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**A REBUILDING PROCESS FOR
RIVER STREET NEIGHBORHOOD
BOISE, IDAHO**

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A REBUILDING PROCESS FOR THE
RIVER STREET NEIGHBORHOOD
IN BOISE, IDAHO



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July 8, 1994

A rebuilding process for the River Street neighborhood in Boise, Idaho,
submitted as a comprehensive project, L.A. 506 Department of Landscape
Architecture, University of Oregon, Eugene, Oregon, winter term, 1975,
by Brian McCarter, was photocopied by Boise State University Library
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fully be an initial design
"generic code" for the rebuilding process. It would be
a system with great internal variety possible but an
overall external wholeness. This study assumes that
the neighborhood can evolve into a related, unified
whole.

50-94

THE NEIGHBORHOOD REBUILDING PROCESS

The purpose of this study is to:

- analyze existing neighborhood patterns.
- analyze a specific site and its inherent opportunities and potentials.
- development of a new set of neighborhood patterns.
- show in a scenario plan what new building could look like according to neighborhood language.

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HISTORY

Prior to the 1890's the flatlands separating Boise City from the Boise River, now known as the River Street area, was largely unoccupied and covered with groves of fruit trees. The only street in the area was Pioneer Street which ran down to the river and was then called Lovers' Lane. Residential construction for Boise's growing white middle class began to appear in the area in the early 1890's. Attractive homes sprung up throughout the area, and by 1910 the area was almost entirely developed and had established itself as one of the City's first residential neighborhoods.

In 1893 railroad tracks were laid immediately north of the residential neighborhood. This proved to be a significant event in the development of River Street. The Oregon Short Line Railroad served both Boise's passenger traffic and wholesalers on this line. To accommodate the City's needs, a warehouse area was constructed around South 8th Street, and coal and wood yards as well as industrial uses began to parallel the tracks. The adjacent residential area was hampered by this rapid growth and began to feel the impact of the isolation from the rest of the city. As industrial and warehousing uses continued to expand around the railroad lines and its small spurs, the City officially abandoned the original intent of the area as residential, and in 1928 zoned the River Street area unrestricted. Though the area was opened up for unrestricted growth, the original residential neighborhood remained intact while industrial and commercial growth grew on all sides except for that of the Boise River.

During this period the middle class people who had originally built here began to find River Street less desirable and started to move to new residential areas. This migration took place over a period of many years and gradually the aging neighborhood opened itself up to individuals with lower incomes. By the 1940's the area was known for its low rents. The River Street neighborhood was also one of the few areas in Boise where a black person could rent a home. The low rents attracted World War II soldiers stationed at Gowen Field, and soldiers and their families, as well as blacks migrating from the South, began to settle permanently in River Street during the forties and fifties. Though the neighborhood was viewed as lower income, it remained a very

viable and active neighborhood throughout the fifties. Its population of original builders and low-income blacks and whites supported four neighborhood grocery stores in the mid-fifties and the Boise River remained the focal point of the area with numerous swimming and ice skating gatherings. This period also saw the construction of Americana Boulevard and Bridge across the Boise River, which continued to limit the area's size.

The beginning of the sixties saw the City sell the City Softball Park which was located in the area to a large trucking-warehouse firm. Blight and deterioration became a serious problem to the entire area. The "wrong side of the tracks" stigma and light industrial zoning regulations discouraged landlords, and the few remaining homeowners, from investing time or money into their homes. The area became known as a Black section even though its residents were and still are predominantly Caucasian. Crime was attributed to the area but was usually unfounded. In 1966 the east and west ends of River Street were connected, creating a through-street, and bisecting the neighborhood. Commercial development on Americana Boulevard began to develop, forcing clearance of a number of residential blocks. Speculators also invested heavily in the area with large pieces of property being assembled. Little concern was given to the former residents of these properties and most were forced to relocate outside of the neighborhood because of lack of available local housing. Today most of this land bought for speculation remains vacant. Another factor against the area was the loss of its irrigation system which has left the area parched and many of its stately parking strip trees dying.

