to do it. They could simply extend the grid—the lots, blocks, streets and alleys—in whatever directions were reasonably flat and showed some horizon.

The pioneers stepped up, warmly regarded for their willingness to supply real estate. After all, the idea was to “build up the country,” a pioneer goal that had not changed. A news reporter who observed Tom Davis removing his 25-year-old apple trees, said that Boise’s cry for “more room and more houses has made the apple trees quake in their tap roots and prepare to give way for something more needed.”<sup>6</sup>

North of the BCOT, a single “addition” had been platted in 1878, the first and only such city addition (in any direction) for the next decade. This project was an outlier in more ways than one. Dentist Dwight Arnold filed

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5 IDS, August 23, 1891, “How the Capital City Was Laid Out,” p. 7.

6 IDS, September 28, 1889, “More room; more houses,” p. 3.



the plat, but his timing was not propitious for filling it up with homes, as demand was slow at the time and for the next several years. In fact, his plat featured blocks not yet divided into lots. In January of 1880, ads in the paper told the Arnold story: “A residence for sale in Boise City. George James offers his house and block of lands...the house has three rooms, a good well and pump at the door, and the whole block is fenced and approved.” Another seller in 1881 advertised “Block 9 in Arnold’s Addition, a 5-room house and other improvements. Fruits and berries in abundance.”<sup>7</sup> Although Arnold platted streets, many, like 10<sup>th</sup> Street, remained on paper and had not been opened by 1890.<sup>8</sup>

Arnold’s plat had created angled extensions of 8<sup>th</sup> through 13<sup>th</sup> streets, conforming its street orientations with the government’s practice of surveying to the cardinal directions. In this respect, Dr. Arnold tilted the grid for every North End plat to follow. All along the westward course of Fort Street, which ended at Harrison Boulevard, the lots created at the seam joining old and new produced odd-shaped and odd-sized lots. One of them eventually became McCauley Park, a chunk of land where five streets met--16<sup>th</sup>, 17<sup>th</sup>, Harrison, Hays, and Resseguie. It wasn’t the end of such seams. Subdivisions platted farther west dealt with northwest trending State Street and Hill Road in the same fashion.

In 1889, the Idaho Territorial Legislature held a convention in Boise to create Idaho’s constitution, a requirement for joining the United States. The prospect of pending statehood attracted the attention of “outside” people and investors interested in all kinds of new ideas for making money in Boise. In addition to Boise’s growth within the city limits, growth in Ada County also was robust, having nearly doubled from 1880 to 1890. Naturally, rural settlers required attorneys, engineers, lumber, house builders, household goods, churches, shoes, high schools and teachers, musical instruments, transporting of produce to markets, farm equipment, hospitals, doctors, nurses, warehousing, and food staples. Rural growth stimulated urban growth. And now, statehood!

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7 IDS, December 1, 1881, “Special Notices,” p. 3..

8 IDS, April 5, 1890, “City Council,” p. 3.

Among the new ideas and investments, two were particularly pertinent to the north side's progress. One innovation had been underway at the eastern edge of Boise since 1881: the use of geothermal water to heat homes. Then in 1887 a hydroelectric power plant sent the first electricity to Boise street lights in the early morning hours of July Fourth. Electrical power for street cars soon became an attractive possibility. Boise and other investors behind both of these ventures were well aware of the potential for additional profit if coordinated with real estate development and marketing. They created two entertainment centers at opposite ends of Boise, the Natatorium and Pierce Park, the former exploiting hot water; the latter, creating traffic to the west along the valley road (State Street). These provided appealing reasons to buy trolley tickets; and the vast supply of land between the two nodes could supply housing and trolley riders for years to come. Boise's north and west ends were in a direct path towards Pierce Park and just right for trolley service. The street grid meshed well with the goal of short walking distances between houses and trolley stops.

One of the main investors, banker C.W. Moore, built a splendid mansion "to be heated by Artesian" on the warm springs road as a highly visible gesture of faith in his own investments, hastening the moment it would become Warm Springs Avenue in capital letters.<sup>9</sup> Other homes followed. Soon Warm Springs displaced Grove Street as the street of choice for fashionable wealth. At least, for a while.

## THE GRID IN THE NORTH END

Landowners created the additions north of Boise (and elsewhere) beginning in 1889 and steadily into the new century. They sold lots and blocks both to the "working classes" and to those who could afford architects designing for elegance. Along with trees and planting strips as enticements, they dedicated easements in the streets for trolley tracks. Families of all income brackets could see an end to the daily care and feeding of livestock for transportation. For very short walks to a streetcar line and a nickel, people could easily go downtown, to school, to the Natatorium, to Pierce Park, and eventually all the way to Caldwell and back.

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<sup>9</sup> IDS, July 31, 1891, "Something About Buildings," p. 8.

At the end of 1891, the *Statesman*, which relished reporting highly detailed news of “real estate” (and carried its ads), summarized Boise’s progress. On December 12, its headline read, “The Brilliant Prospect that the Future Has in Store for Boise.” The author listed the twenty city additions that had accumulated around the BCOT. On the north side he counted Arnold’s, Resseguie, Andola, Thatcher, Hyde Park, and Brumback.

All the plats extended the 1863 plat model. The template of lots, blocks, and alleys persisted. Street widths of 60 feet persisted. Utility alleys persisted. The dividing of block frontage into ten or twelve 25-foot wide lots, persisted (30 feet wide for corner lots). The parallel arrangement of street, then curb, then tree-planting strip, then sidewalk, then front property line persisted. Developers planted the rows of trees as a selling point. Besides shade trees and streetcar stops, the ads pitched the availability of water, flat or gently sloping ground, and soil good for lawns and gardens. Agents were happy to sell whole blocks, partial blocks, or however many lots one wanted. “Easy terms,” of course, always helped.

With streetcars in mind, some plats varied the grid pattern. The plan for 18<sup>th</sup> Street, a main route, was 80 feet wide. Harrison Boulevard was made 100 feet wide partly as a tribute to the president who had signed Idaho’s statehouse bill, and partly because land developers were “sensing the need for newer fashionable housing” in Boise—which would require a grander-than-average street.<sup>10</sup> An astute pedestrian of today can detect other variations, too. Some blocks did not come with alleys, for example.

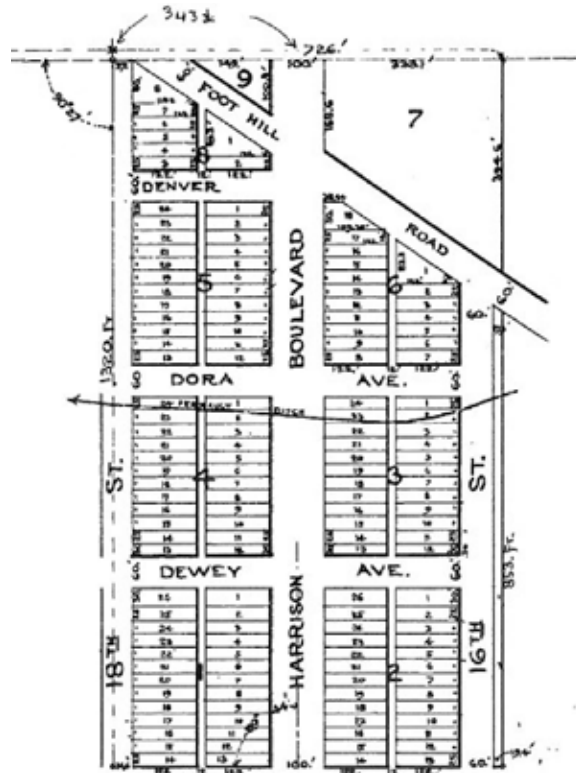
Still, a consistency in the particular rhythms of the grid pattern defined the “scale” of the built environment enabled by that pattern. People building homes very rarely (if at all) purchased only one 25-foot lot. The practice was to buy at least two, the understood minimum for a house. The landowners who filed plats with “partial” blocks were completely confident of the continuity that would follow with an adjacent addition. A century and a half later, our pedestrian can look up or down a street and still see sidewalks and alleys marching through three or four

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10 Shallat, Todd, and David Kennedy, eds., *Harrison Boulevard, Preserving the Past in Boise’s North End* (Boise: Centennial of Statehood Commission and Boise State University School of Social Sciences and Public Affairs, 1989) p. 5.



PLAT  
OF  
**IRELAND ADDITION**  
TO BOISE CITY.  
IN SEC. 34, T.4N., R.2E., B.8M.  
SCALE 200 FT. TO 1 INCH.



IRELAND ADDITION, 1904

subdivisions, their edges matching the same width until they converge at the horizon—just one legacy of the grid.<sup>11</sup>

Fueled by investments in irrigated agriculture in Ada and Canyon counties, the number of farms and people grew substantially. Commerce was brisk. The paper reported on arriving rail freight one day to make the point: four cars lumber, three of shingles, two of merchandise, one of lime, one of furniture, one of beer.”<sup>12</sup>

As the 1890s leaned toward the new century, northside subdivisions included Locust Grove (1892), Lemp (1893), North Locust Grove (1895), and Vaughan (1898.) The next decade brought Ireland (1904), Highland Park (1906), Ellis (1906), Packerham (1907), Elm Grove (1911), Dudler (1912). Ireland, notably, brought Harrison Boulevard to a terminus at Hill Road and matched its existing width. The others did likewise for 17<sup>th</sup>, 18<sup>th</sup>, 19<sup>th</sup>, and 20<sup>th</sup> streets. Dudler’s Addition, a project of the Franklin B. Smith Senior Estate, was platted with the assumption that its streets and alleys would eventually connect with those to the south.

The grid persisted as these plats continued the pattern of streets and blocks as before. The progress of their filling in with houses—or perhaps of not filling in all at once—resembled that of earlier subdivisions. It depended on the

11 In 1896, Boise City passed Ordinance No. 173, which required all sidewalks built in the city to be no less than six feet wide and to conform to other specifications. See IDS, “Ordinance No. 173,” March 11, 1896, p. 3.

12 IDS, June 14, 1891, “Local Brevities,” p. 1.

DUDLER ADDITION, 1912

purpose of the buyers, who might buy to build a house, invest in a partial block, or both. The diversity of housing styles changed with changing tastes as the years went by. Queen Anne's, Colonial and Classic Revivals could be expressed at many price points. When bungalows arrived, a prosperous economy was inviting new construction, so there are many bungalows in Boise. At a high point in 1911, the newspaper called it a "craze."<sup>13</sup> In any given stretch of street, houses might provide a sample of many styles right next door to each other.

13 IDS, April 9, 1911, "Banner Year in Buildings of All Kinds," p. 2.

The project to make Harrison Boulevard the new Knob Hill of Boise succeeded. Like the other posh streets in town, the street was not so posh as to banish cottages from co-existing with the mansions. The grid, its scale and rhythm, and the democratic willingness of trees to grow at the same rate for everyone in public planting strips, account in part for that. Throughout the plats, other land uses soon complemented family life. Churches, schools, corner grocery stores, and a two-block long commercial center on 13<sup>th</sup> Street (Hyde Park) provided various conveniences to avoid a trip to town. At some point, the north end became the North End.

## COMMUNITY ADVOCACY

Once people began to populate the additions, they became neighbors and often found reasons to organize requests or share concerns they had in common. They would meet with the appropriate authority—city council, school board, Ada County commissioners, water companies—and present their case.

It didn't take them long. With the north end population arriving and growing in 1891, "parties wishing to join the fire company in the north end of town... will meet tonight..."<sup>14</sup>

In May 1905, the city council was deliberating on boundaries for a new "curbing district," for which property owners would be assessed a share of the costs for installing the curbs and drains. A group of residents informed the council that they could in no way afford such assessments. The contractor likely to be the one to build the curbs testified that this part of the north end was peopled by "the working classes, for whom the assessment would be a great hardship." The city council took note and removed those areas north of Fort Street from the proposed curbing district.<sup>15</sup>

Under the headline, "Park Proposal is Laid Before the Council," the newspaper in May 1914 reported that 57 property owners had asked the

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14 IDS, Oct. 30, 1891, "Local Brevities," p. 8.

15 IDS, May 26, 1905, "Council Reduces Curbing District," p. 4.

city council “to secure for a park a two-block tract of land” situated in Elm Grove addition. They pointed out that three-fourths of the property “is covered with elm trees at the present time.” A year before, the city had rejected an offer to buy the park for \$10,000, but since then land sales and prices had been falling, so now might be a better time. Walter Pierce, whose syndicate had platted the subdivision, evidently intended these two blocks for a park, as he had provided toilets, swings, benches, and fencing—and planted the trees. The city council put the matter away to study, but the price must not have been sweet enough. Nevertheless, a few weeks later, a social note in the paper said that the Ladies Aid of Emmanuel Methodist church were having their picnic “in Elm Grove” on Wednesday afternoon.<sup>16</sup> It was a park. Another women’s group, the Women’s Relief Corps of the GAR, formally opened the park with a picnic in July 1915.<sup>17</sup> The city purchased the land in 1920 and then annexed the two blocks into the city limits in 1922. It is a good place for picnics.

And so it went. A tradition of neighbors acting together was by no means restricted to the city’s north additions, and the practice of organizing neighbors to get something accomplished persisted into the next two centuries.

## DEFENDING THE GRID IN THE TWENTIETH CENTURY

In the mid-1970s, a time of rapid city growth, the grid itself and the assets it had fostered--shady streets, sidewalks, street connectivity in every direction, diverse families, churches, intact houses of historical significance, the one-of-a-kind Harrison Boulevard, a huge inventory of one-of-a-kind houses, versatile alleys, schools to which children could walk, commercial services nearby, voting precincts within walking distance--came under threat.

The threat presented itself from the foothills north of the neighborhood. Landowners holding thousands of acres were proposing to build

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16 IDS, May 20, 1914, “Park Proposal...”, p. 10; July 12, 1914, “Announcements,” p. 2.

17 IDS, July 2, 1915, “W.R.C. To Open Elm Grove,” p. 7.

thousands of homes that would pour high volumes of traffic down 8<sup>th</sup> Street, and later, Harrison Boulevard, 15<sup>th</sup>, and 9<sup>th</sup> streets. No other path of egress apparently existed. But the projected traffic volumes were likely to require altering the streets. Highway authorities contemplated such ideas as buying right-of-way on the west side of 8<sup>th</sup> Street to “clear the way” for the eventual construction of a street similar to Harrison Boulevard. Houses would disappear along with the trees and the neighbors across the street, not to mention safety and quiet.<sup>18</sup>

Another issue connected to Boise’s 1970s growth-boom conditions was the potential displacement of historic and other houses with apartment buildings, which was technically allowed by the R-2 zoning classification over most the neighborhood. The zone had at one time been seen as an incentive for developers to remove run-down houses as a type of urban renewal and provide the city with higher values. But the neighborhood was rather convincingly restoring and reinvesting in homes. It seemed that R-2 zoning was now an out-of-date solution likely to be more destructive than constructive.<sup>19</sup>

Nobody said, “We must protect the grid.” Rather, neighborhood residents felt that the valuable assets it had fostered had to be protected and preserved. Responding to a constellation of issues -- proposed street-altering volumes of traffic, the zoning problem, the disturbance to “connectivity” -- they organized. They created the North End Neighborhood Association. To deal with the zoning issue, the neighborhood generated 47 groups of contiguous neighbors, each of which paid a filing fee asking the city council to rezone their properties from R-2 to R-1C. In addition, they presented petitions from other neighbors. They argued that the changes would “bring zoning in line with existing land use” and that the existing land use should remain single

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18 IDS, December 7, 1976, Rod Gramer, “Gulch Poses Land Use Dilemma,” p. 1A; and Gramer, “Ada County Seeks Talk on Foothills,” Oct. 21, 1976, p. 9. Another proposal by Albertson’s Corporation to close 17<sup>th</sup> Street in order to create a larger shopping mall along with its new store/remodel, also aroused neighborhood protests over reducing the connectivity of the street system.

19 A map made part of the hearing materials for RZ-21-78 showed the extent of home remodels, which had been encourage by a city low-interest loan program. See Boise City, RZ-21-78.

family homes. When it came time for public hearings, they filled the city council chamber and quietly made their case. And won their case.<sup>20</sup>

The successes of the new association—and the idea that accommodating new growth could be a matter of compromise in order to protect existing neighborhoods—was expressed in its mission to “preserve the living qualities of the North End.”<sup>21</sup> Other Boise neighborhoods sharing the same 1863 legacy of the grid also organized and persist many decades later. Their combined interests helped produce Boise’s Historic Preservation ordinance in 1979, which established standards for preservation and a Historic Preservation Commission with a staff to evaluate proposed changes. Today, Policy NE-C in the city’s general plan *Blueprint Boise* says: “Street Classifications: Avoid upgrading local streets and collectors in the North/East End to higher classifications to accommodate development in the foothills.” The neighborhood persisted.

## THE GREAT PAUSE OF 1920 TO 1945

The territory embraced by the North End Neighborhood Association (and this planning study) includes its “northwest corner,” lying roughly between Irene Street and Hill Road, and between 20<sup>th</sup> and 28<sup>th</sup> streets. Here, because of the sweep of national and global events and a slow-down of irrigated agriculture expansion in Southwest Idaho, the once-steady additions to the city limits simply stopped for more than twenty years—a very long pause. Areas adjacent to city limits remained agricultural or a variant of suburban agricultural.<sup>22</sup>

At the end of World War I, Idaho faced a depression because of severely reduced agricultural commodity prices. In the ten years after 1920, Boise added exactly 152 people to its census. Ada County did some better,

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20 Boise City file RZ-21-78. The city council approved the rezone on October 10, 1978. A complex case, the rezone requests also included changes of zone from R-3 to R-2 and R-3 to R-1C, requested by additional groups of neighbors.

21 See inside cover of this document for a description of recent North End Neighborhood Association activities. See also its website [northendboise.org](http://northendboise.org).

22 See Jim Duran, *Central Bench History* (Boise: Central Bench Neighborhood Association sponsored by City of Boise Neighborhood Reinvestment Grant Program, 2016) for a general history of its suburban and agricultural evolution.

# Boise City and Urban Area Population, 1863 - 1980

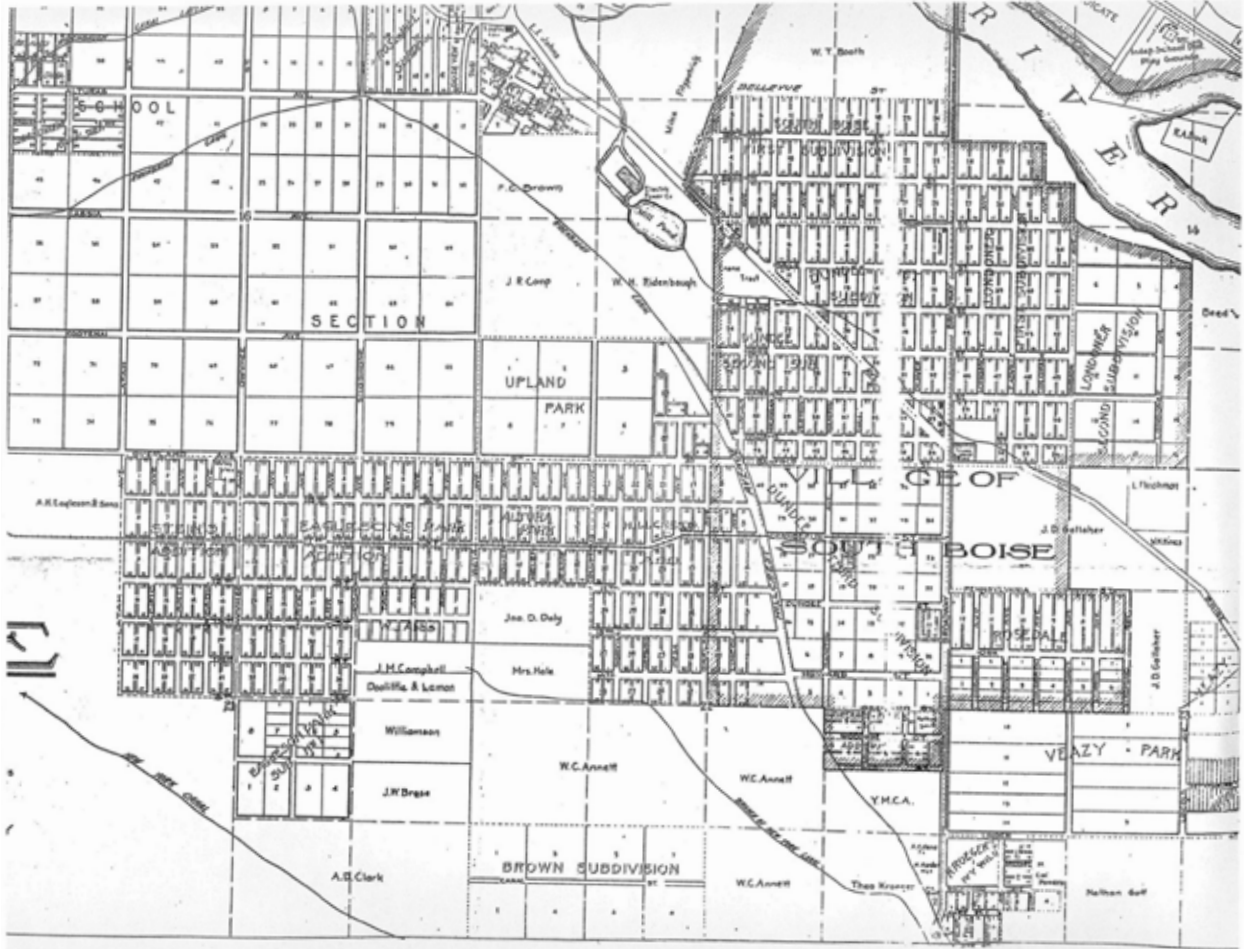
	CITY LIMITS	INCLUDING ADJACENT URBAN AREA	BOISE URBAN	ADA COUNTY
1863 (September 23)	725			
1864 (September 10)	1,658			
1870 (June 1)	995			2,675
1880 (June 1)	1,899			4,674
1890 (June 1)	2,311	3,391		8,368
1890 (September 19)	4,026			
1900 (June 1)	5,957	7,207		11,599
1910 (April 15)	17,358	21,365		29,088
1920 (January 1)	21,393	23,887		35,213
1930 (April 1)	21,544	27,236		37,925
1940 (April 1)	26,130	38,595		50,401
1950 (April 1)	34,393	56,487	50,443	70,649
1960 (April 1)	34,481		70,414	93,460
1970 (April 1)	74,990	97,752	85,187	112,230
1980 (April 1)	102,160	154,735	134,848	173,036

CENSUS FIGURES ILLUSTRATE A PAUSE IN  
THE GROWTH RATE IN BOISE CITY FROM  
1920 TO 1940

adding 2,712. With the 1930s, the nation contended with the Great Depression. For Boise, it was another decade of stagnant growth and severe difficulties for many families. Without significant demand, land prices collapsed. In the 1912 Dudler Addition, where its east-most blocks had annexed in 1922, one couple acquired a pair of lots in 1931 for a consideration of ten dollars.<sup>23</sup> Things were so desperate that those living in the annexed blocks asked to be de-annexed from the city in 1932. They

23 IDS, February 21, 1931, "Real Estate Transfers," p. 7.





1917 MAP, BOISE BENCH AREA

knew that Consumer's Water Company would be charged "an excessive tax as a public utility" serving inside the city limits, and they hoped to avoid having the company pass the tax onto them, the in-city users.<sup>24</sup>

Hard times did not inspire would-be developers or homeowners to seek annexation to the city; there seemed little point to it. Boise was still a "charter city," created by the Idaho Territorial Legislature in 1866.

<sup>24</sup> IDS, November 23, 1932, "Routine Business Holds Attention of City Council," p. 4. The residents failed, partly because the city's status as a charter city gave such power to the legislature, not to the city. See IDS, January 11, 1933, "Seek Release," p. 4.



Annexation procedures required that property owners request it via petition or by a special election.<sup>25</sup> No such requests seem to have materialized in the North End.

Recovery in the late 1930s brought improved conditions, but house-building stalled when the United States entered World War II. During the war, the federal government controlled lumber and other construction materials, diverting them to the military war effort. Some people managed to build homes but they were few; and the creation of new plats (or replats of existing ones) on the north side was negligible.

## THE NORTHWEST CORNER GOES ONE ACRE

Northside landowners looking for buyers in the down-trending 1920s could not have forecast how long the Pause was going to last. Rather, they adapted new strategies to deal with the 1920s slowdown, one they hoped would be temporary.

Two Boise maps set the scene. A 1917 map shows the city limits and the plats that existed both in and outside of the city. Note that the Bench landowners south of the city had platted a wide swath of orchard and garden lots ranging in sizes up to twenty acres.<sup>26</sup> The Annexation History map shows that after Elm Grove Park and the Dudler's small annexations, the city boundaries in the North End remained static until 1950. The pastureland in the northwest corner was under the jurisdiction of Ada County for the duration of the Great Pause.<sup>27</sup>

The two largest landowners in this corner were Packenham and F.B.

