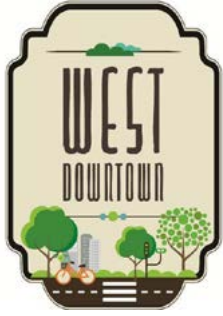




WEST DOWNTOWN NEIGHBORHOOD PLAN

Urban Living — Designed for
Everyone





NEIGHBORHOOD PLAN

ACKNOWLEDGMENTS

The following Neighborhood Plan would not have been possible without the neighbors, stakeholders and local leadership involved.

Special thanks goes to the individuals and organizations who were actively engaged throughout the duration of the planning process through in-person events or online engagement.



Figure 1: Typical single family home in the West Downtown Neighborhood, (CTA, 2019)

STAKEHOLDERS

West Downtown Planning Committee

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Lisa Sanchez, City Council Member
TJ Thomson, City Council Member

Holli Woodings, City Council Member
Jennifer Stevens, Planning and Zoning

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Tamara Ansotegui, Planning and Zoning
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Jim Bratnober, Planning and Zoning
Commissioner
Bob Schafer, Planning and Zoning
Commissioner
Ben Zuckerman, Planning and Zoning Student
Commissioner

RESOLUTION

By the Board of Directors, West Downtown Neighborhood Association.

A Resolution to Adopt the West Downtown Neighborhood Plan (2019).

WHEREAS, the West Downtown Neighborhood Association in 2018 applied for funding from the City of Boise's Neighborhood Improvement Program to conduct a planning process and produce a Neighborhood Plan; and

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

WHEREAS, the West Downtown 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 two 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 West Downtown Neighborhood Association finds it is in the best interest of the West Downtown Neighborhood to adopt the West Downtown Neighborhood Plan.

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

The West Downtown Neighborhood Association approves and adopts the 2019 West Downtown Neighborhood Plan to implement the Neighborhood Plan's Vision, Goals, and Strategies, and the Land Use and Development, Site and Building Design, Neighborhood Sense of Place, and Connectivity Action Items.

This Resolution does approve and adopt the West Downtown 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 West Downtown Neighborhood Association of Boise City, Idaho, this 13th day of November, 2019.

Approved:



Nicole Windsor,

President

PRESIDENT'S FORWARD

The area where the West Downtown Neighborhood lies has a rich history. An area that started as farm land and transitioned into a place for affordable housing, businesses, and transportation. West Downtown has long been a place where people and businesses lived in close proximity, and a transportation gateway to the city through the railway, automobiles, and horses; where residences have been a mix of single families and apartments providing affordable options for downtown workers.

The West Downtown Neighborhood continues to identify with these characteristics and honor our past in an updated setting by striving to provide a balance of housing for different life stages and incomes; by continuing to foster a symbiotic relationship between residences and businesses; and by providing a gateway to the city for cyclists and pedestrians, while continuing to preserve a “know your neighbors” community with eclectic charm. The plan created by the neighborhood reflects our values and pride in our neighborhood.

- Nicole Windsor, WDNA President

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Figure 2: Homes in the residential area of West Downtown, circa 1930s (CTA 2019)

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Appendix D Live Poll - Open House #2

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Figure 3: Boise's West Downtown Neighborhood. (CTA, 2019p)

SECTION 1

INTRODUCTION

NEIGHBORHOOD DESCRIPTION

The West Downtown Neighborhood in Boise is a 65-acre urban neighborhood consisting of 20 city blocks. Situated one half-mile northwest of Boise's downtown core, the neighborhood is home to 425 people in 265 households.

The neighborhood is located between Boise's downtown and the surrounding neighborhoods that date back to the Victorian era. The neighborhood's southern portion is bisected by the major vehicle transportation thoroughfares of West Main Street and West Fairview Avenue. These thoroughfares connect commuters to Downtown from the



Figure 4: New Path "Housing First" Development on Fairview Ave. (Photo: CTA 2019)

western suburbs. The neighborhood boundaries are the I-184 connector to the south, S. 23rd Street and N. 19th Street to the west, W. State Street to the north and N. 16th Street to the east.

The West Downtown Neighborhood is bordered by the Downtown Boise Neighborhood Association to the east and south, the West End Neighborhood Association to the west, and the North End Neighborhood Association to the north. It is the smallest of Boise's existing neighborhood associations.

Building diversity characterizes the neighborhood. Approximately 212 buildings stand in West Downtown ranging in style from century-old homes and craftsman bungalows, to mid-century storefronts and strip retail shops reflective of development patterns and styles throughout Boise's history. To put the neighborhood in perspective, West Downtown is home to a seven story modernist tower (the Red Lion Hotel), conventional town homes and mid-rise affordable housing stock.

Significance of West Downtown to the City

Several unique characteristics add significance to the West Downtown's location and situation within Boise, chiefly as a gateway for travelers entering the downtown core from the west, and recreation-seekers going from the North End and West End neighborhoods to the Boise River Greenbelt and Ann Morrison Park.

Proximity to downtown will continue to drive West Downtown's identity. Auto-centric businesses have historically populated the neighborhood. Remnants of this development type are still evident with expansive surface parking lots and one story structures that front the primary thoroughfares of Main Street and Fairview Avenue. Little to no transition exists between

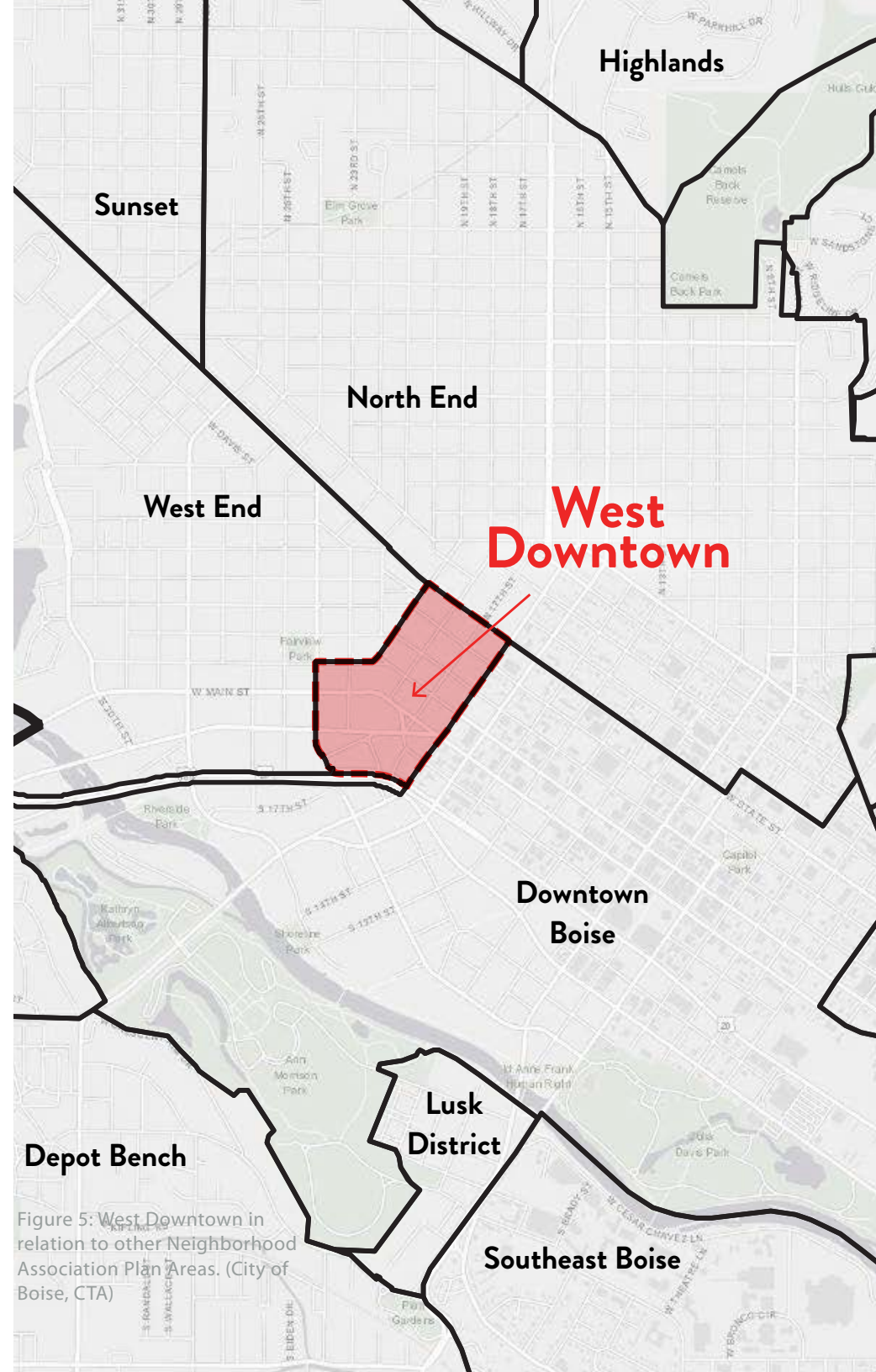


Figure 5: West Downtown in relation to other Neighborhood Association Plan Areas. (City of Boise, CTA)

lower intensity commercial development and the tree-lined single family and multi-family housing developments located north of Idaho Street.

As new development continues to encroach into the West Downtown neighborhood from the east, and as redevelopment sites are targeted to the south and west, the neighborhood is poised to further become an urban mixed-use neighborhood. Potential for dramatic shifts in the character of the neighborhood created an incentive for the development of a neighborhood plan to address the following questions:

- What do we envision as the right mix of uses?
- How tall should new buildings be?
- How do we keep the West Downtown Neighborhood a desirable place to live?
- How many new people can we accommodate without losing the people we have?
- What amenities do we want to keep and what are we missing?

Ultimately the pivotal question became:

What do we want our neighborhood to look and feel like?

The West Downtown Neighborhood Plan aims to provide a road map to guide future development. This plan paints a picture illustrating an **Urban Lifestyle** that is **Designed for All** of West Downtown's residents, workers, visitors and travelers.

HISTORY OF THE WEST DOWNTOWN NEIGHBORHOOD

Historic Background of the West Downtown Neighborhood Provided by TAG Historical Research

Nestled between the Downtown and West End neighborhoods, West Downtown is a unique blend of commercial and residential buildings. It first developed as an agricultural area outside the original ten blocks platted in 1863. Boise expanded quickly and by 1865 the city encompassed 140 blocks bounded by 1st Street, Fort Street, Front Street, and 16th Street.

The land occupied by most of the West Downtown neighborhood was owned by James and Martha McCarty. In 1887, James purchased 60 acres on the western edge of Boise encompassing land on both the north and south sides of current State Street. Their acreage extended south to current day Front Street. After James' death in 1881, Martha McCarty would be instrumental in developing her land as Boise grew and rural areas suburbanized.

In 1891, Martha McCarty subdivided her property north of State Street into McCarty's Addition. Martha was an astute business person. She invested in a new transportation company, the Boise Rapid Transit Company, as well as real estate in downtown Boise, ranch and farm properties west of Boise, and several mining claims on Shaw Mountain, east of Boise. Over the next few years, she subdivided a majority of the remaining 60-acre property on the west edge of town, helping move Boise into the 20th century. Gambling that the expansion of the Boise streetcar system would bring people to the west side, her real estate options were geared to the working class.

The West Downtown neighborhood was also near the site of the local fairgrounds established in 1875. Initial development in the area began when local developers platted the Fairview Addition in 1903, followed in 1905 by the West Side Addition, which was adjacent to Fairview on the west. At about the same time the West Side addition was platted, Martha McCarty platted her second addition bounded by Bannock, 16th, Main and 19th Streets.

West Downtown also includes a portion of City Park Subdivision platted in 1890 by J.M. Dunigan and C.W. Hartley. This subdivision encompasses a small section of the neighborhood at the intersection of 16th and Front Streets. After the turn of the 20th century, the area began to take shape as the streetcar system expanded west from downtown. Bannock Street was a major commuting route and connection from downtown. A few residential houses were built along Front Street in the early 20th century but tracks associated with the electric streetcar and the Oregon Short Line bisected this area, along with Main Street, and became more suitable for light industry and commercial businesses.

ARCHITECTURAL CONTEXT

Residential buildings, apartments, and commercial buildings reflect architectural styles that encompass Craftsman Bungalow, Tudor Revival, Minimal Traditional, and Art Deco. Notable buildings include the Zurcher Apartments at 102-104 South 17th, the Frank King Building at 1702 West Fairview Avenue, the Travis Apartments at 1620 West Bannock Street, and the Cabana Inn at 1600 Main Street.



Figure 6: Historic architectural elements of the Craftsman style like wooden corbels and large porches with tapered columns are seen in this house on Idaho Street. (CTA 2019)

PLANNING AND DEVELOPMENT BACKGROUND

Several decades of planning and development have transformed the urban fabric of the West Downtown neighborhood. The area where the neighborhood currently lies has had many uses, beginning as farmland in the 19th century. Railroads came to Boise in the late 1800's and brought commerce and people to downtown. A rail corridor was soon developed; bringing people and commerce to the city's core. Largely following the Boise River, the rail occupied land on the shoreline of the Boise River, following the river until it met the outskirts of town, the rail line then veered due east into downtown Boise.

The rail lines and subsequent rail yard has had significant influence on the development pattern of the southern edge of the West Downtown neighborhood. Street configurations and rights of way gave way to large lots, disconnected rights of way, and irregularly shaped lots as a result of the rail lines and rail yard dissecting this end of town.

COMPREHENSIVE PLANNING

Blueprint Boise, the City's comprehensive long-range plan, was completed in November 2011. West Downtown is in *Blueprint Boise's* Downtown Comprehensive Planning Area. *Blueprint Boise* indicates a "mixed-use" future land use for the entirety of West Downtown with the exception of residential lots fronting 19th Street north of Idaho Street which are designated for "High Density." Section 3 of this plan discusses in greater detail the impacts of comprehensive planning on the West Downtown neighborhood.



Figure 7: Historic Sanborn Map of Central Boise showing the rail line along the Connector/Front St Corridor, current West Downtown boundaries in orange. (Library of Congress; LOC.gov)

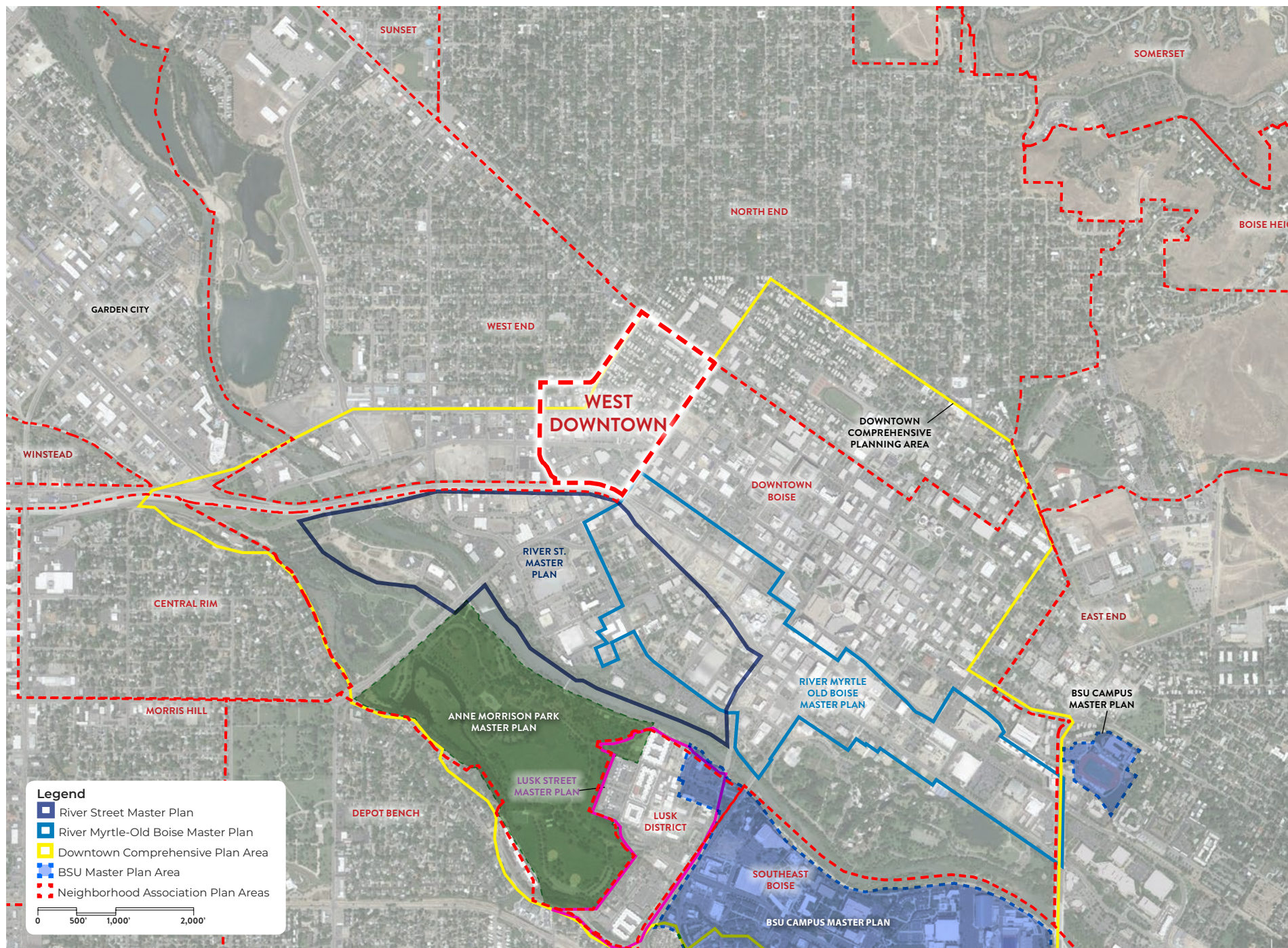


Figure 8: Map of West Downtown within Boise's Neighborhood and Master Plan districts. (CTA)

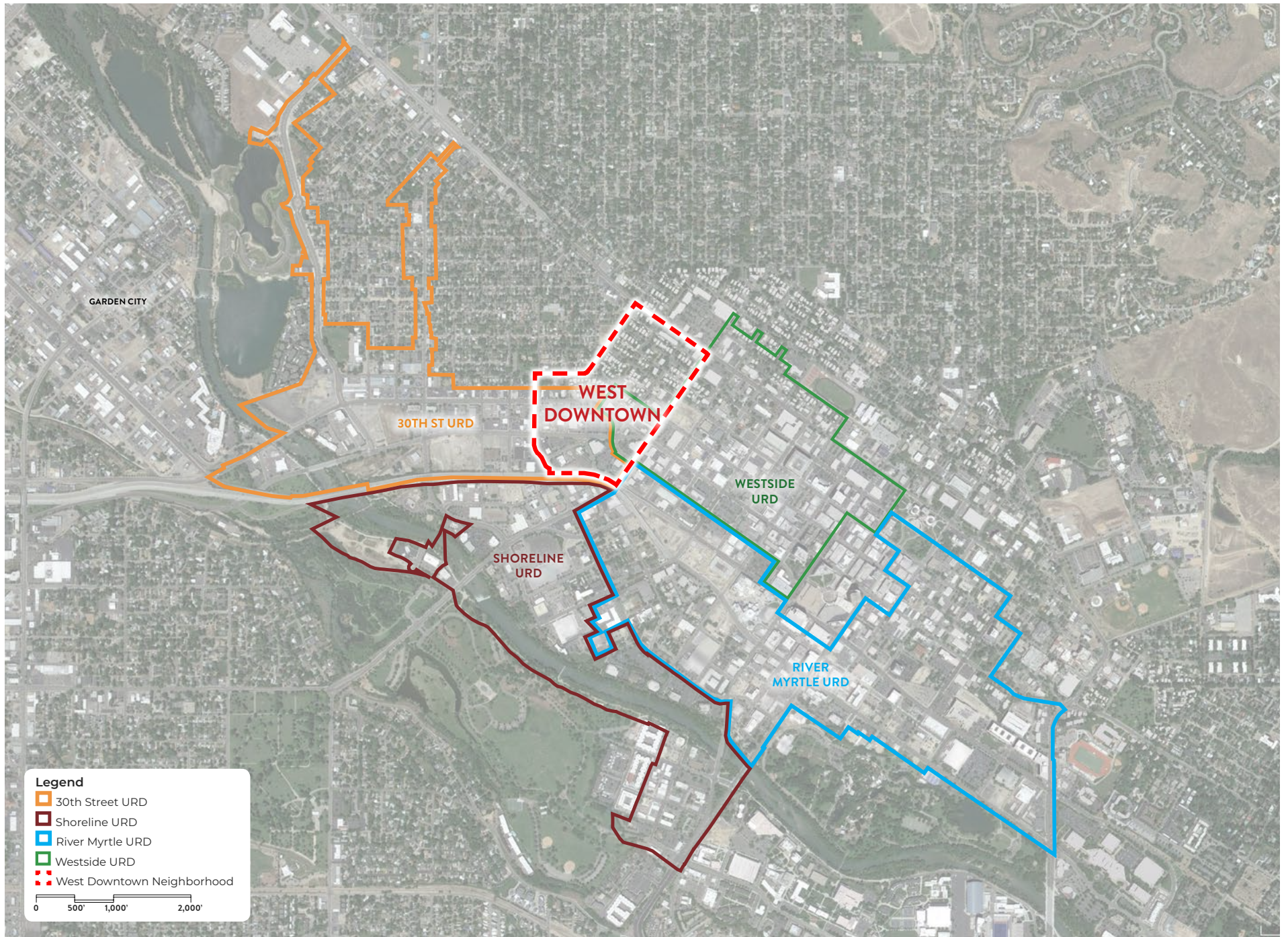


Figure 9: Map of West Downtown within Boise's Urban Renewal Districts. (CCDC, CTA)

SECTION 2

OUR LOOK AND FEEL

TRANSITIONAL NEIGHBORHOOD

SANDWICHED between two rapidly developing sections of downtown Boise, the West Downtown neighborhood is juxtaposed with modern, contemporary medium to high density development set along side traditional early 20th century single-family home and intertwined by mid-century retail strip development.

This contributes to the look and feel of West Downtown, which could be described as eclectic, colorful, and medium scale in regard to building size and mass.



EXISTING CONDITIONS

To understand the current state of the West Downtown Neighborhood, it is vital to understand the current demographic composition of the neighborhood. The following data help to present a clear picture of the residents of West Downtown.

DEMOGRAPHICS

According to estimates derived from Census data, there are 425 people living in the West Downtown Neighborhood, up from 367 in 2010. This represents an eight-year growth rate of 15.8% and a year-on-year growth rate of about 2%. In comparison, the City of Boise experienced a 9.6% growth rate, and Ada County experienced a 38% growth rate for the same time period.

The average household size is 1.2 people, indicating that many residents are living alone. This is low compared to the average household size of the City of Boise (2.4) and Ada County (2.6). With a median age of 37.6 years, West Downtowners are similar in age to residents in both the City (36.4) and County (36.8).

314 housing units occupy 111 residential structures within the neighborhood. Suggesting a significant number of residential structures have either been transformed into multi-family units or were initially constructed as multi-family housing units. With that context, household growth is expected to out pace the growth of housing units in the neighborhood. Such projections suggest the neighborhood is ripe for developing additional housing stock to meet this demand as the desire to live closer to downtown employment centers, recreation, and activity centers continues to drive the Boise lifestyle.

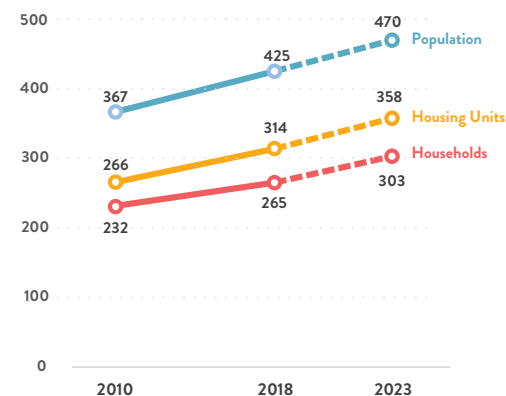


Figure 11: Projected demographic change from 2010 to 2023. (ESRI; US Census)

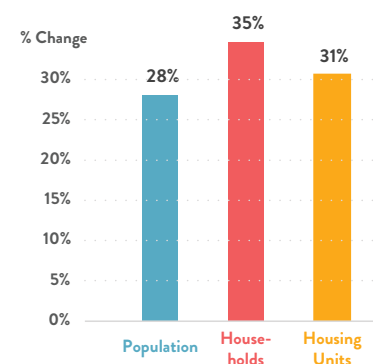


Figure 12: Projected percentage of demographic change from 2010 to 2023. (ESRI; US Census)

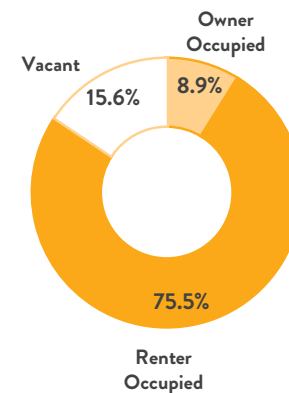
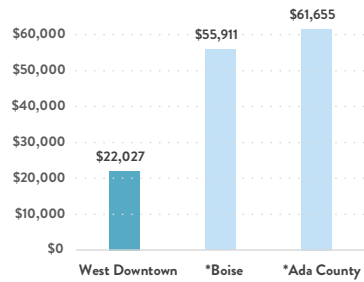
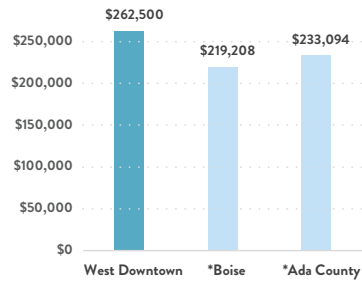


Figure 13: Renter and Owner Occupied Units, 2018. (ESRI; US Census)



*Projected from 2017 Census ACS estimates

Figure 14: Median Household Income, 2018. (ESRI; US Census)



*Projected from 2017 Census ACS estimates

Figure 15: Median Home Value, 2018. (ESRI; US Census)

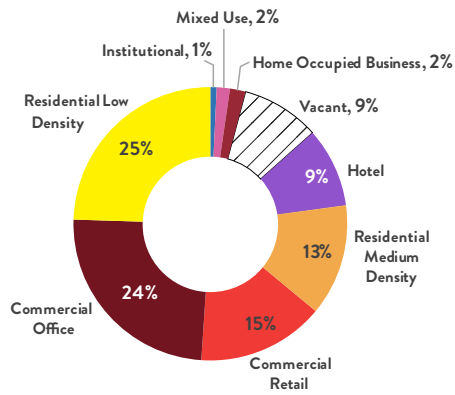


Figure 16: Existing Land Use, 2019. (CTA)

Current market values indicated median home prices at +/- \$260,000, compared to \$219,000 in the City of Boise and \$233,000 in Ada County. The median household income for the neighborhood is \$22,000 and is low compared to the City (\$55,000) and Ada County overall (\$61,000). The relatively lower income figure for the neighborhood likely is reflective of the fixed-income residents living in the subsidized or other low-income housing developments.

Consideration of the large number of existing rental units, along with relatively low land prices in the neighborhood, leads one to conclude that housing unit density will continue to increase in the neighborhood. As the desire to live adjacent to the downtown core, and costs of new development continues to escalate, it is these factors that will drive an increase in the number of multi-family units in the neighborhood.

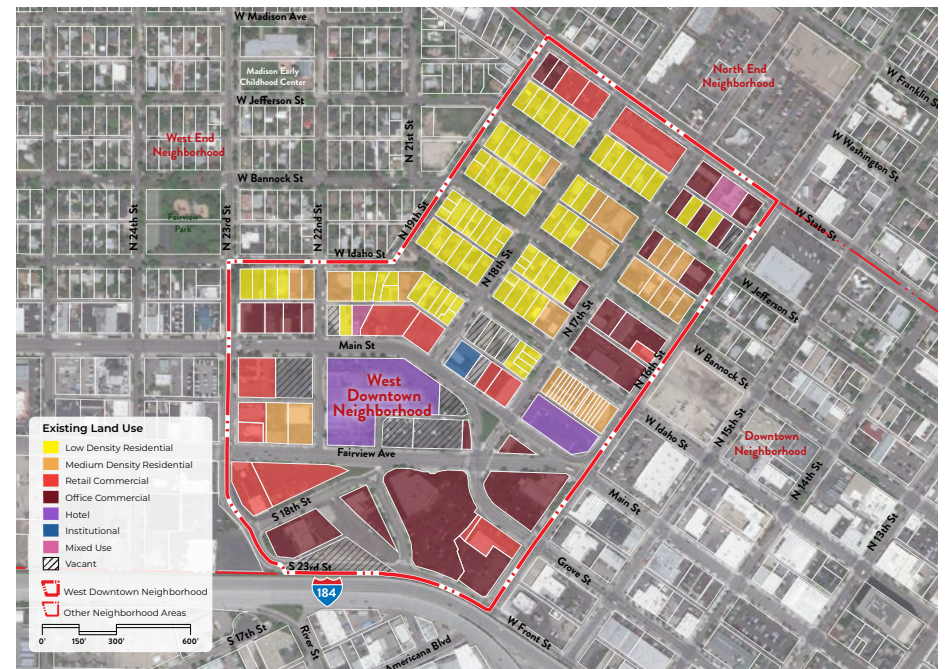


Figure 17: Existing Land Use Map, 2019. (City of Boise; CTA)

LAND USE

Single-family housing comprises 25% of existing land use, followed by office commercial, (24%), retail commercial (15%), and medium density residential (13%).

