

Central Addition Master Plan

City of Boise | Planning & Development Services | February 2015



Fowler House historic photo



Fowler House present day

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Acknowledgments

Mayor

David H. Bieter

City Council

Maryanne Jordan, Council President

Elaine Clegg, Council Pro Tem

Scot Ludwig

Lauren McLean

Ben Quintana

TJ Thomson

Planning and Zoning Commission Members

Stephen Bradbury, Chair

Rich Demarest, Co-Chair

Douglas Gibson

Karen Meyer

Chris Danley

Milt Gillespie

Stephen Miller

City Planning Team

Derick O’Neill, Planning and Development Services Director

Hal Simmons, Planning Division Director

Sarah Schafer

Matt Halitsky

Josh Wilson

Steering Committee Members

John Bertram

Mike Fery

Bruce Green

Rob Bousfield

Morgan Maiolie

Kent Hanway

Kim O’Brien

Mark Dunkley

Sheryl Scott

Paul Bowman

Erik Kingston

Matt Blandford

Bruce Baird

David Kirkham

Milt Kutsurelis

Noel Weber

Scott Noriyki

Kris Wilson

Greg Winther

Tim Wilcomb

Chris Penland

Cheyne Weston

John Laude

T.J. Wilcomb

Matt Witt

Deanna Smith

Charlie Woodruff

John Maulin

Sheri Freemuth



Fowler and Jones houses on S. Fifth Street

Introduction and History

The original Boise town site was first platted in 1863 and then expanded in 1867. Until Arnold's Addition north of Fort Street in 1878, the original town site remained unchanged. This initial attempt to expand the city was at first unsuccessful, and it was twelve more years before the city really needed additional room to grow. Three additional subdivisions were platted in the North End in 1890 along with Central Addition and the Davis Addition both south of Front Street.

Prior to the subdivision of Central Addition in 1890, the property had been owned by Lafayette Cartee. Cartee, who lived at 4th and Grove, had moved to Idaho from Oregon where he had been Speaker of the House in that state's legislature. The smaller portion of the neighborhood as it now stands was owned by Thomas Jefferson Davis and his wife Julia. Their home was at 7th Street (Capitol Blvd.) and Myrtle and they owned most of the land to the river including what is now Julia Davis Park. They subdivided part of that land to form the Davis Addition. The only part of the present neighborhood included in the Davis Addition is the block west of 5th Street.

Unlike the subdivisions in the North End that were much larger, Central Addition was built out quite early. It was full by 1912. Even during its initial development, it had a mix of both high income and low income housing and occupants. This was one of the most

prominent neighborhoods in 1895 as well as one of the most affordable areas for Boise's working class. Grove Street, previously the most highly sought address, was on the decline and it looked like Central Addition might be the next fashionable place to live – until the railroad.

Originally, the mainline of the railroad bypassed Boise in 1883. Following public outcry from the territorial capital, a spur line was built in 1887 that serviced the Bench. By 1894, a depot had been built on Front Street, and by 1903 the railroad extended east to the Barber Valley. Almost overnight this neighborhood was altered from idyllic and surrounded by orchards on the river to one block from the railroad line.

The neighborhood's social decline was almost immediate, and soon it was solely a working-class neighborhood. Originally the neighborhood was home to lawyers, politicians, judges and jewelers as well as masons, carpenters, teachers, miners and blacksmiths. Eventually it was a working class neighborhood of machinists, meat cutters, Basque shepherders, salesmen, and laborers.

Because the neighborhood has been neglected for so long, it retains much of its architectural integrity and individuality. (John Bertram, Past President of Preservation Idaho)

Committee and Public Outreach

For several years, USGBC in conjunction with Idaho Smart Growth, National Trust for Historic Preservation, Preservation Idaho, property owners, and tenants have had a strong interest in the revitalization, preservation, and unique qualities of the area. The group has been working toward the creation of a LIV District for the preservation of the historic structures, conservation of energy, and treatment of storm water within a specific boundary.

The Central Addition Working Committee was formed in January 2014 and is comprised of business owners, business tenants, residents and property owners. The Committee met regularly for four months and assisted the City team in developing the master plan. A public meeting was held in May 2014 to solicit public opinion regarding draft goals for the plan. The Planning and Zoning Commission recommended approval of the plan on November 3, 2014 and City Council approved the plan on February 3, 2015.

Existing Conditions

The Central Addition has experienced welcome growth over the past five years. The recent appearance of the Whole Foods and Trader Joe's business establishments in the district have been positive events for the overall health and function of the downtown. Combined with the older Winco establishment, these businesses have for the first time created a practical and diverse range of grocery opportunities in the downtown. They have set the stage for the expansion of downtown living by providing the convenient shopping that is required. However, these same businesses, as pioneers in an incomplete downtown sub-district, have also followed a suburban pattern of low rise buildings with large surface parking lots and a detachment from the urban street grid. Further development of the Central Addition may help provide alternative parking and pedestrian facilities that will allow for the correction of some of these design deficiencies in the future.

Other recent positive developments include the adaptive reuse of existing warehouses for local businesses and a micro-brewery, the construction of Concordia law school and the creation of a signalized pedestrian crossing of Capitol Boulevard at Broad Street. These new uses and features have added many employees and customers to the district, greatly upgraded the appearance of the buildings and streetscapes, and have improved connections to the adjacent districts of downtown.

While the Central Addition has long retained some strong examples of original downtown housing and allowed for hope that a historic residential neighborhood could rebound in this area, recent events have hindered that potential. A series of fires and other forms of structural damage have resulted in the removal of several key historic homes and reduced the stock of historic housing that exists in the area. These occurrences have regrettably limited the feasibility of recreating a diverse historic neighborhood, but have also freed up land in the critical central portion of the district for new and more modern forms of housing to be constructed in conjunction with preservation of some of the existing housing that still remains.

The combination of new businesses, new pedestrian connections and availability of vacant housing sites suggests that a surge of new development may be ready to occur. Hopefully this will include dense urban housing that will bring the Central Addition to