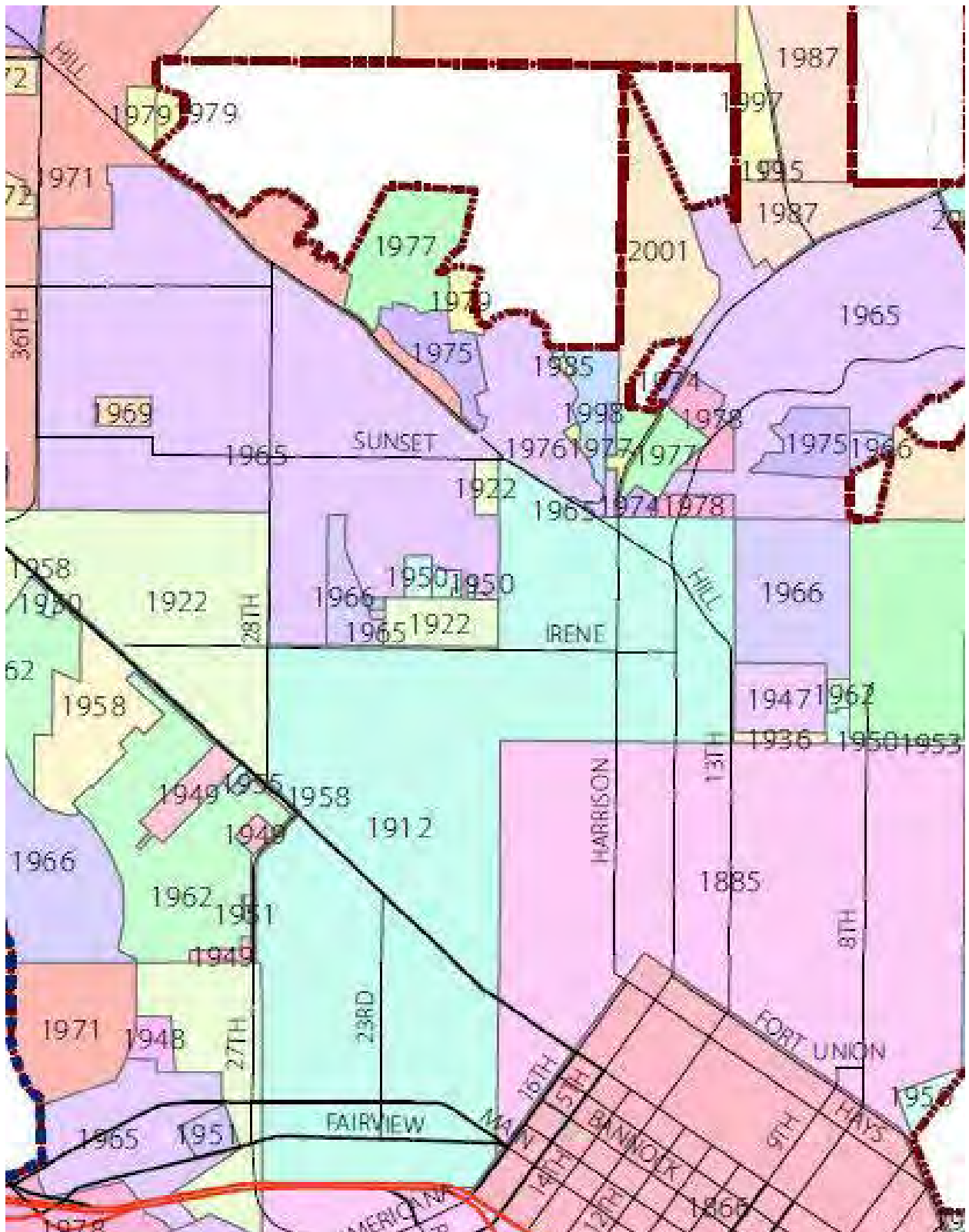
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25 Section 3, "Annexation of Territory Procedure," *Charter of Boise City, Idaho, as amended by the Idaho Legislature including amendments by the 31<sup>st</sup> Regular Session of 1951*. Compiled and edited by C. Stanley Skiles and Randall Wallis, published by authority of the Mayor and Common Council (Boise: 1951) p. 5-6.

26 The map also exhibits the connection between the Village of South Boise's historic grid and the route of westbound trolley lines.

27 Map "Boise City Annexation History," created by the Comprehensive Planning Division of City of Boise Planning and Development Services, April 27, 2011; and "Map of Boise, Ada County, Idaho" compiled by L. Savidge, published by Inter-mountain Map Company, 1917.





## ANNEXATION HISTORY, NORTH BOISE



F.B. SMITH SENIOR ESTATE PLAT, 1923

bringing irrigation water to their lands. Packerham created Fair Acres in 1922, and Smith Senior Estate created the plat bearing its name the next year. Each enterprise settled on one-acre lots.

With its March 1922 launch, Packerham's marketing spoke precisely to the times: "Enjoy advantages of city life while living in the country. Keep chickens—cow—pig. Raise fruit and garden truck."<sup>29</sup> The Smith outfit seems to have done less newspaper advertising, but began to sell lots in its new plat and in Dudler, which still had vacant land. Sales might not have been brisk, but sales there were.

## THE GRID AND ADA COUNTY

Ada County had a fairly relaxed regulatory view of suburban development and the construction of houses. Until 1975, it had no building code.<sup>30</sup> Until then, home builders asked for electricity directly from the power company, which did not have to see a building permit from Ada County. Many homes had no indoor plumbing. Household septic systems prevailed outside of city limits, although neighbors could organize sewage collection districts and assess themselves for the cost, sometimes an urgent matter when septic systems contaminated fresh water wells.

<sup>29</sup> IDS, April 4, 1922, "Fair Acres," p. 10

<sup>30</sup> Ada County Development Services. See [adacounty.id.gov/development-services/building-division](http://adacounty.id.gov/development-services/building-division), "About Us."





FAIR ACRES, 1922

In our northwest corner, Ada County took little notice if new streets continued the grid or not, even when earlier plats had dedicated them to the public. Electric street cars were long gone after 1928, and any thoughts of engineering streets to take them into account had evaporated. The county was not in the sidewalk, curb (drainage), park, or sewer business, which never had been agricultural necessities. Streets now existed chiefly for automobiles.

As a result of one-acre lot geometry under a rural authority, a land owner or new lot owner could no longer rely on neighboring owners to abide by any systematic arrangement for continuity in the streetscape, a grid plan or otherwise. The 1863 grid pattern began to lose its potency all around the city. This was caused not so much by the automobile but the absence of street cars or a substitute for them. To this day, nothing has filled that absence.<sup>31</sup>

The Smith and Packenham plats had created over ninety one-acre lots in addition to several other larger and odd-shaped smaller lots.<sup>32</sup>

31 The important grid in Ada County consists of the section-line roads it had approved over the decades to give farmers access to their markets. In time, the system expanded to support the auto transportation network across the county. "Local" streets take traffic from neighborhoods; "collector" streets accumulate traffic and carry it to "arterial" streets, typically historic section-line roads.

32 Olive Packenham filed amended plats in 1924, 1930, and 1944. They declare that "I, Olive Packenham, am the sole and separate owner," of the property, and "my husband C.H. Packenham joins me only as my husband" in filing the plats.

Both managed to extend 26<sup>th</sup> and 28<sup>th</sup> streets through from Irene Street to Hill Road. Between 26<sup>th</sup> and 20<sup>th</sup>, however, prior development blocked north-south streets from going “through.” The first such barrier was Elm Grove Park, which interrupted 23<sup>rd</sup> Street. In 1944, Olive Pakenham extended 25<sup>th</sup> Street north of Irene but “bent” it at Dewey Street because that was what was possible. The Smith project managed to extend the grid’s east-west streets of Breneman, Sunset and Smith to connect 28<sup>th</sup> Street and Hill Road.

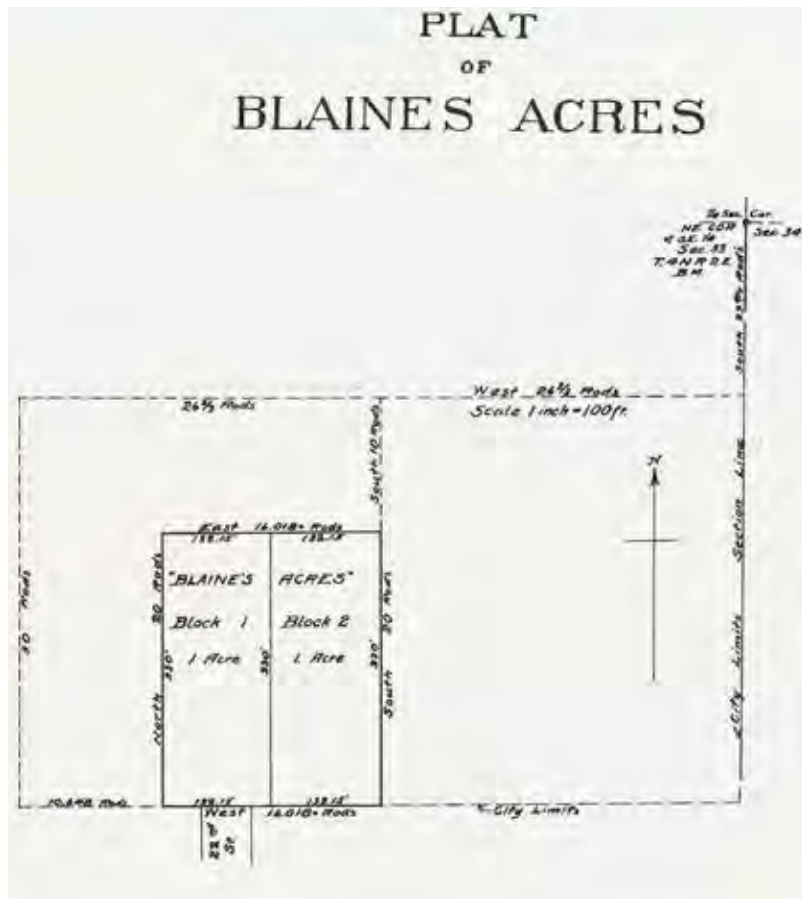
Large lots and deviations from the grid resulted in a wide and idiosyncratic range of streetscapes. Pedestrians today will find houses happily facing north-south as well as east-west. If curbs appear, they may be straight or rolled. Sidewalks are not the rule, and if they appear, they are unlikely to be six feet wide. The tradition of straight rows of public trees in planting strips faded, although many deep front yards are devoted to gardens and exhibit grand trees. The absence of alleys required trash and auto management to be a front-yard thing, although long driveways can take cars to the back yard. Homeowners sometimes asked that existing alleys be vacated.

Each one-acre lot, and what became of it after the Great Pause ended, generates its own unique story of opportunity, problem solving, and engineering. Like the rest of the North End, the area exhibits diversity and variety of many kinds, good access to the many attractions of Boise City, and an enjoyment of its particular urban/suburban setting.

The conversion of one-acre lots to urban densities commenced around 1950 and continues to this day. Each such project is unique to itself, adapting as it must to the decisions made by earlier landowners nearby. One story is presented here to represent the many more that could be told, emblematic of how the northwest corner progressed, and how it still is progressing.

## **BLAINE’S ACRES**

Some time before 1921, Samuel and Ruth Blaine acquired two acres adjacent to the city limits at the stub end of 22<sup>nd</sup> Street, which by then had reached Dewey Street. The W.E. Pierce Suburban Syndicate, developer of the Elm Grove plat, had



BLAINE'S ACRES, 1923

expected that 22<sup>nd</sup> would continue north, traverse as-yet unplatted land, and connect eventually to the 1912 Dudler Addition's plat for 22<sup>nd</sup> Street.

The Blaines, who were leaving a smaller house on 19<sup>th</sup> Street, could see little actual development to the north, mostly pasture land. The plat they filed in 1923 dedicated no right-of-way for 22<sup>nd</sup> Street. They built their two-story Colonial Revival house directly facing the 22<sup>nd</sup> Street stub, forever blocking any future potential for 22<sup>nd</sup> Street to continue north.

Time passed. Mrs. Blaine raised chickens and dairy cows, selling

33 Barbara Perry Bauer, "The Samuel and Ruth Blaine House," in pamphlet *Elm Grove Park Historic Neighborhood*, 14<sup>th</sup> Annual Heritage Homes Tour, sponsored by Preservation Idaho, October 2, 2016.



covenants with the plat, creating a design committee (themselves) to approve the architectural plans for the future homes. They also banned cows and chickens from any of the lots. At the request of the Blaines, the city annexed the re-plat of Blaine's Acres in 1950.

Between 1950 and 2002, buyers acquired the lots and built houses. While the plat shows nine lots, ten houses occupy the land, the result of private sales creating a lot with parts of two adjacent ones. Six were built in the 1950s, one in the 1960s, one in the 1970s, and the last in 2002. Their styles include ranch, "mid-century modern," and a Mediterranean villa with green roof tiles. Most of the lots are sufficiently wide that driveways and garages are at the side of the house, allowing for street views of the houses themselves.

Post-war subdivision creators all around the country offered their customers loops, cul-de-sacs, circles, "places," and short streets. The real estate business evolved after the war into a more complex industry. One made money not only by selling lots but also on the buyer's willingness to choose from one or two housing styles and finance the house and lot together. Sidewalks, which depended for their utility partly by what they connected, became an optional feature depending on any given developer or property owner.<sup>34</sup> Homeowners outside the city limits after 1917 who might have wanted sidewalks did not have the benefit of curbing and sidewalk "districts," which the city organized (and paid part of the cost), but which the county did not. Other stories for former one-acre lots will follow a similar basic plot: *Early plat, early-style house. Re-plat, newer-style houses. Complete infill, then stop.*

## THE NORTHWEST CORNER JOINS BOISE CITY

The chickens-cow-pig scene could not last. Nor could the "advantages of city life while living in the country." Boise City voted in August 1961 to abandon its charter city status with the State of Idaho. It became a

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34 Author's note: While preparing this history, I noticed a block on upper 19<sup>th</sup> Street where no houses on either side of the street have sidewalks except for one. The story on the block is that it was once owned by a grandmother who wanted a place for her grandchild to learn to ride his tricycle off the street. So she built it.

“city of the first class” for which different rules applied to its power of annexation.<sup>35</sup> Boise could now annex property contiguous to existing city limits by petition or by a vote of the city council after a public hearing.<sup>36</sup>

The city had been in a difficult spot. The “fringe” areas around the city, such as Fair Acres and FB Smith Senior Estates, attracted people who were not inclined to initiate petitions for annexation. Within Boise was a large inventory of parks, schools, and public and religious buildings that also paid no property taxes. Yet the cost of providing city services and capital improvements continued to rise. Those outside city limits enjoyed Boise’s parks, roads, swimming pools, in-town police and fire protection for city-center businesses and hospitals, and the library, paying no taxes to support them. So, the city made plans to end the Great Pause and resume its urban progress.<sup>37</sup>

The city evaluated how best to extend its services and commenced an annexation program. In 1962 it absorbed sections of the Bench. By 1965, it was time for the Highlands and the lands east of 36<sup>th</sup> Street, including our northwest corner. Although the annexation program had considerable support, some property owners made vocal protests at public hearings.”<sup>38</sup> The city council persisted. The city’s population in 1960 was 34,481. By 1970, partly because of annexations, it had more than doubled.

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35 At the time, the Idaho statutes classified municipal organizations as cities or villages depending upon their population.

36 Idaho rules for annexation have since been significantly revised to include findings and other requirements, although the basic authority of Idaho cities to annex after petitions or public hearings continues. See Idaho Statutes: Title 50, Chapter 2, Section 222, “Annexation by Cities.”

37 Gordon Bowen, *Boise’s Parks: A Cause and a Trust* (Boise: Gordon Bowen) p. 52-53, discussed the complex issues leading to Boise voters abandoning the charter. He was director of Boise’s Park Department at the time.

38 IDS, December 22, 1965, J. Schifferdecker, “Council Deliberates Late Pondering Annexations in Collister, Highlands,” p. 4D; and Bowen, p. 53. One reason some favored annexation was the danger of flooding from Crane Creek to lands below. They felt that the city was better equipped to prevent and manage such potential floods.

## CONCLUSION

Aside from the equal distribution of urban assets to all who live on its streets, one legacy of the grid is its simple persistence. The assets associated with it are valuable, still relevant, still enjoyed on a human scale, and still worth protection.

The story of the northwest corner is still evolving, its heritage including both an “interrupted” historic urban grid and a “small acreages” interlude to make it through hard times. Reconciling the standards and values of each is its likely theme in the 21<sup>st</sup> Century.

The history of the grid illuminates a link between distant global events and the quotidian act of filing plats in city neighborhoods. It also shines an unexpected light on the ideals of Boise’s pioneers, their determination to bring familiar eastern forms and standards to the West, their spirit of collaboration, their interest in being a “modern” city with city conveniences, and their optimistic adaptations when a change in plan was required. The developers of the Fair Acres and Smith Estate plats were the children of the very families who had uprooted their orchards and surrendered their ranches so that the city could grow. This second generation had created plats that extended their parents’ work in the Packenham and Dudler additions. They also had the grit to adapt when the 1920s cooled the whole city-building project.

The North End Neighborhood has inherited not only the grid and its assets but also a connection to the remarkable community of pioneers who organized and built it together.

*Susan M. Stacy  
Boise, Idaho, 2021*







## CHAPTER 2

# THE NORTH END TODAY

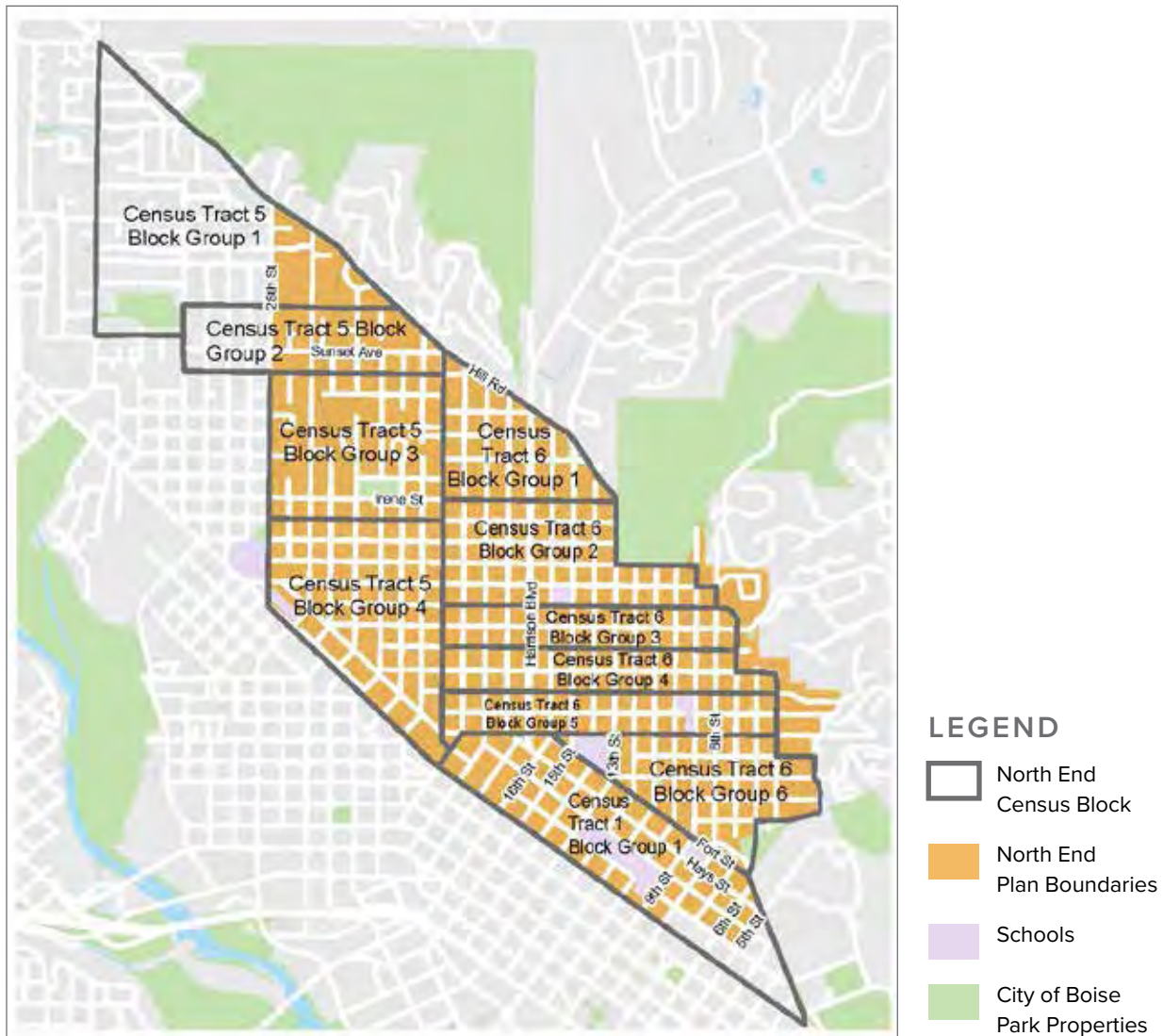


The North End neighborhood is a residential district, home to 10,220 people. It is subject both to conditions and trends that influence the city as a whole and to more particular trends working uniquely within the neighborhood. From the point of view of a neighborhood resident, these trends might be seen as strengths, opportunities, or threats; desirable or not.

The following pages describe the planning area: population, the housing supply, and transportation system. Following this is an inventory of the transportation networks, schools and other activity centers, parks and open spaces, and arts/history/culture.

The data sources for this section are the United States Census Bureau’s 2009 and 2018 American Community Survey (ACS) Five-Year Estimates. These surveys use census block groups to aggregate data. It is important to note that the aggregated groups do not align exactly with the boundaries of the North End. Map 1 shows the aggregated census block groups.

## MAP 1: NORTH END CENSUS BLOCK GROUPS



Source: ACS 5-Year Estimates Census Block Groups, U.S. Census Bureau



# DEMOGRAPHIC CHARACTERISTICS



## POPULATION

The North End population has remained stable, with the population increasing 3.8 percent (equivalent to an average of 43 new individuals a year) from 2010 to 2019. This population increase, though slight, is also associated with an increase in population density since the boundaries of the neighborhood have not changed. The city’s population also increased, but the city’s population density declined during that same period. This decline can be explained by the city’s annexation of foothills and Ada County land with low population densities.

TABLE 1: POPULATION (2009 & 2018)

	NORTH END			CITY OF BOISE		
	2010	2019	CHANGE	2010	2019	CHANGE
POPULATION	9,831	10,220	3.8% (389 people)	205,671	236,310	9.6% (21,597 people)
POPULATION PER SQ. MILE	5,783	6,012		3,178	2,681	
LAND AREA (sq. miles)	1.7	1.7		63.8	83.7	

Source: \*Esri 2019 and 2010 population estimates, \*\*COMPASS Idaho Historic Population Estimates by City Limit

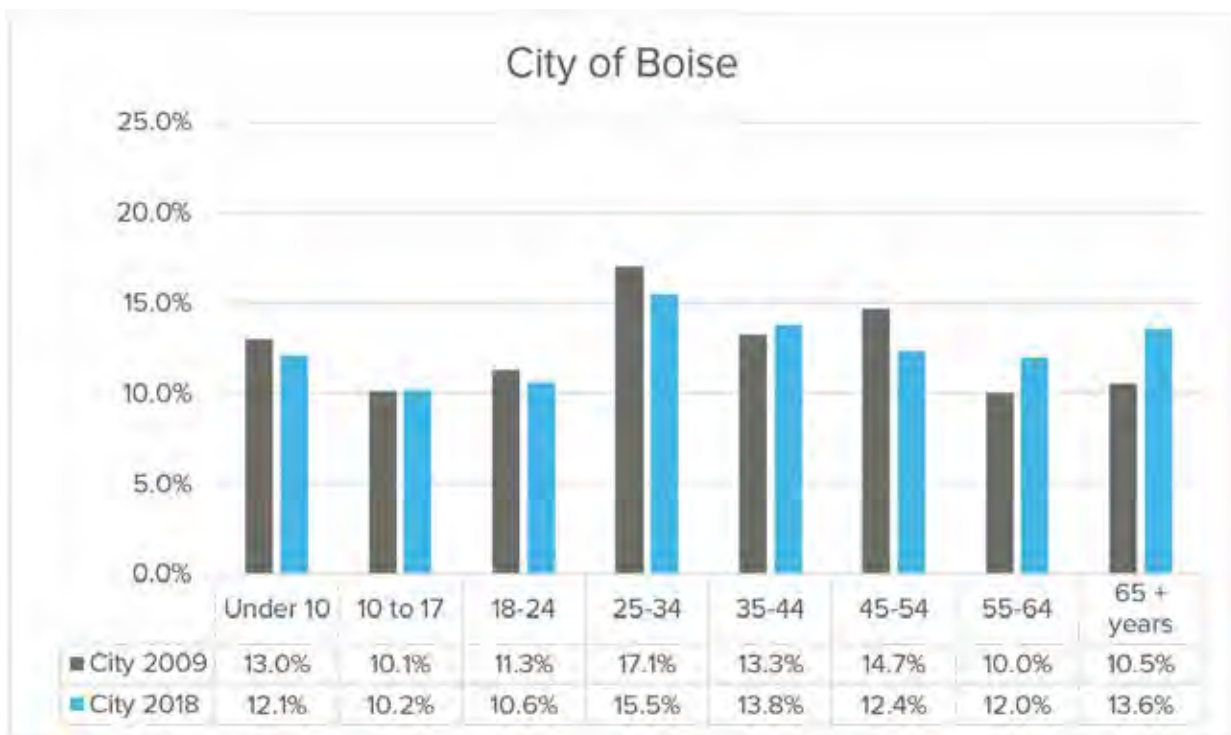
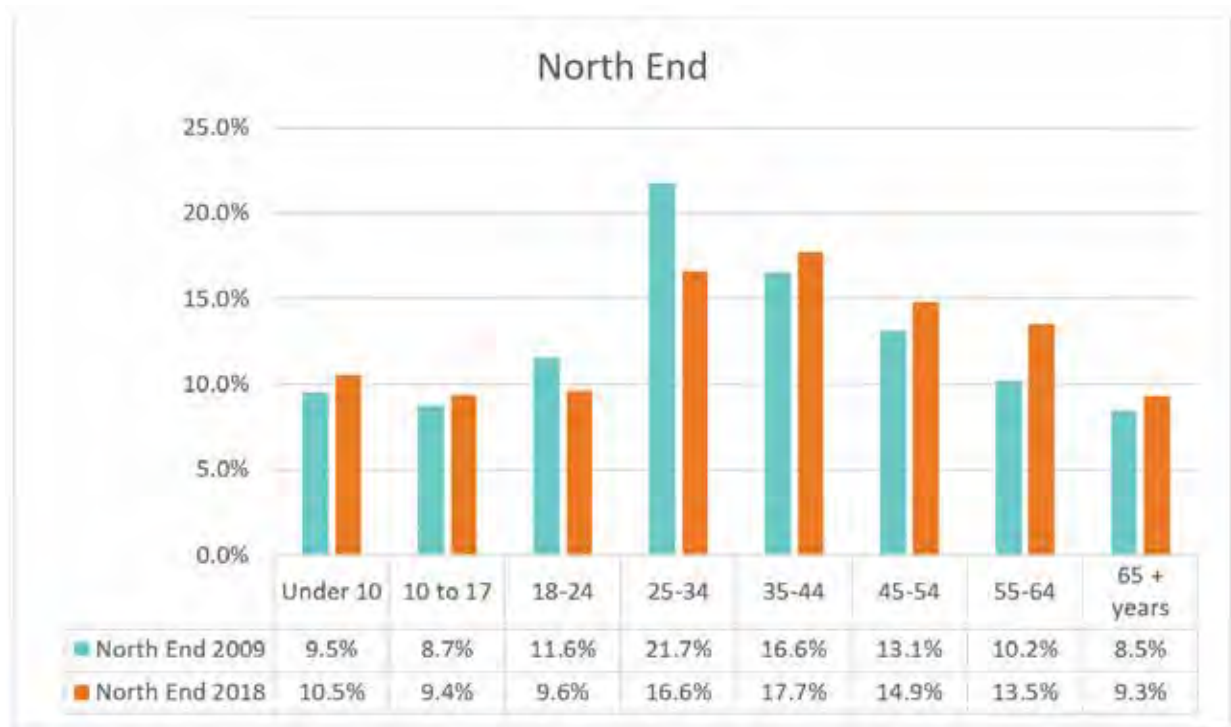


## AGE GROUPS

The age group between 25-34 years of age shows a potential trend that may be worth noting. People in this age group are 16.6 percent of the North End and 15.5 percent of the city as a whole. Both numbers represent declines in those of this age group over the ten-year period shown. However, the share of the North End population within that age range declined by 5.2 percentage points (577 individuals) compared to the city's decline of only 1.6 percentage points (+122 individuals). This data suggests that young adults may be unable or choosing not to live in the neighborhood at a greater rate.

