

Task 5

TOD Site Selection and Prioritization

State Street Transit and Traffic Operations Plan

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Examples of existing development on State Street

Purpose

This Task 5 Transit-Oriented Development (TOD) analysis plays several important roles in the overall State Street Transit and Traffic Operational Plan study.

First, it evaluates TOD opportunities along the State Street Corridor in order to inform future transit and transportation needs. This information about the character, density, and timing of future land uses is integral to determining future transportation improvements that will be needed to support such development.

Secondly, the type and location of TOD opportunities will inform the development of future transit ridership projections used elsewhere in the study.

Finally, Task 5 provides guidance to the partner agencies in developing supportive land use policies and implementation strategies to realize the vision for TOD along State Street.

Outline

This report begins with a description of several guiding principles for TOD. These principles describe the context in which successful TOD occurs and defines the terms that are used throughout the report.

Next, the report describes the methodology used in the selection, prioritization, and characterization of TOD locations.

The report continues with a brief summary of the 12 station areas that are recommended as TOD sites. Following this summary is a description of TOD typologies – five broad (and flexible) forms of TOD anticipated at the various station locations.

The report then continues with a summary of key findings, challenges, and opportunities from the analysis. The report concludes with a discussion of implementation strategies that will support the transformation of the corridor from a suburban commercial strip today to a transit-supportive, mixed-use, TOD corridor in the future.

Detailed station information and TOD typologies are included in the appendix.



Boise Transit Mall

TOD Principles

This section of the report describes several guiding principles for TOD implementation. The future vision for State Street represents a significant shift from its current state as a suburban, auto-oriented corridor. While the State Street TTOP is largely an effort to enhance transit along the corridor, this is inextricably linked to the land use conditions along it. As such, the principles that guide the TOD analysis need to reflect that this is both a transit project and a corridor revitalization project.

Developers and Transit

While the presence of transit enhances development opportunities, it rarely, if ever, makes a project successful on its own. That is, developers make investment and market-based decisions, not transit decisions. While transit and TOD will enhance ridership, provide for better walkability, and have other benefits, the addition of transit alone will not make an unfeasible development a feasible one. Development, land uses, and locations must be viable with or without transit first. The provision of transit can be considered a key component that broadens the range of development

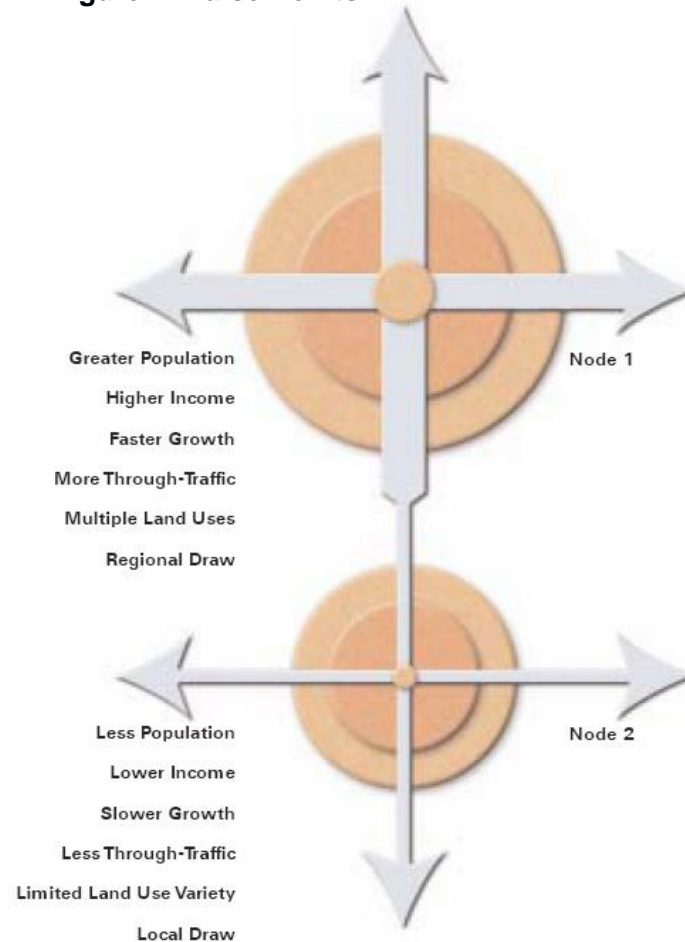
opportunities and contributes to neighborhood livability.

Pulse Points of Development

Corridors are commonly perceived as one continuous and unified expanse of development. For the purpose of revitalization, however, it is critical to view a corridor as a series of pulse points and districts with distinct character and functions.

Pulse points are usually located at key crossroads along a corridor. By concentrating development at pulse points, market potential can be concentrated rather than diluted along great distances. Over time, as pulse points strengthen with TOD uses, the areas along the corridor in between pulse points will redevelop into more transit-supportive uses. It will be important for land use and transportation policies to be updated to promote transit-supportive development in these areas as the demand for TOD-style development gradually extends beyond the borders of the initial TOD station areas.

Figure 1: Pulse Points



Source: Urban Land Institute

Not All Pulse Points are Created Equal

A corollary to the above principle is that each pulse point may be quite different from the others. Each pulse point may have a unique character, with some being largely commercial, others residential, and others mixed-use. Likewise, some pulse points may be denser than others. This variety is actually beneficial to the corridor as it provides for a range of market-based opportunities depending on the local conditions at each site.

Evolution Will Take Time

The existing condition of State Street is the result of many decades of development. Change will neither occur overnight nor all at once. Achieving the vision for State Street will be an incremental process, with some properties being developed in phases over many years, progressively moving closer to the vision. Planning and development should allow for this evolutionary process – permitting interim uses that do not completely meet the future vision, but move forward from the present while preserving future opportunity. Further, since land values are likely to increase over time as the real estate market recovers, the preservation and purchase of right-of-way along the corridor is an effective early and ongoing

Figure 2: Transit Modes



	Bus	Streetcar	Light Rail/BRT
Stop Frequency	¼ mile or less	¼ mile or less	½ - 1 mile
Transit Role	Local	Local or “central city circulator”	Regional
Development Impacts	Varies	Continuous development	Widely spaced Nodal TOD

Source: Leland Consulting Group

strategy for ensuring the long-term financial feasibility of transit.

Transit Mode Impacts Development Potential

As described in Figure 2, the impact of transit on development varies by the mode. Generally speaking, research has shown that rail-based transit has a higher potential to influence development, but this, too, will vary depending on station location and other factors.

Balance the Automobile

The reality is that the automobile is currently, and will continue to be, the primary mode of travel in the Boise region. Development strategies along State Street will need to respect this fact – providing development opportunities that have adequate vehicular access, visibility, and parking. Through good urban design, the role of transit and the pedestrian can be respected and enhanced without harming development opportunities, which will continue in the near term to rely largely on automobile access.

Screening Process

The project team developed a screening process for identifying and prioritizing locations and/or nodes along State Street with the greatest potential to support a critical mass of TOD. Since the State Street TTOP is a long-term and visionary project, the identification of TODs is both a technical and a strategic task – technical in that certain sites “rose to the top” based on observable and objective data, and yet also strategic because future conditions, and therefore opportunities for TOD, can still be shaped by policy decisions that have not yet been made.

The methodology used to screen potential TOD sites was based in part on technical data, but it also considered aspirational goals and left some room for subjective judgment.

Members of the State Street TTOP Land Use Subcommittee provided significant input and guidance with regard to specific locations along the Corridor that the project team included in the research.

TOD Selection Criteria

The following criteria were used to evaluate locations within each of the recommended TOD station areas with the greatest potential for TOD.

- **Size.** Land near the station should be large and contiguous to make a substantial TOD feasible, support a place making effort and encourage spin-off projects. Development along State Street is likely to require surface parking (due to the high cost of structured parking), properties should be of at least two to four acres in size in order to accommodate some development and the required parking.
- **Vacant/Underutilized.** Land that is vacant or underutilized will be easier to redevelop than land with significant improvements. Vacant land can include parking lots or other “uses” without structures. Underutilized land will be determined by identifying properties with low improvement to land (I:L) value ratios from assessor data or property with a low floor area ratio (FAR).

For each potential TOD location, the I:L ratio of property within a half-mile radius was identified and properties

were grouped into the following I:L classifications:

- Less than 1.00 (very low)
- 1.00 to 2.99 (low)
- 3.00 to 4.99 (moderate)
- 5.00 to 6.99 (high)
- 7.00 or higher (very high)

The objective of the I:L analysis is to show, in relative terms, the redevelopment potential of each property. The lower the I:L the greater the redevelopment potential.

- **Developer interest.** Since TOD requires new investment to increase densities and achieve a critical mass of development, sites where a developer or tenant has expressed interest are good candidates for TOD since momentum is already underway.

Locations with developer interest were identified through stakeholder interviews and through comments received from the land use subcommittee.

- **Market outlook.** TOD sites should be located where growth is desirable and achievable. Market information should support the proposed mix of uses. If not, a market strategy should be implemented to show how the

TOD Selection Criteria (cont'd)

market for those uses could conceivably be developed over time.

The market potential for potential TOD locations was determined by using Traffic Analysis Zone (TAZ) data to identify the projected net change in employment and population from 2008 to 2035. Additionally, sites surrounded by densely developed neighborhoods, observed during site visits and on aerial photos, are considered stronger TOD candidates in the short term than sites with limited existing and anticipated short-term development nearby. Data gathered from stakeholder interviews supplemented this research.

- **Public leverage.** Significant public investments (e.g., recent road improvements, parks, civic buildings, institutions, and other major public infrastructure investments, etc.) were documented. TOD should be linked to new and planned public projects or maximize those already in place. Through the evaluation process, we identified the locations of such projects on maps.

- **Adjacent uses.** A TOD could be considered if it is adjacent to employment, education, housing, civic, cultural and recreational amenities, or other uses that might generate additional ridership or would contribute to residential or commercial activity at a station. On the other hand, locations that are “islands” with little opportunity for interaction with adjacent land uses could be reconsidered. The analysis of potential TOD locations used GIS to identify the following types of community assets and place making amenities within a half-mile radius of each location.

- Schools (public and private; K-12, colleges and universities)
- Civic and related uses (e.g., library, city hall, community center, post office)
- Parks and open space
- Hospitals and major medical facilities
- Cultural Facilities (e.g., movie theater, playhouse, museums)
- Churches.

Additionally, observations from site visits and a review of aerial photos were used to identify the types and density of development in the surrounding area.

- **Connectivity and visibility.** The ease and feasibility of providing connectivity from the site to nearby areas was evaluated. Ideally, TOD sites should be connected and visible from surrounding roads and easy to find for users unfamiliar with the area. To help determine the most suitable sites for TOD, factors such as the need to construct a bridge, overpass or other major improvement and a site’s potential to accommodate a TOD that will integrate seamlessly with the surrounding neighborhood were considered.

Information gathered during stakeholder interviews and meetings with members of the PMT and land use subcommittee, observations from site visits, and a review of aerial photos, were used to assess and rate the degree to which potential TOD locations are accessible, visible, and connected to surrounding neighborhoods.

A site’s capacity to provide the necessary vehicular amenities to support successful TOD, including good visibility and adequate parking to serve commercial and retail components of the TOD, were also evaluated.

TOD Station Areas

Through the screening process described previously, 12 areas along the State Street Corridor were identified as those with the greatest potential to support TOD during the next 25 years (i.e., by 2035). The majority of station areas coincide with existing intersections.

As shown below, each area has been assigned a “Station ID” which indicates the geographical sequence of stations from east to west. That is, Station 1 (State Street and Rose Street) is the easternmost station and closest to Downtown Boise, whereas Station 12 (State Highway 44 and Highway 16) is the westernmost station.

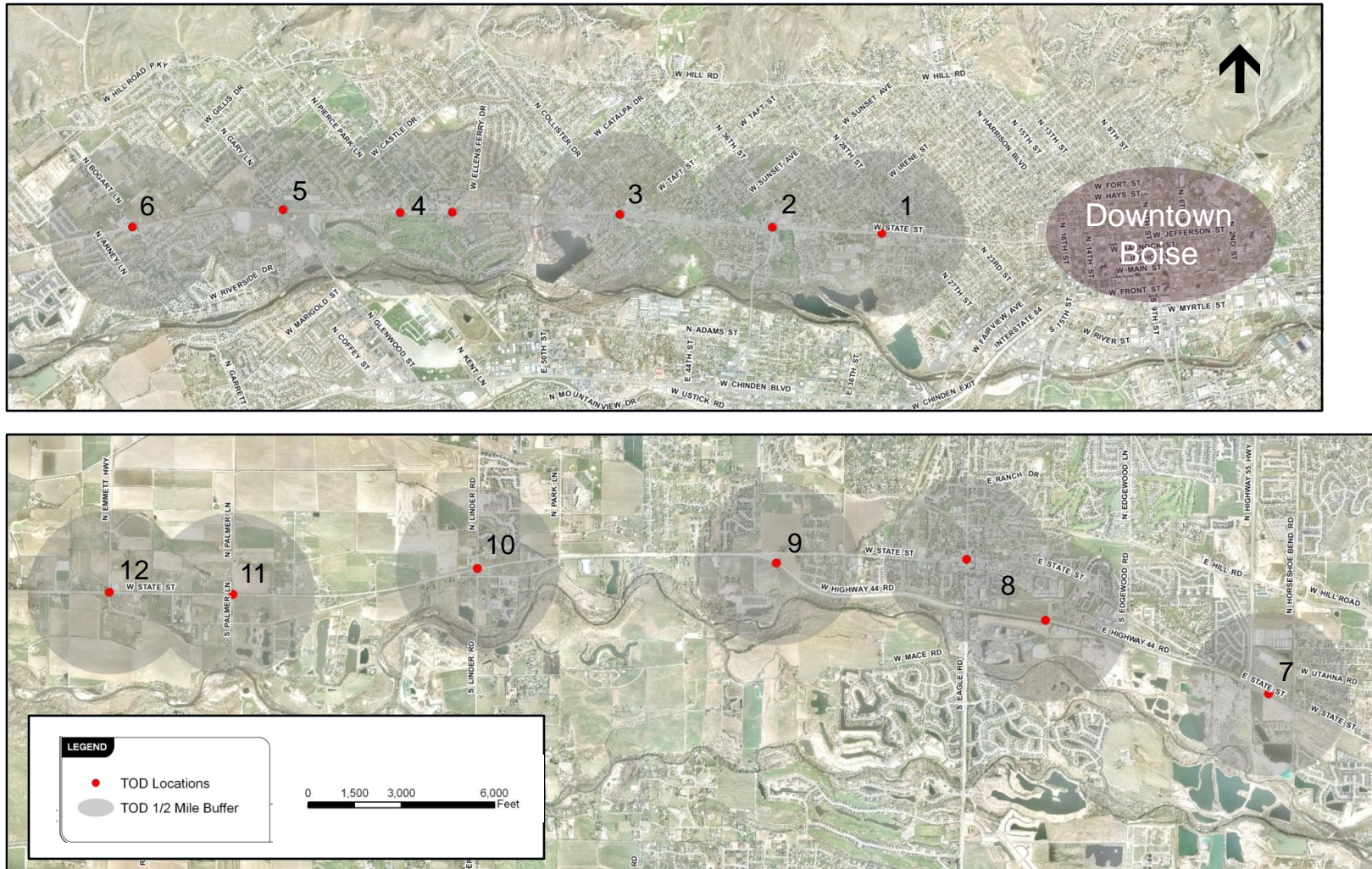
Figure 3 on Page 7 provides a map of the recommended TOD station areas. As a rule, people are willing to walk up to a ½-mile to a rail-based transit station (i.e., light rail or BRT). Any distance beyond this is inconvenient and out of the comfort range of most people, resulting in a sharp decline in transit ridership. For this reason, most of the TOD station areas recommended in this study include property within a ½-mile radius of a key intersection where a transit station is likely to be sited. However, Station 4 (State Street and Ellen’s Ferry/Pierce Park) and Station 8 (State Highway 44 and Plaza/Eagle/State) have more than one location with the potential to accommodate a transit station and, thus, have larger study areas.

Table 1: Recommended TOD Station Areas

Station ID	Location	Jurisdiction
1	State Street and Rose Street	Boise
2	State Street and Veteran’s Memorial Parkway	Boise
3	State Street and Collister Drive	Boise
4	State Street and Ellen’s Ferry/Pierce Park	Boise/Garden City
5	State Street and Glenwood	Boise/Garden City
6	State Street and Bogart Lane	Ada County/Garden City
7	SH 44 between Hwy 55 and Horseshoe Bend Rd.	Eagle
8	SH 44 and Plaza/Eagle/State Street	Eagle/Ada County
9	SH 44 and Ballantyne Lane	Eagle/Ada County
10	SH 44 and Linder Road	Eagle/Ada County
11	SH 44 and Palmer Lane	Ada County
12	SH 44 and Highway 16	Ada County

Source: Leland Consulting Group and Kittelson & Associates

Figure 3: Recommended TOD Station Areas



Source: Leland Consulting Group and Kittelson & Associates

TOD Typologies

The project team evaluated TOD opportunities within each of the TOD station areas using the selection criteria outlined in the Methodology. Twenty-four sites, ranging in size from nine to 113 acres, were identified as potential locations for TOD. Each of these sites was categorized into one of five TOD typologies.

- Urban Town Center
- Transit Employment Center
- Urban Neighborhood Center
- Neighborhood Transit Zone
- Enhanced BRT Station

The typologies, described in further detail on the following pages, are intended to provide a general understanding of the character, land use mix, and intensity of development anticipated for each TOD opportunity site.

A detailed matrix comparing and contrasting the TOD typologies is found in Appendix A.



A TOD in Gresham, Oregon.

Source: Leland Consulting Group

Urban Town Center

Within the spectrum of TOD typologies, Urban Town Centers (UTCs) generally occupy the largest sites – typically 10 acres or more in size. Not surprisingly, UTCs also feature the broadest mix of uses, the biggest buildings and development at a larger scale and higher intensity than other TOD typologies. In addition to destination retail/entertainment (e.g., national, regional, and independent retailers and flagship stores), UTCs generally attract multiple civic and cultural amenities, a variety of urban housing types, employment and open space components.

Key Characteristics

- Average FAR: 0.3 to 1.00 or higher
- Residential density: 24 units/acre or higher
- Size: 10 acres or more
- Building height: 2 to 5 stories or higher
- Prime retail/entertainment destination with multiple civic/cultural uses
- Significant office/employment uses
- Structured parking, surface parking and on-street parking
- Significant open space component
- Other potential uses: hotel and institutional uses.



Transit Employment Center

Similar to UTCs, Transit Employment Centers (TECs) are typically large sites of 10 acres or more with a range of uses. However, a distinct emphasis on office and employment uses sets TECs apart from UTCs. Institutional uses such as facilities operated by educational, healthcare, and social services organizations are a common component of the development mix. Further, retail and housing development that occurs within a TEC is often connected to and supportive of major employers in the area. Along the State Street Corridor, the TOD station area proposed for State Highway 44, between Highway 55 and Horseshoe Bend Road, has been identified as a TEC due to the presence of St. Luke's, a major healthcare employer with future expansion plans.

Key Characteristics

- Average FAR: 0.3 to 1.00
- Size: 10 acres or more
- Building height: 1 to 5 stories or higher
- Office/employment uses predominant
- Some retail/services
- Primarily surface parking, with limited structured parking and on-street parking
- Open space
- Other potential uses: housing, hotel and institutional uses.



Urban Neighborhood Center

Urban Neighborhood Centers (UNCs) are typically medium-size sites of two acres or more with development at a range of densities. While housing tends to be the primary focus, UNC's may attract a broad range of uses, including limited office, retail/services and civic/cultural uses as well as hotels and institutional uses (e.g., healthcare and educational facilities).

Key Characteristics

- Average FAR: 0.3 to 1.00
- Residential density: 20 to 35 units/acre
- Size : 2 acres or more
- Building height: 2 to 5 stories
- Limited office
- Some retail/services
- Limited structured parking, surface parking and on-street parking
- Open space
- Limited civic/cultural uses
- Other potential uses: institutional uses and hotels.



Neighborhood Transit Zone

Neighborhood Transit Zones (NTZs) are primarily residential areas and can vary in size from as small as 0.5 acres to as large as 50 acres or more. Residential development can be in a variety of formats, including apartments, senior housing, condominiums, rowhouses, and even small-lot detached housing. NTZs may also include a limited supply of office development and retail/services, primarily scaled to serve as an amenity to the residential component.

Key Characteristics

- Average FAR: 0.3 to 0.75
- Residential density: 10 to 25 d.u./acre
- Size: 0.5 acres or more
- Building height: 1 to 4 stories
- Limited office
- Limited retail/services
- Surface and on-street parking
- Open space
- Limited civic/cultural uses.



Enhanced BRT Station

While not a TOD directly, enhanced bus rapid transit (BRT) Stations may be located adjacent to existing transit-supportive development. For example, the area surrounding State Street and Veteran's Memorial Parkway is already built out, with no obvious potential for new TOD and development opportunities seemingly limited to smaller, infill sites. However, with well established residential neighborhoods and a large park located within a half-mile, this is a suitable location for an Enhanced BRT Station.

Key Characteristics

- 'Park and Ride' facility
- Limited development opportunities
- Adjacent to existing neighborhoods and development with TOD characteristics.



Key Findings

Several key findings and observations arose from the Task 5 analysis of TOD opportunities along the Corridor.

- **Many suitable sites.** There is a large inventory of sites suitable for TOD along the Corridor. This includes sites comprised of vacant land and/or underutilized sites with significant redevelopment potential.
- **Short- and long-term TOD opportunities exist.** As described above, there is no shortage of sites with the potential to support TOD in the future. However, only a limited number of sites have the potential to support TOD during the next 10 years.
- **Size and Character of TODs will vary.** There are many TOD opportunity sites along the Corridor. However, the size and character of TOD will vary by location depending on factors such as the character of existing development in the surrounding area and land use and zoning regulations. Such regulations may permit certain uses while prohibiting others and may also establish development requirements.

For example, in areas that are largely built out, TOD is more likely to occur on smaller, infill sites at a more intense scale relative to locations where vacant land is plentiful and the only existing development nearby is limited and of a suburban character.

- **Connectivity and visibility improvements are needed.** With few exceptions, the majority of neighborhoods adjacent to the Corridor have poor internal connectivity and limited access to State Street. Improved bicycle and pedestrian access will be necessary to support successful TOD and encourage transit.
- **Mix of new development and redevelopment opportunities.** There is wide variation in existing development patterns along the Corridor. Locations at the east end of the Corridor, close to Downtown Boise, tend to have a limited inventory of vacant land and a sizeable inventory of built, but underutilized sites with older commercial centers. Farther west, sites near Eagle and in unincorporated areas have largely retained their rural/agricultural

character, and are comprised primarily of undeveloped land. As a result, TOD will tend to require redevelopment in the eastern portion of the Corridor. Toward the west, TOD will largely be in the form of new development.

- **Some changes will be needed to realize maximum TOD potential.** The Task 5 analysis projects the level of TOD that could be achieved on the Corridor under the best case scenario. However, current market and regulatory conditions are far from ideal for TOD. As described in the section on implementation at the end of this report, without strong land use and regulatory policies that support TOD and targeted investments in infrastructure and programs to encourage TOD, the best case scenario cannot be achieved.

Key Findings (cont'd)

- **Patience and creativity will be needed.** The market slowdown triggered by the current economic recession has greatly increased the inventory of vacant commercial space and homes on the market. Simultaneously, financial institutions have imposed tighter lending requirements. As a result, the demand for and capacity to build new projects – especially mixed-use projects, which often require nontraditional financing arrangements – is very limited. Therefore, particularly during the next five to ten years as the market recovers, opportunities for TOD are likely to be limited. Local governments will need both patience and creativity to create a marketplace for TOD.

A detailed description of existing conditions, opportunities and constraints, and TOD opportunities within each TOD station area is provided in Appendix B.



Highlands Village is an example of a recent urban residential development in Boise's Historic North End district. Future TOD along the State Street Corridor could incorporate housing of a similar size and scale.

