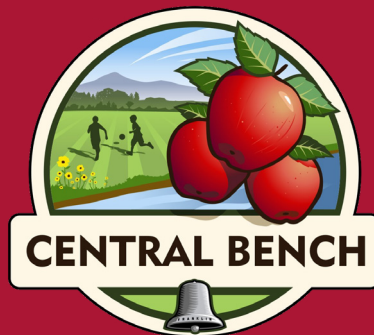


ADOPTED BY THE CENTRAL BENCH NEIGHBORHOOD ASSOCIATION: OCTOBER 22, 2018
ADOPTED BY THE CITY OF BOISE: MARCH 26, 2019

CENTRAL BENCH

Neighborhood Plan



CONTENTS

Board Resolution - 3

Acknowledgements - 4

INTRODUCTION - 5

Neighborhood Description - 6

History of the Central Bench Neighborhood- 6

Purpose - 7

The Process - 8

INVENTORY - 11

The Foundation - 12

Existing Conditions - 15

Neighborhood Input - 20

Implications - 22

ANALYSIS - 25

Neighborhood Future - 26

Our Neighborhood Vision - 27

Action Plan - 28

APPENDICES - 32

A - Central Bench Survey and Map Responses

B - Plan Review Summary

C - Existing Conditions Report

D - Central Bench Neighborhood Map of Existing Tree Canopy

E - City of Boise Neighborhood Cultural Plan Template

BOARD RESOLUTION

RESOLUTION

By the Board of Directors, Central Bench Neighborhood Association.

A Resolution to Adopt the Central Bench Neighborhood Plan (2018).

WHEREAS, the Central Bench Neighborhood Association in 2016 applied for funding from the City of Boise's Neighborhood Reinvestment Grant program (subsequently named the Neighborhood Improvement Program) to conduct a planning process and produce a Neighborhood Plan; and

WHEREAS, the City of Boise (City) awarded the Central Bench Neighborhood Association \$30,000 to conduct the neighborhood planning process; and

WHEREAS, the Central Bench Neighborhood Association Board appointed a committee to work with the City of Boise and a consultant to produce a Neighborhood Plan; and

WHEREAS, four public meetings and one neighborhood survey were conducted during development of the Neighborhood Plan; and

WHEREAS, the City of Boise encourages the development of Neighborhood Plans for adoption into *Blueprint Boise*, the City's Comprehensive Plan; and

WHEREAS, the Board of Directors of the Central Bench Neighborhood Association finds it is in the best interest of the Central Bench Neighborhood to adopt the Central Bench Neighborhood Plan.

Now, therefore, be it resolved by the Board of Directors of the Central Bench Neighborhood Association, Boise, Idaho:

The Central Bench Neighborhood Association approves and adopts the 2018 Central Bench Neighborhood Plan to implement the Neighborhood Plan's Vision, Goals, and Strategies, and the Land Use and Design, Neighborhood Character, Connectivity, and Site and Building Design Action Items.

This Resolution does approve and adopt the Central Bench Neighborhood Plan and directs the Plan be forwarded to the City of Boise for adoption into *Blueprint Boise*.

Adopted by the Board of Directors of the Central Bench Neighborhood Association of Boise City, Idaho, this 22nd day of October, 2018.

Approved:



Randy Johnson

President

ACKNOWLEDGEMENTS

CENTRAL BENCH NEIGHBORHOOD ASSOCIATION PLANNING COMMITTEE

Randy Johnson
Andrea Eborn
Brian Parker

CENTRAL BENCH NEIGHBORHOOD ASSOCIATION BOARD

Randy Johnson
Andrea Eborn
Candice Hopkins
Brian Parker
Alexis Malcomb
Gigi Ferreira
Katie Miller
Brian DuFosse
Lisa Theobald
Sandy Jensen

CITY OF BOISE PLANNING TEAM

Derick O'Neill - Director
Hal Simmons - Planning Director
Daren Fluke - Comprehensive Planning Manager
Kathleen Lacey - Associate Comprehensive Planner
Tom Laws - Associate Comprehensive Planner
Andrea Tuning - Associate Design Review Planner
Brent Moore - Associate Current Planner
Nicolette Womack - Assistant Current Planner

David H. Bieter - Mayor

Lauren McLean - City Council President
Elaine Clegg - President Pro Tem
Scot Ludwig - City Council Member
Lisa Sánchez - City Council Member
TJ Thomson - City Council Member
Holli Woodings - City Council Member

Milt Gillespie - Planning and Zoning Commission Chairperson
Jennifer Stevens - Planning and Zoning Commission Co-Chair
Tamara Ansotegui - Planning and Zoning Commissioner
Eileen Thornburgh - Planning and Zoning Commissioner
Meredith Stead - Planning and Zoning Commissioner
Stephen Bradbury - Planning and Zoning Commissioner
Douglas Gibson - Planning and Zoning Commissioner
Paul Faucher - Planning and Zoning Student Commissioner





INTRODUCTION - 5

NEIGHBORHOOD DESCRIPTION

The Central Bench Neighborhood covers one square mile and is home to approximately 2,800 households. Overland Road, Roosevelt Street, Curtis Road and Alpine Street define the boundaries of the neighborhood. These arterials and local streets provide easy access to downtown Boise, Boise State University, the Boise Airport, numerous businesses, parks, and entertainment. The neighborhood is viewed as a desirable place to live due to housing affordability and a variety of housing types, and access to retail businesses, groceries and some services. Cassia Park and the City Branch Library! at Hillcrest, in the Hillcrest Shopping Center offer respite, recreation and learning opportunities that are cherished by residents. The new Franklin Park is envisioned as a dynamic neighborhood gathering place. An eclectic mix of young families, artists, professionals, and retirees live in the Central Bench Neighborhood.

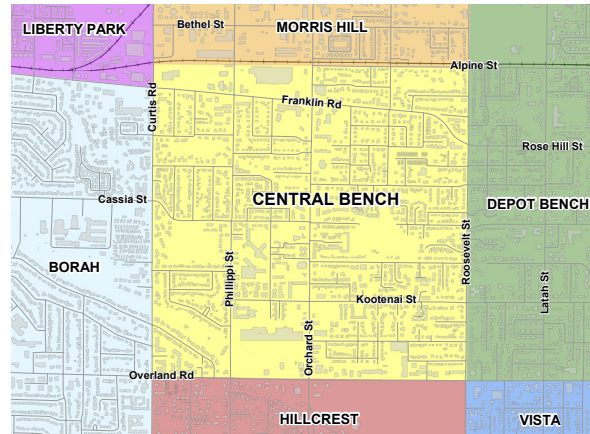


Figure 1: Central Bench Neighborhood Map

HISTORY OF THE CENTRAL BENCH NEIGHBORHOOD

The Central Bench Neighborhood as its name indicates, is located in the center of the Boise bench (also called the First Bench) a plateau south of and considerably higher than the Boise River. Boiseans have referred to this area as “the bench” since at least 1900.

Agriculture dominated the early years of bench settlement as farms and orchards expanded above the Boise River flood plain. Irrigation was essential to development on the arid bench, early canals such as the Ridenbaugh were privately funded. The 1894 Desert Land (Carey) Act stimulated further water projects, as entrepreneurs were allowed to sell shares for the water as recompense for expenses incurred in constructing the canal systems. Many of the original canals and water laterals function today, primarily used for irrigation of residential yards and small gardens on the bench. Flooding from deteriorating laterals is not uncommon as piping has deteriorated during more than a hundred years in operation.

Franklin Elementary School served as a geographical and community pivot point for the neighborhood, as a one-room school house in 1892 followed by a stately two-story sandstone building constructed in 1905. The Boise Independent School District demolished the structure in 2013 amidst protests from bench residents and the larger Boise community. Five years later the Central Bench Neighborhood continues to feel the loss of the school and the community activities that centered around Franklin Elementary.

The Central Bench Neighborhood underwent significant change during and after World War II. Agricultural land was subdivided into residential lots and businesses established retail and office locations on Orchard Street and Overland Road. Asphalt covered former dairy land as the auto-focused culture required large parking lots.

Small businesses flourished on Orchard Street and in the Hillcrest Shopping Center, supported by customers drawn from the quickly increasing population as new homes were constructed west of Orchard Street from the mid-1950s through the 1970s. Today’s WinCo, known then as Waremart,

was founded on Overland Road in 1967 as a single grocery store, the business transitioned to an employee-owned company in 1985. WinCo now owns 95 stores in eight western states.

Central Bench residents today emphasize a fierce loyalty to their neighborhood, an appreciation that appears unchanged from the early 1900s. They celebrate their history while welcoming new residents and express a desire to remain in the area that is “home”.

PURPOSE

The Central Bench Neighborhood Plan was initiated to help the neighborhood collaboratively plan for projected growth. Like all areas of Boise between 2016-2018 the neighborhood experienced a shortage of affordable housing which aroused concern for the future. Transportation and connectivity had risen to a high level of interest amongst many residents. The neighborhood was aware of planning efforts in other neighborhoods and realized there was an opportunity to craft a document to guide how growth might be designed as new residential and commercial structures are built in the coming years. The neighborhood also hoped to engage more people in neighborhood activities and consider future change as a vision and goals were developed. Lastly, the planning process allowed residents to suggest and prioritize future projects to match the neighborhood vision.

The Plan is the result of a collaborative effort between the City of Boise and the Central Bench Neighborhood Association. Through the planning process outlined on page 8, the neighborhood vision was established; goals, strategies and priority actions were created. Residents emphasized preservation of unique neighborhood assets and characteristics as a desired outcome of the planning process. They identified existing and desired future activity centers and gathering places. The new Franklin Park and Cassia Park were cited as current places of importance; neighbors focused on the Library! at Hillcrest and the Country Club Plaza on Overland Road as potential sites for future public plazas. Sites of particular interest to the neighborhood are shown on the Opportunities Map shown on page 24.

This Plan anticipates the relaxed lifestyle of the Central Bench Neighborhood will continue while simultaneously improving the quality of life in the neighborhood. Future land use decisions which accommodate growth along with strategies to improve neighborhood character and improve access to transportation and active mobility opportunities characterize actions in the plan. Residents encourage types and designs of new residential and commercial structures which complement existing building styles and size, with an emphasis of safety, consideration of existing residents, and preservation of the existing lifestyle.

The Plan encourages the neighborhood and the City of Boise to sustain neighborhood form and design, guide growth, maintain livability and add structural and cultural improvements. This Plan helps the City and Central Bench Neighborhood to achieve goals outlined in Blueprint Boise, the City’s comprehensive plan. Figure 2 shows the location of the Central Bench Neighborhood within the larger context of the City of Boise.

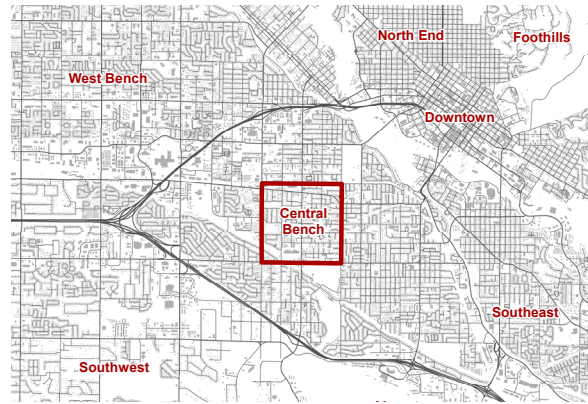


Figure 2: Central Bench Context within the City of Boise

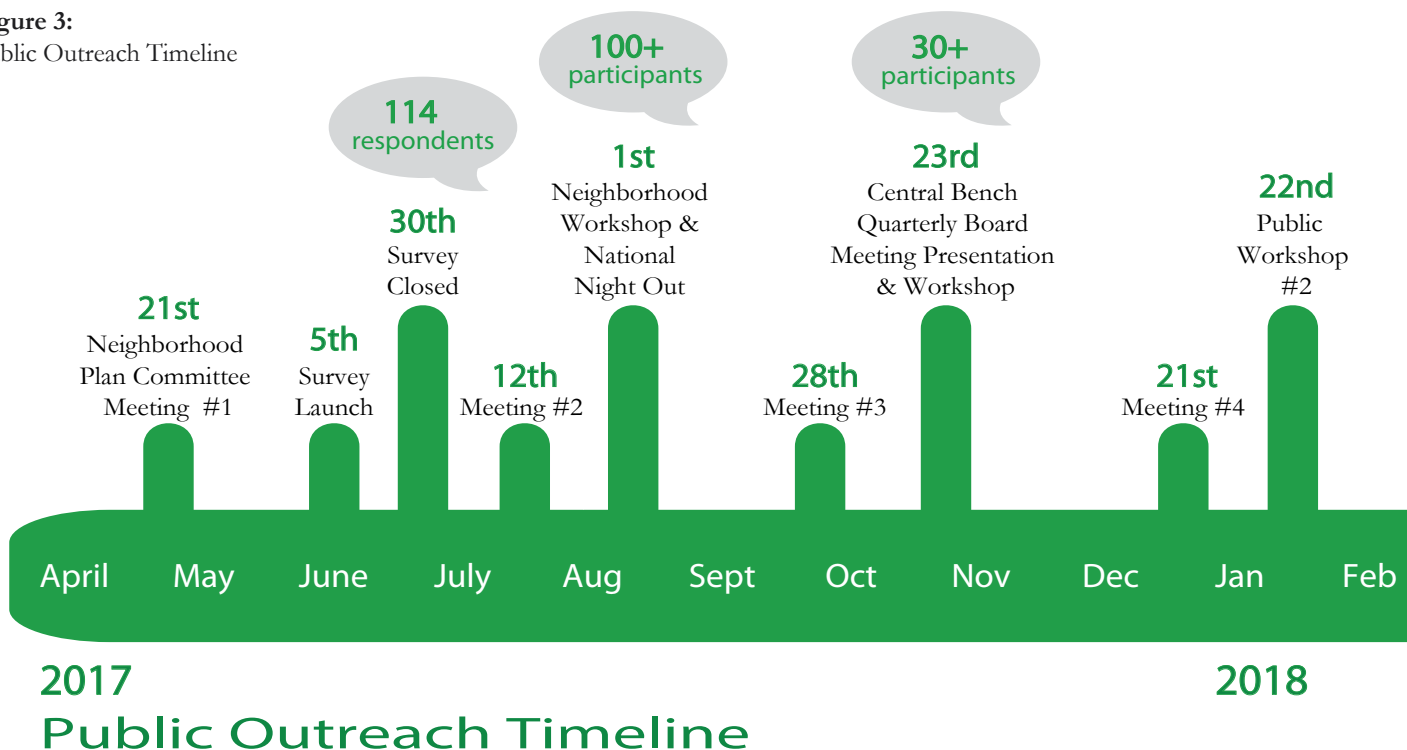
THE PROCESS

Engaging the neighborhood and its residents was an important part of the Central Bench Neighborhood planning process. Figure 3 shows the timeline of the engagement efforts which included four meetings of a board designated neighborhood plan committee, three neighborhood workshops and a month long public survey.

Residents highlighted five major themes through the nine month outreach process.

- Residents love the neighborhood location, friendly neighborhood character and diversity.
- Improved bicycle and pedestrian facilities were identified as a top priority.
- Orchard Street reconfigured as a walkable corridor along with more parks and public spaces was cited as the number one strategy to improve the character and livability of the Central Bench Neighborhood.
- Efforts to help improve safety and overall cleanliness of the neighborhood were noted as high priorities.
- Managing growth and ensuring new development adds to the neighborhood's existing character was cited as a top challenge in the neighborhood.

Figure 3:
Public Outreach Timeline



Descriptions of each major outreach effort are listed below.

NEIGHBORHOOD PLAN COMMITTEE MEETINGS

Over the course of the project, the City of Boise along with Agnew::Beck Consulting met with a small team of neighborhood representatives four times. Members of the Neighborhood Plan Committee also met twelve times outside the formal meeting schedule. The meetings provided opportunities for the neighborhood to direct plan development and coordinate effective outreach with the rest of the neighborhood.

NEIGHBORHOOD SURVEY

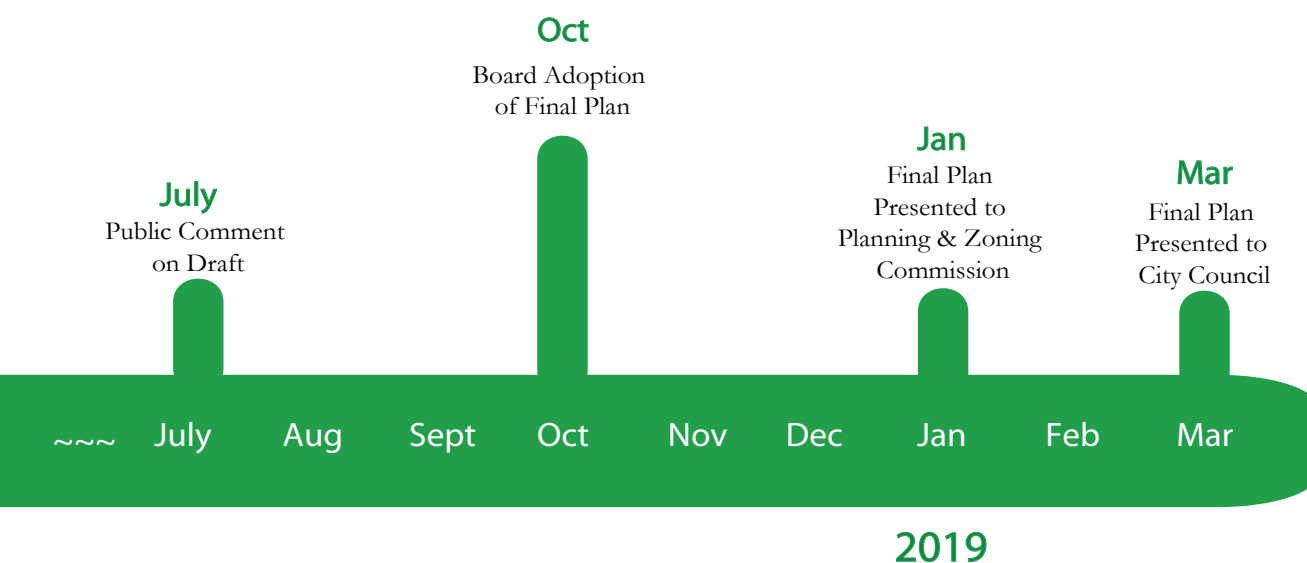
On June 5, 2017 the Neighborhood Plan Committee launched a survey designed to gain an understanding of the challenges and opportunities facing the neighborhood. 114 individuals participated in the survey. The full results from the survey can be viewed in Appendix A.

NEIGHBORHOOD WORKSHOP AND NATIONAL NIGHT OUT

Over 100 Central Bench Neighborhood residents attended the annual National Night Out event at the Heatherwood Senior Living Center on August 1, 2017. Participants engaged in a mini public workshop to further develop goals, strategies and actions for the Central Bench Neighborhood Plan as identified through the survey and Neighborhood Plan Committee.

QUARTERLY BOARD MEETING PRESENTATIONS AND WORKSHOPS

During the Central Bench Neighborhood Association's quarterly board meeting on October 23, 2017, Agnew::Beck Consulting, along with the City of Boise, presented elements of the neighborhood plan and a list of potential priority actions. Over 30 participants provided feedback on the priority actions and strategies and identified places they would like to see activated and/or strengthened as activity centers in the neighborhood. The CBNA Board presented the revised priority actions and strategies, and the activities map to approximately 30 participants during the January 22, 2018 quarterly meeting. The draft Plan was presented to residents and comments were received during the July 23, 2018 Quarterly Board meeting.



INVENTORY - 11



THE FOUNDATION

The Central Bench Neighborhood Plan is informed by the principles and guidelines established by the City of Boise in the following documents:

- [*Blueprint Boise, City Comprehensive Plan*](#)
- [*Transportation Action Plan*](#)
- [*City of Boise Cultural Master Plan*](#)
- [*Boise Citywide Design Standards and Guidelines*](#)
- [*Ada County Highway District, Boise Central Bench Neighborhood Pedestrian and Bicycle Plan*](#)



Pertinent aspects of *Blueprint Boise* and the Transportation Action Plan (TAP) are highlighted below. The Boise Citywide Design Standards and Guidelines provide guidance on design elements to integrate within development in the area. The Cultural Master Plan will highlight the history and culture of the Central Bench Neighborhood. A future Cultural Plan will also list cultural projects the neighborhood would like to implement. The ACHD Boise Central Bench Neighborhood Pedestrian and Bicycle Plan assisted the neighborhood in prioritizing local sidewalks, street crossings and bicycle projects shown on page 17 of this plan. The complete document can be found in Appendix B.

BLUEPRINT BOISE

Blueprint Boise is the guiding document for where growth is anticipated to occur in the city. Policies for the Central Bench Planning Area are found on pages CB 7-CB 13 of *Blueprint Boise*; the Central Bench Neighborhood is located within this Planning Area. The policies describe how the Central Bench Planning Area is planned to look, feel and function as Boise grows.

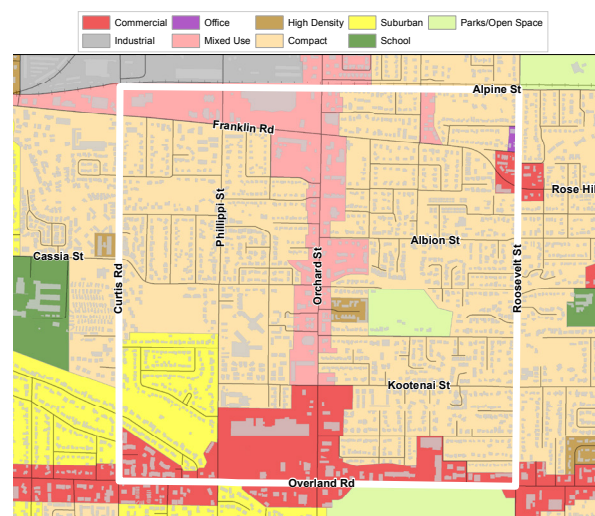


Figure 4: Central Bench Neighborhood in the Future Land Use Map

The Central Bench Neighborhood is designated in *Blueprint Boise* primarily for “compact neighborhood” form. Compact neighborhoods feature small lots (typically between 5,000 – 7,000 square feet) with an interconnected network of sidewalks and streets. Housing is predominately single-family homes and may include a range of attached units (duplex, triplex, townhomes). Descriptions of compact neighborhoods envisioned for the Central Bench Neighborhood are found on pages 3-20 in *Blueprint Boise*.

High density housing such as apartments and condominiums are generally anticipated to be constructed at the designated activity centers. Community Activity Centers are identified at Franklin Road/Orchard Street and Orchard Street/Overland Road. Orchard Street is planned as a central mixed-use corridor; Overland Road is envisioned as a dense commercial strip. Figure 4 identifies the mixed-use corridors and the activity centers. Applicable descriptions for activity centers and mixed-use development are found on pages 3-9 through 3-16 in *Blueprint Boise*.

THE CITY OF BOISE TRANSPORTATION ACTION PLAN

The Boise Transportation Action Plan (TAP) outlines street, neighborhood and mixed use designs and connections that create a: modern, well-balanced transportation system; provides real mobility choices; creates great places.

Figure 6 below shows current conditions on many compact neighborhood streets. The second image demonstrates a concept of how neighborhood streets would look if they provided safe use by all people on a roadway. Note the sidewalks, crossing treatments and narrow drive lanes. The need for continuous sidewalks, traffic calming and protected bike infrastructure, especially near schools were themes City residents offered during development of the TAP. Central Bench Neighborhood residents provided similar comments on the Neighborhood Plan’s interactive map, the survey and during public meetings.