In 1969 a portion of the neighborhood was rezoned to high density residential. This was done because no significant industrial development had taken place in recent years and the former industrial zoning discouraged residential rehabilitation. It was during this time that governmental programs began to get involved in the River Street neighborhood. Both the Office of Economic Opportunity and the Model Cities program began to evaluate the area, its needs, and its future. Though a lot of information was gathered and a new awareness of the area's problems was realized, little was accomplished that would reverse the deteriorating trends of the neighborhood.

established and numerous meetings over the years have organized the neighborhood. But because of the state of deterioration, amount of vacant land, and lack of an overall plan, little could be done. This led to the funding of the River Street Neighborhood Development Program in the summer of 1972. Though an optimistic attitude developed in the program's start, and planning and economic studies were completed, conflicts between the residential and commercial-industrial groups, as well as new Federal restrictions on the program and a moratorium on subsidized housing, led the local redevelopment agency to cancel the program prematurely. Hopes were expressed that a similar type program would be instigated when Special Revenue Sharing funds were made available to Boise.

Today the neighborhood continues to remain a small but viable neighborhood. Its population, the elderly, the low-income - both white and black -, as well as a growing number of young people, continue to make River Street their home. Some improvements are being made, with a few homes being rehabilitated, and plans are underway for the public purchase of the area's mini-park and Greenbelt land. Neighborhood meetings are still held regularly, but much skepticism exists about the future and any more government programs that are intended to help the neighborhood.

The following is a summary of the recommendations put forth in this report which are related to the physical and social redevelopment of the River Street area. The basis for these recommendations and their specific details are covered in the sections which follow this summary.

It is recommended that the River Street project area be developed with a major emphasis toward residential use. This inner city residential development would include most of the land which is presently in residential use plus the large vacant parcels south of River Street. The majority of this land would be developed with new multi-family housing; however, some rehabilitation of existing single-family homes is recommended. Housing densities should reflect land values: higher on land south of River Street, with lower density housing north of River Street which would blend with the existing single-family homes. A variety of types and costs of new housing is recommended to accommodate all ages and incomes.

SUMMARY OF RECOMMENDATIONS

Major entrances to the residential area on River Street and 13th Street should be generally upgraded with landscaping, lighting, pedestrian crossings, and resurfacing where necessary.

Completion of the river Greenbelt along with a major pedestrian-bicycle system throughout the project area is essential in attracting new market housing. This would facilitate pedestrian circulation within the neighborhood to local shopping, the Post Office, the new public Library, and also to schools, parks, and downtown shops which surround the area.

Existing Pioneer Park should be improved and expanded to act as a neighborhood focal point with a direct pedestrian-bicycle link to the Greenbelt system. The expanded park will also house a community center and day care facilities tailored to the neighborhood's needs. This, along with a one-door social service center, not necessarily located in the project area, will go a long way in solving the social needs of the community.

The proposed Interstate extension to and through the city center should be located at the northern edge of the project area, utilizing existing Front Street plus a portion of the Union Pacific rail yard. This could be accomplished by scaling down the rail yard to meet the needs of the area and by relocating the switching activity to a more appropriate location. This solution would have the least impact on the project area and would also best serve the downtown. Upon completion of this facility, River Street should be vacated between South 13th Street and Ash Street. This action would eliminate a major arterial which now divides the project area, thus discouraging any high-speed through traffic. It would also grant easier access to the river and Greenbelt from the residential area.

Existing public transportation should be expanded to include at least one route through the residential area.

Commercial activity should be concentrated and expanded around the two major north-south arterials, Americana Boulevard and the Capitol Boulevard-9th Street Couplet. New development would be primarily convenience retail and would occur as soon as the size of the residential community warranted such. A specialty commercial-historic district should be encouraged in the old warehouse section of 8th Street. This would complement the proposed downtown redevelopment and would be linked to it by means of a pedestrian skybridge over the Interstate extension.

Industrial use within the project area should be generally de-emphasized. Many of the existing industrial concerns have already indicated a desire to relocate in the near future. Their vacated buildings could possibly be utilized for expansion of those industrial uses who wish to remain in the area.

HOUSING RECOMMENDATIONS FOR RIVER STREET

It is proposed that the River Street area has the potential to absorb 1,235¹ housing units in a 10-year development of 1974 to 1984.