Other than single-family residential, land uses are largely dispersed, with commercial uses located on major vehicular thoroughfares and large hotel and office properties located along the south side of the neighborhood.

Large surface parking lots ancillary to the primary land use in the neighborhood comprise about 13 acres of land in West Downtown. These 13 acres are relatively undeveloped and hold opportunity for infill development.

EMPLOYMENT

West Downtown is home to several large employers including the Red Lion Hotel, Meadow Gold Dairy, Northwest Bank, and National Collateral Examiners. About 860 people work within the neighborhood on a daily basis. The industry mix in the neighborhood reflects the industries of the large employers, with management and administrative support; hospitality, recreation, and other services; and financial and professional services leading the way.

Of the 205 workers that live in West Downtown, nearly all commute outside of the neighborhood for work, many of them to other neighborhoods near downtown. These workers are employed by a diversity of industries, led by health services (16%), hospitality and recreation (15%), administrative support and management (14%), manufacturing and wholesale (14%), and financial and professional (14%).

MOBILITY NETWORK

Northern portions of the West Downtown neighborhood exhibits an urban street grid of 300 foot by 260 foot blocks typical for Downtown

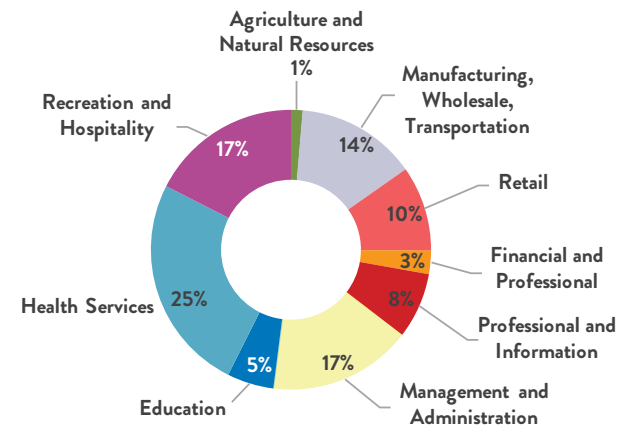


Figure 18: Employment Sectors in West Downtown, 2015 Estimates. (US Census LEHD)

Boise. This pattern is interrupted by the Interstate I-184 connector and the Main/Fairview Avenue couplet which is a remnant of the railroad corridor servicing downtown. This street configuration creates irregular and triangular parcels where Main Street, Fairview Avenue and 16th Street converge.

Although the interstate connector creates a valuable vehicular connection, it creates a significant visual and physical barrier to surrounding community assets. This is particularly true for those looking to access the Greenbelt, Boise River, or nearby recreational areas south of the neighborhood from the residential areas in the north.

Pedestrian Access

The sidewalk network in the neighborhood is all but complete. Only 0.1 mile (525 ft) of street remains without sidewalk. Residential scale sidewalks and streetscape exist with detached sidewalks, tree-lined streets, and green space separating pedestrians from vehicular traffic (Figure 19). Exceptions to this standard are the Main Street / Fairview Avenue and State Street corridors that bookend the north and south boundary of the residential portions of West Downtown. These streets focus on moving high volumes and rates of traffic quickly through the neighborhood and are made up of multiple lanes running in a singular direction, with little to no vegetation and attached sidewalks. In recent months, the City along with its partner, ACHD have worked to address traffic concerns by implementing a street diet on Main and Fairview. Likewise, as more mixed use development occurs along these corridors, additional streetscape standards are being applied to the new development to include street trees, bicycle racks, and separated pedestrian facilities.



Figure 19: Typical streetscaping in the residential area includes detached sidewalks and a mix of mature and young trees. (Google)

Bicycle Access

A robust bicycle network exists in and across West Downtown and the larger Boise community. Dedicated bike routes on Bannock Street, Fairview Avenue, and Main Street provide major East/West transportation routes for cyclists in and out of downtown and to recreational amenities on both the east and west ends of town.

The local bicycle share program, Boise Greenbike, has seven Greenbike stations located within three blocks of the neighborhood, encouraging alternative transportation uses in and around the neighborhood. 15th and 16th Streets are one-way couplets that have bike lanes and varying degrees of usable sidewalks.

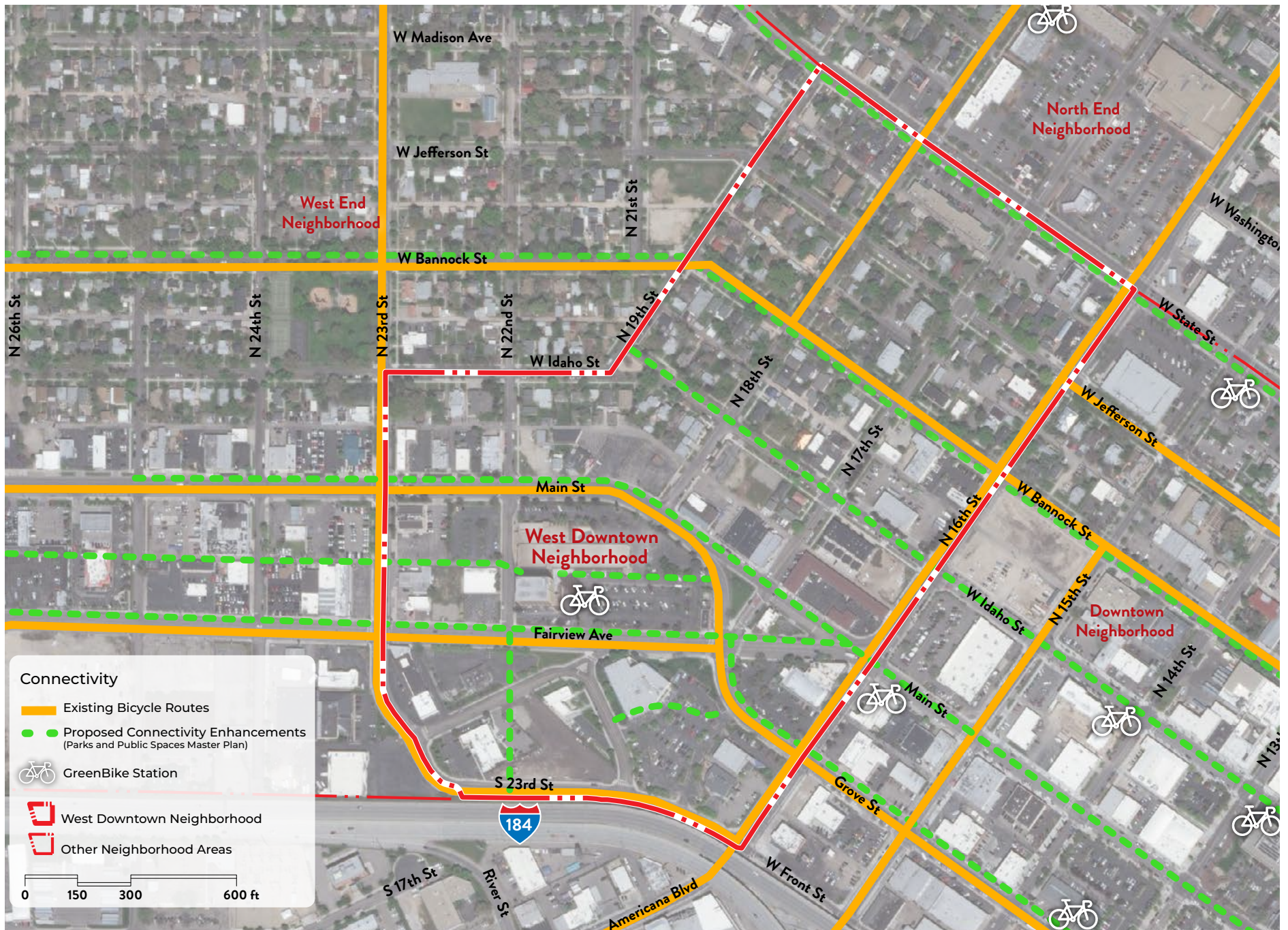


Figure 20: Mobility and Connectivity Map. (ACHD; CTA)

Public Transportation

The West Downtown neighborhood features several public transportation routes, including two of the three “best in class” routes, State Street and Fairview Avenue, as identified in the Boise TAP. Traveling along the northern boundary of the neighborhood, the State Street route is planned to provide bus rapid transit (BRT) service in the future, running every



Figure 21: Traffic island at 19th St and Idaho St (resident submitted photo, 2019)

15 minutes in priority lanes. Along Main Street and Fairview Avenue, in addition to the Fairview “best in class routes”, Orchard, Five Mile/Chinden, and Garden City all have several stops and provide access to West Boise and Main Street Station

Figure 20 on the previous page illustrates bicycle connectivity throughout West Downtown.

PUBLIC SPACE

An important component to building community is to have a physical space to gather and interact with one’s neighbors.

There is limited public gathering space within the West Downtown Neighborhood’s boundaries. One small remnant identified by residents as public space is the traffic island located at 19th and Idaho Street (Figure 21). The community has installed a community sign, and landscaping for visitors to know they are entering the West Downtown neighborhood.

MARKETPLACE

Mid-century development patterns have been the mainstay of the commercial development in this neighborhood, made evident by the auto-oriented commercial strips along Main Street, Fairview Avenue and State Streets. Commercial buildings with expansive parking lots, auto courts, and motels still dominate the neighborhood’s landscape.

Nearly 13 acres of parking lots and vacant land exists in the project boundary. Not until recent years has the neighborhood begun to see redevelopment along these corridors as a transition from the predominantly auto-oriented development to a mixed-use urban fabric. Newly envisioned development with multi-storied structures adjacent to the street and incorporating parking structures within the building mass itself are currently under construction.

NEIGHBORHOOD INPUT

OVERVIEW

Several strategies were used to gather the stories, quotes, responses, anecdotes and ideas from people engaging in the West Downtown neighborhood planning process. Robust public input gathered from visual preference surveys, online and print surveys, open comment submission, interactive polling, direct email and walking tours, all contributed to and influenced the creation of this plan.

In addition to informal and anecdotal data gathering, designated and planned events were completed as part of the neighborhood planning process. Those methods included:

- Formation of a neighborhood planning committee with regular meetings
- Project website
- Postcard notification sent to residents and owners inviting participation in survey and open house
- Survey #1 (and targeted renter outreach)
- Open House #1: 19th Street Block Party (May 30, 2019)
- Postcard notification sent to residents and owners inviting participation in survey and open house
- Survey #2
- Open House #2: Boise City Hall (September 19, 2019)

Visual preference surveys were conducted at Open Houses, using a “dot” exercise to determine public opinion on size, scale, mass and design of architecture and urbanism. These surveys were categorized into three built environments.

The “Neighborhood” environment gathered preferences on residential



Figure 22: A visual preference survey “dot board” reflecting the desired residential environment. Freestanding homes and mid-rise mixed use housing were most favored in Open House #1. (CTA, 2019)

housing representing forms such as historic single family buildings to large new multi-family buildings. The “Commercial” environment gathered input on workplaces, shopping areas and business-oriented buildings or land uses. The “Civic” environment represented public spaces, places, and amenities such as parks or recreation areas.

In general, the results of these early visual surveys determined the neighbors’ preferred images were those similar in scale with the existing

Neighborhood Environment



Commercial Environment



Civic Environment



Figure 23: Top three visual preference survey image rankings.

West Downtown context, indicating tall or massive buildings were only appropriate outside of existing residential neighborhoods. The characteristics most sought after from each category were represented in the images shown in Figure 23:

A project website formed the primary platform for public engagement, including two online surveys. The first survey was open from May 30, 2019 to June 13, 2019. The first survey was designed to understand neighborhood perception on a variety of topics including:

- Responder demographics
- Local identity
- Highly valued elements of the existing built environment
- Threats to quality of life
- Missing pieces of the urban fabric
- Opportunity sites and aspirational land uses
- Challenges to mobility
- Appropriate density
- Rates of growth and development

In addition, the survey was taken door-to-door to target neighborhood renters who—according to ESRI and US Census estimates—comprise the majority (75.5%) of residents.

ONLINE SURVEY RESULTS SUMMARY

When asked about opportunities across the West Downtown, responses reflected the transitional and urban nature of the neighborhood, “community”, “shops” and “parks” were terms that emerged, reflecting the number of amenities desired in the neighborhood (Figure 24). “Density”

DESCRIBE THE OPPORTUNITIES



Figure 24: Single-word responses to "What are the Opportunities in West Downtown?"

and "infill" also emerged, reflecting the perception of potential in the neighborhood's underutilized properties.

When asked "What are the greatest risks?" responders stated words typically associated with urban issues such as "crime", "gentrification", "noise" and "pollution" (Figure 25).

Some trepidation exists as to West Downtown's future character and pace of growth, as evidenced by responders associating the words "development", "modernization" as possible threats or risks. In addition, "density" was stated both as an opportunity and risk.

PERCEPTIONS ON GROWTH AND IDENTITY

A series of questions were asked in order to understand resident's perceptions towards the pace and character of growth. Responding to pace of growth, 61.9% of survey respondents said West Downtown is experiencing "the right amount of growth", while 20.6% claimed there was

DESCRIBE THE RISKS



Figure 25: Single-word responses to "What are the Risks in West Downtown?"

"too much growth" occurring, and 17.5% felt there was not enough growth (Figure 26).

The survey also aimed to capture responder's sense of neighborhood identity within the West Downtown in terms of how the neighborhood fits within the cultural framework of the rest of Boise. About 29% of responders answered "West Downtown already has a distinguished identity", and 28% said "West Downtown should be a bigger part of downtown Boise and surrounding neighborhoods."

WHEN IT COMES TO GROWTH, BOISE'S WEST DOWNTOWN IS EXPERIENCING.....

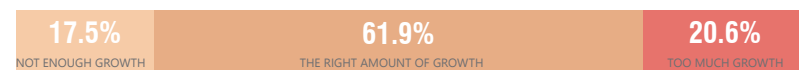


Figure 26: Responders were asked about the pace of growth.

WHAT WAS MISSING?

Figures 28 and 29 display responses to questions about desirable building and land use types. In terms of new businesses, active, day and nighttime amenities like cafes and restaurants were the most desired, followed by coffee shops, and small retailers/markets.

Regarding potential future housing types, responses were congruent with those from in the visual preference “dot” surveys, with “small lot freestanding house” being the most supported, followed by “accessory

units” and “vertical mixed-use housing.” Generally, responses were fairly evenly distributed, potentially reflecting the public’s desire for a broad spectrum of housing types.

Potential support for mobility improvement or enhancement projects was surveyed by asking which improvements responders thought should occur in their neighborhood. The leading response with 38 selections was pedestrian crossings, followed by protected bike lanes (34), and neighborhood bikeways (32). (Figure 27).

WHAT CONNECTIVITY IMPROVEMENTS DO YOU THINK SHOULD OCCUR IN YOUR NEIGHBORHOOD?

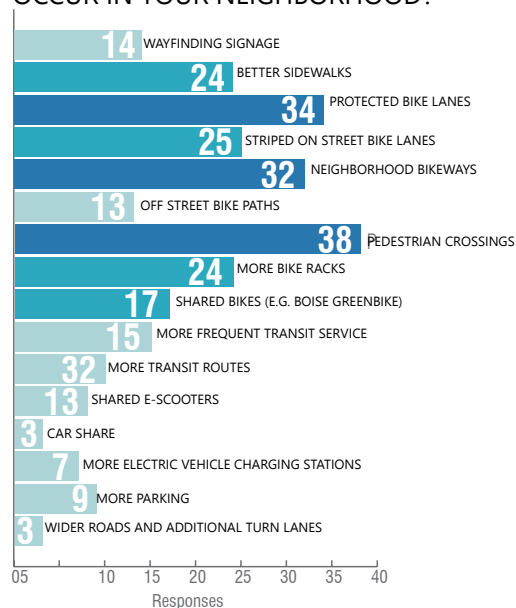


Figure 27: Supported connectivity/mobility improvements.

WHAT NEW BUSINESS WOULD YOU LIKE TO SEE IN THE NEIGHBORHOOD?

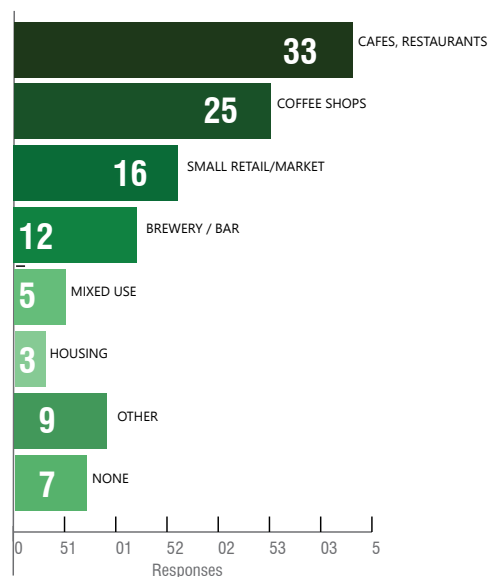


Figure 28: Desired business types.

WHAT TYPE OF HOUSING WOULD YOU SUPPORT IN YOUR NEIGHBORHOOD

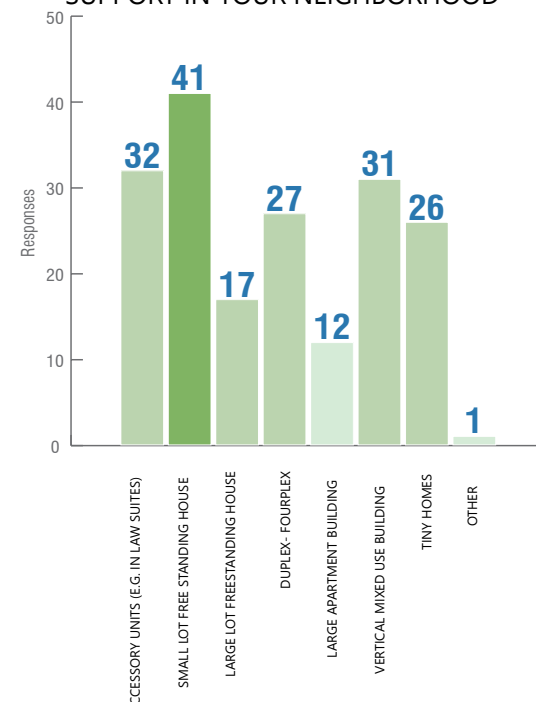


Figure 29: Supported housing types.

PLANNING WORKSHOP

During the planning process, a workshop was held with the neighborhood planning committee and key stakeholders to translate initial findings from the analysis of existing conditions and public input to spatial and geographic locations. Topics addressed during the charrette included:

- Neighborhood identity
- Vision statement
- Goal formation



Figure 30: West Downtown Neighborhood Party, (2019)

- Key opportunity sites
- Improvement projects
- Community-building events/programs

Results of the charrette informed the vision, goals, and actions, and correspond to interventions found in the design concepts in Section 5. The team looked to other communities and places throughout Boise to draw inspiration. The following summarizes the findings:

Create a cohesive neighborhood with a sense of community.

- This is among the highest ambitions of the neighborhood.

Create an affordable community.

- Challenge developers and investment in the neighborhood to think creatively about housing.
- Develop housing for all income levels in the neighborhood.
- Support projects that develop a mix of housing types and price points, with projects that are creative in their design.

Define neighborhood edges and create gateways.

- Utilize historic visual cues as a means of wayfinding and neighborhood identity.
- Work to create site elements that speak to the transitional nature of the neighborhood.

Placemaking: Create an identity.

- Work with public artists and the City's Arts and History Department to develop public art in the neighborhood as a means of defining and reinforcing a neighborhood identity.

- Identify and create a unique emblem, symbol or object that assists in telling the story of the neighborhood.

Create opportunities for growth and development.

- Work to attract development that proposes a wide mix of uses and densities that includes affordable housing (affordable defined as 80% of AMI..
- Work with local authorities having jurisdiction to re-connect the neighborhood with pedestrian pathways and bicycle lanes.
- Implement streetscape standards in the neighborhood that create buffers between the pedestrian spaces and vehicular paths.

Attract and retain the family-oriented nature of the neighborhood.

- Develop spaces within the community that facilitate, invite and reinforce the current sense of community.
- Provide spaces in the neighborhood where families, friends and the public at large can gather for passive and active interaction and recreation.

Create a mixed neighborhood, in form, demographics and land uses.

- Maintain existing residential homes as residential. Discourage homes from transitioning into office space.
- Expand the use of accessory dwelling units in the neighborhood as a means of expanding the housing stock.

Leverage neighborhood assets.

- Work on developing iconic gateways and nodes at key intersections within the neighborhood: Fairview Avenue and 16th Street, Idaho Street and 16th Street; Grove Street.

Increase engagement with city.

- Work with local authorities having jurisdiction to re-connect the neighborhood with pedestrian pathways and bicycle lanes.
- Work with local authorities having jurisdiction on building form, zoning codes, and complete streets in order to create a resilient and sustainable neighborhood.

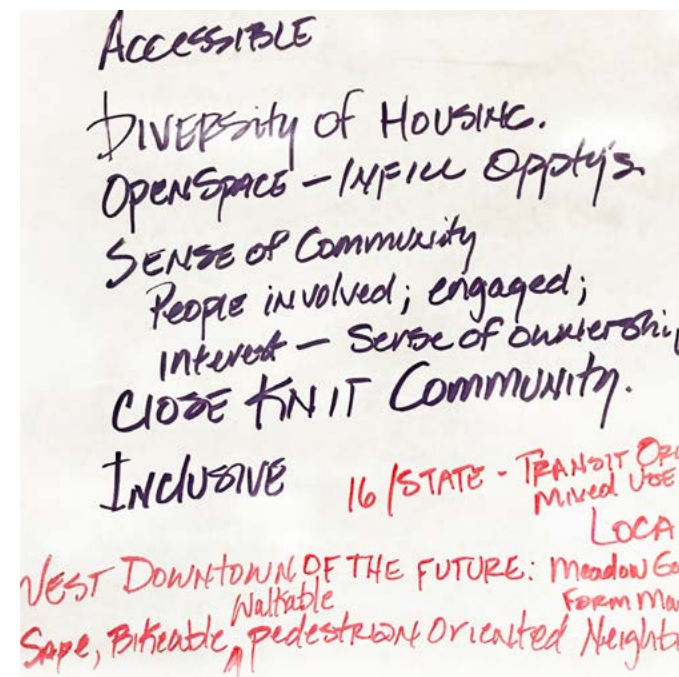


Figure 31: Capturing key words, phrases and motives during the planning workshop was part of the visioning and goal-making process. (CTA 2019)

KEY FINDINGS FROM THE PUBLIC PROCESS

The following takeaways are high level motions synthesized from all levels of public input that helped provide guidance and backing for the creation of goals, themes and action items.

Balanced Growth: There exists a desire to promote growth but at a sensible and appropriate pace and scale that does not overwhelm or damage the tight-knit community fabric.

Abundant Opportunities: The neighborhood's strengths are something to build upon, and opportunities exist to tie the area together with projects that improve mobility and those that build lifestyle-oriented activities that provide amenities that are also gathering places, like food and beverage establishments and places to hold street festivals.



Figure 32: West Downtown Neighborhood Open House #1, (CTA, 2019)

A Lifestyle Area: People choose to live in West Downtown because it provides an comfortable day-to-day lifestyle benefiting from proximity to recreation areas and workplaces, with a neighborly charm that may be missed in more central downtown areas.

An Emerging Identity: Many thought West Downtown had elements that distinguished it from other neighborhoods, but due to small size and its transitional character, there may be places at the edges that blend into other identified districts in central Boise. Strengthening these “edges” with distinguishing gateway features could establish West Downtown’s fresh identity.

Build for Active Amenities: West Downtowners desire activities to do before, during and after work hours. Buildings that house such activities could be renovated or new construction.

Safe and Comfortable Mobility Matters: Since the neighborhood serves as a vital connector for high volumes of vehicle and bike/pedestrian traffic, responders acknowledged a need to provide protection and safety from potential conflicts. Improvements should be focused on projects that promote enhanced recreational and commuter mobility.

Quality Over Quantity: In terms of development types and design styles there is strong preference for high-quality outcomes over simply more development. This extends to the location of new development as well, where a better location will be much more ideal than the cheapest or easiest location for development.

SECTION 3

PLAN WITH PURPOSE

THE PLAN

The West Downtown Neighborhood Plan was initiated to help the neighborhood collaboratively plan for future growth and evolution. Like all areas currently experiencing increased development pressure, the neighborhood is concerned about a shortage of affordable housing, lack of infrastructure, loss of sense of community, and need for further economic development within their neighborhood. Such growth constraints arouse concern for the future of the West Downtown neighborhood.

As a neighborhood situated between the City's downtown core and a West End neighborhood that contains some 249 acres of vacant or underutilized properties; West Downtown is seeking to maintain its neighborhood character and eclectic charm that draws many younger single adults and young families into the neighborhood. Several significant development projects and transitional properties in the neighborhood have pressured the City and the neighborhood to develop a vision and master plan as a



Figure 33: West Downtown Neighborhood Party, (Resident photo, 2019)

means of guiding how desired growth may occur in the neighborhood.

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 the West Downtown neighborhood to achieve goals outlined in *Blueprint Boise*, the City's comprehensive plan.

THE PROCESS

Through the planning process, the team engaged with the neighborhood residents to assist in the development of the vision and identification of projects. The plan provides a road map developed through public input for future projects and prioritizes them as either short term (1-2 years), medium term (3-5 years), or long term (6+ years) projects and goals for the neighborhood and city to work towards.

Throughout the planning process the team identified existing neighborhood assets and characteristics that residents felt should be reinforced and preserved in the future. In addition, the plan identified things that the neighborhood would like to be enhanced or added, such as a community gathering space. Suggested locations and conceptual ideas for future development of a community space was provided in the plan and are shown in Figure 23.

This plan reinforces the downtown lifestyle that currently exists in the neighborhood and the residents desire to continue, while simultaneously improving the quality of life in the neighborhood. Future land use decisions to accommodate growth utilizing strategies to improve the neighborhood character and improve access to transportation and active mobility opportunities characterize actions included in the plan.

Residents encourage types and designs of new residential and commercial structures that complement existing building styles and size, with an emphasis on safety, consideration of existing residents, and their lifestyles.

PLANNING FRAMEWORK

The effects other plans, policies, specifications, regulations and design standards have on new and existing development within the West Downtown neighborhood are summarized as a basis for this plan. *Blueprint Boise*, the City's comprehensive plan establishes a broad vision for growth in Boise. Breaking the City into geographic planning areas and providing policy guidance for each area, the plan depicts the expected type and location of future development in the city. Land use maps, in conjunction with defined zoning code, directs development to appropriate locations and to a desirable amount. Comprehensive plan policies are implemented through zoning, project review, capital improvement programming, budgeting, and a variety of other means. Master plans and neighborhood plans, such as this one for the West Downtown, provide more specific guidance on development in specific areas within the City. Overall, the comprehensive plan, the neighborhood plans, and specific area plans all support seven key principles developed from citizen input and community workshops:

1. Environmental Stewardship
2. A Predictable Development Pattern
3. Stable Neighborhoods and Mixed-Use Activity Centers
4. A Connected Community
5. A Community that Values its Culture, Education, Arts and History
6. A Strong, Diverse Economy

PROJECT SCHEDULE AND TIMELINE

The following timeline outlines the nine month process facilitated by the City of Boise, the planning team, the West Downtown planning committee and the Neighborhood Association leadership:



Figure 34: Project schedule/timeline, (CTA, 2019)

7. A Safe, Healthy and Caring Community

Policies specific to the geography of West Downtown are a part of the Downtown Planning Area. Policies in the Downtown Planning Area describe how the downtown will look, feel, and function as Boise grows. The West Downtown Neighborhood Plan affirms the vision principles and policies of *Blueprint Boise* through its goal, strategies and actions. Future goals and strategies related to the neighborhoods' Action Plan fall into four distinct categories including:

1. Land Use and Development (Principle #2) A predictable development pattern: The neighborhood plan focuses on supporting a mixed use development in appropriate locations within the neighborhood. In particular, ideas and concepts focus development along major transportation corridors such as Fairview, Main, and State Streets as key elements of the plan.
2. Site and Building Design (Principle #3) Stable neighborhoods and mixed-use activity centers: Terminology such as context-sensitive design are key strategies identified in the West Downtown Plan when describing the architectural character of future development in the neighborhood. Concepts and ideas have been developed as a part of this plan that coincide with Downtown Design Standards and guidelines to reinforce architectural style and character common in the neighborhood.
3. Neighborhood Sense of Place (Principle #7) A safe, healthy and caring community: A great concern of the neighborhood association has been the promotion of community identity as the neighborhood continues to grow. As a part of the neighborhood plan, ideas were generated to assist with creating a community that feels safe, is caring and continues to be healthy.