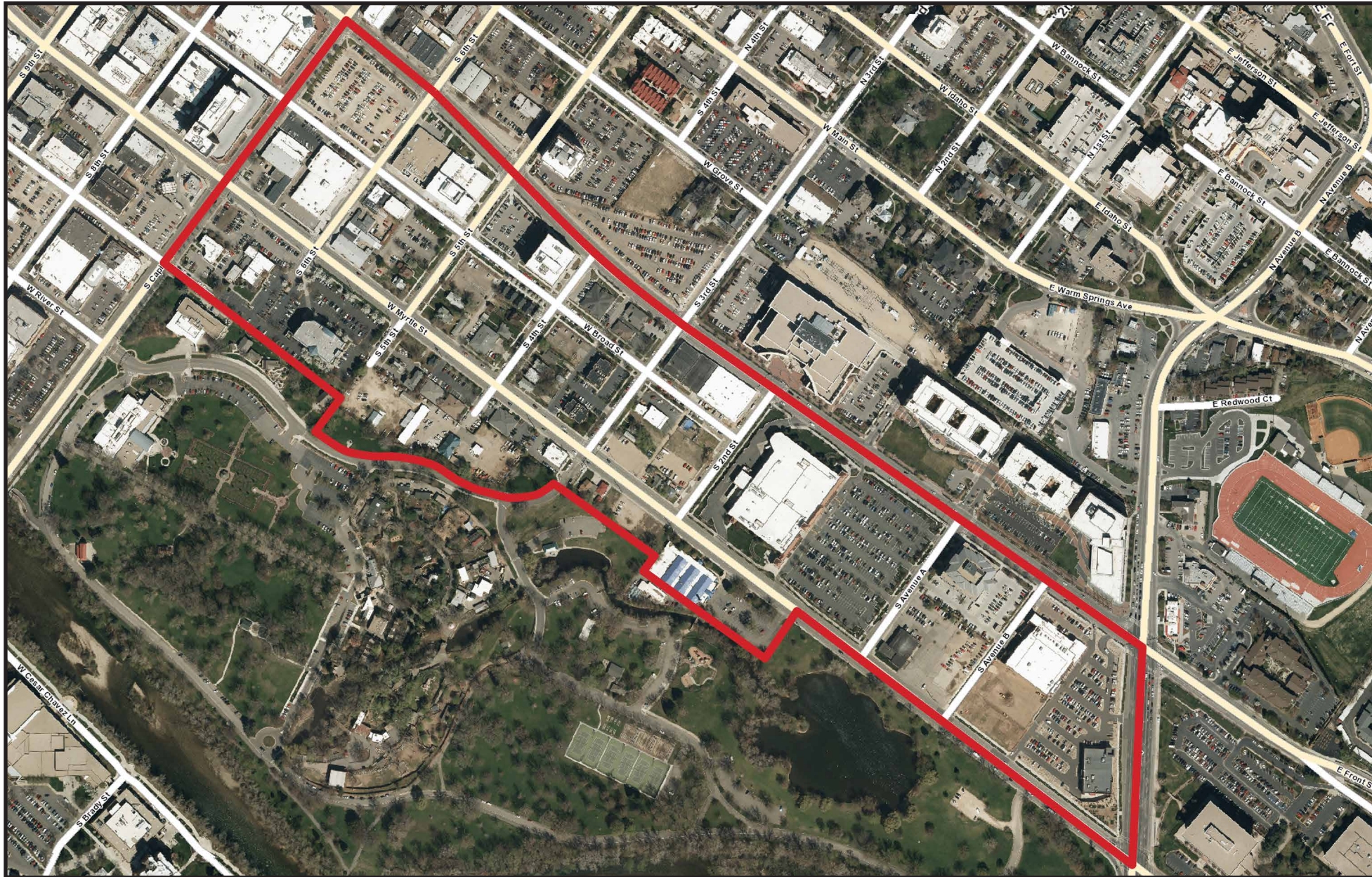


Figure 1 Master plan area boundary

completion as a true vibrant and diverse downtown sub-district.

Statistics

Area: .08 square miles / 48 acres

Zoning: C-5DD (Central Business with Downtown Design Review)

R-ODD (Residential Office with Downtown Design Review)

Uses include owner occupied and rental residential properties as well as office, educational and commercial.

Total Businesses: 54

Total Employees: 597

Total Residents: 48

Owner Occupied: 2

Context

The Central Addition is uniquely poised to exist as a vibrant and well-connected sub-district of Downtown. Long considered to be constrained by the existing Front and Myrtle Streets that run the length of the district, ongoing development in the surrounding area has proven those high volume streets to be less of a challenge than anticipated. On the north side of Front Street, the Ada County Courthouse project has generated large amounts of pedestrian traffic in the area and created a strong physical presence of building massing. Likewise, the Water Center on the northwest corner of Front and Broadway has created a modern multi-story architectural presence that anchors that end of the corridor. At the other end of the corridor north of Front Street, the Basque Block and Old Boise provide a range of dining and entertainment uses along with unique architecture and a sense of history.

On the south side of Myrtle Street are Julia Davis Park, Zoo Boise and the Art and History Museums which provide a strong cultural and recreational presence in the area. The Boise greenbelt, Boise River and ever-growing BSU add to the activity and vitality of that area.

Across Broadway to the east are the former MK (now URS) office buildings and related complex a new mixed use residential development, restaurants and the BSU sports complex.

Across Capitol Boulevard to the west is the BoDo development with theaters, shops, offices, fine dining and a new pedestrian-ac-

tivity crossing signal at Broad Street. Elsewhere to the west are the Library, the large Simplot JUMP project, the Boise Grove and of course the Central Business District of downtown.

All of these surrounding districts have grown and prospered despite and even because of the impact of the I-84 Connector running near or through them. These downtown districts also share a generally well-connected local street system that makes it easy and convenient for pedestrians and drivers alike to move between the various uses that exist in the area. The Central Addition may have lagged slightly behind these other downtown districts in terms of growth and development, but as this new Master Plan will demonstrate, growth is now happening and the Central Addition is ready to be fully integrated into the downtown. The Committee that has overseen the preparation of this plan is excited about the

prospects and happy to offer the concepts and suggestions contained herein.

Existing Plans and Policies

Blueprint Boise

The study area is located within the Downtown Planning Area and designated as Downtown Mixed Use on the Future Land Use Map. The Downtown Mixed Use designation promotes varied uses including civic, cultural, retail, restaurant, office, housing, plazas, parking facilities, and open space. The designation is intended to reflect Downtown Boise's role as the center of the community and region.

River Street- Myrtle Street Master Plan (CCDC)

The River Street-Myrtle Street Urban Renewal District was formed in 1994 consisting of 242 acres, and was expanded to include areas within Old Boise in 2004 and renamed River Myrtle- Old Boise Urban Renewal District. The District contains a total of 340 acres and two subdistricts: Old Boise-Eastside and River Street- Myrtle Street. The master plan was used to guide and provide the basis for the Central Addition Master Plan, and dictates streetscape configurations within the boundaries of the Urban Renewal District. Additionally, the master plan provides guidance for specific areas which lie outside the boundaries of the Central Addition Master Plan, including the Eastside Neighborhood and the Courthouse Corridor.