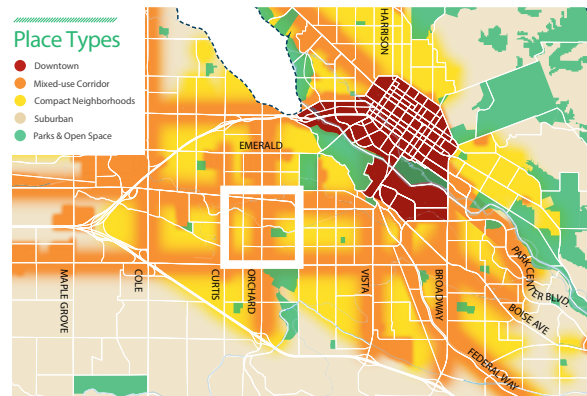
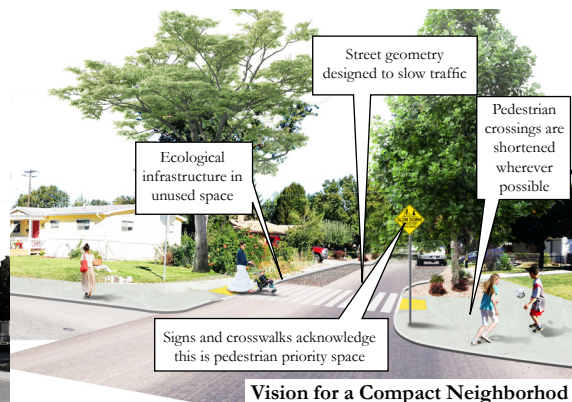


Figure 5: Transportation Action Plan Place Types Map. Mixed-use corridors and compact development are the predominate place types in the Central Bench.

Figure 6: Boise Transportation Action Plan Compact Neighborhoods



Blueprint Boise, the TAP and the Boise Citywide Design Standards and Guidelines promote mixed-use, walkable corridors with attributes such as landscaped street frontages with buildings pulled to the sidewalk, and transparent windows to create a connection to pedestrians, the street and activities across the street. Awnings or other entry coverings are desired building features which create a cohesive look and contribute to increased activity and patronage for corridor businesses. Vehicle speeds on mixed-use corridors are expected to accord with the vision of a street serving all people. On-street parking can help slow traffic on those corridors without impeding traffic flow. A mixed-use corridor will generally include a variety of uses such as restaurants, professional offices, financial institutions, small retail and high density residential products. Mixed-use corridors support a high quality transit service. Figure 7 offers a vision of an active mixed-use corridor.

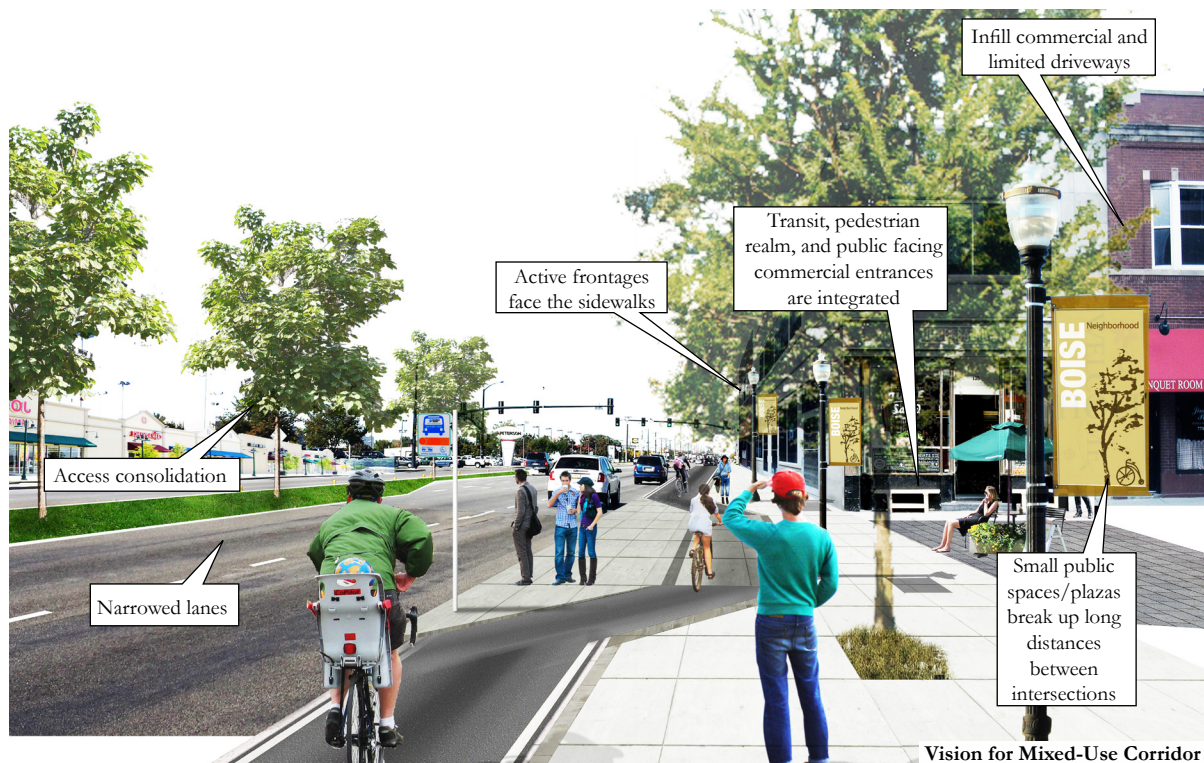


Figure 7: Boise Transportation Action Plan Mixed-Use Corridors

The Orchard Street/Overland Road and Orchard Street/Franklin Road intersections are designated as community activity centers. Boise Design Principles for Mixed-Use Activity Centers in the comprehensive plan and Citywide Design Standards and Guidelines apply to these areas. Development is anticipated to occur on existing parking lots and through building reuse or replacement. Activity Center uses include high density residential products such as apartments and condominiums, with retail and office uses that serve the neighborhood and larger community. Architectural diversity is encouraged, but should complement the area. Buildings should rise higher in the center and graduate downward to transition to the heights of adjacent neighborhood structures. Activity Centers should include connectivity to adjacent neighborhoods with streets and pathways that invite pedestrians and bicyclists.

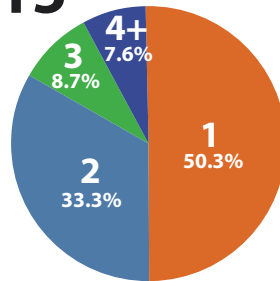
EXISTING CONDITIONS

Data research revealed pertinent facts and factors in regard to population, economic/social characteristics, and geographic information of the Central Bench Neighborhood. Data is shown in the following graphics below. The entire Existing Conditions Report is located in Appendix C. Housing prices in the neighborhood and throughout the City accelerated rapidly between 2015 – 2018. The data in this plan paints a picture of the neighborhood before the major upsurge in housing values during 2017 and 2018. Data analyzed for the Central Bench Neighborhood Plan was drawn primarily from the 2010 U.S. Census and the 2012-2016 American Community Survey conducted by the Census Bureau. The Community Planning Association of Southwest (COMPASS) Idaho, the Ada County Highway District, and Ada County were sources for local population, employment and transportation data.

Central Bench Neighborhood Demographic Facts

Neighborhood Population

4,715

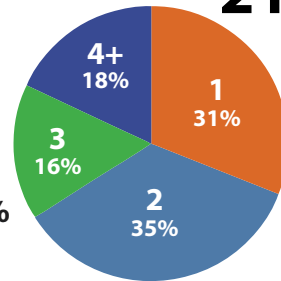


Household Size
per person

Neighborhood population has decreased by 11.8% compared to a 6% growth for the City of Boise.

City Population

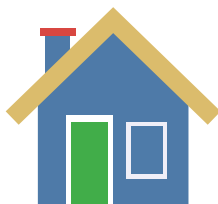
218,677



Household Size
per person

Neighborhood Households

2,615



The median single-family residential house value in the neighborhood is \$123,600 which is less than the City of Boise average of \$175,800.

City Households

85,704



Neighborhood Median Household Income

\$28,813

74.6% of renters are “rent burdened” meaning they spend 30+% of their monthly income on rent.

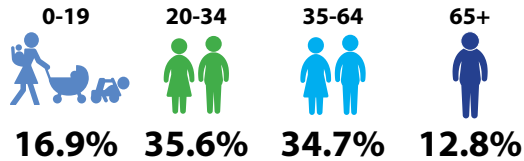
City Median Household Income

\$52,417

Central Bench Neighborhood Demographic Facts

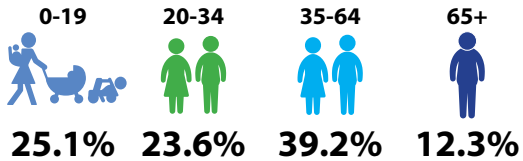
Neighborhood Age Breakdown

by years



City Age Breakdown

by years



Transportation

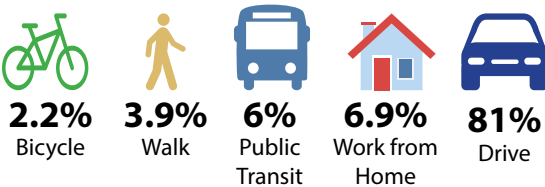
One Vehicle Households



Residents who don't have access to a vehicle in their household:



How residents get to work:



One VRT bus runs on Orchard and Curtis

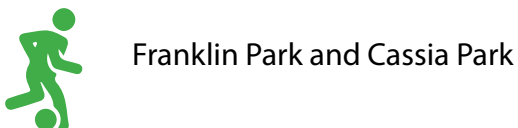
The Roosevelt bus serves the eastern edge.

The Overland bus runs from Boise State University to the Towne Square Mall.



Community

Recreational Opportunities



Neighborhood Center

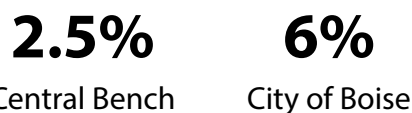
The community garden at Wright Community Congregational United Church of Christ is the only community garden in the neighborhood.



Business

344 businesses licensed

Unemployment rates:



Education

Some College

42.3% 25.7%

Central Bench City of Boise

Bachelor

9% 25.6%

Central Bench City of Boise



Graduate

5.6% 14.2%

Central Bench City of Boise

Figure 8: Central Bench Demographic Facts

Data Sources: 2010 U.S. Census and 2010-2016 American Community Survey

Existing & Planned Pedestrian Network

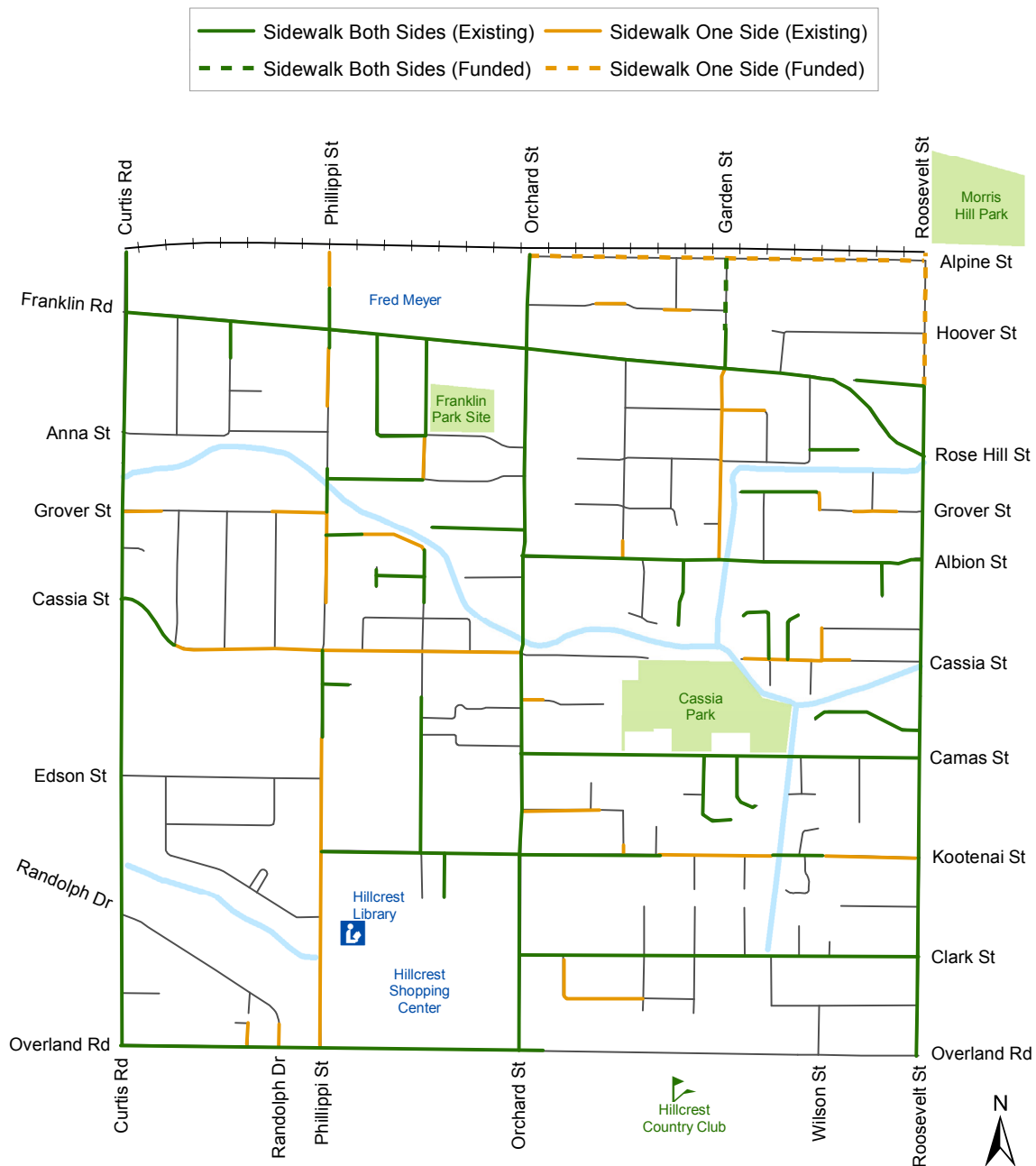


Figure 9: The existing and planned pedestrian network within the Central Bench Neighborhood. This existing network reveals a lack of connectivity to Cassia and Franklin Parks, the Library! at Hillcrest and from residential areas to nearby commercial services.

Current & Proposed Bike Routes

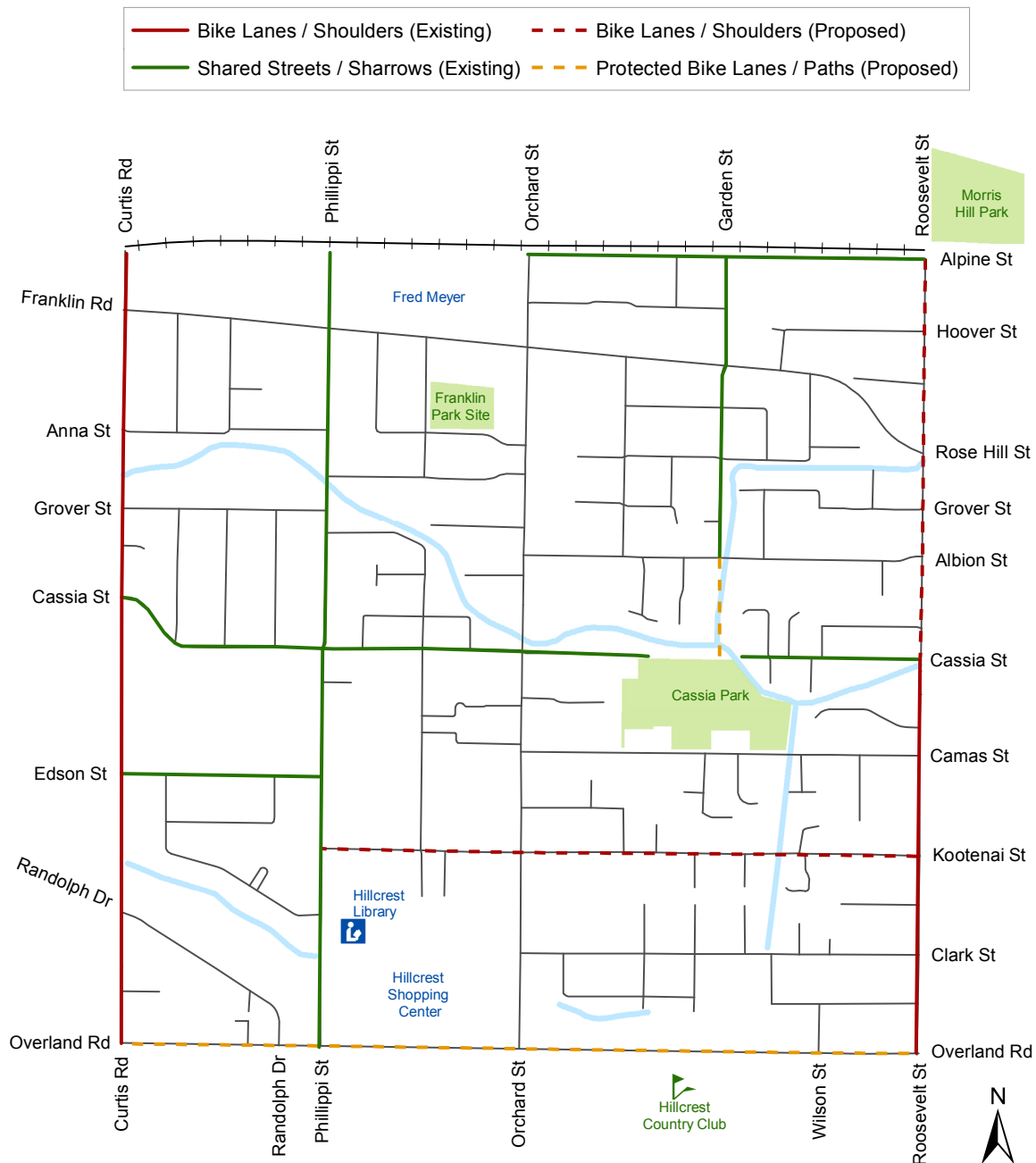


Figure 10: The existing and planned bicycle network within the Central Bench Neighborhood. This existing network reveals gaps in connectivity to Cassia and Franklin Parks, to the Library! at Hillcrest, and from residential areas to nearby commercial services.

Bike & Pedestrian Collisions 2012-2016

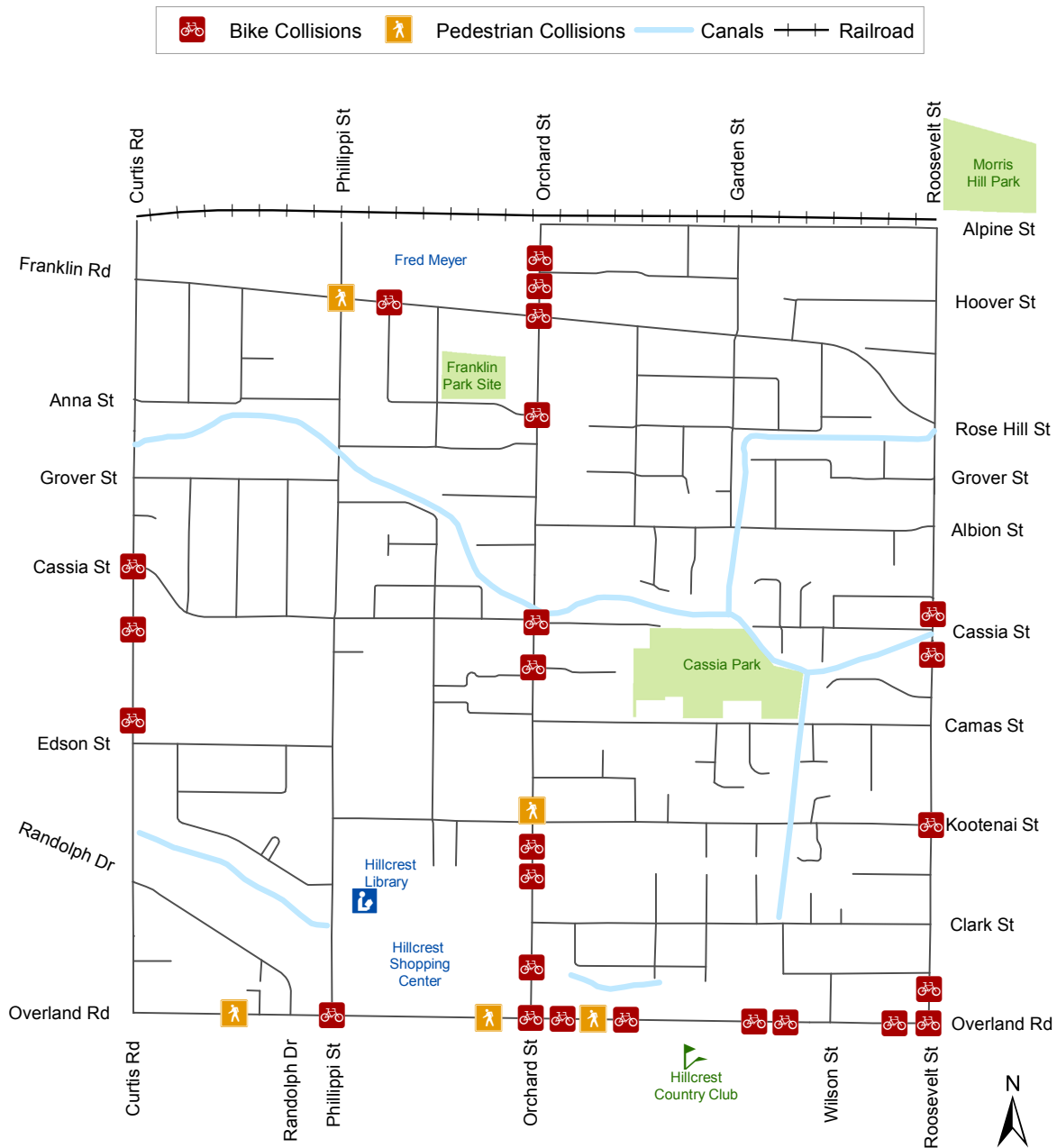


Figure 11: The number of bicycle/vehicle collisions on the major streets in the neighborhood indicates the need for review of existing conditions in the area with consideration of possible safety improvements.

Date Source: Idaho Transportation Department

NEIGHBORHOOD INPUT

NEIGHBORHOOD SURVEY

114 people took the Central Bench Neighborhood Plan Survey between June 5, 2017 and June 30, 2017. The word clouds below reflect survey responses to two questions. The survey included an interactive map, highlights of the map comments are summarized on page 21. Other responses are located in Appendix A.

Figure 12. What I like most...

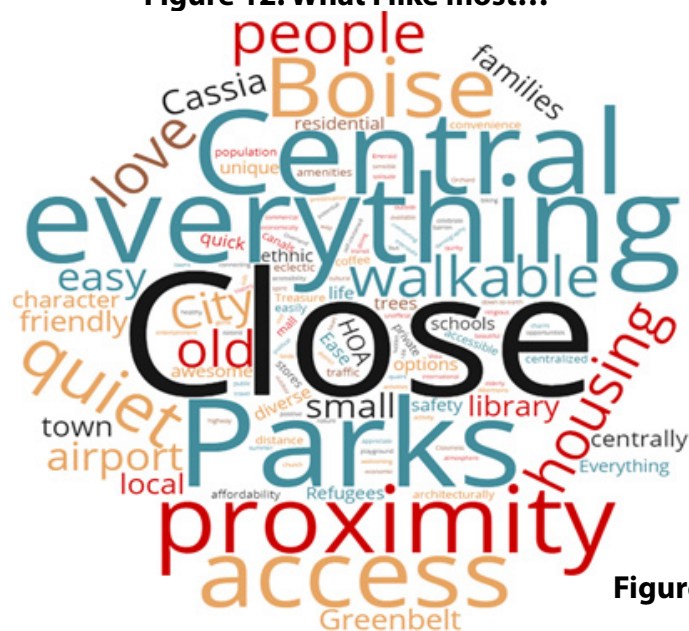


Figure 13. My neighborhood is...