4. Connectivity (Principle #4) A connected community: Several initiatives outside of the neighborhood plan have focused on continuing to develop connectivity across the City. In particular, the current bicycle improvements along the Fairview and Main Street Corridor

Other associated work that bolsters the work being done by the neighborhood association includes a The *Cultural Master Plan* project. Such a plan assists the neighborhood in affirming its community identity. The Cultural Master Plan places the neighborhood in context of the larger Boise community and helps to relate the history of the neighborhood to its reader.

Connectivity through the neighborhood, as well as to the surrounding neighborhoods are included by the recently implemented ACHD bicycle improvements, for the Fairview and Main Street Corridors. *Blueprint Boise*, the *Transportation Action Plan (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 street, and transparent windows to create a connection to pedestrians, the street and activities across the street. Vehicle speeds on mixed-use corridors are expected to give a nod to 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. In addition, mixed-use corridors support a high quality transit service.

The Boise Design Principles for Mixed-Use Activity Centers in the comprehensive plan and *Citywide Design Standards and Guidelines* apply to portions of the West Downtown neighborhood. The neighborhood plan

identifies parcels that are susceptible to transition and redevelopment.. Such development anticipates infilling 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.

The West Downtown neighborhood is influenced by multiple framework and master plans. Each plan provides a level of guidance for attaining the vision set forth in Blueprint Boise. The City of Boise and associated partners have developed the following plans that provide direction and support to the City's many neighborhoods:

- Blueprint Boise
- Boise Development Code
- Boise Transportation Action Plan
- Downtown Boise Streetscape Standards & Specifications Manual
- Downtown Design Standards and Guidelines
- Downtown Parks and Public Spaces Plan
- Westside Downtown Framework Master Plan
- 30th Street Area Master Plan (CCDC)
- Fairview Avenue and Main Street Improvements and Local Streets Plan (ACHD)

Blueprint Boise

The City's long range comprehensive plan, recognizes the West Downtown neighborhood as a neighborhood of two future land uses. Primarily a

mixed-use neighborhood with a small pocket of high density land use within it's bounds. The land fronting 19th street north of Idaho Street is identified as an area for high density residential development.

Mixed-use as defined by *Blueprint Boise*, promotes projects that “develop a vibrant mix of uses that encourage 24-hour activity. Land uses such as office, retail, and service business (i.e.; residential, hotel/convention, medical, civic, cultural educational and entertainment) are included in this description. In support of the mixed use concept, *Blueprint Boise* outlines several important policies including:

- **DT-CCN 2:** Create in-town residential neighborhoods and increase the amount and range of housing choices available in downtown and adjacent neighborhoods.
- **DT-CEA 1.7:** Housing and studio space for artists.
- **DT-CEA 3.1 + 3.2:** Addition of new buildings and adaptive reuse.

These policies are used to make determinations on new and existing development.

Boise Development Code: Chapter 11 - Zoning

Chapter 11 of Boise's Development code, guides the City's land use, density, and general design character for the community. Several land use zones exist within the West Downtown neighborhood that influences the character of the neighborhood. The land use zones include:

- **R-3D Multi-Family Residential:** This district intends to provide higher density residential development in close proximity to retail, employment, transit and other concentrated uses and required

design review approval.

- R-3DD Multi-Family Residential, Downtown Design Review Overlay: This designation regulates the same land uses as the R-3D land use designation with an additional layer of review and scrutiny by including a review by the Design Review Division (DRD) in order to meet the guidelines of the Downtown Standard and Design Guidelines.
- R-ODD Residential-Office, Downtown Design Review Overlay: This zone facilitates mixed-use development in areas identified for mixed-use in the comprehensive plan, the Downtown Boise Plan, and the River Street-Myrtle Street Urban Design Plan. The R-O district intends to provide for higher density residential and office uses. Design review to meet guidelines of the The Downtown Design Standards and Guidelines applies to this zone.
- C-2DD General Commercial: This zone provides space for community and regional commercial and retail uses, along with residential development and required design review approval.
- C-2DD General Commercial, Downtown Design Review Overlay: This zone provides space for community and regional commercial and retail uses, along with residential development. Design review oversight by the city's Design Review Committee is required as a part of this land use zone.
- C-5DD Central Business: Addressing the needs of the city's central business district, this zone provides for activities that are conducive to a compact and concentrated urban downtown mixed use center. Design review oversight by the city's Design Review Committee is

required as a part of this land use zone.

Figure 35 shown on page 28 illustrates the City's Current zoning districts and overlays that fall within the West Downtown neighborhood.

Parking is also regulated by land use. The P3 Parking Overlay district applies to all parcels south of Fairview Avenue and east of 17th Street and generally provides for reductions in minimum parking requirements.

Pedestrian Commercial (PC) Zone

Currently a pedestrian commercial rezone effort is underway that applies a new zone district to encourage pedestrian-oriented mixed-use development on vehicle-oriented and underutilized corridors. The PC zone is proposed to C-2 zone districts along Main Street and State Street within the West Downtown. Figure 36 illustrates where the proposed rezoning could occur.

“Changing zoning in these areas from C-2 to PC would deter new developments that are not as compatible with the residential character. Modifications to the PC zone regarding allowed uses and dimensional standards also seemed appropriate to ensure that a more neighborhood-friendly transition occurs from the major roadway into residential areas. In addition to prohibiting auto-centric uses such as drive-throughs and fueling centers, the new PC zone would allow for the development of higher-density residential projects. The more significant changes to the PC zone include modification of the dimensional standards for

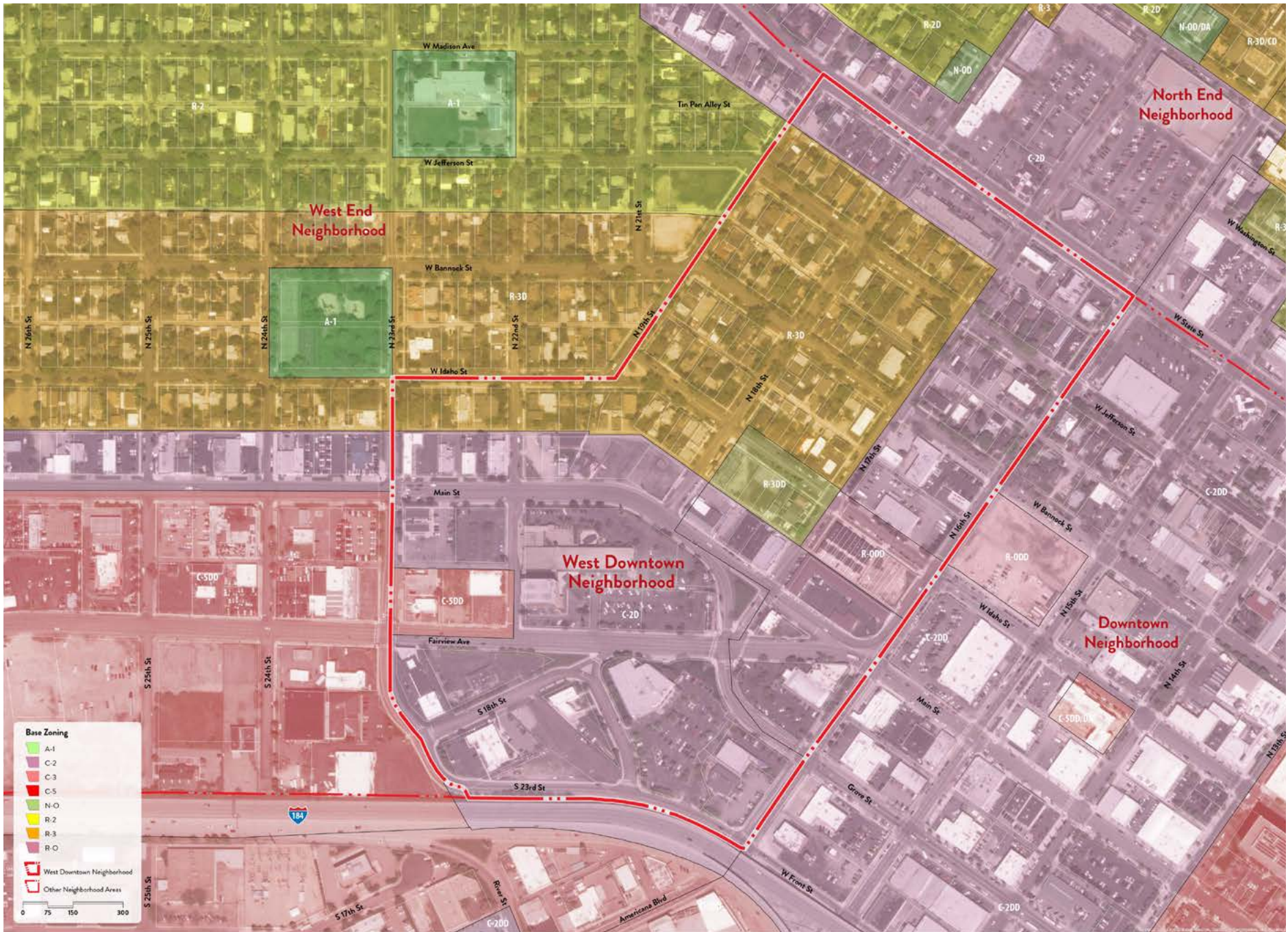


Figure 35: Zoning Map, (CTA, 2019)

development adjacent to single-family residences and zoning districts, including across alleyways”.

The implications of this rezoning have yet to be felt, however the WDNP proposes densities and intensities that are congruent with outcomes from this new zone.

Ada County Highway District

As part of the ongoing implementation of the 30th Street Area Master Plan adopted by the City of Boise in 2012, the Ada County Highway District launched the Fairview and Main Local Streets Plan in 2016 to make bicycle and pedestrian enhancements along Fairview Avenue and Main Street. Figure 37 maps where these projects will occur.

After studying feasibility and design, ACHD has removed one vehicle travel lane on both Fairview Avenue and Main Street and constructed protected bike lanes on both. This project corresponds with the goals and strategies of the WDNP by promoting non-vehicle mobility, accessibility, and pedestrian and bicycle safety. The program also included the Fairview Avenue/Grove Street/Main Street/17th Street Pedestrian project built in 2016.

Transportation Action Plan

The *Transportation Action Plan* (TAP) is a human-oriented, city-wide mobility plan. The vision for “Downtown”, which is the most relevant geographical sub-area for the WDNP, is that traditional development patterns have led to a good pedestrian environment that is strengthened by transit playing a stronger role in placemaking, by continued growth in bicycle commuting, and by decreased car reliance as people are able to choose alternative transportation modes.

Downtown Parks and Public Spaces Plan

The Downtown Parks and Public Spaces (DPPS) Master Plan guides the vision of future open spaces and recreational areas in the Downtown area.

Urban Renewal

Capital City Development Corporation framework documents for the 30th Street Urban Renewal District and the Westside Urban Renewal District establish a clear vision for using public funds to make incremental public improvements within their districts that spur economic development, increase mobility, infrastructure, and place making type projects.

The West Downtown neighborhood has been subject to urban renewal efforts for several years. The Westside District; and 30th Street URD are the two URD’s that cross into the neighborhood boundary and provide financial support and public programs to redevelop underutilized portions of the neighborhood. Figure 9 illustrates the number of urban renewal districts in the immediate area that are influencing the growth and development surrounding the West Downtown neighborhood. Urban renewal funds are being utilized to enhance streetscapes, public infrastructure, utilities, wayfinding, and connectivity. Urban renewal funds have been utilized in a limited manner within the neighborhood to offset the development of the streetscapes associated with the 16th Street town home project on the east side of the neighborhood.

Westside Downtown Framework Master Plan

The Westside Downtown Plan, adopted in 2001, provides a long-range

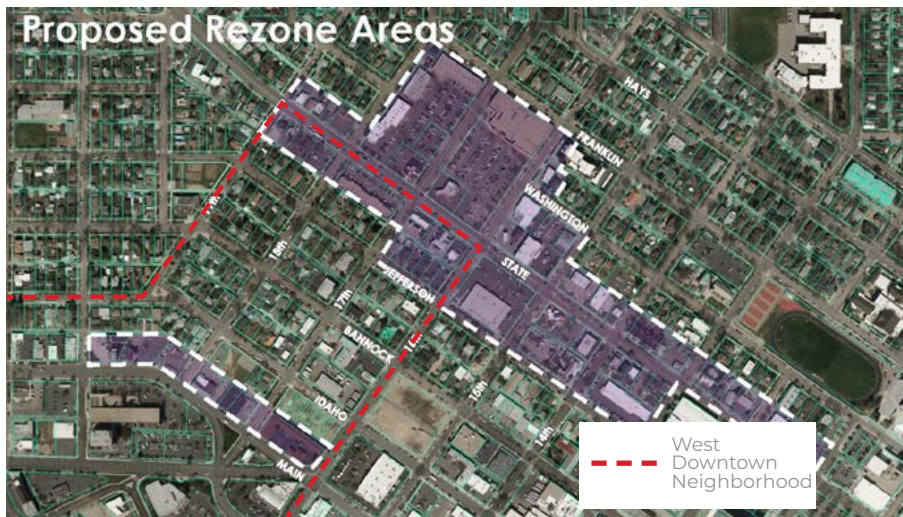


Figure 36: Areas rezoned to the PC Zone. (City of Boise)

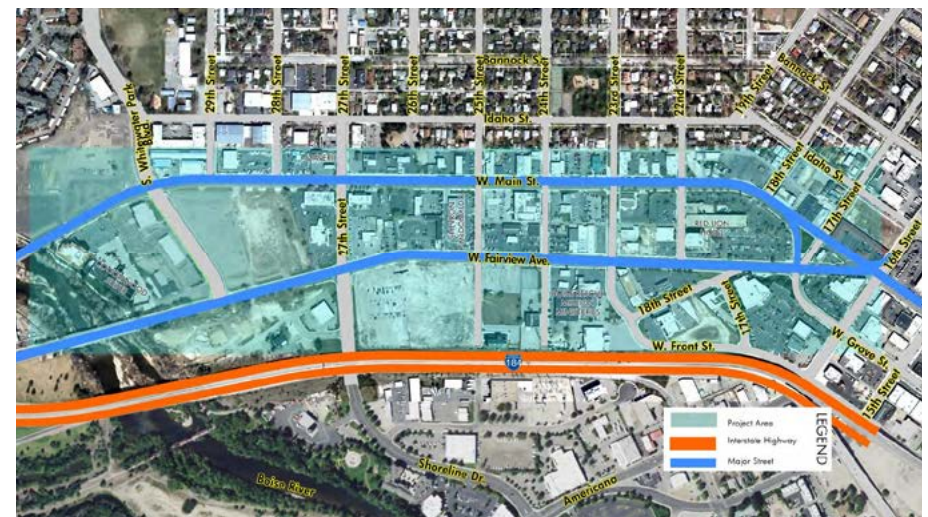


Figure 37: Study area of the Fairview and Main Local Streets Plan that aims to add protected bike lanes to Fairview And Main. (ACHD)

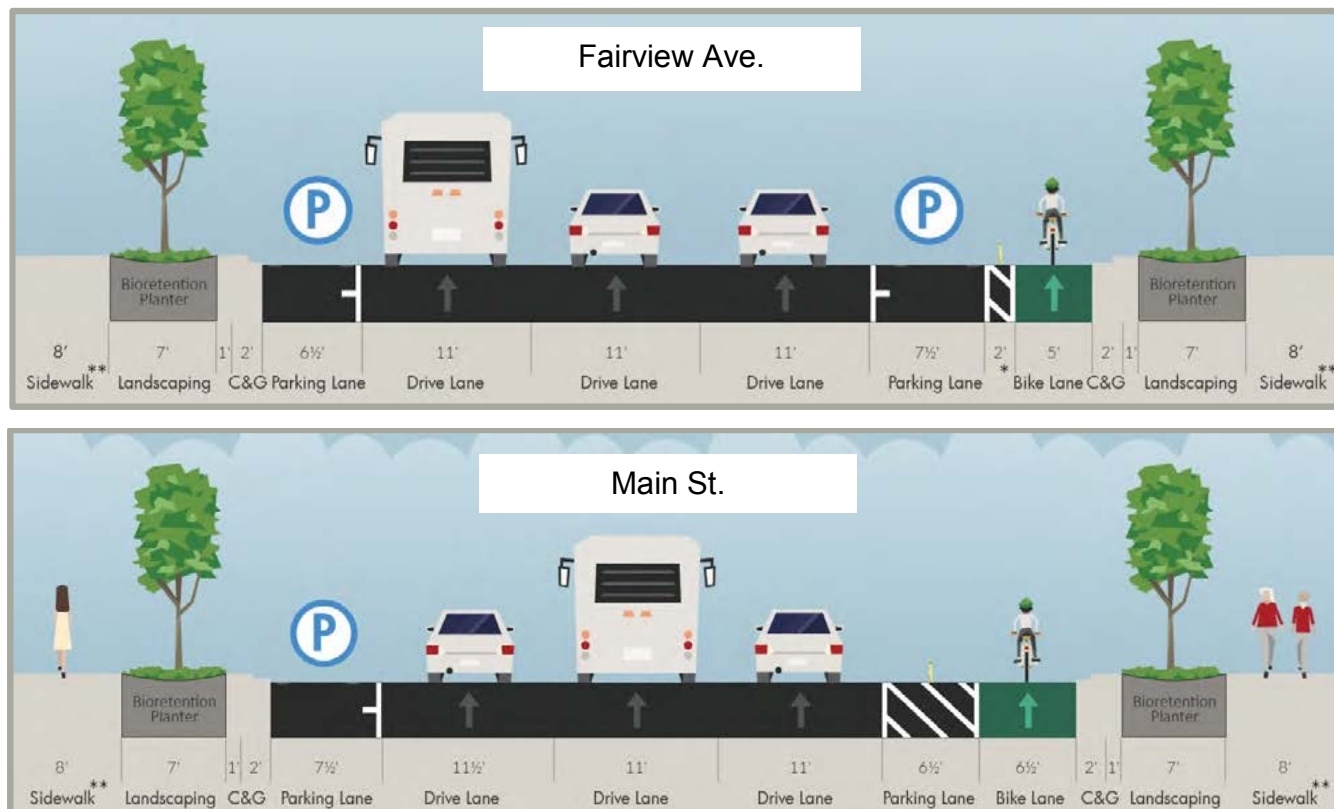


Figure 38: Street reconfigurations for Fairview Ave and Main St will remove a vehicle travel lane and add bike lanes. (ACHD)

view of what uses and activities might best occur in the Westside Neighborhood. This plan applies only to blocks east of 17th Street in what the plan designates as the “CBD Expansion Area” land use and blocks south of Main Street in the “Auto-Commercial Area” land use.

The plan provides goals, objectives and recommendations for changes to zoning standards to promote a transitional, mixed use downtown-adjacent neighborhood. In general, the framework encourages building height and mass to transition from tall, large buildings in the existing CBD to medium scale and density as the central business district expands west.

30th Street Area Master Plan and Urban Renewal Plan

The 30th Street Area Master Plan and Urban Renewal Plan was intended to encourage revitalization of Boise’s West End neighborhood. This long-range master plan which applies to much of the commercial properties in the WDNP planning area (See WDNP Figure 8: *Map of West Downtown within Boise’s Neighborhood and Master Plan districts*).

Recommendations or strategies pertaining to the WDNP include:

- Environmental remediation to support redevelopment
- Manage stormwater in places where it is detrimental to future private development
- Development of parking facilities that will support development
- Where necessary, the enhancement of public infrastructure/utilities to support development
- Realignment of rights-of-ways and enhancement of pedestrian network and financing for improved transit
- Construction of cultural facilities as well as parks, schools or open spaces
- Acquisition/disposition/clearance of property for purposes of the plan
- Preservation/rehabilitation of historic buildings and affordable/workforce housing
- Small business attraction
- Assist in lending and investment to spur redevelopment

SECTION 4

TRANSFORMATIVE NEIGHBORHOOD

NEIGHBORHOOD VISION

A Vision Statement represents the values, identity and character of West Downtown.

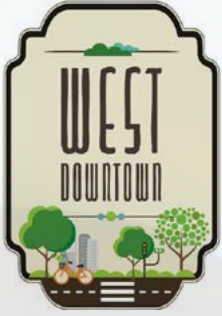
Utilizing all analysis and input recorded, a neighborhood vision statement was developed to capture the neighborhood's highest aspirational image of itself. This statement informs goal-creation, which in turn provides the figurative backing for action items and implementation measures.

The neighborhood's vision statement is the outcome of posing the following question: "My Future West Downtown Boise looks like..."

This statement intends to paint a picture of life in West Downtown that embraces forward-thinking planning and management over several years and embodies the highest and most ambitious future for all who live, work or visit the West Downtown.



Figure 39: Community submitted photo - You Are Here Pin (2019)



NEIGHBORHOOD PLAN

Vision

Goals

*Action
Plan*

WEST DOWNTOWN NEIGHBORHOOD VISION STATEMENT:

*“The West Downtown is an **urban environment** where **multi-modal transportation** is the backbone to a neighborhood that is **safe, walkable,** and **bikeable**.*

*The neighborhood location facilitates a **creative spirit** that is attractive to innovators and entrepreneurs because of the **balanced mix** of **affordable housing** types, access to **recreational amenities** and potential for **expanded growth** and development.”*

NEIGHBORHOOD GOALS

Goals enact the vision by establishing key value-based statements through which strategies are organized and actions made.



Goals are a combination of statements that link the vision and the plan of action items. Based on values derived from the public input, **Goals** voice broad initiatives while **Strategies** present implementable objectives. **Actions** are discrete tasks by which strategies may be completed and are intended to be carried out by governing agencies, neighborhood organizations, or any other groups or individuals. Actions are organized by themes and are assigned priority in the **Implementation Matrix**.

Case studies and examples of transformative projects or programs from other urban communities are included. These examples of policies, design or experimental methods from other communities in the west may provide inspiration for the West Downtown and their partners as they implement their strategies.

Land Use and Development (LUD)

LUD Goal: Maintain and expand the diversity of West Downtown's housing and businesses options.

LUD STRATEGIES:

- A.** Support decisions that increase housing choices for people at all stages and income levels (i.e. starter families, young professionals, and seniors) through residential infill and development that is compatible with the existing neighborhood design and character.
- B.** Work with local authorities on building form, zoning codes, and complete streets in order to create a resilient and sustainable neighborhood.
- C.** Support redevelopment when it fits in with the character of the neighborhood, complements the form and function of adjacent surroundings, improves mobility choices, and enhances green spaces.
- D.** Support redevelopment of the area south of MainStreet between 16th and 23rd Streets and along State Street.

LUD ACTIONS:

Accessory Dwelling Units (ADUs)

- 1.** Explore with the City ways to secure grants and implement programs/incentives to increase accessory dwelling units in the neighborhood. Program/incentives could include development fee waivers,

expedited application processing, expanding the terms of the City loan programs and grants, and free design and building plans with requirements that the new ADU contribute to housing stock for a given period of time. (See example)

Activity Centers

2. Work with the City to designate the area south of Main Street between 16th and 23rd Streets a Community Activity Center in *Blueprint Boise*.
3. Work with CCDC and the City to leverage urban renewal funds to support the redevelopment of underutilized property, specifically south of Main Street between 16th and 23rd Streets. This may include the private-public development of parking garages, streetscape improvements, etc.
4. Encourage the development of a plaza, park space, or a “Festival Street” in the area south of Main Street.

Zoning & Development

5. Work with the City to modify zoning to:
 - a. Decrease minimum lot size, especially on corner lots, to allow for denser single-family development.
 - b. Expand parking overlay zones to reduce parking requirements for multi-family development, especially for small-lot multi-family developments.
 - c. Expand opportunities for mixed-use development through targeted rezonings.
 - d. Allow neighborhood scale and neighborhood facing commercial

development in the office zones that border the neighborhood's residential core.

6. Advocate for the incorporation of the West Downtown Neighborhood Plan Design Principles.

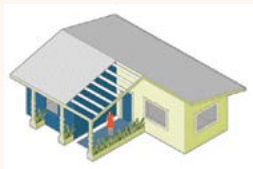
Highlighted Example: The Backyard Homes Project, Los Angeles | CA
(LUD Action 1)

The L-Shape (1BR)

Starting at:
\$165,000
540 SF
1 Bed, 1 Bath



Exterior Styles



Craftsman



Modern



Spanish

The Backyard Homes Project is an initiative from the City of Los Angeles to promote housing affordability and attainability by assisting property owners in the planning, design and construction of accessory dwelling units on smaller urban lots.

More information can be found at <https://www.portlandoregon.gov/phb/article/661995> Additional media coverage can be found at <https://www.portlandoregon.gov/bps/article/484726>

Highlighted Example: Portland ADU Loan Program, Portland | OR
(LUD Action 1)



(Image: Sightline Institute)

Leaders in Portland launched a pilot project aimed to reduce displacement of low-income homeowners through the Portland Accessory Dwelling Unit Loan Program, administered by the Portland Housing Bureau and Prosper Portland. Eligible homeowners may apply for a loan that provides up to \$80,000 with 0% interest paid back in 180 monthly installments on a 15-year term. Eligible applicants must be under 120% Area Median Income for their household size, live in the prescribed area and must have purchased their home prior to August 2000, among other qualifications.

Site and Building Design (SBD)

SBD Goal Support infill and redevelopment with building and site design characteristics that utilize high-quality design and materials as well as complement the existing neighborhood structure and character.

SBD STRATEGIES:

- A.** Develop spaces and/or secure locations within new developments that facilitate, invite and reinforce the current sense of community.
- B.** Reinforce the neighborhood's identity through creative placemaking efforts and project-specific design elements and amenities.
- C.** Articulate current "neighborhood structure & character" to assess how new development complements it.
- D.** Incentivize affordable "missing middle" housing developments whose design fits the character of the neighborhood.
- E.** Support redevelopment of the area south of Main Street between 16th and 23rd Streets and along State Street.

SBD ACTIONS:

City & Other Agency Standards

- 1.** Amend the Downtown Design Guidelines to include applicable block frontage designations for:
 - a.** Fairview Avenue from 16th and 23rd Streets
 - b.** 17th Street to Grove Street
 - c.** 23rd Street between Main Street and I-84, and;
 - d.** All streets between Fairview Avenue and I-84 within the WDNA boundaries.

- 2.** Work with the City to explore incentives for developers to exceed existing Downtown Design Standards and Guidelines and provide additional amenities not required by code.
- 3.** Research and, if feasible, work with the City to require increased sound buffering for new development or redevelopment to protect residential area from sound impacts with appropriate design and/or noise decibel limitations and enforcement.

Neighborhood Association Involvement

- 4.** Develop a "development score card" to help highlight west downtown residents desire for new development/redevelopment addressing the neighborhood's preferred:
 - a.** Height, massing, setbacks
 - b.** Landscaping/greenspace/front lawns
 - c.** Streetscape standards, including detached sidewalks
 - d.** Desired building materials
 - e.** Site development amenities
- 5.** Explore National Historic Register for areas of the residential neighborhood in conjunction with the West End Neighborhood Association.