Priority Station Areas

The following station areas encompass sites where TOD is likely to occur during the near term (0 to 10 years) :

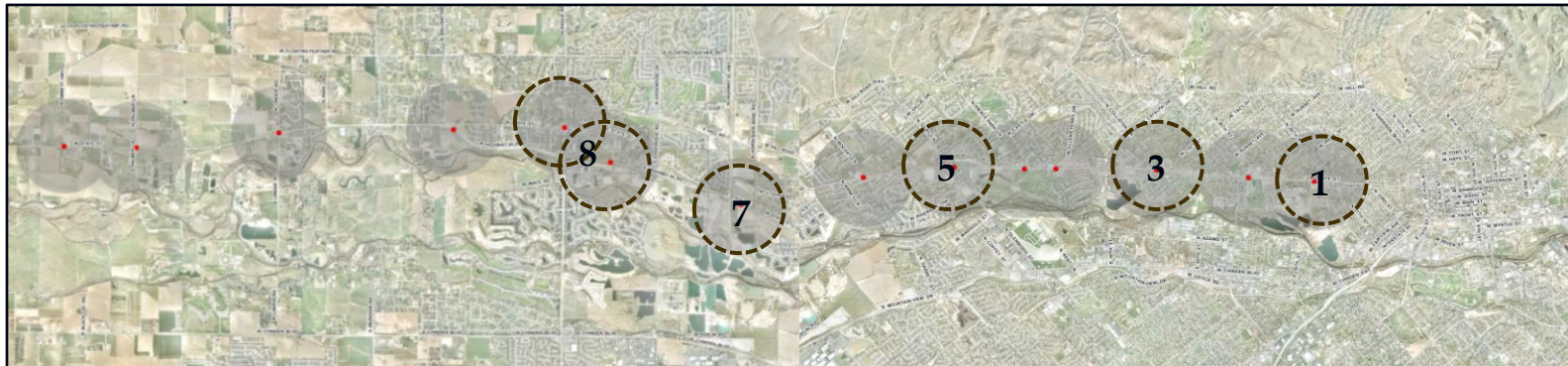
1. State St. and Rose/30th
3. State St. and Collister Drive
5. State St. and Glenwood -TOD 1
7. Highway 44 between Highway 55 and Horseshoe Bend Road
8. Highway 44 and Plaza/Eagle/State

A variety of factors, including, but not limited to, a positive market outlook, strong public and/or private leverage, community support for TOD and developer interest, helped the project team identify locations with short-term TOD potential. Anticipating where development and/or redevelopment is likely to occur first can help elected officials, policy makers, and communities target scarce resources to specific locations likely to attract investment early on.



Coupled with strong community support for transit, the relatively recent addition of a branch library to the Collister Shopping Center (located at the NE corner of State Street and Collister Drive) is anticipated to facilitate redevelopment of this older commercial center during the next 10 years.

Figure 4: Priority Station Areas



Source: Leland Consulting Group and Kittelson & Associates

Development and Demographic Projections

As shown in Table 2, a significant amount of new development, population, and employment growth could occur at the recommended TOD station areas by 2035. During the next 10 years, during which time redevelopment of existing, underutilized strip commercial centers is anticipated to be a primary means of achieving TOD, 1.7 million square feet of new commercial space and 1,803 new housing units are projected, along with 4,029 new residents and 4,547 new jobs.

Ten to 25 years out, by which time the market is expected to have recovered from the current economic recession, opportunities for more robust growth in more distant sections of State Street that are largely undeveloped today are anticipated. An additional 1.2 million square feet of commercial space and 6,670 housing units are projected, along with 16,578 new residents and 2,573 new jobs.

As stated previously, these projections are intended to illustrate the level of development and growth that *could* occur. Such growth is predicated on a comprehensive implementation program in which local governments establish and implement policies and programs to encourage TOD.

Table 2: Development, Population, and Employment Growth Projections, 2035

	0-10	10-25	Total by 2035
New Housing (Units)	2,168	6,669	8,837
New commercial (SF)	1,949,832	1,217,165	3,166,997
Population growth	4,904	16,577	21,481
Employment growth	5,062	2,573	7,634

Source: Leland Consulting Group and Kittelson & Associates

TOD Evaluation Matrix

The table below shows the degree to which each of the recommended TOD station areas meets the TOD selection criteria. Areas with excellent or strong

ratings for multiple criteria are anticipated to be the best short-term candidates for TOD. Detailed descriptions of each station area are located in Appendix B.

Table 3: TOD Evaluation Matrix (All Station Areas)

	State and Rose	State and Veteran's Memorial Parkway	State and Collister	State and Ellen's Ferry / Pierce Park	State and Glenwood	State and Bogart	SH 44 Between Hwy 55 and Horseshoe	SH44 and Plaza / Eagle / State St.	SH 44 / State / Ballantyne	SH 44 and Linder	SH 44 and Palmer	SH 44 and Hwy 16
CRITERIA	1	2	3	4	5	6	7	8	9	10	11	12
Size	●	N/A	◐	●	●	●	●	●	●	●	●	●
Vacant / Underutilized	●	○	◐	●	◐	●	●	●	●	●	●	●
Developer Interest	●	○	●	●	●	○	◐	●	○	○	○	○
Market Outlook	●	◐	◐	◐	◐	◐	●	●	◐	○	○	○
Public Leverage	●	○	◐	○	○	○	◐	●	○	○	○	○
Private Leverage	○	○	○	○	●	○	●	●	○	○	○	○
Adjacent Uses	●	●	●	◐	●	○	●	●	◐	○	○	○
Connectivity and Visibility	●	●	◐	◐	●	◐	●	◐	◐	●	◐	◐

Legend

- Poor / Limited
- ◐ Average / Some
- Excellent / Strong
- Priority station areas.

As described at several points during this report, achieving TOD on State Street will not occur without a coordinated program of policies, actions, and tools to encourage TOD and shape market opportunities. This section describes some of the challenges to TOD today, some of the opportunities that will support TOD in the long term, and several actions that can be put into place to make it happen.

Challenges

- **Low land prices:** Partially as a result of unchecked suburban sprawl, land prices throughout the Boise region are relatively low. Land prices and the density of development are directly related to each other – low land costs make it more difficult to economically justify higher density development and the redevelopment of existing uses.
- **Cheap and plentiful parking in Downtown Boise:** Ample and inexpensive parking in downtown Boise reduces the incentive for downtown office workers to ride transit to work. This, in turn, reduces the demand for transit overall, which inhibits TOD opportunity that relies on frequent and robust transit service.

- **Free parking** everywhere else: Outside of downtown Boise, free parking is the norm. However, without revenue from parking, the real estate market cannot justify the expense of structured parking in underground or above-ground garages. Without subsidy, development along State Street will be limited to densities that can be supported by surface parking lots.
- **Geography:** The State Street corridor is located between the Foothills and the Boise River. These two physical features largely cut off the area from the rest of the region except at a few, limited points where arterials cross the river. This condition limits the potential of TOD projects to a smaller market area than sites with broader regional connectivity.

Opportunities

Although the barriers to success are daunting, there are several trends that make it more likely that TOD will be successful in the future.

- **Changing consumer preferences:** Particularly for retail and commercial areas, people are increasingly preferring walkable and compact places that mimic a traditional Main Street environment.

- **Demographic trends:** Aging Baby Boomers nearing retirement and increasingly smaller household sizes will support the market for smaller, attached housing types. Senior housing, apartments, condominiums, and townhouses all are appropriate housing types for a TOD and are expected to be growing in demand in the future compared to single-family housing.
- **Fuel costs:** While gas prices have dropped from their peak in 2008, long-term projections for fuel costs are that they will rise. This will support both transit ridership as well as mixed-use environments where residents do not need to get in a car to meet daily needs.
- **Ever-worsening traffic:** Even with major transportation investments, traffic in the Boise region is expected to get worse in the upcoming decades. Traffic congestion will increase commute times and drive market momentum to create housing opportunities in closer proximity to retail and employment uses.

Implementation Tools and Tactics

This section describes several actions, programs, and tools that can be utilized to encourage TOD in corridors.

- **Streamlined zoning & entitlement:** In development, more than in virtually any other industry, time is money. Development of TOD along State Street should ideally be the easiest type of development to do in the region. Streamlining regulations and entitlement processes to accelerate the development schedule would be a significant incentive for developers.
- **Flexibility is key:** As the State Street TTOP is a very long-range plan, the specific uses that will be built along State Street will need to respond to market conditions that are impossible to predict so many years in advance. Therefore, it is important that plans retain considerable flexibility to adjust to market conditions in the future.
- **No parking minimums:** Parking is one of the most expensive development costs in a project. Often, local regulations require a developer to provide more parking than the developer or its tenants demand, raising the cost of development and wasting scarce land. Eliminating minimum parking standards would allow developers to only build as much parking as required by tenants, helping to make projects more affordable and creating a more pedestrian-oriented landscape.
- **Creative urban design:** Several design tools are available to encourage pedestrian-oriented design while meeting the need for flexibility.
 - **Shadow platting:** Shadow platting is the laying out of a site to accommodate infill and redevelopment in the future. For example, a surface parking lot at a shopping center, built to meet today's market, could be designed with full-width streets and block sizes so that surface parking lots today could be redeveloped into an urban grid of buildings in the future, when the market for such development emerges.
 - **Shared parking:** Further reducing the cost of parking. Developing complementary uses adjacent to one another so that they can share a parking lot. Shared parking will work best when uses have peak parking demand at different times of the day or week, such as office space and retail.
 - **Form based codes:** Form based codes are a new development concept that emphasize the form of development over the specific land use. This increases market potential by not tying a site to a specific mix of uses, while ensuring that what is built creates a pedestrian-oriented environment. See the Form Based Codes Institute for more information: www.formbasedcodes.org
- **Public-private partnerships:** The complexity of TOD and the need to "encourage" the market will require a close coordination of public and private development efforts. Public-private partnerships can provide the context that ensures that the whole is greater than the sum of its parts.
- **Public funding:** For some, but not all, TODs, public funding will be the tool that makes an uneconomic project feasible. Tools such as tax increment financing, tax credits, low-interest loans, grants, and other programs should be made available for projects that meet the TOD vision.

The most important ingredient above all other implementation tools is strong leadership and champions at all public and private levels:

- Community members
- City councilors
- Business leaders
- Supportive neighborhood
- Business Association / BID
- Active developers
- Supportive media

When all of these public and private partners are working collaboratively in support of TOD, implementation is accelerated by creating a more certain and economically viable investment environment.

The Task 5 analysis confirmed that there are ample opportunities for TOD along the State Street Corridor. From smaller, TODs focused primarily on a single use, such as housing, to TODs with a broad range of uses and functions in an urban setting, the size and character of TOD will vary, reflecting the unique attributes of the surrounding area and the community's broader vision.

Moving forward, many factors, including, but not limited to, land use and transportation policy decisions, economic and demographic conditions, and overall traffic conditions on State Street and throughout the Boise metropolitan region, will influence the extent to which the TOD vision for the Corridor will be implemented over the next 25 years and beyond. With so many moving parts, challenges and uncertainties, it will be critical for elected officials, city staff, and community leaders to develop a systematic yet flexible implementation strategy with short- and long-term priority actions and the capacity to seize opportunities as they arise.

Appendix A

TOD Typologies

- Urban Town Center
- Transit Employment Center
- Urban Neighborhood Center
- Neighborhood Transit Zone
- Enhanced BRT

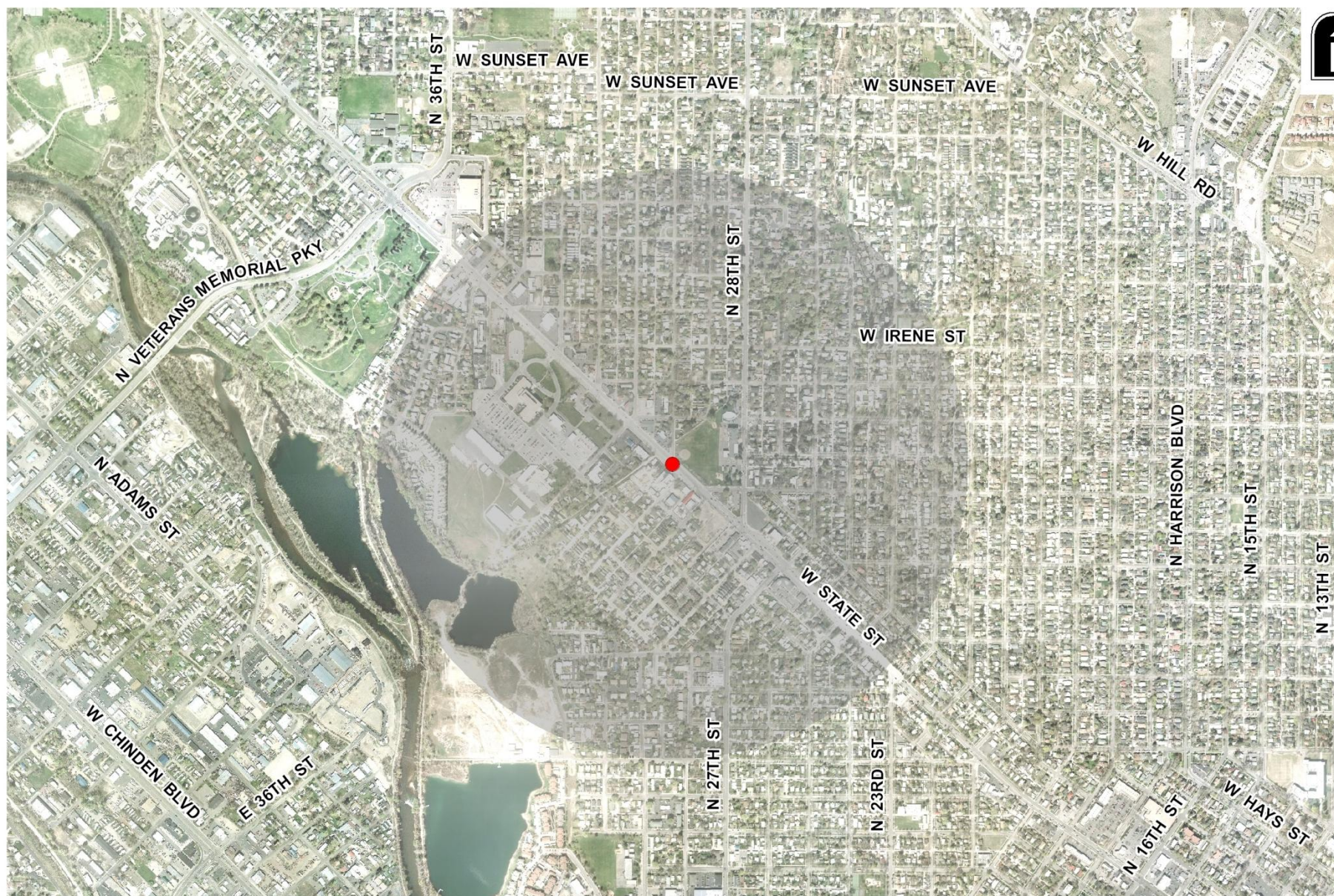
State Street TOD Typology Comparison

TOD Typology	Character	Average FAR	Residential Density	TOD Size (range)	TOD Height (range)	Land Use and Development Types				
						Residential	Office	Retail/Services	Other Uses	Parking
Urban Town Center (UTC)	Larger scale mixed use development <i>Primary uses:</i> <ul style="list-style-type: none">▪ Retail/Services▪ Office▪ Civic/cultural▪ Urban housing	0.30 to 1.00 or higher	24 d.u./acre or higher	10 acres or more	2 to 5 stories or higher	<i>Housing types:</i> Mid-rise and high rise multifamily	<i>Office types:</i> Mix of large, mid-size and small	<i>Retail types:</i> Mix of national, regional and independent retailers	Institutional, hotel, multiple civic/cultural uses and open space	Structured parking, surface parking, and on-street parking
Transit Employment Center (TEC)	Larger scale mixed use development; focus on employment differentiates TEC from UTC <i>Primary uses:</i> <ul style="list-style-type: none">▪ Office▪ Institutional	0.30 to 1.00	24 d.u./acre or higher	10 acres or more	1 to 5 stories or higher	*Limited <i>Housing types:</i> Mid-rise and high-rise multifamily	<i>Office types:</i> Mix of large, mid-size and small offices	<i>Retail types:</i> Mix of national, regional and independent retailers	Institutional, hotel and open space	Primarily surface parking, with limited structured parking and on-street parking
Urban Neighborhood Center (UNC)	Neighborhood-oriented mixed use development <i>Primary uses:</i> <ul style="list-style-type: none">▪ Housing▪ Retail	0.30 to 1.00	20 to 35 d.u./acre	2 acres or more	2 to 5 stories	<i>Housing types:</i> Mid-rise multifamily, attached townhomes	*Limited <i>Office types:</i> primarily small office, with limited mid-size offices	<i>Retail types:</i> Primarily neighborhood-serving retail, with potential for limited national and regional retailers	Institutional, hotel, limited civic/cultural uses and open space	Limited structured parking; surface parking and on-street parking
Neighborhood Transit Zone (NTZ)	Predominantly residential	0.30 to 0.75	10 to 25 d.u./acre	0.5 acres or more	1 to 4 stories	<i>Housing types:</i> Low rise and mid-rise multifamily, attached and detached townhomes, small lot and zero-lot line single-family	*Limited <i>Office types:</i> primarily small ground-floor offices	*Limited <i>Retail types:</i> Primarily neighborhood-serving, ground-floor retail	Limited civic/cultural uses and open space	Surface parking and on-street parking
Enhanced BRT Station	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Park and ride facility

Source: Leland Consulting Group

Appendix B TOD Station Area Fact Sheets

1. State Street and 30th (Rose)
2. State Street and Veteran's Memorial Parkway
3. State Street and Ellen's Ferry/Pierce Park
4. State Street and Collister Driver
5. State Street and Glenwood Street
6. State Street and Bogart Street
7. SH 44 and Highway 55/Horseshoe Bend Road
8. SH 44 and Eagle/State/Plaza
9. SH 44 and Ballantyne Lane
10. SH 44 and Linder Road
11. SH 44 and Palmer Lane
12. SH 44 and Highway 16



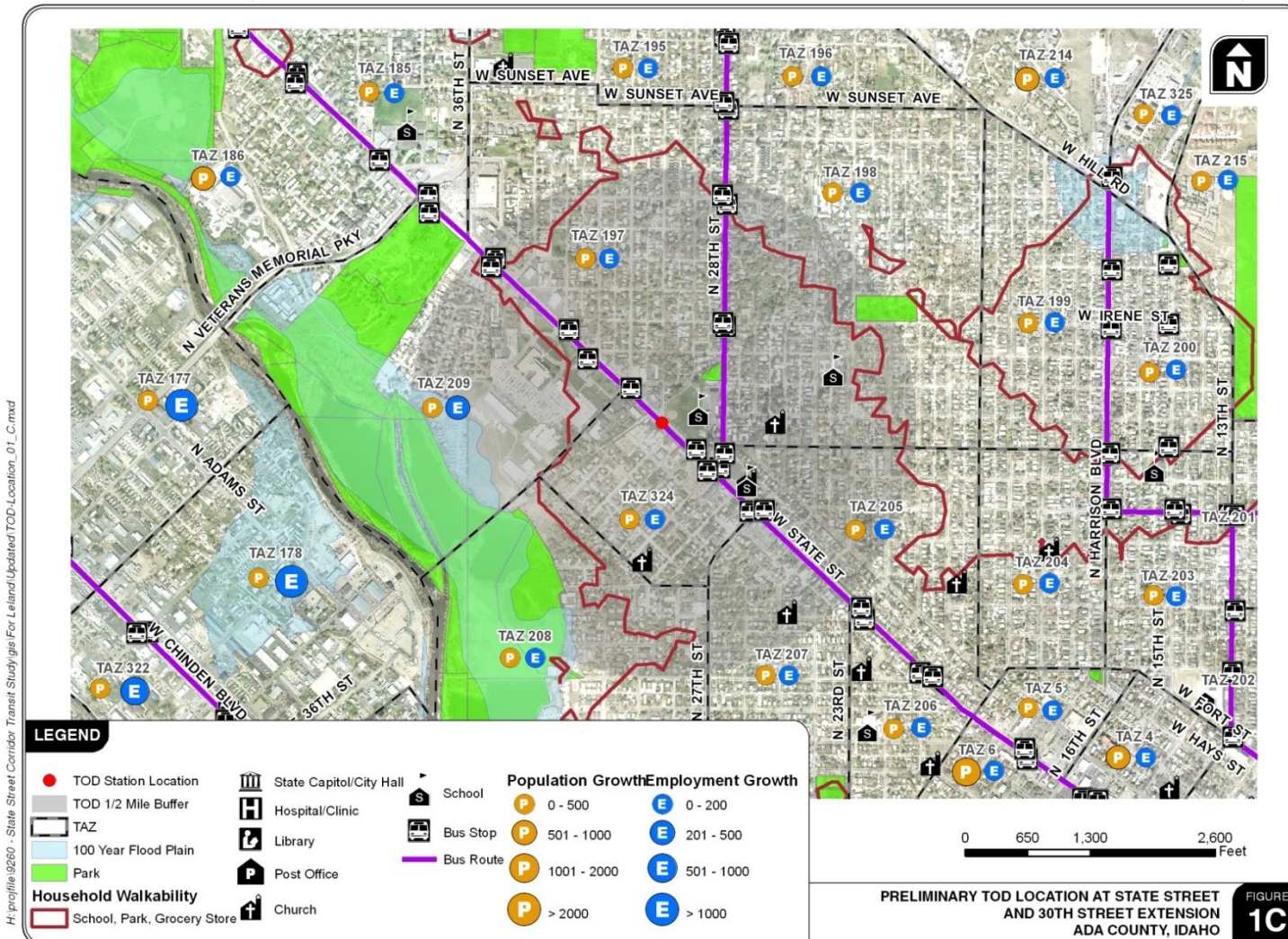
0 650 1,300 2,600
Feet

PRELIMINARY TOD LOCATION AT STATE STREET
AND 30TH STREET EXTENSION
ADA COUNTY, IDAHO

FIGURE
1A

State Street Transit and Traffic Operational Plan

January 2010



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

KEY DEMOGRAPHICS

2009 Households: 2,009
2009 Population: 4,194
2009 Housing Units: 2,162
Owner-occupied: 47%
Renter-occupied: 46%
Percent Vacant: 7%

2009 Household Income: \$46,616
2009 Median Home Value: \$174,626
Median Year Structure Built: 1952
Total Businesses in Area: 131
Total Employees in Area: 3,070

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- Currently, the intersection of State and Rose (30th) is not a major intersection on State Street. However, under the proposed 30th Street realignment, which would make State and Rose into a major signalized intersection, connectivity and visibility would improve.
- Unlike areas farther out, where residential neighborhoods are more "cut off" from State Street, with few connections, many streets in this area connect through to State Street creating a walkable environment. Area residents and workers can access the bus on State Street and N. 28th Street.

Surrounding Land Uses

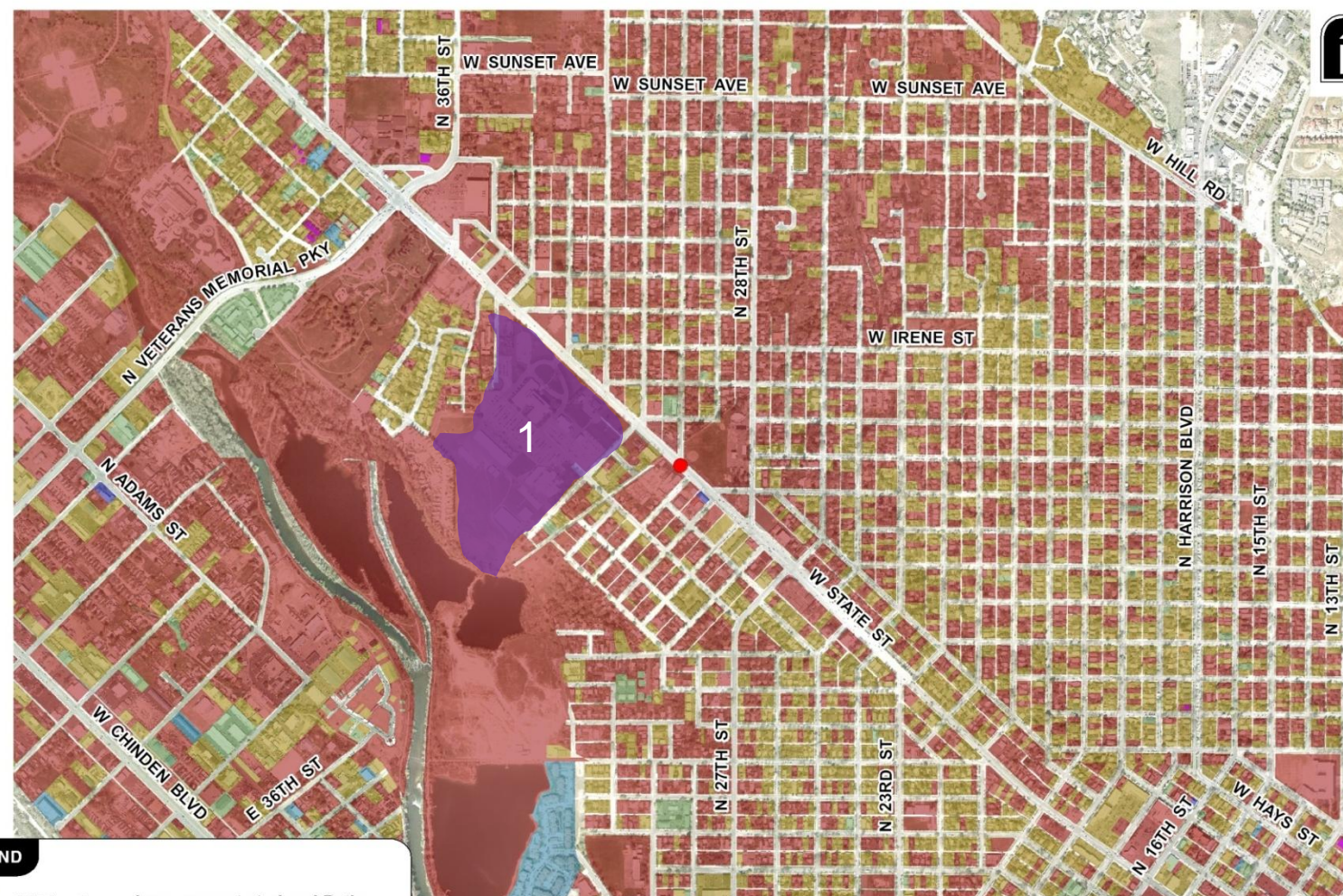
- The Idaho Transportation Department (ITD) owns and operates facilities, including a three-story office building and a few single-story buildings used primarily as garages and storage, at the southwest corner of State and Rose.
- A variety of retail and commercial services businesses, including gas stations, restaurants, banks, fast-food franchises, operate out of freestanding commercial buildings of varied age and condition along State Street. Many of these are small buildings on small (<1 acre) sites.
- Older homes, many of them built in the 1950s, occupy a large percentage of the area on both sides of State.
- Two schools, St. Mary's and Lowell Elementary school, are on the north side of State Street, near 28th Street.
- The area has green amenities. The Boise River greenbelt extends along the southwestern edge of the area. There are two smaller parks north of State Street and Veteran's Memorial Park, a large (30+ acres) park, is located just outside the area.