NEIGHBORHOOD MAP COMMENT HIGHLIGHTS

Cassia Park

- Beloved community asset
- Upgrade pathways and park entrances
- Add pathway and bridge over the canal, north side of the park

Hillcrest Shopping Center

- Area of opportunity
- Empty storefronts, large parking lot provide opportunity for placemaking community benefit such as:
 - a. expanded library facilities
 - b. community center/garden
 - c. improved safety and lighting
 - d. “Pop-up” food truck event or mini-market
 - e. neighborhood events

Alpine Street

- Multi-use path along the rail corridor

Walking and Biking

- Respondents indicated a desire for improved pedestrian crossings and infrastructure at major intersections and busy roads
- Curtis Road, Orchard Street, Franklin Road and Roosevelt Street need improved sidewalks, pedestrian crossings, and bicycle facilities

Canals and Underutilized Lands:

- Ridenbaugh, Rust Lateral, and Farmers Union canals limit neighborhood access for pedestrians and cyclists

Franklin Park

- Residents excited about the new park west of Franklin Road/Orchard Street intersection

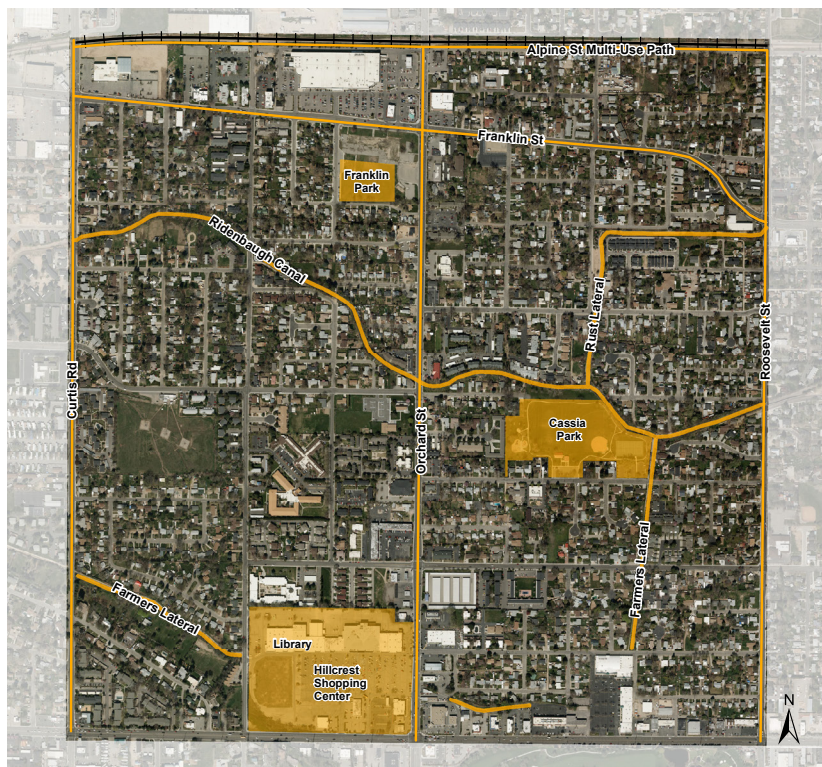


Figure 14:
Central Bench Aerial
The map above shows locations for desired improvements in the Central Bench Neighborhood.

IMPLICATIONS

The following section summarizes data not featured in the preceding icons, introduces other neighborhood factors and presents observations rising from the data, factors and public input.

DATA ANALYSIS

- Over half of the neighborhood (50.3%) lives in 1-person households reflecting both an aging population living alone and the rising age at first marriage for men and women.
- 36% live in family households and 63.40% in non-family households. This data is not surprising as 1-person households are considered non-family as are households with unrelated roommates and couples living together but not married.
- Median household income in the neighborhood is nearly half the City of Boise average.
- 74.6% of renters are “rent burdened” meaning they spend 30+% of their monthly income on rent.
- The 11% of households without a vehicle likely relates to income and the 12.3% of the population over 65 including those living in the several assisted living facilities in the neighborhood.
- The 53% of neighborhood households with one vehicle correlates closely with the 50.3 % who live alone.
- Educational attainment of Bachelors and Graduate degrees in the neighborhood is considerably lower than City of Boise averages. A growing population of college age students live in the area.

NEIGHBORHOOD FACTORS

- Orchard Street creates a barrier through the center of the neighborhood. High speeds, the number of vehicles per day, attached sidewalks to the road and the lack of bicycle lanes discourage walking and cycling and work against the development of complementary retail and commercial uses across the street from each other.
- Canals divide the neighborhood and limit bike and pedestrian connectivity, bisecting it both north-south and east-west.
- Sidewalks are missing or installed on only one side of several neighborhood streets.
- Cassia Park on the east side of the neighborhood and Franklin Park in the northcentral quadrant provide gathering places and recreational opportunities and are treasured by residents. Franklin Park was “greened-up” in 2018; the neighborhood plans to apply through the City’s Neighborhood Reinvestment Program for funding to install amenities such as restrooms, a basketball court, playground equipment and interpretive signage.
- The southwestern quadrant of the neighborhood is disconnected from neighborhood parks and beyond the 10-minute walk-shed desired by the City. The Hillcrest Shopping Center is near the southwest quadrant.
- The neighborhood has access to a suite of retail and entertainment businesses and employment opportunities. These areas have some supporting residential uses nearby but are arrayed mainly in vehicle-oriented developments.
- Business license data and visual observations reveal concentrations of commercial and retail uses along collector and arterial roadways including: Overland Road, Curtis Road, Franklin Road, Roosevelt Street, Phillippi Street and Orchard Street.

- Since the Franklin Elementary School was demolished in 2009 there are currently no schools within the neighborhood. School-aged children and youth in the neighborhood attend Hillcrest, Jefferson, or Monroe Elementary Schools, South Junior High and Borah High School.
- There are no identified public or cultural landmarks currently existing within the neighborhood as identified by the City of Boise.
- Tree canopy coverage shows a lack of shade trees along major arterial and collector roadways.

POTENTIAL IMPLICATIONS

- Aesthetics and design of roads significantly impact the experiences of walkability and connectivity.
- Landscaping and detached sidewalks on arterial streets could improve mobility for all users.
- The neighborhood location and mixture of businesses provide residents access to the most needed amenities and services but multi-modal connectivity is limited.
- The City of Boise Commercial and Mixed-Use Activity Center Guidelines and Boise Citywide Design Standards and Guidelines should be applied to help attain desired landscaping, lighting, and building form and design as development/redevelopment occurs.
- Investments into public space improvements could help define neighborhood gathering locations and contribute to improved connectivity and neighborhood character.
- Residents hope to see further City investment on undeveloped land in the Hillcrest Shopping Center leveraging the initial investment in the Library! at Hillcrest and expansion of the library in 2019. New public infrastructure could generate private investment in the Activity Center and encourage public/private partnerships.
- Multiple types of housing would benefit the neighborhood including workforce housing – high-quality apartments or townhomes, smaller footprint “pocket neighborhoods,” and cottage-style development – and housing for seniors.
- Concentrating high density residential development at designated activity centers would benefit the neighborhood and implement *Blueprint Boise*.
- Reducing transportation costs by creating and maintaining an efficient multi-modal transportation network – one which offers convenient options for bicycling, walking and taking public transit – would help rent-burdened households in the area.
- Improving a low-stress bicycle/pedestrian network connected to the larger area network would greatly improve residents’ access to key destinations and could reduce households’ reliance upon a personal vehicle.
- Providing access along and across canals would remove significant impediments to circulation and encourage more resident use, increased pedestrian and bicycle travel would provide “eyes on the path”, a good deterrent to crime.
- Implementing measures that would reduce traffic speeds on collector and arterial roadways could positively impact the neighborhood.
- Walkable/bikeable Community Activity Centers, as well as additional public spaces, parks, greenery, art and cultural landmarks would enhance neighborhood.

The Opportunity Map shows high priority connectivity and land use projects recommended by neighbors during public outreach activities.

Opportunity Map



Figure 15: Central Bench Assets and Opportunities Map

MOVING FORWARD - 25

Central "Benchers" relax at Amaru Confections which opened on Roosevelt Street in 2013, added an outdoor patio and obtained a wine and beer license in 2018. Live music draws large crowds on summer weekends as patrons enjoy dessert and wine or beer pairings. Amaru Confections animates the Central Bench Neighborhood creating a neighborhood place as envisioned in this plan. Locals who arrive by bike receive special discounts!

Photo Credit: Chris Wyatt



NEIGHBORHOOD FUTURE

OVERVIEW

The Central Bench Neighborhood established the following vision for this Plan:

Inspire and connect our neighborhood through collaboration and activism to ensure the Central Bench Neighborhood is the most livable neighborhood in Boise.

To meet the neighborhood vision residents developed four major goals relating to Land Use, Neighborhood Character, Connectivity, and Site and Building Design. Strategies to realize these goals were then defined and the neighborhood listed and prioritized projects to implement the aspirational goals and achieve the strategies. The vision, goals and strategies are outlined on page 27. An Action Plan with neighborhood prioritized projects to implement the goals and strategies is listed on page 28-31.

Residents envision the future as a secure neighborhood with affordable housing and transportation facilities providing convenient travel on foot, by bicycle and transit as well as vehicles. They anticipate residential density will be constructed primarily in the designated Activity Centers at the Orchard Street/Overland Road and Orchard Street/ Franklin Road intersections, while recognizing that infill will occur in other areas. Residents expressed particular interest in the future of the large Salt and Light Radio Station parcel on Cassia Street.

Public plazas, open space and landscaping are desired in the Activity Centers, street trees and other landscaping is envisioned on Orchard Street, Overland Road, Curtis Road, Roosevelt Street and Franklin Road, with street trees throughout the neighborhood. Utilizing canal access roads for pedestrian and bicycle travel was highlighted as a means to improve neighborhood connectivity and potentially reduce vehicle trips. Reduced roadway speeds and other traffic calming measures were high priority projects.

Residents desire to protect their even-paced quality of life. They are proud of their unique “not in the downtown” environment while appreciative of the ease in which they can access downtown, Boise State University, the airport and other amenities. They would like to see the City augment the investment in the Library! at Hillcrest, potentially purchasing property on a vacant parcel.

OUR NEIGHBORHOOD VISION

Inspire and connect our neighbors through collaboration and activism to ensure the Central Bench Neighborhood is the most livable neighborhood in Boise.

LAND USE AND DEVELOPMENT

Maintain and support diversity of businesses, expand mix of housing options, and create walkable neighborhood Activity Center(s).

STRATEGIES

- Create pedestrian oriented neighborhood activity centers
- Create walkable mixed-use and commercial corridors
- Create and improve neighborhood parks, playgrounds, and public spaces
- Encourage a range of housing options for the neighborhood

NEIGHBORHOOD CHARACTER

Improve safety and strengthen sense of neighborhood identity and heritage.

STRATEGIES

- Strengthen the Central Bench Neighborhood Association's organizational capacity
- Promote greenery, landscaping and shade throughout the neighborhood
- Promote neighborhood safety
- Preserve and promote neighborhood culture, heritage and unique identity
- Promote neighborhood encounters and events
- Promote neighborhood upkeep and maintenance

CONNECTIVITY

Improve bike and pedestrian circulation within the neighborhood, and connections to neighborhood activity centers and other areas of Boise.

STRATEGIES

- Increase sidewalk coverage and improve the pedestrian environment on residential neighborhood streets
- Improve bicycle facilities and connections
- Improve bus infrastructure
- Install pedestrian improvements and bicycles facilities on major corridors and connections to the transit system

SITE AND BUILDING DESIGN

Support infill, new development and redevelopment with building and site design elements that integrate into and complement the existing neighborhood structure and character.

STRATEGY

- Establish site and building requirements for infill, new development and redevelopment that will support connectivity, public spaces, reduced surface parking and transitions into the neighborhood with design components that promote pedestrian uses and are at a human scale.

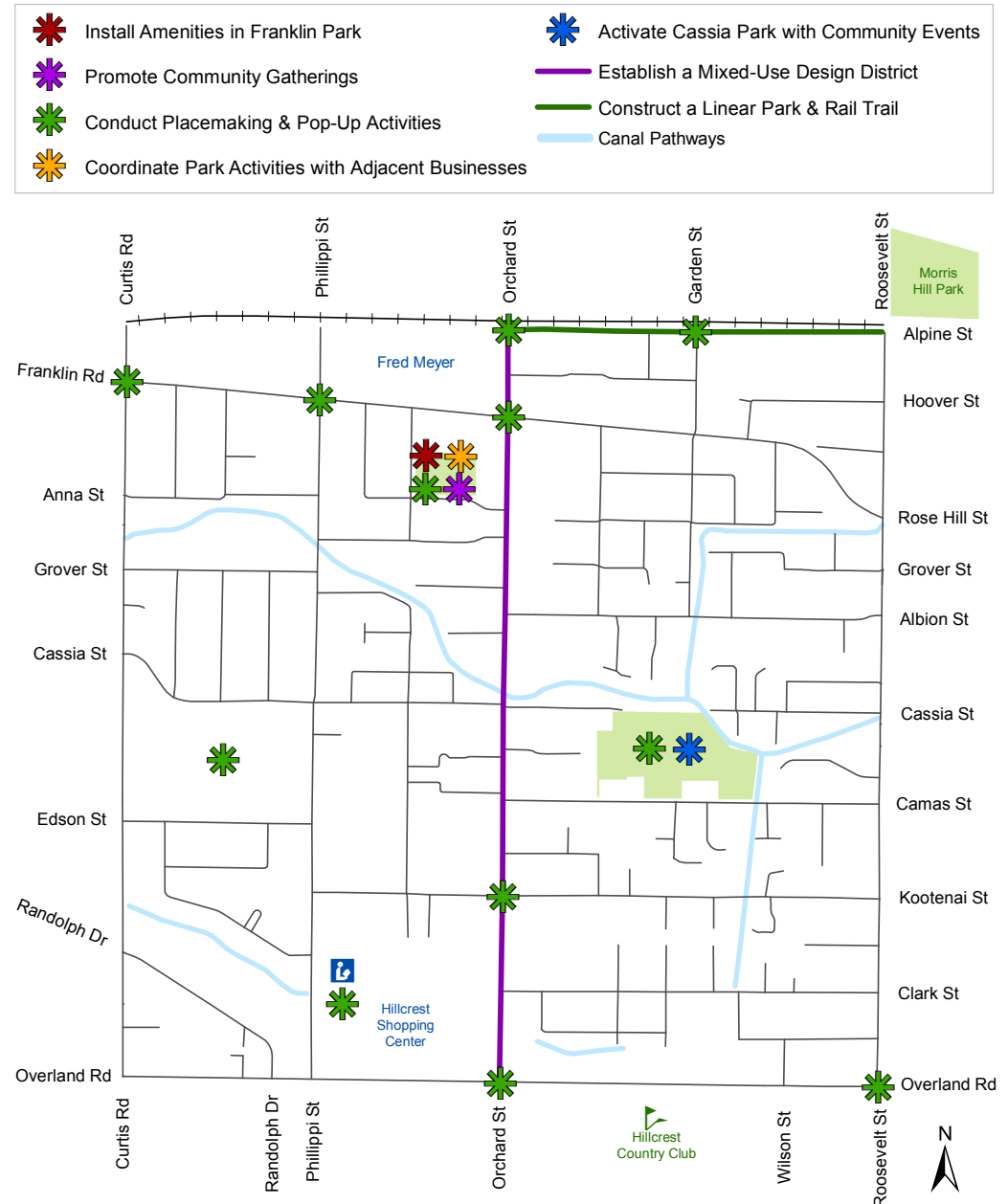
ACTION PLAN - PRIORITY PROJECTS

Determined by the Central Bench Neighborhood for Implementation by the Neighborhood, the City and other funding and supporting entities.

LAND USE & DEVELOPMENT

NUMBER	TIMING	ACTION
LUD1	S M L	Install amenities in Franklin Park in accord with the park master plan
LUD2	S M L	Partner with future businesses adjacent to Franklin Park on park development and activities
LUD3	S M L	Apply the City of Boise <i>Commercial and Mixed Use Activity Center Guidelines</i> and Boise <i>Citywide Design Standards and Guidelines</i> as development and redevelopment occur
LUD4	S M L	Focus high density housing in designated Activity Centers
LUD5	S M L	Work with business and property owners in identified activity centers including the Library! at Hillcrest, Franklin Park and the Franklin Road/ Orchard Street intersection, to conduct community gatherings, placemaking and pop-up activities
LUD6	S M L	Activate Cassia Park with community events and placemaking
LUD7	S M L	Establish Orchard Street as a "mixed-use" overlay district
LUD8	S M L	Create a linear park/Rail with Trail along Alpine Street
LUD9	S M L	Plant trees along streets, throughout parking lots, parks and plazas

S Short-Term **M** Medium **L** Long-Term



LUD10	S M L	Create “pop-up “projects and seasonal uses on vacant parcels
LUD11	S M L	Conduct charrettes with property and business owners to develop concepts for redesign of parking lots, sidewalks and building frontages to improve pedestrian and bicycle access and create public plazas and open space
LUD12	S M L	Encourage a range of housing options. This includes a variety in types, sizes and prices. This will ensure housing will serve people of all ages and incomes and will allow people to age in place

NEIGHBORHOOD CHARACTER

NUMBER	TIMING	ACTION
NC1	S M L	Install additional public art, interpretive areas and other cultural elements throughout the neighborhood
NC2	S M L	Inventory places of cultural or special significance
NC3	S M L	Expand the Neighborhood Watch program
NC4	S M L	Host an annual neighborhood cleanup event each spring
NC5	S M L	Identify locations for “Central Bench” branded neighborhood wayfinding and other signage and apply for funding through the City's Neighborhood Improvement program
NC6	S M L	Develop a “welcome neighbor” program that engages in an annual orientation meeting for new residents
NC7	S M L	Promote participation in “Rake-Up Boise” and “Paint the Town” programs
NC8	S M L	Organize volunteer visits to senior living centers
NC9	S M L	Work with the City of Boise Neighborwoods Program to plant shade trees on residential and commercial properties.
NC10	S M L	Apply for neighborhood projects funded through the City's Neighborhood Improvement Program to implement actions within the Plan and for other improvements within the Central Bench Neighborhood.
NC11	S M L	The Central Bench Neighborhood Association Board will meet annually with the City to review implementation of this Plan and consider new projects or actions
NC12	S M L	Develop a cultural plan
NC13	S M L	Host an annual food festival, fun run, walking tours or other events that showcase the unique character of the Central Bench Neighborhood

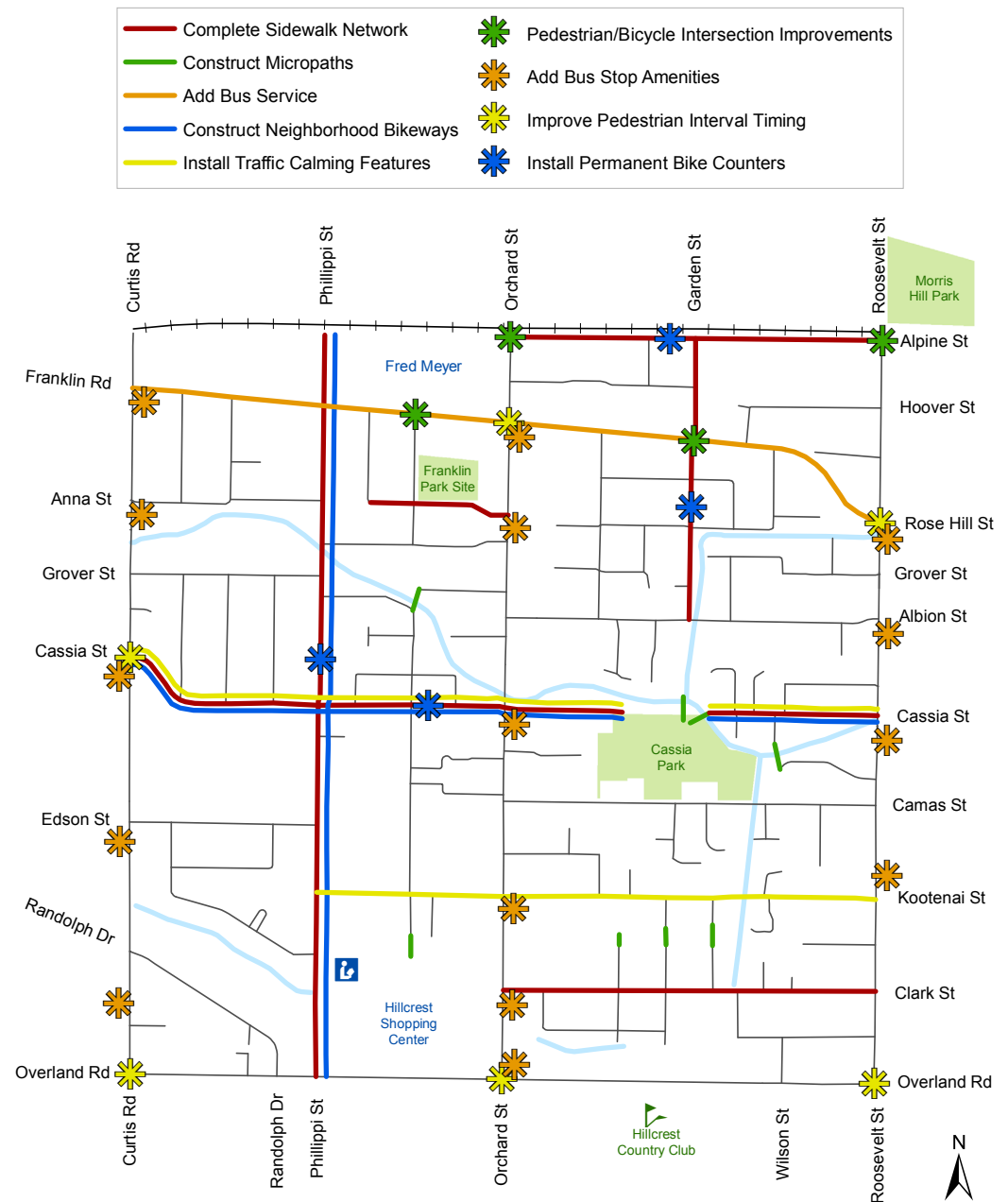
S Short-Term **M** Medium **L** Long-Term

NC14	S M L	Request green and sustainable storm water management on all new developments and infrastructure projects
NC15	S M L	Pursue additional sources of grant funding for neighborhood greenery and landscaping in public spaces
NC16	S M L	Convert undeveloped or underutilized land for community gardens

CONNECTIVITY

NUMBER	TIMING	ACTION
C1	S M L	Develop Safe Routes to Schools Plan
C2	S M L	Construct a neighborhood bikeway along Cassia Street
C3	S M L	Work with ACHD, City of Boise, residents and other stakeholders to study and implement modifications to Orchard Street which would create a “complete” street to with detached sidewalks and landscaping
C4	S M L	Establish a micropath from: <ol style="list-style-type: none"> Foot Bridge from Cassia Street to Cassia Park (Ridenbaugh Canal) Foot Bridge from Garden Street to Cassia Park (Electric Light Switch Lateral) Hilton Street to Hillcrest Shopping Center Foot Bridge from Hilton Street to Grover Street Kootenai Place to Newell Street Kootenai Terrace to Zola Street Lanham Street to Wood Acres Court Nash Street to Mt Vernon Apartments
C5	S M L	Complete the sidewalk network on: <ol style="list-style-type: none"> Cassia Street Garden Street Alpine Street Clark Street Peg Street Phillippi Street

S Short-Term **M** Medium **L** Long-Term



C6	S M L	Prioritize bicycle and pedestrian intersection improvements at: <ul style="list-style-type: none"> a. Garden Street crossing Franklin Road b. Hilton Street crossing Franklin Road c. Alpine Street crossing Orchard Street d. Alpine Street crossing Roosevelt Street
C7	S M L	Install permanent bike counters along: <ul style="list-style-type: none"> a. Garden Street b. Cassia Street c. Phillippi Street d. Alpine Street
C8	S M L	Program leading pedestrian interval timing at: <ul style="list-style-type: none"> a. Orchard Street and Franklin Road b. Orchard Street and Overland Road c. Roosevelt Street and Rose Hill Street d. Cassia Street and Curtis Road e. Curtis Road and Overland Road f. Roosevelt Street and Overland Road
C9	S M L	Add bus stop amenities along downtown-bound stops at: <ul style="list-style-type: none"> a. Roosevelt b. Orchard c. Curtis
C10	S M L	Construct a neighborhood bikeway along Phillippi Street
C11	S M L	Install traffic calming features on: <ul style="list-style-type: none"> a. Kootenai Street b. Cassia Street
C12	S M L	Collectors and arterials shall serve as a pedestrian oriented roadways with detached sidewalks, enhanced bike lanes and narrow vehicle travel lanes
C13	S M L	Create convenient, comfortable, direct and safe pedestrian and bicycle linkages between buildings, streets and places. These linkages shall also be coordinated with transit routes
C14	S M L	Encourage an interconnected street grid network