Consistent with national and local trends, the North End experienced an increase in adults aged over 65, though this increase was smaller than what was experienced by the city during the same period.

**FIGURE 1: POPULATION BY AGE GROUPS (2009 & 2018)**





## RACE & ETHNICITY

About 87 percent of the North End is Non-Hispanic White, compared to 83 percent of the overall Boise population. The highest minority populations include Hispanic or Latino and biracial at 6.6 and 2.7 percent of the neighborhood's total population. While the North End is slightly less diverse than the city as a whole, the neighborhood has increased its share of minority populations from 2009 to 2018.

**TABLE 2: RACE & ETHNICITY (2009 & 2018)**

	NORTH END		CITY OF BOISE	
	2009	2018	2009	2018
WHITE	93.4%	86.6%	86.3%	82.7%
BLACK OR AFRICAN AMERICAN	0.4%	1.7%	1.3%	2.0%
NATIVE INDIAN/ALASKAN NATIVE	0.1%	0.3%	0.5%	0.4%
ASIAN/PACIFIC ISLANDER	0.9%	2.2%	3.1%	3.2%
SOME OTHER RACE	0.0%	0.0%	0.1%	0.1%
TWO OR MORE RACES	1.8%	2.7%	1.8%	2.6%
HISPANIC OR LATINO	3.3%	6.6%	6.9%	9.0%

Source: ACS 2018 (5-Year Estimates), ACS 2009 (5-Year Estimates), U.S. Census Bureau



## MEDIAN HOUSEHOLD INCOME

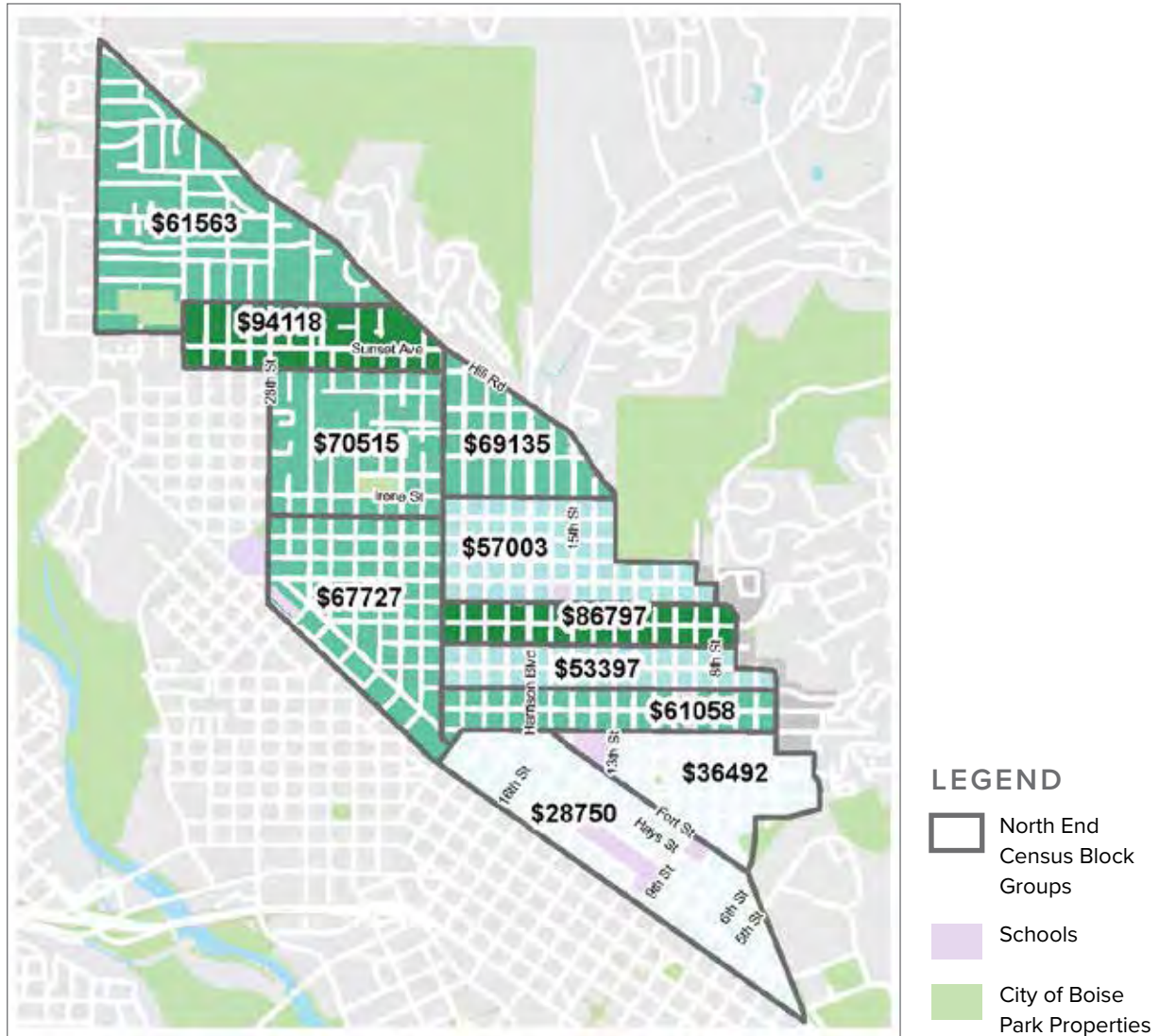
Household incomes in both the North End and the city have grown between 2009 and 2018. However, the median income in the North End has increased at a greater rate (22.8 percent versus 10.9 percent) between 2009 and 2018, now surpassing the city's median income. While incomes have increased, it is not clear how much of this increase is caused by lower income households moving out of the area and higher income households moving in.

**FIGURE 2: NORTH END MEDIAN INCOME (2009 & 2018)**



The median income in the North End varies by census block group. The two areas south of Resseguie Street have much lower median household incomes than other areas of the neighborhood.

**MAP 2: NORTH END MEDIAN INCOME BY CENSUS BLOCK GROUP (2018)**



Source: ACS 2018 (5-Year Estimates), U.S. Census Bureau



# HOUSING TRENDS AND CONDITIONS



There are 5,750 housing units in the North End (about 4.7 percent of the housing inventory in the city of Boise). The average household size in the North End has increased slightly from 2.0 in 2009 to 2.1 in 2018. However, average household sizes continue to be smaller than the citywide average of 2.5 individuals per household.

**TABLE 3: HOUSING UNITS (2010 & 2019)**

	NORTH END			CITY OF BOISE		
	2010	2019	CHANGE	2010	2019	CHANGE
HOUSING UNITS	5,393	5,750	6% (357 units)	103,973	121,391	14.3% (17,418 units)
HOUSEHOLD SIZE	2.0	2.1		2.4	2.5	

Source: \*Esri 2019 and 2010 population estimates

## HOUSING TYPES

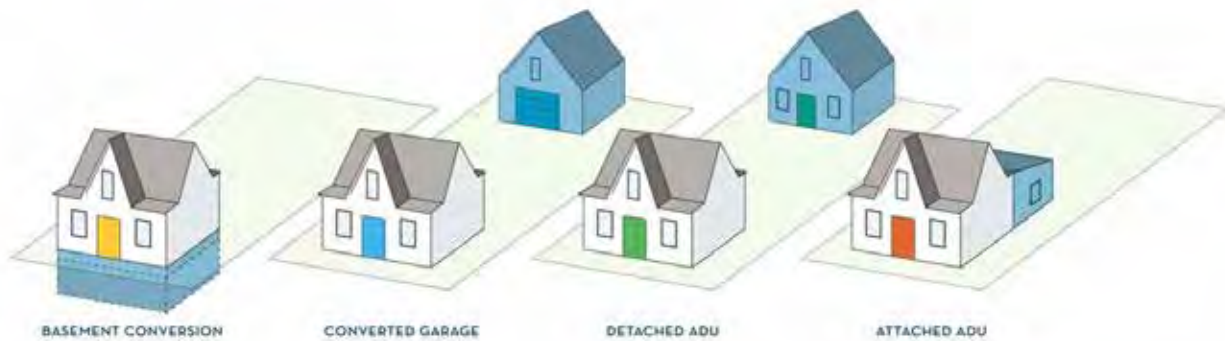
Housing types available within the North End continue to be dominated by single-family homes, which increased in number by 6 percent between 2009 to 2019. The rest include a blend of duplexes, triplexes, midrise apartments, and accessory dwelling units.

Notably the data shows a decline in the share of duplexes, triplexes/quadplexes (2 and 4 percentage-points respectively). This may be explained by the demolition or conversion of the multi-plex units into single-family homes.

**TABLE 4: HOUSING TYPE (2009 & 2018)**

	NORTH END		CITY OF BOISE	
	2010	2018	2010	2018
1 UNIT	68%	74%	70%	71%
DUPLEX	7%	5%	3%	3%
TRIPLEX/QUADPLEX	10%	6%	7%	6%
MULTIPLE UNITS (5 TO 9)	6%	7%	5%	4%
MULTIPLE UNITS (10 TO 19)	3%	4%	5%	4%
MULTIPLE UNITS (20+)	5%	4%	7%	9%
OTHER	0%	1%	3%	4%

*Source: ACS 2018 (5-Year Estimates), ACS 2009 (5-Year Estimates), U.S. Census Bureau*



**ACCESSORY DWELLING UNITS (ADUs)** are a second, smaller dwelling that can be built on a property already occupied by a single-family home.

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An accessory dwelling unit (ADU) is a small house built on a property already occupied by a single-family home. Such units have been allowed by the zoning ordinance since the late 1990s. A count of these units is not included in Table 4. To legally construct an ADU in the City of Boise the property owner must receive planning and building permits through the city's Planning and Development Services Department.

To obtain a planning permit, the ADU must be no larger than 700 square feet or 10% of the parcel size, contain two or less bedrooms, and must have the property owner residing on-site. According to City of Boise building permit records, from 2005 to 2019 an estimated 46 ADUs were legally permitted and built within the North End. Data recording for ADUs has been evolving over this period and may have resulted in imperfect counts for the number of ADUs constructed within the neighborhood. Moving forward, data-management improvements are expected to produce more reliable counts in the future.

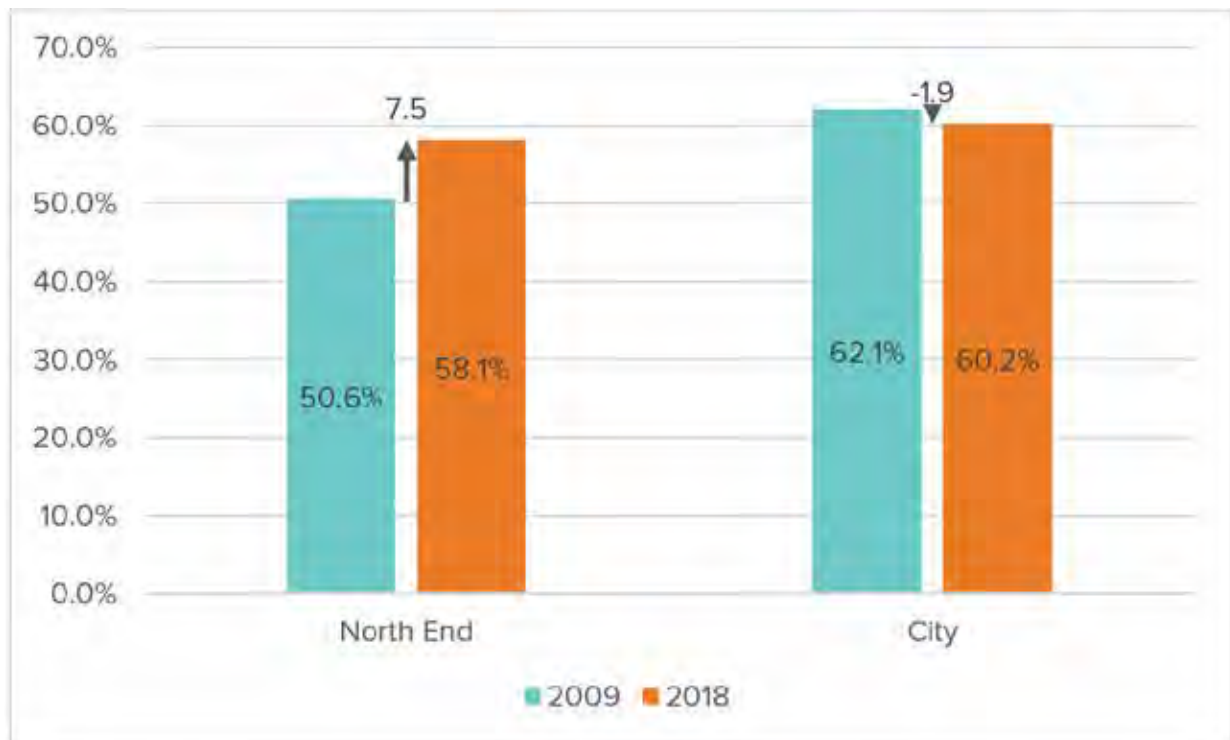
## OWNER AND RENTER-OCCUPIED HOUSING

The share of owner-occupied houses within the North End increased by 7.5 percentage points between 2009 to 2018. This increase in owner-occupancy brings the neighborhood's share of owner-occupants to similar percentages as the city (58.1 percent and 60.2 percent respectively). Associated with the trend of increasing owner-occupancy is a decrease in renter-occupied housing units. From 2009 to 2018, there were 506 fewer renter-occupied housing units in the North End, representing a decline of 22 percent of the rental housing stock.

The trend of increasing owner-occupancy is dissimilar to the city. The city experienced a decrease in the share of owner-occupied housing units, increasing the number of renter-occupied housing units by 11 percent (4,703 units) from 2009 to 2018.

The decline in renter-occupied housing within the North End, despite the city's trend towards increasing renter-housing units, may be explained by the sale of rental properties to owner-occupants or by the demolition or conversion of rental plex-homes into single family dwelling units.

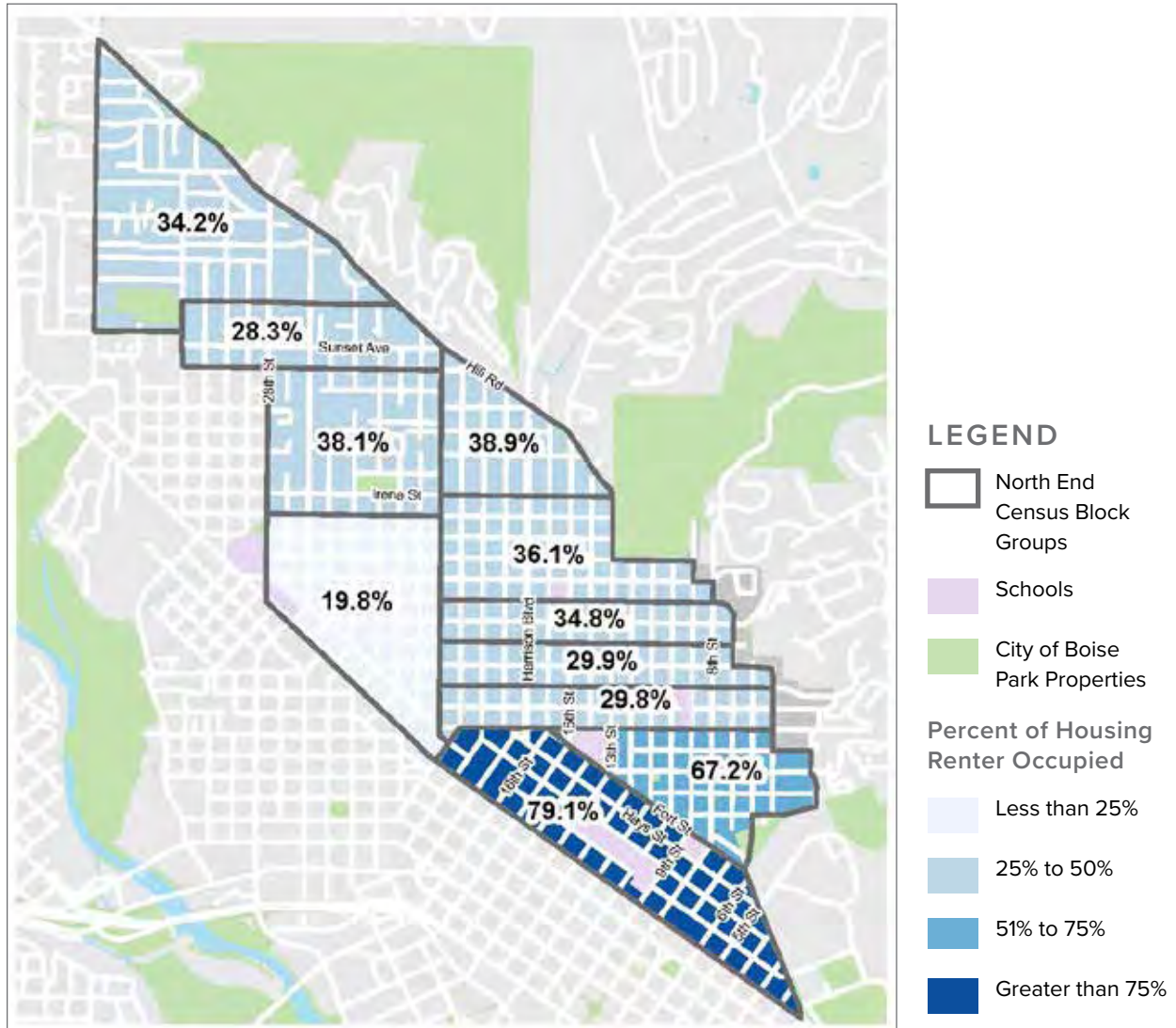
**FIGURE 3: OWNER-OCCUPIED HOUSING UNITS (2009 & 2018)**



Source: ACS 2018 (5-Year Estimates), ACS 2009 (5-Year Estimates), U.S. Census Bureau

The Near North End (the area south of Resseguie Street) represents a majority of the rental-occupied housing units. Excluding those two areas, the owner/renter ratio for the neighborhood and city-wide is very similar.

### MAP 3: NORTH END RENTER-OCCUPANCY BY CENSUS BLOCK GROUP (2018)



Source: ACS 2018 (5-Year Estimates), U.S. Census Bureau



## PROPERTY VALUES

The 2019 median assessed value of a residential property in the neighborhood (accounting for the State homeowner's exemption) is \$369,400. This is \$134,000 above that of the City of Boise's at \$234,700.

**FIGURE 4: MEDIAN ASSESSED VALUE ALL PROPERTIES (2001-2019)**



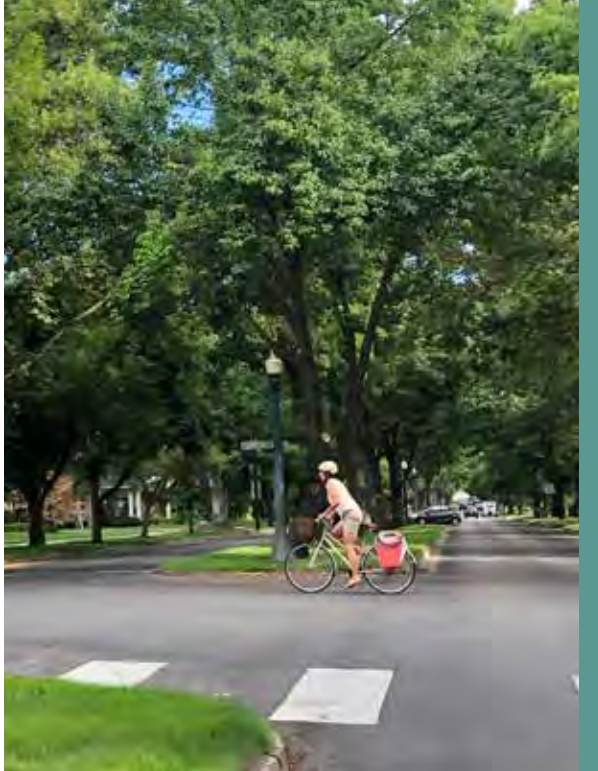
Source: Ada County Tax Assessor 2001-2019





The North End and City of Boise both experienced large increases in assessed value of all properties (residential and commercial) between 2001 and 2007 (60.9 percent and 48.1 percent respectively). In 2008, the national financial crisis and subsequent recession brought about significant declines in property values. During that 2008-2012 period, North End property values did not drop as significantly as they did across the city (-36.6 percent versus -60.7 percent). Assessed values in both the city and the North End have continued to rise since 2013, with the value of North End properties increasing at a slightly higher rate than the city (55.2 percent versus 54.2 percent).

Higher home values may be contributing to the decrease in young adults, lower income earners, and renters in the neighborhood because many may not be able to afford purchasing/renting a home within the neighborhood. Additionally, increasing home values experienced as an increase in assessed value and property tax may be placing a burden on long-time homeowners with limited or fixed incomes.



## TRANSPORTATION

The North End is located within a one- to three-mile radius of several major employment centers including St. Luke's and VA medical centers, the Idaho State Capital, and Boise State University, and three regional parks: Julia Davis, Ann Morrison, and Esther Simplot/Whitewater.

Each household in the neighborhood owns an average of 1.6 motor vehicles, lower than the citywide average of 1.8. With the average household size being 2.1, the lower average vehicles per households indicates that some households either do not own a car or own only one car.

## COMMUTE

North End commute trips were chiefly in single-occupied vehicles (SOV) at 76.4 percent in 2018. The city-wide average is 4 percentage points higher. In both the city and the North End neighborhood, the share of residents that commute to work using a SOV has increased. Among other residential areas near the downtown core, the North End has the highest percentage of SOV commute trips (Figure 5).