The total residential development area will cover 59 acres of the 184-acre project area. This 59 acres is made up of almost all of what is now the residential area and also the vacant land south of River Street. This would suggest an average density of about 22 units per acre. However, on individual sites the densities could vary considerably from 16 to 40+ units per acre. To reach these higher densities most of the new development will be of the multi-family type. About 15% of the new housing in the area will be subsidized. This figure is in accordance with the recommendations made in the Land Utilization and Marketability Study for River Street NDP Area. This new housing is proposed for what is now vacant land and for areas with the highest percentage

¹ Larry Smith and Company, Land Utilization and Marketability Study, River Street NDP Area, (San Francisco, September 1972), p. 20.

of deteriorated structures and the lowest existing populations. Some of the existing single-family homes in the area are recommended for rehabilitation. This would avoid forcing many of the present homeowners out and would retain some of the character of the neighborhood.

The breakdown of housing types and unit mix is as follows:

TABLE 4

PROPOSED HOUSING MIX

		BEDROOMS					
		0	1	2	3	4	5
TOTAL UNITS	1,235	44	336	605	174	16	-
NEW MULTI-FAMILY							
Market Rate	860	-	215	510	135	-	-
Low-Mod Cost	95	-	16	40	23	16	-
SINGLE FAMILY REHAB							
LOW-MOD INCOME	60						
ELDERLY							
Market Rate	40	5	30	5	-	-	-
Low-Mod Cost	80	39	38	3	-	-	-
STUDENT HOUSING							
Singles	60	-	21	27	12	-	-
Married	40	-	16	20	4	-	-

By varying the disposition of housing in the project area, a mix of unit size, cost, and occupancy is achieved. This minimizes the possibility that certain areas or buildings would be described by class or income. It would also facilitate the intermingling of people of different ages, educational levels and socioeconomic backgrounds. This type of mix and intermingling would contribute to a continued feeling of brotherhood and neighborhood in the River Street area.

AMERICANA PLAZA RECOMMENDATIONS

Major entry-exit points should be established at the intersections of Americana Boulevard, Shoreline Drive, and River Street.

Existing and future commercial development must pull together in establishing a harmonious commercial area. New structures should face toward the center of the area and parking should be concentrated and mutually shared.