Existing Conditions and Potential

- With over 4,000 residents, the area has a substantial population base that could provide a critical mass of transit users. Further, residents in this area have expressed strong support for transit.
- The 45-acre ITD site, which has a significant amount of vacant and underutilized land, is the area's most significant TOD opportunity. The 30th Street Area Master Plan identifies the site's long-term potential to redevelop into an intense mixed-use project should ITD choose to redevelop/relocate its facilities in the future.

State Street Transit and Traffic Operational Plan

January 2010



LEGEND









- TOD Locations
 Condominium
- Improvements to Land Ratio**
 Less than 1.00 (very low)
 1.00 to 2.99 (low)
 3.00 to 4.99 (moderate)
 5.00 to 6.99 (high)
 7.00 or higher (very high)

PRELIMINARY TOD LOCATION AT STATE STREET
AND 30TH STREET EXTENSION
ADA COUNTY, IDAHO

FIGURE
1B

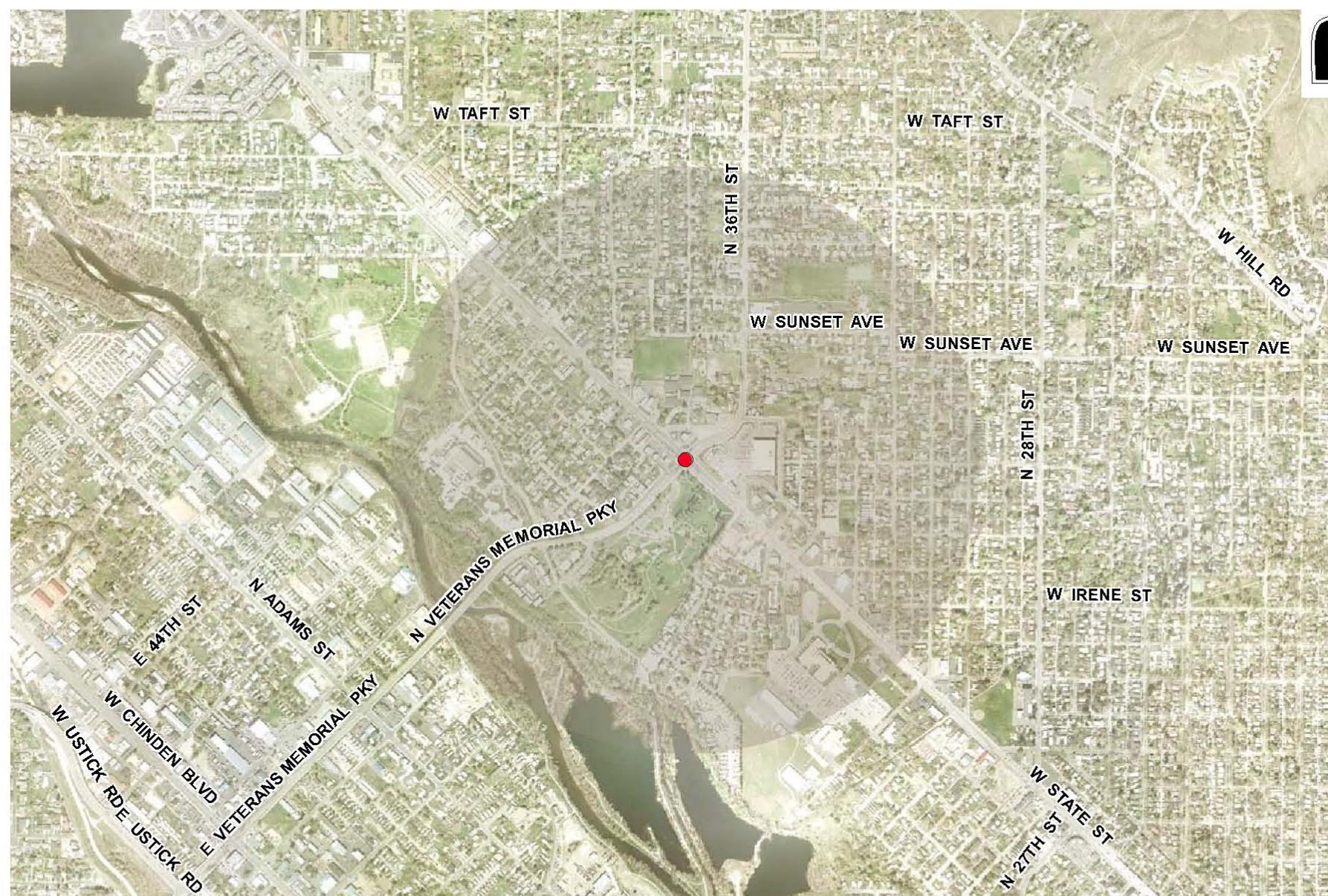
TOD LOCATION 1

Description	ITD site redevelopment
Timing	0 to 10 years
Size	~ 45 acres
Typology	Urban Town Center
Program	353 housing units 296,382 s.f. employment
Character	Mixed use: Retail, office and higher-density housing of varied types and price points.

CRITERIA	RATING	NOTES
Size		The ITD site is a large (45-acre) TOD opportunity site.
Vacant / Underutilized		The ITD site is significantly underutilized.
Developer Interest		Private developers are interested in the ITD site. However, there are no current plans to redevelop the site.
Market Outlook		Redevelopment of the ITD site is projected to increase the area's capacity to support transit.
Public Leverage		Should ITD elect to redevelop its site, a significant urban-scale TOD could be accommodated.
Private Leverage		No known private projects.
Adjacent Uses		The area features a broad mix of uses, including a significant inventory of older single-family homes.
Connectivity and Visibility		30 th and Rose is not a major intersection today. However, connectivity and visibility will improve under the planned 30 th Street Realignment.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong



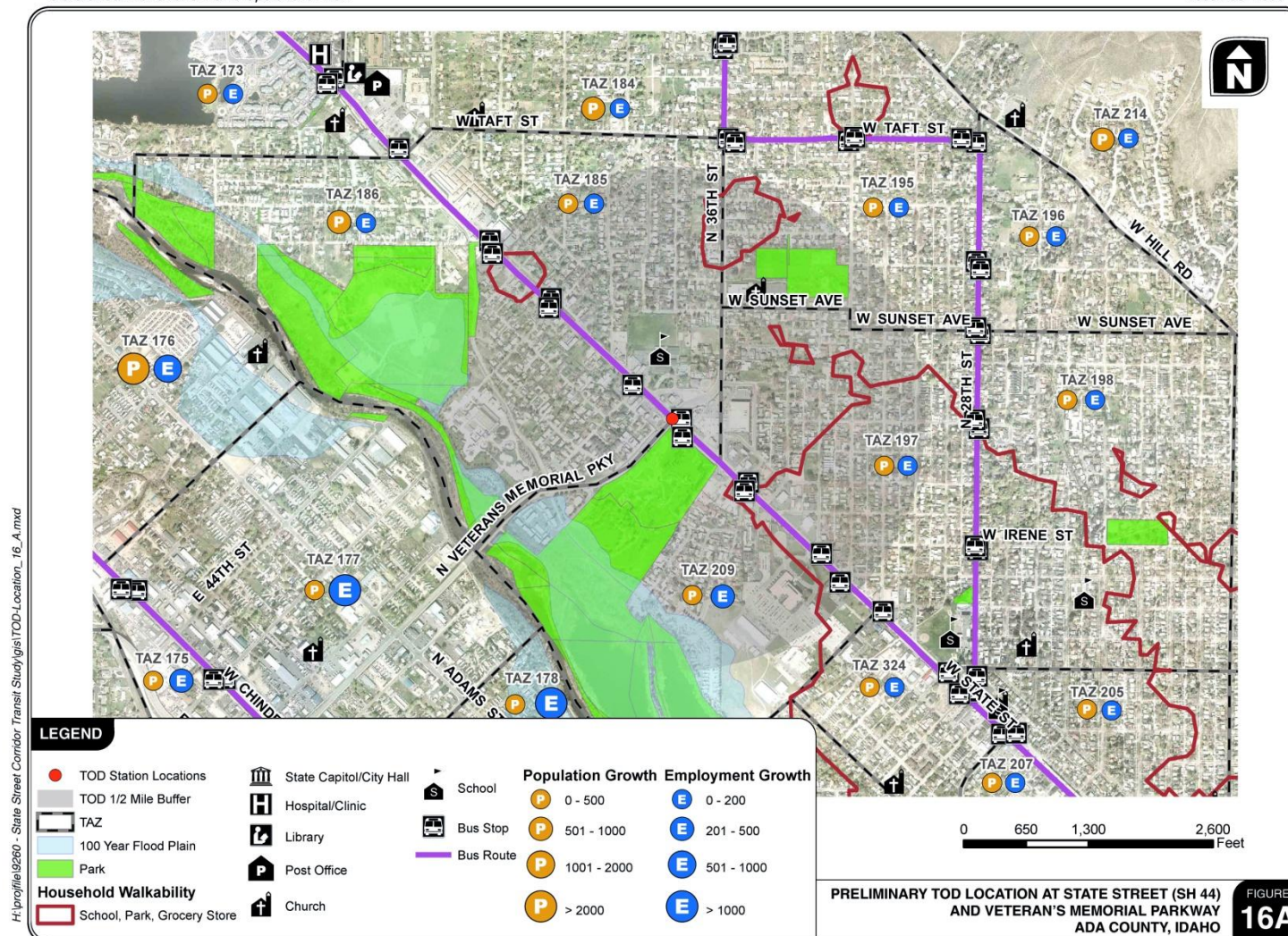
0 650 1,300 2,600
Feet

PRELIMINARY TOD LOCATION AT STATE STREET
AND VETERAN'S MEMORIAL PARKWAY
ADA COUNTY, IDAHO

FIGURE
16C

State Street Transit and Traffic Operational Plan

December 2009



KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

KEY DEMOGRAPHICS

2009 Households: 1,457
2009 Population: 3,326
2009 Housing Units: 1,587
 Owner-occupied: 45%
 Renter-occupied: 47%
 Percent Vacant: 8%

2009 Household Income: \$42,424
2009 Median Home Value: \$147,069
Median Year Structure Built: 1968
Total Businesses in Area: 119
Total Employees in Area: 2,028

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- State / Veteran's Memorial Parkway is a major four-way intersection on State Street with good vehicular access from surrounding areas and high traffic volumes. Bus service is available on State Street and, north of State, on 28th Street and Taft Street.
- Veteran's Memorial Parkway is one of a limited number of north-south streets with a bridge/river crossing that provides access to State Street from locations south of the river.

Surrounding Land Uses

- Veteran's Memorial State Park, a public park with walking trails that connect to the Boise riverfront greenbelt, occupies a large site at the southeast corner of State Street and Veteran's Memorial Parkway.
- The area is home to over 3,000 residents. In 2009, the proportion of homeowners and renters in the area was fairly even. Existing residential development is fairly dense and single-family homes, many of which date back to the 1960s, are the predominant housing type.
- Taft Elementary School is located at the northwest corner of State Street and Veteran's Memorial Parkway.
- A small shopping center anchored by an Albertson's grocery store is located at the northeast corner of State Street and Veteran's Memorial Parkway.

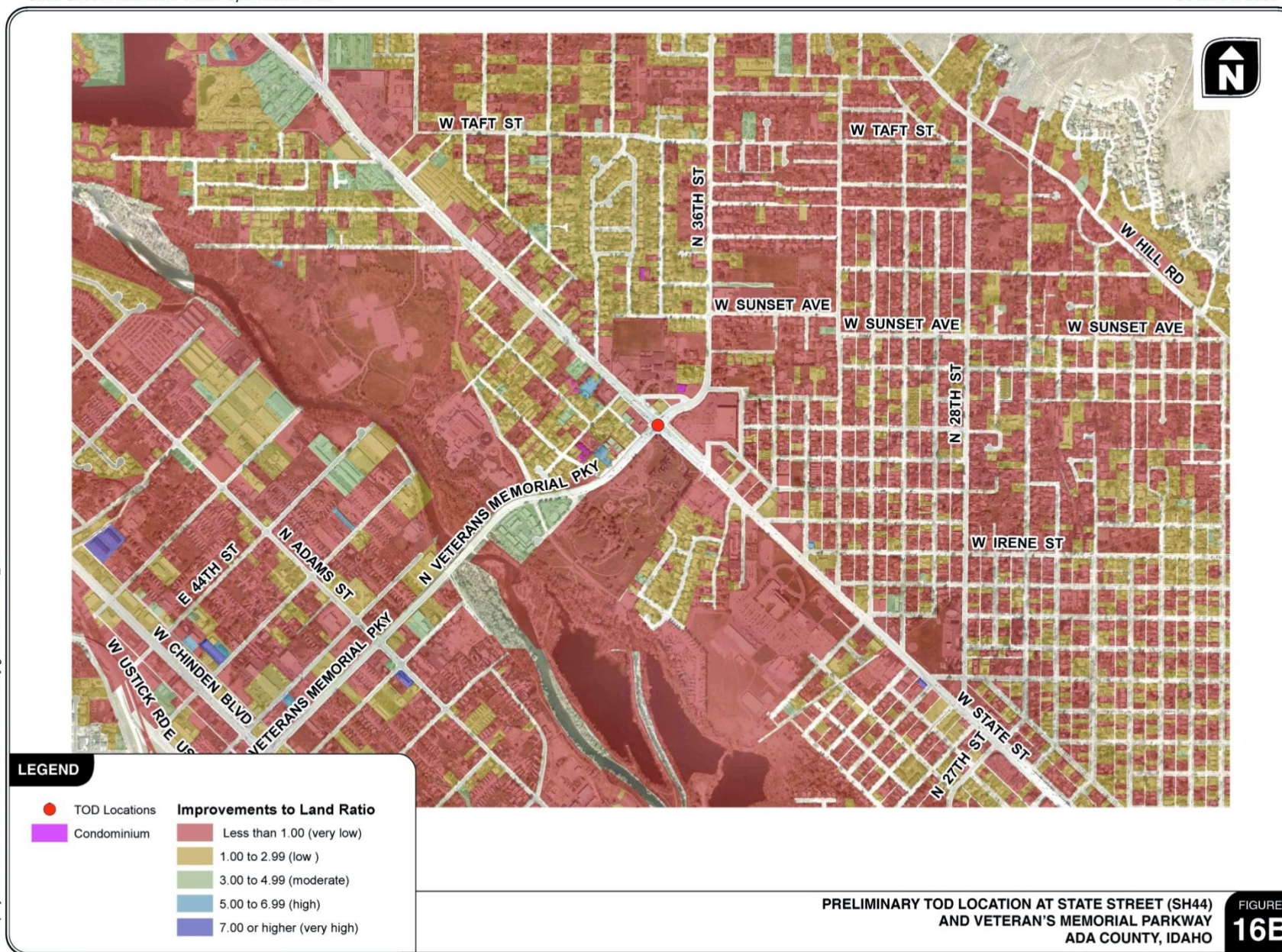
Existing Conditions and Potential

- While the area is largely built out, TAZ population and employment projections indicate that the area will attract some new jobs and residents by 2035.
- Despite projected long-term growth, no significant TOD opportunities were identified in this area, which has very little vacant land that is not in use as a park or school facility and limited redevelopment opportunities.

State Street Transit and Traffic Operational Plan








December 2009

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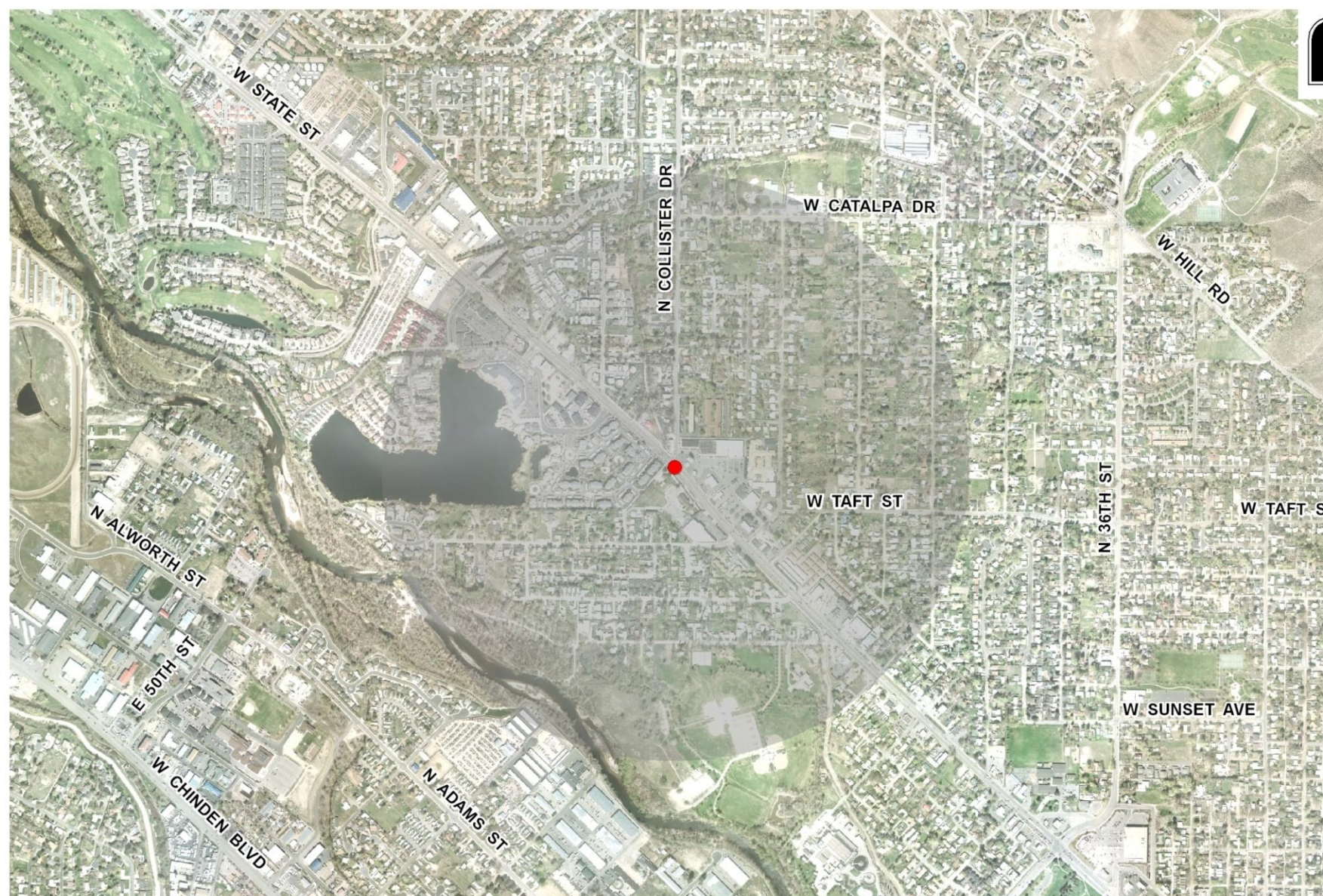
*No significant TOD opportunities identified for this area.

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CRITERIA	RATING	NOTES
Size	N/A	No TOD opportunity sites identified in this area.
Vacant / Underutilized		The area does not appear to have any vacant or underutilized sites suitable for TOD by 2035.
Developer Interest		No expressed interest during interviews.
Market Outlook		The area is projected to attract some new jobs and residents by 2035.
Public Leverage		No known public projects.
Private Leverage		No known private projects.
Adjacent Uses		The area features a broad mix of uses, including housing, a large park, retail and a public school.
Connectivity and Visibility		The area has good connectivity and visibility. There is a bridge/river crossing on Veteran's Parkway.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong



0 650 1,300 2,600
Feet

PRELIMINARY TOD LOCATION AT STATE STREET
AND COLLISTER DRIVE
ADA COUNTY, IDAHO

FIGURE
3A

State Street Transit and Traffic Operational Plan

January 2010



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KEY DEMOGRAPHICS

2009 Households: 1,708
2009 Population: 4,104
2009 Housing Units: 1,866
Owner-occupied: 42%
Renter-occupied: 50%
Percent Vacant: 8%

2009 Household Income: \$47,199
2009 Median Home Value: \$181,476
Median Year Structure Built: 1983
Total Businesses in Area: 134
Total Employees in Area: 1,348

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- Collister Drive is a neighborhood collector that extends north from State Street. During the stakeholder interview process, we heard that Collister is one of the primary access routes used by residents from neighborhoods to the north.
- Area residents and workers can access the bus on State Street. Residents in the northern half of the area are within walking distance of stops on Collister Drive and Catalpa Drive.

Surrounding Land Uses

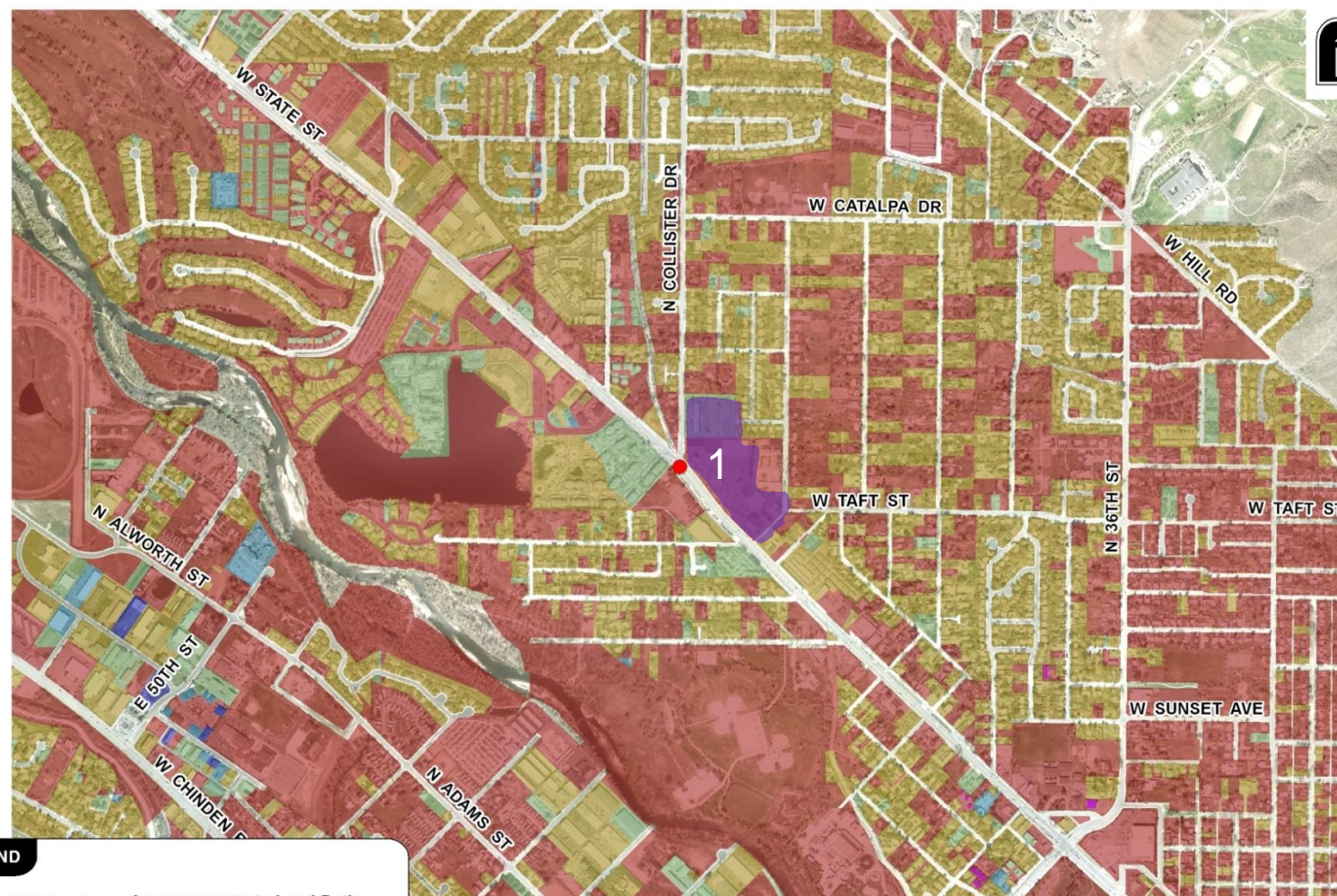
- Traditional residential development occupies much of this area. Many homes in the area were built in the 1980s.
- Collister Center, an older strip shopping center built in the 1960s, is located at the northeast corner of State and Collister Drive. Tenants include Dollar Tree, a bowling alley, a relatively new library branch, and other retailers. A number of freestanding commercial businesses (e.g., Wells Fargo, Auto Zone, etc.) occupy poorly configured freestanding pads in the center's parking lot. A post office branch is adjacent to the center. Collister Community Church, which recently completed a major expansion, and a Thriftway store on a 1.5-acre lot are across the street on the south side of State.
- A walk-in medical clinic is located at the northwest corner of Collister and State.
- Landing Apartments, a 150-unit rental complex built in 1995, is situated on a 7-acre lot at the southwest corner of State and Collister.
- The Boise River greenbelt extends along the southern edge of the area. A large riverfront park with baseball fields are integrated into the greenway. Additionally, a large water feature surrounded by housing is located close to Plantation Golf Course.