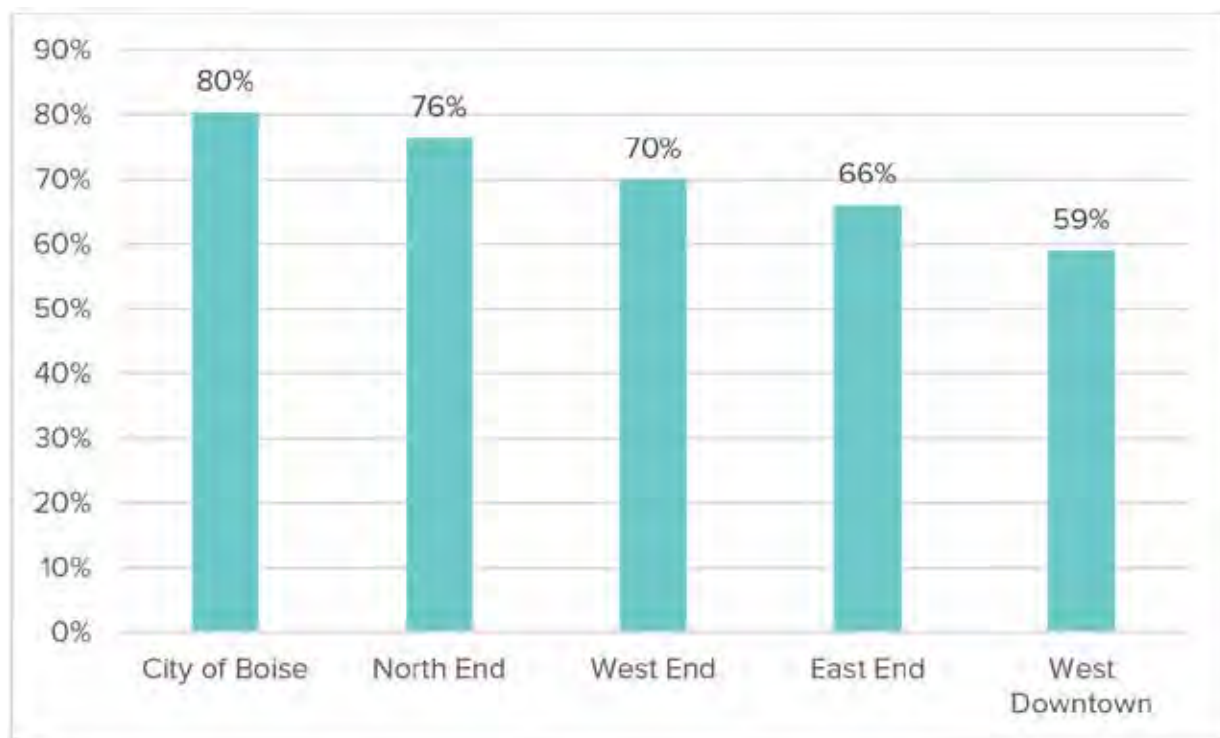
Biking is the next most used transportation mode for commuting, with about 9 percent using this mode compared to 2.8 percent citywide. Other non-SOV modes of transportation also exceed citywide percentages: transit, walking, and working from home.

**TABLE 5: JOURNEY TO WORK (MODE-SHARE) (2009 & 2018)**

	NORTH END		CITY OF BOISE	
	2009	2018	2009	2018
<b>WORKERS (16 Years and Over)</b>	<b>6,644</b>	<b>6,707</b>	<b>105,248</b>	<b>115,783</b>
DRIVE ALONE	67.9%	76.4%	78.7%	80.4%
TRANSIT	1.1%	0.9%	1.1%	0.8%
CARPOOL	7.5%	4.8%	9.0%	7.5%
BIKE	9.1%	8.6%	3.3%	2.8%
WALK	7.5%	3.4%	2.3%	2.0%
WORK FROM HOME	6.0%	5.8%	4.1%	5.7%
TAXI/OTHER	1.0%	0.0%	1.4%	0.9%

Source: ACS 2018 (5-Year Estimates), ACS 2009 (5-Year Estimates), U.S. Census Bureau

**FIGURE 5: PERCENT OF COMMUNITY TRIPS SINGLE OCCUPANCY VEHICLE BY NEIGHBORHOOD (2018)**



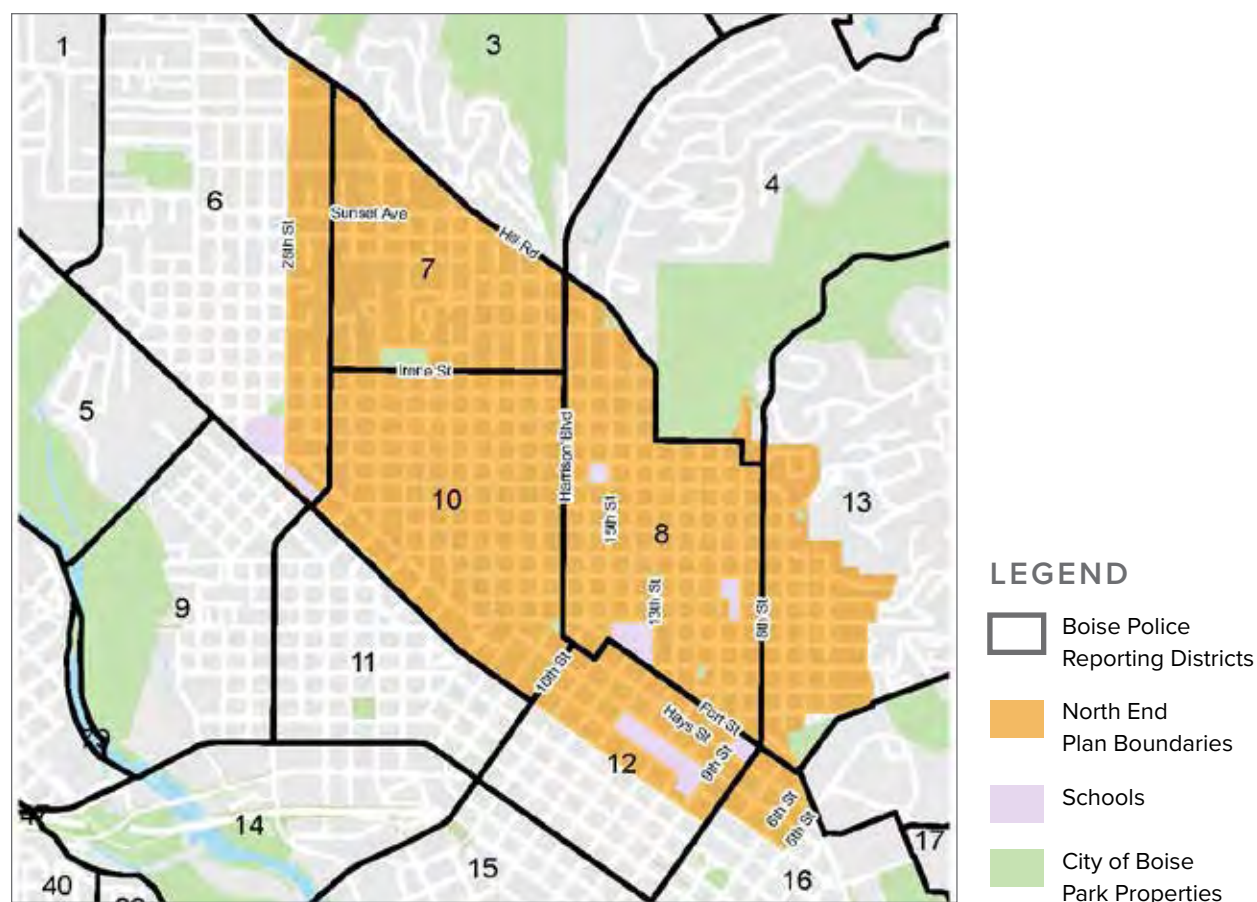
Source: ACS 2018 (5-Year Estimates), U.S. Census Bureau

# NEIGHBORHOOD SAFETY

## CRIME

The Boise Police Department provides police protection to North End residents. Table 6 shows crimes reported in 2019 by type of crime for each of the neighborhood reporting districts (7, 8, 10, 12 and 13). Boise police categorize crimes into four groupings: property crimes such as burglary, vehicle theft, and vandalism; society crimes such as drug and weapon violations; violent crimes such as rape, arson, and assault; and other crimes including traffic-related incidents. Reporting Districts 12 and 13 include areas beyond the North End neighborhood. Reporting District 12 includes a large section of Downtown Boise.

**MAP 4: BOISE POLICE REPORTING DISTRICT**



Source: Boise Police Department Reporting Districts, Boise Police Department 2020





**TABLE 6: NORTH END NEIGHBORHOOD REPORTED CRIMES BY TYPE (2019)**

	NORTH END (Reporting Districts 7, 8, 10, 12 and 13)		CITY OF BOISE	
	2009	2019	2009	2019
PROPERTY CRIMES	713	472	9,753	7,492
SOCIETY CRIMES	509	347	8,239	6,986
VIOLENT CRIMES	118	103	2,627	2,520
OTHER CRIMES	474	467	8,210	9,354
<b>TOTAL</b>	<b>1,814</b>	<b>1,389</b>	<b>28,829</b>	<b>26,352</b>

Source: 2019 Reported Crimes, Boise Police Department Reporting Districts, Boise Police Department 2020

Overall, crime in the City of Boise and the North End neighborhood has been declining.

Reported crimes in the North End reporting districts have decreased by 23% with the greatest reduction occurring in property and society crimes.

Six neighborhood watch groups are registered with the City of Boise Police Department within the North End. A neighborhood watch group is typically a small group of neighbors who work with local law enforcement with the goal to reduce crime and improve quality of life. Neighborhood watch groups empower residents to become active in emergency preparedness, as well as to prevent crime and community disasters.





## FIRE PROTECTION & EMERGENCY PREPAREDNESS

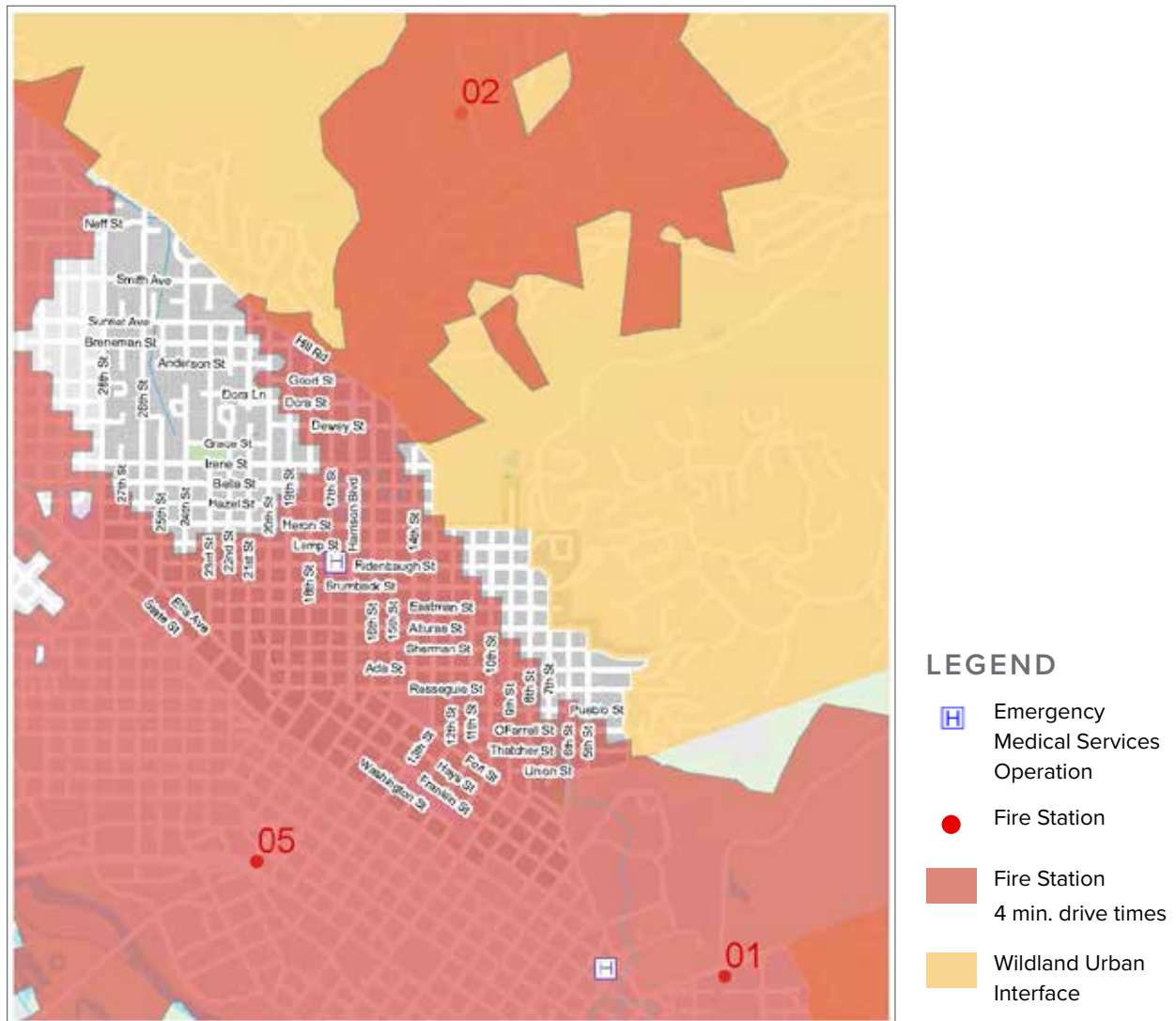
The Boise Fire Department delivers emergency response services to approximately 250,000 residents in 129 square miles from seventeen fire stations. Firefighters respond to structure fires, medical emergencies, wildland fires, motor vehicle accidents, swift-water rescue, hazardous material incidents, technical rescues, and aircraft rescues.

Calls for fire or medical emergencies from the North End go to four stations: Fire Station No. 1 (707 Reserve Street), No. 2 (3551 Cartwright Road), No. 5 (212 South 16th Street) and No. 9 (3101 Sycamore Drive). An ambulance station is located at Ridenbaugh and 17th streets.

Most North End neighborhood emergencies are reachable within a four-minute drive from a fire station, the standard goal for emergency service response as stated in *Blueprint Boise*.

The North End Neighborhood abuts the Wildland-Urban Interface (WUI) in the area north of Hill Road. A WUI is an area where structures and other human development meet or intermingle with undeveloped wildland. These areas present an increased likelihood that wildfires will threaten structures and people. As more homes locate in wildfire-prone areas, risk reduction strategies reduce the likelihood that people and property will be affected during a wildfire event. Similarly, as the North End abuts several public open-space reserves, the management of invasive species and fire-prone vegetation is an important way to reduce the risk of wildfire.

## MAP 5: NORTH END FIRE & EMERGENCY PROTECTION



Source: City of Boise Fire Department, 2020

## VEHICLE CRASHES

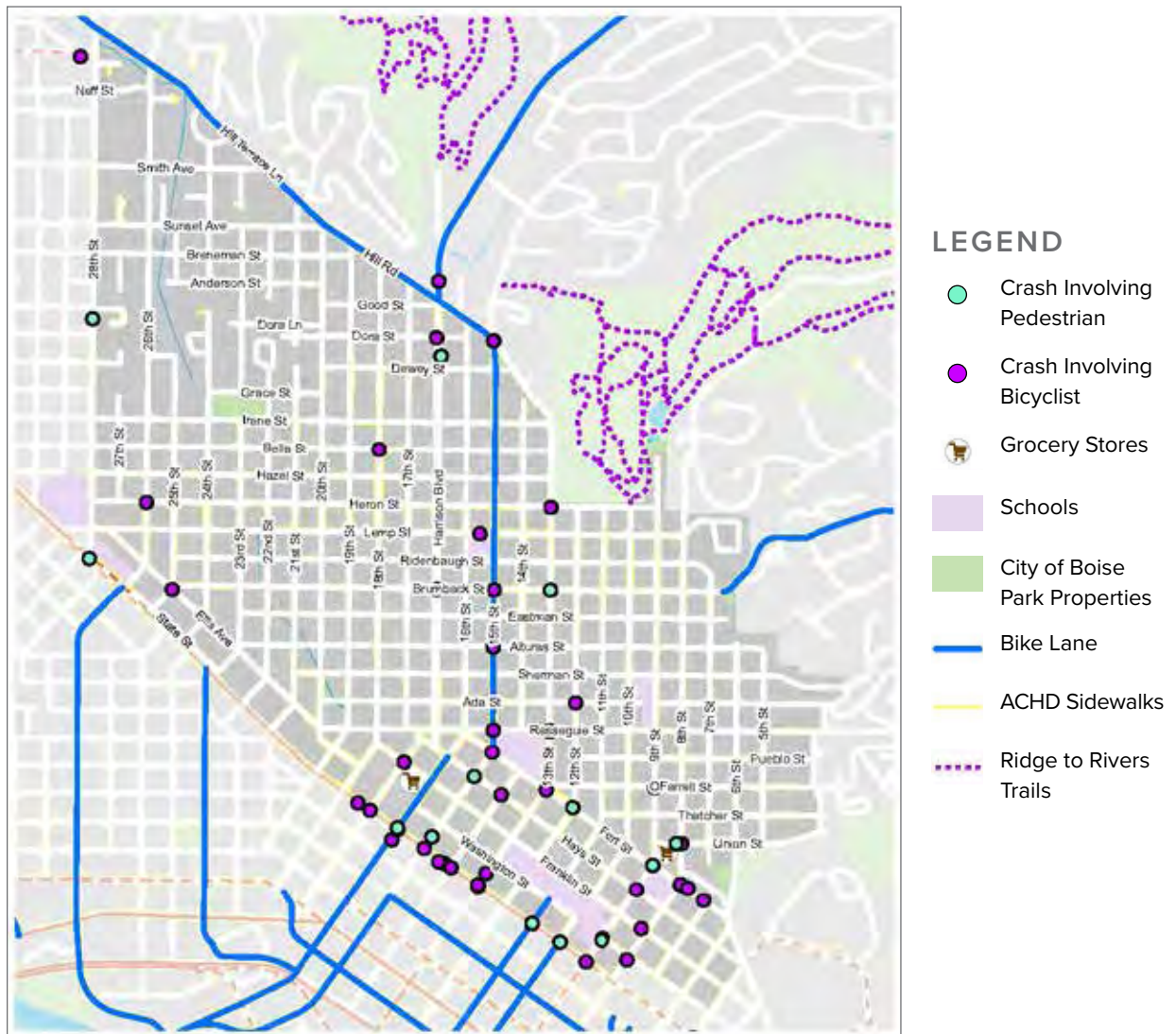
In the five-year period between 2014 to 2018, the neighborhood had 950 reported vehicle crashes, about 95 crashes per 1,000 residents. This number, which includes State Street, is greater than the city-wide crash rate of 81.6 crashes per 1,000 residents. State Street crashes (375) account for about 39 percent of this number. Removing State Street crashes from the 950 total crashes leaves the neighborhood with 56.2 per 1,000 residents.

Of the 375 crashes located on State Street, 26 involved a pedestrian (12) or a bicyclist (14). Six crashes occurred at State Street intersections near Boise High School: State and 13th streets (3) and State and 11th streets (3).

North of State Street, the neighborhood had 40 reported crashes involving a pedestrian (10) or a bicyclist (30). At least one crash occurred along the perimeter of Washington Elementary, North Junior High, St. Joseph's School, and St. Mary's School. There were also three reported collisions between pedestrians/bicyclists at the intersection of Harrison/Hill/Bogus Basin Road.

For all crashes (both pedestrian/bicycle and vehicle conflict) the contributing causal factor most reported was failing to yield, followed by inattention.

## MAP 6: NORTH END CRASHES INVOLVING PEDESTRIANS OR BICYCLISTS (2014-2018)

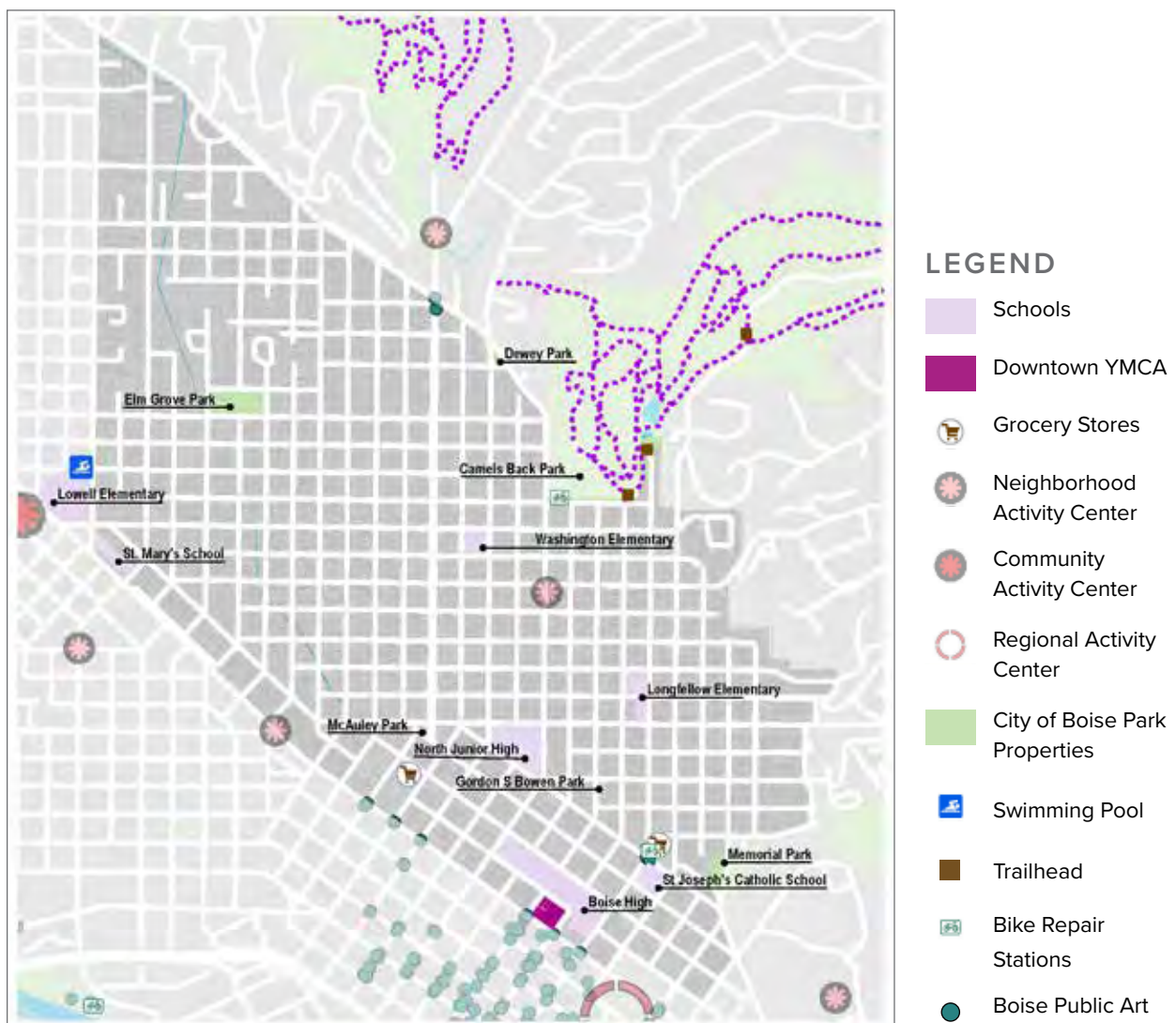




# NEIGHBORHOOD ASSET INVENTORY

The North End Neighborhood has many unique assets that contribute to the neighborhood's vibrancy and appeal.

**MAP 7: NORTH END ASSET INVENTORY**



Source: City of Boise, 2020





## SCHOOLS

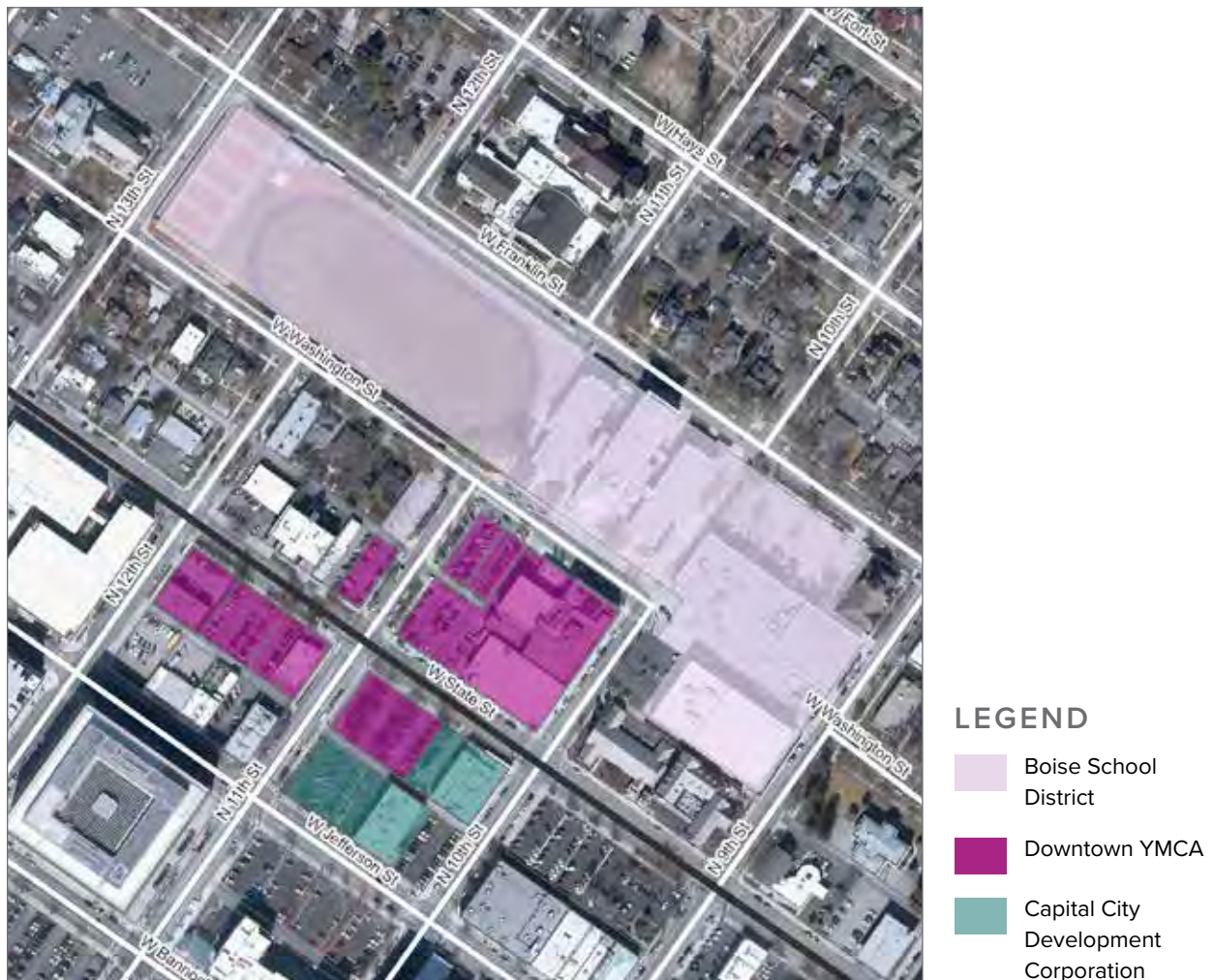
Within the neighborhood, five public elementary, middle, and high schools, along with two private elementary/middle schools, serve North End students.