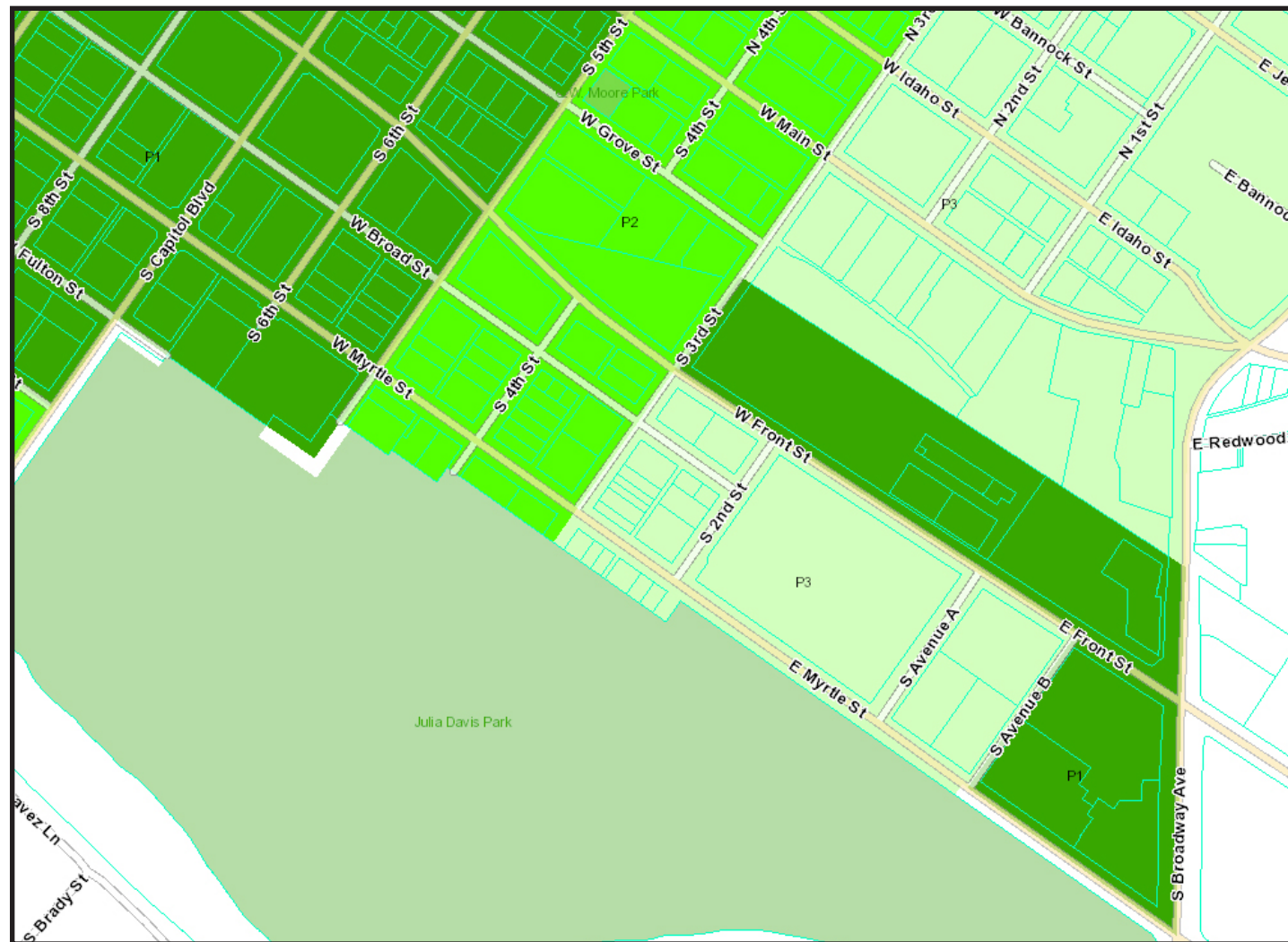


Figure 2 Parking Overlay Districts

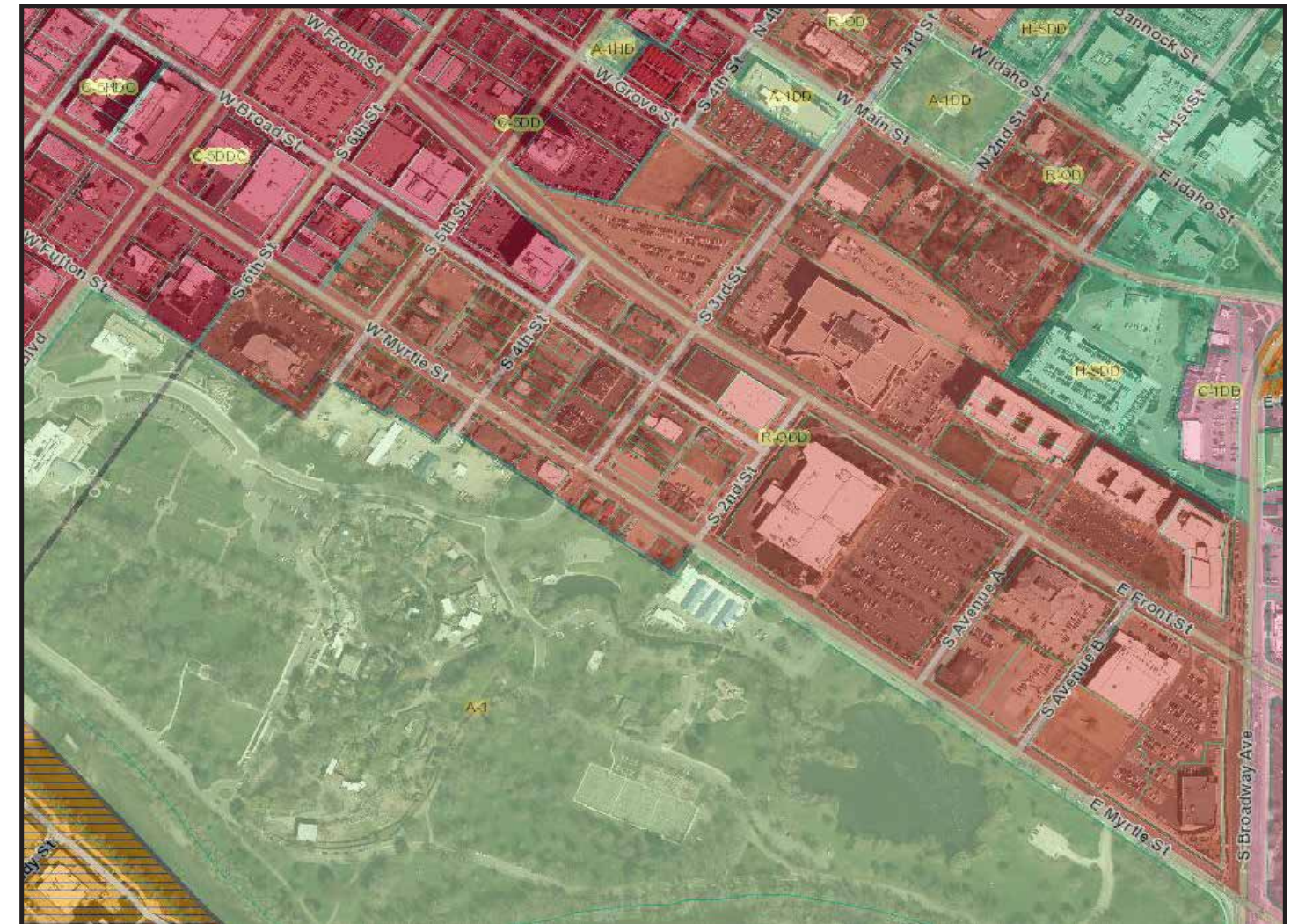


Figure 3 Existing Zoning

Zoning

The majority of the properties within the Central Addition are zoned R-ODD (Residential Office with Downtown Design Review), with areas in the northwest portion of the area zoned C-5DD (Central Business with Downtown Design Review) and C-5DDC (Central Business with Downtown Design Review and Capitol Boulevard Overlay). Additionally, A-1 (Open Space) zoning is present along the boundary of Julia Davis Park. The master plan area is covered by three Parking Overlay Districts (P-1, P-2, and P-3), which reduce parking requirements based on land use, promoting urban development patterns which are not dependent on large areas of surface parking.

The Plan

Summary

This new Central Addition Master Plan builds upon development policies that were first established in the River/Myrtle Urban Renewal Plan for the area. This set of policies also takes into account the dramatic growth and development that have occurred in the area over the past five to ten years and seeks to clarify an urban vision that will guide the continuing build out of this unique downtown sub-district. This plan focuses on the categories of Land Use, Urban Form and Parking, Transportation and Infrastructure, and Historic Resources. Principles of sustainability are interwoven throughout the various policies to the extent that a separate sustainability section is not necessary.

Land Use

The Land Use policies focus on the fact that three different sub-districts, of roughly equal size, have evolved in the Central Addition over the years. The eastern end of the district is dominated by large grocery establishments; causing this area to function as a “Community Retail” district catering not just to downtown residents but to others throughout the city and region. This sub-district should mature and densify through multi-story development within the parking lots and vacant pad sites, enabled by new structured parking facilities.