Existing Conditions and Potential

- With over 4,000 residents, the area is built out, with a substantial population base that could provide a critical mass of transit users. Further, there is strong neighborhood support for transit.
- Since vacant land is scarce in this area, with the exception of small infill projects, redevelopment will be the primary means of accommodating TOD in the future. Given its age, condition, size (10 acres) and prime location, the Collister Center is the strongest candidate for redevelopment into a mixed-use TOD.

State Street Transit and Traffic Operational Plan

January 2010



LEGEND

● TOD Locations	Improvements to Land Ratio
 Condominium	 Less than 1.00 (very low)
	 1.00 to 2.99 (low)
	 3.00 to 4.99 (moderate)
	 5.00 to 6.99 (high)
	 7.00 or higher (very high)









PRELIMINARY TOD LOCATION AT STATE STREET
AND COLLISTER DRIVE
ADA COUNTY, IDAHO

FIGURE
3B




TOD LOCATION 1

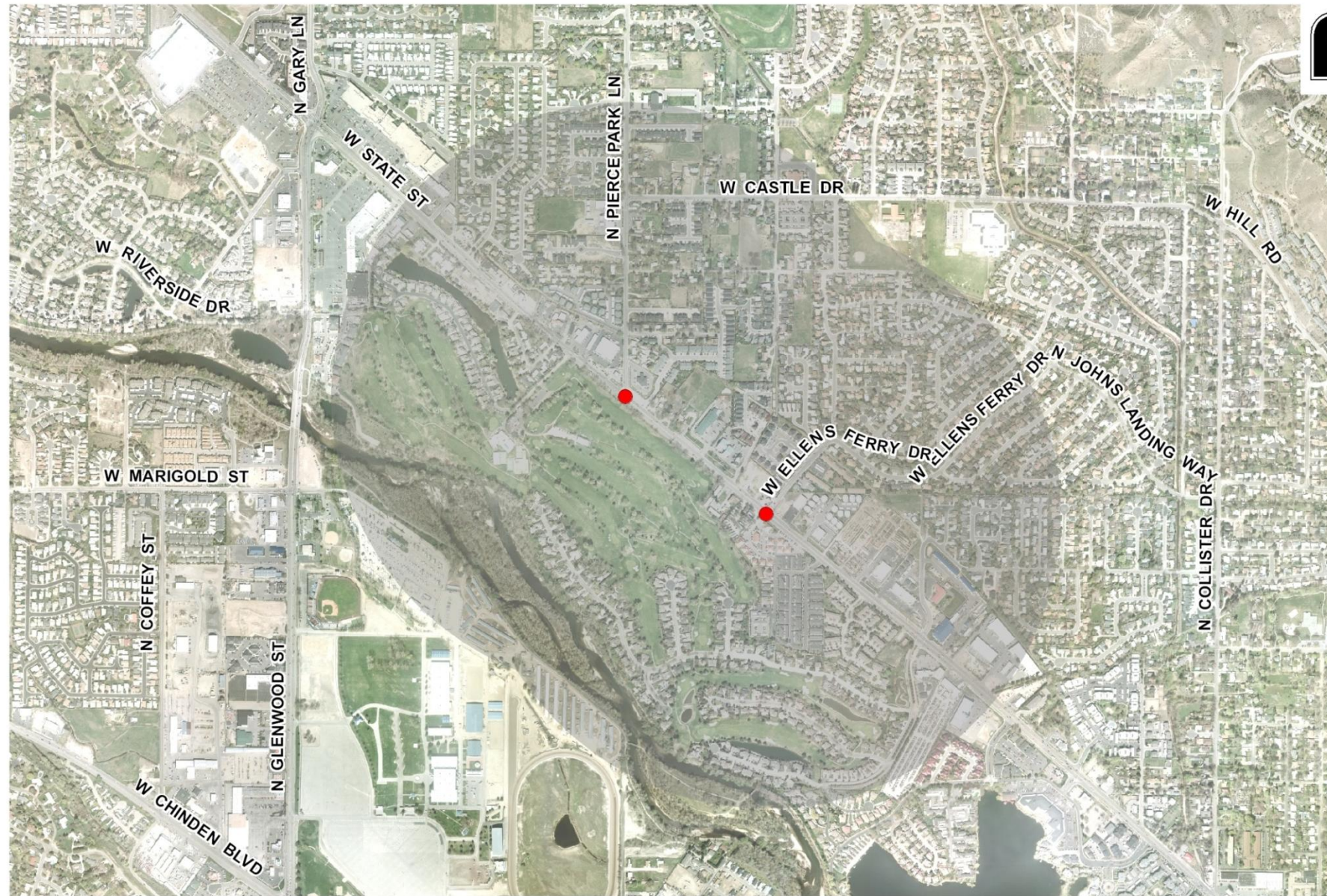
Description	Collister Shopping Center redevelopment
Timing	0 to 10 years
Size	10 acres
Typology	Urban Neighborhood Center
Program	102 housing units 66,647 s.f. employment
Character	Mixed use: neighborhood retail, higher density housing.

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CRITERIA	RATING	NOTES
Size		Area has no large TOD opportunity sites and one mid-size site (Collister Center) with TOD potential.
Vacant / Underutilized		Area has no vacant sites and one underutilized site (Collister Center) with significant TOD potential.
Developer Interest		Collister Center is anticipated to redevelop in next 10 years; public involvement/support is likely.
Market Outlook		Area's existing residential population has the potential to support a mixed-use TOD in the near-term future.
Public Leverage		Boise Public Library recently opened a branch in Collister Center; neighborhood supports TOD.
Private Leverage		No known private projects.
Adjacent Uses		Area features a broad mix of uses, including housing, retail, office , parks and a public library.
Connectivity and Visibility		Area has good connectivity and visibility.

Legend

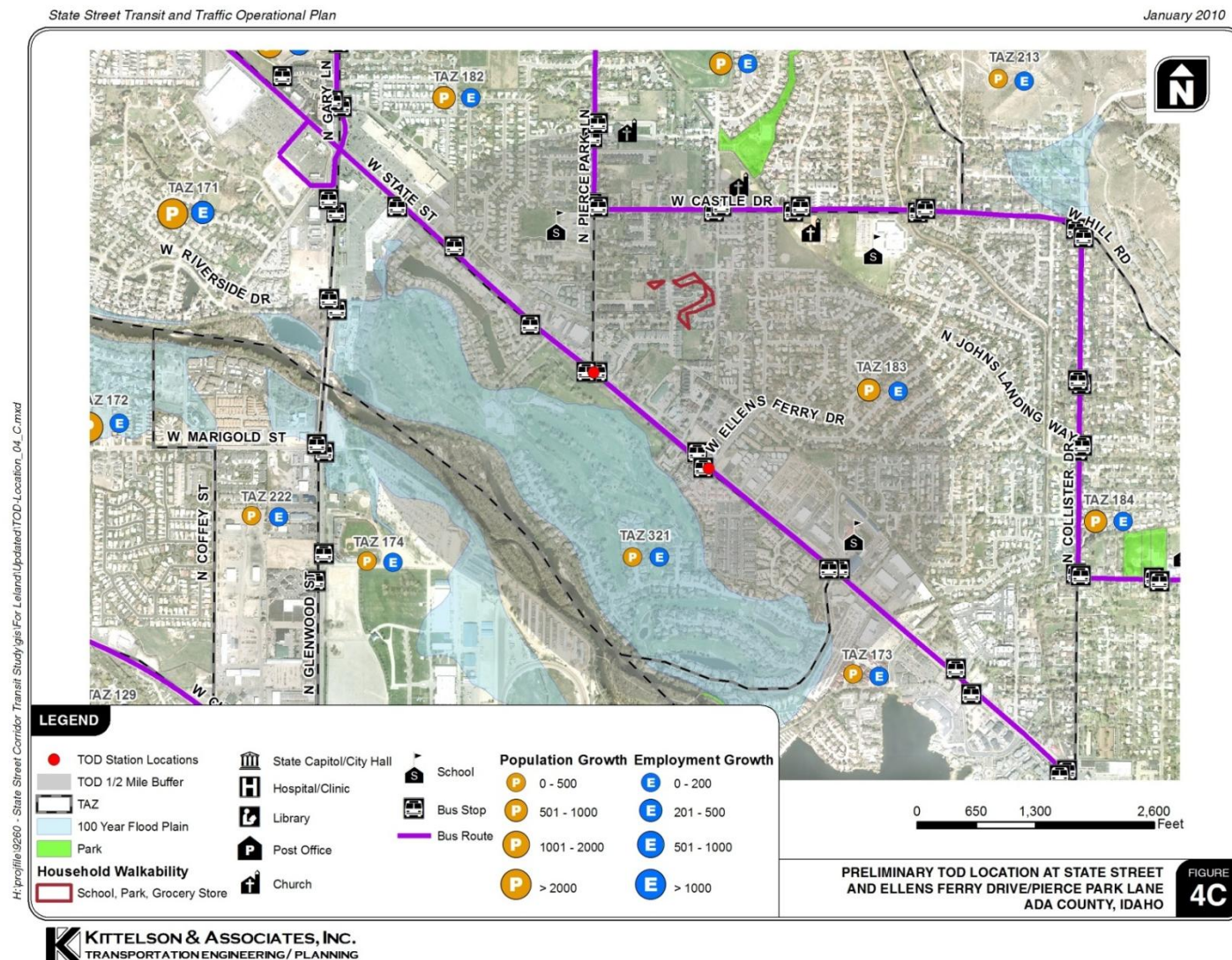
-  Poor / Limited
-  Average / Some
-  Excellent / Strong



0 650 1,300 2,600 Feet

PRELIMINARY TOD LOCATION AT STATE STREET
AND ELLENS FERRY DRIVE/PIERCE PARK LANE
ADA COUNTY, IDAHO

FIGURE
4A



KEY DEMOGRAPHICS

2009 Households: 1,454
2009 Population: 3,395
2009 Housing Units: 1,546
Owner-occupied: 65%
Renter-occupied: 29%
Percent Vacant: 6%

2009 Household Income: \$68,264
2009 Median Home Value: \$208,030
Median Year Structure Built: 1989
Total Businesses in Area: 112
Total Employees in Area: 1,122

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- Ellen's Ferry Drive is a neighborhood collector that connects to State Street from an established, dense residential area to the north. It does not extend south of State Street.
- Area residents and workers can catch the bus on State Street. Residents in the northern half of the area are also within walking distance of stops on Castle Drive, Pierce Park Lane and Collister Drive.

Surrounding Land Uses

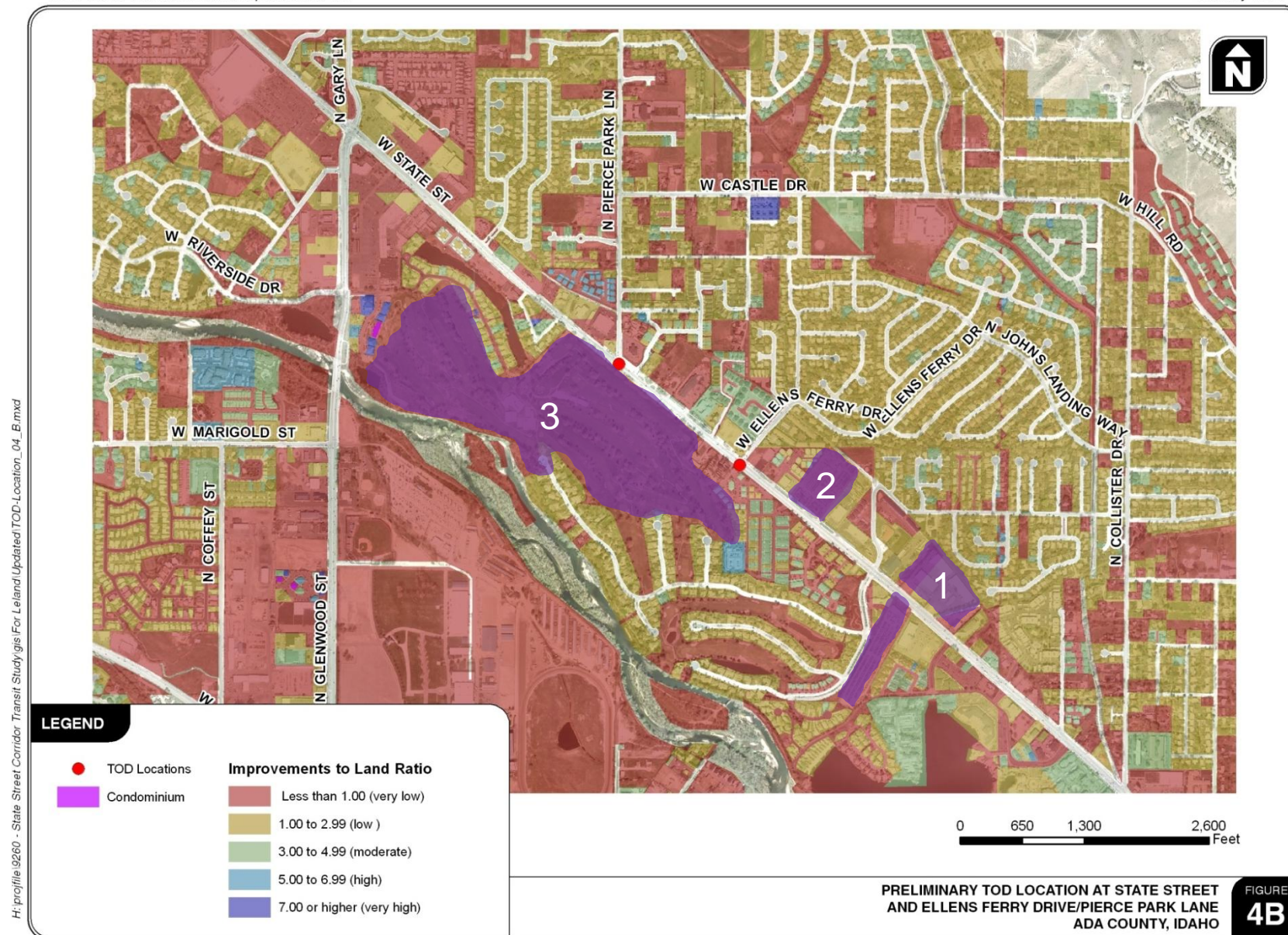
- Traditional residential development occupies most of the area north of State and a small part of the area south of State.
- Plantation Golf Course occupies most of the southern portion of the area.
- With the exception of the Golf Course, retail and commercial services businesses (e.g., Shell and Chevron gas stations, Key Bank, restaurants, etc.) small offices occupy most of the frontage on State Street. These businesses are located in freestanding buildings and smaller strip retail centers of varied age and condition.
- A cluster of small medical offices is located on the south side of State Street, opposite the intersection of Ellen's Ferry and State. Other office/employment uses, including an older business park at the southeastern edge of the area, are also located on State Street.
- Challenger School is located in the southeast part of the area.

Existing Conditions and Potential

- With over 3,300 residents, this area has a strong population base. TAZ 2035 population and employment projections show limited growth in this area. However, the projections assume that the Plantation Golf Course will not redevelop, and are, therefore, likely understated.
- The majority of developers, city officials and stakeholders interviewed indicated that Plantation Golf Course is likely to redevelop over the long term. This site would be an ideal location for a larger mixed-use TOD that incorporates housing at a variety of densities and price points as well as office/employment and retail uses. Such a project could be designed to facilitate convenient pedestrian access to nearby retail, services and employment and to support transit. One clear constraint for this site is the Open Space zoning designation, which would pose a significant challenge to redevelopment.
- An undeveloped 5-acre site east of Ellen's Ferry Drive on the north side of State, currently in use as a nursery, is a good location for a small TOD. At the southern edge of the area, an old business park on the north side of State and a car lot located across the street have good redevelopment potential.

State Street Transit and Traffic Operational Plan

January 2010



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TOD LOCATION 1









Description	Between Ellen's Ferry and Collister
Timing	10 to 25 years
Size	~ 14 acres
Typology	Neighborhood Transit Zone
Program	179 housing units 24,012 s.f. employment
Character	Predominantly residential, limited neighborhood commercial.

TOD LOCATION 2

Description	Nursery south of Ellen's Ferry
Timing	10 to 25 years
Size	~ 9 acres
Typology	Neighborhood Transit Zone
Program	115 housing units 15,437 s.f. employment
Character	Predominantly residential, limited neighborhood commercial.

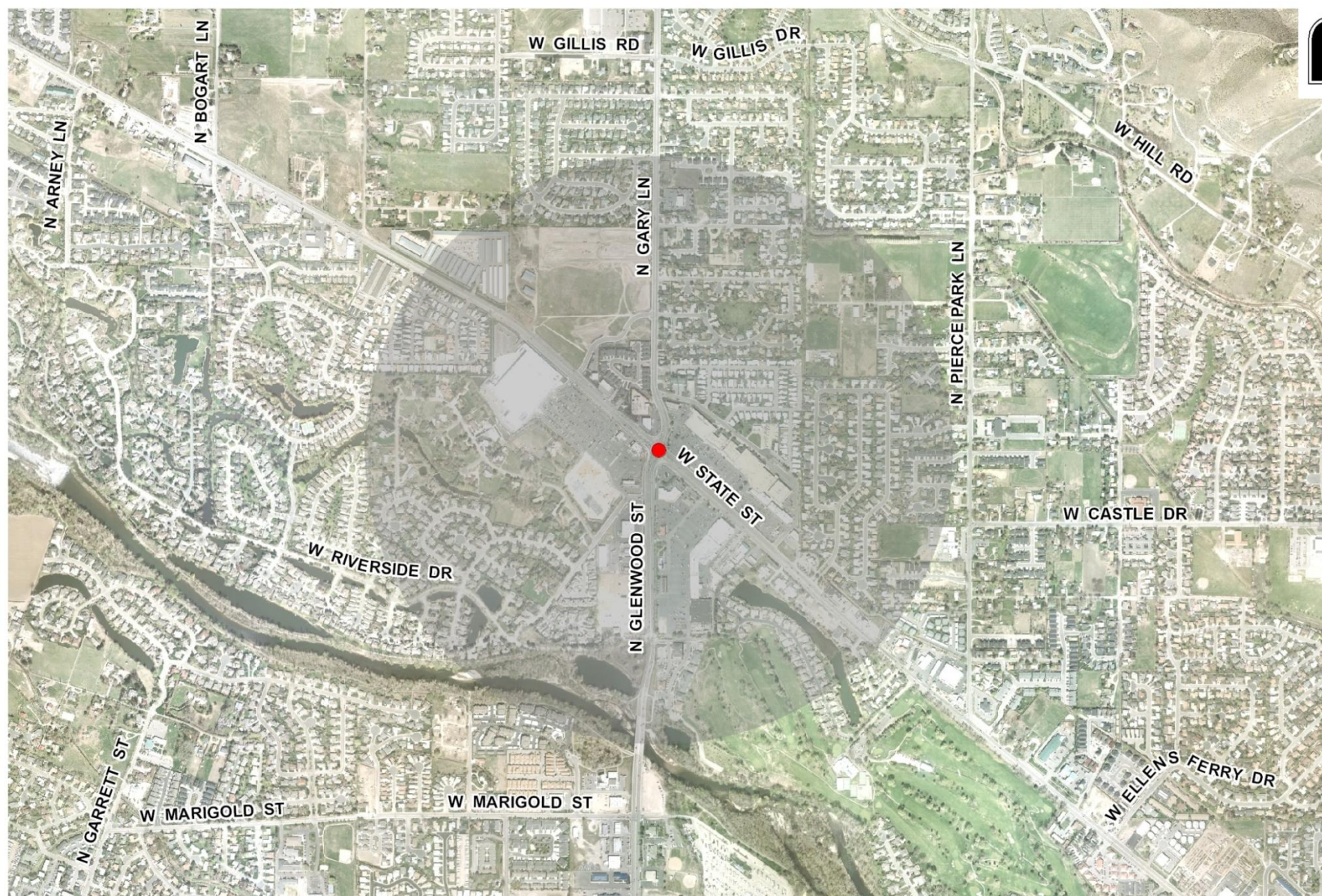
TOD LOCATION 3

Description	Plantation Golf Course
Timing	10 to 25 years
Size	~ 90 acres
Typology	Urban Town Center
Program	756 housing units 521,413 s.f. employment
Character	Mixed use: retail (including regional and national chains), office and higher density housing.

CRITERIA	RATING	NOTES
Size		The area has multiple sites, including one large site (Plantation Golf Course) suitable for TOD.
Vacant / Underutilized		The area has limited vacant sites and multiple significantly underutilized sites with TOD potential.
Developer Interest		Multiple developers view Plantation Golf Course as a prime long-term redevelopment opportunity.
Market Outlook		The market outlook for the area is mixed. Some developers and city leaders believe redevelopment of the Golf Course is inevitable. Others assert it will be difficult to amend the site's Open Space zoning designation.
Public Leverage		No known public projects.
Private Leverage		No known private projects.
Adjacent Uses		The area features a broad mix of uses, including housing, retail, office and two schools.
Connectivity and Visibility		Parts of the area, especially neighborhoods north of State, have good connectivity. However, connections to and within the area south of State are limited.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong



0 650 1,300 2,600
Feet

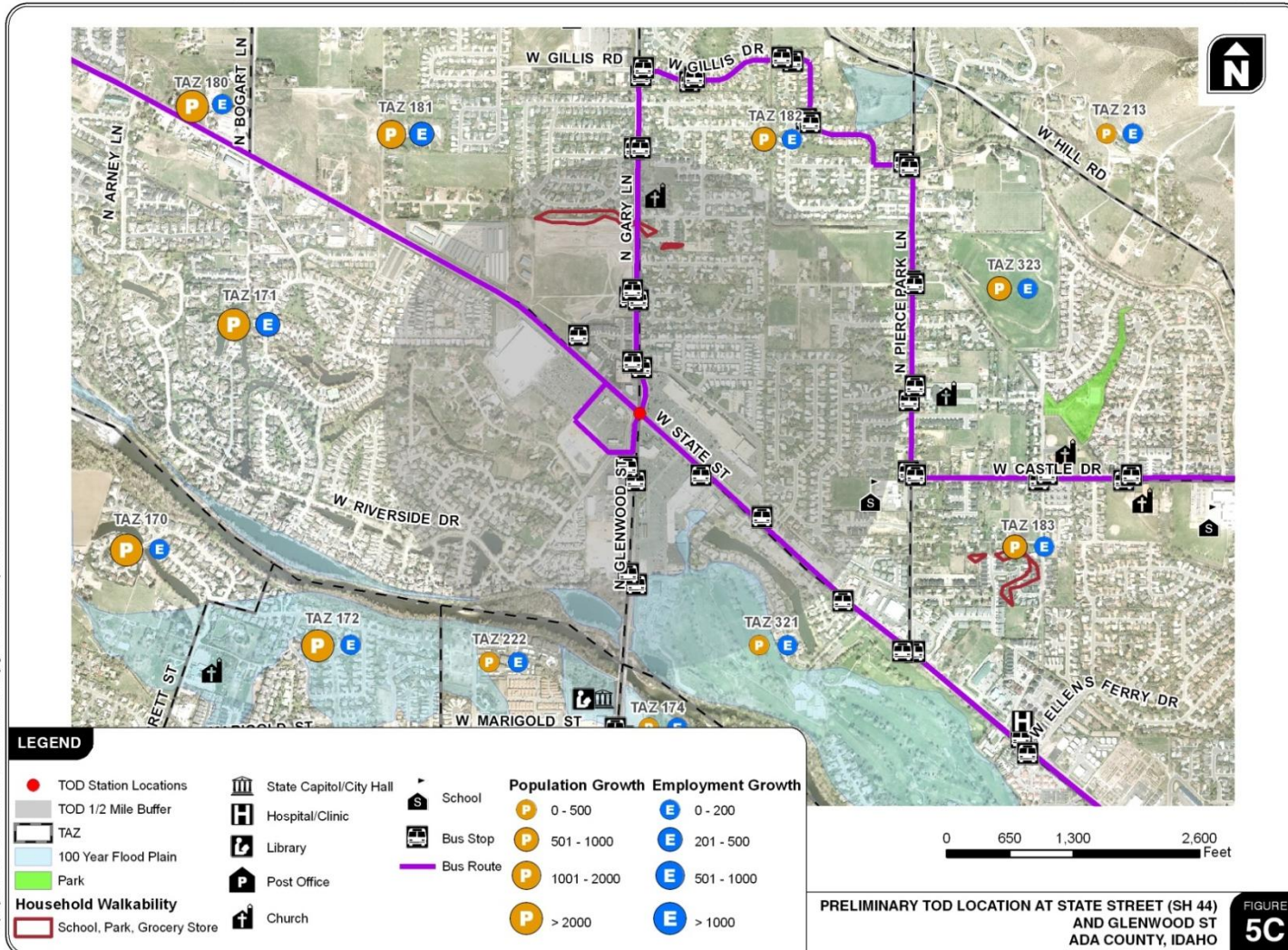
PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
AND GLENWOOD ST
ADA COUNTY, IDAHO

FIGURE
5A

State Street Transit and Traffic Operational Plan

January 2010

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KEY DEMOGRAPHICS

2009 Households: 1,386
2009 Population: 3,046
2009 Housing Units: 1,442
Owner-occupied: 77%
Renter-occupied: 19%
Percent Vacant: 4%

2009 Household Income: \$75,369
2009 Median Home Value: \$190,378
Median Year Structure Built: 1990
Total Businesses in Area: 175
Total Employees in Area: 1,140

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- State and Glenwood is a major four-way intersection on State Street with excellent vehicular access from surrounding areas and high traffic volumes. Bus service is available on State Street and Glenwood/Gary.
- Glenwood is one of a limited number of north-south streets with a bridge crossing that provides a connection to State Street from locations south of the river.