The Idaho State Department of Education sets long term goals for improvements in student performance across all grade levels. In years (other than pandemic years), the state measures progress at least twice during the school year. Schools ranking in the 90th percentile or above on “core” indicators are recognized as “Top Performers.” Schools meeting annual “interim” goals for further achievement are identified as “Goal Makers.” In 2019, all public schools in the North End were recognized as “Goal Makers;” and Boise High, North Junior High, and Longfellow Elementary were recognized as “Top Performers.”

## RECREATION

The Treasure Valley YMCA's Downtown Boise campus is located within the North End boundaries near Boise High School. It opened in 1964 and currently has 15,000 active youth, adult, and family members. In addition to the main building at 1050 W State Street, the YMCA organization owns properties across State Street that currently provide surface parking and the YMCA Healthy Living Center. The Capital City Development Corporation (CCDC), City of Boise's urban renewal agency, owns several adjacent properties currently used for surface parking.

**MAP 8: DOWNTOWN BOISE YMCA**





## RETAIL ACTIVITY CENTERS

The North End contains a variety of activity/retail centers within the neighborhood that serve as important centers for food access and community space. In addition to the five designated activity centers in *Blueprint Boise*, the Fort Street Marketplace, 17th & State Street Marketplace, 28th & Heron streets, and 28th & Sunset streets support local businesses.

In 2019, the 17th & State Marketplace was rezoned from General Commercial (C-2) to Pedestrian Commercial (PC). The purpose of the change was to encourage pedestrian-scale redevelopment and a more neighborhood-friendly transition to the existing residential neighborhood near the site. The PC zone also promotes pedestrian-friendly design elements by requiring enhanced streetscapes and appropriate dimensional standards while also prohibiting auto-centric uses such as drive-thrus, car washes, auto-sales etc. (existing businesses are grandfathered in).

## CHURCHES AND NON-PROFIT INSTITUTIONS

The North End is also home to several churches and nonprofits, some located in the area south of Fort Street, others integrated into residential areas of the neighborhood. Many of these institutions are housed within structures designated as historic landmarks.

## PARKS, OPEN SPACE, & ENVIRONMENT

The North End Neighborhood enjoys well developed and maintained parks and an adjacent access trail to the Ridge to Rivers trail system.

Roughly 1.8 percent of the total acreage in the North End Neighborhood is park land. Additionally, 98.3% percent of neighborhood residents live within a ten-minute walk of a park or trailhead. In addition, North End public school yards are open to the public outside of school hours.

## TREE CANOPY

A tree canopy covers 34 percent of the North End. For comparison, the City of Boise has a total tree canopy coverage of just 14 percent. Tree canopies keep the neighborhood cooler, reduce air and water pollution, stabilize soils, and mitigate against global warming by sequestering carbon dioxide. In an arid climate, they help to create a walkable environment by slowing traffic and defining the character of the neighborhood.

## IMPERMEABLE SURFACES

The environmental health of a neighborhood can be measured by its impervious surface coverage. Many surfaces that were once permeable have now become impermeable. These surfaces (often dark and consisting of roads, parking lots or rooftops) absorb the sun's energy while trapping heat. Over the scale of a city, this extra absorption of energy causes neighborhoods to become hotter. About 56 percent of the North End is covered by impervious surfaces such as rooftops, sidewalks, parking areas, paved alleys, and roadways. Comparatively, the city has 6 percent impervious surface coverage.





## ARTS, HISTORY, & CULTURE

The City of Boise and the North End Neighborhood Association (NENA) through the Arts & History Department and the Neighborhood Investment Program (NIP) have supported historical and cultural projects within the neighborhood for decades.

Traffic Box Wraps along State Street and at the Fort Street Marketplace, and on the corner of Hill Road and Bogus Basin Road are contributory to the neighborhood culture as are murals on private properties including commercial structures, fences, and garages.

The neighborhood and the city have developed numerous interpretive pieces that celebrate neighborhood history. Notable interpretive projects in the North End includes:

- The Historic North End Grocery Tour interpretive panels
- Historic Neighborhood Schools five-sign series
- Franklin D Roosevelt Boise visit signage
- Oregon Trail Obelisks
- Historic light posts

The Collister the Downtown Libraries are the nearest libraries to the North End. Each are within 3 miles of the North End and are accessible by public transit.



## TRANSPORTATION NETWORK

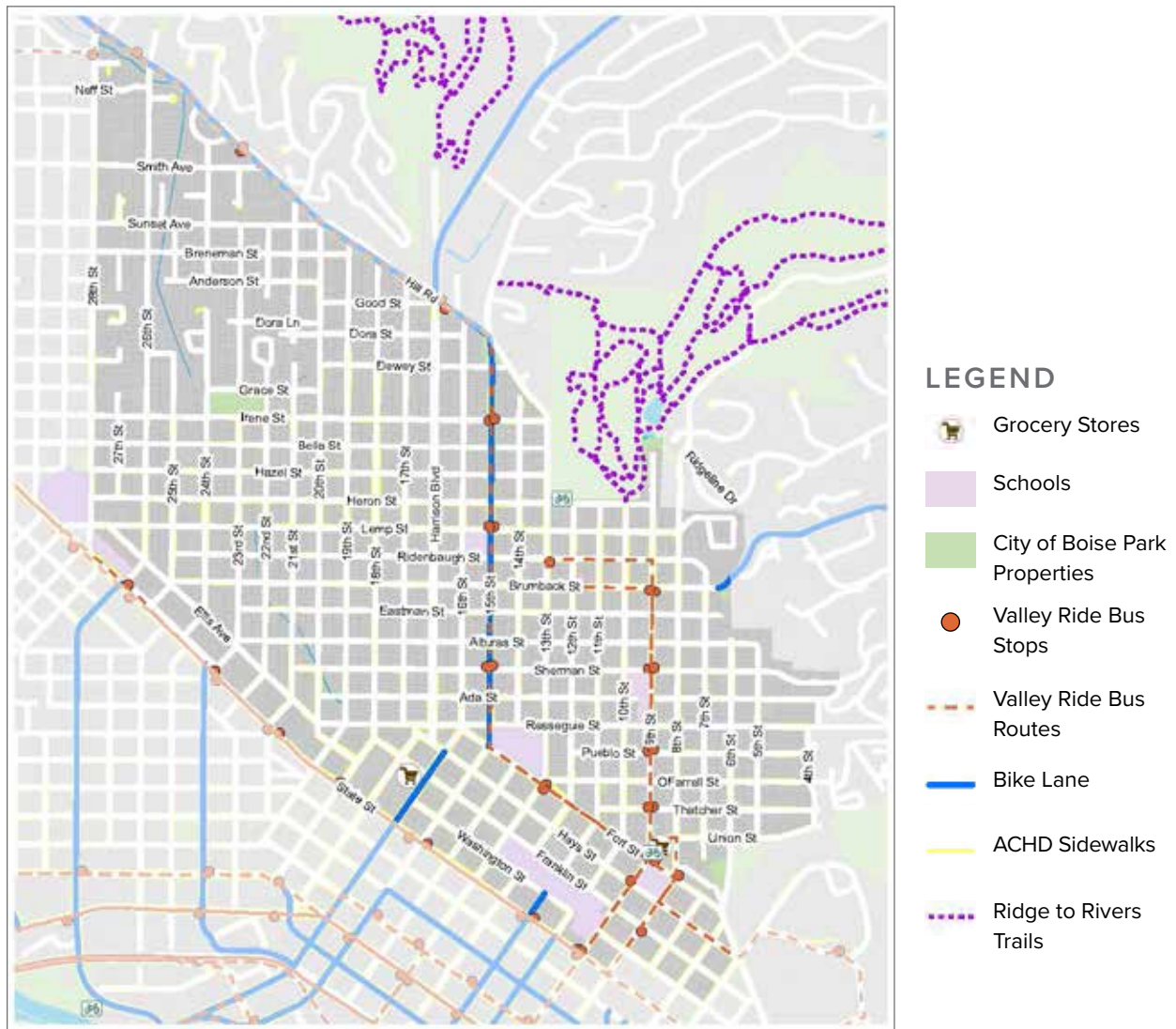
Other than its street, sidewalk, and alley network, transportation assets also include bike lanes along nine key corridors and three bus routes. Concrete sidewalks are adjacent to about 80 percent of the roadways in the area.

Many North End streets lend themselves to non-motorized transportation modes. Bicycle counts conducted from 2016-2018 by the Treasure Valley Cycling Alliance indicate that 13th Street, 10th Street, and 15th Street are the busiest bikeways with between 100-160 bicyclist recorded per weekday. Ellis at 23rd Street, Hill Road at Bogus Basin, and 27th at State each are recorded to have up to over 50 users per weekday.

Valley Regional Transit (VRT) Bus Routes 9, 10, and 16 all serve the neighborhood. Each provides access from the North End to downtown Boise. Route 9 (State Street) is considered one of Boise's "Best in Class Routes" operating 6 days a week with service every 15 minutes during the peak hours in the morning and evening. The stops at State Street & 15th Street and State Street & 11th Street have the highest daily average riders for stops in the North End (about 55 and 45 passengers daily). Routes 10 and 16 only operate once per hour Monday through Friday. The busiest stop for Route 10 through the North End neighborhood is at 9th and State Street with an average of 32 passengers daily. Route 16's busiest stop within the neighborhood is at 8th Street and Fort Street with an average of 5 passengers.

Walk Score is a proprietary data set developed by WalkScore.com and is used to assess walkability from a specific address. For each address, Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The average walk score for the North End Neighborhood is 64 out of 100, meaning that some errands can be accomplished on foot. The Walk Score for properties within the North End increases the closer the address is to downtown.

## MAP 9: TRANSPORTATION NETWORK



Source: City of Boise, 2020, ACHD 2019, Valley Regional Transit 2020

# REGIONAL INFLUENCES

## TRANSPORTATION PRESSURE

As Boise and the Treasure Valley's population has increased, there has been continued residential development in areas that once were open space or farmland in the Foothills and to the west and northwest of the neighborhood. New residents of those subdivisions usually travel via car through the North End to reach destinations in downtown.

The Idaho Transportation Department collects traffic counts for many of Boise streets and shares them as the Annual Average Daily Traffic (AADT reports). AADT is the yearly average count of all vehicle trips per day. Table 7 shows the AADT for some of the busiest streets within the neighborhood. Since AADT is an annual average of daily trips, the actual daily traffic during specific times of the year may be higher or lower. However, these numbers indicate the overall impact of out-of-neighborhood traffic on North End streets in the last 40 years

**TABLE 7: ANNUAL AVERAGE DAILY TRAFFIC COUNTS**

	1981 NORTH END PLAN <sup>1</sup>	2014 <sup>2</sup>	2018 <sup>2</sup>
STATE STREET AT 27TH	29,550	31,500	30,000
HARRISON BLVD. AT ADA STREET	13,685	12,000	13,500
FORT STREET AT 9TH	3,910	8,400	8,200
13TH STREET AT LEMP	3,628	5,000	5,000
15TH STREET AT LEMP	NA	8,500	9,200

<sup>1</sup> Average Daily Traffic (ADT) <sup>2</sup> Annual Average Daily Traffic (AADT)

Source: 1981 North End Plan, Idaho Transportation Department Annual Average Daily Traffic (2014 & 2018)

While the City of Boise has limited control over suburban development west of city limits, continued investment in Bus Rapid Transit and collaboration with ACHD, neighborhood associations, and other municipalities and agencies can help to continue to redirect traffic to State Street instead of through established residential neighborhoods.

## REGIONAL ATTRACTORS

Although they are considered “neighborhood” assets, several North End places and events attract people from all over the Treasure Valley. The North End is home to Hyde Park, one of Boise’s most appealing commercial districts. It attracts patrons from well beyond the neighborhood to dine. Hyde Park’s development as an integrated neighborhood commercial center dates to the late 1890s. In addition to Hyde Park, the Boise Co-op (located in the Fort Street Marketplace) and businesses at the 17th & State Marketplace attract customers from all over the city.

In addition to the everyday draw of unique dining and retail experiences, visitors flock to the North End for annual events including the Hyde Park Street Fair, which draws an estimated 30,000 people annually. Such events as holiday house tours, garden tours also draw people from beyond the neighborhood. Other activities like block parties and similar festive gatherings activate the neighborhood throughout the year on a somewhat smaller scale. One of the most widely used access points to the Ridge to Rivers Trail System is at Camel’s Back Park. The neighborhood is also a gateway to Bogus Basin Mountain Recreation Area. These all-year recreational activities also draw vehicle traffic through the neighborhood.

While North End business and residents enjoy lively activity centers and convenient access to recreation, some of them have experienced uncomfortable impacts as higher volumes of people travel to and through the area to enjoy the same things. Visitor parking, celebratory noises, and music can bring congestion and disruption. Many of the actions and objectives in this plan aim to find the balance among all the interests and create a sustainable and welcoming environment for everyone.







## CHAPTER 3

# PLANNING CONTEXT



The North End, like the rest of the city, is governed by a comprehensive city-wide general plan, five year traffic and street improvement plans, collaborative plans between or among special purpose governments, City of Boise departmental plans, capital improvement plans, a zoning code, public school attendance districts, and more. The following identify selected governance documents and plans pertinent to the North End, and how community members can learn more about them. Together they make up a framework within which the neighborhood functions, and within which the “fine grain” scale of a plan may be considered.

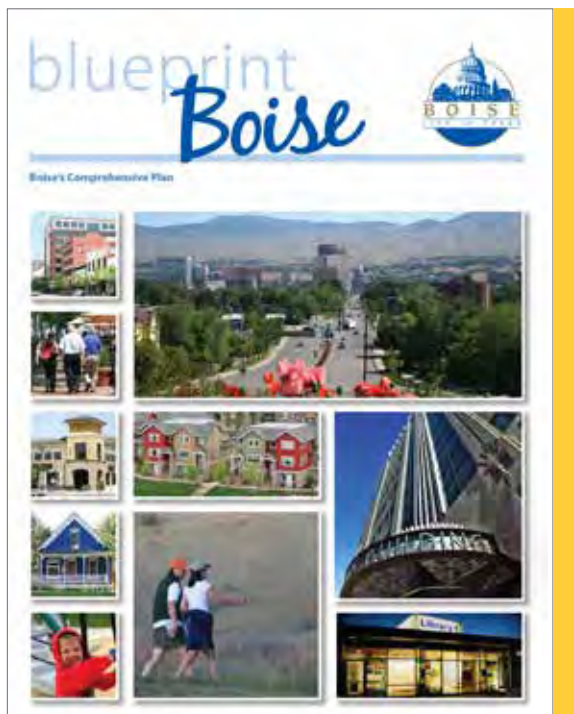


Logic requires that any neighborhood plan may not contradict or oppose codes, laws, or policies governing the city as a whole. On the other hand, neighborhood plans might remind us that regulations should serve planning goals, not that goals should serve regulations. It is well to review from time to time the rules that govern us and how they serve our goals.

The Ada County Highway District (ACHD) is an important partner in Boise planning. It is a single-purpose taxing agency serving streets and roads for all of Ada County and each city within. It is governed by its own elected commissioners. As noted below, City of Boise and ACHD also work together on various improvement plans for specific streets.

The plans selected on the following pages introduce a few of the more salient plans affecting the North End Neighborhood. Most of these appear in City of Boise's website under a heading called *Blueprint Boise* Library, and which may be Googled in a direct search.

# BLUEPRINT BOISE



*Blueprint Boise*, adopted in 2011, is City of Boise's comprehensive plan. Among many other things, *Blueprint Boise* calls for compact, balanced land uses that accommodate future growth while supporting multi-modal transportation and environmental sustainability. *Blueprint Boise* provides city-wide guidance for how the city is expected to grow over a twenty-year planning horizon. The goals and policies within all city neighborhood plans must be consistent with those found in *Blueprint Boise*. The North End neighborhood falls within the North/East End Planning Area. As such *Blueprint Boise* supplies the following policies selected here for their pertinence to this plan:

## CENTERS, CORRIDORS, AND NEIGHBORHOODS (NE-CCN)

### 1.3: INFILL HOUSING

- a) Support intensification of the North/East End primarily through the development of accessory units, duplexes and townhomes, rather than high-density multifamily units.
- b) Focus higher-density housing and mixed-use development within the 30th Street Master Plan Area, as planned.
- c) Ensure that infill development is consistent with the design principles contained in Chapter 3 of this Comprehensive Plan, *Blueprint Boise*.

### 1.4: NEIGHBORHOOD CHARACTER

Design new development to reflect elements of the historic architecture and traditional neighborhood character that exist in the North/East End.

### **1.5: HISTORIC DISTRICTS**

Apply the procedures and requirements of the designated local Historic Districts as appropriate.

### **2.3: STATE STREET**

Encourage a compact, transit-supportive pattern of development and redevelopment, and mix of uses along the State Street Corridor as outlined in the State Street Corridor Transit Oriented Development Policy Guidelines.

### **2.6: STATE STREET CORRIDOR**

Implement the State Street Transit and Traffic Operational Plan (TTOP) to achieve the land use, roadway and transit vision for the State Street Corridor.

## **CONNECTIVITY (NE-C)**

### **1.1: STREET CLASSIFICATIONS**

Avoid upgrading local streets and collectors in North/ East End to higher classifications to accommodate development in the Foothills.

### **3.1: HILL ROAD:**

- a) Preserve existing two-lane design of Hill Road between 36th Street and Harrison Boulevard.
- b) Integrate appropriate safe transportation options including transit, bikes, pedestrian and trails while preserving the existing two-lane design.

## **NEIGHBORHOOD CHARACTER (NE-NC)**

### **1.1: TRAIL CORRIDORS**

Expand trail connections from the North/East End to adjoining areas and the Foothills trail network.

### **1.3: ADJOINING DEVELOPMENT**

Monitor the effect of development in other planning areas on the North/East End, especially Foothills development for traffic and other impacts on the area.



## FUTURE LAND USE MAP

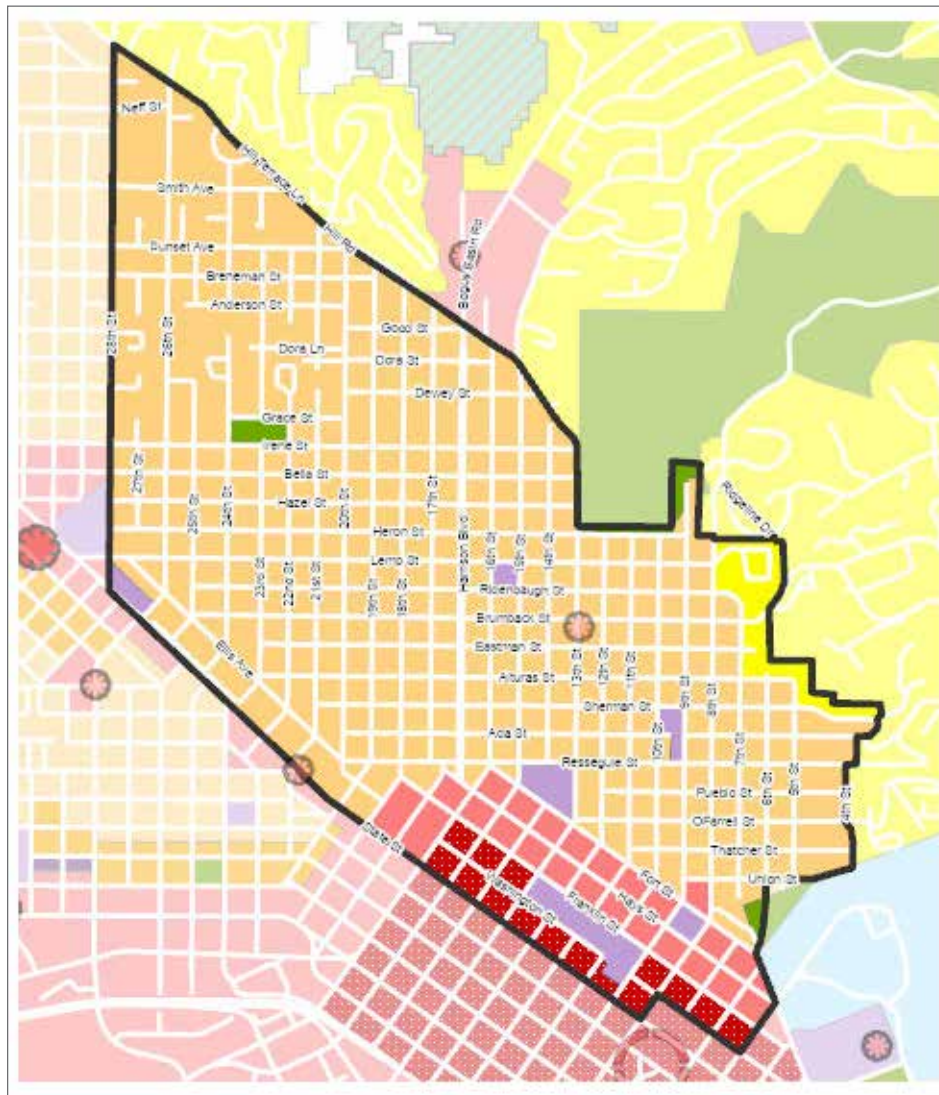
*Blueprint Boise* establishes a land use framework for future development in Boise's Area of City Impact. This framework includes the types of places the community would like to foster, and the land use patterns that will be encouraged in each of those places

*Blueprint Boise's* Future Land Use Map designates the North End neighborhood north of Franklin Street for "Compact Land Use." Such areas in Boise typically consist of small residential lots in the range of 5000-7000 square feet arranged in a grid-style network of streets, sidewalks, and alleys. Many of these areas were platted before World War I including the North End. Existing land uses in the North End are consistent with this description. Therefore, large-scale or significant changes to this pattern are not expected.

South of Franklin Street (and between 3rd and 16th streets), the Future Land Use Map recognizes the four blocks between Fort and State streets as "Mixed Use." This area derives its characteristics partly because of their proximity to downtown and its development as part of the Boise City Original Townsite, which was created and developed in the 19th Century. The Idaho Statehouse and other buildings associated with state government are part of this planning area, as are the holdings of the Cathedral of the Rockies church. South of that the designation is "Downtown Mixed Use." These designations are consistent with their current land uses, although certain areas, such as the area around the Marketplace at 17th and State streets might support more intensive development than what currently exists.

*Blueprint Boise* also identifies existing and potential "activity centers," areas that might attract people who wish to live, work, shop, recreate, socialize, and educate themselves in such centers. Five such potential centers are Downtown Boise, State and 21st streets, State Street and Whitewater Boulevard, Hyde Park, and the intersection of Hill and Bogus Basin roads. Existing retail areas in the neighborhood are Fort Street Marketplace and the centers at 17th and State streets, at 28th and Heron Streets, and 28th and Sunset streets.

## MAP 10: BLUEPRINT BOISE (2011) FUTURE LAND USE



### LEGEND

Airport	High Density	PC	Suburban
BSU Master Plan	Industrial	Parks/ Open Space	Neighborhood Activity Center
Buildable	Large Lot/Rural	Public/ Quasi-Public	Community Activity Center
Commercial	Mixed Use	School	Regional Activity Center
Downtown Mixed Use	Office	Slope Protection	

Source: City of Boise, 2020

## OTHER NORTH END PLANS

With the development and approval of this plan, previous plans will be replaced. However, as part of the preparation for this plan, the neighborhood participants reviewed, evaluated, and modified older goals, policies, and recommendations. They are as follows.

From the 1985 North End Policy Guide, which was part of the Metro Plan:

- To preserve the character of the North End, the housing type and mix, the placement and number of trees, the vistas and ambient environment provided by the grid street patterns.
- To meet the service needs of residents of the North End for commercial facilities while reducing negative impacts from these types of uses on adjacent residential areas.
- To carefully review site design for multi-family, office or commercial uses to retain the single-family residential quality of the neighborhood.

### FROM THE 1981 NORTH END PLAN:

The 1981 North End Plan identifies the neighborhood's strength as a near-downtown neighborhood with "varied, affordable housing stock and a wide range of amenities." The plan addresses land use and transportation strategies to improve quality of life. The goals of the 1981 North End Plan are:

- To develop quantifiable standards which access the quality of life components desired by North End residents.
- To sustain and enrich the existing quality of life.
- To examine possibilities for developing neighborhood improvement programs which can be carried out by the North End Neighborhood Association (NENA) or other groups.
- To delineate implementation and review mechanisms for the neighborhood plan.