Highlighted Example: Development Scorecard, Cathedral Park Toolkit

Portland | OR (SBD Action 4)

scorecard

SENSE OF PLACE & DESIGN SCORE

- ☐ Site design interacts with the river and greenway trail
- ☐ Site layout encourages connections to the surrounding neighborhood and Cathedral Park
- ☐ Features of the site celebrate the neighborhood's natural features and industrial history
- ☐ Developer has consulted the neighborhood on design decisions, and choices have been made to reflect local character
- ☐ Planned uses on the site include places where members of the public can visit, shop, or use services
- ☐ Welcoming public outdoor spaces (besides the trail itself) are included in the site plan, and the neighborhood has been consulted on their design
- ☐ Design incorporates space for future commercial capacity if not immediately created
- ☐ If retail or commercial tenants are known, the tenants reflect the unique identity of North Portland, and neighbors have been consulted on the selection
- ☐ Capacity for multi-family homes, townhouses, employment areas, and retail shops are all present in the site design
- ☐ Funding for public art is included in the overall site plan and includes local artists

TOTAL SCORE _____

TRANSPORTATION & INFRASTRUCTURE SCORE

Minimum standards

- ☐ Developer will pay system development charges and specifically provide for street improvements connecting to site, including pedestrian safety
- ☐ Developer will pay system development charges for necessary improvements in water and sewage systems
- ☐ Developer has shared the results of a traffic impact analysis and illustrated how they will mitigate the impacts of new development on the neighborhood, including an estimate of how many trips will be generated by uses on the site and specific projects to off-set the new trips.
- ☐ Developer can illustrate improved access to the part of the site between the railroad and the river

Further evaluation

- ☐ Improved railroad crossings are part of the development plan
- ☐ Pedestrian connections are visible in the developer's site design. PBOT standards require pathways for pedestrians between buildings at least every 500 feet.
- ☐ Site plan has active ground floor uses where people will feel a connection to the building and windows
- ☐ Site design encourages pedestrian access through the site
- ☐ Plans are in place for improved current and future access to transit

TOTAL SCORE _____

HEALTHY ENVIRONMENT SCORE

Minimum standards

- ☐ Trail will be built to Parks and Recreation standards, with 12 feet asphalt paving with 2 feet of plantings on either side, if development is happening on one of the two riverfront taxlots.
- ☐ There are no buildings planned between the river, and 50 feet from the top of the river bank

Further evaluation

Trail:

- ☐ Design for the greenway trail includes measures for avoiding bicycle and pedestrian conflicts near developed area
- ☐ Design for the greenway trail includes amenities such as public restroom access, benches, historic markers, and/or play features
- ☐ Design for the greenway trail includes space for people to get close to the river
- ☐ Greenway trail will be improved early in the development process

Green features and air quality:

- ☐ Site design includes landscaping with native plants
- ☐ Street trees and generous natural landscaping are present in the site plan
- ☐ Green roofs or ecoroofs are used in the project
- ☐ Air quality and noise impacts of commercial uses near residential uses are mitigated by design elements

Soil contamination:

- ☐ Brownfield remediation will meet or exceed standards for residential land
- ☐ The neighborhood has been consulted on the soil remediation process, with plans to minimize disruption to immediate neighbors

Noise pollution:

- ☐ Building construction is planned with noise mitigation measures such as sound-resistant windows
- ☐ Site design shows parking, vegetation, or other uses where people are not constantly present, in areas most immediately adjacent to the railroad line
- ☐ A sound and vibration buffer, such as a decorative wall, is in place
- ☐ Measurable reduction of noise pollution and emissions pollution
- ☐ Residences are not constructed within 200 feet of the railroad line

TOTAL SCORE _____

(Image: City of Portland, Cathedral Waterfront Plan.)

As a consensus-building tool included in the Cathedral Park Neighborhood Plan, the development scorecard is a good example of an implementation measure that helps a community advocate for a desired type or quality of new development. By providing a device that allows neighbors to score different elements of a project, the scorecard creates direct communication between the public, planning staff and developer.

Elements scored included tangible items like infrastructure and sustainable design features as well as less physical topics such as diversity and sense of place.

More information can be found at: <https://www.pdx.edu/usp/sites/www.pdx.edu.usp/files/Cathedral%20Park%20Toolkit.pdf>

Neighborhood Sense of Place (NSP)

NSP GOAL: Strengthen neighborhood sense of place and community cohesion.

NSP STRATEGIES:

- A.** Strengthen the West Downtown's Neighborhood Association's organizational capacity.
- B.** Promote and celebrate the West Downtown's historic character highlighting the former rail line.
- C.** Leverage the neighborhood's strategic location as a gateway to the downtown.
- D.** Attract and retain the family-oriented nature of the neighborhood, while welcoming amenities that support all lifestyles.
- E.** Promote neighborhood upkeep and maintenance.
- F.** Maintain, enhance and encourage use of the West Downtown Neighborhood Association social media platforms.

NSP ACTIONS:

Neighborhood Involvement

- 1.** Develop a "welcome neighbor" program that engages in an annual orientation meeting for new residents.
- 2.** Host an annual "Clean Team" neighborhood cleanup event to include trash pickup, graffiti removal, weed pulling in the alleys, weed island maintenance.
- 3.** Promote the Neighborhood Watch Program with regular meetings and new signs.

- 4.** Meet with the City to review implementation of the plan and consider new actions and request City support for projects and actions.
- 5.** Assign a WDNA board member to attend Boise Neighborhood Association Network meeting.
- 6.** Participate in City's Energize Our Neighborhoods (EON) programs.
 - a.** Attend Energize Our Neighborhood leadership trainings and Energize Ed Workshop Series.
 - b.** Attend EON Biennial Boise Interactive Conference.
 - c.** Apply for scholarship funding through EON to attend the Neighborhoods USA Conference.
 - d.** Work with Geographic Area Planners to receive Planning and Development education workshops as part of Neighborhood Association business.

Placemaking

- 7.** Identify a festival street and install a temporary, summer-long "pop-up park" and evaluate public use and interest.
- 8.** Develop and test signage and wayfinding at key intersections:
 - a.** Fairview and 16th Streets.
 - b.** Idaho and 16th Streets.
 - c.** Grove and Main Streets.
- 9.** Work with the City's Arts and History Department and Energize program to develop/install public art as a means of defining and reinforcing an identity such as:
 - a.** WDN sign toppers in the residential core.

- b. As street lights are put in require that banner posts be part of the installation to allow for more WDN banners to be displayed.
 - c. Marking historic sites and buildings in the neighborhood.
10. Strive to maintain tree canopy and promote planting of trees through the City of Boise *Neighborwoods* Program.

Highlighted Example: The Square on 21st, Denver | CO (NPS Action 7)



Activities available at The Square on 21st:

- | | |
|---------------------------------|--------------------------|
| 1- Performance stage | 6- Rotating food trucks |
| 2- Bike trail | 7- Lawn, seating & shade |
| 3- Breakfast/lunch vendor (TBD) | 8- Street art |
| 4- Ice cream vendor | 9- Dog park |
| 5- Games | 10- Bike ramps |

(Image: City of Denver Square on 21st)

The Square on 21st is an example of an experimental pop-up urban public space project where portions of the public right-of-way in Denver's downtown were temporarily re-appropriated for public events.

Planners, city staff, neighbors, artists, community stakeholders and local businesses came together to host events that saw about 15,000 visitors over a two-month period.

More information can be found at: <https://www.denvergov.org/content/denvergov/en/community-planning-and-development/planning-and-design/plans-in-progress/21st-wynkoop.html>

Connectivity (C)

C Goal: Connect the community through all modes of transportation.

C STRATEGIES:

- A.** Work to strengthen neighborhood north/south connections with pedestrian pathways and bicycle lanes.
- B.** Advocate for enhanced transit infrastructure.
- C.** Create landscape buffers between the pedestrian spaces and the vehicular path.
- D.** Apply the City's *Transportation Action Plan*, *ACHD Livable Street Design Guide* and best practices for neighborhood streets to design future roadway and other transportation projects in our neighborhood.
- E.** Create a pedestrian and bike friendly neighborhood, with easier access to the greenbelt and adjacent parks.

C ACTIONS:

Roadway Infrastructure

- 1.** Work with ACHD and CCDC to implement pedestrian pathways and bicycle lanes throughout the neighborhood that recognize the importance of bike-ped connectivity from the West End and West Downtown to the City's downtown core.
- 2.** Implement the ACHD *Roadway to Bikeway Master Plan*, Addendum 2018.
- 3.** Develop, amend, and implement streetscape standards that promote pedestrian spaces separate from vehicular spaces, pedestrian-scale buildings, and landscape buffers (i.e. detached sidewalks).
- 4.** Work with ACHD to improve crosswalks for bikes and pedestrians at:

- a.** 16th and Main Streets.
- b.** 17th and Main Streets.
- c.** 22nd and Main Streets.
- d.** 16th and Bannock Streets.
- e.** 16th and Idaho Streets.

User Experience

- 5.** Work with Valley Regional Transit to improve transit stop amenities to include shelters, bike racks, benches, and trash cans on State/Fairview/Main.
- 6.** Create wayfinding to signs to popular destinations (Esther Simplot, Ann Morrison, Kathryn Albertson, foothills, greenbelt, downtown, Garden City, etc.) to encourage safe routes of travel for bicyclists and pedestrians.
- 7.** Work to secure funding for bike racks at key locations.



Figure 40: Standardize (WDNA, 2019)

SECTION 5

ACTION PLAN

IMPLEMENTING THE VISION

The Action Plan illustrates a new image of West Downtown with landmarks, spaces and places.

Vision

Goals

Action Plan

THE ACTION PLAN imagines a mixed-use urban neighborhood that provides the spaces and amenities needed to implement the community's vision. Section 5 of this plan begins with two dimensional maps and extends into a three dimensional urban design model to visualize changes in urban density. Inspired by the public voice, physical conditions and historic legacies, it demonstrates the neighborhood design principles, imagines streetscape projects, and applies mobility enhancements to bring the vision to life. Actions are placed into the Implementation Matrix, concluding the plan with a recommended task-list of projects to achieve this aspirational outcome.

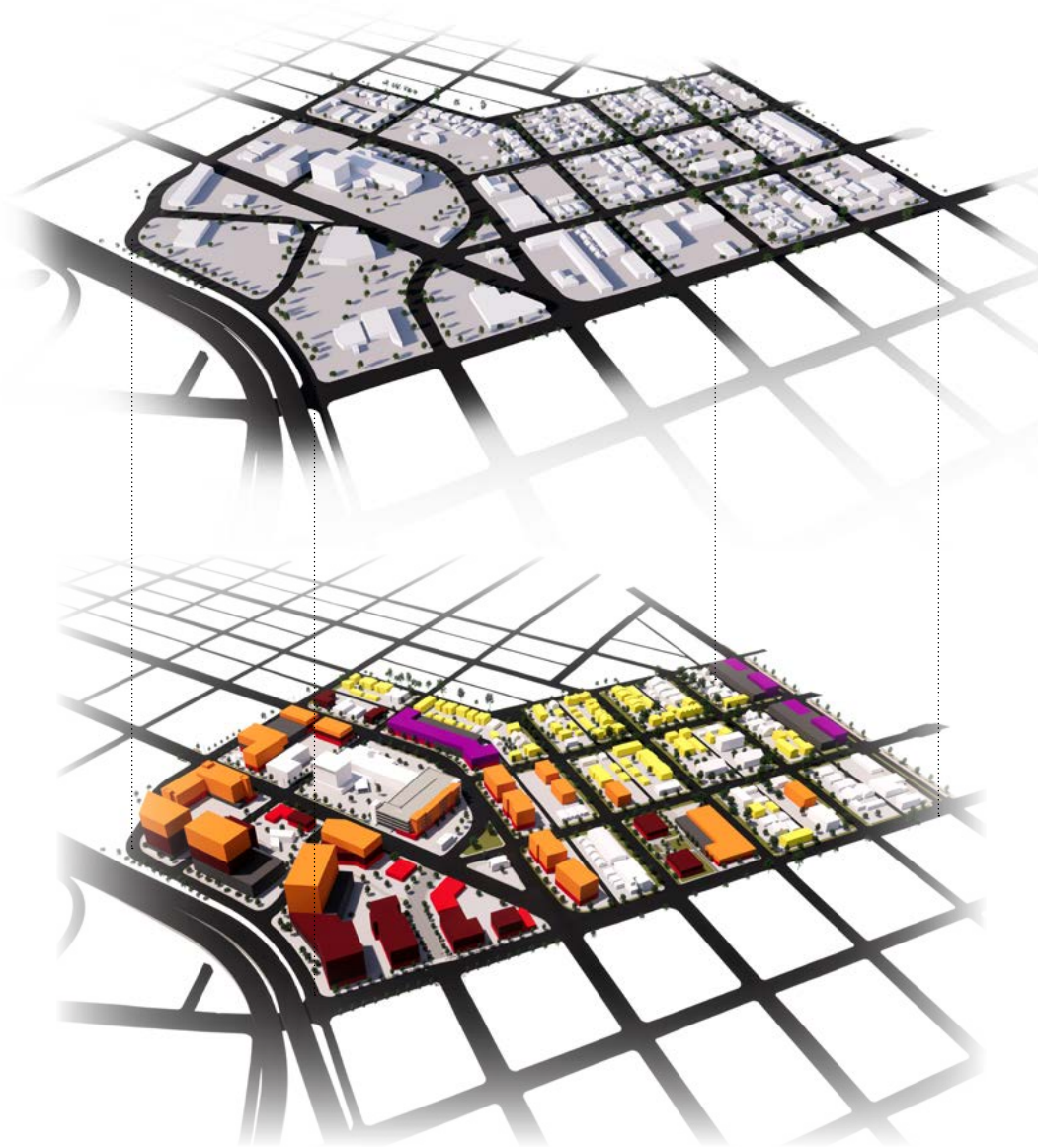


Figure 41: Diagrammatic view of a transformed West Downtown. (CTA)

FUTURE LAND USE

THE FUTURE LAND USE MAP is a tool used to guide transition in activities and uses that occur on public or private lands over time. Future land uses are only designated for areas where the community's long-term vision differs from what is existing. In these cases, the intensity and character of land use on development projects that are proposed for such parcels or sites should comply with this plan's future land use map to be consistent with this neighborhood vision, and *BluePrint Boise* the overall comprehensive plan.

Future land use designations are as follows:

 **Yellow:** Low to medium density residential.

This is envisioned as single family, small unit, or small multi-family housing. Typical of the scale of the existing residential neighborhood, housing in this category intends to increase the supply of units on small lots while not increasing the size and scale of buildings.

 **Orange:** High density residential.

This is envisioned as dense rental multi-family housing. Either standalone multi-family housing or attached to a mixed-use project, high density is envisioned as over 32 units per acre and generally would only exceed four stories in denser areas at the neighborhood's south end. Unit types and amenities that accommodate affordability are encouraged.

 **Bright Red:** Retail commercial.

This category offers locations for smaller retail stores, food and beverage establishments, and some personal services like personal banking, day spas,

 **Dark Red:** Office/Commercial.

These are intended to be conventional or next-generation workplaces to add to the neighborhood's employment density.

 **Magenta:** Mixed-use.

These are vertically mixed buildings with multi-family residential above ground floor active commercial space. Affordable rental apartments or for-sale condos may occupy upper floors, while offices, services or retail may occupy space on the ground floor

 **Purple:** Hotel.

This designation is for hotel activities, either boutique or larger, denser formats. Short-term rental units do not fall into this category.

 **Blue:** Institutional (Education, Government).

Institutional uses are generally government or public-owned facilities like municipal shops or government offices. Also included are schools as well as not-for-profit activities like hospitals or places of worship.

 **Grey:** Parking/transportation.

Designates parking structures, rather than surface lots, as well as public transit facilities.

 **Green:** Public or Private open space or parks.

Either publicly owned or incorporated as part of a private development.

 **White:** Vacant.

The following series of land use maps were developed to identify these areas of potential change and areas of stability.

EXISTING LAND USE

The existing land use map is the basis for the series of maps to follow. The same land use designations apply between existing and future land use.

VACANT AND UNDEVELOPED SITES

Vacant land, surface parking lots, or otherwise undeveloped pieces of property that are not dedicated public or private open space were mapped to understand what sites may be susceptible to change.

These sites may present a higher likelihood of redevelopment as the costs for improving them (demolition, site work, etc.) is lower than parcels with buildings or other existing valuable improvements.

CONNECTIVITY AND STREETScape

Potential improvements to the mobility network, including applying existing downtown streetscape standards, improving pedestrian crosswalks/signals/signage, enhancing bicycle infrastructure (protected lanes, racks) and potential new rights-of-way are mapped in the connectivity map.

Pedestrian enhancements were an identified need at the following locations within the neighborhood:

- 16th and Main Streets.
- 22nd and Main Streets.
- 16th and Bannock Streets.
- 16th and Idaho Streets.

These enhancements may include replaced or improved pavement striping, signage, accessibility features, or pedestrian-activated signals. Opportunities for implementing these type of streetscape improvements may need to be assessed through the Westside URD managed by CCDC.

Neighborhood signage can be an important component in maintaining a neighborhood's identity. Several locations were identified by residents as ideal locations to identify the neighborhood. These include potential wayfinding and signage improvements at the following locations:

- a. Fairview and 16th Streets.
- b. Idaho and 16th Streets.
- c. Grove and Main Street.

FUTURE LAND USE MAP

The envisioned future land use in the neighborhood, creates a denser neighborhood, that creates true mixed-use development along the northern and southern borders of the neighborhood, while strategically, stepping the development from large scale commercial to a more residential and pedestrian scale at the existing traditional neighborhood.

The future land use map in the plan is intended to illustrate for the neighborhood the potential of a mixed-use neighborhood. And while the future buildings are placed on specific parcels it is only for illustrative purposes only and not exact by any means.

South of Main Street: The Mixed-use designation is applied to much of the area south of Main Street. In this area, dense mixed-use office and multi-family above ground-floor retail is envisioned. On major corners, small existing standalone retailers that contribute to the neighborhood character may still exist, and in some cases may be accommodated into a new

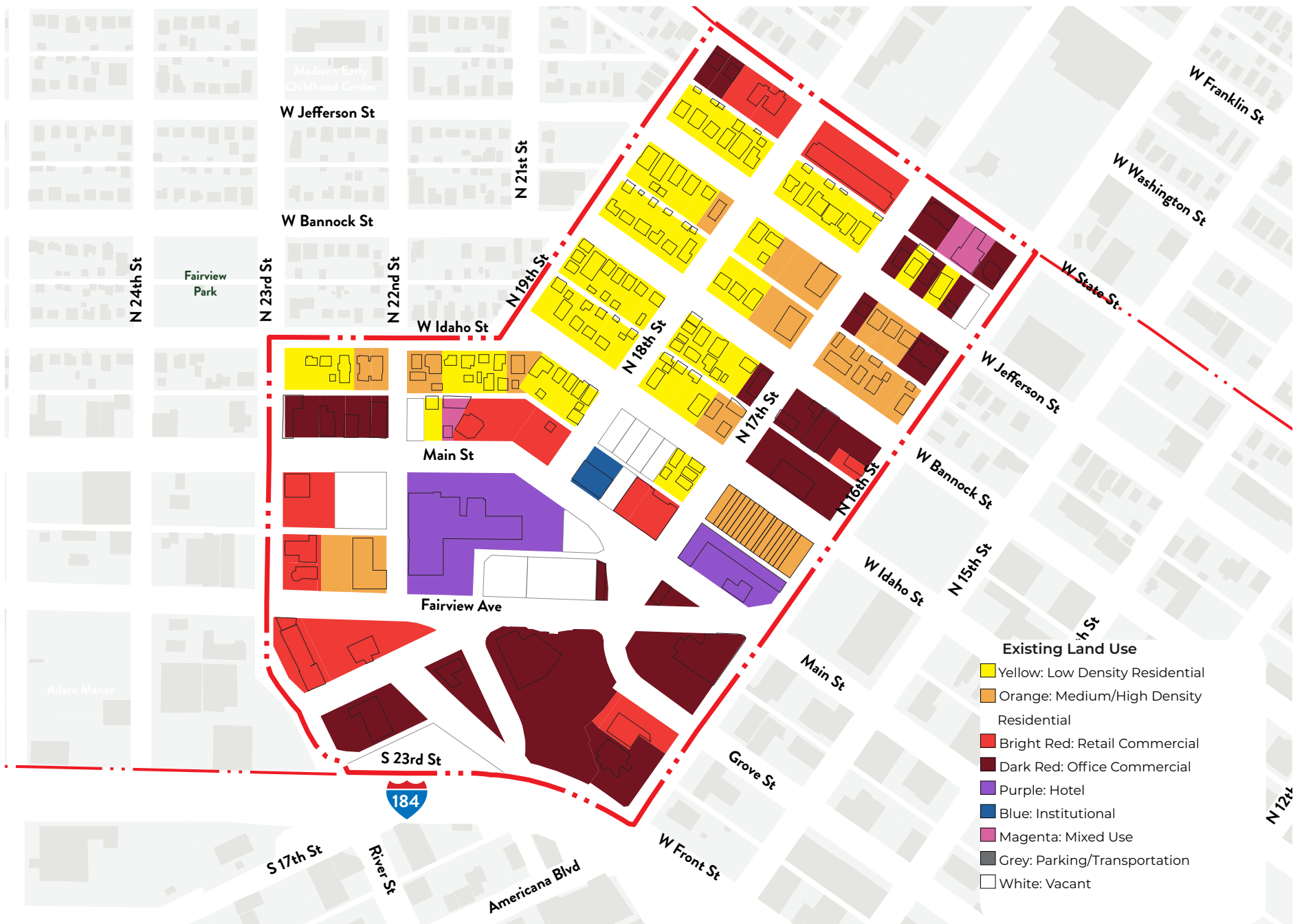


Figure 42: Existing Land Use. (CTA, 2019)



Figure 43: Infill parcels. (CTA, 2019).

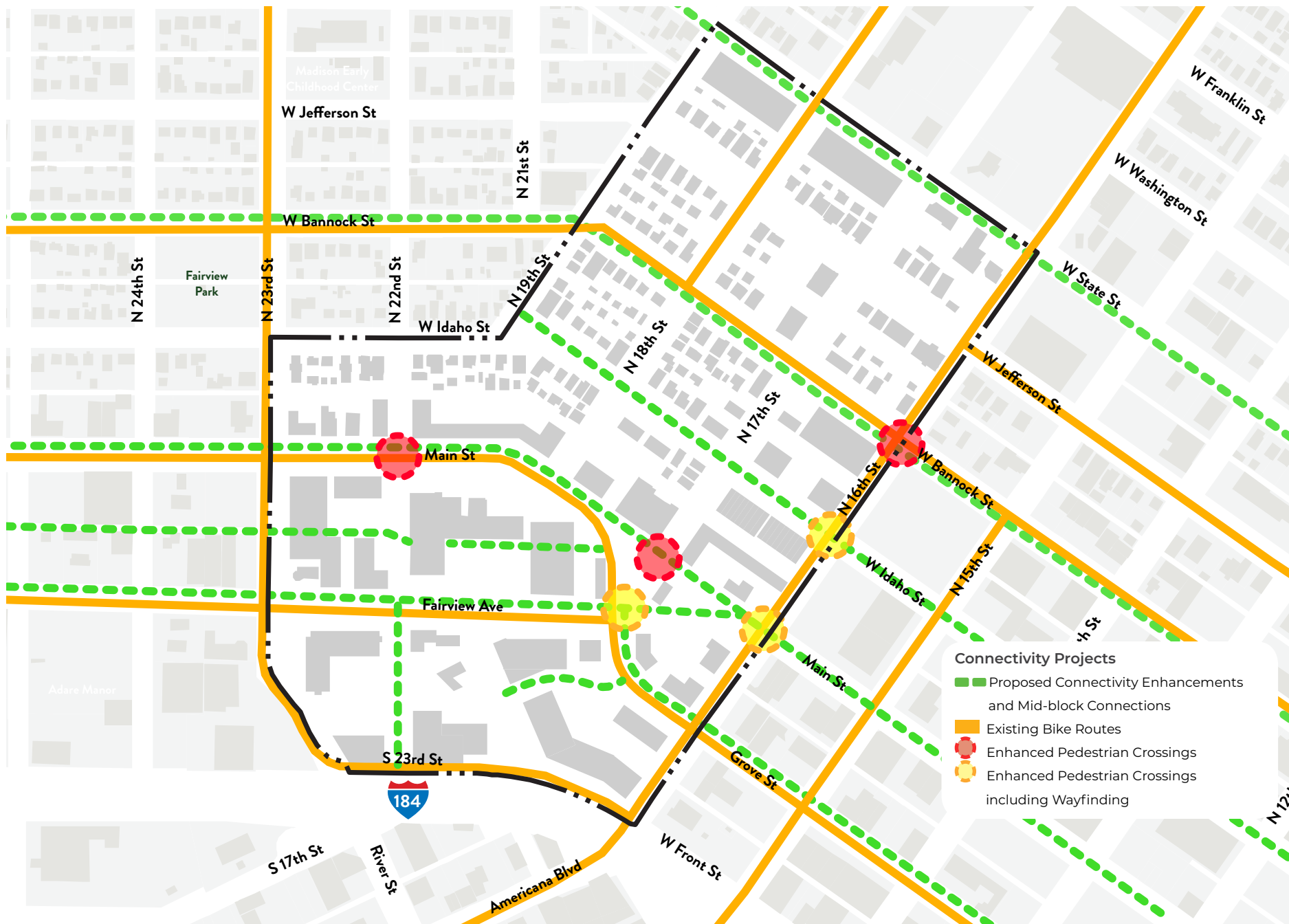


Figure 44: Proposed connectivity enhancements. (City of Boise, ACHD, CTA, 2019)

development's design.

A public parking garage could be envisioned to be developed in the long-term to serve future public and private needs by implement the “park once” strategy in the Boise TAP. As well as potentially acting as a park and ride for future mass transit such as the proposed downtown circulator project.

Festival streetscaping could be designed for the “curve” in Grove Street so that it could serve as a focal point and entry gateway to the neighborhood from the east. This emphasizes the intersection of Grove and 16th as a key area for landmark or iconic building design to signify the entrance to West Downtown.

North of Main Street: A key component of this area's transformation is the application of pedestrian commercial zoning along the north side of Main Street. This will dramatically transform the street frontage to be a consistent street wall of building facades that will contribute to a walkable, activated pedestrian environment. The intensity will transition down into medium density residential across the alley to the north, land uses are recommended to promote a mix of housing forms and sizes while maintaining a medium intensity of scale and height. Density should be appropriately placed near the eastern edges and at key intersections.

State Street: The south side of State Street is another area where the existing C-2 zone is in the process to be rezoned to the pedestrian commercial zone, and is a part of the neighborhood likely to see significant change. With zoning code standards that promote mixed-use, State Street's future land uses are envisioned to be mid-rise, mixed-use buildings with parking in the rear. Buildings that contribute to the historic or cultural neighborhood character are intended to remain along State Street.

Residential Core Area: Significant change from what is currently allowed

is not proposed for the residential areas between Idaho Street and State Street. Multi-family projects should be appropriately sized and compatible with adjacent development. Small-lot redevelopment to a higher density is encouraged so long as it maintains the scale of adjacent uses. Accessory dwelling units are also supported and will be key to meeting the housing needs in this section of the neighborhood.

Future Connectivity Network: To better reflect the urban downtown street and block pattern of the surrounding area, street reconfigurations are recommended to parcels south of Fairview Avenue. With the potential redevelopment of parcels and buildings between 23rd and South 17th Streets, the 22nd Street right-of-way could continue south, bisecting the large block between Fairview Avenue and Front Street.

A pedestrian-only connection is proposed mid-block between Grove Street and South 17th Street to allow for an active, walkable amenity space between proposed mixed-use buildings. Simple amenities such as grassy squares, benches and shade trees could be designed into larger scale developments. Small shops, booths, or food and beverage retail could occupy ground floor space. Events like street festivals or markets occurring on the Grove Street proposed “festival” street could spill out into this pedestrian thoroughfare.

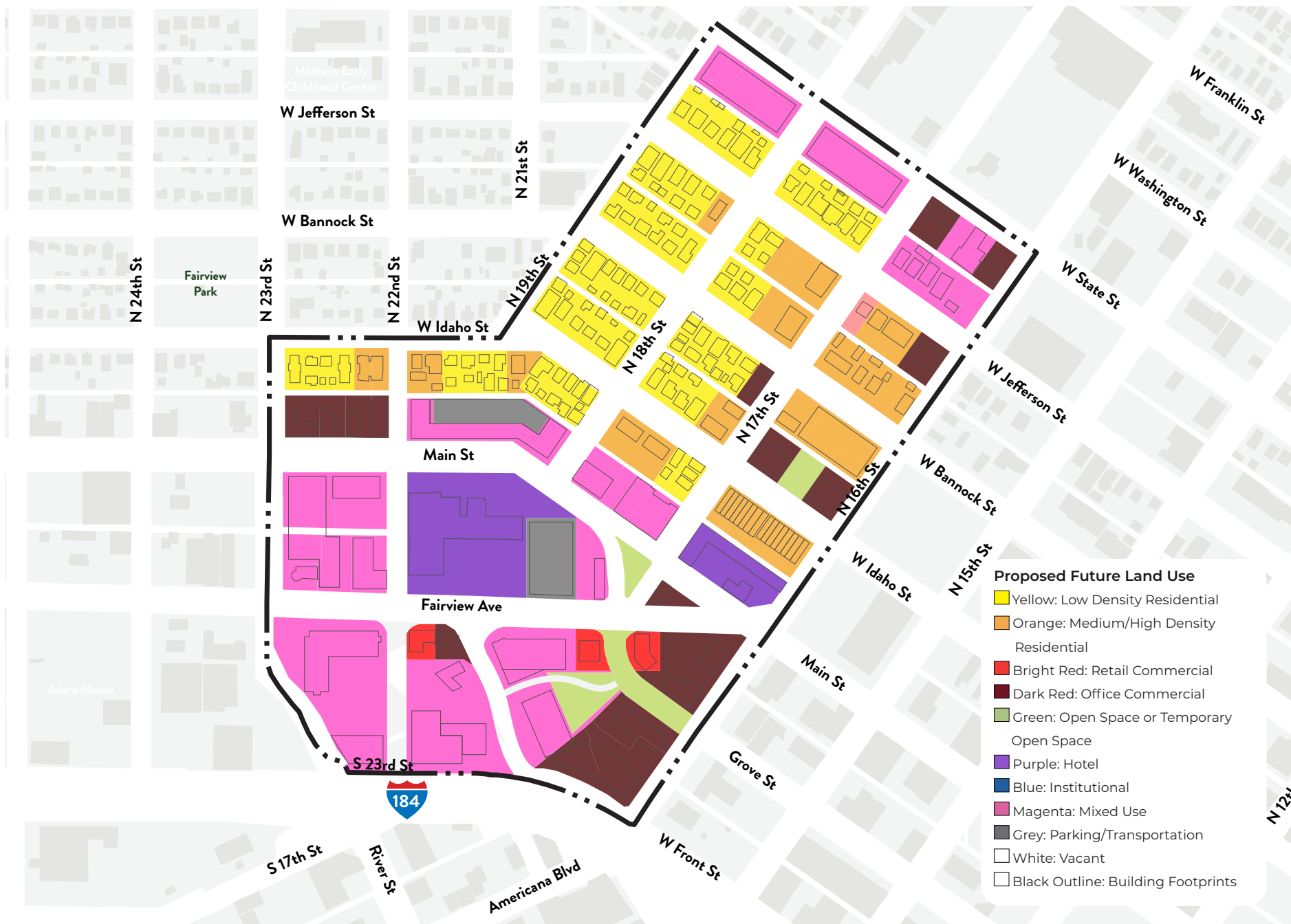


Figure 45: Proposed future land use map. (CTA, 2019)



Figure 46: Potential future building use and density. (CTA, 2019)

West Downtown Today



Figure 47: West Downtown today. (CTA 2019)

West Downtown Vision

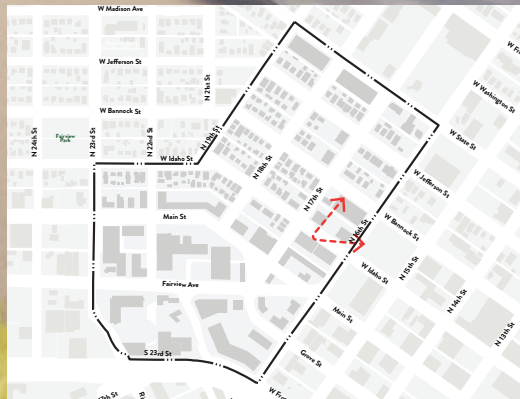


Figure 48: West Downtown vision. Red annotations correspond to conceptual ideas that have been further illustrated. Building types and locations are illustrative only. (CTA, 2019)

1| 16TH STREET AT IDAHO STREET COURTYARD

Located in an area where commercial uses transition into the residential neighborhood, this site illustrates how size and scale of mixed use development can be complementary to nearby housing while providing a public amenity space for neighbors.