The western end of the district is an eclectic area focusing on gen-

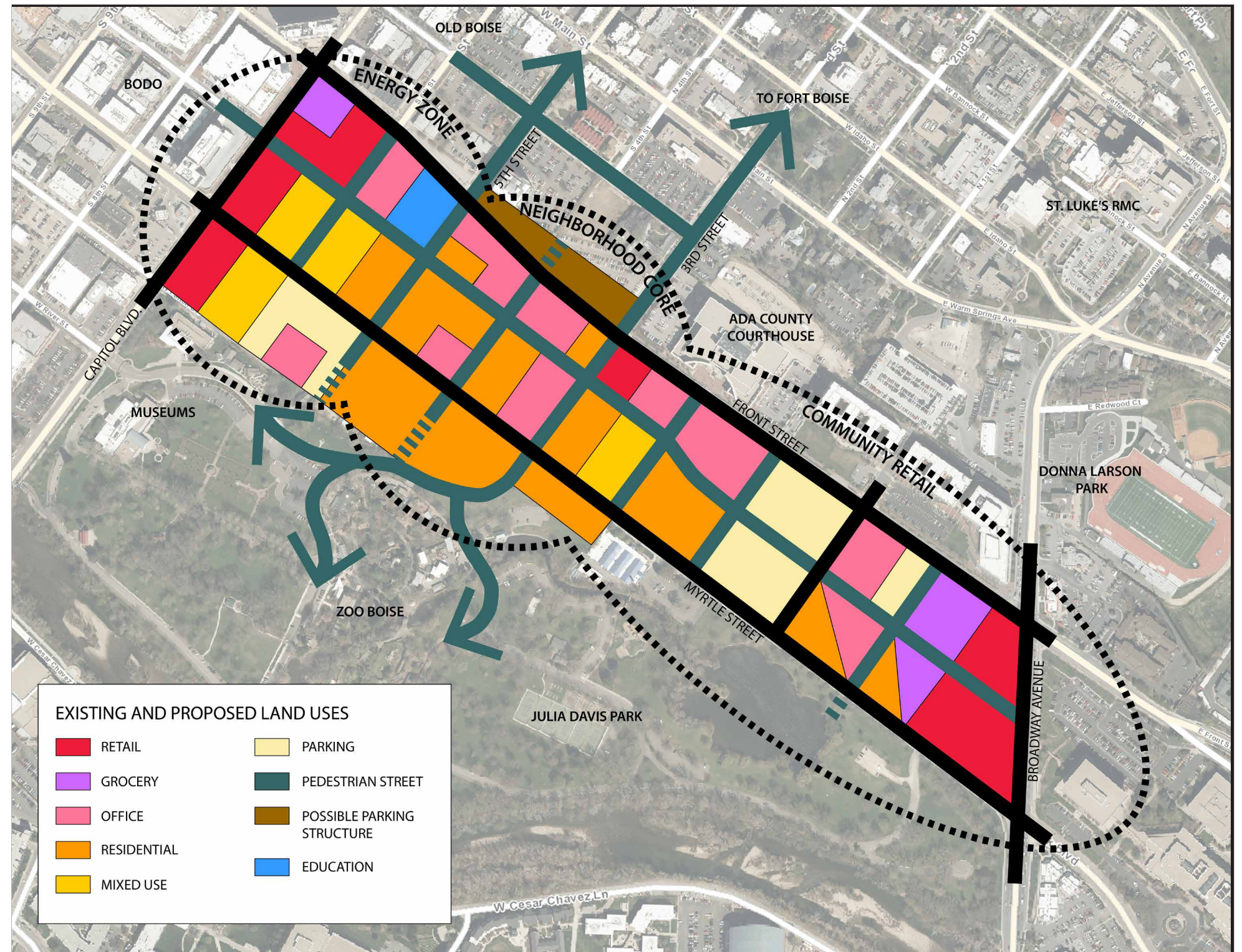


Figure 4 Land Use Map

erally smaller mixed uses that create more of a pedestrian-oriented downtown activity center or “Energy Zone.” These uses include theaters, art studios, musical instrument store, micro-brewery, newspaper publisher, private college, dining and shopping. This area should also be allowed to increase in height and density as it provides a connection to Capitol Boulevard the nearby Central Business District, where the scale of buildings is considerable.

The remaining central portion of the district contains the majority of the existing housing units as well as a variety of quieter office uses. This district may be thought of as the “Neighborhood Core” where people will live and have easy access to the shopping and activity uses to the east and west. Urban housing should be the first priority for development here. This district should be lower in height than the two end districts and should be centered around Broad Street as a strong pedestrian corridor running the length of the Central Addition area. Adaptive reuse of the existing historic homes is encouraged.

The remaining land use policies across all three sub-districts support new parking garages integrated into developments, the increased use of the C-5 zone as a means of allowing more height and density, and support for sustainability principles including density, mixed use, adaptive reuse, alternative transportation, energy and water conservation and material recycling.

Policies

Subdistricts

- 1. **Energy Zone:** The west end of the district generally between Capitol & 5th Streets forms an area of unique pedestrian energy and activity with more intense development and a diversity of uses including shopping, art studios, brewing, dining and entertainment. The eclectic mix of uses that exist in the area should be maintained and intensified through infill including adaptive reuse, recycling and new development of supportive uses.
- 2. **Neighborhood Core:** The central portion of the district, generally between 5th and 2nd streets, should be developed as an urban residential neighborhood with supporting small retail uses and offices. Residential development may include dense apartments and condominiums as well as small clusters of historic single family homes or townhouses.

- 3. **Community Retail:** The eastern end of the district is characterized by large single story community retail developments with surface parking lots. Over time, this area should be encouraged to urbanize through the development of multi-story buildings on the remaining vacant pads and parcels, and through the eventual replacement of surface parking with integrated parking structures and buildings.

General

- 4. Encourage the infill and redevelopment of the Central Addition Neighborhood as a dense and diverse sub-district of downtown with urban rather than suburban land uses and designs.
- 5. The Central Addition Master Plan Concept Map should serve as a guide for future zoning and development applications within the district. Flexibility and deviation from the map is allowed and encouraged where it can be found that the outcome strengthens the overall health and vitality of the neighborhood and is consistent with the overall intent of the plan.
- 6. Broad Street should be considered the core neighborhood street around which high density housing and small retail services are to be oriented.
- 7. Broad Street should be protected from the impact of access to parking facilities. Vehicle access is most preferably taken from existing alleys; otherwise the numbered streets may be considered for such access, provided that the surrounding context of development is appropriate.
- 8. The Capitol Boulevard frontage should be developed with a scale and design of development that is appropriate for the grand entrance to the CBD and the State Capitol Building. The Capitol Boulevard Overlay Design District Standards should continue to apply.
- 9. The road frontage on the south side of Myrtle Street between Capitol Boulevard and 6th Street should develop with high density housing, cultural and office uses that reflect and balance development on the north side, thus helping to enclose Myrtle Street as a more pedestrian friendly urban experience, as well as to take advantage of the supporting uses in Julia Davis Park.

- 10. Throughout the district, existing surface parking lots are suburban-type uses that should be encouraged to recycle to high-performing urban development.
- 11. Appropriately located parking structures integrated with private development are important for the future urbanization of the neighborhood. The eastern half of the block on 3rd Street between Myrtle and Broad may be a logical central location for such a garage as part of a larger mixed use development, but other sites may be considered as well, such as the west side of 5th Street or the WinCo parking lot. The River/Myrtle Master Plan also envisions a nearby structure outside the district across Front Street on County property.
- 12. Support existing businesses in the district by allowing appropriate flexibility in zoning, parking and streetscape standards that will help them maintain a successful presence in the neighborhood. This may include the use of interim standards that will allow near term streetscape improvements and minor building additions without the immediate loss of existing customer parking or similar amenities on which they depend.
- 13. The C-5 zoning district may be considered for further expansion into the district as a means of encouraging dense mixed use development.
- 14. Encourage the re-use of historic homes and other buildings as small retail and dining establishments that provide needed neighborhood services while maintaining the unique character of the area.
- 15. Adaptive re-use of existing structures in the area is encouraged as an element of sustainable development.
- 16. Support land use and development applications in the Central Addition Neighborhood that are based on principles of sustainability, including; density, mixed use, adaptive reuse, walkability, alternative transportation, energy conservation, storm water treatment, material recycling, and similar factors.

Urban Form and Parking

This section emphasizes that all new development in the Central Addition should be urban in character, following the form of downtown development where building facades directly face the street and setbacks are minimized or eliminated. Each land use



Figure 5 Potential future building forms



Figure 6 Potential future building forms



Figure 7 Potential future streetscape

sub-district should be defined by scale and level of intensity. The “Energy Zone” next to Capitol Boulevard should allow 7 to 10-story buildings, as should the “Community Retail” district next to Broadway. The intervening “Neighborhood Core” should have lower heights of 3 to 6 stories.

Throughout the district, surface parking should be discouraged in favor of structured parking. New parking garages should not be single use structures but should be integrated into new developments. Where integrated structured parking is used on the first floor of a building, the building should project in front of the parking in such a way that it touches the ground facing the dominant internal street. Residential uses should be oriented to face each other across the local streets.