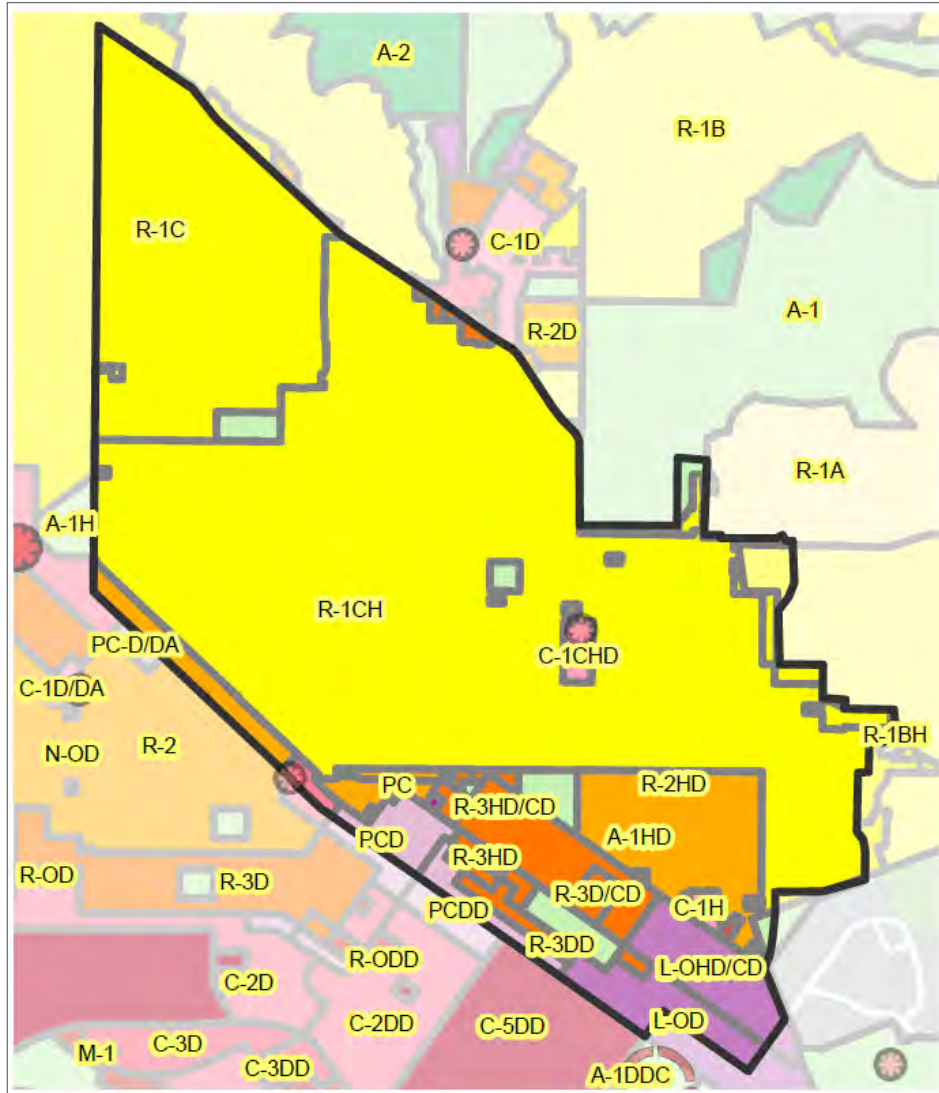
## BOISE CITY ZONING ORDINANCE

While the Comprehensive Plan establishes an overall vision for the city and policy guidance to achieve it, zoning is an important tool used to implement that vision. Boise's Zoning Ordinance is Title 11 of the city laws. It establishes allowed uses and specifies dimensional standards for every property in the city.

The zoning ordinance places all property under the rules of a "zone." Each zone specifies what uses will be permitted, permitted on condition, or not allowed at all. Included in the code are "overlay" zones, which require more particular conditions for areas in historic districts (see below), design-review districts, parking districts, flood control areas, and others.



## MAP 11: BOISE BASE ZONE DISTRICTS



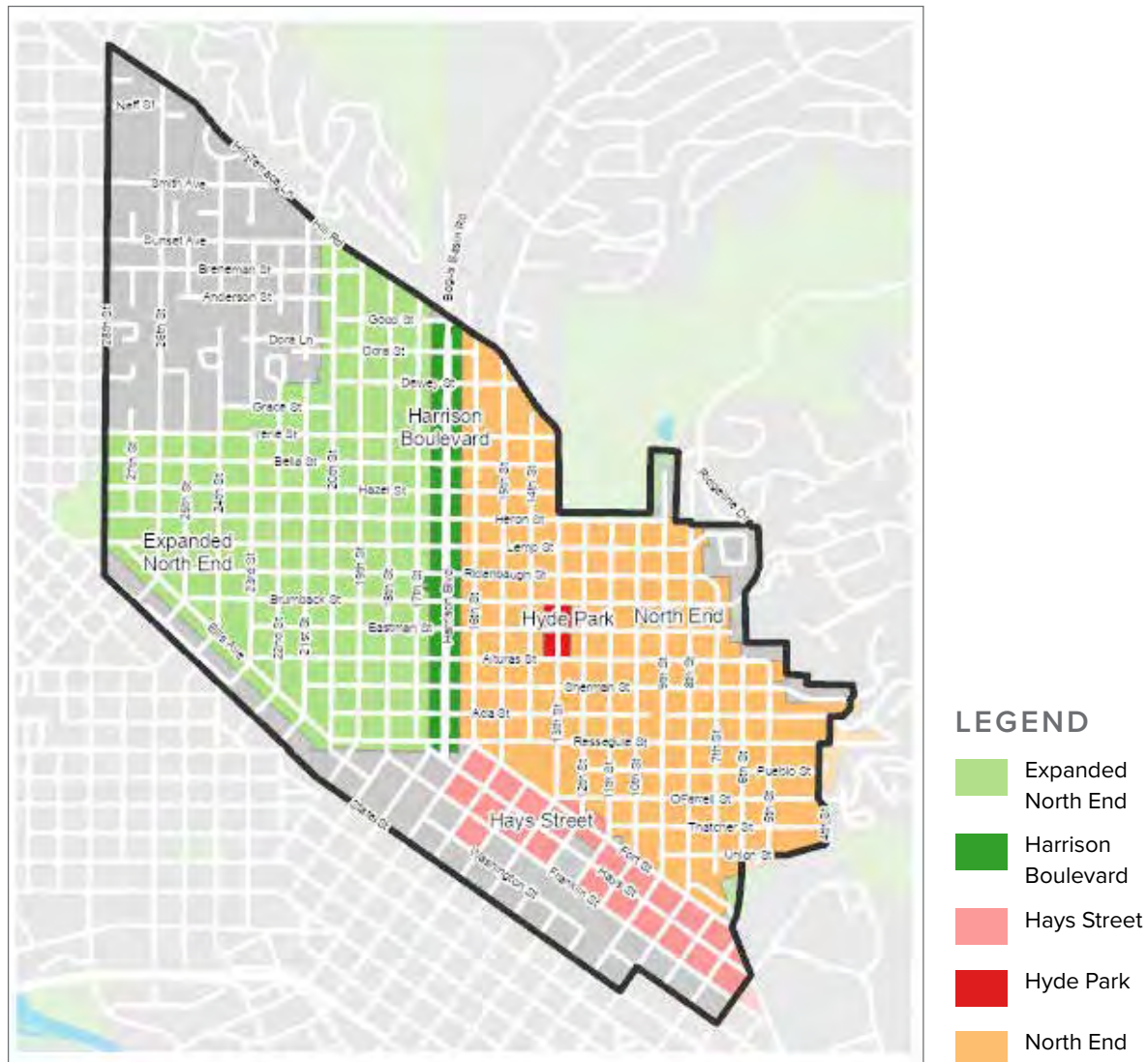
### LEGEND

A1 (Open Lands, Parks)	C5 (Central Business)	R-1A (Single Family Residential, Large Lot)	R-3 (Multi-Family Residential)
A2 (Open Land, Reserve)	L-O (Limited Office)	R-1B (Single Family Residential, Suburban)	R-O (Residential Office)
C1 (Neighborhood Commercial)	M-1 (Light Industrial District)	R-1C (Single Family Residential, Urban)	
C2 (General Commercial)	N-O (Neighborhood Office)	R-1M (Town Lot, Residential)	
C3 (Service Commercial)	PC (Pedestrian Commercial)	R-2 (Medium Density Residential)	

## HISTORIC DISTRICTS

In addition to the basic zoning classifications, much of the North End is governed by an Historic overlay designation (H). An H overlay aims to preserve the architectural and other historic resources so important to the neighborhood and to the city. Boise has defined five “historic districts” in the North End. As the map indicates, these districts encompass about 73 percent of the properties in the North End neighborhood.

**MAP 12: CITY OF BOISE HISTORIC DISTRICTS**





When these districts were established, the city consulted with architectural historians who examined each property to understand: “What was the architectural style? How old was the structure? What other historic significance did it have? Had the exterior been altered from its original style?” Properties were identified as “contributing” to the historic qualities of the area or “not contributing” because of alterations that had sacrificed those historic qualities. Requests for altering structures in both categories are reviewed and approved by the Historic Preservation Commission and City of Boise Planning and Development Services staff. Contributing homes, which have not been significantly altered since their construction, have more restrictions on what architectural changes may be appropriate to the goal of historic preservation.

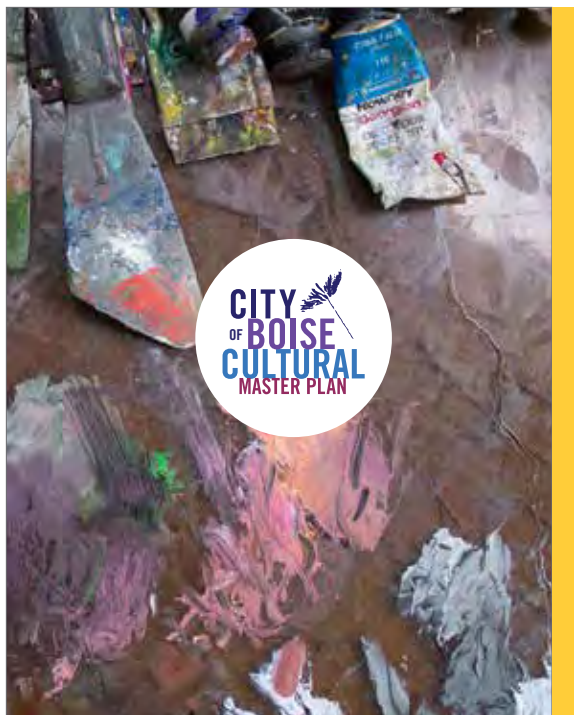
Most exterior modifications within a historic district require a Certificate of Appropriateness, granted by the Commission. Common alterations requiring review include siding and window replacement, additions to the home, and new garages. The Design Guidelines for Residential Historic Districts provides direction for home projects by examining generally appropriate materials, massing, and detailing. Design Guidelines for Commercial Historic Districts address historic commercial properties.



The city's preservation ordinances are sometimes confused with historic preservation programs sponsored by the National Park Service, which operates the National Register of Historic Places program. The program may designate an individual structure or a group of structures in a district. The city and the national programs can work together to help preserve the nation's and the city's historic resources. The national program provides incentives for preservation. The city does not provide incentives but carries the force of law should such a structure be modified. See the comparison:

LOCAL HISTORIC DISTRICTS	NATIONAL REGISTER HISTORIC DISTRICT
Designates historic areas based on local criteria and procedures.	Designates historic areas based on uniform national criteria and procedures.
Sets district boundaries based on the distribution of historic properties and other planning considerations.	Sets district boundaries tightly, based on the actual distribution of intact historic properties in the area.
Provides no tax incentives for preservation purposes.	Makes available specific federal and state tax incentives for preservation purposes.
Does not qualify property owners for federal or state grants for preservation purposes.	Qualifies property owners for federal and state grants for preservation purposes, when funds are available.
Requires Historic Preservation Commission to review and approve exterior changes to the property.	Does not require conformance to design guidelines unless specific preservation incentives (tax credits, grants) are involved.
Requires approval of proposed demolitions in the historic district.	Does not prevent the demolition of historic structures.
Administered by the Historic Preservation staff and Historic Preservation Commission	Administered by the Idaho State Historic Preservation Office.





## BOISE CITY CULTURAL MASTER PLAN

City of Boise created a new city department in 2008, the Department of Arts and History. This plan is the department's first cultural master plan, adopted on February 7, 2017. It positions arts and culture prominently in the local economy and government, provides a detailed perspective of how arts and culture have evolved in Boise, assesses current cultural conditions and assets, provides analyses regarding strengths and weaknesses, and recommends a path forward with recommendations and suggested investments. Historic homes, streets, and districts in the North End and other older neighborhoods are considered major city assets. The Cultural Master Plan supports historic preservation activities. The second goal of the plan is to “enhance and preserve neighborhood places.”

## BOISE CITY COMPREHENSIVE PARK AND RECREATION PLAN

Adopted by the City of Boise in 2011, this robust analysis and list of objectives serve the citywide vision. Among those pertaining to park assets in or near the North End neighborhood are an objective to reconstruct or relocate Lowell Swimming Pool at a site to best serve the North River planning area; an increasing commitment to xeriscaping, and the implementation of a tree canopy policy to replace 1.5 trees for every tree lost. The document provides historic use trends and a description of park and recreation assets.

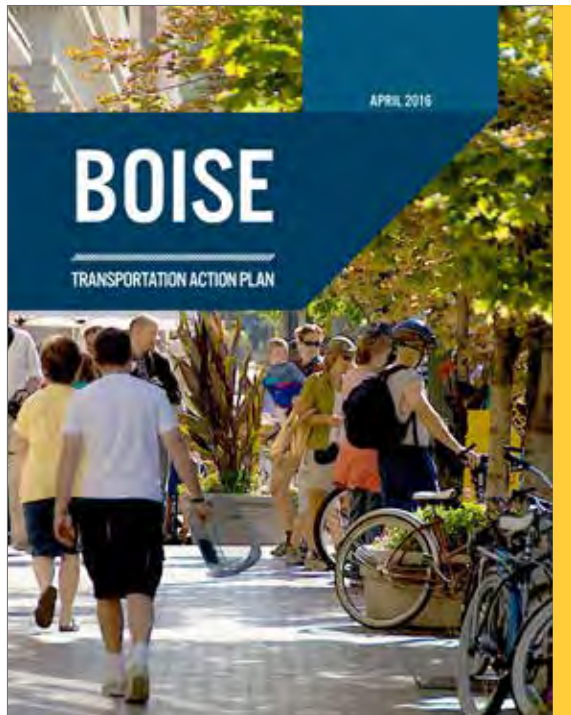


## 30TH STREET AREA MASTER PLAN

Adopted in 2012, the title of this document no longer serves it well. The centerpiece of the plan turned out to be called Whitewater Boulevard, aligned more with 31st Street than with 30th Street. The plan is a detailed collaboration among City of Boise, ACHD, economists, and consultants looking towards the construction of a major north/south connecting road between Main Street and State Street, and a new bridge across the Boise River. Among other goals, it was to provide access to the regional park now called Esther Simplot Park. The land use immediately to its west includes the side yards of Idaho Transportation Department, the park, and apartment-style residential development near the south connection to Main Street. The study area encompasses 681 acres.

These major new urban features were expected to impact several neighborhoods, including Veterans Park, Sunset, and the western end of North End (from 23rd to 28th Streets north to Irene Street). For North End residents, the new assets include the bridge across Boise River, a new pedestrian/bicycle bridge connecting the Boise Greenbelt to Garden City, a new pathway from the North End to the Interstate Connector, and a new access to the Bench via Orchard Street. The plan considers the future development of considerable vacant land in the study area and many opportunities to fulfill Boise's goals for affordable housing, high density dwelling near logical transit corridors, and the creation and/or revitalization of neighborhood commercial centers such as the one located at 27th and State streets.

The plan continues to guide land use, transit services, pedestrian and bicycling facilities, streetscapes, redevelopment initiatives on city-owned properties, and private investment in the study area. It was adopted into *Blueprint Boise* in 2012.



## THE BOISE TRANSPORTATION ACTION PLAN (TAP)

This document was the collaborative effort by City of Boise, ACHD, ValleyRide Transit, and COMPASS, (Community Planning Association) to make the case for spending our resources on mobility options other than moving autos down the road—and making great places at the same time. It was incorporated in *Blueprint Boise* in 2016. Mobility choice is defined as a system where residents have options to bike, walk, ride, or drive in safety and comfort regardless of age, ability, or economic situation.

The commitment endorsed by the city is to improve pedestrian and bicycle safety and comfort, expand transit, support safe routes to school, design streets for all travel modes, encourage connectivity without widening streets but by expanding transit, bike, and pedestrian services. Executing these goals means different strategies depending on the “place type” within the city. The North End is identified as a Compact Neighborhood, an area with high residential densities and an already walkable street grid. The “strategy” is likely to focus on calming traffic and creating conditions for improved safety. See pages 30-31 and 44-45. Find the report online at [cityofboise.org/media/3143/boisetap.pdf](http://cityofboise.org/media/3143/boisetap.pdf).

## STATE STREET CORRIDOR PLANS

Historic State Street, once known as the Valley Road, is one of the oldest roads in the valley, connecting City of Boise westward through Eagle, Star, Middleton, and into Canyon County. It is the only east-west road connecting Ada and Canyon counties north of Boise River. The north-river urban population continues to grow, bringing more commerce and traffic.

As a neighborhood through which State Street forms one of its boundaries, the North End Neighborhood has considerable interest in how this major arterial is managed and developed. Within the last 15 years, planning documents and studies have defined issues, formulated future visions, and articulated a number of planning ideals for State Street. In short, the vision looking toward 2035 is for development located at “nodes” with the density to support high speed transit. This vision has helped to shape recommendations and projects to improve mobility within and around the neighborhood on and near State Street.

Three frequently consulted State Street documents (among others) include:

- **State Street Corridor Transit Oriented Development Policy Guidelines, April 2008.** The guidelines articulate in considerable detail how development proposals will be evaluated. They are to be “transit supportive,” dense, designed to become “a place,” or node of concentrated attraction and activity, with links to pedestrian, bicycle, and transit connections. Regarding existing neighborhoods, a concurrent goal is to help preserve them and their character.
- **State Street Transit and Traffic Operational Plan, Implementation Plan, July 2011.** Identifies specific roadway improvements and projects expected to implement the plan in phases as individual projects materialize.
- **Memorandum of Understanding: State Street/Idaho 44 Transit Corridor Implementation Coordination, (2017).** The parties include Ada County, City of Boise, Garden City, City of Eagle, Idaho Transportation Department, Ada County Highway District, Capital City Development Corporation, Valley Regional Transit, and Compass. Each agency has a role in respecting the corridor plans and using its responsibilities and powers accordingly. These are listed in detail.



## ACHD: ROADWAYS TO BIKEWAYS MASTERPLAN (2009 & 2018 ADDENDUM)

Adopted in 2009, this plan presented a 50-year outlook: a broad vision with policies, goals, and objectives for ACHD's role in improving bicycling in Ada County. The planners saw an interconnected bicycle network connecting neighborhoods, schools, business districts, and recreational features.

In 2018, ACHD amended the plan's goals and objectives, determined comfort rankings, and identified bike route gaps to create a complete Regional Low-Stress Bikeway Network. The goal of the Regional Low-Stress Bikeway Network would be to construct and advertise a connected network of bikeways (roads designed for bicycle travel and slow automobile travel). This network is reviewed annually to identify bikeway segments that will be prioritized and implemented on a project-by-project basis through ACHD's Integrated Five-Year Work Plan (IFYWP).

## ACHD: NORTH BOISE NEIGHBORHOOD BICYCLE AND PEDESTRIAN PLAN

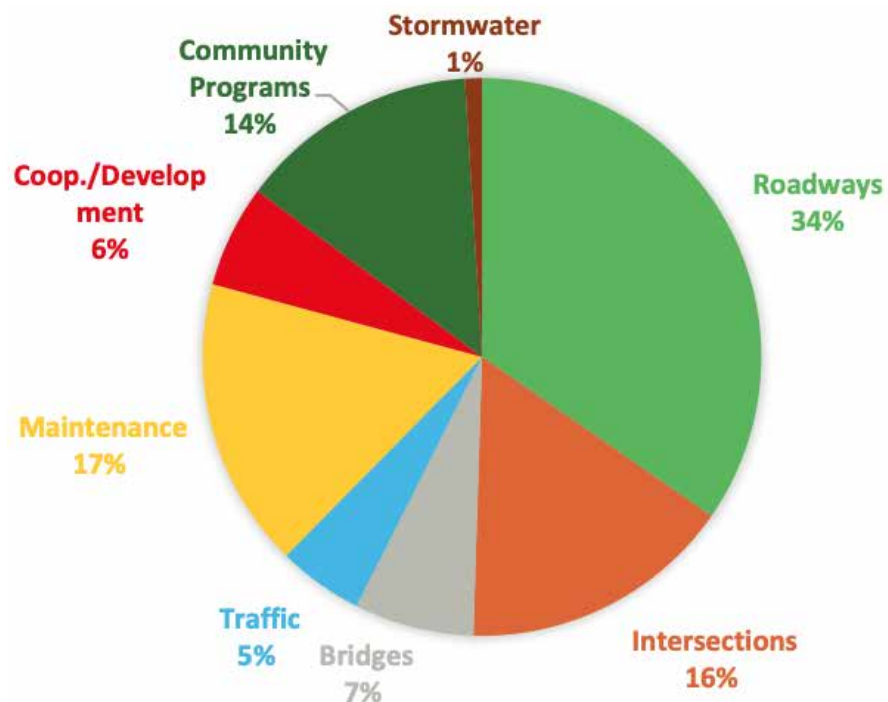
ACHD adopted the North Boise Neighborhood Bicycle and Pedestrian Plan in 2016. It aims to improve bicycling and walking options in several distinct neighborhoods: the North End, Sunset, Somerset, Highlands, Central Foothills, and Boise Heights. The plan specifies priority improvements for consideration when ACHD develops its five year capital improvement plans. Community participation resulted in a list of projects for bicycle and pedestrian improvements, and their priorities. One of the projects, to build sidewalks on the north side of Heron Street between 9th to 13th streets was underway in the summer of 2020.

A project to build a bikeway on 11th Street connecting Heron Street to downtown Boise, with connections to the Greenbelt, is scheduled to begin construction in summer 2022. Plans include pavement improvement, bulb-outs and better lighting at some pedestrian crossings, and a multi-use pathway through the Boise High School campus. Ultimately, this path will be a premier ridge-to-river connection between the Foothills and the Greenbelt.

## ACHD: INTEGRATED FIVE-YEAR WORK PLAN (2020-2025)

ACHD adjusts its five-year work plans every year. The 2021-2025 work plan identifies the capital transportation projects which the Ada County Highway District (ACHD) will pursue over the next five years. ACHD's project responsibilities, which include the entire road network in Ada County, include Roadways, Intersections, Bridges, Traffic & Intelligent Transportation Systems, Maintenance, Development, Cooperative Programs, Community Programs, and Stormwater.

In 2019-2020, the Community Programs portion of the capital budget, which funds bikeways, sidewalks, and traffic calming, was about 14 percent (\$7.3 million) of the total. Roadways and Intersections had the greatest share, at 35 percent and 16 percent respectively.



## VALLEYCONNECT 2.0

The managing authority for the bus/transit system in the valley is Valley Regional Transit. ValleyConnect 2.0 is the current capital investment and service plan. The document sets forth design principles, ways of measuring performance, and priorities for the region's transit system.

## 2015 COMMUNITY FORESTRY STRATEGIC MANAGEMENT PLAN

Community Forestry was created to educate citizens and city government about the economic, environmental, psychological, and aesthetic benefits of trees. This branch of Parks and Recreation assists the City of Boise, citizen groups and volunteers in planting and sustaining healthy trees and vegetation across Boise.

The overall goal of the planning process was to develop a sustainable Community Forestry Program through collaboration and long-term investment. The strategic planning process engaged city staff, a dedicated team of community stakeholders and interested citizens in evaluating all aspects and components of a comprehensive community forestry program. Together, this team of stakeholders and citizens developed goals and strategies to guide the Community Forestry Program over the next ten years.

In 2020, the City of Boise launched the City of Trees Challenge. The City of Trees Challenge responds to the call to action from NASA, The Treasure Valley Forest Carbon Assessment and the city's Community Forest Management Plan. The challenge includes:

- A community-wide initiative to inspire Boiseans to plant a new tree for every household across the city.
- Growing forests around the state by empowering Boiseans to sponsor a forest seedling for every Boise resident (235,000 seedlings).
- Partnering with state, national, and worldwide organizations, to challenge cities across Idaho, the United States, and the World to join in this effort.







Trip in storm drains  
Incentives to replace  
Guns





## BASIS FOR ACTION



NORTH END MASTER PLAN 95

The Neighborhood Planning Committee invited the neighborhood to attend workshops and provide comment during all phases of the neighborhood plan process. The feedback then helped shape the development of this plan. The purpose of this chapter is to:

1. Summarize and map major themes and comments heard throughout the process;
2. Describe how the neighborhood was engaged during each phase of the planning process, and;
3. Show how the project team interpreted and used the public's input in the development of the plan.

## PROCESS DESCRIPTION & COVID 19 EFFECTS

The Neighborhood Planning Committee (NPC) hosted two in-person community workshops, four online surveys, and one online workshop. Advertising for these included the delivery of every-door-direct mailers, social media, and the North End Neighborhood Association (NENA) North End News (newsletter).

NENA and the NPC also promoted the plan at neighborhood events such as the 2019 NENA Annual Membership Meeting and the 2019 Candle Lantern Parade.

The planning process began in October 2019. Six months later the COVID-19 pandemic brought quarantine and physical distancing measures. To continue the project, the project team adjusted the schedule and reformatted events. Despite the upheaval, the NPC and project team hoped the neighborhood would still connect with the community-wide process.

The City of Boise hosted a “North End Plan” website and posted materials and activities. Before and after the COVID-19 pandemic began, participants were able to give input digitally through a series of mapping exercises and surveys. People without online access could obtain mail-in materials or use the telephone to provide feedback.