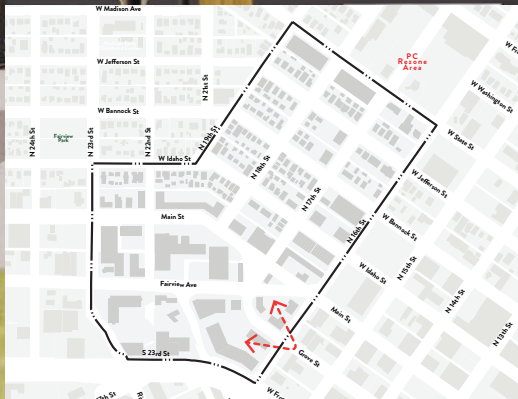
Small locally-serving retail would occupy ground-floor uses that spill out into a grassy and accessible hardscaped plaza with park-like features including benches and shade trees.



2| GROVE FESTIVAL STREET

Being in an advantageous location where several bike and pedestrian routes converge, the Grove Street curve between 16th Street and Fairview Avenue becomes an ideal location for festival streetscaping where local fairs, markets or events could be held. This then catalyzes urban development that could create a strong visual presence on the intersection's corners, signifying a gateway to and from West Downtown.

This is also the termination of a proposed “greenstreet” on Grove Street coming from downtown.



3| FAIRVIEW AVENUE AT 23RD STREET

Looking west in the image below, this site envisions potential urban densities (5-7 stories) on underutilized property while maintaining the texture and character of older buildings. Wide sidewalks, striped crosswalks, and dedicated bike lanes would take new residents of the dense mixed-use projects directly to downtown on safe, comfortable routes.



The rendering shows a wide, multi-lane street with a dedicated bike lane on the right. Pedestrians are walking on wide sidewalks, and cars are driving on the street. The buildings are modern, multi-story structures with large windows and balconies. The sky is blue with scattered white clouds.



The map shows a grid of streets. Fairview Avenue is highlighted in red, running east-west. 23rd Street is highlighted in red, running north-south. The intersection of Fairview Avenue and 23rd Street is marked with a red dot. Other streets shown include W Madison Ave, W Jefferson St, W Bannock St, W Idaho St, W Main St, W 23rd St, W 24th St, W 25th St, W 26th St, W 27th St, W 28th St, W 29th St, W 30th St, W 31st St, W 32nd St, W 33rd St, W 34th St, W 35th St, W 36th St, W 37th St, W 38th St, W 39th St, W 40th St, W 41st St, W 42nd St, W 43rd St, W 44th St, W 45th St, W 46th St, W 47th St, W 48th St, W 49th St, W 50th St, W 51st St, W 52nd St, W 53rd St, W 54th St, W 55th St, W 56th St, W 57th St, W 58th St, W 59th St, W 60th St, W 61st St, W 62nd St, W 63rd St, W 64th St, W 65th St, W 66th St, W 67th St, W 68th St, W 69th St, W 70th St, W 71st St, W 72nd St, W 73rd St, W 74th St, W 75th St, W 76th St, W 77th St, W 78th St, W 79th St, W 80th St, W 81st St, W 82nd St, W 83rd St, W 84th St, W 85th St, W 86th St, W 87th St, W 88th St, W 89th St, W 90th St, W 91st St, W 92nd St, W 93rd St, W 94th St, W 95th St, W 96th St, W 97th St, W 98th St, W 99th St, W 100th St.

3| FAIRVIEW AVENUE AT 23RD STREET

Looking west in the image below, this site envisions potential urban densities (5-7 stories) on underutilized property while maintaining the texture and character of older buildings. Wide sidewalks, striped crosswalks, and dedicated bike lanes would take new residents of the dense mixed-use projects directly to downtown on safe, comfortable routes.

This architectural rendering depicts a vibrant urban street scene looking west along Fairview Avenue. On the left, a modern, light-colored building with large windows and balconies stands next to a traditional brick building. The right side features a tall, dark brown building with a prominent red brick section. The street is wide with multiple lanes, including a dedicated bike lane on the right. Pedestrians are walking on wide sidewalks lined with young trees, and cars are driving on the road. Traffic lights are visible at the intersection. The sky is blue with scattered white clouds.

An inset map in the bottom right corner shows a city grid with streets labeled. A red dashed arrow points to the specific location of the project at the intersection of Fairview Ave and S 23rd St. Other nearby streets shown include W Madison Ave, W Jefferson St, W Bannock St, Main St, and S 2nd St through S 10th St.



4| MAIN STREET AT 18TH STREET

Currently vacant surface parking lots and older buildings, this is a stretch of Main Street where the new pedestrian commercial zone could substantially transform the neighborhood. Building facades fronting the sidewalk, retail uses and enhanced “Fairview-Main Greenstreet” streetscaping makes this a place ideally suited to walking, shopping, living or working. Future mixed land uses like food and beverage commercial or athletic clubs could complement hotel activities across the street while providing neighborhood amenities.



5| STATE STREET AT 19TH STREET

Another area transformed by the pedestrian commercial rezoning is State Street. This rendering looks east down State Street towards downtown to illustrate a multi-modal, mixed-use corridor. Promoting all modes of transportation catalyzes dense housing with opportunities for businesses or shopping. Dedicated bus lanes, tree planters, and building entrances facing the street promote active street frontages onto the now urban and lively State Street.



URBAN DESIGN AND DENSITY

Because of the neighborhood's diversity in urban form and transitional character, the public has commented that it is critical for new infill development to be built at appropriate scale. This means ensuring building height and massing is addressed and designed differently depending on location.

The future land use map proposes taller, denser uses towards the I-184 connector in the south where smaller more sensitive uses such as single family houses do not exist, and gradually scaling down building heights to be consistent with residential neighborhoods to the north where bulky large buildings are not appropriate. Such a transition recreates a historic land use pattern of moving single-family residential away from high capacity transportation corridors, using lands adjacent to these thoroughfares to the highest and best use possible.

In addition to overall size and scale of buildings decreasing to the north, the texture of development is recommended to be more fragmented, corresponding with the neighborhood's older one and two-story homes and businesses. This means modulating facades, breaking up large blank walls, and generally developing smaller format buildings to the north across Idaho Street and into residential areas.

The diagram below depicts the transition in size and scale as it could occur along 19th Street from the interstate to Jefferson Street.

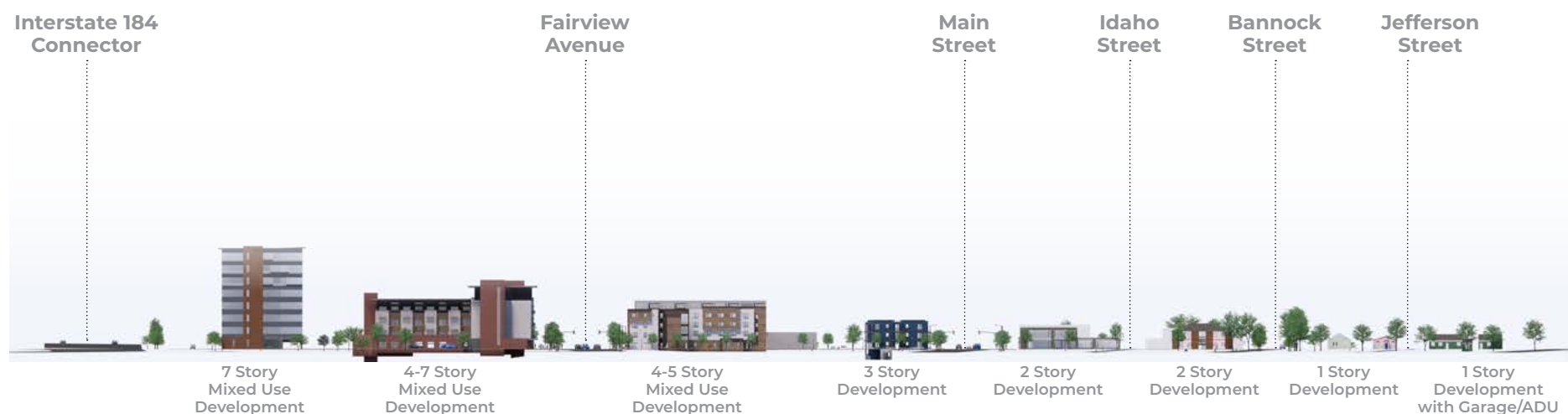


Figure 49: Massing transition illustrating a smooth transition in scale from the southwest to northeast through West Downtown. (CTA)

STREETSCAPING

Streetscape design in much of the neighborhood is guided by the Downtown Streetscape Standards and Specifications Manual. The streetscape map (Figure 50) at the right depicts where certain standards are applied within West Downtown. Figure 51 below provides street sections from the manual. Colors on the sections correspond to the color outlines on the map shown in Figure 50.

A critical implementation action is to designate a location for a festival street in West Downtown (NSP Goal; Action 7). Grove Street between 16th Street and Fairview Avenue is identified as a potential location for a festival street. The Grove Street conceptual image illustrates how a festival streetscaping may be applied to the Grove Street curve during a street festival or event.



Figure 50: Proposed streetscape applications (Downtown Streetscape Standards & Specifications Manual, CTA).

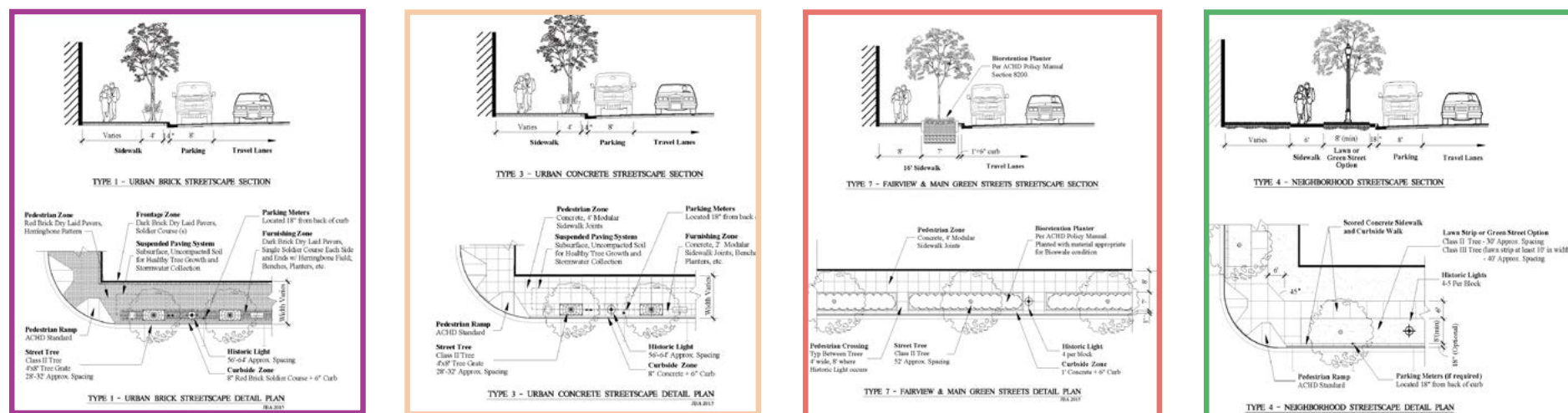


Figure 51: Streetscape sections for applicable streets in West Downtown (from Downtown Streetscape Standards & Specifications Manual, CTA).

IMPLEMENTATION MATRIX

The **Implementation Matrix** organizes the public improvements and opportunities by priority for completion and assigns an agency champion. Figure 52 provides a map of applicable projects.

Priority Rankings:
 Immediate = 0-2 years
 High = 3-5 years
 Medium = 5-10 years

Action	Agency	Priority
Land Use and Development		
1 Secure grants and implement programs/incentives to increase accessory dwelling units in the neighborhood.	PDS	High
2 Designate the area south of Main Street between 16th and 23rd Streets a Community Activity Center in Blueprint Boise.	WDNA	Intermediate
3 Leverage urban renewal funds to support the redevelopment of underutilized property, specifically south of Main Street between 16th and 23rd Streets	WDNA, CCDC, PDS,	Medium
4 Develop a plaza, park space, or a “Festival Street”.	WDNA, PDS, PW, CCDC	Medium
5 Modify zoning to:	PDS	Medium
5a Decrease minimum lot size.	PDS	High
5b Expand parking overlay zones to reduce parking requirements for multi-family development.	PDS	High
5c Expand opportunities for mixed-use development through targeted rezones.	PDS	High
5d Allow neighborhood-scale and neighborhood-facing commercial development in the office zones that border the neighborhood’s residential core.	PDS	Medium
6 Incorporate the West Downtown Neighborhood Plan Design Principles. into future development applications	PDS	Intermediate
Site and Building Design		
1 Amend the Downtown Design Guidelines (page 17) to include applicable block frontage designations.	PDS	Intermediate
2 Explore incentives for developers to exceed existing design guidelines and provide additional amenities not required by code.	PDS	Medium
3 Work with the City to require increased sound buffering from new development or redevelopment.	PDS	Medium
4 Develop a “development score card” for new development/redevelopment to provide clarity to new developers on West Downtown Resident’s desires.	WDNA, PDS	High
5 Explore National Historic Register for areas of the residential neighborhood in conjunction with the West End Neighborhood.	WDNA, HP	Intermediate

Action	Agency	Priority
Neighborhood Sense of Place		
1 Develop a “welcome neighbor” program that engages in an annual orientation meeting for new residents.	WDNA	Intermediate
2 Host an annual “Clean Team” neighborhood cleanup event.	WDNA	Intermediate
3 Promote the Neighborhood Watch Program with regular meetings and new signs.	WDNA	High
4 Meet with the City to review implementation of the WDNA plan and consider new actions and request City support for projects and actions.	WDNA, PDS	Intermediate
5 Assign a WDNA board member to attend Boise Neighborhood Association Network meeting.	WDNA	Intermediate
6 Participate in City’s Energize Our Neighborhoods (EON) programs.	WDNA, COB	Intermediate
6a Attend Energize Our Neighborhood leadership trainings and Energize Ed Workshop Series.	WDNA,	Intermediate
6b Attend EON Biennial Boise Interactive Conference.	WDNA	Intermediate
6c Apply for scholarship funding through EON to attend the Neighborhoods USA Conference.	WDNA	Intermediate
6d Work with Geographic Area Planner to receive Planning and Development education workshops.	WDNA, PDS	Intermediate
7 Install a temporary, summer long “pop-up” park and evaluate public use and interest	WDNA, PDS, CCDC	High
8 Develop and test signage and wayfinding at key intersections.	WDNA, PDS	Medium
9 Work with the City’s Arts and History Department and Energize program to develop/install public art such as:	WDNA, AH	Medium
9a WDN sign toppers in the residential core.	PDS	Medium
9b Require that banner posts be part of the installation of new light poles to allow for more WDN banners to be displayed.	PDS	Medium
9c Marking historic sites and buildings in the neighborhood.	AH	Medium
10 Strive to maintain tree canopy and promote planting of trees.	WDNA, PDS, PW	High

Action	Agency	Priority
Connectivity		
1 Implement pedestrian pathways and bicycle lanes throughout the neighborhood at key locations mentioned previously..	ACHD, PDS, PW	Medium
2 Implement the ACHD Roadway to Bikeway Master Plan, Addendum 2018.	ACHD	Intermediate
3 Develop, amend, and implement streetscape standards that promote pedestrian spaces separate from vehicular spaces, pedestrian-scale buildings, and landscape buffers.	PDS, CCDC	High
4 Work with ACHD to improve crosswalks for bikes and pedestrians at designed intersections.	ACHD, PDS	Intermediate
5 Work with VRT to improve transit stop amenities to include shelters, bike racks, benches, and trash cans on State/Fairview/Main.	PDS, CCDC, VRT	Intermediate
6 Create wayfinding signs to popular destinations to encourage safe routes of travel for cyclists and pedestrians.	PDS	Medium
7 Work to secure funding for bike racks at key locations.	PDS, PW	Medium

Acronyms:

ACHD: Ada County Highway District

AH: City of Boise Arts and History

CCDC: Capital City Development Corporation

COB: City of Boise

HP: City of Boise Historic Preservation

PDS: City of Boise Planning and Development Services

PW: City of Boise Public Works

WDNA: West Downtown Neighborhood Association

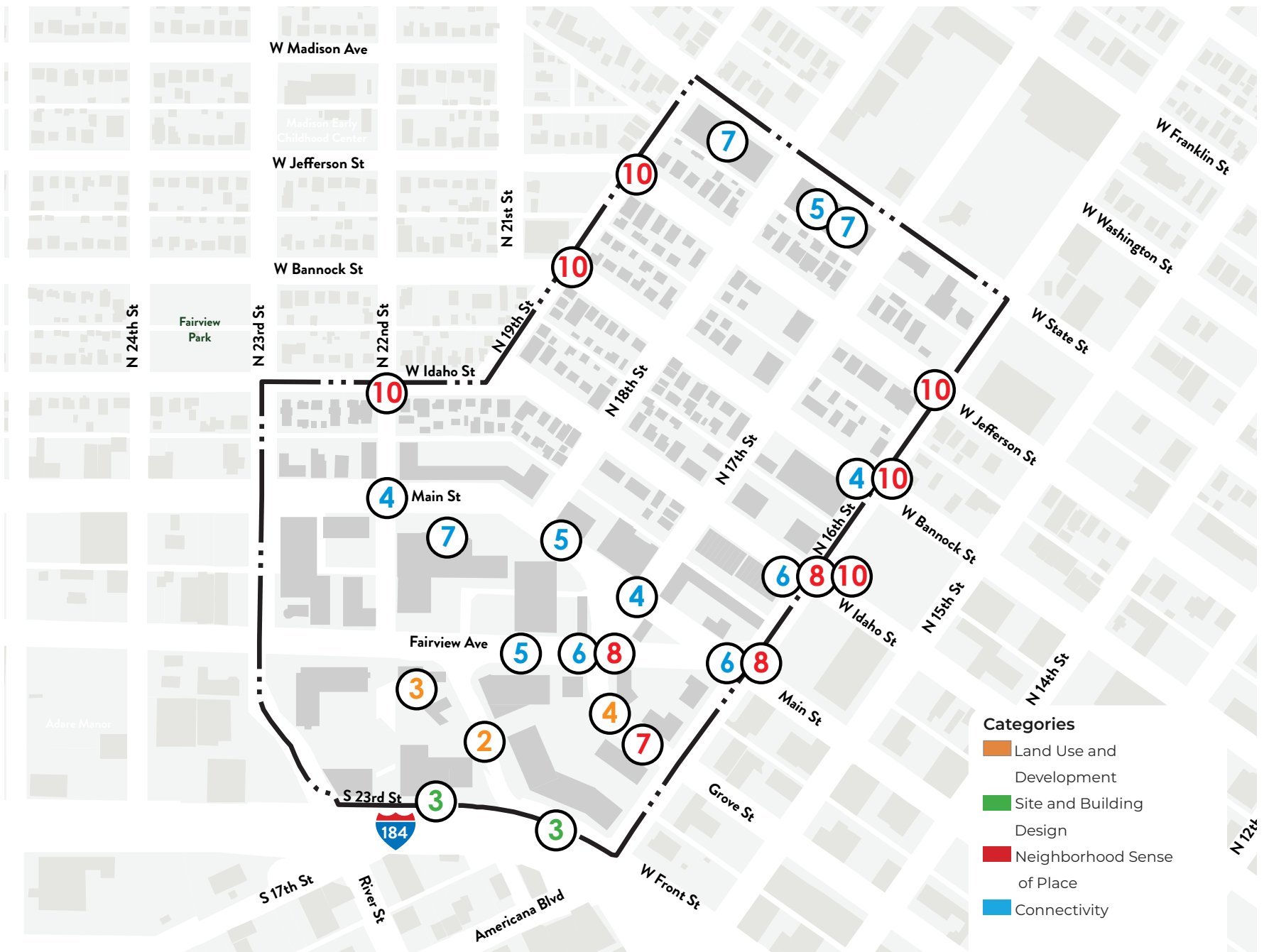


Figure 52: Map of recommended projects. (CTA)

SECTION 6

APPENDIX A NEIGHBORHOOD HISTORY

West Downtown Neighborhood Context

Project Background

This historical narrative of West Downtown was commissioned as part of a collaboration between the City of Boise, the West Downtown Neighborhood Association (WDNA), CTA Architects Engineers, and West Downtown residents and business owners to help guide the neighborhood's future. This document will provide the historic background of the neighborhood and increase public awareness of the neighborhood and its role in Boise's history.

Introduction

The West Downtown Neighborhood is an irregular shaped area bounded on the east by 16th Street, on the north by State Street, and on the south by Front Street. The west boundary extends north from Front Street on South 23rd Street then continues east on Idaho Street where it intersects North 19th Street and connects to State Street. Commercial businesses including restaurants, hair stylists, grocery stores, laundromats and offices line the perimeter along 16th, State, Main and Front Streets. Jefferson, Bannock, and Idaho Streets are predominately residential in nature, with a mix of single and multi-family dwellings.

Neighborhood Roots 1865 - 1891

Nestled between the Downtown and West End Neighborhoods, West Downtown first developed as an agricultural area. Boise was founded in 1863, adjacent to Fort Boise, a military fort located at the crossroads of the Oregon Trail and the road to the Boise Basin gold mines. The small town became the center of commerce, finance and politics for the surrounding region. Ten blocks were platted east to west on what is now Main Street, but the city grew quickly. By 1865 the city encompassed 140 blocks bounded by 1st, Fort, Front and 16th Streets, the east boundary of the West Downtown Neighborhood.

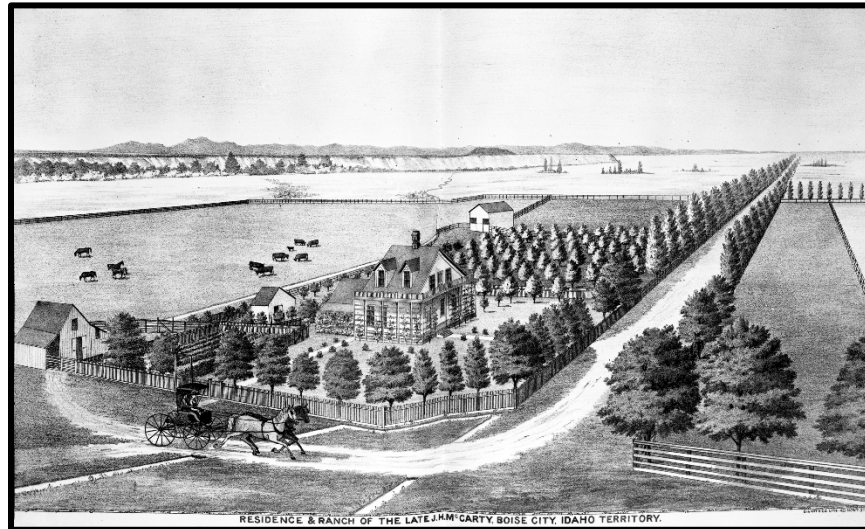
The seasonal floods of the Boise River restricted development to the south, so the town spread northward. In 1878, Dr. Dwight Arnold platted the first North End addition between 9th, 13th, Fort, and Resseguie Streets. Unfortunately, Dr. Arnold's plans for the new neighborhood were premature. Boise's growth slowed and remained stagnant until about 1890, due in largely to a national financial panic in 1884. In the uncertain economic climate, construction of a railroad spur from the main line into Boise, irrigation projects such as the Boise Valley Canal and nearby mining activity were all deferred or cut back.

In 1890, the year Idaho was admitted to the Union, Boise entered the first year of a decade of prosperity. Work resumed on the New York Canal, one of the delayed irrigation projects, creating hundreds of jobs. The population of Boise skyrocketed from 2,000 in April to more than 4,000 in September, creating a demand for local housing. Over the next few years, developers purchased property and platted new additions, especially north of State Street.

The area west of Main Street, along present-day State Street (originally Valley Road) extending south toward the river was prime agricultural land. Unlike the North and East End Neighborhoods that were near the foothills and prone to flooding and inferior, marshy land. West Downtown and the adjoining West End Neighborhood sits within a broad portion of the Boise River floodplain. Called the Broadway Terrace, this area slopes away from the western edge of downtown toward the Boise River, where the gravel deposits left behind by the geological

processes that carved out the terraces or benches of the Boise River made for particularly fertile soil.¹ Settlers Hester and Frank Davis established a farm and dairy near the intersection of present day State and 26th Streets. Other farmers and ranchers who settled in the West End included George Ellis, Elizabeth Hubble, Chester Packenham and George Clithero.²

The land that makes up the majority of West Downtown was owned by James and Martha McCarty. In 1887, James purchased 60-acres on the western edge of Boise encompassing land on both the north and south sides of current State Street. Their acreage extended south to current day Front Street. After James' death in 1881, Martha McCarty would be instrumental in developing her land as Boise grew and rural areas suburbanized. In 1891, Martha McCarty subdivided her property north of State Street into McCarty's Addition. Martha was an astute businessperson. She invested in a new transportation company, the Boise Rapid Transit Company, as well as real estate in downtown Boise, ranch and farm properties west of Boise, and several mining claims on Shaw Mountain, east of Boise. Over the next few years, she subdivided most of the rest of her 60-acre property on the west edge of town, helping move Boise into the 20th century. Gambling that the expansion of the Boise streetcar system would bring people to the west side, her real estate options were geared toward the working class.³



An illustrated view of James and Martha McCarty from *History of Idaho Territory*, Wallace W. Elliott & Co., Publishers, 1884. Idaho State Historical Society. 76-37-105.

Martha E. (McFarland) McCarty

Born in 1841 in Cooper County, Missouri, Martha was the third of six children in the family of James H. and Mary McFarland. The family immigrated to Oregon in about 1850, and eventually settled in Cottage Grove, Lane County. Although her family did not know the McCarty family, they too were from Cooper County and moved to Cottage Grove a few years later in 1853. Her future husband, James H. McCarty, age 21, came with his family but did not remain. Instead, he joined many others who left Oregon and followed the mining strikes of the 1860's to the Boise Basin, landing in Idaho City in about 1864. Relying on mining to make a living may not have appealed to him, because in late 1866 he returned to Cottage Grove where he and Martha were married at her family's home on January 14, 1867.