S Short-Term **M** Medium **L** Long-Term

C15	S M L	Submit updates to ACHD for the Central Bench Neighborhood Pedestrian and Bicycle Plan, and five-year work plan. Focus particularly on residential streets and improving sidewalks in vicinity of public places, public services, medical facilities, schools and transit routes
C16	S M L	Request construction of detached sidewalks as recommended in the City of Boise's Transportation Action Plan and Boise Citywide Design Review Standards and Guidelines. Sidewalks should complete connections to each business, complete pedestrian networks and be a minimum of 5-feet wide
C17	S M L	Consider where further investment in intersection crossings with painted crosswalks, traffic calming measures such as bulb outs, speed cushions, and flashing crossing beacons or traffic signals might be appropriate
C18	S M L	Work with adjacent Neighborhood Associations to identify, plan and prioritize important corridor connections
C19	S M L	Increase VRT bus frequencies on all Central Bench Neighborhood routes
C20	S M L	Create additional bus service routes along Franklin/ Rose Hill
C21	S M L	For pedestrian and bicycle traffic utilize the existing canal system along: a. Ridenbaugh Canal b. Farmers Lateral c. Electric Light Switch Lateral north of Overland Road

SITE AND BUILDING DESIGN

NUMBER	TIMING	ACTION
SD1	S M L	Buildings shall be placed near the street
SD2	S M L	New and/or excessive surface parking shall be discouraged. Parking shall be located away from the terminus of vistas, away from street intersections and to the side and rear of buildings. When parking garages are proposed, they shall be integrated into mixed developments with other uses so the garage does not become the dominant feature of the block. Where possible, street facades of garages should feature storefront or office space
SD3	S M L	Encourage façade transparency and limit blank walls
SD4	S M L	Provide entrances directly from streets, plazas and open spaces
SD5	S M L	Loading and services areas shall be located away from main entrances, pedestrian routes and open spaces

S Short-Term **M** Medium **L** Long-Term

SD6	S M L	Provide weather protection with awnings or canopies over windows and building entrances
SD7	S M L	Integrate quality building and site design by stepping buildings down in height and massing from the street to the existing residential neighborhood
SD8	S M L	New development should also provide architecture and materials are sensitive to its surroundings
SD9	S M L	Activity Centers shall be constructed adjacent to pedestrian oriented roadways with detached sidewalks, street trees and bike lanes. The street section may be allowed to change from a traditional tree lawn to an urban streetscape that contains tree grates and plaza space to activate these areas and provide locations for outdoor dining and display
SD10	S M L	Limit driveways and access points to collectors and arterial roadways to improve bicycle and pedestrian safety
SD11	S M L	Request construction of detached sidewalks with street trees located between the sidewalk and curb line on all roadways

S Short-Term **M** Medium **L** Long-Term

APPENDICES

- A. Central Bench Survey and Map Responses
- B. Plan Review Summary
- C. Existing Conditions Report
- D. Central Bench Neighborhood Map of Existing Tree Canopy
- E. City of Boise Neighborhood Cultural Plan Template

APPENDIX A

CENTRAL BENCH **Neighborhood Plan** NEIGHBORHOOD SURVEY AND MAP RESPONSES



1. WHAT DO YOU LIKE MOST ABOUT LIVING IN THE CENTRAL BENCH NEIGHBORHOOD?

- The eclectic demography, housing, and businesses.
- Proximity to downtown and diversity of neighbors.
- The location! It is so centralized to everything. Downtown is easily accessible, the freeway is close and all of the main connecting routes across the valley. Also, I love the diversity. It is not one kind of person or businesses.
- How central it is to everything Boise has to offer (downtown, parks, easy access to freeway, etc.)
- Location
- People aren't as status oriented as in other parts of Boise, such as North End. More down-to-earth types here. Also, community spirit is healthy, and places to live are so affordable that refugees can live here. I love the diversity.
- Convenient location to downtown, parks, and shopping. An unofficial international district on Overland and elsewhere on the bench.
- It's quiet. The houses are spaced apart. Old established homes and yards. Cassia park nearby, although not the easiest to get to.
- 15 minutes to everything.
- Location, small private streets, the safety of semi private areas without outside traffic. The wild life, birds, ducks, doves, and quail that the canals are home to.
- Diversity & character
- Being close to downtown and the freeway as well as the local parks and retail shopping
- Proximity to Cassia Park.
- It is easy to get to anywhere from the Central Bench
- The central location makes it quick and easy to access downtown, Boise State, the mall, the freeway - pretty much everything in Boise.
- I like most the neighborhood's central location and its mix of housing--single family, multiple families, apt, businesses; newer housing as well as preservation of older homes and its individuality.
- We work in the Central Bench, and we like the easy access to the freeway and to downtown.
- The people and history of the Bench. I especially love the irrigation canals and proximity to stores.
- The cultural, racial, economic, political, and religious diversity of the neighborhood, the community houses that are still independently built and owned here rather than cookie cutter subdivisions, and its central location to the City of Boise and the Treasure Valley as a whole.
- The quiet nature of things.
- I like the affordability of the neighborhood and the accessibility to the greater Boise area from our neighborhood.
- It's a safe quiet neighborhood
- I never have to leave the area for anything I need.
- Good centralized location. Diverse population (for Boise anyway) .
- Diversity
- Diversity of people and businesses. Central location to other activities in Boise. High concentration of locally owned and unique businesses.
- Access to everywhere
- Close proximity to what is needed
- We're close to friends, the library, schools, parks, Albertsons. I love being close

enough to walk or ride.

- Cassia Park
- The Central Bench is like a "small town". You can have solitude or activity, whichever you choose at any time.
- Ease of travel to anywhere within Boise;
- Some great old houses with lots of potential, close to downtown, ethnic diversity
- We're first time home owners, so, actually meeting and getting to know my neighbors was a real plus!
- It is an eclectic neighborhood with people from all walks of life. Plus it has an awesome park!
- I like being close to almost everything I need or want. I love the homes, they have character and for the most part well taken care of
- Ease of access to retail and entertainment. Ease of access to other city neighborhoods and quick access to freeway. It's an older neighborhood that is established and has character.
- Location
- Quite neighborhood
- The community really looks out for their own... Most of the time.
- Centrally located and affordable.
- Minutes from Downtown. Minutes from the airport. Minutes from I-84. Older, run-down homes being spruced up and young families moving in. It's the next North End and feel like we made a great investment!
- Relatively walkable
- That each neighborhood is unique, no HOA, central to many locations, local restaurants and coffee shops. Refugees living among our neighborhood is a good thing!
- It's the area I grew up in. It's close to my workplace. Not too much traffic.
- Walkability to downtown, Vista Village &

Emerald Orchard

- The close proximity to just about everything is definitely a positive. I also love the character of the neighborhood which includes everyone from young families, elderly, and refugee populations.
- I like that our neighborhood is so self-contained. I rarely have reason to leave the bench. Everything I need is available within 5 miles of my house.
- Closeness and convenience to downtown, freeway, shopping, friendliness of neighbors
- Central location, affordability and homes with old school charm.
- There is a welcoming and comforting atmosphere.
- The diversity of housing options, shopping opportunities, schools, and residents. It is NOT a sterile planned community in which rules and regulation are mandated by a small few.
- Proximity to downtown and greenbelt. Diversity of neighborhood (economically, racially, ethnically). Open spaces and trees
- I love being close to everything! I can hop on the highway and be just about anywhere in minutes. I love being close to downtown and all of our lovely parks, trees and diverse groups of people. It's quiet and there are so many hidden gems.
- We enjoy how centrally located everything is. We also enjoy our neighbors and getting to know them more. We like the library and Cassia Park and use them often.
- Proximity to amenities such as the Greenbelt, downtown, and the river.
- the proximity to all areas of the city and the parks
- Close proximity to just about every where in Boise and not under the flight path of the airport/Gowen Field.
- Close to everything, can walk to the grocery store, restaurants, vet, library. My

life is now set up that I can ride to pretty much everything - my drs, work, food, vet etc. I am able to only use my car once a week, if that, during summer. (good weather)

- Close to downtown and parks
- Greenbelt access, no HOA, quiet neighborhood
- All the parks and it's quick to downtown.
- Convenient access to parks and downtown
- I like that the neighborhood is very architecturally diverse - no cookie cutter homes or oversized barren lawns. I greatly appreciate that it is easily accessible without a car, either by walking, biking or public transit. It is important to me that cost of housing is affordable due to a lack of HOAs, and the existence of small, sensible homes and lots.
- It's a quiet block but has great proximity to shopping, downtown, restaurants, the airport, etc.
- Quiet, friendly neighborhood
- Close to everything! No HOA nonsense.
- Diversity of people - ages, ethnicities, income levels, etc. The location is convenient to most of what I like to do in Treasure Valley.
- Everything is so convenient. Shopping, medical care and the airport.
- I like the visual variety of the older homes. I like the bus. I like Fred Meyers. I like that it is not Eagle Road.
- I like the proximity to downtown and the freeway with the feel of a quaint community surrounded by mature trees and parks.
- Quiet, affordable, friendly
- Quiet, residential, close to everything.
- Location, we are close to downtown, and airport, and greenbelt.
- It's close to my work.
- I love the access around the central bench. We have so many options for shopping

within a very short area.

- It's very centrally located to everything around town. Also it is a very warm and beautiful place to live.
- Proximity to downtown. It's close to the city but not in the middle of the city.
- Proximity to downtown! Everything is so close and our neighborhood provides everything we need.
- Location, location, location. Close to downtown, airport, mall, freeway!
- Access to everywhere in Boise
- Community, local businesses, easy access
- Central location in Boise, mixed uses (residential near commercial) access to greenbelt, and the parks in and near the neighborhood.
- I enjoy the location of the neighborhood relative to the rest of the city and that so many amenities are close by.
- It is an awesome community full of awesome neighbors.
- Easy access to downtown. Generally quiet.
- Close to most parts of Boise
- Close to everything we need
- Ideal location for easy access to downtown, the airport, parks, grocery shopping, etc.
- The neighborhood offers everything necessary to live within walking distance - grocery, library, church, parks,...
- Access to local restaurants, although better walking/biking access to those would be nice. Additionally, would love to see the city work with existing restaurants to find some outdoor dining options.
- Location and older homes
- Quiet neighborhoods that are close to downtown and all the businesses that one needs but still retains that small town feeling.
- Proximity to Cassia Park
- Close to all of Boise,
- I like how close it is to everything.

- We live next to Cassia Park which is nice for us to take the dog for a walk
- Close to everything Boise
- Proximity to work and parents
- We look out for each other.
- It's home. Where we have raised our kids and have great neighbors.
- My friendly neighbors and the convenience of having a grocery store, library, restaurants close by.
- It's close to everything
- I like the location. I like the diversity of people's homes and the diversity of people. I feel safe here.



#2. WHAT IS THE BIGGEST CHALLENGE FACING THE CENTRAL BENCH NEIGHBORHOOD?

- Gentrification
- Developing this area to be an intentional community instead of just a bunch of houses shoved between large corporate shopping opportunities.
- Even though I stated that everything is close it is not always easy to get to unless you are in a car. It would be nice to have complete sidewalks that don't just end and more bike facilities.
- Loiterers
- "The airplane noise that might be coming, wonder if any of our city leaders live in the impact area?"
- Walkability. Not enough sidewalks and too much racing traffic on main thoroughfares, and it's not possible to reach shopping or other businesses without walking alongside racing vehicles. Very scary.
- Sidewalks
- Mobility. Franklin and Orchard are very busy streets and unpleasant to walk or bicycle.
- We are looked down on as poverty ridden.
- Keeping this a neighborhood and not a central traffic zone. We need side walks and bus stops, not cross town traffic. More needs done to take care and maintain current parks and streets. Traffic box art and corner sign do not make up for the lack of side walks. Tennis court at Cassia park are in need of repair, extend the seasonal time the restrooms are open. Provide walking paths in parks that you don't have to walk on the grass to stay out of the way of bike riders.
- Drugs and crime ([suspected] drug houses, roaming car/bike thieves), rising property values pricing out the diversity. Also, bike paths/sidewalks so kids can safely ride to/from school.
- Growth, Crime and Traffic
- Poorly kept properties and badly controlled traffic on Orchard and Curtis streets.
- Homeowners who don't care, and allow weeds, broken down cars and garbage to pile up around the property.
- Areas of the neighborhood are not consistently safe or walkable/bikeable. This makes it challenging to walk dogs and kids, bike to work/shops, etc.
- Overbuilding on already overcrowded intersections; i.e., old Franklin lot on Orchard and Franklin. Really glad the association worked on that
- In all honestly, it seems to have a higher level of crime.
- Pedestrian friendly roads. People drive through our street fast (who do not live on road) and there are no sidewalks, or inconsistent sidewalks to walk with my children to parks and stores.
- Ensuring community is preserved through rapid growth and development with pedestrian, bicycle, and vehicular transportation access for the diverse population who lives here, so everyone can live, work, and play in a robust neighborhood with economic viability.
- The negative impact of the baseball park with noise, lights, traffic and environmental impact to our parks. Our property values will decrease.
- We lack neighborhood/ community gathering areas. We also need more connectivity from Cassia Park to the entire neighborhood.
- Traffic. We need more safe walkable paths to parks, shopping and schools. sidewalks and lighting would be a great help.

- Run down properties left in disrepair.
- Increasing cost of living, Ageing infrastructure, traffic , Crime
- Maintaining residential character
- Lack of walking paths/sidewalks. Orchard is a pain in the butt to drive at peak hours.
- Lack of sidewalks
- Since 2008 financial problems, the neighborhood has changed with less quality of upkeep of individual residences in some instances.
- My biggest challenges are that A- my neighbors (who I believe are on [drugs]) and B- the homes are old so they require lots of TLC
- The biggest challenge is accommodating everyone's interest. The CBN has a good mix of age groups, but, many of the changes are only geared toward the young population making it more difficult for seniors. So much focus is on bringing more people to Cassia park. It is already heavily used, which is nice to see. But, additional access points and bring more bikes through the park makes it more difficult for the seniors who use the path in Cassia park as a safe place to walk. Growth should be deliberately planned, not rushed.
- Mixed use areas and lack of sidewalks
- Disinvestment, strip malls with no character or architectural integrity, run down housing along busy streets, lack of small gathering places like cafes with patios in neighborhoods and away from busy, loud streets. I would love to see a strip mall focus on one idea like many stores and restaurants clustered selling different asian foods with a small ,but nicely landscaped and maintained central courtyard designed in a japanese or korean style. This would give focus and a unique sense of place to the neighborhood.
- As population increases, so does crime.

Our challenge is that we're awesome and everyone wants to live here. EVERYONE!

- A lack of curbs, sidewalks, and bike lanes.
- This winter was a challenge for all of us with the snow, I would say roads and the crime rate seems to be higher.
- Neighborhood blight and crime. No center lane on Orchard St.
- Increased traffic
- Helping promote yard up keep, home improvements
- We need more trees, and less bad neighbors.
- Adding more character and charm and dealing with ugly industrial spaces.
- Curmudgeons halting the progress of our community. Residents bear some responsibility for seeking out information about their neighborhood and actively participating in the decision-making process. "Well, no one asked me" is not acceptable. Be an adult, educate yourself, and get involved. Or get out of the way.
- Reputation for being a ghetto
- Lack of sidewalks. Empty store spaces on Orchard between Franklin and Orchard. Heavy traffice on Orchard with no turning lane. Poor quality of apartments, such as Latah Village. Yes, these are low-income, but pretty sad how they are being managed.
- Run down areas. Empty storefronts. Unimproved neighborhoods. Lack of public spaces.
- Property values
- Safe transportation, primarily for pedestrians. Lack of sidewalks force pedestrians to walk in the road. This is a safety concern especially for children who have no other option. Sidewalks also add a nice as aesthetic to some otherwise rough areas.
- Increasing incidence of crime.
- Too many shops closing and schools and

buildings torn down leaving empty lots that are just weed patches

- Rising real estate market values are pushing out the diversity the neighborhood is known for. Failing commercial/retail properties with high vacancy rates.
- Increased crime (needles in the road and break ins/theft) as the neighborhood grows.
- A good bar.
- Grandfathered in businesses that are eyesores (B & W towing), busy roads,
- I think the biggest challenge in the Bench area and just Boise in general is how to handle of the growth we are seeing. Growth brings more diversity, more businesses and more development. These can all be good things but a hard pill to swallow for some. I think making improvements to infrastructure is important to being able to be the 'peace keeper' of all this growth. Adding turning lanes to busy streets like Orchard or sidewalks to Phillippi are a great way to start so that people feel like it is safer to travel in our neighborhood.
- The development of a park at Franklin and Orchard. I believe this is not a good place for a park. Currently there are several parks that are wonderful and I think letting people know about them and utilizing them would be better than the expense and continued maintenance of another park. Franklin and Orchard is a very busy intersection. I wouldn't feel safe letting my children play in a park this close to it. Also I have seen several accidents here involving pedestrians crossing the streets. I would rather it have commercial spaces along the busy sides and residential property along the back sides. I would even be ok if a nursing home or 55+ community was put on the back side.
- Lack of pedestrian infrastructure.

- Lack of sidewalks, lack of a local coffee shop, the Latah Plaza presents a huge opportunity for a walkable center (I realize the Latah Plaza is not actually in the Central Bench)
- This is generally a lower income area, seems to be a lot of criminal activity and run-down looking buildings.
- Some limited services. Real lack of imagination for what to bring up here. Economic development should be focused on bringing small business or "mom & pop shops", either retail, restaurant or offices to the area. Working towards getting to people to spend their money where they live.
- Crime, no code to what people leave in front yards, lack of support by bpd
- People driving too fast through the neighborhood. People using the alley's to steal property.
- A lot of late night parties and not enough police patrolling the area during the night. Streets are very crowded with cars parked blocking mailboxes and driveways. I offer smell marijuana in the air.
- Overcrowded
- Though better than most neighborhoods, the bench still has relatively little housing for single people and childless couples. It is important that zoning remain open to both single and multi family residences with no minimum lot sizes or HOAs to allow for efficient use of housing resources.
- Over development in terms of the number of gas stations,, and unattractive commercial buildings, either existing or proposed!
- Connected sidewalks, canal crossings
- Connection and community.
- The F35 issue.
- There is a shortage of police presence.
- Code enforcement. There are some flagrant violations that persist.

- Safety when riding bikes and walking.
- Airport noise, lack of law enforcement.
- No full day kindergarten offered in our area. Over crowding in schools, drugs. Not enough sidewalks.
- The skyrocketing cost of housing. Also, while the older residential areas are generally nice-looking, the industrial areas and areas along busy streets look crummy and run-down.
- The biggest challenge is how to deal with growth while still making the central bench safe and a nice place to live.
- The price of a new home haha, looking good for selling our own place
- Maintaining the diversity of the neighborhood while improving the commercial portions.
- Bike connectivity and pedestrian safety. We have large busy streets and I as an adult get worried for my safety.
- Older homes & apartments looking run-down and unkempt.
- Homes that will be devalued if the F-35 is based here, deteriorating older homes
- Growing smartly, and growing strategically. Thanks for doing this survey!
- A lack of sidewalks and planning make traveling the neighborhood scary sometimes.
- Lack of recreation and family-friendly activities. Lack of a central community area.
- Noise and air pollution from proposed F-35's at Gowen Field, as well as safety. Noise, air pollution, traffic and loss of easy access downtown using Americana Blvd. to downtown if a stadium is built.
- Crime, drugs
- Do something with the old Franklin School Property
- "What are the challenges?
Affordable housing is almost always a challenge, especially now. (Seller's market)

I couldn't afford to live here if I had to buy my house today. (Purchased home 25 years ago. Buyer's market.)"

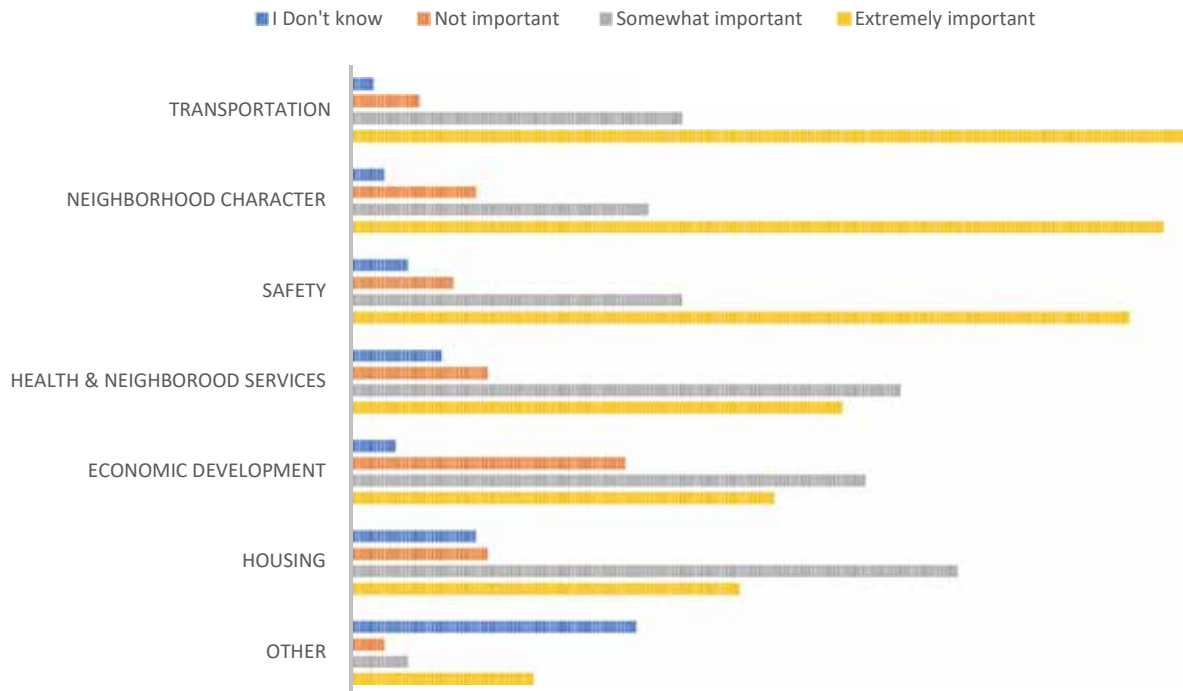
- Vehicles driving too fast on neighborhood streets - endangering children, adults, pets.
- The negative impact from the proposed F35 jets. This is an outdoors neighborhood and that will make spending much time outdoors very difficult.
- Crime and traffic to get out on Orchard
- Many of the people are lower income, living in older homes, so keeping up with needed repairs and general up keep seems to be a problem. I fear that the neighborhood may either become too run down or face drastic changes in the future, such as being bulldozed to build a more modern neighborhood that may lack the unique character of the Central Bench.v
- Keeping it neat and clean
- Keeping its small neighborhood feel, Keeping it safe.
- Blending the needs of everyone.
- Attention from the city of Boise to the need for redevelopment and improvement of our corridors like Orchard and Overland.
- Upgrading infrastructure to attract new families that will rejuvenate older homes.
- The biggest challenge facing the Central Bench is being treated as a legitimate neighborhood by local politicians and deserving of investment into the infrastructure and people.
- Many challenges. The bench has been victim to the trend of too many home owner investors renting their homes to subprime renters. This has created rundown and ill-maintained neighborhoods which lower home values and reduce a sense of 'place'. Other issues include rising instances of crime and a lack of connecting walkable/bikeable facilities.
- Staggeringly inflated housing prices. The

- Over-expansion. Terrified that we start seeing those stupid patio homes 4-on-a-plot or that because the denizens of our little neighborhood are not wealthy or connected it will cause our safety, comfort and concerns to be ignored.
- Unmanaged low income housing. Lack of significant investment in the area by the city for decades. It is time for our share of our tax dollars to be spend in our neighborhood like other sections of the city.
- People yards or property they own in between our fence and there fence on Cassia and Blazer does not get cut. I see this with several homes. We live on a dead end and when it snowed, our street was ignored. It was icy. This one house would have friends come over and they would park there car closer to where people are driving. If there was oncoming traffic, one

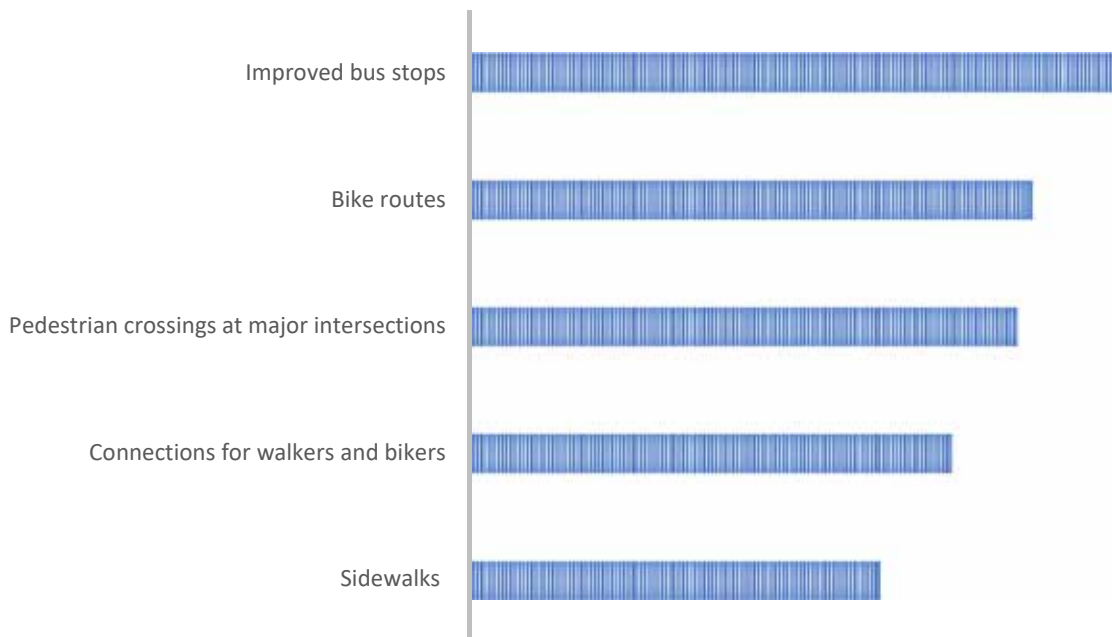
- Crime
- Older homes bring flipped and turned into rentals.
- Taking pride in our homes and yards and trying to keep them looking nice.
- Over development, we could lose the unique flavor of the neighborhoods.
- Not enough sidewalks.
- Gentrification. People complaining about others rather than taking care of their own. Comfortable voters who won't pay a 5 cent tax to improve safety. I don't understand people who complain about additional sidewalks and bike routes. Why are they too cheap to plan for safe transportation routes?