The plan suggests that new public parking garages should come about through public/private partnerships, should be located near both the east and the west districts, and potentially shared by Zoo Boise/Julia Davis Park visitors. In addition, a parking garage on the north side of Front Street west of 3th Street would also be of benefit to residents and customers of businesses in the Central Addition. Throughout the district, shared parking and parking reductions should be supported. Inter-relationships between uses in the Central Addition and the districts across Front, Capitol and Myrtle should be recognized and strengthened through land use, zoning and design review.

Policies

1. Development should use urban building forms wherein buildings are placed at the sidewalk and create a street wall and where street level space is activated with people-oriented uses. Variations in the street wall should be used to create pockets for outdoor seating and plaza opportunities.
2. The scale of development should help define and protect the livability of the central neighborhood core area by stepping down in height and massing from more intense uses at the western and eastern ends of the district.
3. Larger scaled development (7 – 10 stories) should occur on the blocks abutting Capitol Boulevard (Energy Zone) and from 2nd Street to Broadway Avenue (Community Retail), with lower building massing of 3 to 6 stories generally between 2nd and 5th streets and along the south side of Myrtle Street (Neighborhood Core).

4. Height exceptions for developments using the R-O zone should be supported.
5. Establish Broad Street as a pedestrian-oriented “neighborhood street” with a preference for development to orient storefronts and residential entries to it. Where possible, create a street scene where residential units face the front of other residential units across the street. Acknowledge that this may require some units to face the numbered streets rather than Broad Street.
6. Support underground and/or structured parking for new developments, but require that residential and commercial units touch the ground along Broad Street and/or the numbered streets within the neighborhood core area, with parking tucked in behind or below.
7. Require that when parking garages are proposed, that they be integrated into mixed developments with other uses so that the garage does not become the dominant feature of the block. Where possible, street facades of garages should feature storefront or office space.
8. Strategically locate public garages within mixed use developments so that they may reduce reliance on existing surface parking lots and allow those lots to be redeveloped with other uses. The Master Plan Land Use Map suggests parking garage locations on the east side of 3rd Street and the west side of 5th Street, but other sites may also qualify.
9. Promote at least one parking garage for shared use by visitors to Julia Davis Park and Zoo Boise/Boise Art Museum/Idaho State Historical Museum.
10. Identify creative ways to supply parking facilities through public, public-private and private partnerships.
11. Encourage a mix of uses with differing peak operating hours creating the opportunity for shared parking throughout the area.
12. New surface parking shall be discouraged if needed it shall be located away from the terminus of vistas, away from street intersections and to the side and rear of buildings.
13. Encourage and support parking reductions based on proximity to walkable destinations and services, and staggered hours of operation.