Surrounding Land Uses

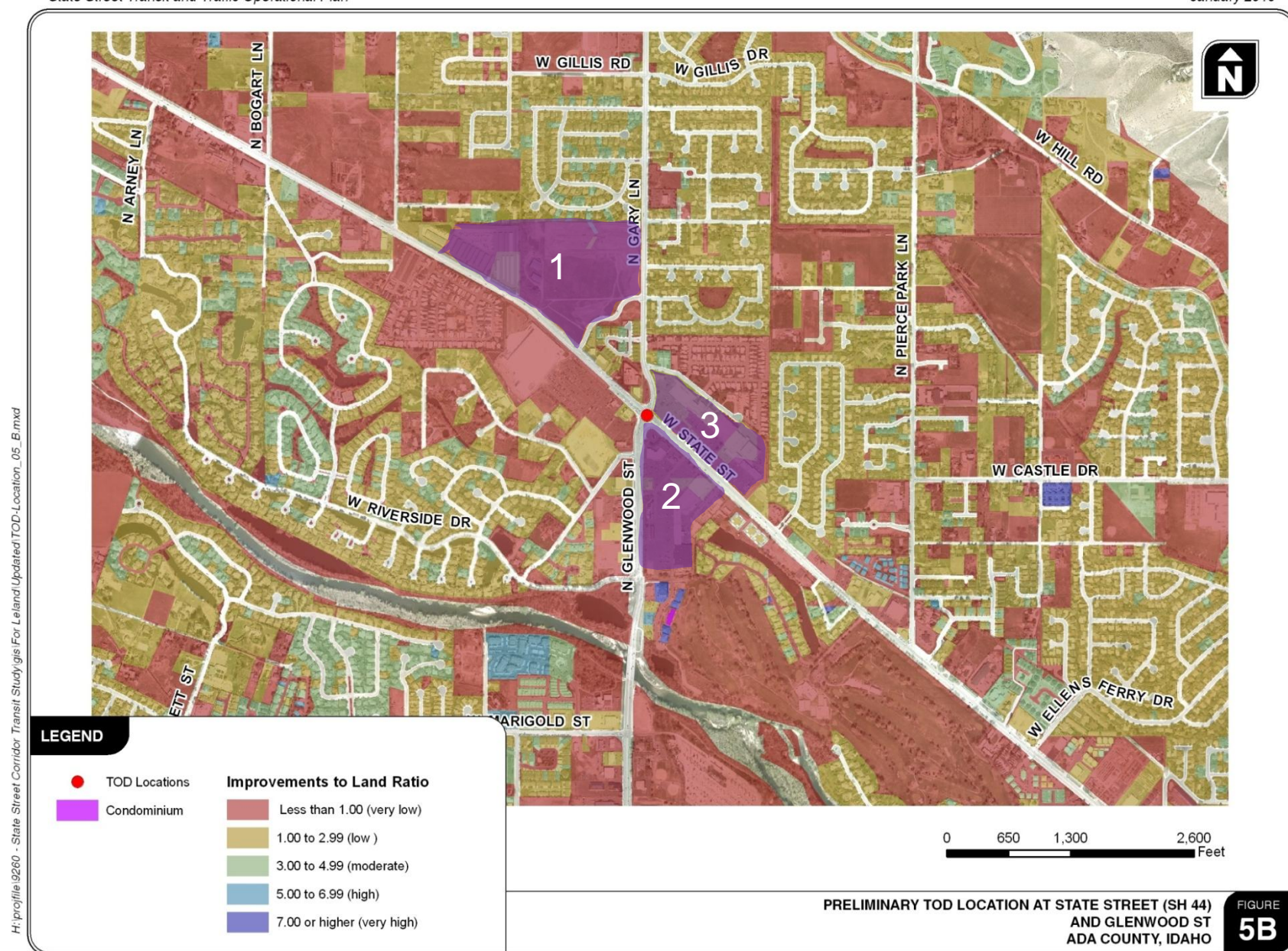
- The intersection of Glenwood and State is a major retail corner. The Northgate Shopping Center, an older underutilized strip center anchored by Albertson's, is located at the northeast corner. A relatively new strip center anchored by WalMart is located at the southwest corner. The Plantation shopping center, located at the southeast corner, is an older, distressed strip mall with tenants such as Big Lots and two banks.
- A mix of retail and office uses is located farther south on Glenwood. A Walgreens and multiple fast food restaurants are on the west side and a relatively new cluster of small offices is located on the east side.
- The area is home to over 3,000 residents, the vast majority of whom are homeowners. Existing residential development is relatively dense. A recent townhome development near the northwest corner of Gary and State is an example of a higher density housing project in the area.
- The Plantation Golf course occupies some property in the southeast corner of the area.

Existing Conditions and Potential

- While the area is largely built out, TAZ population and employment projections indicate that the area will attract some new jobs and residents by 2035. A disproportionate share of the area's forecasted growth is anticipated to occur west of Glenwood/Gary.
- Approximately 20 acres of vacant land near the northwest corner of Gary and State is planned for retail. However, this site has yet to develop and could potentially accommodate a more TOD style development in the near term.
- As noted above, strip malls east of Glenwood/Gary on both sides of State have long-term redevelopment potential.

State Street Transit and Traffic Operational Plan

January 2010



TOD LOCATION 1

Description	Vacant and underutilized land at NW State/Gary
Timing	0 to 10 Years
Size	~ 38 acres
Typology	Urban Town Center
Program:	434,511 s.f. employment
Character	Predominantly retail/services, limited office.









TOD LOCATION 2

Description	Shopping Center at SE corner of State/Glenwood
Timing	10 to 25 Years
Size	~ 20 acres
Typology	Urban Town Center
Program:	144 housing units 137,214 s.f. employment
Character	Mixed use: retail, office, higher density housing.




TOD LOCATION 3

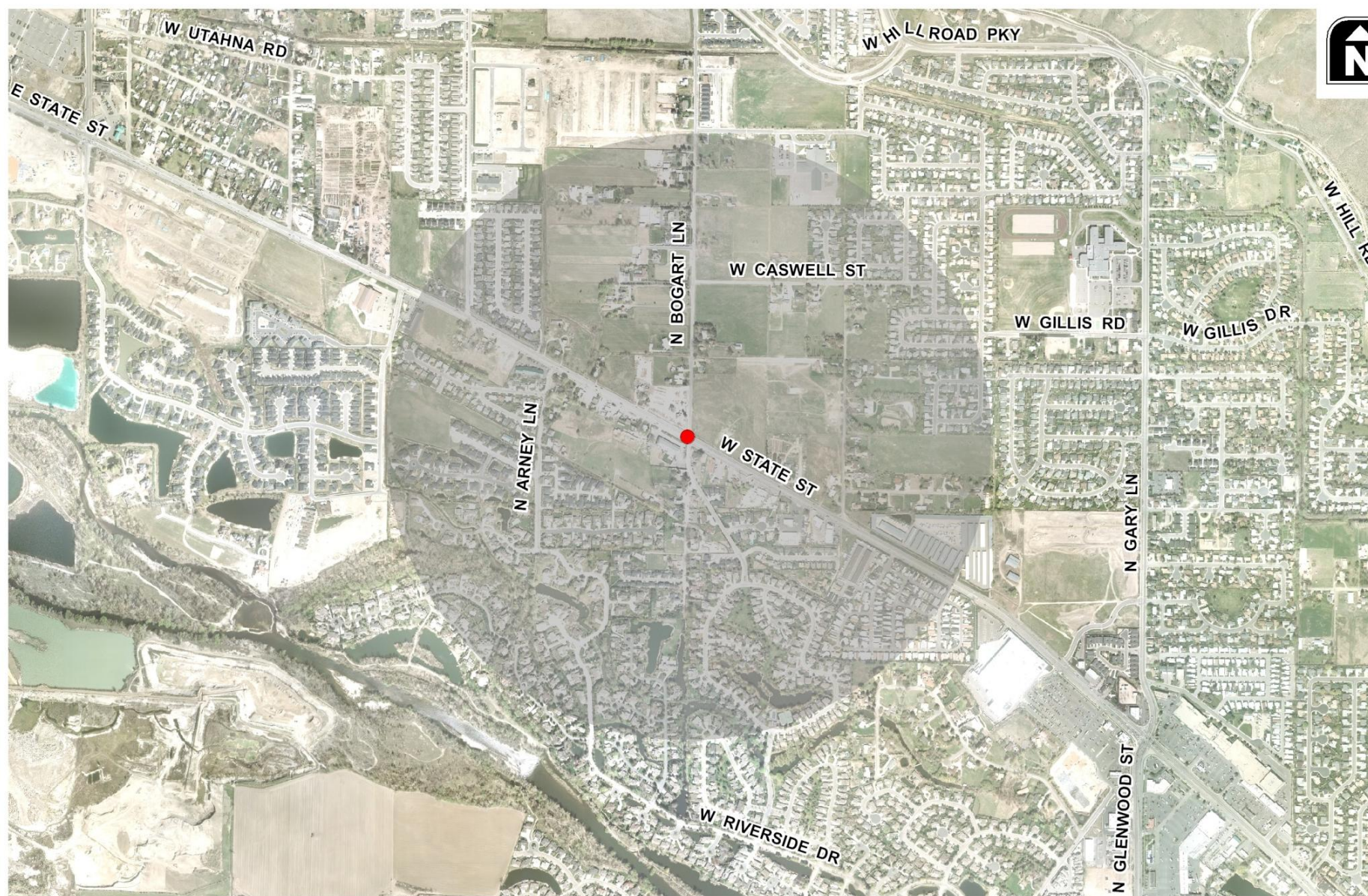
Description	Shopping Center at NE corner of State/Gary
Timing	10 to 25 Years
Size	~ 17 acres
Typology	Urban Neighborhood Center
Program:	136 housing units 94,335 s.f. employment
Character	Mixed use: retail, higher density housing, limited office.

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CRITERIA	RATING	NOTES
Size		The area has multiple mid-sized sites with the potential to accommodate TOD.
Vacant / Underutilized		The area has no vacant sites and multiple underutilized sites with the potential to accommodate TOD through redevelopment.
Developer Interest		At least one major development is planned in the area.
Market Outlook		Some new growth is projected for the area.
Public Leverage		No known public projects.
Private Leverage		Retail development is planned for a 20-acre site near the northwest corner of State and Gary.
Adjacent Uses		The area features a broad mix of uses, including housing, multiple retail centers and office.
Connectivity and Visibility		The area has good connectivity and visibility. Glenwood is a major thoroughfare with a bridge/river crossing.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong



0 650 1,300 2,600
Feet

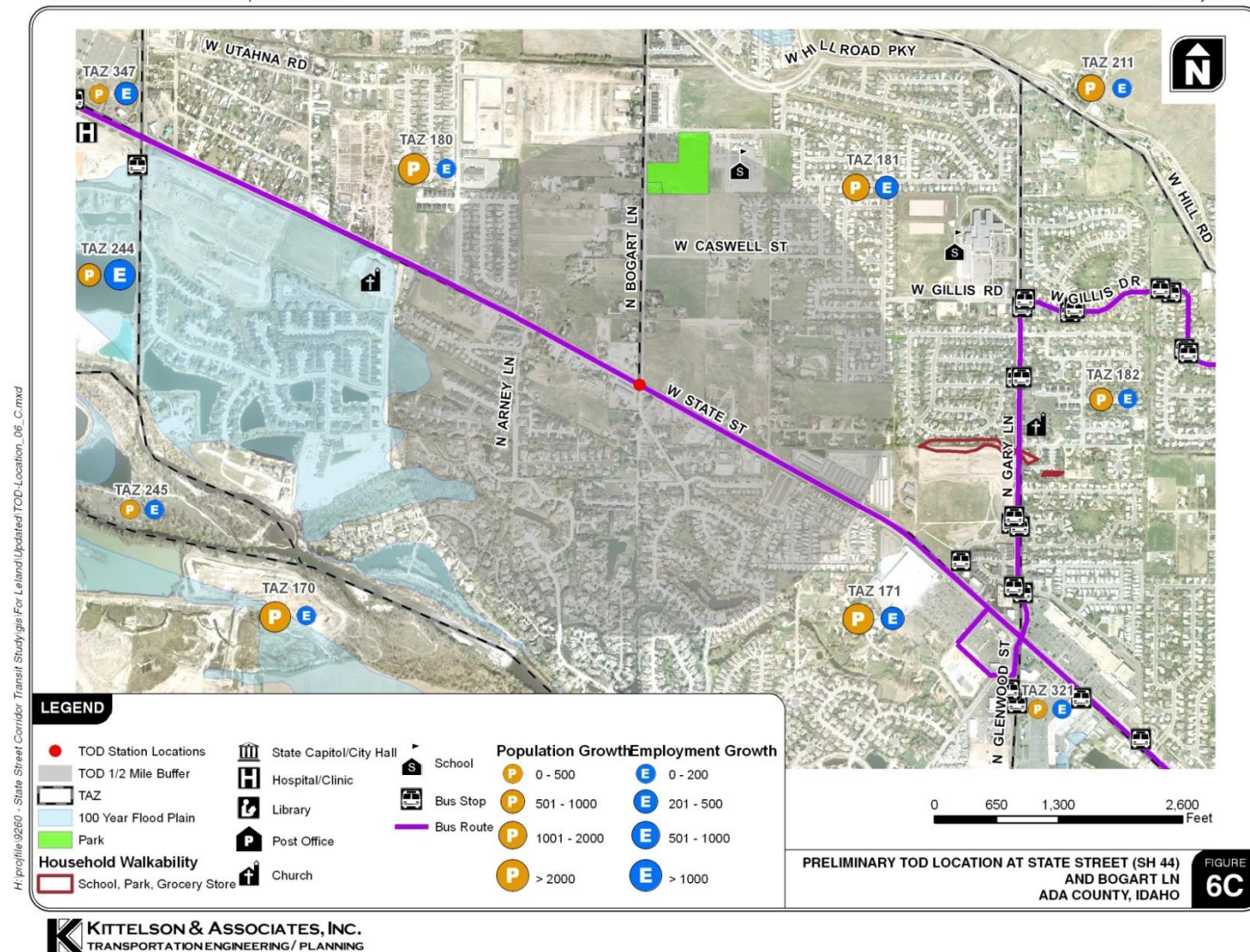
PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
AND BOGART LN
ADA COUNTY, IDAHO

FIGURE
6A

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State Street Transit and Traffic Operational Plan

January 2010



OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- Connectivity and visibility are somewhat constrained. Bogart Lane is not a major intersection. Much of the area north of State is undeveloped and underutilized (i.e., single-family homes on large lots), with no internal streets and limited connectivity. Neighborhoods to the south have limited connectivity to State Street.

Surrounding Land Uses

- The northern half of the area consists primarily of undeveloped land and housing. The largest concentration of vacant/redevelopable land is north of State and east of Bogart.
- An elementary school and park are located on the northern edge of the area.
- The southern half of the area is largely built out. The majority of the area south of SH 44 is traditional residential development. Retail and commercial services, businesses and some small offices are interspersed along SH 44. Most of these are small/independent businesses housed in older freestanding buildings.

Existing Conditions and Potential

- The area has a substantial population of over 2,000 residents. Much of the area's existing housing is in traditional subdivisions that are cut off from SH 44, which may limit the extent to which residents in these areas would walk to transit.
- The northern half of the area has the potential to accommodate pedestrian-oriented TOD at a density and scale that would support transit. Given this area's proximity to an elementary school and park, the TOD is likely to have a strong residential component.

KEY DEMOGRAPHICS

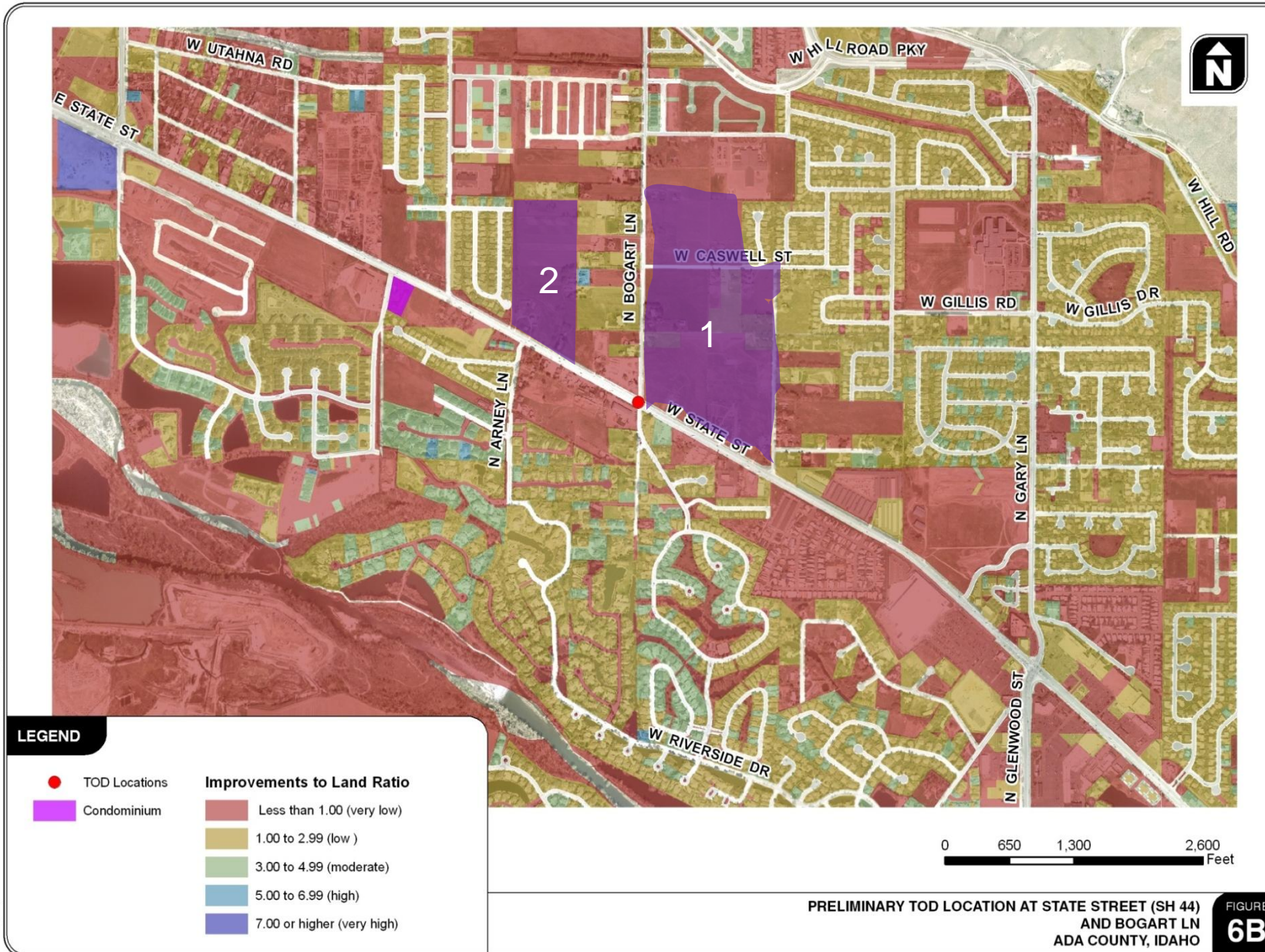
2009 Households: 814
2009 Population: 2,005
2009 Housing Units: 855
Owner-occupied: 79%
Renter-occupied: 15%
Percent Vacant: 6%

2009 Household Income: \$69,312
2009 Median Home Value: \$196,144
Median Year Structure Built: 1993
Total Businesses in Area: 74
Total Employees in Area: 488

State Street Transit and Traffic Operational Plan

January 2010

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**TOD LOCATION 1**

Description	Vacant, underutilized land west of Bogart/north of State
Timing	10 to 25 years
Size	~74 acres
Typology	Neighborhood Transit Zone
Program	746 housing units 78,974 s.f. employment
Character	Residential (small lot single-family, townhomes).




TOD LOCATION 2

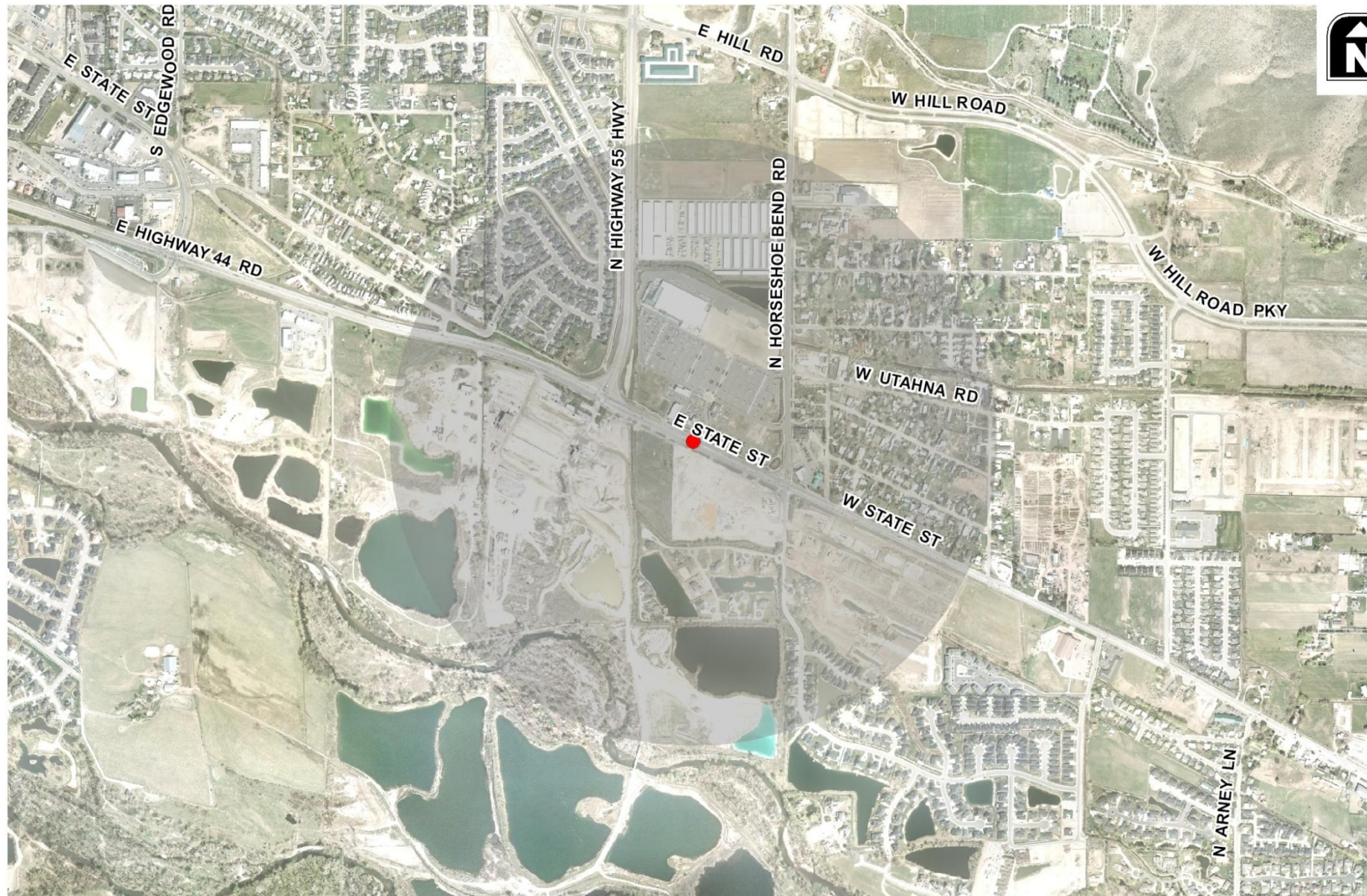
Description	Vacant land west of Bogart/north of State
Timing	10 to 25 years
Size	~ 26 acres
Typology	Neighborhood Transit Zone
Program	281 housing units 59,459 s.f. employment
Character	Predominantly residential with limited neighborhood retail.