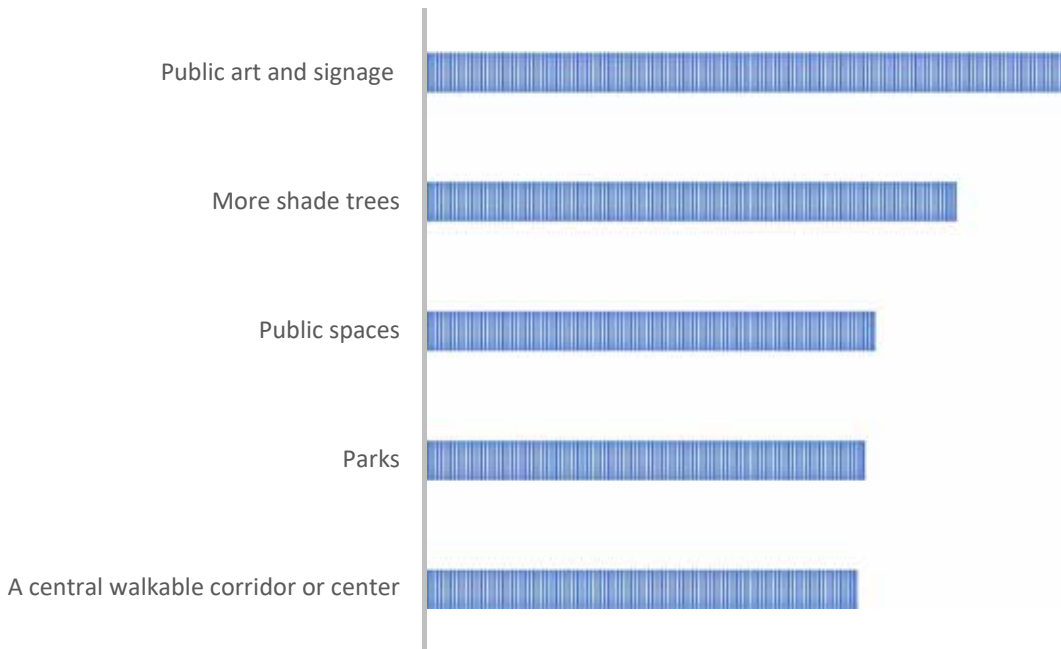
#3 How important is it that the Central Bench Neighborhood improve in the following areas?



#4 What transportation improvements are most important to your neighborhood?



#5 WHAT NEIGHBORHOOD CHARACTER IMPROVEMENTS ARE MOST IMPORTANT?



#6 FINISH THE SENTENCE : ONE WORD OR SIMPLE PHRASE THAT BEST DESCRIBES MY NEIGHBORHOD IS...

- Unique
- A great place to live and connect with my neighbors.
- Unique
- Neighborly love
- I like it like it is doesn't need improvements listed above
- Diversity
- Bright and beautiful.
- Quiet
- Incoming gentrification
- Headed toward becoming a cross town path and not a Neighborhood.
- Interesting!
- Diverse
- Disjointed.
- Diverse, convenient, and charming.
- Walkable and quiet
- Populated by many people who use public transportation, walking, and biking as means of travel due to their financial situations, so ways to keep them safe are important.
- Magical
- Diverse for Idaho and central to future Boise growth and connectivity.
- Going to have a decrease in value and livability with the addition of the baseball park.
- Livable
- A nice place for working families to live.
- Sublime.
- In transition.
- Friendly
- Diversity.
- Homey
- Changed
- Free
- This survey is very confusing, wish it was more simple and clear!
- Home Sweet Home
- Eclectic
- Huge potential
- We are a mixed-bag of rad.
- The heart of Boise
- Great
- Heart of Boise.
- Diversity
- Quaint character
- Peaceful
- A little scrappy but awesome
- ...on the verge of something great, if we can get our heads

- Eclectic
- Diverse and relaxed.
- Sketchy, with potential.
- Walkable, residential diversity!
- Evolving
- Middle class
- Needs cleanup
- Unpretentious
- Inviting
- Quiet and friendly
- Mixed types of housing and people.
- Home sweet home - close to everywhere you want to be.
- Middle class, working families.
- Connected
- Emerging
- Close proximity to most Boise areas.
- Comfortable.
- Needs improvement
- Comfortable.
- Over crowded

- Homely. The neighborhood to me is safe, affordable, accessible without a car, and beautiful.
- Close to everything.
- Nice place to live.
- Perfect
- Friendly and caring
- Well maintained.
- that Boise Planning and Zoning Division of Code enforcement has neglected this area slightly less than it has totally neglected vista area.
- Quaint
- Quiet
- Livable.
- Diverse
- ...has a lot of potential but needs a lot of work.
- Friendly
- The best neighborhood I have lived in.
- Comforting!!
- Eclectic

- Home.
- Deteriorating
- Changing
- Convenient and established
- Awesome
- Crowded- too many cars on narrow, dead end street. People using our driveways to turn around. Too much in-fill with the construction of 4 homes on corner of our street, which is only going to increase traffic on W. Teton St.
- Quiet, safe, and neighborly residents.
- A great place to live
- Friendly
- Pleasant
- Needs encouragement
- Close to everything I need.
- Diverse but under served.
- Diverse
- Normal Americans living their lives among friends
- Lovably livable
- Old-fashioned Americana
- Best place I have ever lived in the US. Don't screw it up!
- Diverse
- Not safe
- Peaceful..
- Unique and friendly
- The central location.
- Convenient



Fall 2017 Central Bench Survey: Map Comment Responses

Descriptive comment

Better develop the pedestrian and bicycle opportunities on Garden Street. This is already a calm, low-traffic street.

Pathway to Cassia Park would be great!

Neighborhood commercial and food truck are nice here.

Best bicycle connected street, but no markings or sense of safety.

Alpine/railway could be great bicycle pathway.

Both Franklin & Orchard are hard to cross on foot or bicycle.

Making left turns on Orchard is difficult and tends to back up traffic.

New Park!

Lack of canal crossings makes movement around the neighborhood difficult.

New Mobile Farmers Market is here on Mondays

Would be great to allow residents to walk alongside the canal to get to Cassia park.

There are broken down vehicles and trailers in the irrigation path behind these houses. Clean it up, please.

Crosswalk needed at Albion and Roosevelt for the folks getting on/off the bus for the ARC

Albertson\'s parking lot is unsafe with lots of shady characters at nighttime.

Pathway to Cassia Park would be great! It would allow vibrancy and connectivity throughout the whole neighborhood.

"Lots of kids use this street to walk to school and it is very hard to cross this intersection without a crosswalk. Traffic goes fast and do not stop for pedestrians.

Very hard to make left turn off of Orchard or onto Orchard.

Needs a flashing pedestrian sign or Pedestrian activated stop light. Garden street is very HEAVILY used by people who walk and bike. It is extremely difficult to cross Franklin with the curve to the East and traffic moving fast especially during high traffic times.

Alpine or the railway would be great for a bicycle path. It would be a fantastic connection route!

With this being a park/dog park many people walk this area. The inconsistent sidewalks make it unsafe and confusing when getting around by foot. It would be fantastic to have complete sidewalks all along Roosevelt.

Need a turn lane on Orchard Street!

Make Garden Street the official bike pathway from Cassia to Greenbelt

Make Garden Street the official bike pathway from Cassia to Greenbelt

Empty lot at Franklin & Orchard. City can help developer create walkable destinations here

Cassia Park parking lot curbs need to be built up to prevent vehicles from bottoming out.

Get the park started, it looks horrible. Make the owner of the old motorhomes and trailers in the parking lot move them or haul them away.

Sidewalks needed. Sharing the roads with pedestrians is sometimes unsafe.

Farmers Lateral Canal next to Albertsons is rough. Would make a great bike path if repaved.

A cross walk with flashing yellow lights would be nice to help children cross the road. Consistent sidewalks on Randolph between Curtis and Overland would also help.

A community Garden would be lovely.

I would love to see a Boys & Girls Club here for the children in this community!

We need a larger space for our Library!

pathway takes away from residences and adds more risk to this area and damages wild life habitat

Slow down traffic on Roosevelt. People use the road as a race course at night and it is unsafe. Speed bumps would greatly improve compliance to a reasonable speed limit.

A path allowing access to the N side of Cassia park will negatively impact the activities that occur in the green space in that area.

Cassia Park is a heavily used park. An additional path is not needed.

A path on the N side will be a security risk to the neighbors along the proposed path due to illegal night time activity in that area. The path provides an additional escape path and makes it more difficult for police.

It would be great to have the tennis courts re-surfaced.

Adding more stopping points for cars along busy roads detracts from quality. Idling cars negatively affect the environment. A better solution is to make sure there are safe sidewalks to the intersections that already have streetlights. Saving a few steps for people by causing traffic congestion is not a good trade off!

A dog-waste bag dispenser at the start of the canal path would be great. Gentle reminder to clean up after your pets!

A new path provides greater access to our park for the entire community!

Turn lane on Orchard would be much safer.

The neighborhood needs a new park here. large open green space. Walking paths, flowers, etc.

Walking path connecting Albion to Cassia Park is very much needed.

This large field has been an eye sore for decades. A new neighborhood park would be great in this location.

This large field has been an eye sore for decades. A new neighborhood park would be great in this location.

More police patrols in this area are needed. This apartment complex is a major source of crime in the neighborhood.

The city could rent any of the office spaces, or vacant buildings, in the Central Bench area, to add a Boise City Police neighborhood outreach center like there are in many other parts of the city.

More trees

Turn lane on Orchard - I was rear-ended here last year trying to turn left onto my street!

Excited for the new path and safer Greenbelt connectivity for residents south of Rose Hill.!

This empty lot filled with trash is an eye sore and waste of space, but guessing the radio station owns it for its transmitter?

This empty lot filled with trash is an eye sore and waste of space, but guessing the radio station owns it for its transmitter?

Very excited for new park, just hope we don't drive away potential business development with demands and caveats.

The trees along the Ridenbaugh Canal need to be treated for insects and trimmed down. They are a danger to resident's homes and people

We need a sidewalk that runs on both sides of the road on Hilton street to Cassia for residents who walk and or children that walk to Borah high

Add curbs and sidewalks to residential side streets

Add easements for walking paths from deadend streets thru neighborhoods

A larger library is needed for this highly utilized asset.

Encourage working with the City and Maverik to ensure the best development to compliment adjacent park.

A bridge connecting the neighborhood north of the park will improve both use and safety.

sidewalks along Roosevelt

Crossing the street to/from Fred Meyer. I would like to see a crosswalk at Hilton and Franklin.

I can't recall exact locations at this time. However, walking on Phillippi between Franklin and Overland, the sidewalk on both sides of the street are not continuous. Would be nice if they were.

Corner section is vacant. Opportunity for development or recreational of some sort.

Would love to see a dog park here. It is surrounded by residential and has little other use because of radio towers.

The wrecking yard must go! It had a fire last month, looks horrible, and should be located elsewhere!

The bridge/path will negatively impact the community by providing an additional escape route in which police can not follow.

Pathway is cost prohibitive. Money would be better spent improving sidewalks and existing facilities within the park.

Existing sidewalks within the park are heavily used by pedestrians. The new pathway, allowing bike access to the north side of the park, will encourage cyclists to use existing sidewalks. This will create a danger for pedestrians.

Covering the small canal along the proposed path will negatively affect mature trees and wildlife.

Funding would be better spent reducing current criminal activity, instead of providing an unsafe, unmonitored path.

Cassia already has 3 access points, why do we need another?

Towing along with auto repair shop. Unsightly and I worry about toxics in the soil from wrecked vehicles

Bike/pedestrian path along the rail line would be great and clean up the right of way

Being a user of the park walkways, I believe providing rider access from the North side of the park without any bike racks will encourage bikers to use the sidewalks as a bike path endangering themselves and pedestrians.

It would make more sense to spend your money improving the facilities within the park instead of providing additional access to the park.

Is building a bridge the best way to spend your money?

Orchard St needs a middle turn lane so bad.

Think this is too busy an area for a park. Commercial property along Franklin & Orchard. Residential for Hilton and Peg St. Already seen several accidents with people not watching and people getting hit at Orchard and Franklin intersection.

Need a signalized intersection or HAWK crosswalk for people to cross Franklin at Garden Street. Cassia Park will have a new bridge for access from Albion Street which will draw more people down Garden from north of Franklin.

A bridge would provide excellent access for residents north of Cassia Park! Cassia Park has the only tennis courts and only public softball field in the Central Bench. Access from Garden Street, a low traffic street compared to Roosevelt and Orchard, is needed!

Residents trying to cross Franklin on Garden Street have to walk a quarter mile to the nearest signalized intersection at Franklin and Orchard. Walking to and from that intersection is a full half mile, and adds 15 minutes to a walk. Garden Street is the primary Greenbelt access point from the Central Bench and priority should be placed on protecting pedestrians trying to cross Franklin at Garden Street.

The bridge and pathway is a bad idea. Increased traffic along the canal ways will negatively impact the wildlife that live within the canal areas.

I would like to see the tennis courts resurfaces instead of spending money on a new entrance to the park and cyclist training area.

We should improve existing entrances to the park instead of building new ones we need more parking

Move the bicycle park to the new park on Orchard. Cassia park is over used.

A bridge over the canal connecting Cassia Park will increase pedestrian safety by reducing the need to walk along Orchard or Roosevelt St to access.

Longer green lights are needed for traffic headed north/south during rush hour commutes to prevent long lines from building up, difficult to get out of my neighborhood when this occurs.

Designated left turn lanes needed, through traffic piles up because of someone waiting to turn.

Designated left turn lane needed for traffic headed north and wanting to turn west onto Cassia.

The dip at this intersection is very deep, smaller vehicles sometimes \"bottom out\" trying to navigate it."

Storm drain is badly needed in our cul-de-sac, rain and melting snow flow toward central mail box and make it difficult and dangerous to retrieve our mail.

This bridge would be a HUGE plus for the community. This could be a safer path for kids going to and from school, allow people N of the park to have greater connectivity, it would increase property value all around because of the direct access to the park, also there are many studies showing that other situations like this increase safety.

Having a path here would be a huge plus to the community living North of the park because it will all active transportation access instead of walking an extra 1/2 mile plus. It would make a more vibrant community.

Intersection from Manville to Rose Hill Ct has a very deep dip, many cars are bottoming out.

Huge dip in road that small cars scrape. People like to go way to fast. Kids are always in danger

A pedestrian bridge across the canal here would make access to the new park from the south west much easier.

Continuous sidewalks along Phillippi would make the neighborhood a lot more walkable.

Cars turning off Cassia frequently go through the pedestrian crossing when red. Need more signage here. Also bushes should be cut back to allow for more visibility.

Crosswalk here would be a great idea!

Empty lot here is filled with trash, owner needs to keep it in better condition.

A pedestrian path/bridge over the canal connecting Garden/Albion to Cassia Park will provide safer access to the park for the whole neighborhood. The more pleasant the bike/pedestrian routes in the neighborhood are, the less of a concern parking/vehicle traffic will be within the neighborhoods.

Orchard Street is scary for pedestrians, cyclists, and motorists. Can something be done to make it safer please?

It would be great to have a pedestrian bridge/pathway to provide safer access to Cassia Park for neighborhood residents who live on the North Side of Albion and beyond. There is also limited parking at Cassia park. Safer pedestrian/cycle routes would diminish the need for parking.

A turn lane on Orchard would be amazing! Making left hand turns off of Orchard is terrifying!

I'm excited for the new park! How can we motivate local, pedestrian friendly businesses to develop here? Perfect locations for a mini Hyde Park/Bown Crossing...

Any chance we can motivated the city to build a new library in the vacant space here? That would be amazing!

Safer pedestrian/bicycle access to the park is more aesthetically pleasing, promotes a healthier lifestyle, and is more cost effective than more parking.

Sidewalks on Clark St. People are @ using Clark as a through street to get to Orchard.

By the number of comments, this is obviously a \hot\" topic. From a meeting a while ago

I understand people want to save a few steps, but, the sidewalks on Orchard and Roosevelt are safe. Spend the money from this project on providing more sidewalks rather than getting rid of a canal and disturbing our neighbors and the only school on the central bench.

My friends and I are older and love to walk in Cassia park. Adding a north pathway to bring bikes in from that direction will make it unsafe for us. Add bike paths on the road for safer travels for the bikers.

Adding a pathway that will negatively impact our neighbors for the convenience of others is insensitive. I am surprised the CBNA would support this effort rather than other options for safety and access.

Many comments in support of a N side pathway are to provide access around the bench through Cassia park. Cassia Park should be a destination not a thoroughfare to connect Albion to Camas. Use this project money to add safety to other areas such as better lighting for kids walking to school in the early morning or consistent sidewalks.

A crosswalk or pedestrian traffic light would be great here. I see a lot of cyclists and pedestrians using Garden St. It's the most direct/safest path from our neighborhood to the greenbelt/downtown.

Some sort of vehicle barrier here would be great. Cars should not be able to drive on canal path.

Healthier communities are proven to have better access to parks. A bridge crossing the canal would positively impact the whole neighborhood by providing more efficient access to residents North of the park. Healthier communities are stronger communities.

Add a doggie waste bag dispenser and disposal.

I would love to see a bridge over the canal to allow access to Cassia Park from the North neighborhoods. Currently we have to take our dog out on Roosevelt or Orchard and both can be loud and scary to her.

Move Randolph and surrounding streets to 83705 this side of Curtis to 83705 so it can be a part of the Bench 83705 instead of 83709.

Dog lovers, please walk your dogs on a leash or make use of the off-leash dog part on Roosevelt!

With the possibility of a pedestrian bridge to Cassia Park, this intersection definitely will need a signalized crosswalk.

We can't wait for the new park to be built!

A traffic signal would make it safer for people to cross the street to reach other businesses and bus stops, without having to cross at Orchard

Any word on what's going in on the site of the demolished building. I've heard there's a restaurant, but can't confirm.

Smooth out RR crossing on Roosevelt. Chip sealing of street several times has made crossing a hazard with too much buildup.

I am in support of a pathway but we should not impact our neighbors in a negative way. I would be upset if someone were to come on to my property and tell me how it should be used.

I am in support of a pathway but we should not impact our neighbors in a negative way. I would be upset if someone were to come on to my property and tell me how it should be used.

I would suggest you spend your money into the existing facilities at the park as opposed to added additional park access from the North side and bike training area. The tennis courts need help and the picnic area and playgroup could use some work too.

It seems like a lot of work and money is going into the new bridge that does not have full support of the neighborhood. Maybe that money could be spent on improving the ballpark. Some shade for the stands would be nice.

Foot bridge over the canal with access to the park from Albion. Have the people from the apartments stop parking on Albion in front of other people's homes.

Speed bump would be very much appreciated on Sites Drive between Phillippi and Edson. There is a blind corner that is dangerous for pedestrians because too many cars are going at least 10 over the 20 mph limit.

The sidewalks should be for pedestrian use only; they are not wide enough to share with bicycles.

A path on the N side of Cassia park will provide a nice escape route and make it harder for police to catch criminals - example: US Bank robbery on 6-22.

Put funding into making the new park at Franklin and Orchard safe and accessible rather than adding this path.

The rights of the property owners bordering this potential path should be put before others who want to use this path as a shortcut to Cassia park.

Cassia Park does not have an accessibility problem. A N path is a waste of tax dollars. Use the money on more important projects.

Sidewalks and bike lanes provide safety and connectivity throughout the Central Bench - not a short path. My vote is \NO\" on this path."

There are more negative consequences than positive opportunities from this path project.

Curb and gutters on Anna Street.

I would like to see funds used to improve/maintain existing park amenities rather than add a north path.

Shade cover for stands at softball fields would be great.

Put funds into making Cassia Park safe at night rather than providing this pathway that will make it harder for our police to catch trouble makers and provide a safety concern for the neighbors.

Any pathway that connects the central bench, but disturbs those along the path should not be allowed. Look for win/win opportunities.

Use the money for this path to provide safety around the entire bench, such as the signs that say \drive as if your kids live here\"."

What\'s wrong with using the current routes to Cassia Park? When we teach our children to use a sidewalk and crosswalks appropriately, we don\'t need to disrupt neighbors and a school with the opening up of an additional thoroughfare.

Speed bumps on Eagleson Road between Franklin and Anna street are needed. People drive at a high rate of speed to skip the light at Franklin and Curtis as well as traffic from the Crescent Bar cuts through the neighborhood to avoid law enforcement. Many children on bikes and it is a very dangerous situation.

Cassia Park is not designed to be a bicycle route.

The area next to the canal would be great location for an off-leash dog exercise area.

Don't make it a bicycle park- improve on what is here for people.