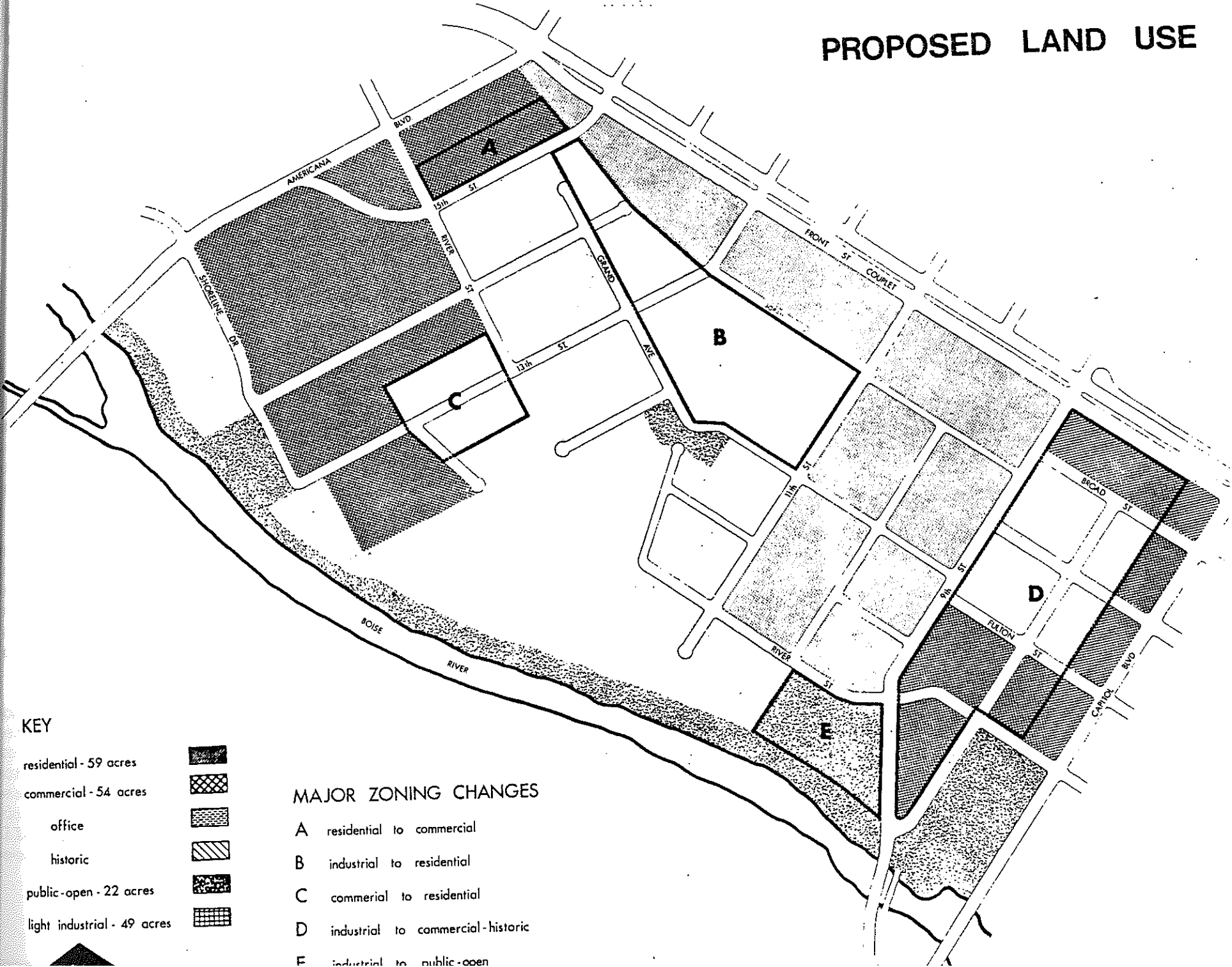
Pedestrian movement between retail and office establishments, as well as close links to the Greenbelt, Shoreline Park, and the residential area, must be established. With an increased number of pedestrian shoppers in the future, the center should provide efficient, pleasant and identifiable pedestrian circulation.

Amenities to the area such as trees, additional sidewalks, bus stops, burrs or landscaping to separate automobile parking from view, and identifiable and clustered signing are required.

Additional convenience retail shops to serve the demands created by the growth of the residential neighborhood will be required.

City involvement is needed in the area to insure that private and public coordination is reached in attaining the potentials of the area. Expenditures of public funds for the completion of the Greenbelt and Shoreline Park, street trees, pedestrian systems and crossings, and public transportation improvements should be used to spark private investments into the area. Zoning changes should also be made to accommodate office demand and residential growth.

PROPOSED LAND USE



KEY

- residential - 59 acres
- commercial - 54 acres
- office
- historic
- public-open - 22 acres
- light industrial - 49 acres

MAJOR ZONING CHANGES

- A residential to commercial
- B industrial to residential
- C commercial to residential
- D industrial to commercial-historic
- E industrial to public-open

The large site bounded by River Street on the north, the Boise River on the south, the U.S. Post Office on the west, and the U.S.F.S. yards on east, was chosen for this study for various reasons:

- It is feasible in size and vacancy to develop incrementally.
- It offers the opportunity to integrate a range of adjacent existing and potential land uses.
- It offers the neighborhood's greatest natural amenity, the Boise River.
- It can serve as the initial impetus to rebuilding and repairing of the entire residential neighborhood.

CULTURAL-NATURAL PATTERN-MAKING IN THE NEIGHBORHOOD

The intent in studying general patterns, that make up a place, is to find evidence of those underlying human/natural processes that describe an order and character of that place. This discovery would hopefully lead to an understanding of how new building can reinforce those patterns which evoke a sense of place and restructure those that don't bear any sense of relationship to the neighborhood whole and become out of context.

GRID BLOCKS AND STREETS--An American institution for order and ease in land subdivision, relating of transit modes to living units, maneuvering of transit modes, and unifying of a standard street numbering system. Streets were wide enough for two lanes of moving traffic and curbside parking for residents or guests. It gave residents a relatable sized social order: "a street", "a block", or "a corner."