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CRITERIA	RATING	NOTES
Size		Area has multiple TOD opportunity sites and one with TOD potential
Vacant / Underutilized		The area has a large inventory of vacant land north of State Street.
Developer Interest		No expressed interest during interviews.
Market Outlook		Moderate population and employment growth are projected, primarily north of State Street.
Public Leverage		No known public projects.
Private Leverage		No known private projects.
Adjacent Uses		The area is primarily residential, with a limited number of smaller commercial uses.
Connectivity and Visibility		The area has limited connectivity.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong



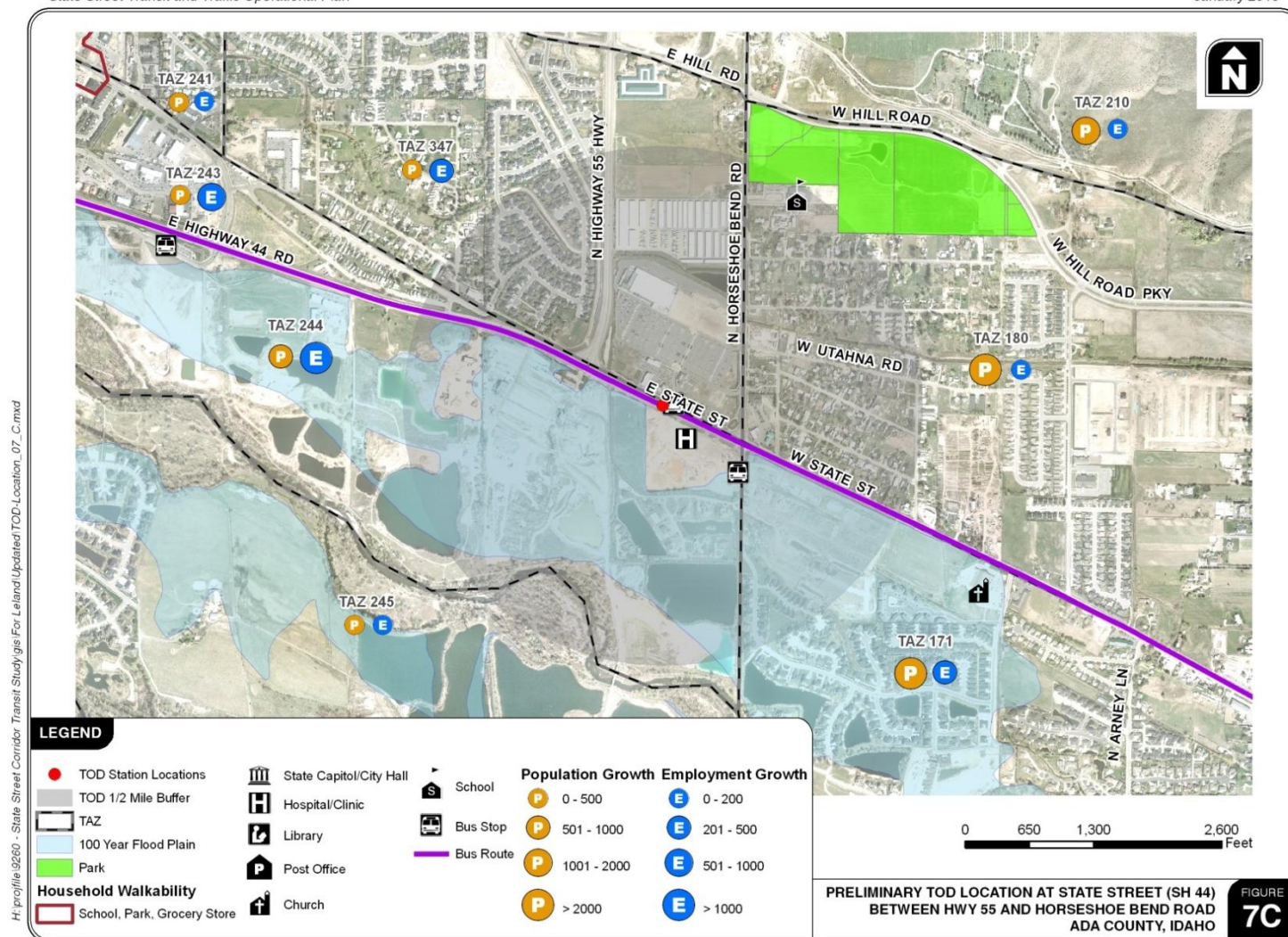
0 650 1,300 2,600
Feet

PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
BETWEEN HWY 55 AND HORSESHOE BEND ROAD
ADA COUNTY, IDAHO

FIGURE
7A

State Street Transit and Traffic Operational Plan

January 2010

KITTELSON & ASSOCIATES, INC.
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KEY DEMOGRAPHICS

2009 Households: 235
2009 Population: 589
2009 Housing Units: 251
Owner-occupied: 75%
Renter-occupied: 19%
Percent Vacant: 6%

2009 Household Income: \$68,508
2009 Median Home Value: \$200,962
Median Year Structure Built: 1993
Total Businesses in Area: 47
Total Employees in Area: 319

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- With two major intersections at Highway 55 and Horseshoe Bend Road, this area has good connectivity, visibility and exposure to high volumes of traffic. Highway 55 is a primary access route to the Boise metro area from communities north of the foothills and planned developments in the western foothills.
- Horseshoe Bend Road is on inter-county bus Route 44.

Surrounding Land Uses

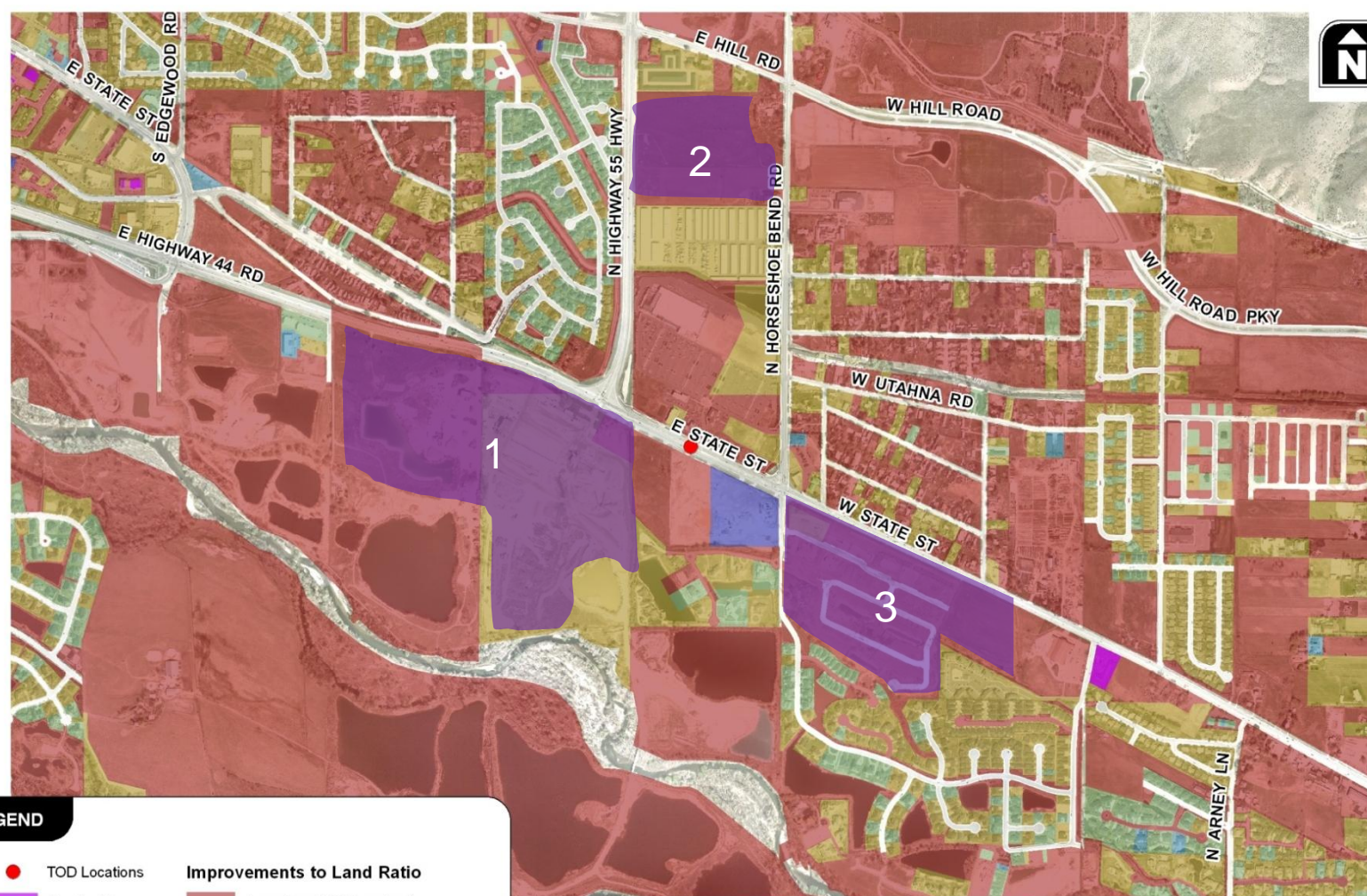
- A newer shopping center anchored by Home Depot and Winco Foods is located north of SH 44, between Highway 55 and Horseshoe Bend Road. A storage facility and a tract of vacant land are located behind the shopping center.
- The area has over 500 residents. The majority of housing is concentrated to the north, west of Highway 55 and east of Horseshoe Bend Road. There is minimal housing between the two roadways.
- A public school and a large park are located along the northeastern edge of the area.
- St. Luke's recently opened a new out-patient hospital and medical facility south of SH 44 and west of Horseshoe Bend Road. There is a large gravel pit operation west of St. Luke's.

Existing Conditions and Potential

- The area is projected to attract significant employment and housing in the next 25 years. Undeveloped areas south of SH 44 are suitable for a variety of uses, including medical offices and related services and housing at higher densities.
- Site infrastructure and roads for a planned development have been laid at the southeast corner of State Street and Horseshoe Bend Road. It is anticipated that this site and adjacent property along State Street will attract a mix of residential and commercial development when the market recovers.
- Development opportunities north of SH 44 are somewhat limited since this area is largely built out. While the shopping center is relatively new and unlikely to redevelop in the foreseeable future, the area north of the center, close to a school and a large park, is a good location for housing. The storage facility is a low value use that could redevelop.
- The Three Cities River Crossing (SH 44 – Chinden Boulevard) is unfunded in the draft 2035 update to the COMPASS long range transportation plan, Communities in Motion. \$3.4 million is programmed for right-of-way (ROW) purchase. No date is established for ROW purchase.

State Street Transit and Traffic Operational Plan

January 2010



LEGEND

- TOD Locations
 - Condominium
- Improvements to Land Ratio**
- Less than 1.00 (very low)
 - 1.00 to 2.99 (low)
 - 3.00 to 4.99 (moderate)
 - 5.00 to 6.99 (high)
 - 7.00 or higher (very high)

PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
BETWEEN HWY 55 AND HORSESHOE BEND ROAD
ADA COUNTY, IDAHO

FIGURE
7B

TOD LOCATION 1

Description	Gravel pit and vacant land south of SH 44
Timing	0 to 10 years
Size	~74 acres
Typology	Transit Employment Center
Program	570 housing units 394,871 s.f. employment
Character	Mixed use: Medical office and related services and housing.









TOD LOCATION 2

Description	Vacant land north of SH 44, behind storage facility
Timing	0 to 10 years
Size	~27 acres
Typology	Neighborhood Transit Zone
Program	284 housing units
Character	Residential: small lot single-family homes, townhomes.




TOD LOCATION 3

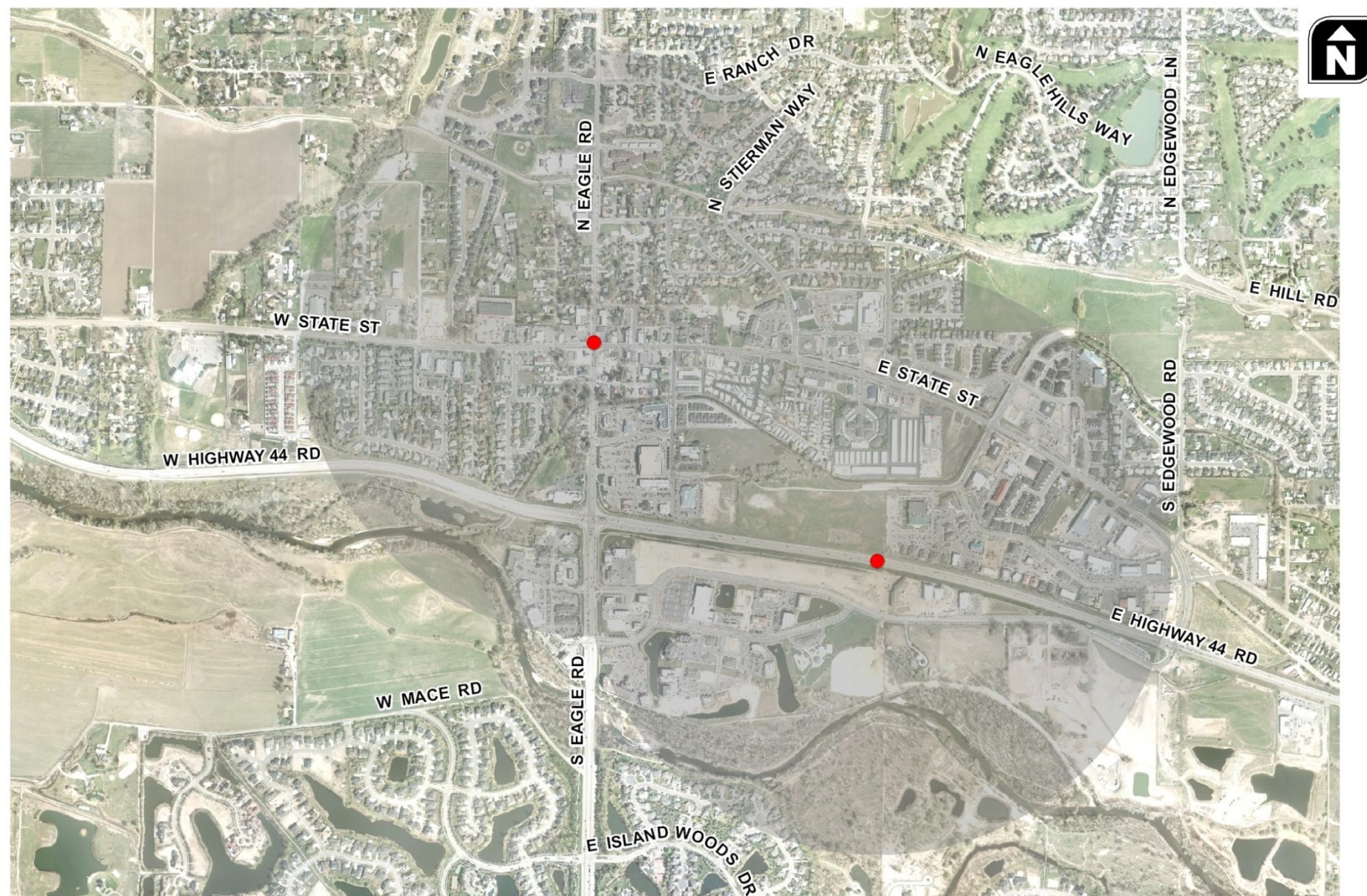
Description	Developed roads and vacant land south of State Street and east of Horseshoe Bend Road
Timing	0 to 10 years
Size	~45 acres
Typology	Neighborhood Transit Zone
Program	365 housing units 205,821 s.f. employment
Character	Commercial and mixed use.

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CRITERIA	RATING	NOTES
Size		The area has multiple sites of varied sizes, including a large site greater than 70 acres.
Vacant / Underutilized		The area has multiple vacant sites.
Developer Interest		St. Luke's has near-term expansion plans.
Market Outlook		Significant employment and population growth are projected; likely to occur in next 10 years.
Public Leverage		While the Three Cities River Crossing is an unfunded project, COMPASS has programmed \$3.4 million for ROW purchase.
Private Leverage		St. Luke's plans to expand its facilities; area is expected to attract other healthcare employers and related uses.
Adjacent Uses		The area has a mix of uses, including institutional, retail, residential uses and a public school.
Connectivity and Visibility		The area has good connectivity and visibility.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong



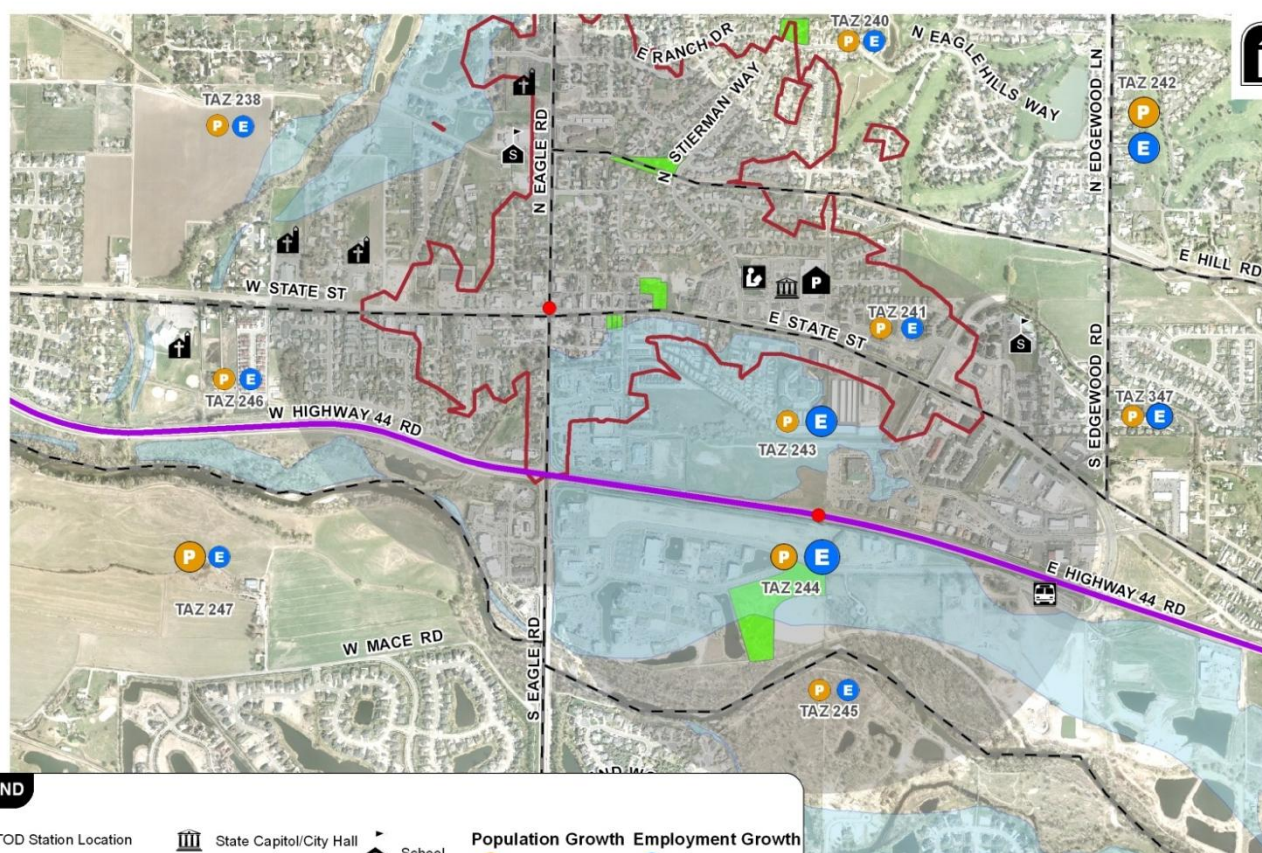
0 650 1,300 2,600
Feet

PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
BETWEEN EAGLE ROAD AND EDGEWOOD DRIVE
ADA COUNTY, IDAHO

FIGURE
8A

State Street Transit and Traffic Operational Plan

January 2010



PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
BETWEEN EAGLE ROAD AND EDGEWOOD DRIVE
ADA COUNTY, IDAHO

FIGURE
8C

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KEY DEMOGRAPHICS

2009 Households: 669
2009 Population: 1,605
2009 Housing Units: 713
Owner-occupied: 76%
Renter-occupied: 18%
Percent Vacant: 6%

2009 Household Income: \$77,168
2009 Median Home Value: \$257,558
Median Year Structure Built: 1993
Total Businesses in Area: 342
Total Employees in Area: 2,207

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- While most of this area generally has good visibility, connectivity is varied. Locations close to Eagle Road and State Street have good connectivity whereas locations farther east on SH 44 have more restricted connectivity.

Surrounding Land Uses

- The area north of SH 44 and east of Eagle Road is largely built out with a variety of retail, commercial services and employment uses as well as residential development, a public school and civic uses, including Eagle City Hall and Public Library. National grocery retailer Albertson's anchors a shopping center at the northeast corner of SH 44 and Eagle Road. A large tract of vacant land fronts SH 44.
- The area west of Eagle road is largely developed. Existing development includes retail, residential and office uses. The heart of Downtown Eagle is on West State Street.
- The area south of SH 44 features a mix of recent development and vacant land. Retail/commercial services and employment uses, as well as a Hilton Garden Inn Hotel and a large park, are located south of Riverside Drive, near Eagle Road. Farther east, a Park and Ride facility and a limited number of newer office and employment uses are located on the north side of Riverside Drive. There is also a large vacant site in the southeast portion of the area.

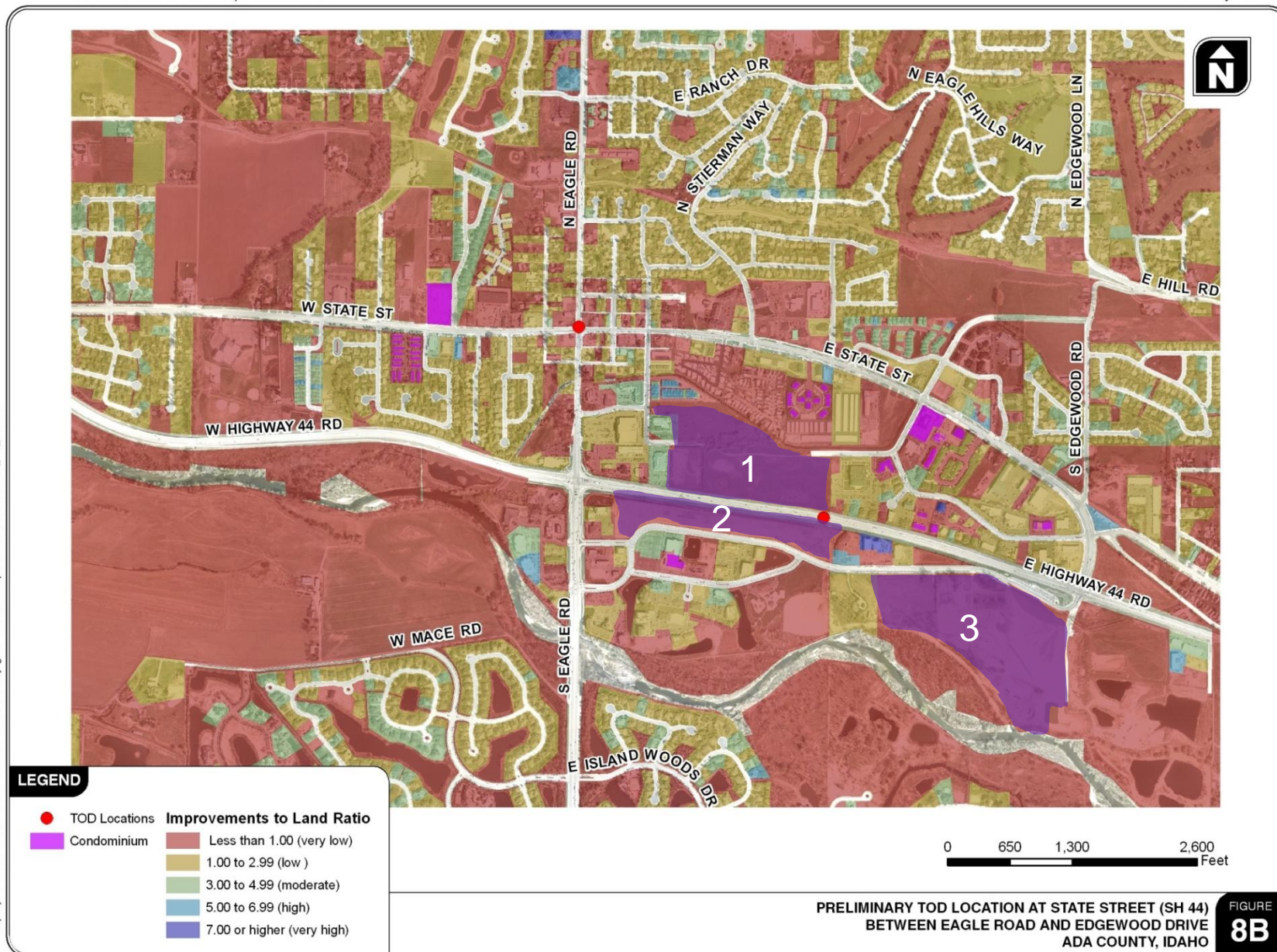
Existing Conditions and Potential

- This area is projected to attract significant employment and population growth in the next 25 years. Close to Eagle's civic center, retail and employment, and a large public park, vacant land on both sides of SH 44 and in the southeast portion of the area are suitable for more urban scale mixed-use TOD.
- The City of Eagle is in the midst of a major downtown planning effort emphasizing place-making, higher density development and job creation. The City has near-term plans to extend Plaza Drive to Second Street and implement other improvements in the southwest portion of the area to improve pedestrian and vehicular access to Eagle's Civic Center and downtown.
- The area is located in the Eagle-Star Technology (ESTech) Corridor, the focus of a collaborative effort between the Cities of Eagle and Star to attract technology-based businesses to the area. In this early planning stage, however, it is difficult to predict what the outcomes of this initiative will be.
- Much of the area is in the 100 Year Flood Plain, a factor that may limit the type and feasibility of development.
- Under current ITD policies, additional access ways to SH 44 are not permitted in this area.