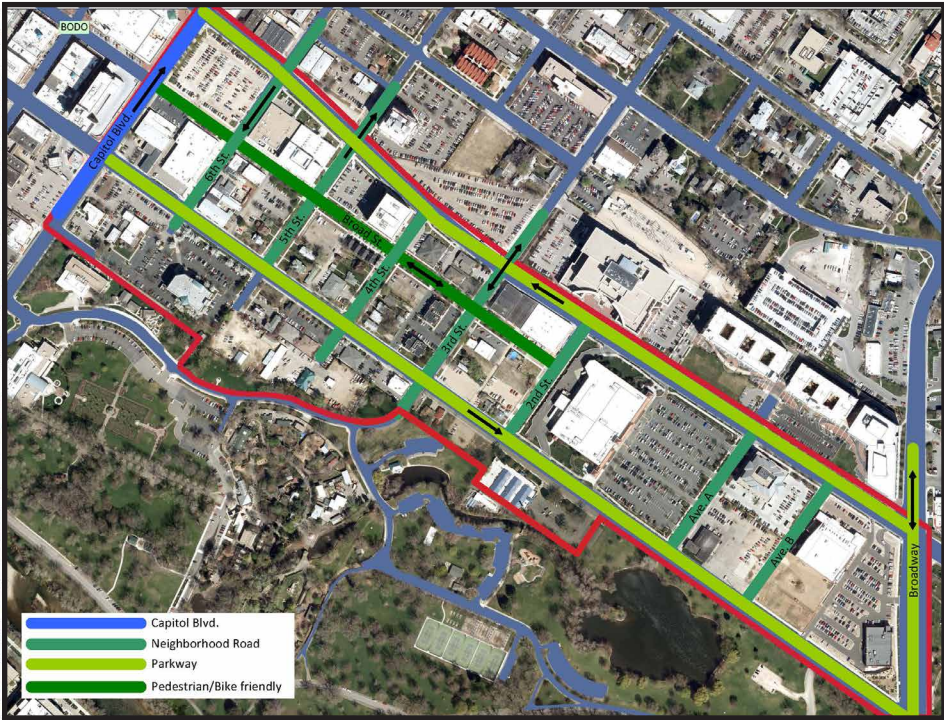


Figure 8 Existing Roads

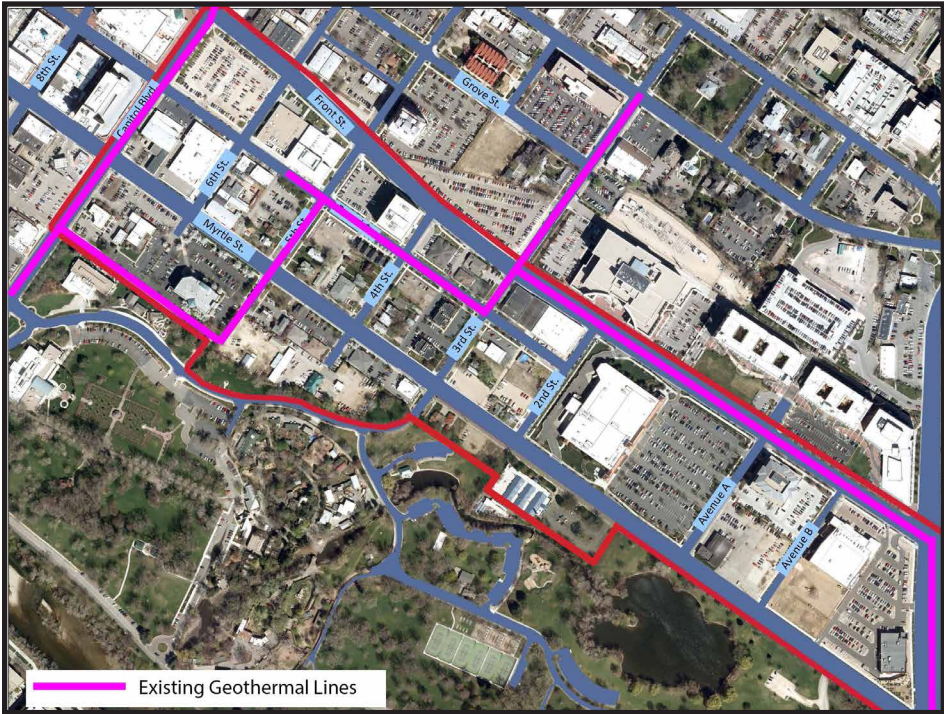


Figure 9 Geothermal Line Locations

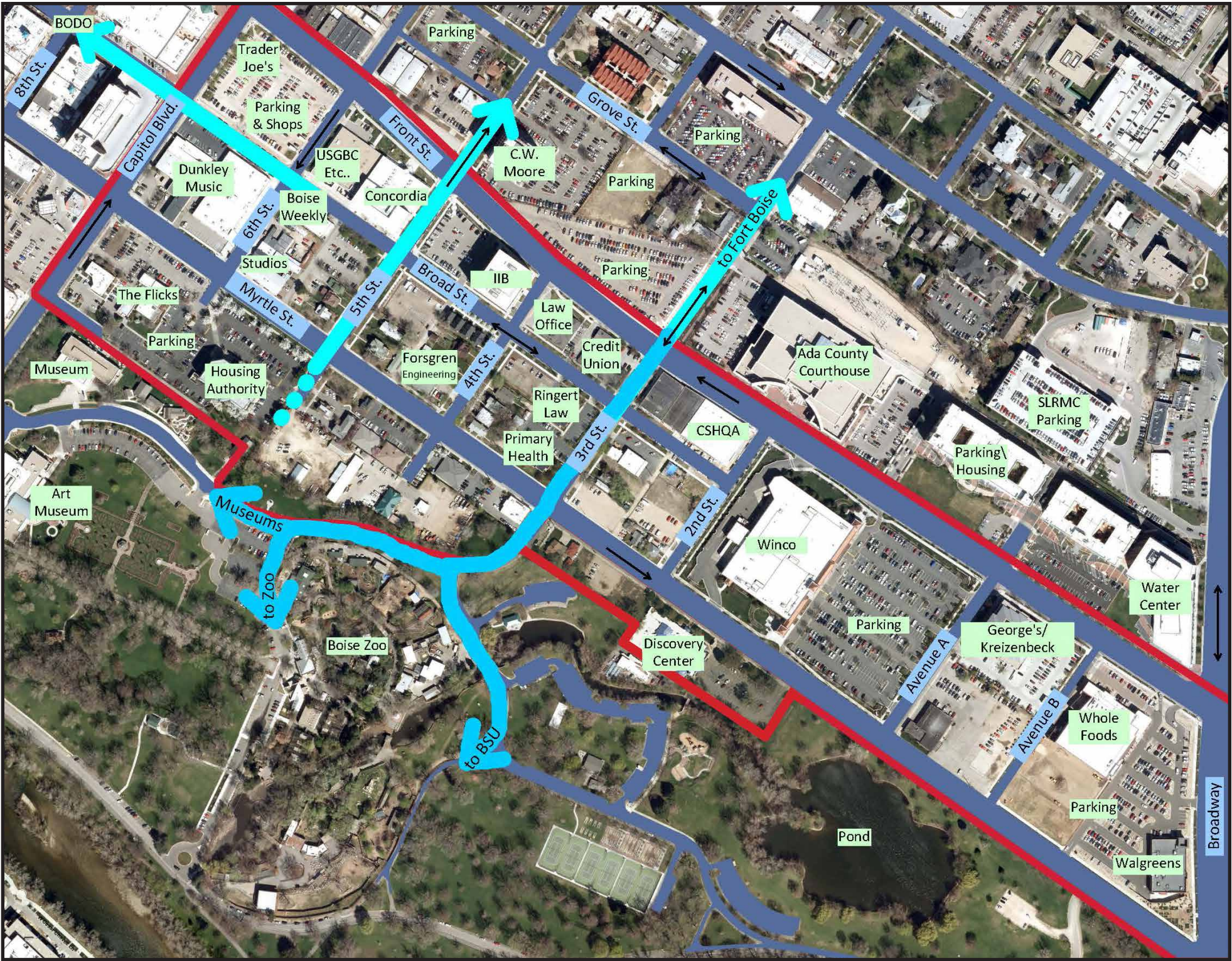


Figure 10 Existing Properties

- 14. Preserve on-street parking throughout the area.
- 15. The use of strategies such as shared parking and public/private partnerships for integrated parking structures are needed to support dense development and deal with the reality of limited public resource availability.

Transportation/Infrastructure

This section focuses on the creation of multi-modal streets, strong connections to other downtown districts, pedestrian facilities and infrastructure improvements related to sustainability.

Broad Street should be designed with an emphasis on pedestrian and bicycle accommodation and should be extended east to Broadway if new development or redevelopment opportunities arise in that area. 3rd Street should be treated as a major north/south bike and pedestrian facility linking Fort Boise to Julia Davis Park, the greenbelt and BSU. 5th Street should be explored for a similar role connecting the downtown core to the Central Addition. Options to calm traffic on Front and Myrtle should be pursued as well as additional signalized pedestrian crossings of Myrtle at various locations.

The Central Addition should be considered to be a candidate for a possible “circulator” route and bike share station sites should also be pursued. The street grid and alley system should be retained and expanded where possible.

Sustainable infrastructure policies include the concept of designating the Central Addition as a Resource District, where solar, wind and geothermal facilities are promoted. Green buildings should be promoted through a labeling program and owners should be encouraged to participate in the IDL Building Metrics program. Storm water should be managed with an emphasis on permeable pavers, green roofs, rain water harvesting and low water landscape designs. A baseline and goals for stormwater runoff should be established.

Policies

- 1. Broad Street should be designed to serve as a pedestrian-oriented local street, with detached sidewalks, bike lanes and narrow vehicle travel lanes. The street section may change from tree lawn to tree grates and plaza space where commercial uses exist.

- 2. If the existing retail stores east of 2nd Street are reconfigured or demolished in the future, Broad Street should be extended to Broadway.
- 3. All of the numbered streets should be designed with an emphasis on pedestrian and bicycle accommodation.
- 4. 3rd Street should be connected more directly into Julia Davis Park and should be designed as a major north-south bike and pedestrian facility connecting BSU to Fort Boise.
- 5. 5th Street should be designed as a major pedestrian facility connecting the Central Addition to the Downtown Core.
- 6. The City should explore the connection of 5th Street into Julia Davis Park via a pathway extension.
- 7. The City should explore options to calm traffic on Front and Myrtle, including but not limited to one or more of the following strategies: reduction of lanes, provision of on-street parking, street trees and landscape, reduction of posted speed limit, additional signalized intersections, enclosing both sides of the streets with buildings of sufficient height and mass so that the corridor feels narrower and encourages slower speeds.
- 8. Enhanced pedestrian pathway facilities should be provided along Front and Myrtle for those blocks east of 2nd Street where Broad Street does not currently exist.
- 9. The City shall develop a pedestrian crossing of Myrtle Street and provide a connection to Julia Davis Park.
- 10. Central Addition residents/owners and businesses should join in discussions for the potential downtown circulator routes.
- 11. Use current planning opportunities to implement bike lanes and on street parking along Capitol Boulevard.
- 12. Explore locations for a bike share station within the Central Addition.
- 13. Develop an innovative storm water management plan for the Central Addition area that uses Green Stormwater Infrastructure (GSI) methods in and adjacent to the existing streetscape areas. The stormwater management plan should include:
 - Establish existing baseline for storm water runoff.
 - Set stormwater runoff targets for improvement.
 - Encourage use of GSI techniques, including, but not limited

to:

- Infiltration (e.g. pavers, permeable pavement, bioswales with engineered soils)
 - Evapotranspiration (e.g. tree canopy, bioswales with low water and drought tolerant landscape designs, green roofs)
 - Rainwater harvest and reuse (e.g. cisterns and non-potable reuse)
- 14. Designate the Central Addition as a LIV District, where solar, wind and geothermal are promoted and innovative energy conservation measures are practiced.
 - 15. Require new development to provide bicycle commuter facilities including bike lockers, showers and covered parking spaces.
 - 16. Promote the use of bike corrals at appropriate locations along Broad and numbered streets.
 - 17. Retain and/or expand the street and alley system and avoid the vacation of right-of-way for creation of super blocks.
 - 18. Explore undergrounding of electrical power service in the area, particularly in conjunction with new development.
 - 19. Explore the expansion and additional capacity potential of the Low Temperature Geothermal District heating system. In addition, explore the use of ground source heat pumps both individually and as a district for both heating and cooling.
 - 20. Develop a building labeling program to identify green buildings similar to the geothermal program throughout the downtown.
 - 21. Encourage building owners to participate in the IDL Building Metrics Labeling program.
 - 22. Encourage/incentivize/require construction waste management and reduce, reuse, recycle.
 - 23. Consider use of streetscape and landscaped parkways to function as stormwater management particularly on Myrtle Street.
 - 24. Encourage the remodel of the Discovery Center as a location to showcase green storm water infrastructure and energy systems.
 - 25. Coordinate development with the geothermal expansion

plans to optimize opportunities with existing green infrastructure.

26. Provide education to businesses and new residents on sustainable practices.
27. Encourage to installation of charging stations within new parking locations.