The newlyweds waited a few months before leaving Oregon for Idaho. Their wedding trip was taken on horseback, driving a herd of cattle from Lane County to property James owned on the Idaho side of the Oregon border, near present-day Ontario. In 1871, James purchased 70-acres of land not far from the future site of Caldwell, and the couple moved there, remaining until 1877, when James purchased 60-acres on the western edge of Boise and built a house. By then, James had served a term in the Idaho Territorial Legislature and had been elected president of the board of directors of the First National Bank of Idaho, a position he held for five years. He was successful in several business ventures and the couple, who had no children, lived comfortably on their 60-acre farm. When James died suddenly on August 4, 1881, Martha was left to manage the farm as well as the mining claims and other business investments. Martha took her husband's seat on the board of directors of the First National Bank and was active in civic groups and organizations, particularly the YWCA, of which she was a founding member. In 1909, she commissioned local architects Wayland & Fennell to design a commercial building for her, which was completed and open for business in 1910. The building still stands on the northeast corner of the intersection of 9th and Idaho Streets. Martha managed her interests so well that upon her death in 1913, she left an estate worth between \$350,00 and \$400,000, the equivalent of about \$10 million in 2019.⁴

The Growing City 1891 - 1910

The McCarty property was located between the western edge of Boise's expanded original town site and today's West Downtown Neighborhood. As noted earlier, Boise's earliest residential subdivisions were developed to the north and east of downtown. To the west, farmers like James McCarty, planted fruit orchards, cultivated hay and raised cows and sheep. The West Downtown Neighborhood was also near the site of the local fairgrounds established in 1875. After the turn of the 20th century, the area began to take shape as the streetcar system expanded west from downtown. The Fairview Addition was platted near McCarty's Addition. Investors including Ellen L. Bush, Horace E. Neal, Kate A. Perrault, E.H. Eggs and James H. Hawley formed the Fairview Investment Company to handle the new addition to the city. Subdivision lots encompassed 50-feet x 122-feet and went for a standard price of \$150 per lot. This price was comparable to, and cheaper, than lots in the North and East Additions. Development of the area continued when the West Side Addition adjacent to Fairview Addition was platted in 1905.⁵

At about the same time the West Side Addition was platted, Martha McCarty platted her 2nd Addition bounded by Bannock, 16th, Main and 19th Streets.⁶ She may have felt some pressure to do so, as her farm property was now between the edge of the original townsite and the newly planned neighborhoods. Once McCarty's 2nd Addition was platted, and issues about street alignment with the Fairview and West Side Additions were identified, the city and her neighbors to the west began to express the need to "open" Jefferson and Bannock Streets from 16th on the east side of her property to 19th Street. Opening those streets required her comfortable house, located near the corner of State and 16th Streets be moved. The two streets would connect downtown to the newly developed neighborhoods, and allow the city to achieve proper alignment for the installation of the new sewer pipes. No record of the house move has been located, but within a year, the McCarty house had been re-located to what became the southwest corner of Jefferson and 16th Streets.⁷

After Martha's death, the executors of her estate, which was left to twenty-two members of her family, were directed by her will to continue to manage her properties to the benefit of the heirs. By 1920, they were ready to begin to divest themselves of some of the properties. Early that year, the McCarty Building on 9th and Idaho Streets, as well as some other real estate holdings, including the McCarty Additions, were sold to businessmen Crawford Moore and W. Scott Anderson. Anderson appears to have been responsible for managing sales of the residential additions. Martha's comfortable home was used as a music school, a kindergarten and eventually was converted into apartments, first known as the Rose Lawn Apartments, then later as the Hawley Apartments, named for the family which owned it, part of her extended family.

West Downtown also includes a portion of City Park Subdivision platted in 1890 by J.M. Dunigan and C.W. Hartley. This subdivision encompasses a small section of the neighborhood at the intersection of 16th and Front Streets. A few residential houses were built along Front Street in the early 20th century but tracks associated with the electric streetcar and the Oregon Short Line bisected this section, and this area, along with Main Street, became more suitable for light industry and commercial businesses.¹⁰

Several businesses were built along Main and Front Streets. Swiss born, Oscar Zurcher, moved to Boise in 1901. He partnered with stone mason Thesdie Frogue Feltner and established Idaho Granite & Marble Works in 1902. The team operated from a building on Main Street between 16th and 17th Streets.¹¹ They ran the business for several years before dissolving their partnership. Feltner continued in the business under the name Feltner Memorial Monuments. Zurcher opened another company Capital Granite & Marble Works working from a storefront between 14th and 15th Streets on Main Street. Oscar's brother Otto followed him to Idaho, and together they opened a grocery store at 414 South 12th Street. Oscar also had a farm and raised strawberries and other items to sell at the store. The store served the surrounding area including West Downtown. Oscar had an entrepreneurial spirit and in 1911 commissioned the architectural firm Tourtellotte and Hummel to design "four small but exceedingly convenient" apartments on the corner of 17th Street and Fairview Avenue. The building's location within walking distance of downtown and near the electric streetcar line was an asset. The apartments were designed with modern amenities including "disappearing beds", individual not shared bathrooms and screened

porches.¹² The building still stands today, converted to offices, as a reminder of the neighborhood's early development stage.



Zurcher Building 102 S. 17th Street

Over twenty years later, T.F. Feltner also invested in an apartment building in West Downtown. The City of Boise issued Feltner a building permit on March 25, 1937, to construct an apartment building on the vacant lot located at the northeast corner of 17th and Bannock Streets for \$20,000. Constructed in the Art Deco style, a style rarely used for residential buildings, the apartments were opened to tenants by the fall of 1937. The apartments were coined the Travis Apartments and, like the Zurcher Apartments, was one of several multi-family dwelling buildings in the West End.¹³



Travis Apartments 1620 W. Bannock

As lots began to fill up west of downtown and the population grew, it was evident a new school was needed for the area. Park School was built in 1903 on a triangular lot near 16th Street and

Fairview Avenue and served students who lived west of 16th Street to the Boise River. Students also came from south of Fairview Avenue along Grand Avenue and River Street. The school name was coined from the subdivision, City Park, where it was located.¹⁴ Designed by Tourtellotte & Company, the original two-story, eight room school underwent modifications with the addition of a two-story annex in 1910 when Boise underwent a population boom due to the expansion of irrigated agriculture. By 1948, Park School had an attendance of 451 students in grades one through six. A population boom after World War II led to a need for additional schools in Boise as growth expanded west and south from the downtown core. South Junior High School was built to alleviate crowded conditions at North Junior High School. It was quickly seen that there was a need for more elementary schools as well.¹⁵

Park School was considered inadequate and antiquated. Not only did Park School lack space for more students, but its site at the intersection of two main traffic arteries (Main and 16th Streets) was a safety concern. Modifications to the school to accommodate more students was not considered. A location for the new school was found at 29th and Bannock Streets. There were sand and gravel quarries and slaughterhouses in the selected area as well as an airstrip, but because there was less traffic, it was considered a safer location for students who walked to school.

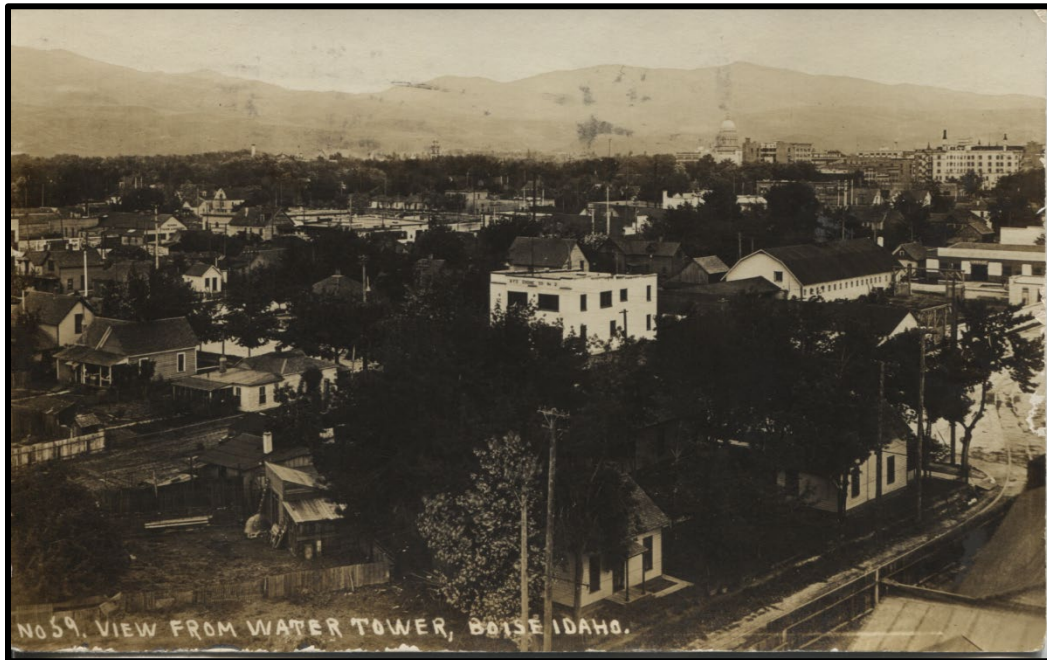


Postcard Park School, Boise, Idaho, circa 1905. Courtesy TAG Historical Research & Consulting

The Boise School Board lobbied for a \$1,250,000 school bond to allow for additions to three existing schools (Collister, Garfield, and Roosevelt) and the construction of two new schools. One new school would replace Park School in a new location and a second school, Jefferson Elementary, was planned to be built in Boise's Central Bench. The bond passed and the board moved forward with remodeling and constructing the selected schools. Park School was demolished in 1951 and the triangular piece of land sold.

Although outside the boundaries of the West Downtown Neighborhood, Madison School, built in 1952 to accommodate the exploding student growth after WWII, served some neighborhood students. When built, Madison was considered an "educational innovation" as it was built to be a primary school to children in the immediate area living five or six blocks from the school.¹⁶

The neighborhood was served by a firehouse which opened in October 1906. It was named Boise City #3 Fire Station (site of current firehouse #5) and home to Chemical Engine #3. The chemical fire engine used soda and acid for pressure to extinguish fires. The original fire station was a single-story, one bay, wood structure that housed one two-horse drawn chemical engine, a hose cart and five firemen.¹⁷



Postcard view of West Downtown looking east to Boise City Fire Station #3 (site of current fire house #5). Photo courtesy TAG Historical Research & Consulting.

There were also some churches in West Downtown. Although Boise had a small African American population, two churches serving African Americans in Boise were organized in the city during the 20th century. Those churches were St. Paul's Baptist Church and the Bethel African Methodist Episcopal Church (A.M.E.). Until these church buildings were constructed, African Americans in Boise held church meetings in the back rooms of businesses and in resident's homes. The best-known church attended by Boise's African Americans is St. Paul's Baptist Church, but missionaries for the A.M.E. were in Boise as early as 1906. By 1911 the A.M.E. church incorporated and contracted to purchase a lot at the corner of 18th and Jefferson Streets. Church members held bazaars, hosted turkey dinners, concerts and recitals to raise money to purchase the lot and a new building which was completed in March 1915. A series of pastors ministered the church over the years including: Reverend S.E. Bailey, W.T. Banks and Jasper W. Warren. Reverend Warren was pastor for over 20 years from the 1940's until the 1960's. Weekly service announcements ran in the newspaper, which also reported on the many activities of the church. Parishioners typically lived outside the West Downtown Neighborhood and within the River Street Neighborhood. Although not well known today, the A.M.E. church was an important part of the African American community in Boise and served the community until the late 1960's. In 1971, the building was purchased by the Assembly of God Church and was demolished.¹⁸

The Church of the Pentecost obtained a building permit in May 1940 to construct a concrete block building on a lot located on 18th Street where they held tent revival meetings. The building located at 102 North 18th Street has housed the Bread of Life Tabernacle, the Calvary First Assembly of God and most recently, the New Life Apostolic Church.¹⁹

A permit to build for a church building was filed for the location at 1611 West State Street in 1927. A building was completed a year later. Church services were offered by the Reverend Benjamin W. Clover who presided over the Grace and Truth Church. Reverend Clover and his family lived in the church building and later remodeled parts of the building for apartments, while continuing to use a portion of the building for church services. In 1964, the building was remodeled into an office and the Arcade Apartments.²⁰

Side by Side: Business and Residences

By 1910, the neighborhood featured Queen Anne cottages with details like decorative and patterned shingling within the gables and small hip roof cottages. Local builders followed the popular trends of the time. As in other Boise neighborhoods, the bungalow was the preferred style. The popularity of the “California Bungalow,” as it was known locally, boomed in the United States from about 1910 to the late 1930’s. Plan books offered many variations of the Craftsman/Bungalow. The style gained widespread popularity through publications such as Craftsman magazine, published in the early years of the 20th century by designer Gustav Stickley. Plans were also found in mainstream periodicals such as the Ladies Home Journal. Buildings with American Craftsman elements are generally wood-frame construction with low-pitched gable or hip roofs, wide eaves and exposed rafters. This house style is evident throughout West Downtown and examples are seen throughout the neighborhood. Some examples are a 1913 bungalow constructed for Noel B. Rawls at 1717 West Bannock Street and 1821 West Jefferson Street, constructed in 1921 for Hervey G. Bardsely.

In the western United States, the bungalow nicely fit the bill as an affordable home that could be built quickly in high growth areas. Local lumber companies such as Boise Payette Lumber Company, provided plans for this type of home. These buildings were generally wood frame construction with low-pitched gable or hip roofs, wide eaves and exposed rafters. The best examples retain original elements such as decorative rafter tails, dentils or corbels and tapered columns. The home located at 1716 West Jefferson Street retains these details. This house, constructed in 1913, was home to the George and Ora Williams family who made their home here until the 1960’s. George Williams operated Williams Grocery Store and the Boise Butcher Shop at 811 Idaho Street.



1716 West Jefferson

Another style found in the neighborhood is the four-square design, a common house plan constructed between 1900 and 1920. This house style is a two-story building with four rooms on each story. Usually constructed with a hipped roof, the houses sometimes feature gabled dormers and full or partial-width porches. 1816 West Jefferson Street is an example of this style which was built in 1911 for Mrs. A.A. Fields at a cost of \$2,000.00



1816 W. Jefferson

As architectural trends changed, houses were built to reflect the new styles including Tudor Revival and Minimal Traditional homes. Examples of the Tudor Revival style popular from 1915-1935 feature decorative half-timber work on the exterior of the building. Other features include a façade dominated by a prominent gable with a steeply pitched roof, rounded arch doors, tall and narrow windows and massive chimneys. Materials include wood, stucco, brick and stone wall cladding. 1807 West Idaho Street and 208 North 18th Street are examples the

Tudor Revival style. Houses built between 1935 to the 1950's include the Minimal Traditional and Ranch styles. The Minimal Traditional style evolved from Tudor and Colonial Revival styles. This style was intended to provide economically built dwellings with reduced ornamentation, scale and floor space. Houses were generally single-story, although some two-story houses were constructed as well. The neighborhood even includes a few Spanish Revival houses as well. Many of these homes were built by Boise contractors who included William Frieman, J.O. Jordan and Paul Poulsen.²¹

Although many of the buildings in the West Downtown Neighborhood were built in place, buildings were also moved in from other sites. Moving buildings was not uncommon and several houses in West Downtown were moved from other locations. 1602 West Bannock Street, originally located at 1204 Main Street, was moved to its current location in 1936 by Mike Alexander who owned a candy store in Boise. 1906 West Jefferson Street, a Craftsman bungalow, was moved from an unknown street to Jefferson Street in 1936 and in 1946 Joe Albertson moved a house from the 1600 block of State Street to 1811 West Idaho Street.²²



1811 West Idaho Street



1602 West Bannock Street

Jefferson, Idaho, and Bannock Streets typically had more residential buildings, but some businesses were tucked behind the main residential buildings. In 1912, the south side of the 1600 block of Idaho Street was filled in with homes. On the north side, tucked in the alley behind 1608 and 1612 Idaho Street was a two-room bakery. Nels Westby, an immigrant from Norway, operated “Holsum Bakery” from this location. In 1939, Eddy Bakery’s purchased the building, eventually expanding the bakery to encompass the full block. Today, the Meadow Gold Dairy garage is the only structure remaining on the block.

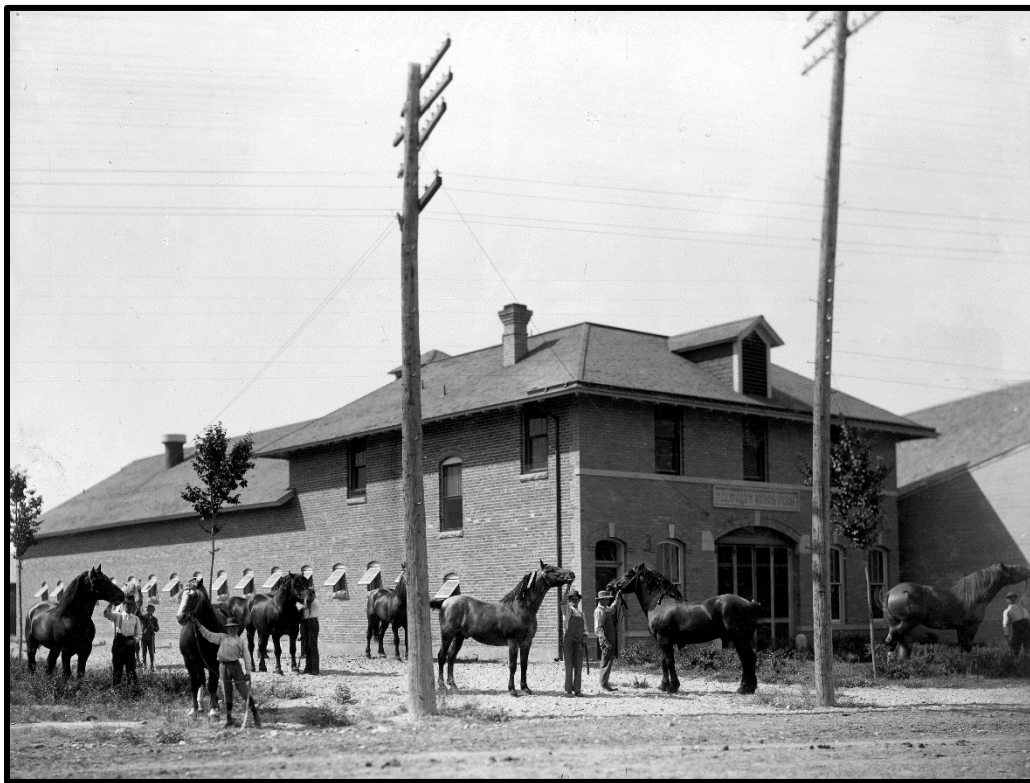
Transportation Corridor

Although 1902 and 1912 Sanborn Fire Insurance maps show a few residences on Fairview Avenue and Main Street. Over time, the blocks were filled with commercial businesses as Fairview Avenue developed into a major roadway. The railroad also influenced the feel of the neighborhood. The tracks of the Oregon Short Line were laid west from Nampa to Boise in 1897 with a bridge across the Boise River to a depot built at 11th and Front Streets. A roundhouse and shops built off South 18th and Front Streets transformed the area into an industrial setting. In 1901, the Ada County Commissioners approved construction of bridge to cross the Boise River providing access to land on the south side. A few years later a bridge for the electric streetcar

was built adjacent to the railroad bridge, providing a connection to the towns of Ustick and Meridian.²³

State Street also evolved into a major transportation route. The blocks between 16th and 19th Streets were also once filled with residential dwellings, but over time as the town grew many residences were moved, demolished or repurposed into businesses. Grocery stores, banks and gas stations took the place of these houses.

Before the advent of automobiles, livery stables and blacksmith shops were important businesses in the late 19th and early 20th centuries. Livery stables offered essential services to the public where privately owned horses were boarded and feed and equipment were sold. A livery also offered horses and vehicles for rent by the day or hour. Blacksmiths offered essential services to horse owners and farmers to keep wagons and farm equipment in working condition. There were several livery stables and blacksmith shops in West Downtown. The neighborhood was not only within walking distance to downtown, but the location near the depot was convenient to travelers arriving by train or streetcar which made it a good location for this service. William P. Estes built his livery stable at 16th and Main Streets in 1902 where he offered blacksmithing and farrier services. Norman W. Thompson, owner of the Palo Alto stock company, which specialized in top quality horses, commissioned architects Wayland and Fennell to design a two-story barn. The imposing brick and stone barn built on the southeast corner of 23rd Street and Fairview Avenue was completed in 1907 for \$15,000.00. It evolved over time into a feed store, automobile sales shop, and still stands today remodeled into the Ennis Furniture store.²⁴



Palo Alto Stock Farm barn, 1908-1915. Idaho State Historical Society #1981-J.

Fairview Avenue transitioned from a dirt road to become part of the National Highway System as Highway 30 in the 1930's. A new bridge on Fairview Avenue that created a gateway to Boise was designed by Charles Kyle and completed in 1933. By the 1930's, service stations and auto sales room replaced livery stables and blacksmith shops. Frank Estes, son of William Estes, converted his father's livery stable at 1604 Main Street into an auto repair shop. Anna and Frank King built a two-story auto repair shop at 1702 Fairview Avenue. The King's built a residential addition to shop building which allowed them to live and work in the same building for over 50 years. In 1962, when discussions began for a one-way couplet for U.S. highways 30 (Fairview Avenue), 26 (Front Street) and 20 (Chinden Boulevard), the King's appeared at a hearing of the Bureau of Public Roads and requested their building be spared. The building remained in place and the one-way couplet was designed around it.²⁵

Roy W. Goodman built the headquarters for his petroleum distribution company, Goodman Oil Company, on Fletcher Street along the banks of the Boise River. The company also built service stations throughout Idaho and the Pacific Northwest. In 1923, Goodman opened service stations at 16th and State Streets and at 22nd Street and Fairview Avenue. The current building at 2222 West Fairview Avenue was built in 1949. The building has distinctive architecture which according to architectural historian Kerry Davis, "is an excellent example of a building that incorporates the Streamlined Moderne and Art Deco styles. The building is a direct reminder of the neighborhood's transportation history."²⁶



2222 W. Fairview Avenue

Road improvements and the expansion of the highway system also led more people to travel. Tourist courts, motels and restaurants were built on Main Street and Fairview Avenue to serve the traveling public. James Henderson, who worked as a freighter between Murphy and Silver City, changed careers in 1929 when he built a tourist park "Uncle Jim's Camp" at 2121 Main Street consisting of six cabins, garages, and shower rooms. The building was remodeled into a two-story motel in 1948 and demolished in 1962. The Main Motel, today's Cabana Inn, was originally constructed as a one-story motel by Val and Mary Walch. The building underwent a \$300,000 renovation by owner Floyd Acarregui in 1972 when the existing 11 units were remodeled and the additional 40-units and the large surface parking lot were added. It was at this time the building was decorated in "the Spanish Style on the inside and out".²⁷

Another West Downtown landmark, The Downtowner (Red Lion), built in 1962 set the standard for luxury hotels in Boise. The building was designed by the local architectural firm Grider & La Marche. The two-story, L-shaped building featured a drive-up window so guests would not be required to leave their cars. Owners Marion Stilwell and John Pengilly celebrated the completion of the 80-room, two-story hotel with a grand opening that featured guided tours, aquatic performers, and entertainment.²⁸



The Downtowner Motel, circa 1962. Idaho State Historical Society 82-2-3b.

Along with motels and hotels, a few restaurants were established in the neighborhood. The Torch Drive-In opened in 1947 at 1826 Main Street. Several drive-ins and markets preceded the Torch including the Glen-Dell Drive-In, Bill's Drive-In Market and Comet Curb Service. The Torch was known throughout Boise for its fried food and famous finger steaks.²⁹

Through the years, a variety of commercial businesses located along Fairview Avenue and Main Street. Charles A. Creamer operated Creamer Heating & Sheet Metal at 1708 Main Street. Idaho Food Products, a potato chip factory, built a warehouse at 1721 Main Street in 1945. The Idaho Egg Producer's Cooperative operated out of building at 1728 Fairview Avenue. Paint stores, lumber stores, a small animal veterinary hospital, television repair shops, automotive supply and sales were also part of the commercial development that emerged. On the State Street side of the neighborhood, restaurants, coffee shops, banks and other small businesses served neighborhood residents as well.

By the 1970's, West Downtown had taken shape with a unique blend of commercial and residential components which represents the fits and starts in Boise's growth. After World War I, the agricultural depression of the 1920's, followed by the Great Depression, slowed home construction in Boise. Few houses were built until the economy began to recover in the late 1930's. Construction activity dropped off again during World War II and picked up following the war as returning military and a baby boom led to the need for new construction. Single-

family houses, apartment complexes and duplexes were built to fill the void and empty lots in West Downtown filled in.

The West Downtown Neighborhood boasts a unique blend of commercial and residential districts that house a mix of unique architectural styles and is conveniently located near the downtown core making the neighborhood attractive to newcomers. These attributes will place pressures on the neighborhood, similar to those of the 19th and 20th centuries, as parts of the neighborhood are redeveloped to accommodate new growth.

¹ Tully Gerlach, “Boise’s West End: Western Suburban Development in the Progressive Era, (May, 2008)

² TAG Historical Research and Consulting, “Survey Report: Sand Creek Proposed Cell Tower, “(April, 2007), 4 – 11.

³Information about the early development of Boise and the North End is from Kathleen Hodges and Barbara Perry Bauer, “North End Neighborhood Statement of Significance,” unpublished report for the North End Neighborhood Association and the City of Boise, 1995, on file at TAG; information about Martha McCarty is from records of subdivisions (plats) on file with the Ada County Assessor, and also from numerous newspaper articles published in the *Idaho Statesman*, including “Boise Real Estate,” 4/5/1891, p. 4; “Additional Local, Pertinent Paragraphs,” 4/9/1891, p. 5; and “On Shaw’s Mountain,” 2/21/1894, p. 3

⁴ Information about James and Martha McCarty is drawn from W.W. Elliott & Co., *History of Idaho Territory, Showing Its Resources and Advantages; With Illustrations Descriptive of Its Scenery, Residences, Farms, Mines, Mills, and Hotels, Business Houses, Schools, Churches, & from Original Drawing*, reprint [Fairfield, Wash.]: [Ye Galleon Press], 1973, “Idaho Pioneer Who Fought Cholera on the Trail,” Pioneer Department, *Idaho Sunday Statesman*, 7/11/1909, p. 3; records of the McCarty and McFarland families located in the online databases available through ancestry.com; and miscellaneous reports and notices published in the *Idaho Statesman*.

⁵ Barbara Perry Bauer, “Background and History: Whittier Elementary School, Boise, Idaho,” unpublished report on file at TAG office; West Downtown Neighborhood Association Facebook page, https://www.facebook.com/pg/wdnaboise/about/?ref=page_internal

⁶ In 1891, Martha McCarty became an early stockholder in the Boise Valley Traction Company, the new streetcar system, and that same year she subdivided a portion of her property north of State Street—McCarty’s Addition, an irregularly shaped subdivision, bounded on the south by State Street, on the east by 16th Street, on the west by 19th Street, and ending in a single triangular-shaped block on the northwest corner of Hays and 16th Streets. When the Boise Valley Traction Company extended the streetcar line north on 13th Street from State Street in 1895, her subdivision was only three blocks from the car line.

⁷ The course of events described here was introduced in newspaper reports of a few Council meetings, the following citations are for a selection of articles on these topics published in the *Statesman*: “Objections to the New Sewer,” 11/20/1904, p. 3; “City to Straighten Streets,” 3/14/1908, p. 2; “Ask Acceptance of the Sewage System,” 4/13/1910, p. 5; “To Enlarge Streets,” 8/25/1910, p. 3.

⁸ Advertisement, *Statesman*, 3/12/1910, p. 3.

⁹ Sanborn Map Company, *Insurance Maps, Boise, Idaho*. 1912, sheets 32 and 33.

¹⁰ Ada County Assessor’s Office, *Plat of City Park Subdivision to Boise* (Boise, 1890), Book 1, p. 8.