State Street Transit and Traffic Operational Plan

January 2010

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TOD LOCATION 1

Description	Vacant land north of Hwy 44
Timing	0 to 10 years
Size	~ 30 acres
Typology	Urban Town Center
Program	297 housing units 137,214 s.f. employment
Character	Mixed use: retail, office and higher density housing.

TOD LOCATION 2




Description	Vacant land south of Hwy 44
Timing	0 to 10 years
Size	~ 12 acres
Typology	Transit Employment Center
Program	164,657 s.f. employment
Character	Retail/services and office.

TOD LOCATION 3

Description	Vacant land south of Hwy 44
Timing	0 to 10 years
Size	~ 39 acres
Typology	Urban Town Center
Program	197 housing units 249,729 s.f. employment
Character	Retail/services, office and higher density housing.

CRITERIA	RATING	NOTES
Size		The area has a range of site sizes, including multiple sites of 30 acres or more.
Vacant / Underutilized		The area has several vacant sites.
Developer Interest		The area has new commercial development; other projects are planned, although currently on hold.
Market Outlook		Significant growth, some of which is anticipated to occur in the next 10 years, is projected for the area.
Public Leverage		City of Eagle has multiple street and bike/ped improvements planned for the area and is in the midst of a major downtown planning process.
Private Leverage		The area has recent development; although curtailed by the recession, developer interest remains strong.
Adjacent Uses		The area has a broad mix of uses, including office/employment, retail, residential and civic uses.
Connectivity and Visibility		Most of the area has good connectivity and visibility.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong

State Street Transit and Traffic Operational Plan

January 2010



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Feet

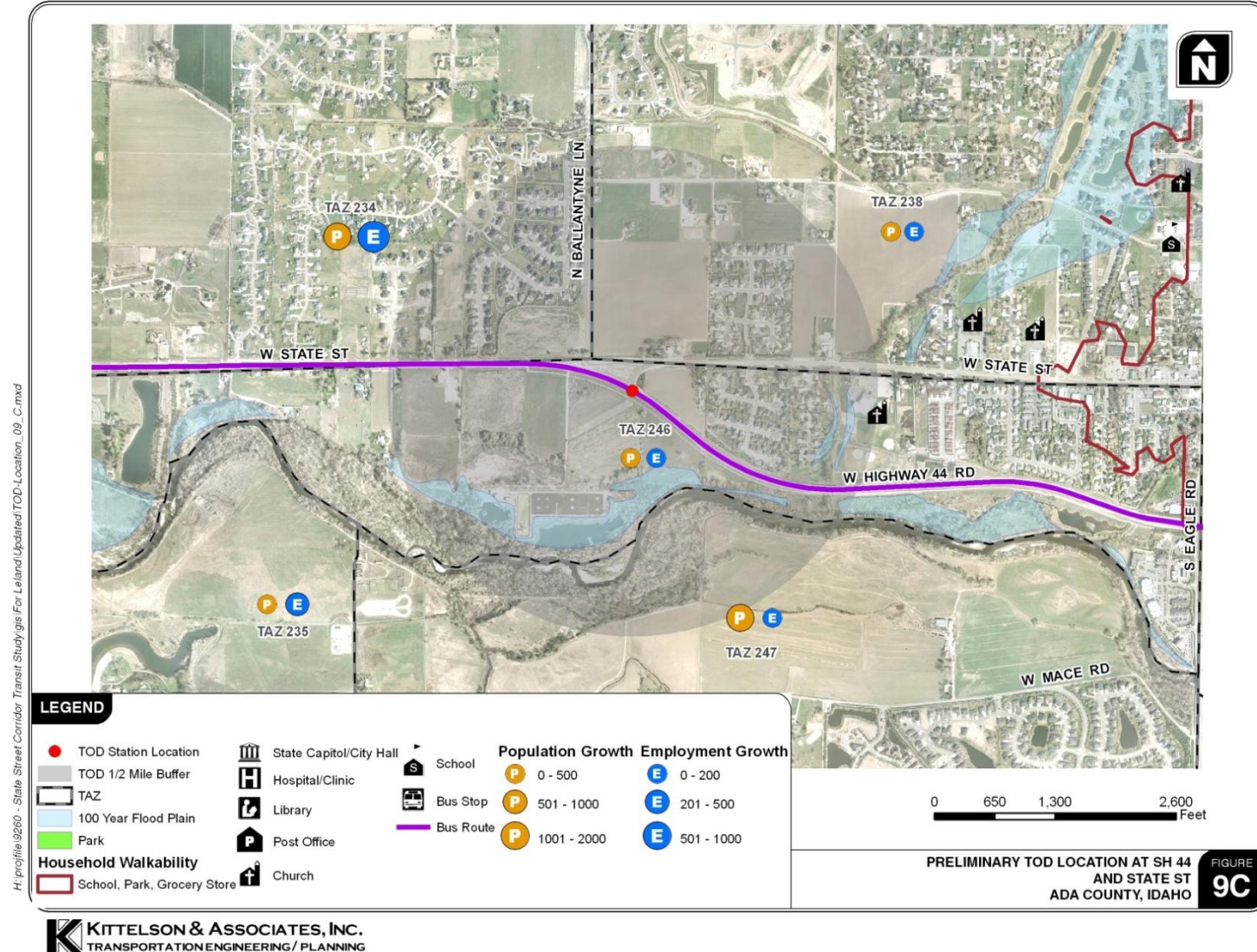
PRELIMINARY TOD LOCATION AT SH 44
AND STATE ST
ADA COUNTY, IDAHO

FIGURE
9A

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State Street Transit and Traffic Operational Plan

January 2010



KEY DEMOGRAPHICS

2009 Households: 219
2009 Population: 604
2009 Housing Units: 227
Owner-occupied: 78%
Renter-occupied: 19%
Percent Vacant: 3%

2009 Household Income: \$59,689
2009 Median Home Value: \$255,263
Median Year Structure Built: 1979
Total Businesses in Area: 17
Total Employees in Area: 94

OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- Ballantyne Lane intersects State Street just east of where SH 44 and State Street merge. With traffic coming from four directions, this area enjoys good visibility.
- Connectivity is generally weak. The internal street network of residential subdivisions in the northwest portion of the area was designed such that pedestrian and vehicular connections to other parts of the area are limited. Due to the lack of local roads, the area south of State Street appears to have limited or no public access.

Surrounding Land Uses

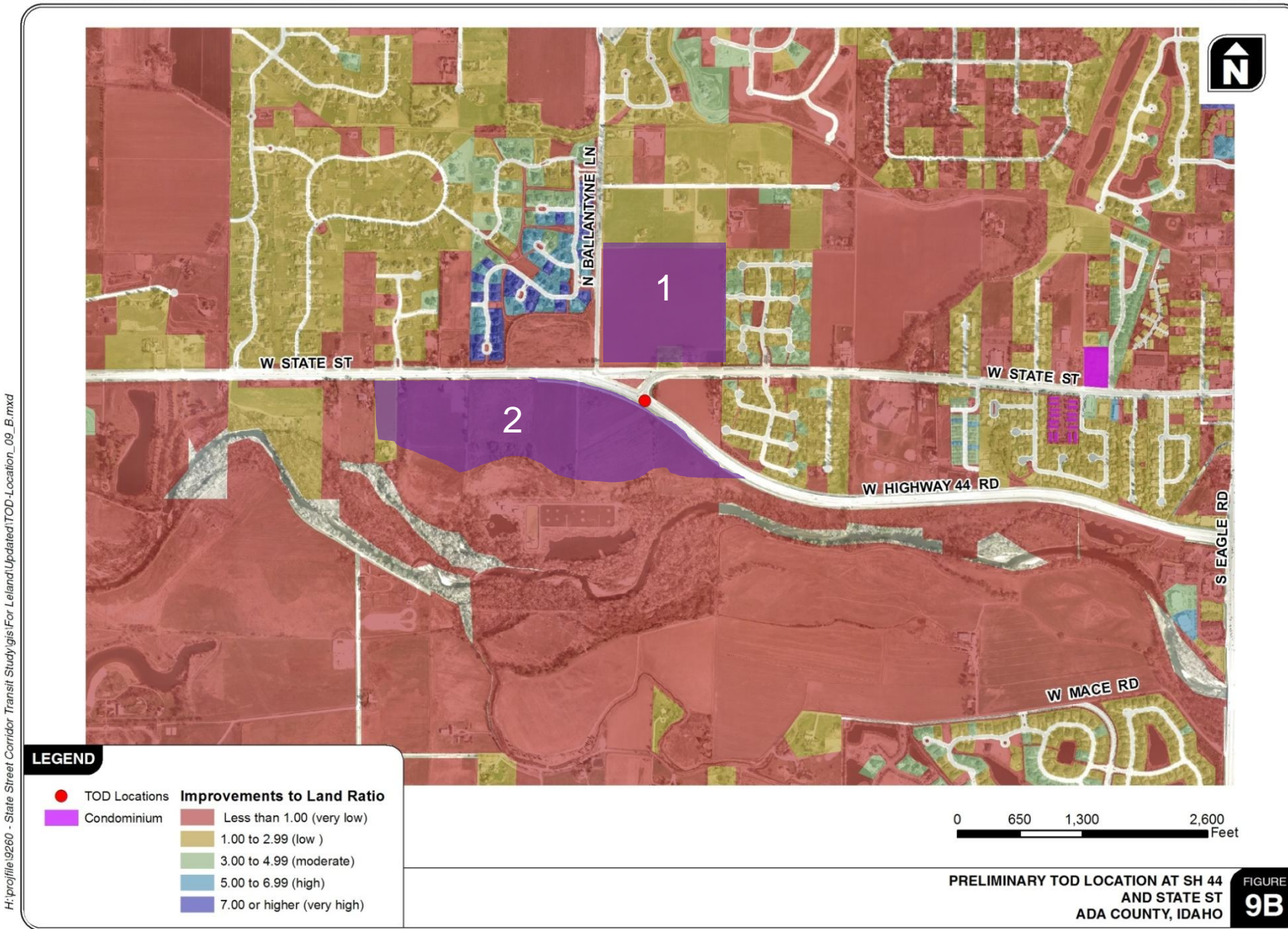
- A large vacant property occupies the northeast corner of State and Ballantyne. Residential development of varied densities occupies most of the remaining property in the northeast portion of the area.
- While there is a vacant parcel at the northwest corner of State / Ballantyne, much of the northwest portion of the area is built out with traditional single-family residential subdivisions.
- The area south of SH 44/State Street is largely undeveloped.

Existing Conditions and Potential

- TAZ population and employment projections indicate that the area will experience relatively modest population and employment growth by 2035.
- The large vacant parcel (~35 acres) at the northeast corner of State / Ballantyne has the potential to develop in the next 10 years.
- ACHD's SH 44 / State Street / Ballantyne Realignment project is planned for 2012. Under this project, State Street will be rerouted through properties north of State Street.
- Undeveloped land south of State Street / SH 44 may be a strong candidate for TOD 10 to 20 years from now. However, as the Eagle Sewer District owns much of the land in this area and currently operates a sewage treatment site immediately to the south, development may be constrained.
- The area is located in the Eagle-Star Technology (ESTech) Corridor, the focus of a collaborative effort between the Cities of Eagle and Star to attract technology-based businesses to the area. In this early planning stage, however, it is difficult to predict what the outcomes of this initiative will be.

State Street Transit and Traffic Operational Plan

January 2010











TOD LOCATION 1

Description	Vacant land at NE corner of State/Ballantyne
Timing	10 to 25 years
Size	~ 36 acres
Typology	Neighborhood Transit Zone
Program	323 housing units 76,840 s.f. employment
Character	Predominantly residential, with limited commercial.




TOD LOCATION 2

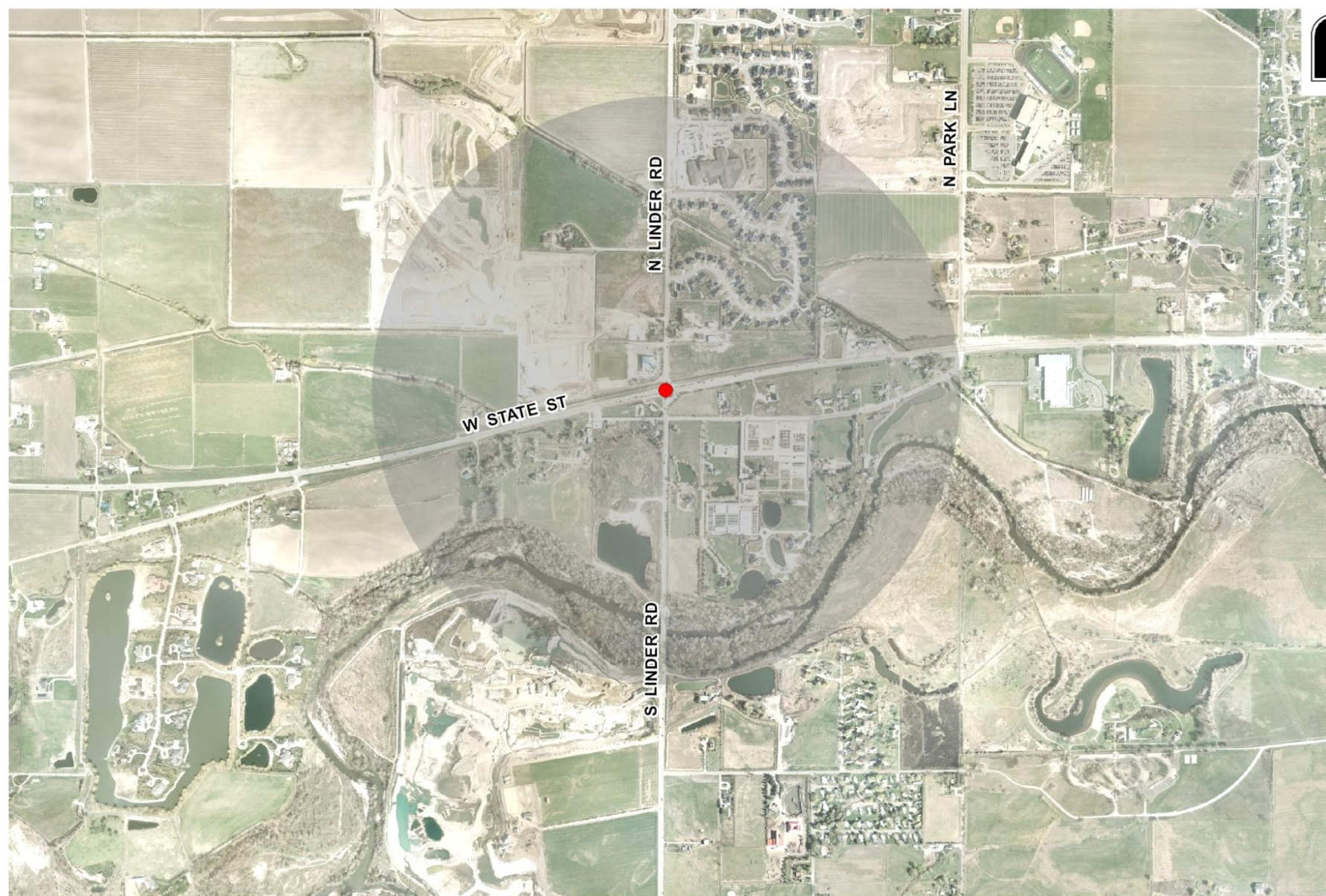
Description	Vacant land south of State/Hwy 44
Timing	10 to 25 years
Size	~ 73 acres
Typology	Neighborhood Transit Zone
Program	644 housing units 77,907 s.f. employment
Character	Predominantly residential, with limited neighborhood retail.

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CRITERIA	RATING	NOTES
Size		The area has multiple, large sites over 35 acres.
Vacant / Underutilized		The area has multiple vacant sites.
Developer Interest		No expressed interest during interviews.
Market Outlook		Moderate long-term growth projected for the area.
Public Leverage		ACHD's SH 44 / State Street / Ballantyne Lane Realignment project is slated for 2012.
Private Leverage		No known private projects.
Adjacent Uses		The area is predominantly residential with limited other uses.
Connectivity and Visibility		The area is connected to downtown Eagle, but connectivity from SH 44 is awkward.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong



0 650 1,300 2,600
Feet

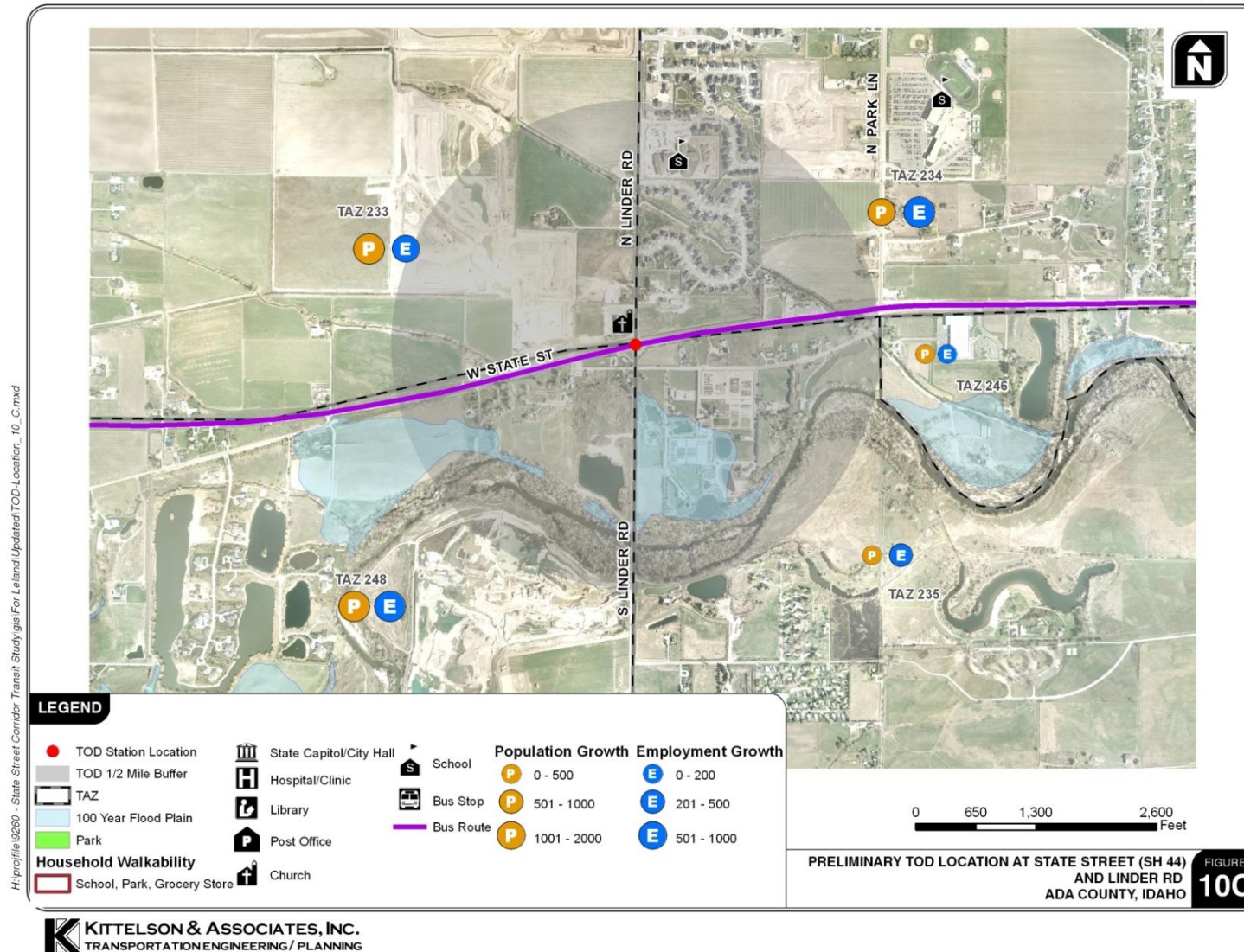
PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
AND LINDER RD
ADA COUNTY, IDAHO

FIGURE
10A

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State Street Transit and Traffic Operational Plan

January 2010



OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- The intersection of State and Linder is a four-way intersection with good visibility and connectivity.
- Linder Road is one of a limited number of north-south streets with a bridge crossing that connects to State Street from locations south of the river.
- Internal connectivity within the area is limited, particularly in the western portion of the area.
- With the exception of the residential development surrounding the grade school in the northern portion of the area, the area lacks pedestrian facilities and is not walkable.

Surrounding Land Uses

- The area has a few businesses (~ 13) and a more recent single-family residential development concentrated in the northwest portion of the area. While the western half of the area is primarily undeveloped, infrastructure for what appears to be a residential subdivision is being laid in the northwest portion of the area.
- Hope Lutheran Church and Preschool is located at the northwest intersection of SH 44 and Linder.
- The City of Eagle's Galileo Math and Science grade school is located in the area.

Existing Conditions and Potential

- TAZ population and employment projections indicate that the area will accommodate substantial housing and employment growth by 2035.
- The area is located in the Eagle-Star Technology (ESTech) Corridor, the focus of a collaborative effort between the Cities of Eagle and Star to attract technology-based businesses to the area. In this early planning stage, however, it is difficult to predict what the outcomes of this initiative will be.