Historic Resources

As noted in the Existing Conditions section of this report, a number of historically significant structures have recently been lost to fire and damage. This should not prevent efforts to document the resources that remain, adaptively reuse them where possible and otherwise maintain or improve their structural integrity either on-site or through relocation. The heritage and history of the area should be celebrated through events and signage.

Policies

1. Document existing historic resources in the area.
2. Work with property owners of the significant historic properties to relocate or maintain the structures in the existing location.
3. Encourage adaptive reuse of existing and historic structures in the area.
4. Celebrate heritage of the neighborhood through creative signage, public art and streetscape amenities that interpret the area for future generations.
5. Encourage Downtown Boise Association and other entities to sponsor public events within the Central Addition to showcase and celebrate the area's unique history.
6. Support designation of properties to the National Register of Historic Places, enabling possible use of the Federal Historic Tax Credits.
7. Investigate acquisition of historic or facade easements by the City of Boise or other entities.
8. Investigate potential public investment in the acquisition of properties with historic resources for affordable workforce housing.

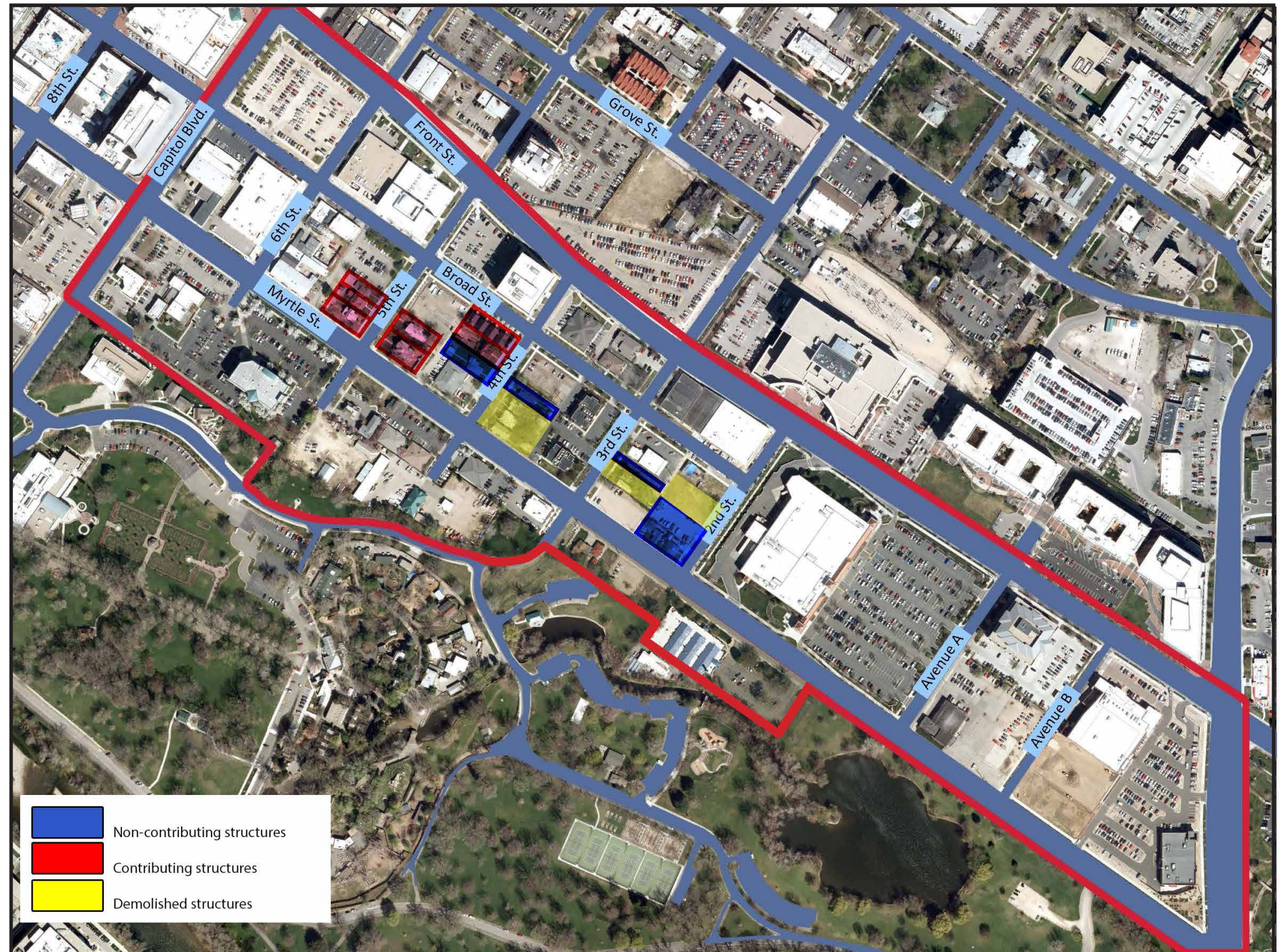


Figure 11 Historic Properties

Central Addition Master Plan Implementation

Priority Timing: Immediate-concurrently with plan adoption; High Priority-2-3 years after adoption; Medium Priority 3-5 years after adoption

| Number | Action | Section | Timing | Lead |
|--------|---|----------------|-----------------|------------------|
| 1 | Work with the Parks Department to update signage and define a more direct pathway connection from the Central Addition to BSU through Julia Davis Park. | Transportation | Immediate | PDS/Parks |
| 2 | Work with Boise Bike Share and business owners to determine one or more bike stations. | Transportation | Immediate | PDS |
| 3 | Explore green infrastructure within the streetscape including permeable pavers, curb cut to infiltration bed and xeriscape. | Infrastructure | Immediate | PDS/Public Works |
| 4 | Establish a low water usage plant list for use within the Central Addition. | Infrastructure | Immediate | PDS/Parks |
| 5 | Work with redevelopment projects to identify green stormwater and infrastructure requirements and options. | Infrastructure | Immediate | Public Works |
| 6 | Assist in the establishment of a formalized governing body for the neighborhood organization. | Infrastructure | High Priority | PDS |
| 7 | Explore the expansion of the P-1 and P-2 parking overlay districts. | Land Use | High Priority | PDS |
| 8 | Consider a code amendment to allow stand alone retail in the R-O zone for adaptive re-use of historic structures. | Land Use | High Priority | PDS |
| 9 | Work with CCDC to annex the area south of Myrtle Street into the Urban Renewal District. | Infrastructure | High Priority | PDS/CCDC |
| 10 | Develop a Building Labeling program for Green buildings. | Land Use | High Priority | PDS/USGBC |
| 11 | Pursue proactive rezones from R-O to C-5 consistent with policies in the plan. | Land Use | High Priority | PDS |
| 12 | Work with ITD on potential traffic signals, lane reductions and traffic calming options on Myrtle Street and Front Street. | Transportation | High Priority | PDS/ITD/ACHD |
| 13 | Use parking study in conjunction with CCDC to pursue parking partnerships. | Infrastructure | Medium Priority | PDS/CCDC |

Appendix

The three documents in the appendix are for reference. They illustrate the preferred development pattern of the area around the Central Addition and how the areas can support each other with complimentary facilities and businesses. The maps show the close proximity of the uses and the overall vision for the downtown area. Development review and infrastructure planning for this area should recognize the strong connections between these adjacent districts and support uses in each district.

Built Form Map

This map shows the preferred heights for structures to develop to throughout the downtown planning area and adjacent to the Central Addition. It can be seen that the proposed structure heights on the north side of Front Street are 6 to 10 stories, generally reflecting the allowed heights in the Central Addition of 4 to 6 stories.