The participants helped identify and analyze existing conditions, shared ideas and priorities, and made recommendations. Appendix A summarizes the feedback and includes the raw survey/workshop results.

## MAJOR THEMES FROM THE ENGAGEMENT

Several themes emerged throughout the public engagement process; these are the basis for developing the plan's core values. People were generally positive about the neighborhood. Many expressed a deep love for the neighborhood while identifying hopes for continued improvement. They articulated several specific qualities:

### WALKABILITY

The neighborhood's quality of life is tied to features of the transportation network. Being able to walk and bike safely were integral to their perception of a quality neighborhood.

### COMMUNITY

North Enders have a high regard for the people who live there. They feel the neighborhood is friendly and welcoming, and want to preserve those qualities for future generations. North Enders agree that the neighborhood is a special place that people of many backgrounds and income levels should be able to enjoy.

### STEWARDSHIP

Participants appreciate the stewardship efforts of property owners and the City of Boise to preserve historic homes and conserve nearby foothills land and trails. Neighbors wanted to continue such stewardship.

## ASSETS & OPPORTUNITIES

Throughout the planning process participants made many location-specific comments. The Assets & Opportunities table below compiles these comments into three recurring categories: places they liked, places that represent an opportunity for positive change, and places in need of improvement.



Positive asset



Area of opportunity



Area in need of improvement

### PARKS AND RECREATION FACILITIES

#### CAMEL'S BACK PARK



- A valuable access point to the Foothills Ridge to Rivers Trails system.
- Some would like for the park to be more dog friendly.
- Interest in seeing improved crossings to access the park from N 13th Street and along Heron Street.

#### ELM GROVE PARK



- Described as an “ideal” neighborhood park.
- Hopes to see sidewalks on all four edges of the park and adjacent streets (Grace Street N 22nd and N 24th Streets).
- Minor park improvements including poop bag station, more trash cans, and enhanced recreational facility maintenance.

#### MEMORIAL PARK



- Additional park amenities including seating, better lighting, and a better visual connection across 6th Street.

#### RIDGE TO RIVERS TRAILS



- Proximity to trail system access points is a strong asset.
- Neighbors want to see preservation of trail access at both formal and informal access points such as at the end of Union Street to Military Reserve as well as improved trailhead amenities.
- Willingness to volunteer to maintain and clean trails and preserve native plant species.



## ACTIVITY CENTERS

### 17TH STREET MARKETPLACE



- Some expressed that the area feels disconnected from the neighborhood and that there are many opportunities to create a strong transition and sense of neighborhood cohesion with simple façade changes/changes to parking.
- The area would benefit from improved crossings and intersection visibility at Franklin and 18th Street. Additional traffic calming in the surrounding area is also desired.

### FORT STREET MARKETPLACE



- Some hope for increased activity through programmed events or public art installations.
- Residents love having a local grocery store and local restaurants.
- A desire for improved crosswalks.

### HILL ROAD/BOGUS BASIN ROAD AND HARRISON ACTIVITY CENTER



- Opportunities for residential and mixed-use development.
- Interest in increasing safety and comfort for pedestrians and bicyclists, as well as improving the aesthetics around the intersection.
- Hopes to strengthen the connection between the neighborhood, the existing retail, and commercial in the area north of Hill Road.

### HYDE PARK



- Vibrant neighborhood activity center that serves the neighborhood and the city.
- Opportunities to mitigate the effects of auto traffic. Some interest in temporary or permanent street closures.
- Desire to improve safety and comfort for bicyclists and pedestrians.
- Expressed need to reduce negative externalities of late-night events and busy restaurants/shops.

## ACTIVITY CENTERS CON'T

### NEIGHBORHOOD SCHOOLS

(North Jr. High, Boise High, Washington Elementary, Longfellow Elementary, Lowell Elementary, St. Johns School, St. Mary's School)



- Respondents felt connected to school facilities.
- Interest in pedestrian safety improvements around all school facilities in the North End, such as better speed limit enforcement, signage, traffic calming, and lighting.
- Neighbors identified the opportunity to enhance/promote the use of school grounds when school is not in session (green space, event space and connective pathways).

## ACTIVE STREETS AND ROADWAYS

### NETWORK OF SAFE AND COMFORTABLE STREETS AND INTERSECTIONS



- Neighbors identified almost every street and intersection in the neighborhood as needing some sort of transportation improvement to enhance the safety and comfort of all transportation users.

### N. 8TH STREET



- Widely used connection to the Jim Hall Foothills Learning Center.
- Desire for additional traffic calming along the roadway, including line-of-sight improvements.

### N. 13TH STREET



- Seen as a neighborhood asset with the presence of Hyde Park
- A sense that 13th Street is not safe enough and would benefit from a redesign to lower vehicle speeds, improve pedestrian visibility, and/or divert vehicle traffic.



## ACTIVE STREETS AND ROADWAYS CON'T.

### N 28TH STREET



- Possible opportunity to expand small-scale commercial activity at the intersection of 28th Street and Sunset Street
- Desire for enhancements to the street design to improve the safety and comfort of pedestrians and bicyclists.
- Interest in restoring the bus route that stopped on 28th Street and connected to downtown.

### N. HARRISON BOULEVARD



- Increased traffic volumes during commute hours affect the perceived quality of life
- Participants indicated a desire for enhanced safety and comfort for pedestrians and bicyclists and an evaluation of ways to shift through-traffic to alternative routes around established neighborhoods
- The Boulevard design, historic value and architectural interest is a neighborhood asset and activity center (tour of homes, holiday parades, trick-or-treating etc.)

## WHAT IS TRAFFIC CALMING?

Traffic calming uses physical infrastructure to improve safety for motorists, pedestrians and cyclists. It has become a tool to combat speeding and other unsafe behaviors by encouraging safer, more responsible driving.

Options for engineering roads that are safer, and more pedestrian and bike friendly.



**BULB OUTS** visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians.



**MEDIAN REFUGE ISLANDS** are protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings.



**ART CROSSWALKS** make streets more inviting and remind motorists to respect crosswalks.



**RAISED INTERSECTIONS** encourage motorists to yield to pedestrians at the crosswalk.



**CHICANES OR OFFSET CURB EXTENSIONS** create a narrowing effect that slows traffic speeds.



**BUFFERED BIKE LANES** give more distance between bikes and cars.



**TRAFFIC DIVERTERS** improve bicycle boulevards by discouraging cut-through traffic.



**MINI TRAFFIC CIRCLES** lower speeds at minor/uncontrolled intersection crossings.





## PHASE 1: LEARN

### PUBLIC ENGAGEMENT OBJECTIVES: PHASE 1

*What characteristics do neighbors value most about the North End?*

*What do neighbors perceive to be the North End's greatest strengths and most pressing threats?*

*What other information or data do neighbors need to better participate in the planning process?*

*Who else should be involved in the planning process?*

The first phase of the planning process was designed to collect baseline information and identify the neighborhood's perceived strengths and threats.

The Phase 1 public workshop was held on January 14th, 2020 at North Junior High from 4:30-7:30pm. Over 200 people participated in the workshop contributing over 550 responses to workshop activities. The workshop featured several ways to gather input from attendees: a presentation, individual open house activities, and the collection of North End love notes.

An online survey and interactive comment map form were available from December 18, 2019 to January 27, 2020. The survey received 478 unique responses, while the interactive comment map received an additional 111 responses. The survey and comment map were available online at the project webpage [www.cityofboise.com/northendplan](http://www.cityofboise.com/northendplan).

The following were the most cited topics and themes:

### **SUPPORT ACTIVE MOBILITY**

Respondents indicated that the North End Neighborhood is a haven for walkers and bicyclists, due to its network of gridded streets and proximity to downtown and the foothills. However, many suggested that new housing developments beyond the neighborhood have increased commuter vehicle traffic and are changing their experience. Participants hope planning efforts can mitigate the effects of cut-through traffic in order to support walking and biking in the neighborhood.

### **IMPROVE TRAFFIC SAFETY AND CONGESTION**

Respondents broadly identified vehicle traffic (volume, speeds, and congestion) as a challenge, but also an area of opportunity. Participants cited reduction of single occupancy vehicle trips and improved public transit as ways to help mitigate these problems in the neighborhood. Many indicated that due to the neighborhood's network of gridded streets, a comprehensive network of traffic calming (street design improvements to reduce the speed of vehicles and improve comfort/safety for pedestrians/bicycles) and improved intersections are needed to address safety throughout the neighborhood.

### **OFFER DIVERSE AND AFFORDABLE HOUSING OPTIONS**

Respondents indicated that they believe that diversity of income levels is very desirable within the neighborhood but that rising housing demand, increased assessed property values, and increases in property taxes are beginning to reduce neighborhood affordability. Providing a wide range of housing options for a variety of income levels was noted as important to preserve income level diversity within the neighborhood.

## **PRESERVE THE UNIQUE HISTORY AND CHARACTER OF THE NORTH END**

Many neighbors deeply appreciate the historic architecture of the area and wish to preserve it with consistent and thoughtful planning decisions.

## **KEEP THE NORTH END WELCOMING, FRIENDLY, AND DIVERSE**

The North End is a friendly, welcoming, and unique neighborhood that values diversity. Future planning efforts should support individuals of different beliefs, backgrounds, and socioeconomic levels.

Using these themes, the project team identified the neighborhood's perceived strengths and most pressing threats. From these follow the neighborhood vision, values, and goals.

## **GREATEST STRENGTHS**



**WALKABILITY AND BIKABILITY**



**HISTORIC FABRIC**



**LOCATION**



**NEIGHBORLINESS**

## **PRESSING THREATS**



**CUT-THROUGH TRAFFIC**

(Development in the Northwest and Foothills)



**AFFORDABILITY**



## PHASE 2: VISION

### PUBLIC ENGAGEMENT OBJECTIVES: PHASE 2

*What must be preserved or enhanced to maintain the North End's quality of life?*

*What do neighbors want the North End to be like in the next 10-15 years?*

*What are the specific goals that the neighborhood must achieve to reach that vision?*

*What are concrete projects or actions that the neighborhood, city, or partner agencies can take to implement the plan?*

During the Vision phase, the project team used community input to develop drafts of the plan's vision, values, and goals.

The second North End Neighborhood Plan public workshop was held on March 12, 2020 at North Junior High from 5:00-7:00pm. Based on the results of the first workshop, this workshop directed the participants to discuss potential goals of the plan. Participants had the opportunity to engage in two half-hour conversations focused on the proposed goal areas:

- Housing
- Mobility
- Natural Spaces & Sustainable Systems
- Community Engagement & Placemaking





Thirty-three people attended and provided critical input on the draft plan goals and objectives. Members of the Neighborhood Planning Committee and city staff facilitated the discussions. The attendance for Workshop 2 was lower than expected, perhaps because COVID-19 was just emerging as a threat. However, the smaller attendance allowed for multiple small group discussions between the project team, city staff, and attendees.

Following the workshop, an online survey open between February 23 and March 31, 2020, received a total of 143 responses. In addition to collecting feedback on the draft vision, values, goals and objective statements, the survey also collected feedback about specific projects the neighborhood would like to see implemented. These project suggestions were utilized when creating a list of priority North End Neighborhood actions and projects.

Participants supported the draft neighborhood vision, values, and goal statements. Specific goal objectives were generally supported, although the project team further refined several objectives after receiving feedback from neighbors. The following table summarizes participant viewpoints when prompted with the potential goals, objectives, and projects.

HOUSING
<ul style="list-style-type: none"> <li>• Conflicting ideas about how to address housing affordability</li> <li>• Disagreement on the positive and negative impacts of certain housing uses, such accessory dwelling units (ADU's) and short-term rentals</li> <li>• Consensus on preserving neighborhood fabric, but desire to allow for individual changes</li> </ul>
TRANSPORTATION
<ul style="list-style-type: none"> <li>• Desire for a network of streets, each with limited and slower vehicle traffic</li> <li>• Need to address cut-through commute and recreational traffic</li> </ul>
NATURAL SPACES & SUSTAINABLE SYSTEMS
<ul style="list-style-type: none"> <li>• Preserve and enhance the tree canopy</li> <li>• Develop systems and programs (glass recycling, pollinator gardens, etc.) that encourage neighbors to protect the environment</li> </ul>
COMMUNITY ENGAGEMENT & PLACEMAKING
<ul style="list-style-type: none"> <li>• Improvements or changes in Hyde Park should not negatively affect residential neighbors</li> <li>• Focus on improving the neighborhood through small acts of neighborliness</li> <li>• Identify locations where new small-scale commercial development is appropriate/needed</li> </ul>



## PHASE 3: CREATE

### PUBLIC ENGAGEMENT OBJECTIVES: PHASE 3

*Which of the proposed projects or actions are most important?*

*What are priority projects or actions?*

*Are there any other projects or actions that should be included in the neighborhood plan?*

In this third phase, participants gave feedback on drafts of the plan's policies and projects.

Due to the COVID-19 pandemic and restrictions placed on public gatherings, the in-person workshop for Phase 3 of the North End Neighborhood Plan was cancelled. Instead, the Neighborhood Planning Committee created an online survey and placed sandwich board signs throughout the neighborhood to draw interest and increase participation.

The survey was open from May 31, 2020 to June 26, 2020 and received 520 responses. Midway through the open period, the project team received an anonymous letter asking for a way to provide feedback without accessing the internet. In response, the project team made available printed surveys in self-addressed envelopes at Java Hyde Park (coffee shop) and Goody's Soda Fountain. In addition, the project team placed sandwich boards throughout the neighborhood with a phone number to call for assistance with the survey. The project team received one survey response via mail.

The survey aimed to collect feedback from the neighborhood on the draft policies and actions developed as a result of Workshop 2. The survey included the draft text of the proposed policies and actions. Through a mix of multiple-choice and open-ended questions, survey respondents were able to show their support or provide feedback on this draft text. The survey included questions to address demographic and geographic representation. Responses were representative of the overall neighborhood geography; however, renters were under-represented, providing only 13% of responses.

Respondents ranked their highest priority projects and actions. The project summed the total number of times a project appeared in a "top five" ranking and then weighed it further if it was the top of the first list. The list informed the development of the implementation schedule for Chapter 5.

The list below identifies the project or action that received the most support for each goal area.

### HOUSING

Identify North End properties of architectural, cultural, and social significance and work with Preservation Idaho to evaluate their eligibility for state and federal preservation and rehabilitation programs including local landmark designations, façade easement tax credits, or the Federal Historic Rehabilitation Tax Incentive program.

### MOBILITY

Develop and implement a strategy for mitigating the effects of commute traffic in existing residential neighborhoods.



### PUBLIC ENGAGEMENT

Conduct an annual or semi-annual survey of the neighborhood to keep tabs on neighborhood priorities and needs.

### PLACEMAKING

Plant additional shade trees around sun-exposed neighborhood playground equipment

### SUSTAINABLE SYSTEMS

Restore native vegetation around trailheads and parks.

### NATURAL SPACES

Create pathways or preserve rights-of-way for neighborhood bike and pedestrian connectivity where street grid is incomplete.

## PHASE 4: FINALIZE

### PUBLIC ENGAGEMENT OBJECTIVES: PHASE 3

*Do neighbors have any specific comments on the draft North End Neighborhood plan?*

*Do neighborhoods have any specific comments or questions about the neighborhood planning process?*

*How can the project team improve the plan?*

In Phase 4 of the planning process, the project team revised and finalized the first of this draft plan. Public engagement efforts included hosting and recording a Zoom workshop presentation and accepting open comment for over 30 days. Neighbors were encouraged to provide specific feedback or ideas to improve the draft plan before the adoption process begins.





## CHAPTER 5

# PLAN FRAMEWORK



This chapter summarizes the visions, values, goals, and objectives that emerged during the planning process.

### NEIGHBORHOOD VISION AND VALUES

The North End Neighborhood established the following vision for this Plan:

*The North End Neighborhood buzzes with diverse and friendly residents, thriving neighborhood businesses, and appreciative visitors. Front porches, active alleys, historic architecture, dogs and cats, bicycles, a thriving tree canopy, restaurants, shops, schools, faith communities, parks, and access to the foothills all combine to produce an exceptionally livable neighborhood. The vision is for the neighborhood residents to protect these characteristics while acknowledging the possibility that changes can be positive.*



To help achieve their vision, residents identified three particular values:

### **WALKABLE**

“We value the innumerable and interrelated qualities that come with living in a walkable neighborhood: historic homes and small blocks, mature trees, safety, proximity to the many places we find special, wellness, neighborliness, and so much more. As our city evolves, preserving and improving the North End’s walkability should be at the heart of all decisions.”

### **INCLUSIVE**

“We value that we are able to live, work, and visit in the North End and feel like we belong here. In the future, we should focus decisions and actions on opening doors and being welcoming and inclusive to all persons – regardless of ethnicity, race, age, ability, income, place of birth, or identity – to allow everyone to continue to or to experience for the first time the benefits of this great neighborhood.”

### **STEWARDSHIP**

“We value the stewardship of the residents who came before us in their efforts to preserve our neighborhood’s historic heritage and to conserve the natural environment around it. We will seek to preserve historic architecture and conserve our natural environment for future generations.”



## GOALS, OBJECTIVES, AND TOP PRIORITY ACTIONS

Plan participants identified the following list of policy areas and priority actions. The list provides guidance to the City of Boise, the North End Neighborhood Association, and other partners to ensure that projects, policies, and programs reflect the neighborhood's needs. Discussions in workshops and on surveys revealed that unanimity on all issues does not exist, and that these concerns are acknowledged to justify continuing study and attention.

The North End Neighborhood Plan's six goal areas are noted below. Goal statements, objectives, priority actions and exploration areas are more fully articulated on the following pages.



MOBILITY



HOUSING



NEIGHBORHOOD ENGAGEMENT



PLACEMAKING



NATURAL SPACES



SUSTAINABLE SYSTEMS



## GOAL #1 MOBILITY

*Provide safe, convenient, and pleasant walking, bicycling, and transit options.*

### OBJECTIVES:

- Reduce the number of vehicle/pedestrian/bicyclist crashes on neighborhood streets.
- Improve infrastructure for bicyclist and pedestrians.
- Mitigate the effects of commuter traffic through the neighborhood.

### MOBILITY PRIORITY ACTIONS

#### WHAT THE CITY CAN DO

- Increase enforcement of traffic laws throughout the neighborhood.
- Further invest in public transportation options along State Street.
- Support bicycle and pedestrian education and encouragement efforts (culture/advertising campaign, street safety education, neighborhood group rides, etc.).

#### WHAT IS A BICYCLE AND PEDESTRIAN CULTURE CAMPAIGN?



Transportation education/encouragement initiatives or culture campaigns inform, inspire, motivate, and/or reward people for safe biking or walking. Encouragement programs can be fun and inclusive in seeking to establish good habits or change unhealthy or unsafe habits.

## WHAT IS VISION ZERO?



Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Learn more at [www.visionzeronetwork.org](http://www.visionzeronetwork.org)

### VISION ZERO STRATEGIES

1. **ENGINEERING** – redesign and retrofit roads to calm traffic and improve mobility for everyone
2. **ENFORCEMENT** – lower speed limits and equitably implement automated enforcement
3. **EDUCATION** – educate and motivate drivers to travel responsibly

#### TRADITIONAL APPROACH

Traffic deaths are  
**INEVITABLE**

Prevent  
**COLLISIONS**

**INDIVIDUAL**  
responsibility

Saving lives is  
**EXPENSIVE**

**VS**

#### VISION ZERO

Traffic deaths are  
**PREVENTABLE**

Integrate  
**HUMAN FAILING**  
in approach

Prevent **FATAL AND SEVERE CRASHES**

**SYSTEMS**  
approach

Saving lives is  
not **EXPENSIVE**

## WHAT THE NEIGHBORHOOD CAN DO

- Expand bicycle and pedestrian education and encouragement efforts (culture/advertising campaign, street safety education, neighborhood group rides, etc.).

## WHAT WILL REQUIRE PARTNERS

- Adopt a Vision Zero Strategy
- Network of traffic calming
- Develop and implement a strategy for mitigating the effects of through commute traffic on existing residential neighborhoods.
- Explore alternatives to the 85<sup>th</sup> Percentile Method for setting speed limits on local streets.



## EXPLORATION AREAS

### PERMANENT OR TEMPORARY STREET CLOSURES

*Plan participants expressed interest in further studying a permanent or temporary closure of 13th Street to vehicular traffic through the Hyde Park area. Participants felt that this project could increase bicycle and pedestrian safety and further establish 13th Street as an active neighborhood gathering space. It is important to note that others expressed concerns that changing the traffic pattern could adversely impact the surrounding streets and nearby residents.*



## GOAL #2 HOUSING

*Preserve the historic scale and traditional character in the North End through redevelopment and infill.*

### OBJECTIVES:

- Preserve the neighborhood's inheritance of varied sizes and styles of architecture and housing stock.
- Improve North End residents' ability to invest in the neighborhood's historic architecture.
- Maintain diverse housing types (single family homes, duplexes, garden apartments etc.) in the neighborhood.
- Provide relief for costs associated with housing for moderate- and low-income residents.

### HOUSING PRIORITY ACTIONS

#### WHAT THE CITY CAN DO

- Enforce city ordinances and other guidelines aiming to protect and preserve properties with historic, architectural, cultural, and social significance.
- Inventory and conduct a study to assess the impact of short-term rentals and ADUs within the neighborhood and across the city.
- Develop and adopt a demolition ordinance governing how and why properties can be demolished.
- Continue to offer and promote the city's existing income-qualified low-interest loans for home improvement.
- Continue to identify and purchase homes in the North End to add to the city's housing land trust, prioritizing the reuse and/or rehabilitation of historic buildings.

#### WHAT IS A HOUSING LAND TRUST?

A land trust is a common way to support the development of a variety of housing types, allowing for homeownership and rental opportunities for income-restricted households.



## WHAT THE NEIGHBORHOOD CAN DO

- Continue NENA's partnership with organizations that provide emergency housing assistance for residents in the North End.
- Participate in the city's planning process by providing comments for proposed development projects.



## EXPLORATION AREAS

### STRATEGIES TO MAINTAIN/INCREASE HOUSING AFFORDABILITY IN THE NORTH END

*Property taxes, rents and home-buying costs have been steadily rising in the North End, threatening the ability of households with fixed or limited incomes to live in the neighborhood. Yet there is limited consensus amongst North Enders on concrete strategies to prevent rising home costs or to offer affordability within the neighborhood.*

### FURTHER STUDY THE IMPACTS OF ACCESSORY DWELLING UNITS

*Many neighbors want to know how many Accessory Dwelling Units (ADUs) currently exist in the North End and how property owners use their ADUs: as long-term rentals, short-term rentals, home office space or guest space. Some wonder if too many ADUs will change the character of the neighborhood. Due to current data limitations, further study and monitoring is needed to assess how ADUs are impacting/contributing to the neighborhood.*

### FURTHER ASSESS THE IMPACT OF SHORT-TERM RENTALS

*Throughout the planning process, there were mixed opinions on the impact/contribution of short-term rentals in the neighborhood. Many felt that short-term rentals were a potential threat to the neighborhood; removing homes from the long-term housing supply and adding an influx of transient guests. Others appreciated a homeowner's ability to hosts guests or make supplemental income. Similar to ADUs, limited data is available on the prevalence and use of short-term rentals in the North End.*

## WHAT DOES HOUSING CHOICE LOOK LIKE?

RENTALS

“MISSING MIDDLE”

ENTRY LEVEL

“STEP UP”

HIGH END



MID-RISE APARTMENTS



SMALL COURTYARD APARTMENTS



LIVE WORK COMPLEXES



MULTIPLEX



DUPLEX



COTTAGES



TOWNHOUSES



ASSESSORY DWELLING UNIT (ADU)



SMALL-SCALE SINGLE FAMILY HOME



LARGE SINGLE FAMILY HOME



HISTORIC HOME



HIGH END HOME WITH GARAGE ADU

## The Missing Middle

“Missing Middle” housing options include duplexes, fourplexes, and bungalow courts that fit seamlessly into a low-rise, walkable neighborhood. Such options support walkability, locally-serving retail, and public transportation. These housing options also provide solutions along a spectrum of affordability to address the mismatch between the available U.S. housing stock and shifting demographics combined with the growing demand for walkability.





## GOAL #3 NEIGHBORHOOD ENGAGEMENT

*Create opportunities for meaningful neighbor-to-neighbor connections and maintain the North End's capacity to address neighborhood needs together.*

### OBJECTIVES:

- Provide opportunities and programs that encourage neighborhood engagement.
- Highlight and promote local businesses and neighborhood services.
- Continue to maintain and grow an active, inclusive North End Neighborhood Association that reflects the needs and values of the neighborhood.

## NEIGHBORHOOD ENGAGEMENT PRIORITY ACTIONS

### WHAT THE NEIGHBORHOOD CAN DO

- Conduct an annual survey of the neighborhood to track neighborhood priorities and needs.
- Meet with cultural institutions that can advise and partner with NENA to appropriately support and recognize cultural diversity in the community and spread information about the protection of civil rights and advancement of equity.
- Continue to offer NENA's FINE (Funds to Improve the North End) grants focused on key neighborhood initiative areas – mobility, inclusiveness and stewardship.
- Form or reinvigorate NENA Working Groups to help implement plan priorities and projects.
- Host “neighborhood conversations” as public educational events, or to form neighborhood working groups who wish to examine topics of mutual interest.
- Directly reach out to nearby neighborhood associations to establish joint priorities and projects.
- Develop active communication protocol to inform and engage neighbors as project proposals and issues arise.