KEY DEMOGRAPHICS

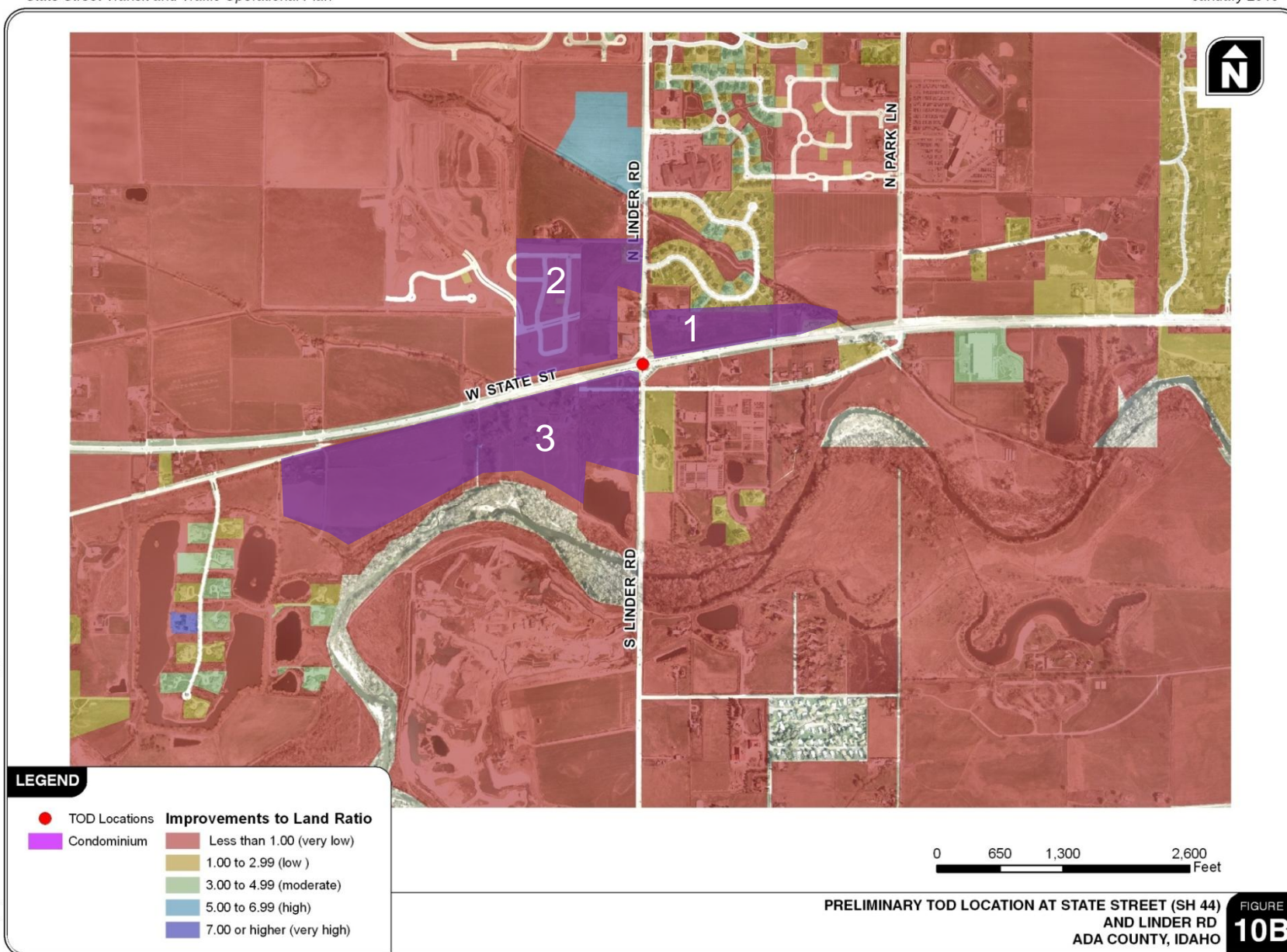
2009 Households: 36
2009 Population: 91
2009 Housing Units: 39
Owner-occupied: 74%
Renter-occupied: 18%
Percent Vacant: 8%

2009 Household Income: \$63,740
2009 Median Home Value: \$215,000
Median Year Structure Built: 1990
Total Businesses in Area: 13
Total Employees in Area: 59

State Street Transit and Traffic Operational Plan

January 2010

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TOD LOCATION 1









Description	Vacant land at NE corner of SH 44/Linder
Timing	10 to 25 years
Size	~ 9 acres
Typology	Neighborhood Transit Zone
Program	104 housing units 10,977 s.f. employment
Character	Predominantly residential, with limited neighborhood retail.

TOD LOCATION 2




Description	Vacant land at NW corner of SH 44/Linder
Timing	10 to 25 years
Size	~ 37 acres
Typology	Neighborhood Transit Zone
Program	363 housing units
Character	Residential (lower density, primarily small lot single-family).

TOD LOCATION 3

Description	Vacant land at SW corner of SH 44/Linder
Timing	10 to 25 years
Size	~ 75 acres
Typology	Neighborhood Transit Zone
Program	630 housing units
Character	Residential (lower density, primarily small lot single-family).

CRITERIA	RATING	NOTES
Size		The area encompasses a mix of small and large sites.
Vacant / Underutilized		The area has a large inventory of vacant land.
Developer Interest		No expressed interest during interviews.
Market Outlook		Moderate growth projected for broader TAZ, but the amount of growth the area will capture is uncertain.
Public Leverage		No known public projects.
Private Leverage		No known private projects.
Adjacent Uses		The area has limited development, including newer housing development, a public school and a church.
Connectivity and Visibility		SH 44/Linder is a crossroad; however, connectivity and connectivity throughout the area is weak.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong

State Street Transit and Traffic Operational Plan

January 2010



0 650 1,300 2,600
Feet

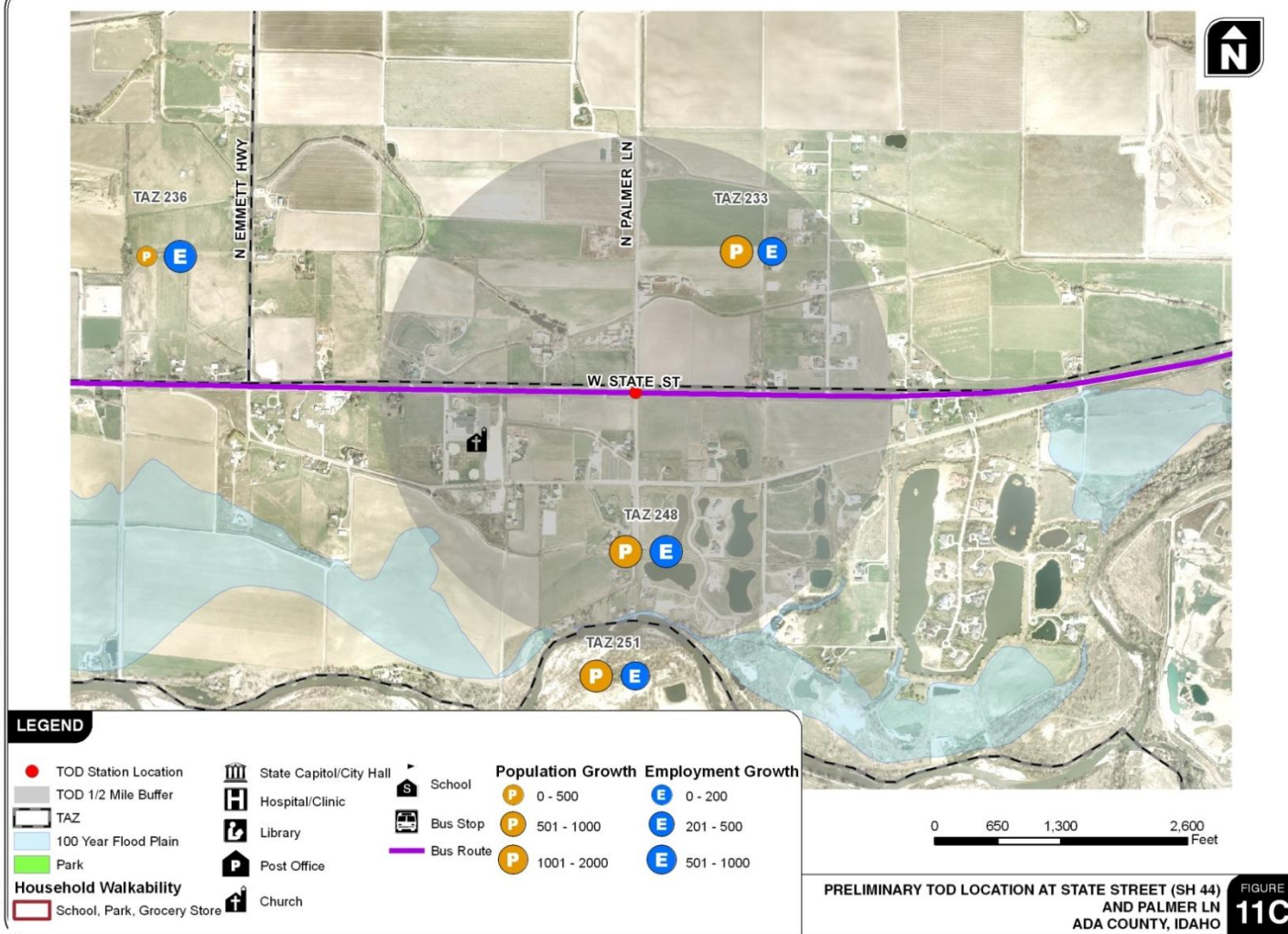
PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
AND PALMER LN
ADA COUNTY, IDAHO

FIGURE
11A

State Street Transit and Traffic Operational Plan

January 2010

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OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- The intersection of SH 44 and Palmer is a four-way intersection with good visibility.
- Internal connectivity within the area is somewhat limited, particularly north of SH 44. The internal street network south of SH 44 is more established and better connected.

Surrounding Land Uses

- The area is largely undeveloped, particularly north of SH 44, with limited residential development and employment. There are no retail/commercial services uses in the area at this time.
- Eagle Christian Church is located in the southwest portion of the area.

Existing Conditions and Potential

- The area has strong development potential due to the large inventory of vacant and underutilized land and relatively limited environmental constraints.
- TAZ population and employment projections indicate that the area will accommodate substantial housing and employment by 2035. However, since the TAZ area boundaries expand far beyond the area, it is difficult to predict specific areas where growth will occur.
- The intersection of SH 44 and Palmer is surrounded by undeveloped land, with the potential for larger-scale TOD in the long-term (20+ years) future.
- The area is located in the Eagle-Star Technology (ESTech) Corridor, the focus of a collaborative effort between the Cities of Eagle and Star to attract technology-based businesses to the area. In this early planning stage, however, it is difficult to predict what the outcomes of this initiative will be.

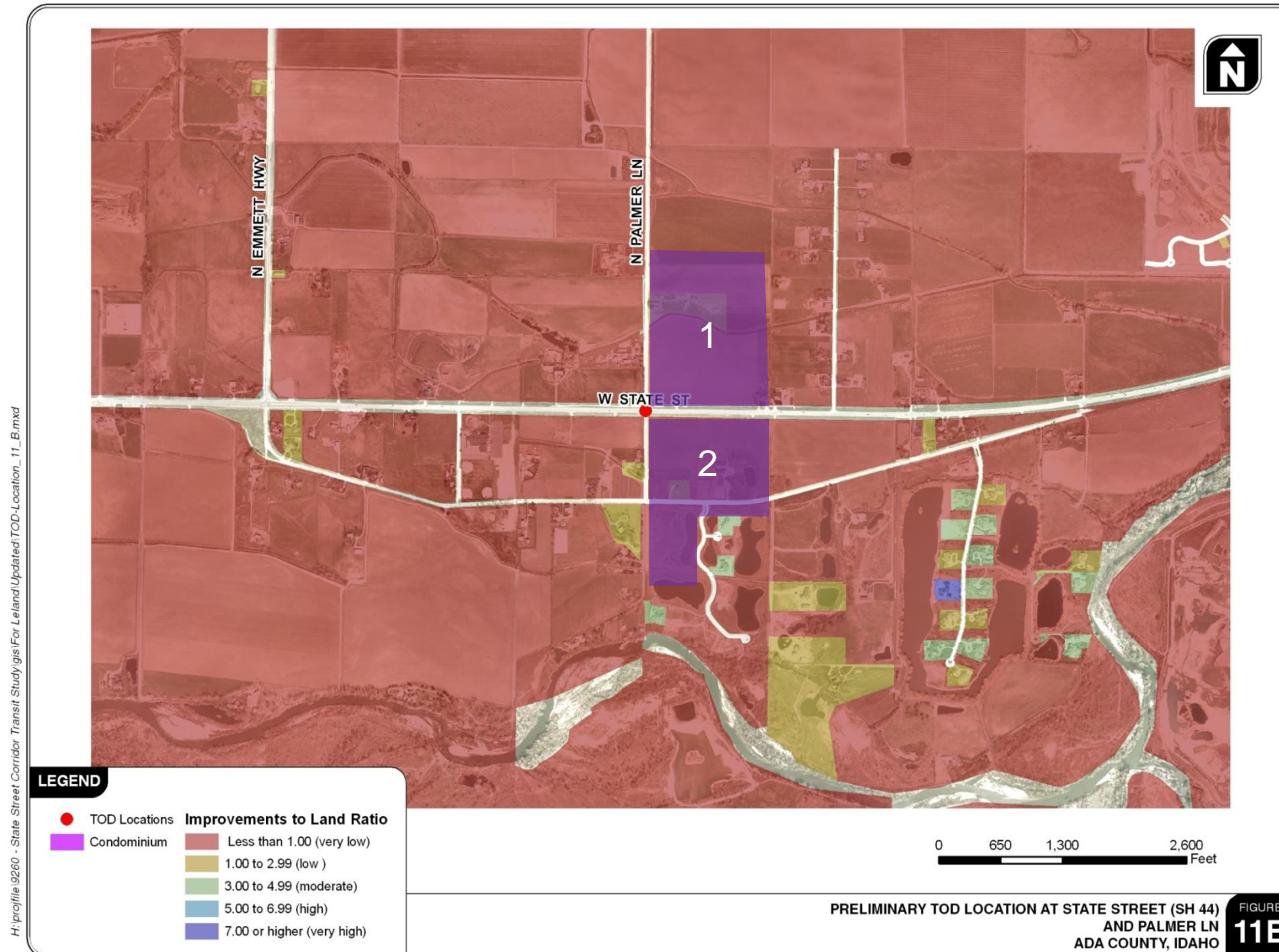
KEY DEMOGRAPHICS

2009 Households: 30
2009 Population: 69
2009 Housing Units: 30
Owner-occupied: 77%
Renter-occupied: 23%
Percent Vacant: 0%

2009 Household Income: \$47,394
2009 Median Home Value: \$200,000
Median Year Structure Built: 1980
Total Businesses in Area: 5
Total Employees in Area: 21

State Street Transit and Traffic Operational Plan

January 2010











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TOD LOCATION 1




Description	Vacant land at NE corner of SH 44/Palmer
Timing	10 to 25 years
Size	~ 43 acres
Typology	Neighborhood Transit Zone
Program	361 housing units
Character	Residential: small lot single-family.

TOD LOCATION 2

Description	Vacant land at SE corner of SH44/Palmer
Timing	10 to 25 years
Size	~34 acres
Typology	Neighborhood Transit Zone
Program	306 housing units
Character	Residential: lower density, small lot single-family.

CRITERIA	RATING	NOTES
Size		The area has multiple large sites over 30 acres.
Vacant / Underutilized		The area has large inventory of vacant land.
Developer Interest		No expressed interest during interviews.
Market Outlook		Moderate growth projected for broader TAZ, but the amount of growth the area will capture is uncertain.
Public Leverage		No known public projects.
Private Leverage		No known private projects.
Adjacent Uses		The area is primarily undeveloped, with limited housing and employment.
Connectivity and Visibility		SH 44/Palmer is a crossroad; however, connectivity and connectivity to the broader area is weak.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong

State Street Transit and Traffic Operational Plan

January 2010



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Feet

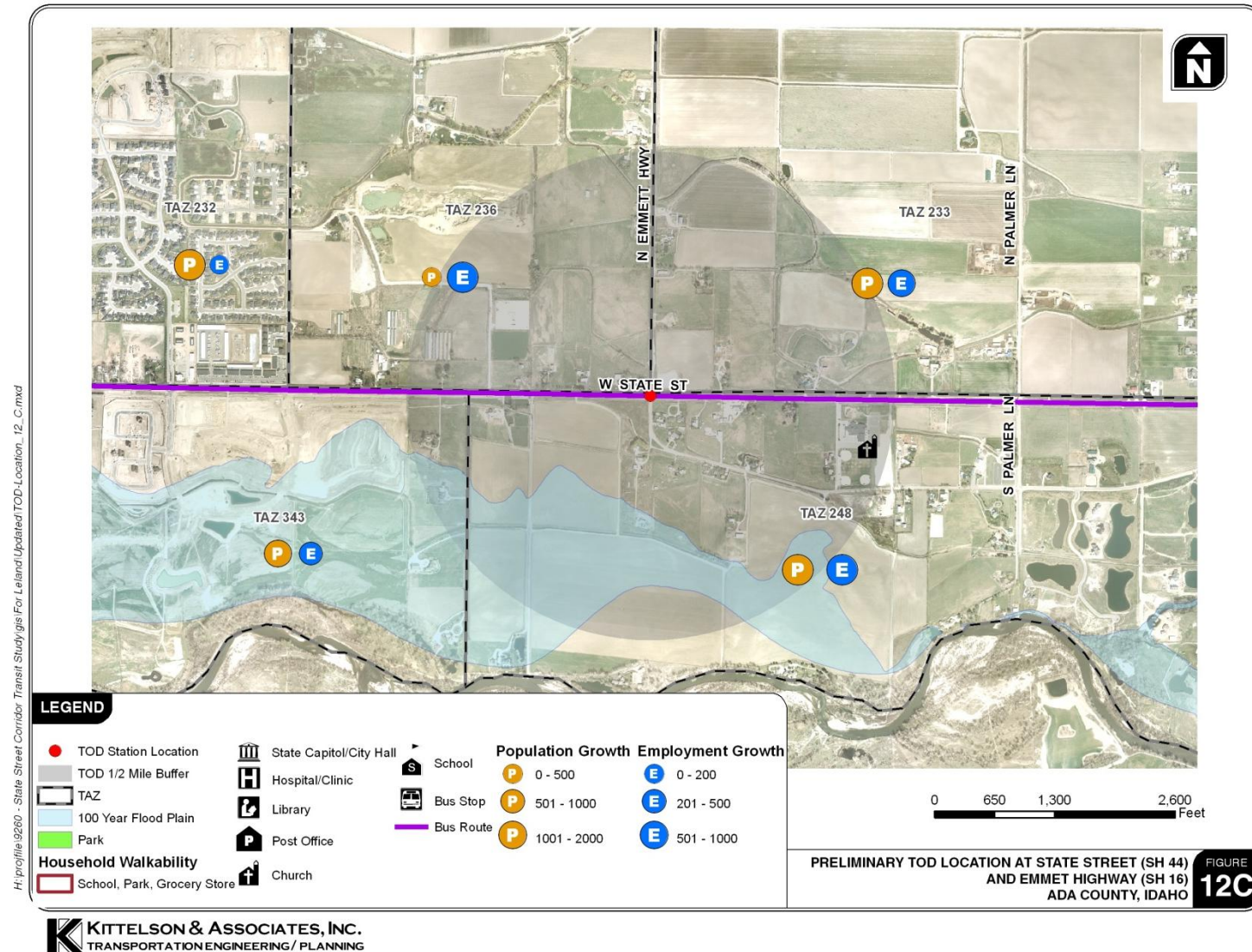
PRELIMINARY TOD LOCATION AT STATE STREET (SH 44)
AND EMMET HIGHWAY (SH 16)
ADA COUNTY, IDAHO

FIGURE
12A

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State Street Transit and Traffic Operational Plan

January 2010



OPPORTUNITIES AND CONSTRAINTS

Connectivity and Visibility

- Highway 16 is a major access route to SH 44 from locations to the north, including communities north of the foothills and undeveloped areas south of the foothills that are anticipated to develop over the long term.
- This intersection has good visibility. However, due to the preponderance of larger, vacant parcels, an internal street network has not been established and internal connectivity is weak.

Surrounding Land Uses

- The area is predominantly undeveloped. Existing development includes a small number (<30) of single-family homes and a handful of employment uses (<5), likely related to agriculture.

Existing Conditions and Potential

- While TAZ population and employment projections indicate this area is projected to experience some population and employment growth by 2035, the TAZ boundaries include an area that is much larger than the study area. Therefore, it is difficult to pinpoint where exactly growth will occur.
- While this area is primarily vacant, there is a significant inventory of vacant land farther east, closer in to existing employment, commercial and residential concentrations in Boise and Eagle, that is likely to develop first.
- Nevertheless, since the area is largely undeveloped, it is a "blank slate" and there is a long-term (20+ years) opportunity for larger TOD.
- The area is located in the Eagle-Star Technology (ESTech) Corridor, the focus of a collaborative effort between the Cities of Eagle and Star to attract technology-based businesses to the area. In this early planning stage, however, it is difficult to predict what the outcomes of this initiative will be.

KEY DEMOGRAPHICS

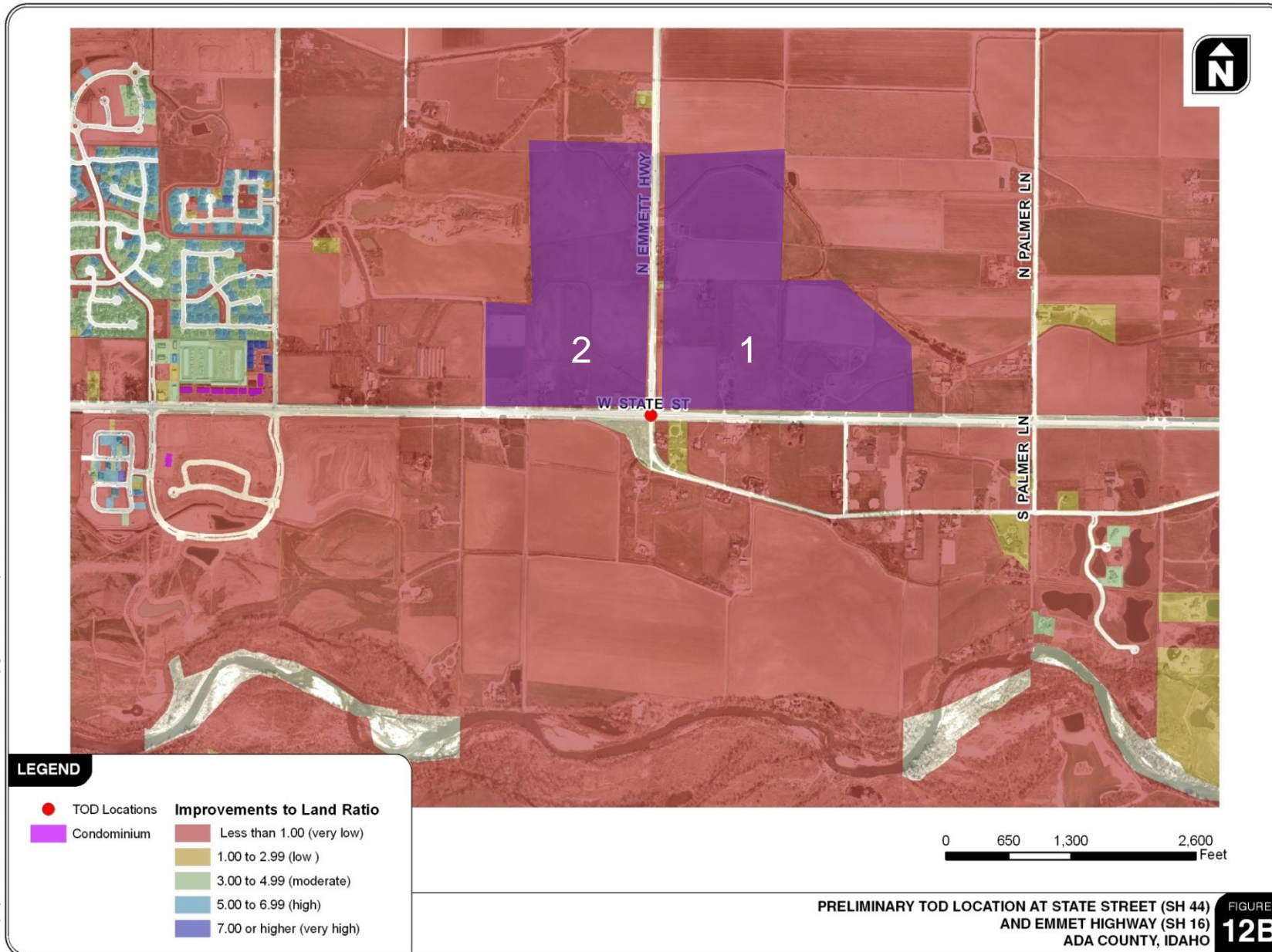
2009 Households: 27
2009 Population: 73
2009 Housing Units: 32
Owner-occupied: 62%
Renter-occupied: 22%
Percent Vacant: 16%

2009 Household Income: \$50,000
2009 Median Home Value: \$205,000
Median Year Structure Built: 1980
Total Businesses in Area: 5
Total Employees in Area: 21

State Street Transit and Traffic Operational Plan

January 2010

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KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

TOD LOCATION 1




Description	Vacant land at NE corner of SH 44 / Highway 16
Timing	10 to 25 years
Size	~ 113 acres
Typology	Neighborhood Transit Zone
Program	854 housing units 120,596 s.f. employment
Character	Residential (lower density, small lot single-family).

TOD LOCATION 2

Description	Vacant land at NW corner of SH 44 / Highway 16
Timing	10 to 25 years
Size	~ 87 acres
Typology	Neighborhood Transit Zone
Program	731 housing units
Character	Residential (lower density, small lot single-family).

CRITERIA	RATING	NOTES
Size		The area has multiple large sites over 75 acres.
Vacant / Underutilized		The area has large inventory of vacant land.
Developer Interest		No expressed interest during interviews.
Market Outlook		Moderate growth projected for broader TAZ, but the amount of growth the area will capture is uncertain.
Public Leverage		No known public projects.
Private Leverage		No known private projects.
Adjacent Uses		The area is primarily undeveloped.
Connectivity and Visibility		Highway 16 provides connectivity to communities north of SH 44. However, connectivity to (and within) the area is weak.

Legend

-  Poor / Limited
-  Average / Some
-  Excellent / Strong