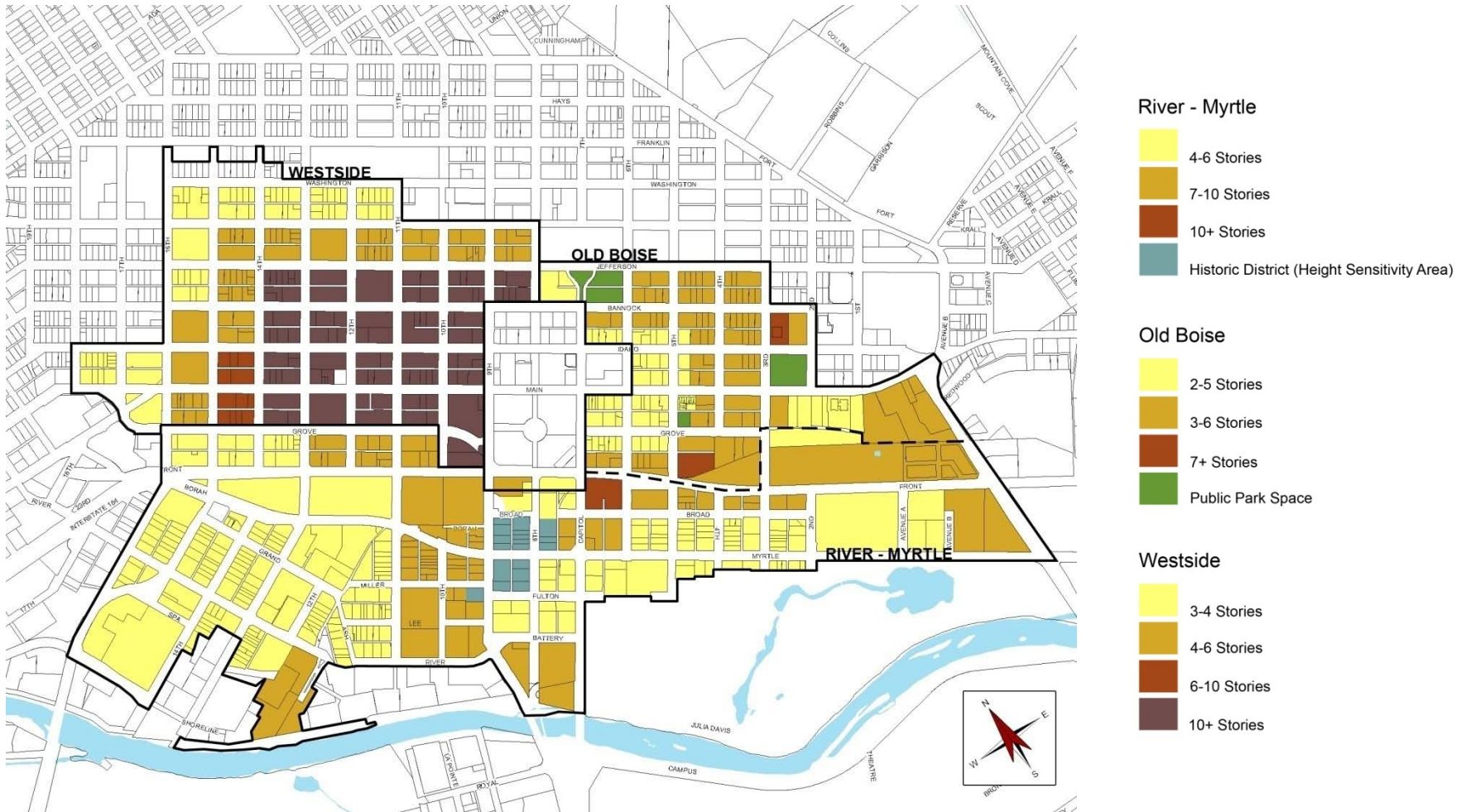
Preferred Development Pattern Map

This map shows how the uses throughout the different districts support an overall vibrant downtown planning area by placing housing in close proximity to office, commercial and educational facilities with streets that connect all of the uses through small blocks rather than super blocks.

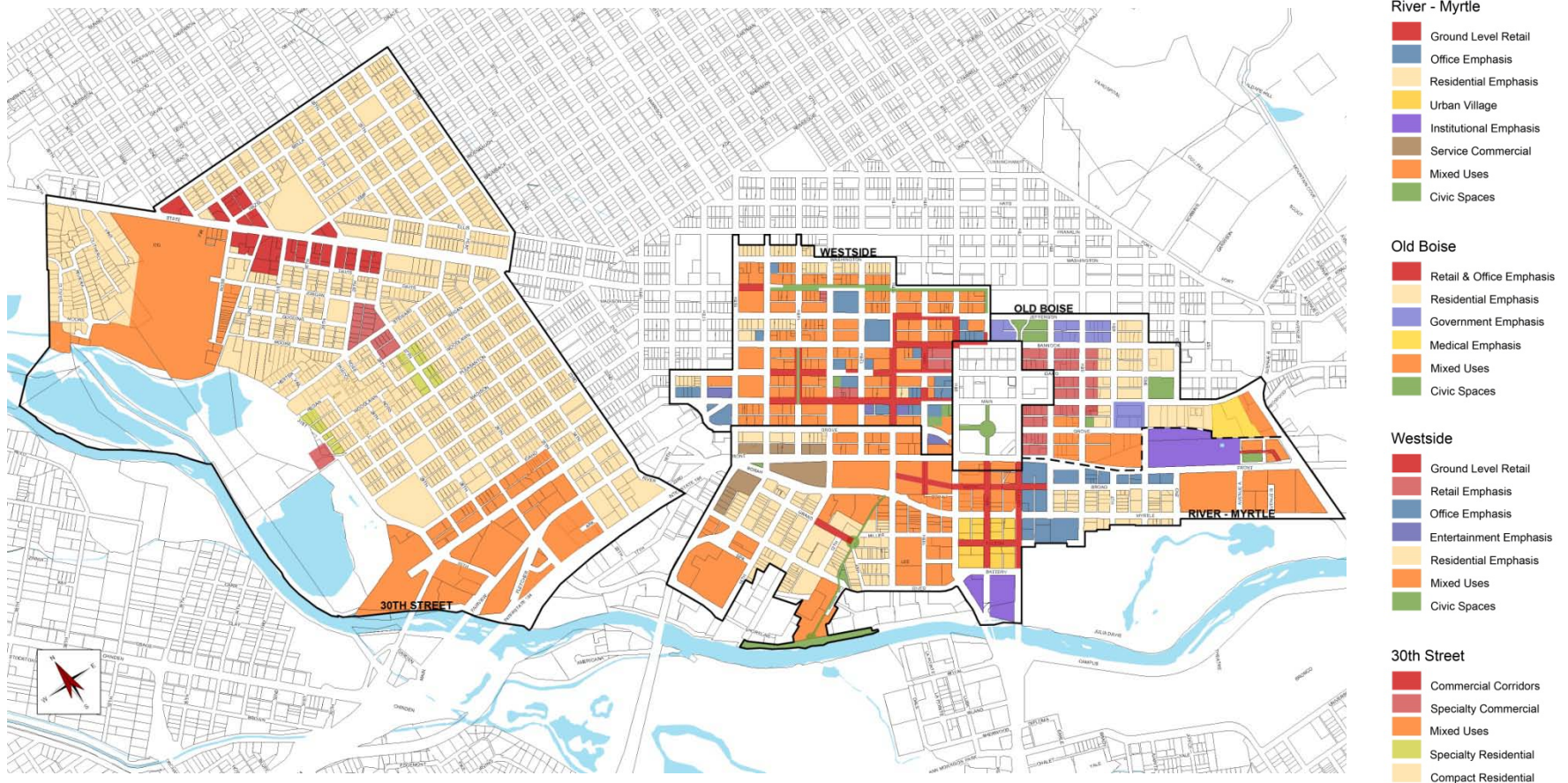
Parking Garages

The Parking Garage map shows existing parking structures as well as proposed or optional locations for structures. This shows that potential public garage locations have been identified north of Front Street and west of Capitol Boulevard in locations that could serve portions of the Central Addition as well as the districts within which the garages are proposed.

Downtown Boise – Built Form



Downtown Boise – Preferred Development



Downtown Boise – Parking Garages