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- ¹¹ “New Marble and Granite Company”, *The Idaho Daily Statesman*, November 19, 1906, p. 6.
- ¹² “New Apartment”, *The Idaho Daily Statesman*, December 21, 1911, p.2.
- ¹³ Kerry Davis. Idaho Historic Site Inventory Form, 01-001866 Travis Apartments.
- ¹⁴ “City Park” was subdivide from land originally intended for an agricultural park. At the time the subdivision was platted, there was considerable discussion among city council with the need to establish a city park from a part of the agricultural park (fairgrounds) to the west.
- ¹⁵ Robert G. Firman, “A History of the Boise Public School System p. 15.
- ¹⁶ “School Board Sets Election on Bond Issue”, *The Idaho Daily Statesman*, November 7, 1950, p. 3.
- ¹⁷ Chris Campbell, Boise Fire Department Chronology p. 20.
- ¹⁸ “Church Folks Organize, Members of the AME Elect Trustees and Plan for Building.” *The Idaho Daily Statesman*, December 8, 1911, page 6. City of Boise Building Permit Application No. 3292, November 18, 1970. The permit was taken out in November and demolition occurred the following year. The River Street Digital History Project. <http://www.riverstreethistory.com>. Accessed September 22, 2019.
- ¹⁹ City of Boise Building Permit Application No. 7180, May 1, 1940.
- ²⁰ City of Boise Building Permit Application No. 289, May 19, 1927; Building permit #6555, October 29 1939 request to remodel for apartments; Building permit #943, May 9, 1963 request to remodel into offices and Arcade Apartments. Advertisement. *The Idaho Daily Statesman*. January 14, 1964 p. 8
- ²¹ A review of Boise City Building Permits indicates that these were some of the contractor/builders in the neighborhood.
- ²² City of Boise Building Permits
- ²³ “Brief Local News *The Idaho Daily Statesman*. February 17, 1901, p.3.
- ²⁴ “W.P. Estes Dies Friday”. *The Idaho Daily Statesman*. June 2, 1928 p. 5; Brief Local News. *The Idaho Daily Statesman*, June 28, 1907 p. 4.
- ²⁵ John Corlett. “Early Approval Requested for Interchange Locations on Boise By-Pass Route”. *The Idaho Daily Statesman*. September 21, 1962 p. 22.
- ²⁶ Kerry Davis. *Cultural Resource Survey. Reconnaissance Study of CCDC’s 30th Street District, Boise Idaho*. December 2016, p. 21.
- ²⁷ City of Boise Building Permit Application #797, November 11, 1929; Building permit no number September 16, 1947. “Motel in Boise Enlarged, Redecorated in the Spanish Style”. *The Idaho Statesman*, June 5, 1972 p.13.
- ²⁸ “New Motel Sets Plans for Opening”. *The Idaho Statesman*, August 26, 1961 p. 4.
- ²⁹ Advertisement. Torch Club Grand Opening. *The Idaho Daily Statesman*, May 4, 1847 p.1.

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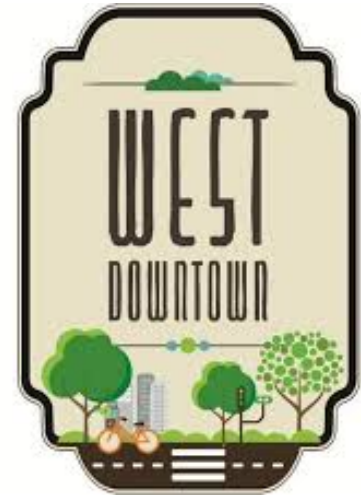
Weiss, Marc. *The Rise of the Community Builders*. New York: Columbia University Press, 1987

APPENDIX B

NEIGHBORHOOD SURVEY #1

Neighborhood Plan: Survey #1 Highlights

June 18, 2019

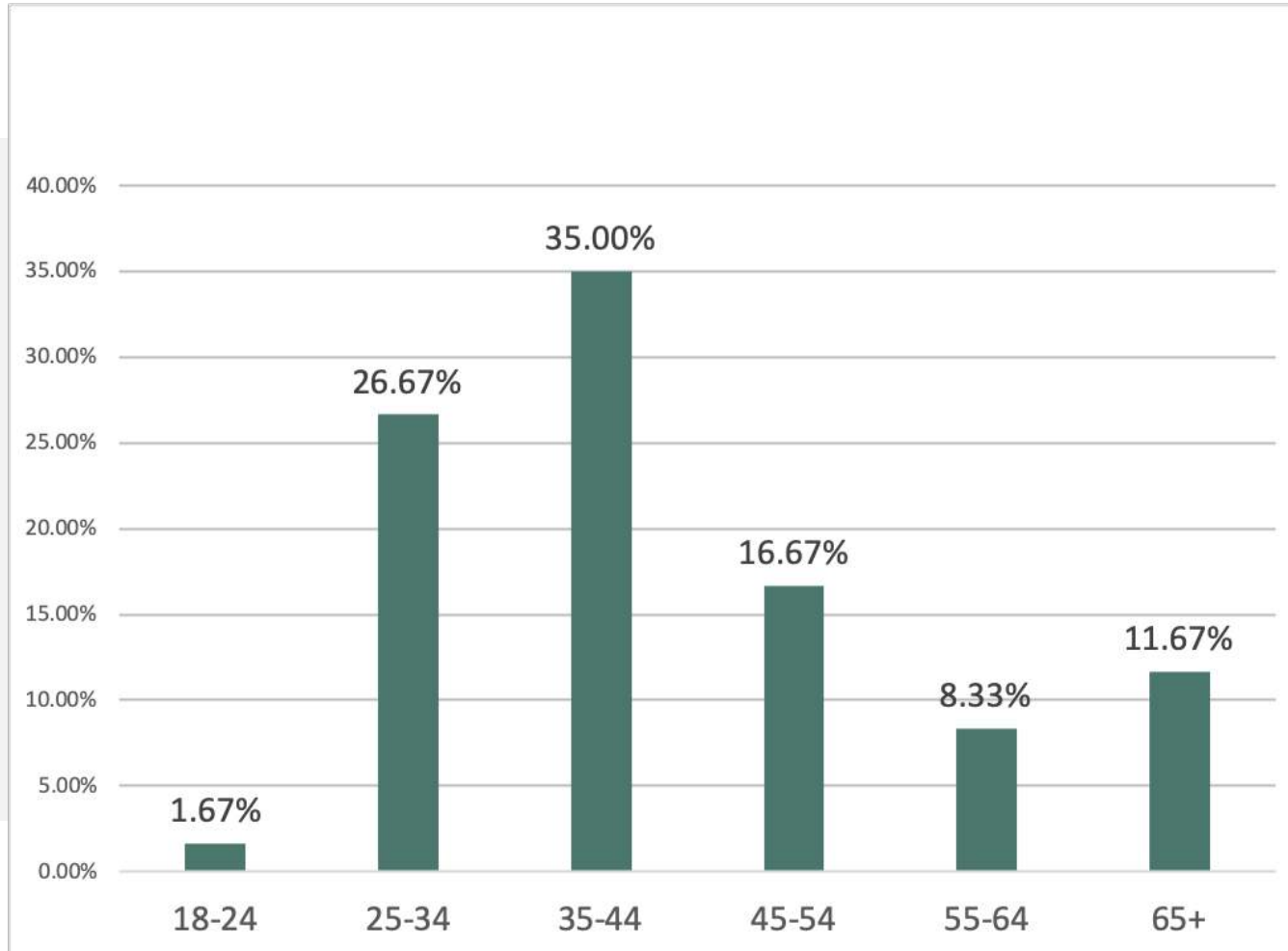


Survey Recap

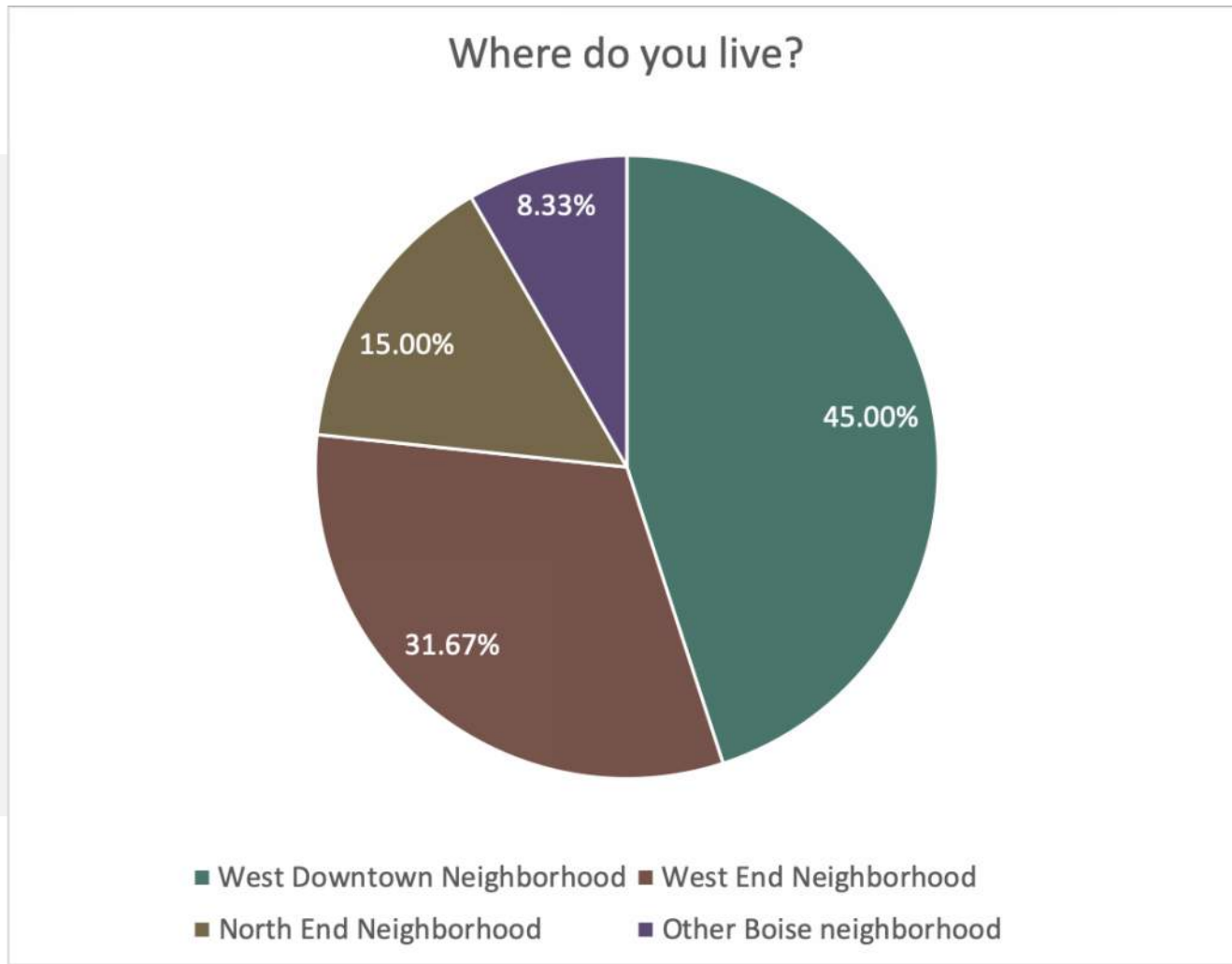
Days Open: 22

Completed Survey Entries: 60

Age

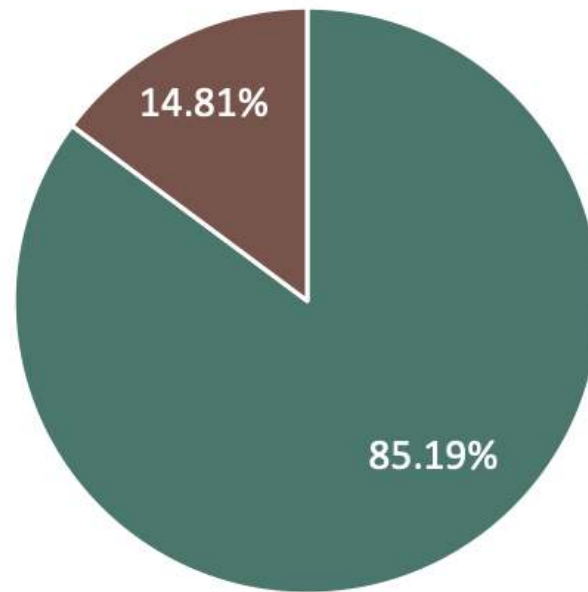


Residents vs. Non-residents



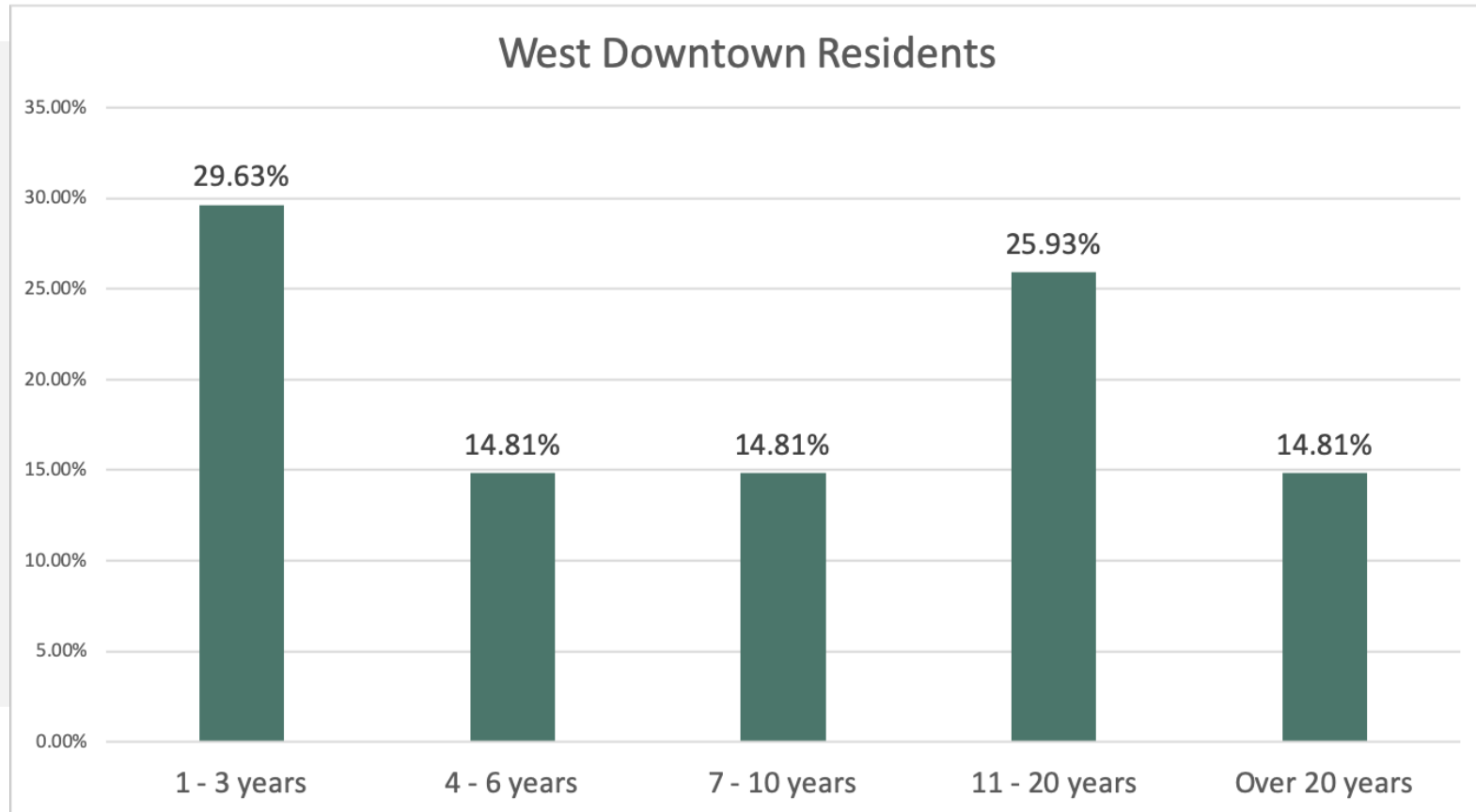
Rent vs. Own

West Downtown Residents



■ Own ■ Rent

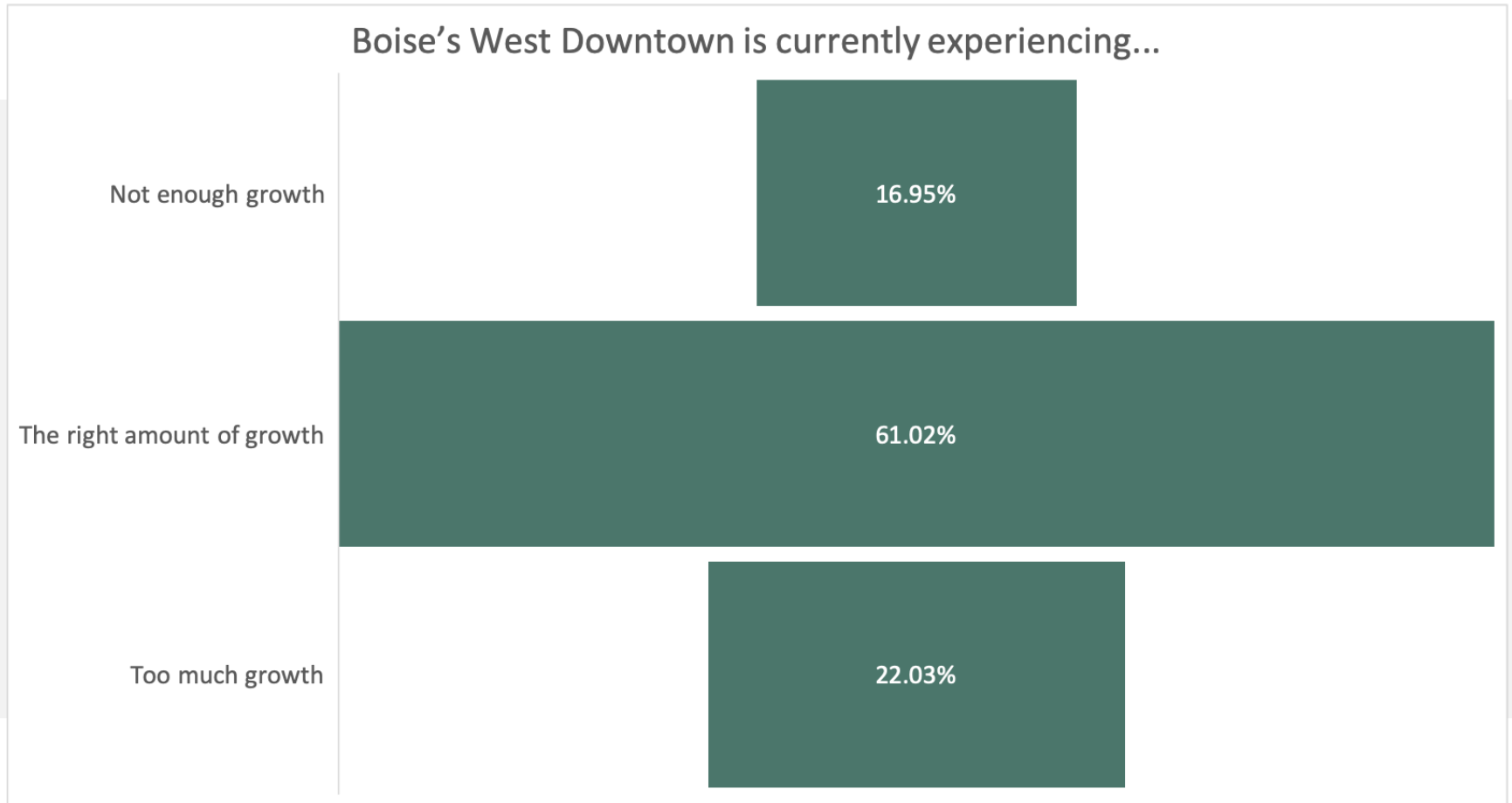
How long have you lived in your current neighborhood?



“I prefer to live...”

- 25 ... in a tight-knit community with lots of neighborhood interaction
- 21 ... in a “downtown” atmosphere with a mix of homes and business
- 14 ... in a quiet neighborhood with family-oriented activities and events

Growth



Top Visual Preference: Residential

41



20



35



Top Visual Preference: Commercial

34



27



17



Top Visual Preference: Civic

35



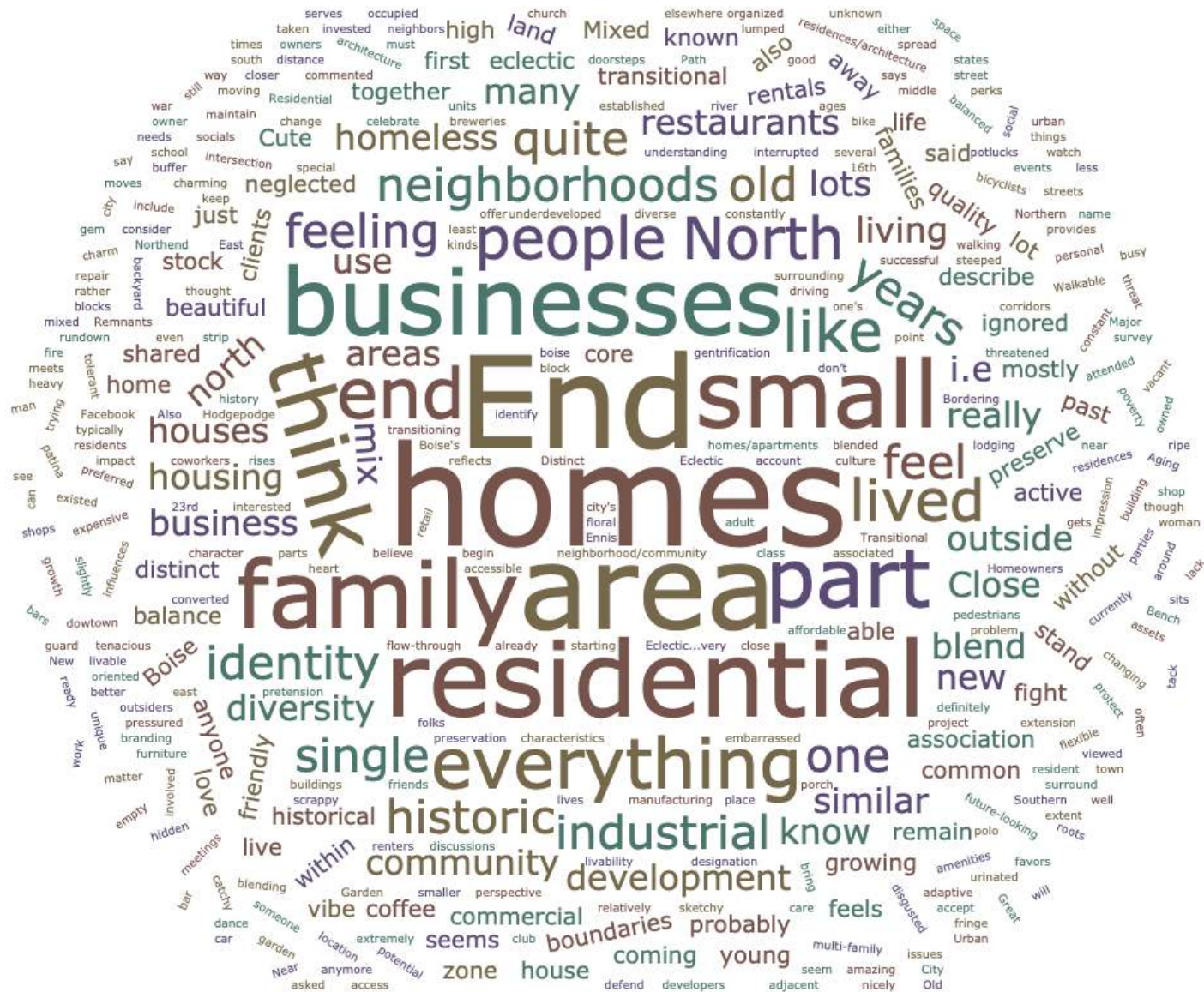
26



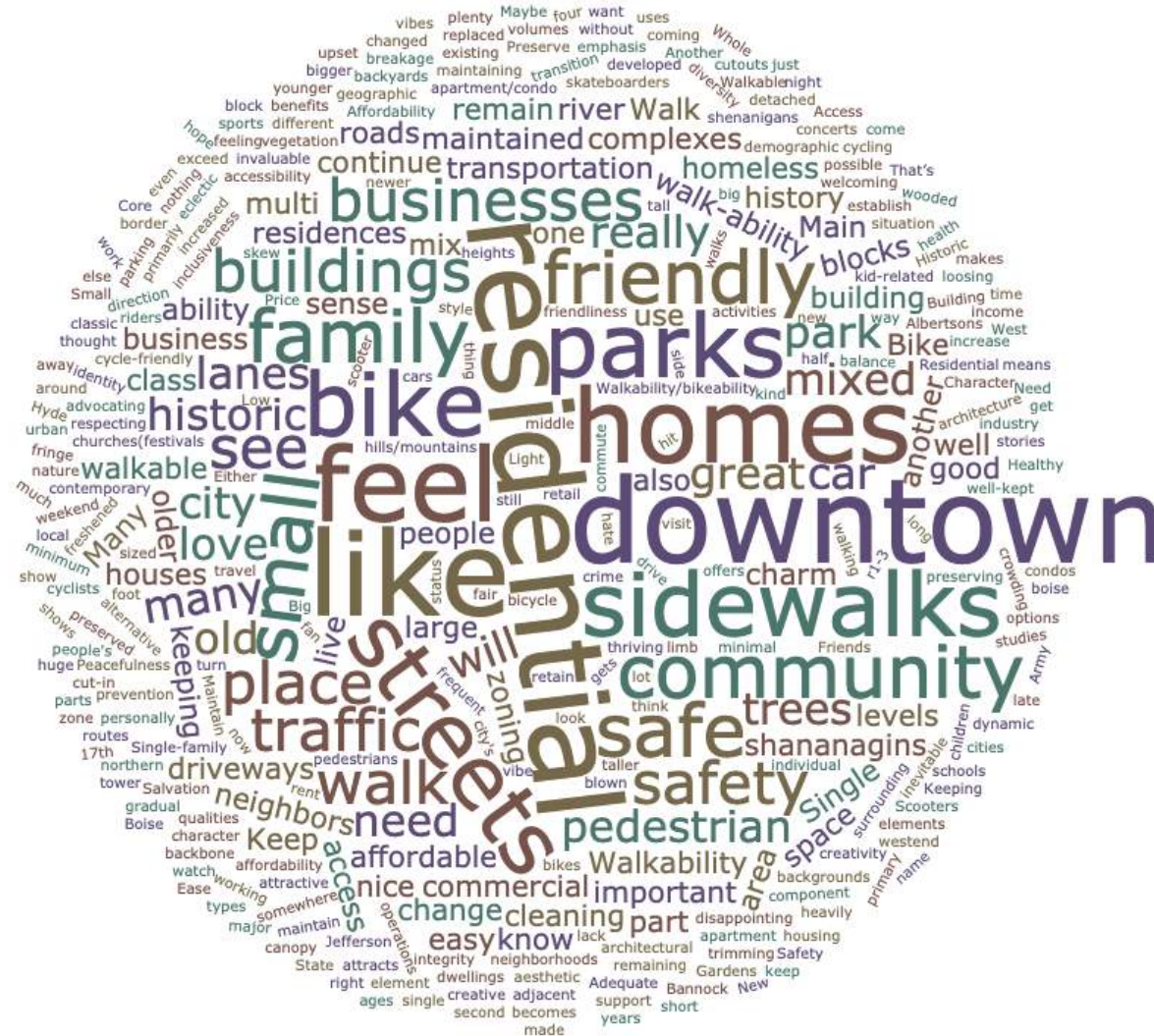
21



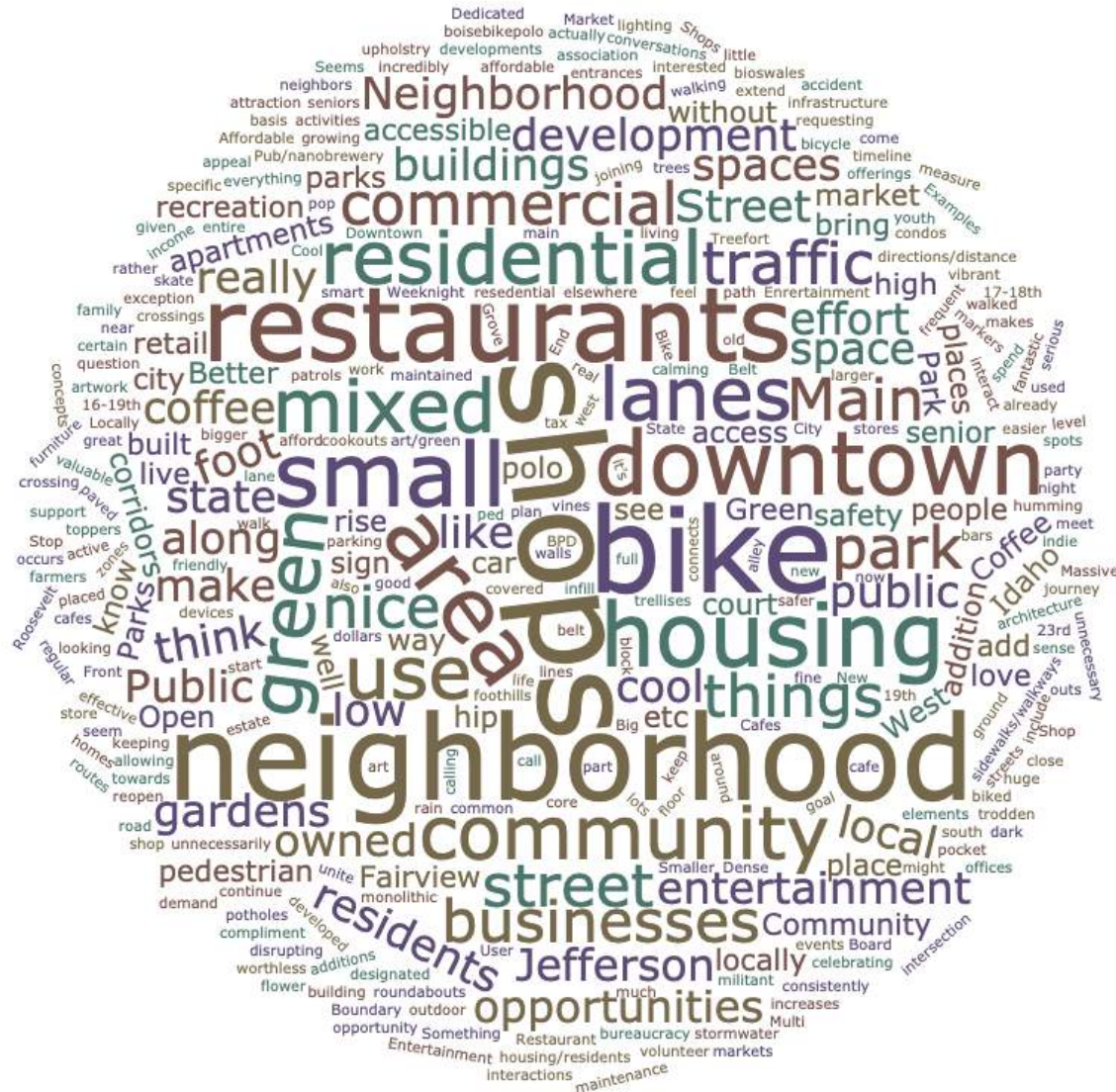
How would you describe West Downtown's identity?