Improve connectivity, outdoor recreation, community health - North access bridge to Cassia Park

Pedestrian cross-walk would significantly help pedestrian & bicycle access shopping

There will never be 100% agreement on the bike path to the North side of Cassia park - I would hate to see the larger community lose to the selfish tunnel vision of a few people

APPENDIX B

CENTRAL BENCH Neighborhood Plan CENTRAL BENCH PLAN REVIEW



Central Bench Plan Review

Blueprint Boise

http://pds.cityofboise.org/media/151879/bb_chapter_4_centralbench_02072017c.pdf

Blueprint Boise is the City of Boise's comprehensive plan that outlines the comprehensive growth strategies for the City over the course of the next 20 years. The plan includes a variety of goals, strategies and maps highlighting future land use recommendations and existing conditions. There are a few sections in Blueprint Boise worth mentioning.

A Community of Stable Neighborhoods and Vibrant Mixed-Use Activity Centers

Boise residents value the safety, quality, and character of their neighborhoods and the accessibility of parks, open space, and basic services. New neighborhoods will incorporate the best features of the city's existing neighborhoods and be integrated with the surrounding community; be developed to include a mix of housing types and a pedestrian-oriented scale; and have access to a mixed-use activity center and indoor and outdoor spaces for residents to gather. Existing auto-oriented commercial centers will be revitalized as mixed-use activity centers over time to serve adjacent neighborhoods, increase housing options, and establish a more transit-supportive pattern of growth. Historic resources will be protected and enhanced as an important component of the city's past and future.

Goals and policies to achieve stable neighborhoods and vibrant activity centers are derived from the following principles:

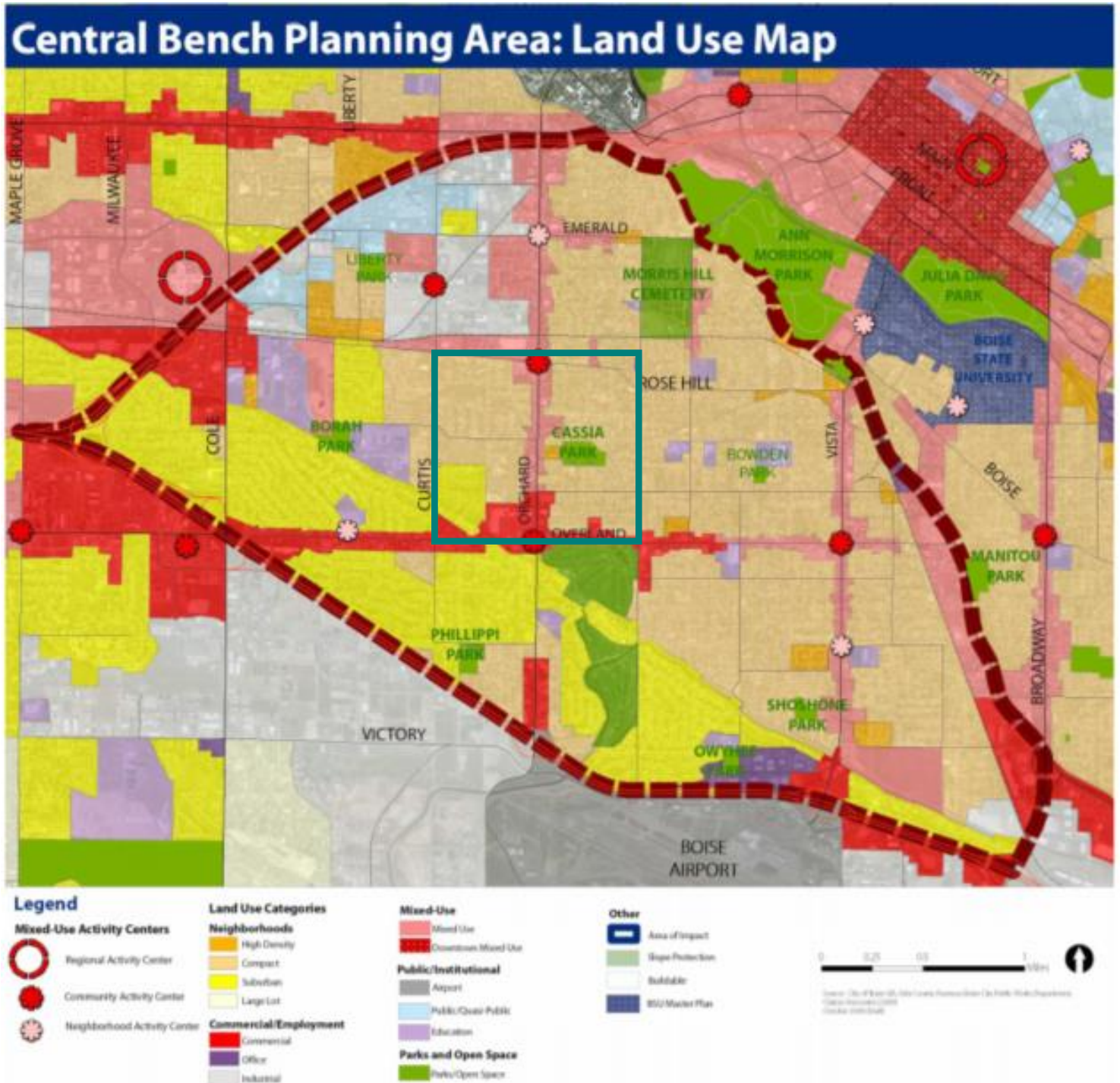
- Ensure neighborhoods are served by a hierarchy of mixed-use activity centers including schools;
- Protect stable neighborhoods
- Provide a variety of housing choices; v Emphasize the importance of high-quality urban design in the built environment; and v Protect the city's historic resources.

Central Bench Planning Area

- This section provides a map and overview of the context and location of the Central Bench.
- Central Bench goals
 1. Promote the revitalization of activity centers and corridors throughout the Central Bench.
 - There are six designated activity centers and include (Overland and Orchard, Overland and Vista, Overland and Cole, Orchard and Emerald, Emerald and Curtis)
 - St. Alphonsus Regional Medical Center
 - Establish a medical/office/government campus setting in the St. Alphonsus Regional Medical Center area
 - Discourage new industrial uses outside the area specifically designated for industrial use.
 - Orchard Street Corridor

- Encourage a mix of small-scale, pedestrian oriented commercial, retail and higher density residential uses along Orchard St. concentrate taller building heights within activity centers.
 - Promote the rehabilitation of existing strip centers through façade and landscape enhancement and the assemblage of smaller parcels to accommodate larger redevelopment opportunities.
- Overland Road Corridor
 - Encourage a mix of small-scale (one to three stories) pedestrian-oriented, mixed use development along Overland Road, particularly between Vista and Federal Way
 - Promote the rehabilitation of existing strip centers façade and landscape enhancements and the assemblage of smaller parcels to accommodate larger redevelopment opportunities where feasible.
 - Place the highest priority on revitalization efforts for the Overland/Orchard activity center and areas west of Orchard due to limitations east of Orchard.
- 2. The Central Bench will continue to provide a diverse mix of housing for the community
 - Neighborhood plans
 - Neighborhood plans are mentioned as a guiding factor of housing development.
 - Mix of housing types and densities as described in the below land use map
 - High Density neighborhoods
 - Suburban neighborhoods
 - Compact neighborhoods
- 3. Provide a safe-environment for walking and bicycling
 - sidewalks, bike lanes, curb and gutter, street lights and other infrastructure in existing areas and as infill/redevelopment occur (targeted areas include: overland road, emerald and orchard street corridors)
 - extension of the greenbelt west of Orchard to provide a connect to Boise Town Square.
 - Explore options for trails paralleling the canals
 - Establish wayfinding signage to direct pedestrians and cyclists to the Greenbelt
 - Explore the feasibility of a park and ride lot at Garden Street and the greenbelt to increase access to other areas of the community.
 - Implement the recommendations of the Central Bench Bike and Pedestrian Plan
- 4. Upgrade existing infrastructure to meet future demands of infill and redevelopment (suggested strategies)
 - Establish a police substation in the Central Bench as infill development activity increases and population density warrants.
- 5. Maintain current level of service for neighborhood parks and trails
 - Neighborhood parks
 - Identify and plan for new neighborhood parks
 - Consider sites smaller than current minimum park standards as a way of accommodating pocket parks, dog parks and other amenities within the Central Bench.
- 6. Protect character defining neighborhood features

- Identify areas of historic significance or otherwise unique architecture.
- Establish protective regulations such as conservation districts as appropriate





Legend

- Proposed Park Site
- White Water Park
- Community
- Neighborhood
- Proposed Facilities
- Boise Area of City Impact
- Central Bench Planning Area

- Trails
- Pathway outside City Limits
- Paved Greenbelt Path
- Natural Greenbelt Path
- Proposed Greenbelt Path
- Federal Way Path
- Ridge to Rivers Trail
- Ridge to Rivers Trails
- BPR Managed Properties

Central Bench Planning Area Parks and Trails



Source: City of Boise GIS, COMPSIL, Caltrans Associates (2008)

This actions table is from chapter 5 of Blueprint Boise. We could try to integrate our strategic recommendations in a similar fashion to integrate with the city's comp plan. This idea of themes is prevalent throughout the plan and is perhaps an opportunity for us to highlight actions in a similar way.

ACTIONS	LEAD	PARTNERS	TIMING
THEME #1: ENVIRONMENTAL STEWARDSHIP			
ES-1: LEAD BY EXAMPLE			
ES-1.1 —Take the initiative on all city buildings and projects as opportunities for demonstration of sustainable design and development practices.	PDS, Mayor's Office	PW, P&R	O
ES-1.2 —Expand the Sustainable Boise section of the city's website and update regularly to highlight progress in each of the categories identified. (See also, ES-2.2.).	PDS, Mayor's Office	IT	O
ES-1.3 —Create a plan to reduce waste in the city's day-to-day operations.	PW	All depts.	2
ES-2: DEVELOP TOOLS NEEDED TO MEASURE AND MONITOR PROGRESS			
ES-2.1 —Work with city departments and partner agencies to establish tracking criteria, data sources, and responsibilities.	PDS	PW, P&R, ACHD, COMPASS	2
ES-2.2 —Expand the Sustainable Boise section of the city's website to provide real-time tracking of the community's progress. (See also, ES-1.2.)	PDS	IT, PW, P&R, ACHD, COMPASS	O

City of Boise – Transportation Action Plan

<https://pds.cityofboise.org/media/413915/boisetap.pdf>

Synopsis

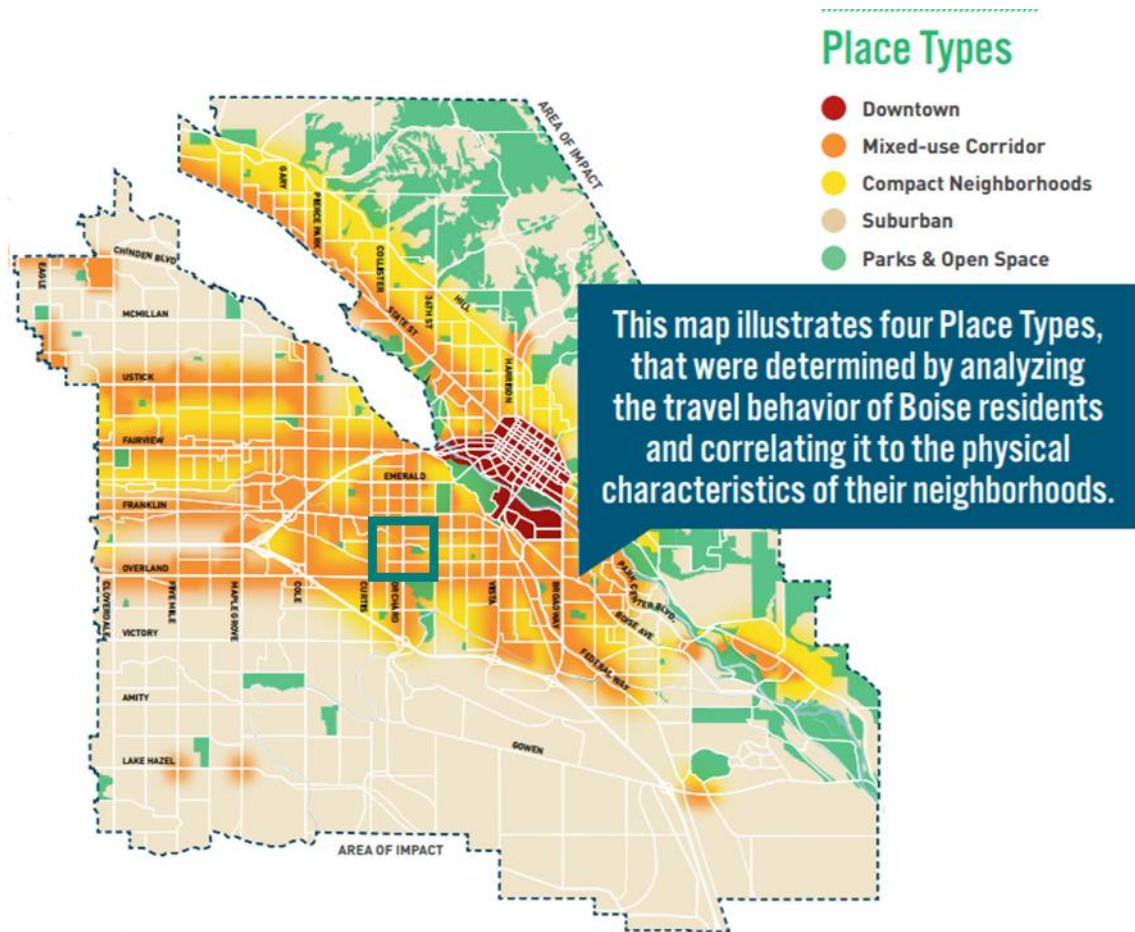
The Boise Transportation Action Plan (TAP) is a road map to a modern, well-balanced transportation system that provides real mobility choices and creates great places. The TAP expresses the people's vision, values, and goals developed over the last seven years of planning work by the City and its transportation partners. Real mobility choices means that all citizens have the option to bike, walk, ride, or drive in safety and comfort. To realize this vision, the TAP identifies a set of actions or 'Moves' that describe strategic objectives and provide a framework for prioritizing transportation projects within the City of Boise.

The TAP's intended outcomes are as follows:

1. A community that is energized by a collective vision for a modern transportation system and motivated to help implement it.
2. Streets and pathways designed and built for current and future generations of citizens
3. A transparent prioritization framework that reflects the City's vision and values for transportation.
4. A cultural shift recognizing the automobile as just one mode choice, not the only or even the primary choice, amongst a range of options.

Notable guidelines and goals that could influence the Central Bench Neighborhood Pla

1. **Street design and land use must be aligned to promote neighborhood quality.** Residents of low-density, neighborhoods similar to Boise's suburbs have higher rates of obesity, hypertension, diabetes, asthma, and other chronic medical conditions than residents in compact, walkable communities.¹ For a community to be walkable, there needs to be the appropriate level of density and mix of uses so that people have destinations that are at convenient distance. The lack of proximity to goods and services leads to more automobile trips, less active lifestyles, and less convenience for residents. For the 30% of Boise residents without a driver's license, this lack
2. **Street design impacts the health, social cohesion, and economic prosperity of neighborhoods.** Streets that do not offer real mobility choices impair public health. Even if a park is within walking distance, a dangerous or uncomfortable pedestrian experience will discourage walking to the park. Streets that do not provide comfortable alternatives to driving present a barrier to access for people, especially those who cannot drive, such as children, the elderly, people who are handicapped, and low income. People living on high-traffic streets report fewer relationships with their neighbors, and every minute spent driving reduces time spent on community affairs.² By contrast, walkable, compact neighborhoods foster stronger social ties. Designing a network of streets that offer real mobility choices improves economic prosperity. Walkable neighborhoods with good access to transit are associated with higher property values, increased retail sales, and better economic resilience. The bottom line – designing and building walkable, bikeable streets is good for people, the environment and business.
3. Blueprint Boise supports the following transportation strategies that could impact the Central Bench
 - Expand alternatives to driving by improving pedestrian and bicycle safety and comfort
 - Expand the transit system by focusing on streets with dedicated space for transit, and high quality, pedestrian-accessible transit stops located at activity centers
 - Support safe routes to schools focusing on transit, walking, and biking routes
 - Design streets to consider all travel modes, focusing on safe, comfortable intersections and crossings for cyclists and pedestrians
 - Encourage connectivity without widening existing streets or building new streets, by expanding transit, bicycling, and pedestrian service



The place types map below shows that the Central Bench is primarily designated as a mixed use corridor with pockets of compact neighborhoods and a single park area. Strategies listed for these designations

Mixed use-corridors

- Walking can be made safer and more pleasant, starting with serving areas around parking
- Biking can be made safer and more focused on daily needs like shopping
- Large improvements are possible to service and transit stop experiences
- Reliance on cars can be decreased over time as other modes become more viable

Compact Neighborhoods

- Already walkable, small improvements can address safety at crossings and comfort
- Last mile connections to bike network will improve ridership
- Modest to large reductions in car dependence are possible.

Mobility Values can help guide decisions. The mobility values listed in the TAP are as follows

All people

All means all. Whether young, old, disabled, rich or poor - All Boise citizens deserve a transportation system that allows them to reach the places they want to go. This emphasis requires the City to think about the mobility needs of people who can't drive because they are too young, too old, or because they can't afford it.

Real Transportation Choices

Boise aspires to offer a range of options for how to move between home, work, school, and services. For those options to be "real" they need to be available, convenient, safe, and affordable. Boise will offer its citizens a range of mobility options that don't require sacrificing convenience or comfort.

Safety

Safety is fundamental to a livable City and Boise desires safe infrastructure for all people whether they are walking, biking, driving or using transit. The transportation system should be designed to enhance real safety as well as the perception of safety for by giving each mode space, protection and predictability

Optimized infrastructure

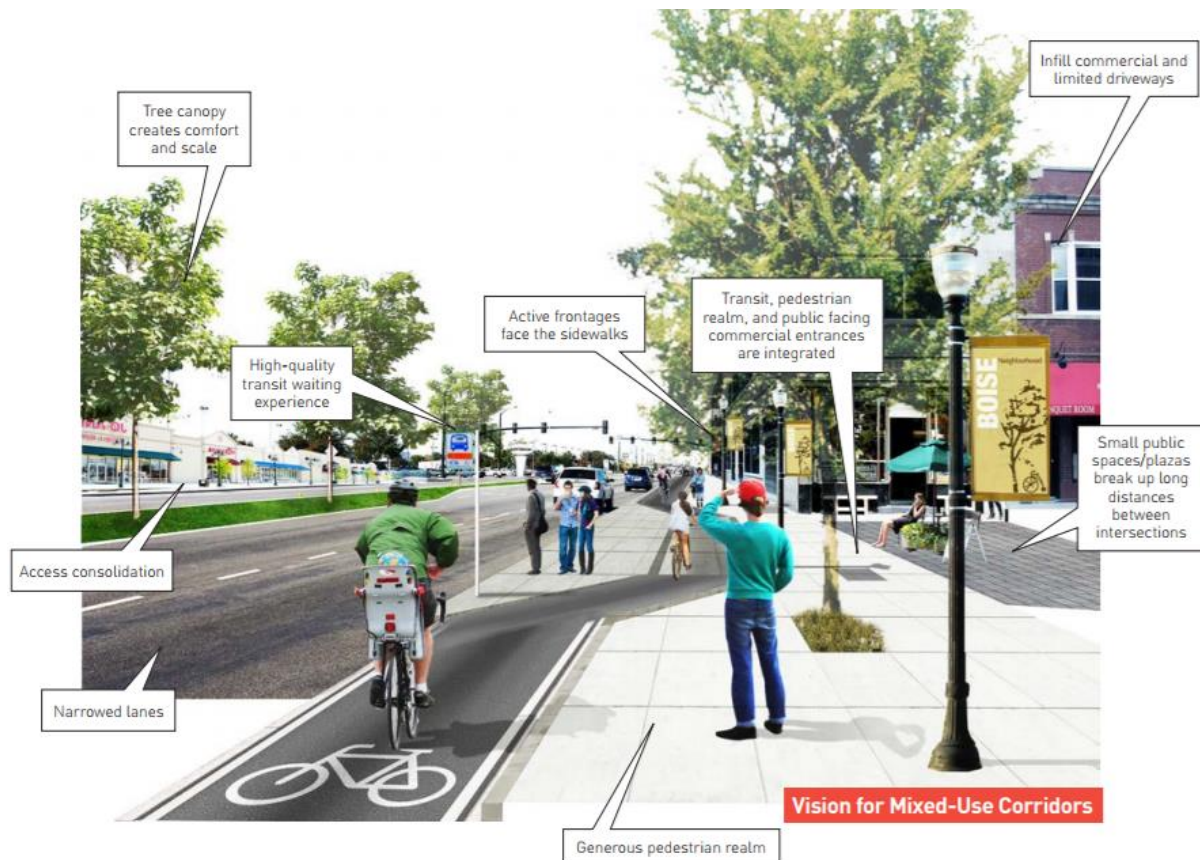
Boise recognizes that it can no longer build its way out of congestion, nor can we afford to maintain an ever-expanding road network. Instead, we will utilize the existing infrastructure and new technologies to their greatest effect to build a system that is resilient and sustainable. A system that gets more value of the existing roads by accommodating more modes within the existing infrastructure.