## GOAL #4 PLACEMAKING

*Protect, celebrate, and build on our inheritance of exceptional public spaces.*

### OBJECTIVES:

- Expand opportunities for neighborhood-serving retail and dining, especially in the areas of Bogus Basin Road/Harrison Boulevard and Hill Road, State Street and 27th/28th streets and 28th Street and Sunset Street.
- Continue to ensure public spaces are accessible and safe for people of all ages, abilities, identities, and socioeconomic levels throughout the neighborhood.
- Maintain and enhance understanding of existing historic districts and assets.
- Enliven public gathering spaces (parks, streets, alleys) through public art and events.

## PLACEMAKING PRIORITY ACTIONS

### WHAT THE CITY CAN DO

- Plant additional shade trees around sun-exposed neighborhood playground equipment.
- Develop a cultural plan for the North End, which could help identify resources to preserve and enhance neighborhood places, cultural assets and partnerships.
- Evaluate and revise City Code to allow neighborhood-serving retail and dining, where appropriate such as at locations near Sunset Ave. and 28th St.

### WHAT THE NEIGHBORHOOD CAN DO

- Work with interested North End property owners to develop neighborhood-serving retail and restaurant spaces, where and when appropriate.
- Create a North End mural program to promote and install community art.
- Continue “FINE” (Funds to Improve the North End) grants for small-scale neighborhood-serving projects.
- Facilitate neighborhood discussion on different types of neighborhood-serving retail and dining and their contribution/ impact on the neighborhood.



## GOAL #5 NATURAL SPACES

*Conserve, enhance and protect experiences with nature at every scale.*

### OBJECTIVES:

- Preserve and expand the tree canopy.
- Conserve public open and green spaces within the neighborhood.
- Improve public parks and facilities.
- Preserve connections and access to foothills trails.

### NATURAL SPACES PRIORITY ACTIONS

#### WHAT WILL REQUIRE PARTNERS

- Create pathways or preserve rights-of-way for neighborhood bike and pedestrian connectivity where street grid is incomplete.

## WHAT THE NEIGHBORHOOD CAN DO

- Launch a “Thousand Tree Challenge” for the North End in conjunction with the City of Boise’s “City of Trees Challenge,” a campaign to expand the tree canopy over the next decade.
- Identify, inventory, and map neighborhood-level trail access points and informal trails.
- Work with local partners to preserve neighborhood-level trail access on private land.



## EXPLORATION AREAS

### DAYLIGHTING THE HULLS GULCH CREEK

Some plan participants expressed support for the proposed project idea to daylight Hulls Gulch Creek. Daylighting is the process of removing obstructions (such as concrete or pavement) covering a canal, creek or drainage way and restoring them to their previous condition. While many neighborhoods supported this project, many expressed concerns as to the safety of open water and potential cost of the project.



## GOAL #6 SUSTAINABLE SYSTEMS

*Promote infrastructure systems that are forward-thinking and focused on sustainable living and climate resilience.*

### OBJECTIVES:

- Mitigate the effects of stormwater runoff through ecologically responsible techniques.
- Encourage the use of environmentally friendly site improvements such as pervious paving and “green” building techniques.
- Decrease the amount of waste going to the landfill through increased rates of recycling, reuse, composting and reductions to unnecessary consumption.



## SUSTAINABLE SYSTEMS PRIORITY ACTIONS

### WHAT THE CITY CAN DO

- Restore native vegetation around trailheads and parks.
- Encourage the use of semi-permeable surface treatments to assist with stormwater management in parking lots and driveways.

### WHAT THE NEIGHBORHOOD CAN DO

- Support citywide “Dark-Sky” evaluation of light fixtures and streetlights to decrease light pollution.
- Increase efforts to educate and encourage neighbors on sustainable practices (waste reduction, native and drought resistant landscaping, rainwater catchment, reduced energy consumption).

### WHAT ARE “DARK-SKY” POLICIES OR ORDINANCES?

Dark-sky policies or ordinances are a tool for a community to use to control light pollution, including glare, light trespass and skyglow. Too much light pollution can wash out starlight in the night sky, interfere with astronomical research, disrupt ecosystems, and waste energy.

## LIMITING LIGHT POLLUTION



**UNSHIELDED**



**CAPPED**

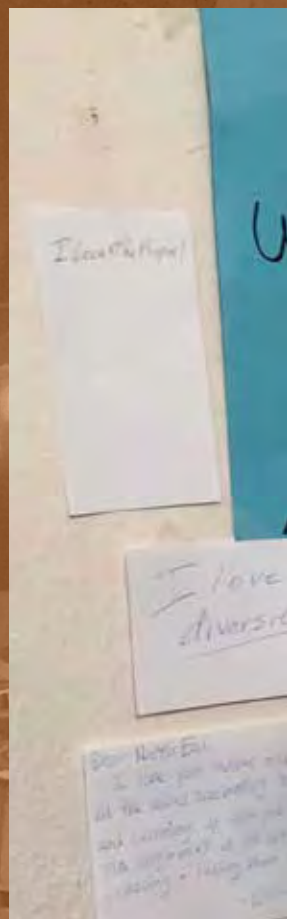


**PARTIALLY SHIELDED**



**FULLY SHIELDED**

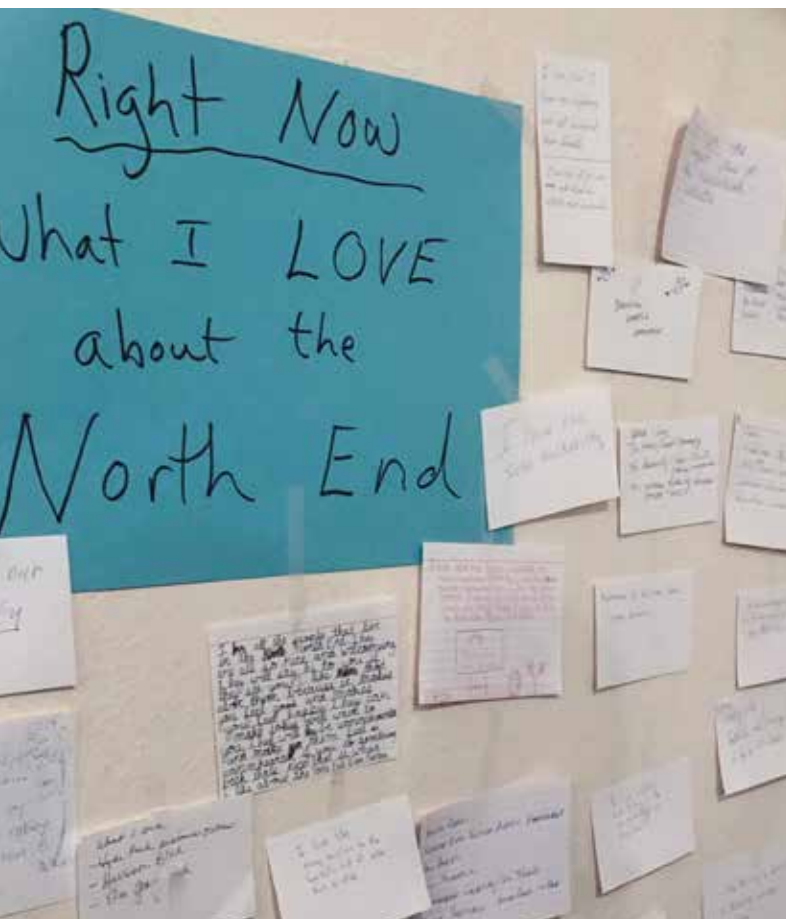
- Outdoor lighting fixtures that are not properly shielded and directed to reduce glare contribute to both skyglow and light trespass—unhibited light that makes its way onto neighboring properties.
- Partially or fully shielded lighting fixtures reduced light pollution and glare while continuing to brighten desired area.





## CHAPTER 6

# IMPLEMENTATION



The projects and actions in this chapter were shaped by an extensive public outreach process, an in-depth review of existing planning documents, and input by City of Boise staff.

These actions and projects when implemented will help the North End Neighborhood achieve its vision, goals, and objectives. The lists below designate actions the neighborhood or city can take to ensure progress is made towards the plan goals. However, most of these projects will require genuine partnership between the City of Boise, the Neighborhood, and affected stakeholders.

The project tables are laid out by goal areas with subdivisions for primary/lead actor, time-frame to begin implementation, and are ordered in terms of relative priority based on neighborhood and planning committee input evaluated through a framework of best practices.

## PRIMARY ACTORS

Projects and actions in this chapter have been assigned one of three primary actor designation, indicating that the designated actor should under normal circumstances serve the lead role in initiating and developing the project action.



### NORTH END NEIGHBORHOOD

Refers to both the North End Neighborhood Association and any individual residing in the neighborhood. Projects that are primarily led by the North End Neighborhood can be initiated and developed without significant collaboration from any agency and have the potential to be quick and easy implementable actions for the neighborhood.



### CITY OF BOISE

Since the neighborhood is encompassed and served by the City of Boise, the city is responsible for leading many of the initiatives and policies that will shape the future of the North End, including code and regulatory functions. The City of Boise will strive to involve and partner with North End residents throughout project implementation.



### COLLABORATIVE PROJECTS

While all projects are at some level a collaborative effort, these projects refer to larger scale implementation efforts that necessitate a wide range of involvement from stakeholders and agencies. These projects can include roadway designs, private property acquisition and redevelopment, and projects that directly impact schools.



## TIMEFRAME

Within this chapter there are suggestions for the implementation timeline for each project or action. This timeframe suggests when the entity responsible for leading the project should initiate the work. We have grouped the projects into three categories:

### SHORT TERM IMPLEMENTATION

Projects that have been identified throughout the planning process as high priority actions that should be initiated as soon as possible.

### MEDIUM TERM IMPLEMENTATION

Projects that are impactful but may not warrant the same level of immediacy based on their expected impact to the neighborhood.

### LONG TERM IMPLEMENTATION

Projects that are very large in scale and that may require significant additional planning or public engagement. These projects are typically large and their potential impacts need to be carefully considered. These projects may also require external events or initiatives for them to become relevant.

Orange highlighted rows indicate that it is a  
**NEIGHBORHOOD PRIORITY ACTION**

North Enders identified neighborhood priority actions during Phase III public engagement. Highlighted Priority Actions as those that received the most support from community members.



# MOBILITY PROJECT AND ACTIONS

## NEIGHBORHOOD LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
M1	Expand bicycle and pedestrian education and encouragement efforts (culture/advertising campaign, street safety education, neighborhood group rides, etc.).	SHORT
M2	Report street, sidewalk, and intersection deficiencies to the city and ACHD.	SHORT
M3	Conduct an annual survey of North End residents to understand commute and travel behavior.	SHORT
M4	Continue to advocate for a network of neighborhood-wide traffic calming and safety measures as outlined in Boise's Transportation Action Plan.	SHORT
M6	Continue to advocate for the implementation of ACHD's Roadways to Bikeways Plan which includes the ACHD Low Stress Bikeway Network	SHORT
M7	Conduct an annual prioritization of transportation projects.	SHORT
M8	Continue to promote the Neighborhood Driver program (formerly Neighborhood Pace Car), which aims to have neighbors pledge to recognize the impact of their car use on the livability of the neighborhood.	MEDIUM
M9	Support the implementation of relevant recommendations of the Ada County Highway District North Boise Neighborhood Walking and Biking Plan (2016)	MEDIUM



## MOBILITY PROJECT AND ACTIONS

### CITY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
M10	Work with NENA, ACHD, Ada County, other neighborhood associations and relevant entities to develop and implement a strategy for mitigating the effects of through commute traffic on existing residential neighborhoods.	SHORT
M11	Increase enforcement of traffic laws throughout the neighborhood.	SHORT
M12	Evaluate and improve line of sight issues at intersections.	SHORT
M13	Continue to annually solicit neighborhood priority transportation projects to incorporate into city's Integrated Five Year Work Program (IFYWP) request to ACHD.	SHORT
M14	Support the implementation of the relevant recommendations of the 2016 ACHD North Boise Neighborhood Bicycle and Pedestrian Plan.	SHORT
M15	Further invest in public transportation along State Street as outlined in the State Street Plans.	MEDIUM
M16	Support bicycle and pedestrian education and encouragement efforts (culture/advertising campaign, street safety education, neighborhood group rides, etc.).	MEDIUM
M17	Work with Boise Bike Boulevard Coalition and ACHD to improve wayfinding signage including creating an easy to follow route from the Boise River to the Boise Foothills	MEDIUM



# MOBILITY PROJECT AND ACTIONS

## COLLABORATIVELY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
M18	Adopt a Vision Zero Strategy.	SHORT
M19	Develop and implement a strategy for mitigating the effects of through commute traffic on existing residential neighborhoods.	SHORT
M20	Continue to implement temporary traffic calming demonstrations.	SHORT
M21	Implement traffic calming and safety installations.	MEDIUM
M22	Explore alternatives to the Engineering Approach (85th Percentile Speed) such as the Injury Minimization or Safe System approach to setting speed limits on local streets.	MEDIUM
M23	Seek opportunities to increase in-neighborhood connectivity such as pathways and/or wayfinding through areas with incomplete neighborhood street grid (i.e. inaccessible rights-of-way, fenced neighborhood schoolgrounds, etc.).	MEDIUM
M24	Develop gateway signage at high visibility entrances to the North End.	MEDIUM





# HOUSING PROJECT AND ACTIONS

## NEIGHBORHOOD LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
H1	Promote, fundraise for, and continue NENA's partnership with organizations that provide emergency housing assistance for residents in the North End.	SHORT
H2	Organize neighbors to provide public testimony at Planning & Zoning Commission, Historic Preservation Commission, Design Review Committee, and City Council meetings in support of housing projects that align with neighborhood core values of walkability, inclusion, and stewardship.	SHORT
H3	Provide more educational materials, resources and events about the history of the North End, including its people and iconic buildings (video tours, workshops, etc.)	SHORT
H4	Ensure all properties in the North End that are on the National Register of Historic Places also have a "local landmark" designation.	MEDIUM
H5	Support efforts to establish a dedicated revenue source for a state or local Housing Trust Fund. Consider possibility of establishing a set-aside for historic preservation projects.	MEDIUM
H6	Meet with other neighborhoods to understand and collectively organize around shared housing goals.	MEDIUM
H7	Work with Preservation Idaho to identify vulnerable and significant North End properties and evaluate their potential eligibility for preservation and rehabilitation programs. Include all properties of significance, beyond "historic" significance, that the North End wishes to preserve and steward for future generations.	MEDIUM
H8	Consult with property owners interested in preservation programs that may be applicable to their property, e.g., local landmark designations, façade easement tax credits, or the Federal Historic Rehabilitation Tax Incentive program, and help act as their liaison with the city and other entities.	LONG
H9	Identify property within the neighborhood for the City of Boise to purchase to add to its housing portfolio and make available to households with a range of incomes, prioritizing the reuse and/or rehabilitation of historic buildings.	LONG



# HOUSING PROJECT AND ACTIONS

## CITY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
H10	Inventory and conduct a study to assess the impact of short-term rentals and ADUs within the neighborhood and across the city.	SHORT
H11	Continue to offer and promote the city's existing income-qualified low-interest loans for home improvement.	SHORT
H12	Continue to enforce and apply city ordinances and other guidelines aiming to protect and preserve properties with historic, architectural, cultural, and social significance.	SHORT
H13	Work with and support NENA's efforts to increase outreach, education and appreciation of historic buildings, districts and features and how and why these places are regulated, and the benefits they contribute to the neighborhood.	SHORT
H14	Continue to identify and purchase homes in the North End to add to the city's housing land trust, prioritizing the reuse and/or rehabilitation of historic buildings.	MEDIUM
H15	Develop and adopt a demolition ordinance governing how and why properties can be demolished.	MEDIUM
H16	Ensure all properties in the North End that are on the National Register of Historic Places also have a "local landmark" designation.	MEDIUM

## COLLABORATIVELY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
H17	Evaluate appropriateness of establishing a conservation district covering the northwest area of the North End to preserve that area's unique qualities – e.g., road sections, larger lots and architectural style.	LONG
H18	Host a "housing task force" or speaker series to share information among neighbors and housing experts.	SHORT



# NEIGHBORHOOD ENGAGEMENT PROJECT AND ACTIONS

## NEIGHBORHOOD LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
NE1	Conduct an annual survey of the neighborhood to track neighborhood priorities and needs.	SHORT
NE2	Meet with cultural institutions that can advise NENA on how to appropriately support and recognize cultural diversity in the community and spread information about protection of civil rights and advancement of equity.	SHORT
NE3	Form or reinvigorate NENA Working Groups to help implement plan priorities and projects.	SHORT
NE4	Host “neighborhood conversations” as public educational events, or to form neighborhood working groups who wish to examine topics of mutual interest.	SHORT
NE5	Create a North End Neighborhood “how-to” guide for hosting small events, such as block parties.	SHORT
NE6	Directly reach out to nearby Neighborhood Associations to establish joint priorities and projects.	SHORT
NE7	Actively recruit neighbors representing a diversity of backgrounds to serve on the NENA Board and its working groups, to give increased voice to all neighbors.	SHORT
NE8	Continue to use and improve NENA’s communication tools such as the newsletter and website to share relevant neighborhood information with North Enders.	SHORT
NE9	Continue to fundraise for projects and causes that help implement the goals and strategies identified in this plan, and that are consistent with North End Neighborhood values.	SHORT



# NEIGHBORHOOD ENGAGEMENT PROJECT AND ACTIONS

## NEIGHBORHOOD LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
NE10	Develop a “welcome neighbor” program that may include delivering welcome packets to new neighbors, a “New Neighbor” webpage, or an annual orientation and recruiting event for new residents and those who would like to learn about and more actively participate in NENA functions.	SHORT
NE11	Populate and manage a coordinated neighborhood-wide calendar of events and a business directory.	SHORT
NE12	Organize NENA-hosted neighborhood-serving social events and activities such as outdoor movie nights or ice cream socials.	SHORT
NE13	Sponsor “shop-local” days in the North End.	SHORT
NE14	Develop active communication protocol to inform and engage neighbors as project proposals and issues arise.	SHORT
NE15	Assign a NENA board member or resident to represent NENA at Boise Neighborhood Association Network (BNAN) meetings.	SHORT
NE16	Continue to offer NENA’s FINE (Funds to Improve the North End) grants focused on key neighborhood initiative areas – mobility, inclusiveness and stewardship.	MEDIUM
NE17	Maintain a list of residents who are involved with other organizations and utilize them to connect with North End interests.	MEDIUM
NE18	Periodically review and update the Neighborhood Plan (annually) and conduct a more extensive refresh of the plan at least every five years	MEDIUM





## NEIGHBORHOOD ENGAGEMENT PROJECT AND ACTIONS

### CITY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
NE19	Continue to provide funding for neighborhood administration expenses, capacity building projects, and capital improvement through the Energize Our Neighborhoods ACT Mini-Grants and the city's Neighborhood Investment Program.	SHORT
NE20	Create a more streamlined process for applying for street closures to host events and block parties.	MEDIUM
NE21	Develop a cultural plan for the North End, which could help direct resources around preserving and enhancing neighborhood places, cultural assets and partnerships	MEDIUM

### COLLABORATIVELY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
NE22	Work with the school district, neighborhood schools, and PTOs to develop collaborative projects and promote school events, as appropriate.	MEDIUM



# PLACEMAKING PROJECT AND ACTIONS

## NEIGHBORHOOD LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
P1	Create a North End mural program to promote and install community art.	SHORT
P2	Continue “FINE” (Funds to Improve the North End) grants for small-scale neighborhood-serving projects.	SHORT
P3	Facilitate neighborhood discussion on different types of neighborhood-serving retail and dining and their contribution/ impact on the neighborhood.	SHORT
P4	Work with interested North End property owners to develop neighborhood-serving retail and restaurant spaces, where and when appropriate.	MEDIUM
P5	Work with the Department of Arts and History to encourage the installation of community art and murals, potentially establishing a patron-project list to match artists, local donors, and project ideas.	MEDIUM
P6	Identify properties and conduct fundraising efforts to secure new land for an additional neighborhood park in the southwest areas of the neighborhood.	LONG
P7	Participate in the planning process by commenting on new retail or dining projects and attending Planning & Zoning Commission, Historic Preservation Commission, and Design Review Committee meetings.	LONG



# PLACEMAKING PROJECT AND ACTIONS

## CITY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
P8	Plant additional shade trees around sun-exposed neighborhood playground equipment.	SHORT
P9	Develop a cultural plan for the North End, which could help direct resources around preserving and enhancing neighborhood places, cultural assets and partnerships.	MEDIUM
P10	Assess and improve public park facilities at Camel's Back, Elm Grove, Memorial, McAuley, Dewey, and Gordon S. Bowen Park and Lowell Pool. Improvements could include updating playground equipment, sports courts, restrooms, Lowell Pool, and additional waste and pet waste stations.	MEDIUM
P11	Evaluate and revise City Code to allow neighborhood serving retail and dining, where appropriate such as at locations near Sunset Ave. and 28th St.	LONG



# PLACEMAKING PROJECT AND ACTIONS

## COLLABORATIVELY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
P12	Work with Hyde Park businesses owners and neighbors who live near Hyde Park to identify appropriate “good neighbor” controls (such as notification of upcoming public events, limited live music hours).	MEDIUM
P13	Develop “gateway” signage for major entrances to the North End to mark the neighborhood’s boundaries (for example, Hill Rd, State St, Harrison Blvd, 28th St., N 15th St., E Brumback, N 8th St.	MEDIUM
P14	Extend the Harrison Boulevard aesthetic (grassy median, streetlamps and banners) to include the section of Harrison between Dora St. and Hill Rd.	MEDIUM
P15	Conduct visioning efforts for McAuley and Dewey Parks to identify strategies to activate each park space.	MEDIUM





# NATURAL SPACES PROJECT AND ACTIONS

## NEIGHBORHOOD LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
NS1	Launch a “Thousand Tree Challenge” for the North End in conjunction with the city’s “100,000 Trees Challenge,” a campaign to expand the tree canopy over the next decade.	SHORT
NS2	Continue to promote tree canopy preservation and health through neighborhood-level education efforts in conjunction with city initiatives such as the “NeighborWoods” and “ReLeaf” programs, and community forestry benefits and offer tree maintenance care classes.	SHORT
NS3	Continue to work with the Treasure Valley Tree Canopy Network and the Citizens Tree Stewards Program to monitor the health of the North End canopy.	SHORT
NS4	Work with local partners to preserve neighborhood-level trail access.	MEDIUM
NS5	Identify, inventory, and map neighborhood-level trail access points and informal trails.	MEDIUM
NS6	Organize volunteers to maintain small-scale vegetated and natural spaces including the North End Native Plant Preserve, neighborhood traffic islands and along sidewalks.	SHORT
NS7	Create a neighborhood park and foothills access committee to identify and solicit donations for future park space or trail access.	SHORT
NS8	Encourage and organize residents to volunteer with Boise Parks and Recreation/Ridge to Rivers to improve and maintain natural spaces.	SHORT



# NATURAL SPACES PROJECT AND ACTIONS

## CITY LED NATURAL

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
NS9	Install additional pet waste bag stations at parks and public spaces.	SHORT
NS10	Install wayfinding signage that directs residents and visitors to parks and trails.	SHORT
NS11	Create additional opportunities for North End residents to volunteer with Boise Parks and Recreation/Ridge to Rivers programs to improve and maintain the natural spaces and land around the neighborhood.	SHORT
NS12	Identify options to make park spaces more dog friendly, for example fenced off-leash areas, or dog specific hours.	MEDIUM

## COLLABORATIVELY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
NS13	Create pathways or preserve rights-of-way for neighborhood bike and pedestrian connectivity where street grid is incomplete.	MEDIUM
NS14	Create a neighborhood forestry plan to expand the urban tree canopy.	MEDIUM
NS15	Identify and implement new trail access opportunities to increase Foothills trail access (i.e through the Veteran's Administration to Military Reserve.	MEDIUM



# SUSTAINABLE SYSTEMS PROJECT AND ACTIONS

## NEIGHBORHOOD LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
SS1	Encourage the use of pollinator gardens and community food production spaces in public areas.	SHORT
SS2	Increase efforts to educate and encourage neighbors on sustainable practices (waste reduction, native and drought resistant landscaping, rainwater catchment, reduced energy consumption).	SHORT
SS3	Initiate a neighborhood weed management and abatement program.	SHORT
SS4	Start a neighbor-to-neighbor glass recycling coordination program.	SHORT
SS5	Host annual neighborhood clean-up days.	SHORT
SS6	Host neighborhood sustainability workshops around topics like creating pollinator friendly gardens, zero waste programming, and energy use reduction.	SHORT
SS7	Update the NENA website to provide information about eco-friendly landscaping, tree maintenance and yard management.	SHORT
SS8	Support citywide “Dark-Sky” evaluation of light fixtures and streetlights to decrease light pollution.	MEDIUM



# SUSTAINABLE SYSTEMS PROJECT AND ACTIONS

## CITY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
SS9	Encourage the use of semi-permeable surface treatments to assist with stormwater management in parking lots and driveways.	SHORT
SS10	Add idle free signs near parks, schools, and other prominent locations.	SHORT
SS11	Utilize native plants and drought resistant landscaping for all new construction, facility updates and whenever park maintenance needs to replace landscaping elements.	MEDIUM
SS12	Restore native vegetation around trailheads and parks.	MEDIUM

## COLLABORATIVELY LED

NUMBER	PROJECT/ACTION	IMPLEMENTATION TIME FRAME
SS13	Add electric vehicle charging stations at locations in the neighborhood.	MEDIUM
SS14	Collaborate with ACHD and property owners to encourage the use of semi-permeable surfaces within the right of way including alleys.	LONG







[cityofboise.org/northendplan](http://cityofboise.org/northendplan)