What elements of the current neighborhood are most important to you that you would like to see maintained?



What elements would you like to see added to the neighborhood?



APPENDIX C

NEIGHBORHOOD SURVEY #2

Neighborhood Plan: Survey #2 Highlights

October 15, 2019



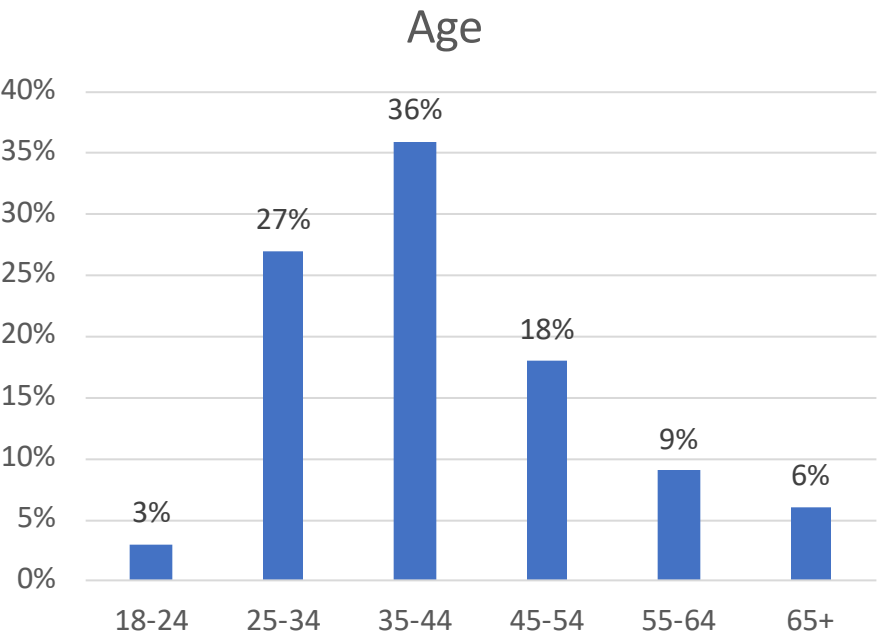


Survey Recap

Days Open: 17

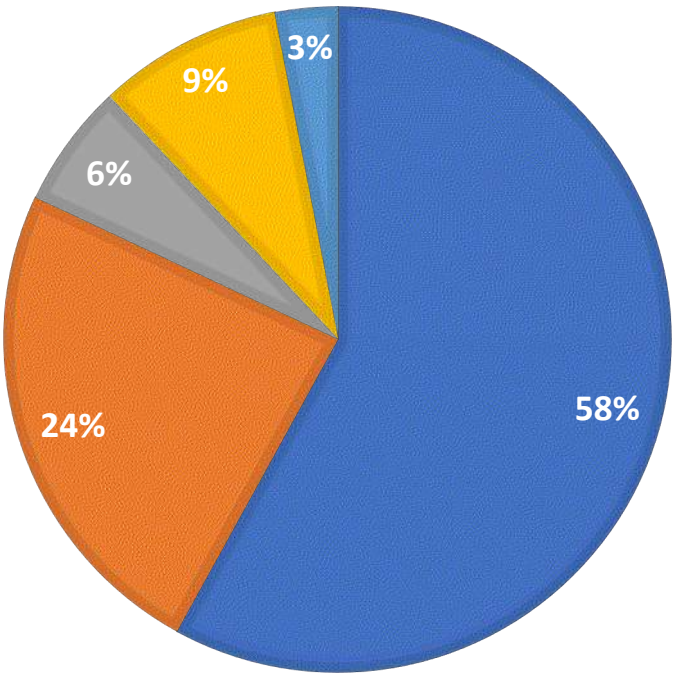
Completed Survey Entries: 33

Demographics



WHERE DO YOU LIVE?

- West Downtown Neighborhood
- West End Neighborhood
- Downtown Boise
- North End Neighborhood
- Other Boise Neighborhood



Own: 15

Rent: 4

GOAL 1

Land Use & Development

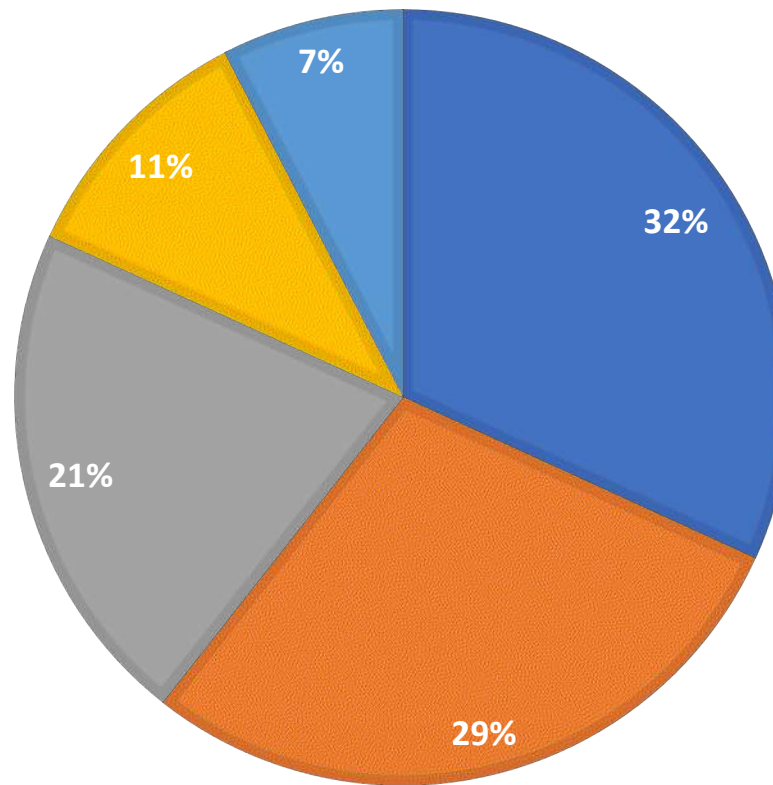


Goal #1: Top Three Actions

1. Encourage the development of a plaza, park space, or a 'Festival Street' in the area south of Main Street. *(21 votes)*
2. Modify zoning to allow for more single-family development within residential core and higher-density development along the neighborhood's edges. *(18 votes)*
3. Leverage urban renewal funds to support the redevelopment of underutilized property. *(14 votes)*

Goal #1: Where is high-density most appropriate?

- South of Main Street
- Adjacent to existing high-density housing
- Along State Street
- Anywhere in West Downtown
- High-density is not appropriate anywhere



GOAL 2

Site and Building Design Principles



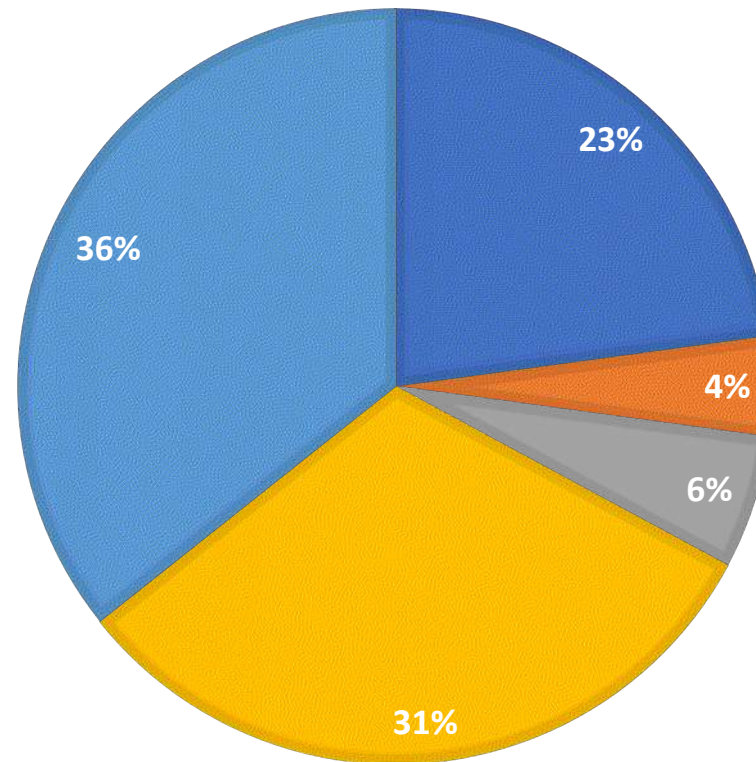
Goal #2: Top Three Actions

1. Develop a 'development score card' for new development/redevelopment addressing neighborhood preferences. *(22 votes)*
2. Research and consider required increased sound buffering from new development or redevelopment to protect residential area from sound impacts. *(19 votes)*
3. Explore National Historic Register for areas of the residential neighborhood in conjunction with the West End Neighborhood. *(15 votes)*

Goal #2: Which amenities reflect a high-quality place?

- Activity in and out of the front door
- 18-24 hour activity
- On-site amenities

- People living and working in the same building
- High-quality architecture and materials



GOAL 3

Neighborhood Sense of Place

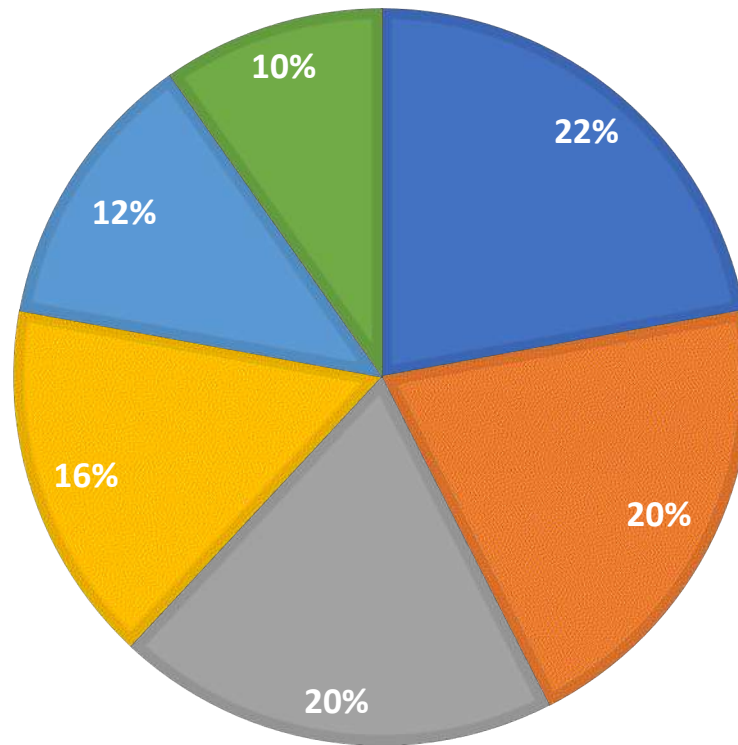


Goal #3: Top Three Actions

1. Review implementation of the neighborhood plan, consider new actions, and request City support for projects and actions. *(20 votes)*
2. Host an annual 'clean team' neighborhood cleanup event to include trash pickup, graffiti removal, weed pulling, etc. *(19 votes)*
3. Participate in City's Energize Our Neighborhoods programs. *(13 votes)*

Goal #3: Which events would you participate in?

- An official festival street easily closed for events
- Neighborhood block parties
- A welcome neighbor program and associated meetings
- Small musical events
- Neighborhood clean-up group
- Neighborhood Watch and associated meetings



GOAL 4

Connectivity

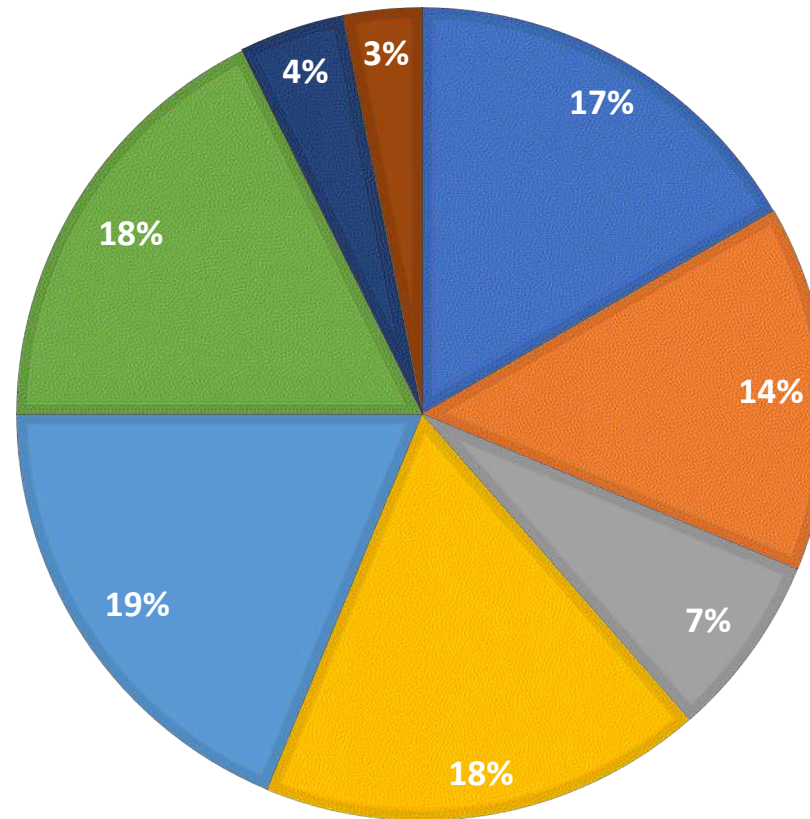


Goal #4: Top Three Actions

1. Implement pedestrian pathways and bicycle lanes throughout the neighborhood that recognize the importance of bike-ped connectivity to adjacent neighborhoods. *(25 votes)*
2. Develop, amend, and implement streetscape standards that promote pedestrian spaces separate from vehicular spaces, pedestrian-scale buildings, and landscape buffers. *(21 votes)*
3. Improve crosswalks for bikes and pedestrians. *(18 votes)*

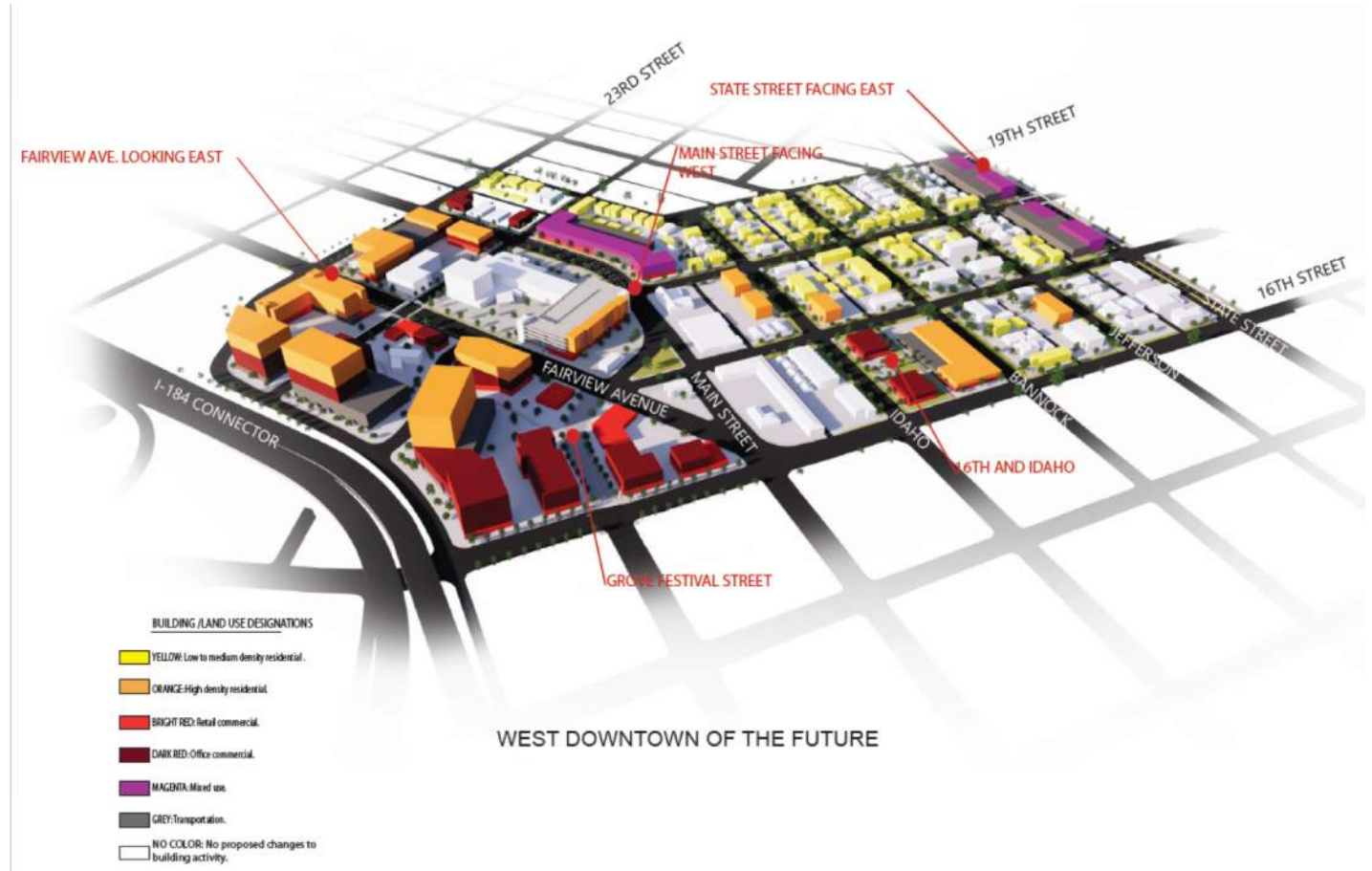
Goal #4: Where are connectivity opportunities needed?

■ 17th Street ■ 18th Street ■ 19th Street ■ Bannock Street
■ Jefferson Street ■ Idaho Street ■ Other ■ Not Needed



Do you agree with the proposed model?

- Support: 25
- Neutral: 5
- Do no support: 3





“Maybe even taller buildings for high density housing. Centrally-located housing stock for a growing city is important.”



“I think the idea of the buffer is really lovely. I worry increasing the density of housing in the neighborhood could have some unfortunate consequences, but it seems that perhaps the extra people are moving to Boise whether it's convenient or not and **having a plan like this seems like a wonderful way to give current residents some power to mitigate the impact of increasing local population.**”



“Completely disagree with additional density south of State, north of Idaho between 16th and 19th. The predominate dwelling type in this area is single family in style and function. Additional density is not welcome in this area...”



“I like the idea of keeping the area between Idaho and Jefferson low to medium density residential.”

APPENDIX D

LIVE POLL OPEN HOUSE #2

WDNP Live Poll Open House #2

Current run (last updated Sep 25, 2019 12:16am)

16

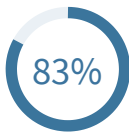
Polls

13

Participants

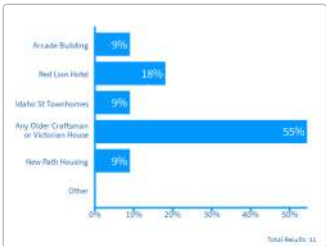
23

Average responses



Average engagement

What's your favorite building in West Downtown?



Response options

Count Percentage

Arcade Building

1 9%

Red Lion Hotel

2 18%

Idaho St Townhomes

1 9%

Any Older Craftsman or Victorian House

6 55%

New Path Housing

1 9%

Other

0 0%

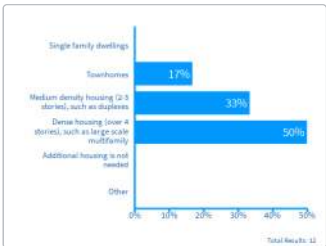


Engagement

11

Responses

Which housing types are missing in West Downtown?



Response options

Count Percentage

Single family dwellings

0 0%

Townhomes

2 17%

Medium density housing (2-3 stories), such as duplexes

4 33%

Dense housing (over 4 stories), such as large scale multifamily

6 50%

Additional housing is not needed

0 0%

Other

0 0%

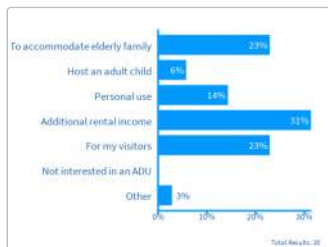


Engagement

12

Responses

As ADUs continue to become more popular across Boise, for what reasons would YOU consider adding an ADU to your property? (Choose all that apply)



Response options

Count Percentage

To accommodate elderly family

8 23%

Host an adult child

2 6%

Personal use

5 14%

Additional rental income

11 31%

For my visitors

8 23%

Not interested in an ADU

0 0%

Other

1 3%

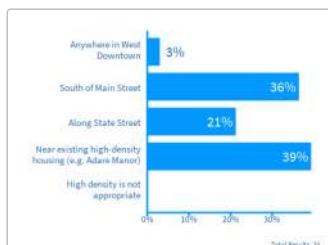


Engagement

35

Responses

Higher densities help supply housing. Where do you think high density (4 stories +) is most appropriate? (Choose all that apply)



Response options

Count Percentage

Anywhere in West Downtown

1 3%

South of Main Street

12 36%

Along State Street

7 21%

Near existing high-density housing (e.g. Adare Manor)

13 39%

High density is not appropriate

0 0%

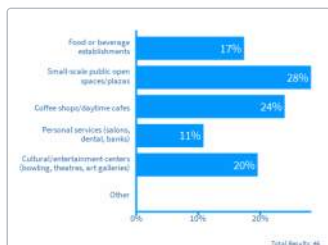


Engagement

33

Responses

If local underutilized properties are redeveloped, what activities would be most beneficial to add to the neighborhood? (Choose all that apply)



Response options

Count Percentage

Food or beverage establishments

8 17%

Small-scale public open spaces/plazas

13 28%

Coffee shops/daytime cafes

11 24%

Personal services (salons, dental, banks)

5 11%

Cultural/entertainment centers (bowling, theatres, art galleries)

9 20%

Other

0 0%



Engagement

46

Responses

If you said "Other" please text you response.



Responses

Better sidewalks	Pocket park	Heated walkways	Heated walkways
Heated walkways			

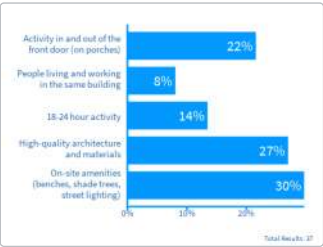
31%

Engagement

5

Responses

Which amenities most reflect a high-quality place to you? (Choose all that apply)



Response options	Count	Percentage
Activity in and out of the front door (on porches)	8	22%
People living and working in the same building	3	8%
18-24 hour activity	5	14%
High-quality architecture and materials	10	27%
On-site amenities (benches, shade trees, street lighting)	11	30%

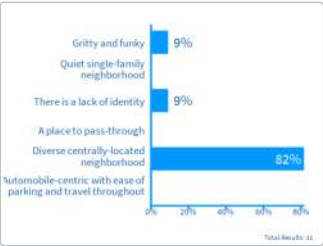
92%

Engagement

37

Responses

What is the neighborhood's identity to you?



Response options	Count	Percentage
Gritty and funky	1	9%
Quiet single-family neighborhood	0	0%
There is a lack of identity	1	9%
A place to pass-through	0	0%
Diverse centrally-located neighborhood	9	82%
Automobile-centric with ease of parking and travel throughout	0	0%

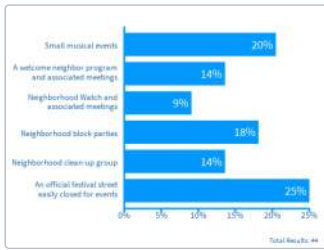
85%

Engagement

11

Responses

What community-building events or programs would you participate in? (Choose all that apply)



Response options	Count	Percentage
Small musical events	9	20%
A welcome neighbor program and associated meetings	6	14%
Neighborhood Watch and associated meetings	4	9%
Neighborhood block parties	8	18%
Neighborhood clean-up group	6	14%
An official festival street easily closed for events	11	25%

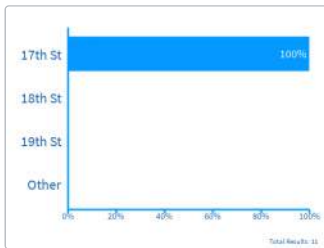


Engagement

44

Responses

Where are the North and South connectivity opportunities (e.g. bike lanes, pedestrian crossings) most needed?



Response options	Count	Percentage
17th St	11	100%
18th St	0	0%
19th St	0	0%
Other	0	0%

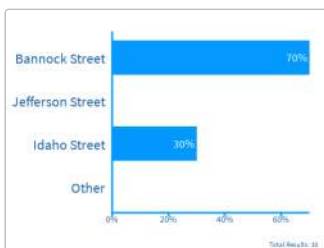


Engagement

11

Responses

Where are the East and West connectivity opportunities (e.g. bike lanes, pedestrian crossings) most needed?



Response options	Count	Percentage
Bannock Street	7	70%
Jefferson Street	0	0%
Idaho Street	3	30%
Other	0	0%

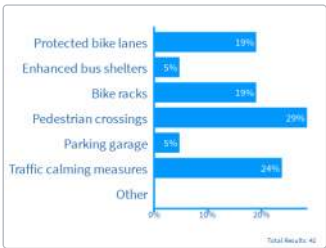


Engagement

10

Responses

What mobility or connectivity improvements would you support? (Choose all that apply)



Response options	Count	Percentage
Protected bike lanes	8	19%
Enhanced bus shelters	2	5%
Bike racks	8	19%
Pedestrian crossings	12	29%
Parking garage	2	5%
Traffic calming measures	10	24%
Other	0	0%

92%
Engagement

42
Responses

Does traffic need to be slowed down within the West Downtown? If so, where? (Text in any responses)



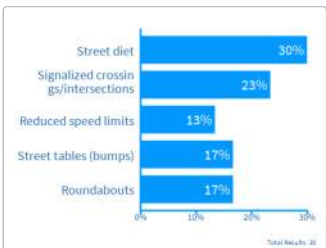
Responses

16th	Main	Jefferson	Main and Fairview	Bannock
Yes jefferson	Yes. Jefferson. 17th. 16th.	Yes 16th	Along 16th Street	
Main and Fairview	Yes 16th			

62%
Engagement

11
Responses

What traffic calming methods would you support? (Choose all that apply)

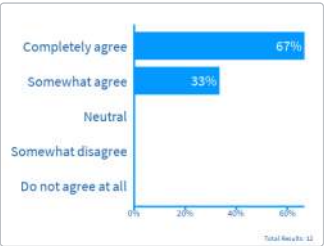


Response options	Count	Percentage
Street diet	9	30%
Signalized crossings/intersections	7	23%
Reduced speed limits	4	13%
Street tables (bumps)	5	17%
Roundabouts	5	17%

92%
Engagement

30
Responses

Do you agree with the proposed design model of West Downtown?



Response options	Count	Percentage
Completely agree	8	67%
Somewhat agree	4	33%
Neutral	0	0%
Somewhat disagree	0	0%
Do not agree at all	0	0%

92%

Engagement

12

Responses

What to you like / dislike about it?



Responses	
Single vision, stepped development	Large to small
Encouraging more pedestrian traffic and new businesses and services on the ground level	
Provides height transitions from the connector north to state	
Residential area buffered	Infill opportunity is represented
Residential is protected while allowing continued diversity and development	
Missing massing on a few key blocks that will certainly redevelop soon.	
Development south of main	
I like the infill of the existing parking lots and the opportunity to activate those areas south of Main and Fairview.	
Large to small	

62%

Engagement

11

Responses





WEST DOWNTOWN NEIGHBORHOOD PLAN

Urban Living — Designed for Everyone