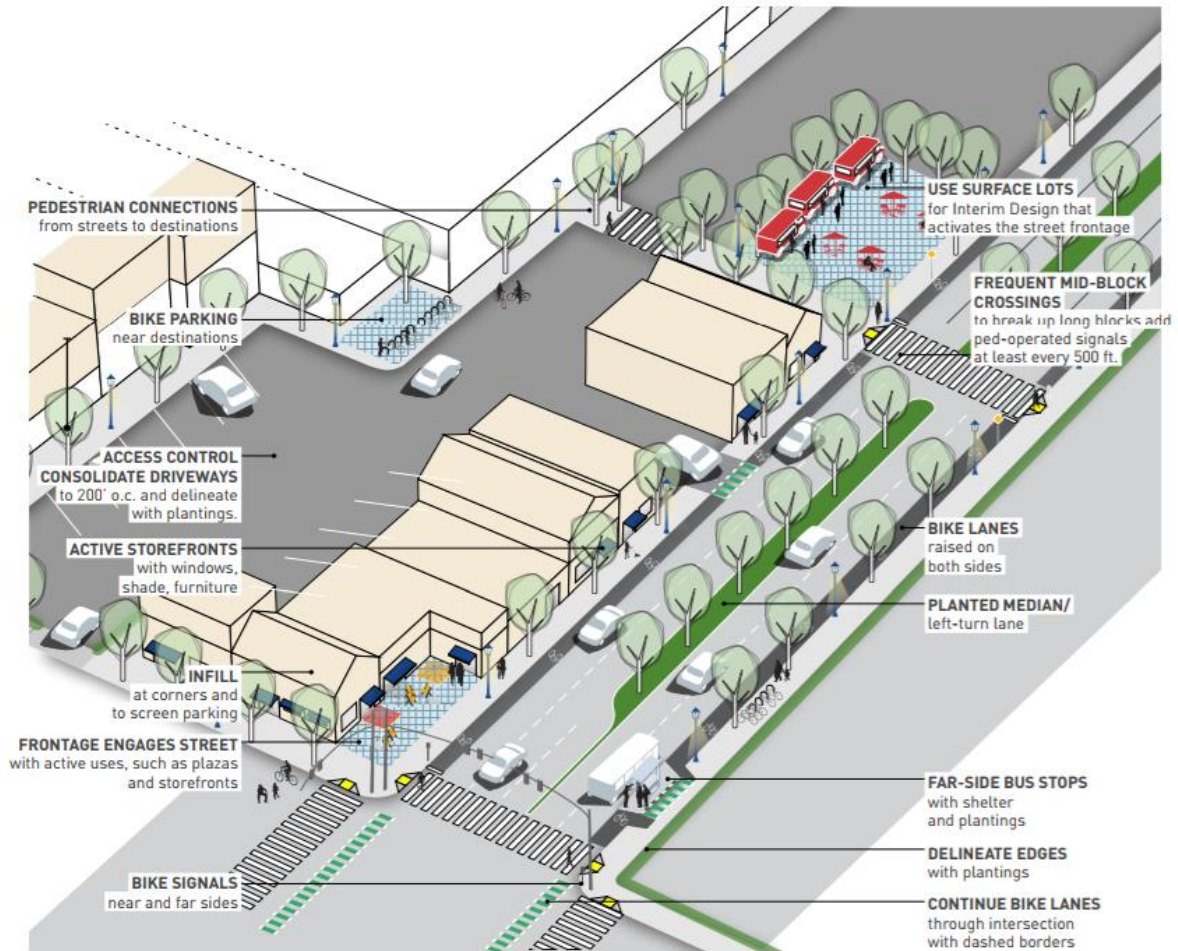
Vibrant Neighborhoods

Mobility investments should drive economic development, energize commercial districts, and produce quality neighborhoods that retain value through time. Creating prosperous and walkable neighborhoods that offer opportunities for people to meet and connect means thinking of streets as people places as much as vehicle spaces

Design Options and Renderings below show potential streetscapes and design under TAP policies

Mixed-Use Corridors



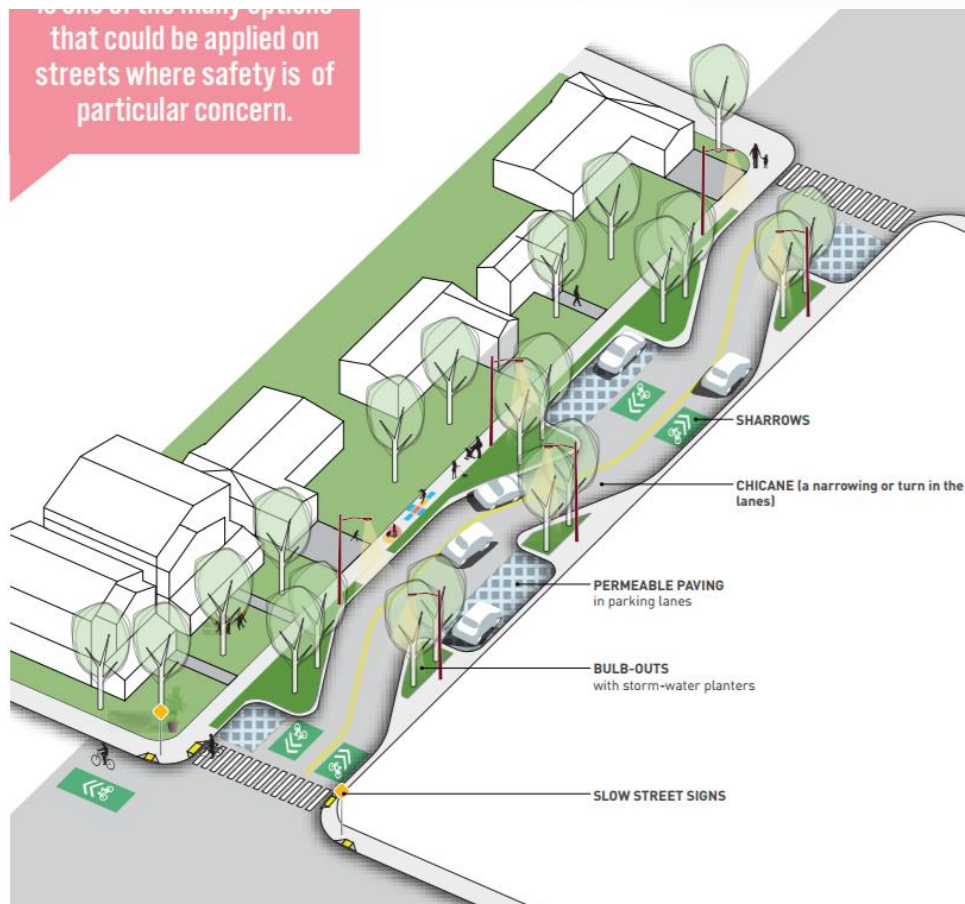


Compact Neighborhoods





is one of the many options that could be applied on streets where safety is of particular concern.



Boise Central Bench Neighborhood Pedestrian and Bicycle Plan

ACHD October 24th, 2012. Compiled by Kittleson

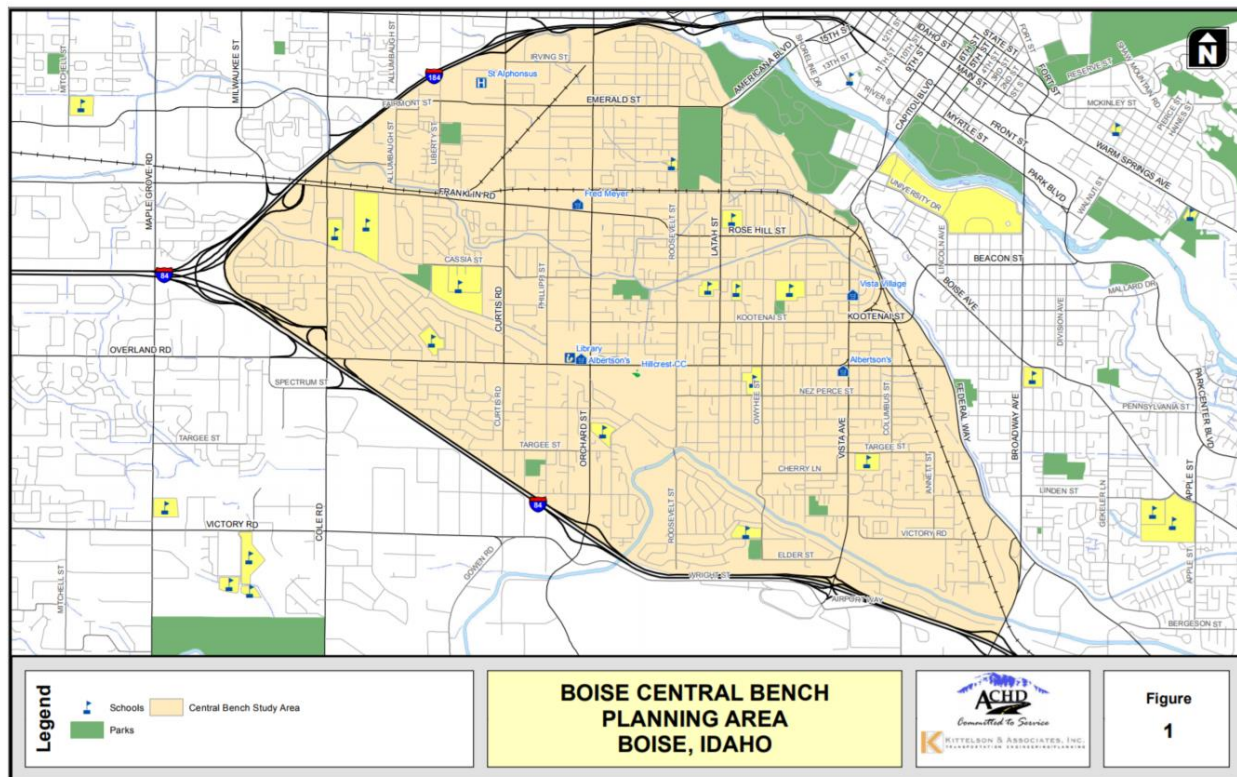
[https://www.achdidaho.org/Projects/Media/235/1633_Adopted_FINAL_Central_Bench_Plan\[1\].pdf](https://www.achdidaho.org/Projects/Media/235/1633_Adopted_FINAL_Central_Bench_Plan[1].pdf)

Synopsis

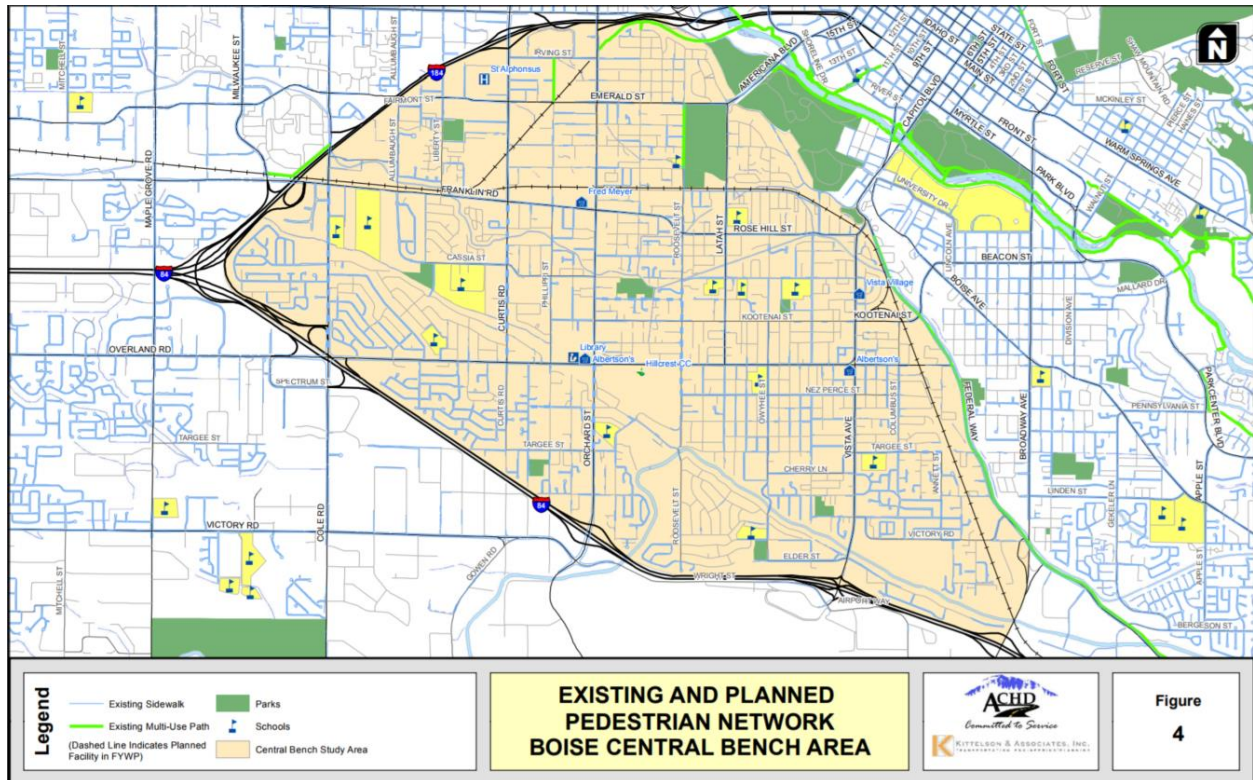
The Boise Central Bench Neighborhood Pedestrian and Bicycle Plan guides the future development and enhancement of pedestrian and bicycle facilities within the neighborhood, and intends to make walking and biking safe, effective, and convenient forms of transportation for residents of and visitors to this area. This Plan was developed with extensive input from neighborhood residents and provides a guide for meeting ACHD's and the City of Boise's goal for neighborhoods to be pleasant and safe places to walk and bike. To achieve this goal, the plan's recommendations are designed to meet the following objectives:

- People can conveniently walk or bike to their destinations
- People feel safe walking and biking
- Facilities are provided for people from all age groups
- People with disabilities are more easily mobile
- Visitors are attracted to the enhanced walking and bicycling environment

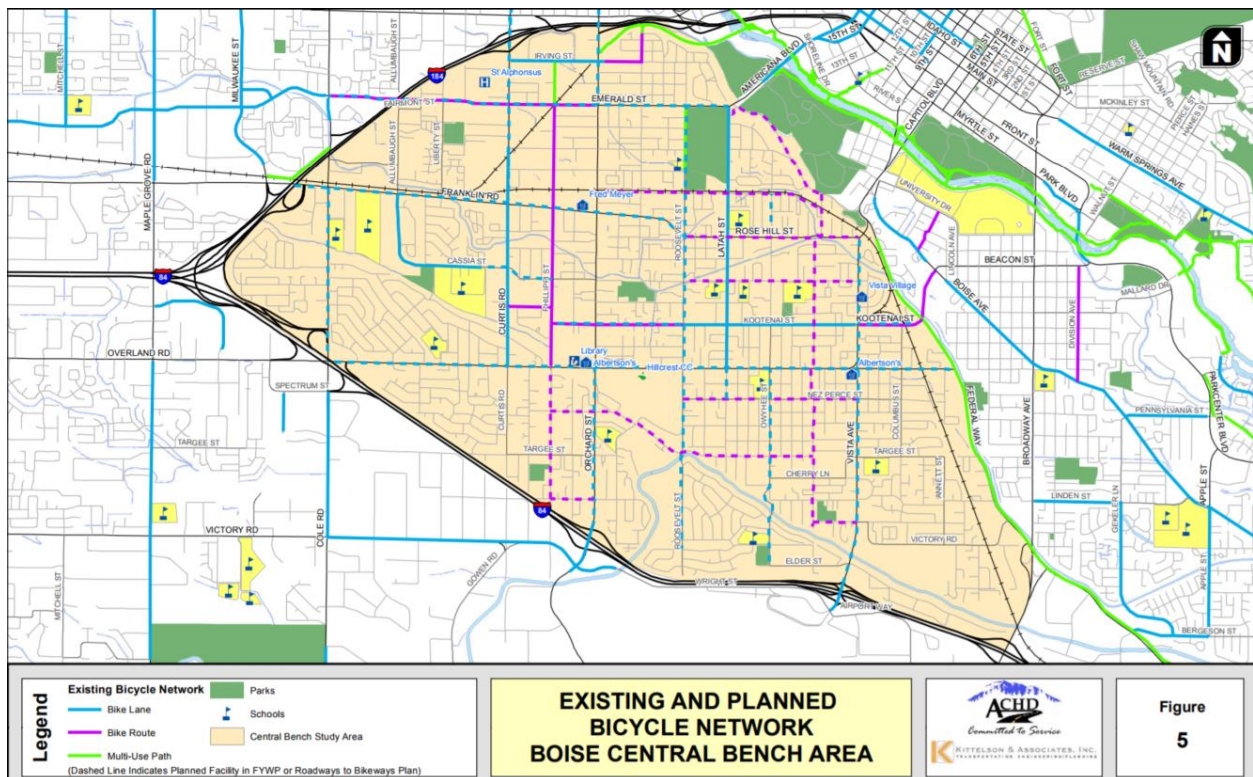
Central Bench Planning Area Map



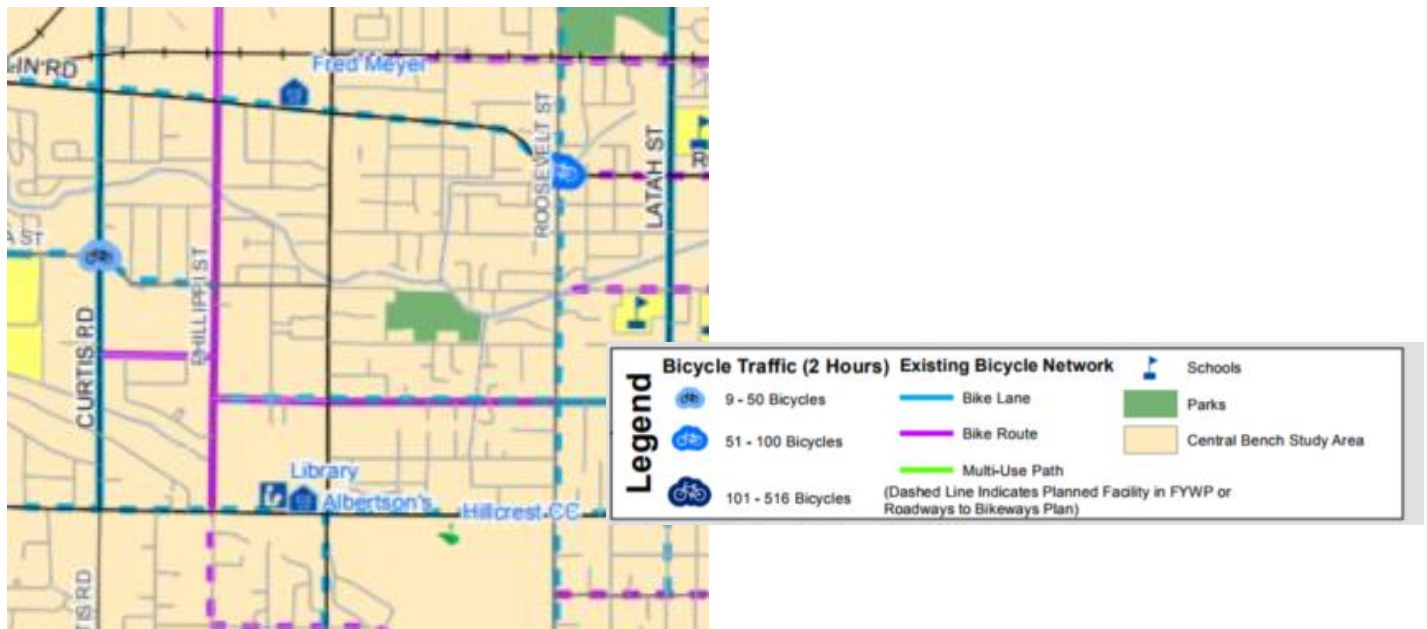
Existing and Planned Pedestrian Network



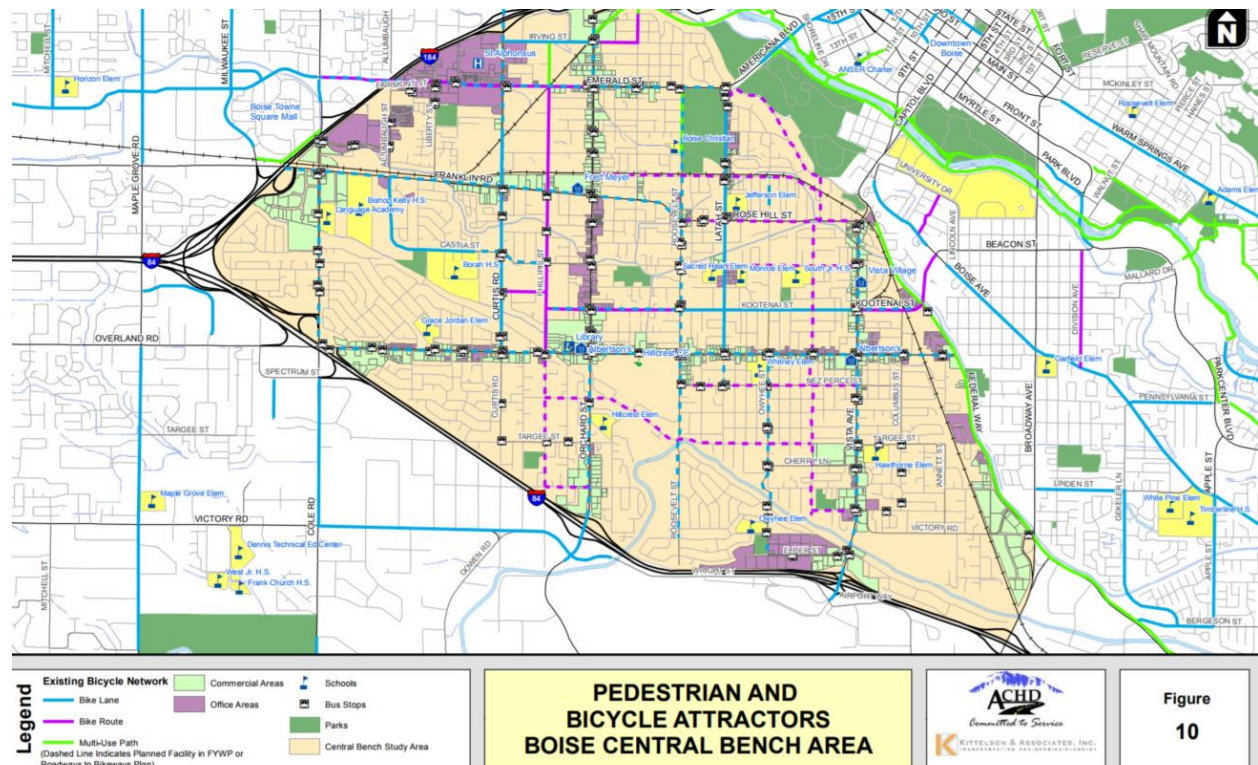
Existing and Planned Bicycle Network



2010 to 2012 weekday PM bicycle counts



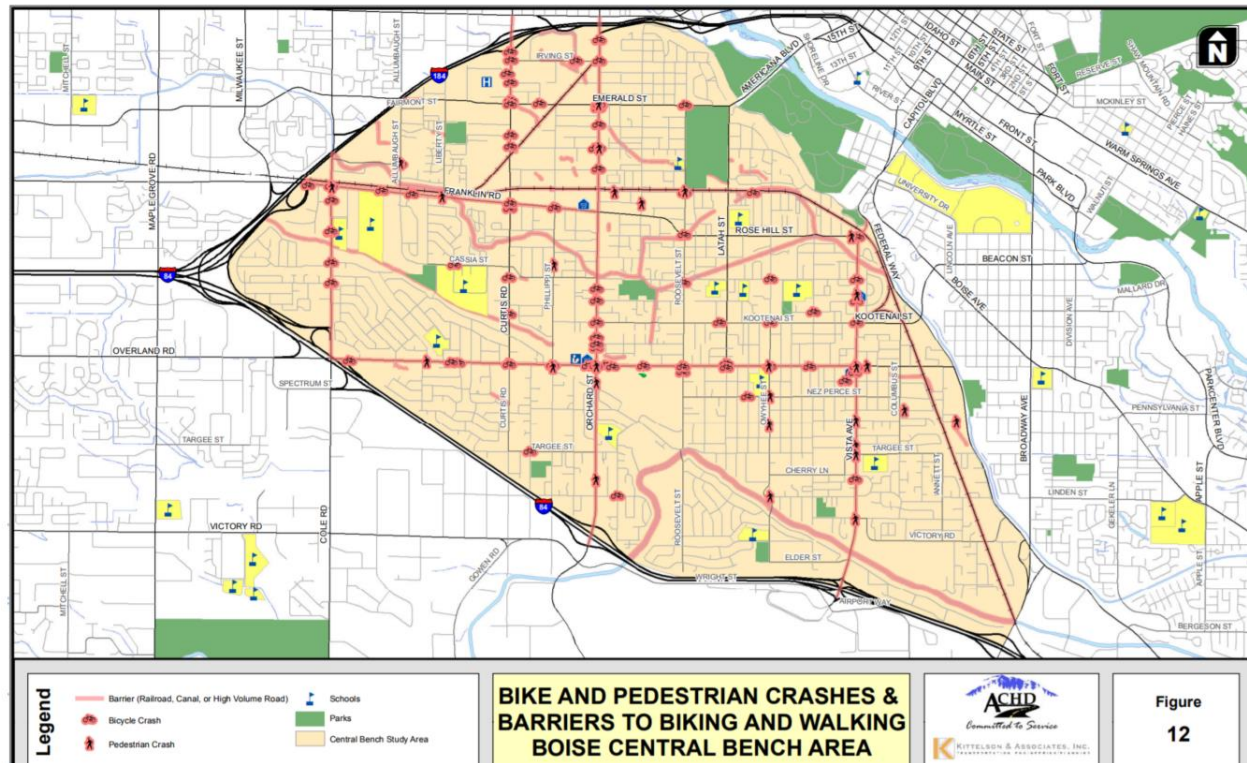
Ped and Bicycle Attractors Map



Relevant Demographics Noted in Plan

- Expected employment growth centers include West of Orchard and North of Franklin

Bike and pedestrian crashes and barriers to biking



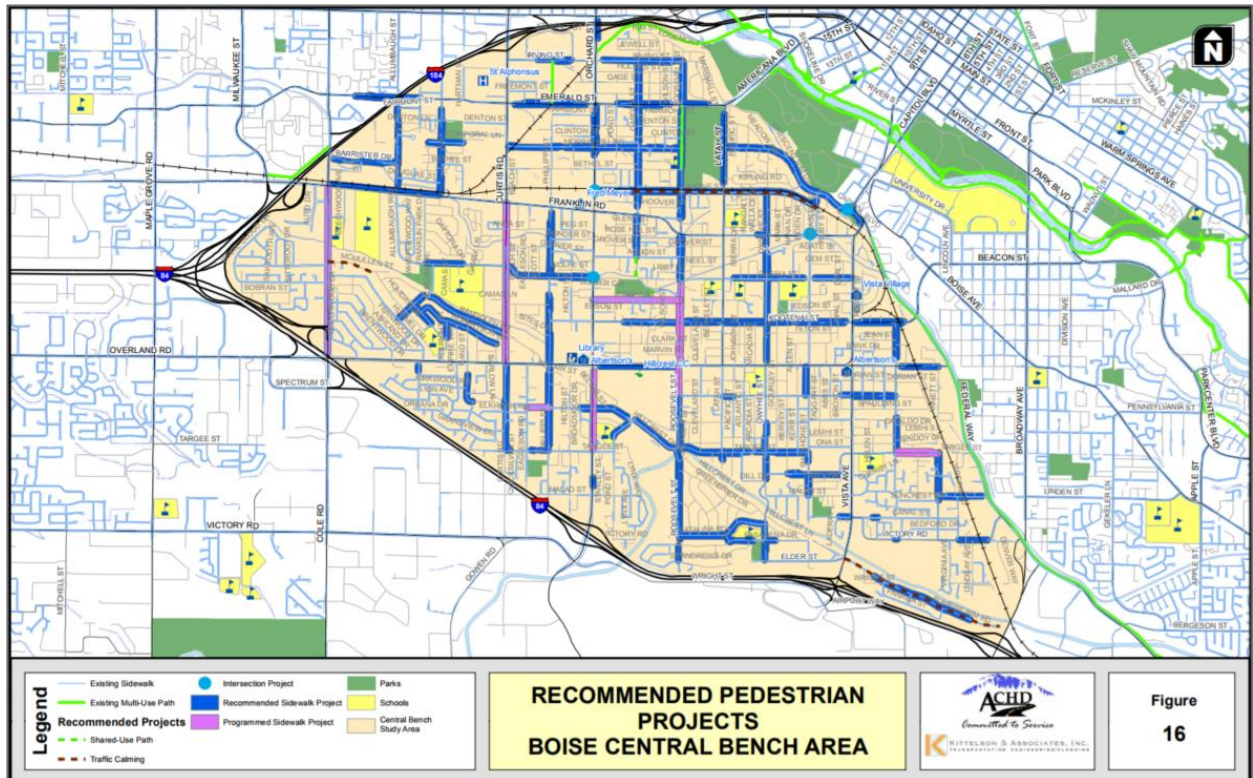
Survey results highlights

- When asked why they bike, the top three reasons were recreation, health benefits, and commuting.
- When asked why they walk, the top three reasons were health benefits, recreation, and shopping.
- The majority of respondents identified bike lanes and shared-use paths as their preferred bicycle facility.
- An overwhelming majority indicated that if more facilities were available they would walk or bike more

Recommended projects

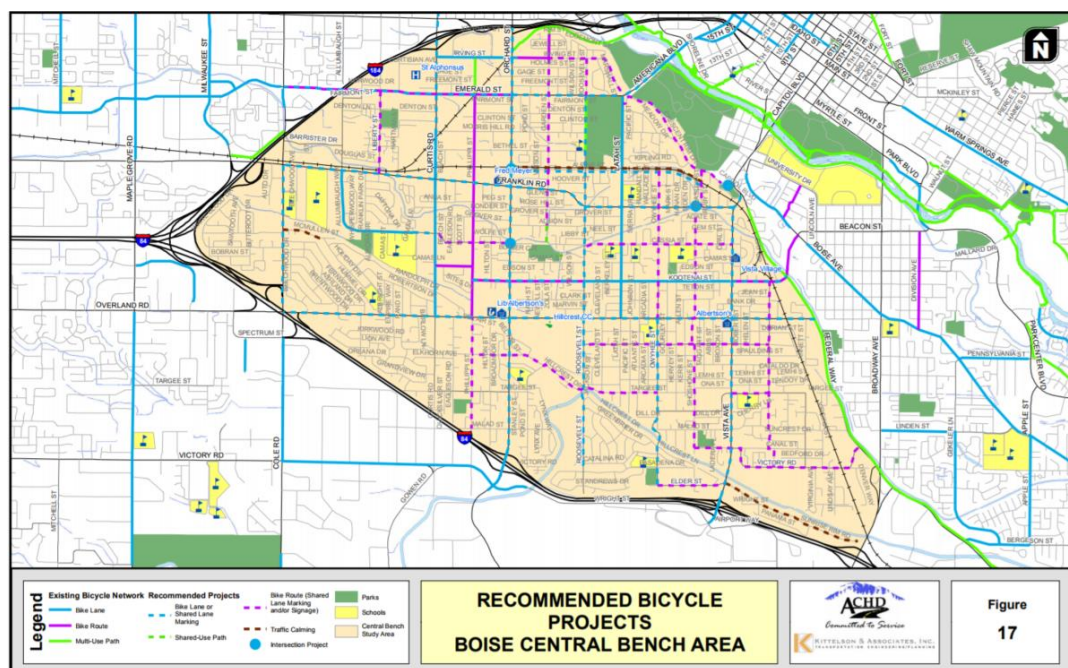
Pedestrian projects

- Sidewalks
- Shared use paths
- Traffic calming
- Intersection improvements



Bicycle projects

- Bike lanes or shared lane markings
- Shared use paths
- Traffic calming
- Intersection crossing improvements
- Bike route development



Franklin Park Master Plan



Cassia Park Master Plan



APPENDIX C

CENTRAL BENCH Neighborhood Plan EXISTING CONDITIONS REPORT



CENTRAL BENCH FACT SHEET

The following observations are draft assertions based on a review of geospatial information (GIS), US Census information, and other local data sources.

THE CENTRAL BENCH NEIGHBORHOOD IS COMPRISED OF THREE MAIN DEMOGRAPHIC GROUPS: YOUNGER SINGLE INDIVIDUALS, FAMILIES WITH VERY YOUNG CHILDREN, AND SENIORS.

SUPPORTING DATA

- The population of the neighborhood is 4,938. The population has slightly decreased (by 7.6%) over the last five years.
- Over half of the neighborhood (50.3%) lives in 1-person households.
- The neighborhood has a considerably higher population of individuals between the ages of 20-34 when compared to City of Boise averages. 36% of the Central Bench Neighborhood is between the age of 20-34, whereas only 24% of the City of Boise population falls into this age bracket.
- Youth between the ages of 5 to 19 make up 11.4% of the neighborhood. This is much lower than the 19.1% of the population in this age bracket for the City of Boise.
- There is a large population of individuals over the age of 65 (12.3%) which is likely a result of the assisted living facilities within the neighborhood boundary.
- There is a growing population of college students living in the area.

POTENTIAL IMPLICATIONS

- Fewer school-aged children may indicate families are moving out of the neighborhood as grows and new types of housing are needed. The lack of a public school within the neighborhood could also be influencing the decision to move.
- Models for aging-in-place and provision of senior services are likely important for the neighborhood.
- The Central Bench has a reputation of attracting an artistic “creative class” population, which may be a result of an increasing student populations or the relative affordability of the neighborhood.

PEOPLE ARE ATTRACTED TO THE CENTRAL BENCH NEIGHBORHOOD BECAUSE OF ITS RELATIVE AFFORDABILITY, PROXIMITY TO MAJOR DESTINATIONS AND CHARACTER. HOWEVER, MANY RESIDENTS ARE “COST BURDENED.”

SUPPORTING DATA

- Median household income in the neighborhood is nearly half the City of Boise average.
- The median residential value in the neighborhood is \$123,600 which is less than the City of Boise average of \$175,800.
- 74.6% of renters are “rent burdened” meaning that they spend 30% or more of their monthly income on housing costs (rent and utilities).
- The neighborhood provides opportunity for residential (single family, combined residential, and multifamily residential), limited office and general commercial development.

POTENTIAL IMPLICATIONS

- Housing development should focus on providing lower-cost workforce housing – such as artist or teacher lofts, high-quality apartments or townhomes, smaller footprint “pocket neighborhoods,” and cottage-style development – and housing for seniors, alongside increasing the number of homes available for growing families.
- Reducing transportation costs by creating and maintaining an efficient multi-modal transportation network – one which offers convenient options for biking, walking and taking public transit – would help cost-burdened households in the area.

THE NEIGHBORHOOD’S EXISTING ROAD NETWORK, AND CANAL SYSTEM, SIGNIFICANTLY IMPACTS THE DEVELOPMENT AND CHARACTER OF THE NEIGHBORHOOD, AND RESIDENTS’ ABILITY TO CIRCULATE COMFORTABLY WITHOUT A VEHICLE.

SUPPORTING DATA

- The neighborhood is bounded by 3 major collector roads – Overland, Curtis and Franklin – and bisected by another collector road – Orchard Street. The speed limit on these roads is 35 MPH. Traffic counts on these roads reveal upwards of 10,000 to 20,000 cars travel on these roads in a given 24 hour period.
- Sidewalk coverage on collector roads is largely complete, and new pedestrian crossings and signals have been installed in the last 5 years to improve bike and pedestrian access on these collector roads. However, sidewalks coverage on local roads within the neighborhood is incomplete.
- Canals divide the neighborhood, bisecting it both north-south and east-west, and creating barriers to bike and pedestrian connectivity.
- There are some existing bike routes but they are not yet connected completely to provide continuous north-south or east-west routes through the neighborhood and to destinations outside the neighborhood.
- 11% of residents in the Central Bench don’t have access to a vehicle in their household, compared to 6% in the City of Boise. Additionally, 53% of the neighborhood has access to only one vehicle compared to 35% for the City of Boise. 81% of residents are driving to work, 2.2% are bicycling, 3.9% are walking and 6.9% work from home.
- There is one VRT Bus route that runs through the neighborhood. Three additional routes serve arterials along the neighborhood’s boundaries.

POTENTIAL IMPLICATIONS

- Improving the low-stress bike/pedestrian network and ensuring its connectivity to the larger area network would greatly improve residents’ access to key destinations and could reduce households’ reliance upon a personal vehicle.
- Providing access along and across canals would remove significant impediments to circulation and more resident use and surveillance could help reduce crime in these areas
- Implementing measures that would reduce traffic speeds on collector roads could positively impact the neighborhood.

WALKABLE/BIKEABLE NEIGHBORHOOD COMMERCIAL CENTER(S), AS WELL AS ADDITIONAL PUBLIC SPACES, PARKS, GREENERY, ART AND CULTURAL LANDMARKS WOULD ENHANCE NEIGHBORHOOD CHARACTER AND IMPROVE BUSINESS CENTERS AND RESIDENTIAL AREAS.

SUPPORTING DATA

- The neighborhood has one park (Cassia) and one planned park (Franklin).
- The community garden at Wright Community Congregation serves as a neighborhood center. This community garden serves the whole neighborhood's and is currently the only community garden in the Central Bench.
- The neighborhood has access to a suite of retail and entertainment businesses, and employment opportunities. These areas have some supporting residential nearby, but are arrayed mainly in vehicle-oriented developments.
- Business license data and observations reveal concentrations of commercial and retail along collector roads including Overland Road, Curtis Road, Franklin Road, and Orchard Street.
- Since the Franklin School was demolished in 2009, there are currently no schools in the neighborhood serving as local community centers. School-aged children and youth in the neighborhood attend Hillcrest, Jefferson, or Monroe Elementary Schools, South Junior High and Borah High School.
- There are no identified public or cultural landmarks currently existing within the neighborhood as identified by the City of Boise.
- Tree canopy coverage shows few shade trees along major arterials.

POTENTIAL IMPLICATIONS

- Investments into public space improvements could help define neighborhood gathering locations, reduce negative perceptions of development and contribute to improved connectivity and neighborhood character.
- Aesthetics and feel of the roads have a significant impact on perceptions of walkability and connectivity.
- The neighborhood location and business mix provides residents access to most needed amenities and services, but multi-modal connectivity is limited.

APPENDIX D

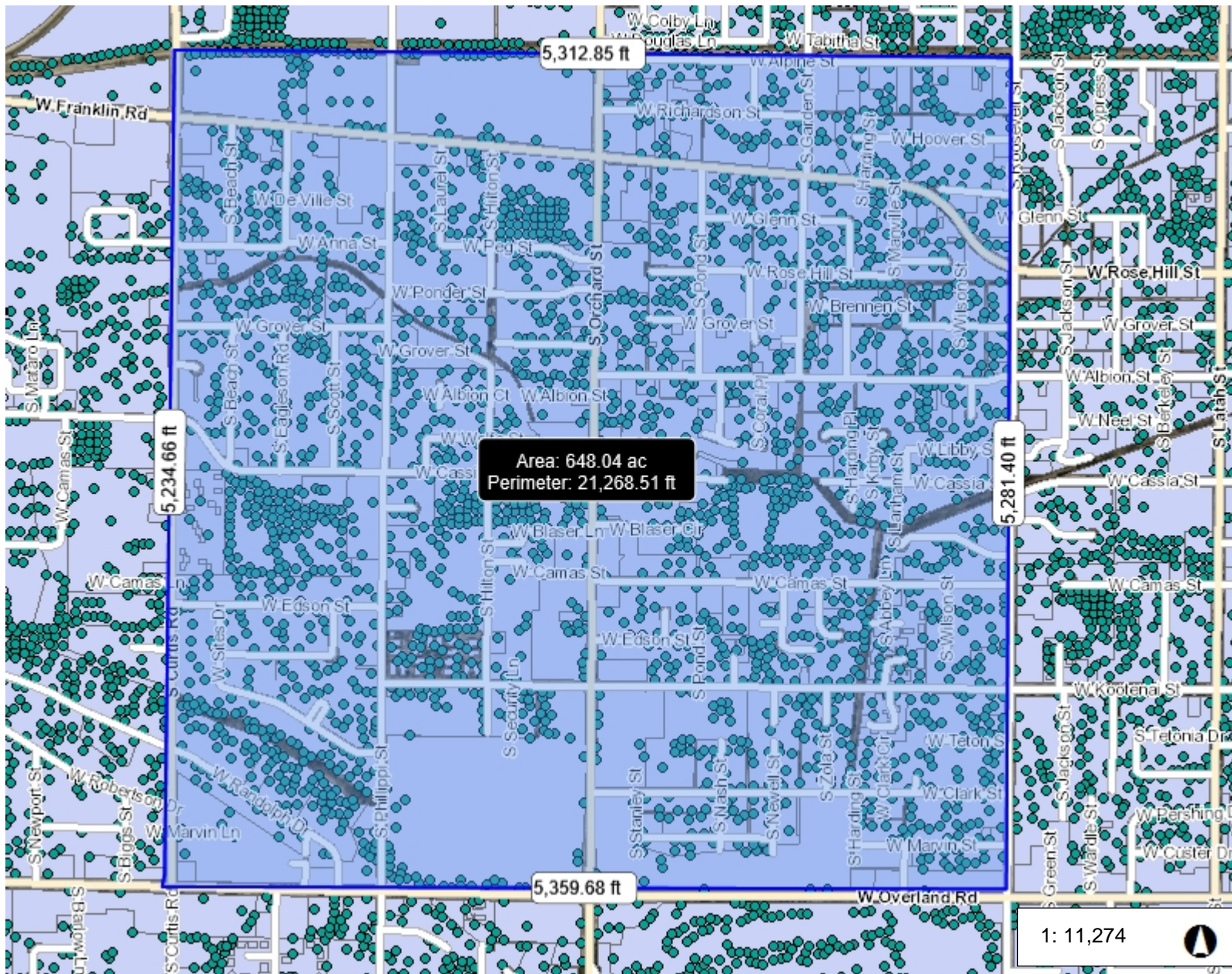
CENTRAL BENCH Neighborhood Plan

CENTRAL BENCH TREE CANOPY





Central Bench Tree Canopy



Legend

- Roads (8,000 - 25,000)
 - Interstate
 - Major Roads
 - Minor Roads
- Treasure Valley Urban Tree Canopy Sites
- Treasure Valley Urban Tree Canopy

Notes

APPENDIX E

CENTRAL BENCH Neighborhood Plan

CULTURAL PLAN TEMPLATE





DEPARTMENT OF ARTS & HISTORY

MAYOR: David H. Bieter | DIRECTOR: Terri Schorzman

Boise City Neighborhood Cultural Plan Template

a resource document for Neighborhood Associations, City Planners, and Consultants

For consultation or support, contact Boise's Cultural Planner, Karen Bubb at kbubb@cityofboise.org.

INTRODUCTION

Adopted by the Boise City Council on February 7, 2017, the City of Boise's Cultural Master Plan – the first in Boise's history – is an overview of existing cultural resources and strategic vision for future investments. It is a tool for current and future leaders to understand the evolution of the arts communities and the richness of Boise's history. Ultimately, the Plan recommends where we go to further develop an integrated, vibrant cultural environment. Finer-grain plans at a neighborhood level need to integrate with this larger plan.

The cultural plan presents five goals and measurable strategies that are necessary to fully develop Boise's lasting, innovative, and vibrant future.

1. Develop Cultural Policy
2. Enhance and Preserve Neighborhood Places
3. Maintain and Develop Cultural Assets
4. Foster Organizations & Partnerships
5. Expand Cultural Resources for Individuals

Find the complete copy of Boise's Cultural Master Plan by following this link:

<http://www.boiseartsandhistory.org/cultural-master-plan/>

Under Goal 2, Enhance and Preserve Neighborhood Places, Strategy 2.3 is to localize cultural planning. This means taking a closer look at Boise's culture, neighborhood by neighborhood, to find out what is working, what can be improved, and how we might strengthen the cultural fabric within each neighborhood, thus achieving a more vibrant city overall.

In 2013 artist Stephanie Inman worked with the Veterans Neighborhood Association and those near the new Whitewater Boulevard in Boise's West End to create the "30th Street Cultural Arts Plan," Boise's first neighborhood cultural plan created as part of Boise's Percent-for-Art program. In 2014 it won a *Grow Smart Community Excellence Award* from Idaho Smart Growth for its engagement of the community, historical perspective, and integrated vision for the future. The form of this template built on the model and accomplishments of this plan. You can find a copy of it under the Documents, Plans section here:

<http://www.boiseartsandhistory.org/about-us/documents/>

NEIGHBORHOOD CULTURAL PLANNING GOAL

To make Boise the most livable city in the country by providing residents accessible opportunities for participation in local culture through their daily lives in the neighborhoods where they live.

NEIGHBORHOOD CULTURAL PLANNING PURPOSE

To engage the public in the creation of a cultural plan for their neighborhood, which serves as a source book and creative road map for civic leaders, residents, artists and historians who wish to build on the existing character of place, thus making it a more rich and vibrant place to live.

BROAD COMMUNITY BENEFITS OF NEIGHBORHOOD CULTURAL PLANNING

- Revitalizing Neighborhoods
- Improving Public Safety
- Defining Community Identity and Sense of Place
- Attracting the Creative Class
- Expanding Access to Culture (arts, history, ethnic diversity)
- Creating and Nurturing Creative Community Networks

NEIGHBORHOOD CULTURAL PLANNING PROCESS (6 to 9-month timeline)

PREPARATION

- ☐ Inventory existing neighborhood cultural resources (public art, historic buildings or sites, creative organizations or businesses, facilities, artist studios, events, school art programs, social clubs)
- ☐ Identify existing information about neighborhood in other City or planning documents
- ☐ Research local history, demographics, unique assets of the neighborhood
- ☐ Collect images, historic and contemporary, related to neighborhood
- ☐ Gather or create neighborhood maps

PARTICIPATION & INPUT

- ☐ Identify key neighborhood stakeholders (businesses, non-profits, residents)
- ☐ Discuss Boise's Cultural Master Plan goals, desired result with stakeholders
- ☐ Explore and establish partnerships
- ☐ Interview residents, business, and property owners about the neighborhood history, principles, character and opportunities from their points of view
- ☐ Hold a public community meeting about the neighborhood and gather input
- ☐ Conduct further research, gathering images & data from residents and other sources

ASSESSMENT

- ☐ Evaluate current conditions, identify assets and obstacles
- ☐ Using stakeholder & community input, identify neighborhood voice, thematic principles, and cultural opportunities for the future

PLAN DESIGN

- ☐ Design & create plan using gathered information & assessment
- ☐ Editor, neighborhood advisors review plan
- ☐ Plan is prepared for release in hard copy and/or digitally

IMPLEMENTATION

- ☐ Identify strategies to achieve the community vision
- ☐ Plan is celebrated and released to the public



THE RANGE OF POTENTIAL CULTURAL EXPRESSIONS AND NEEDS

- **Visual Arts** (painting, sculpture, printmaking, photography, public art, for example)
Needs: space for exhibition, studios, workshops, shared equipment, sites for installation
- **Performing Arts** (theater, dance, comedy, spoken word or other non-traditional performance)
Needs: space for performing, rehearsing, training
- **Music Arts** (amateur to professional classical, indie, rock, country, orchestral, or other genres)
Needs: venues for performing, rehearsing, training
- **Culinary Arts** (specialty food production, food trucks, microbreweries, restaurants)
Needs: food production spaces, places to sell food, opportunities where people are gathered
- **Applied Arts** (Industrial arts, graphic design, architecture)
Needs: space and equipment for creation of work, computers, software, printers
- **Fashion Design** (clothing or accessory design or production)
Needs: space & equipment for design, production, showcasing fashion products
- **Media Arts** (Film, animation, digital production)
Needs: space & equipment for filming, editing, recording media
- **Historic Interpretation or Preservation** (buildings, historical sites, public art, stories, archival materials)
Needs: research & documentation, identifying opportunities for interpretation, evaluation for historic site registration, mapping, signage, communication, preservation of unique & historical materials



Image by Melanie Folwell

To provide citywide consistency, the form of each neighborhood cultural plan will follow this outline.

NEIGHBORHOOD PLAN CONTENTS OUTLINE

1. Preface
2. Overview of Area
3. Historical Cultural Perspective
4. Neighborhood Voice
5. Thematic Principles
6. Opportunities:
 - a. Policy Recommendations
 - b. Neighborhood Enhancements/Preservation
 - c. Assets to Maintain and/or Develop
 - d. Organizations & Partnerships to Foster
 - e. Cultural Resources for Individuals
7. Selected Sources

POSSIBLE QUESTIONS TO ASK WHEN GATHERING PUBLIC INPUT

- What historical assets, cultural sites, or creative aspects do you most want to preserve or enhance in your neighborhood?
- Who are the keepers of your neighborhood history?
- Who would make good candidates for an oral history interview?
- What do you know about the history of your neighborhood?
- What would you most like to see added regarding culture in your neighborhood?
- What are the primary issues regarding arts, history, and culture in your neighborhood?
- What challenges have you faced as an artist/representative/business owner related to culture?
- What strategies have been successful in overcoming the challenges?
- What cultural organizations are most important in your neighborhood?
- If public art were to be in your neighborhood, where would it be most visible, meaningful?
- How do you want your neighborhood history told/reserved?

OPPORTUNITIES TO IDENTIFY MAY INCLUDE (but are not limited to...)

a. Policy Recommendations

- New policies for the City of Boise to consider that would impact cultural resources or environments

b. Neighborhood Enhancements/Preservation

- Historical marker or interpretive sign locations
- Neighborhood history narratives
- Oral history interviews
- History workshops & education opportunities
- Temporary gathering spaces for events, block parties, or festivals
- Cultural infrastructure design options
- Public art and design opportunities to preserve or enhance neighborhood sites

c. Assets to Maintain and/or Develop

- Locations for or types of public art (sculpture, murals, sign toppers)
- Alternative or traditional venue options for visual or performing arts
- Historical markers or interpretive signs that could be created
- Opportunities for the preservation of historical materials
- Preserve the character of the built environment (i.e. encourage similar house size development, preserve existing historical buildings & houses)

d. Organizations & Partnerships to Foster

- New partnership models between neighborhood entities
- Organizations the neighborhood would like to support, attract, or create
- Community non-profits the neighborhood would like to engage or partner with
- Strategies for building or attracting creative organizations or public/private partnerships

e. Cultural Resources for Individuals

- Artist studio locations
- Events that support the creative work of those of diverse ethnic backgrounds
- A tour of cultural locations that is low cost and accessible to all

Sources:

“Arts and Culture Planning: A Toolkit for Communities” by the Chicago Metropolitan Agency for Planning, 2014