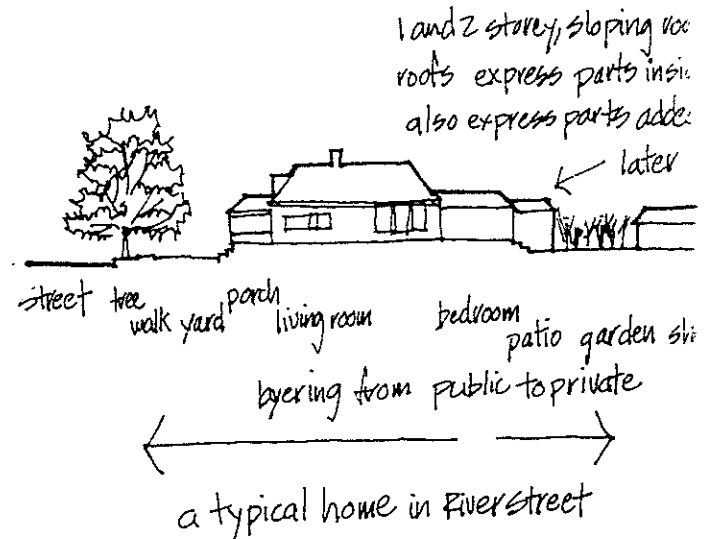
MID-ALLEYS--The secondary street system where residents could move and interact on a more personal level with their neighbors. These became places off which to store the car, extra living commodities, etc. They also revealed the more personal part of residents' environment: a proud garden, a beautiful woodshop, a tiny home office, or a cottage for an added relative to the living unit. In many cases the old alleys were longitudinally oriented towards the city and became intimate walkways to downtown.

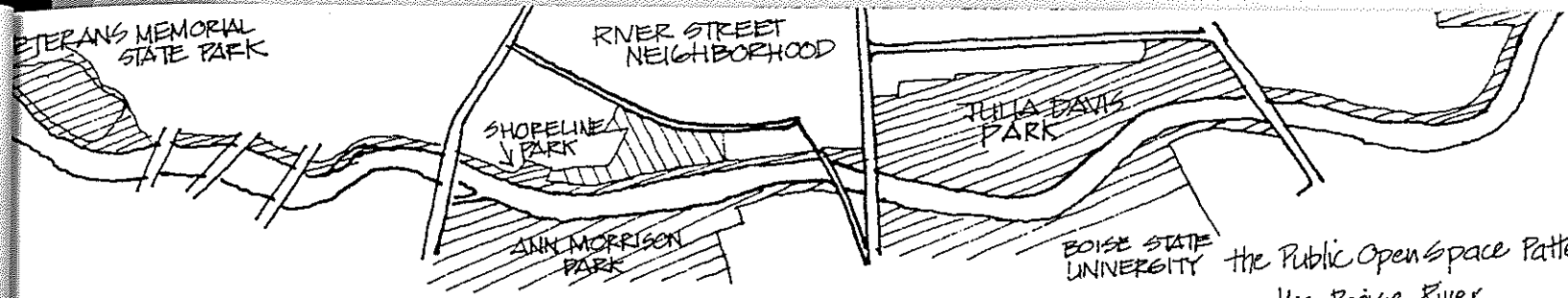
NARROW LOTS AND HOUSES--This was an economic subdivision of land that gave a resident maximum available depth from the public street to the private back garden. The house also reflected this layering of publicness from front to rear: the street for cars to pass by on, the trees to shade the street, give an outdoor room to the house front and a psychological protection to the pedestrian on the sidewalk, the sidewalk to move free of cars, the yard to set back from interaction with the street, the porch to be visually affiliated with events in the street [neighbors strolling by] by visibly secure and secluded, the living room, inside the porch, was the most public room of the house, the bedrooms at the back and most quiet, private part of the house, the patio/garden, also at the rear, where residents could be outside in the sun or shade but "alone" visibly. These patterns are expressed in various combinations and ways throughout the old residential area and are dominant elements in the general sense of order.

STREET ALIGNMENTS--The neighborhood has a variety of evidence of different cultural forces which have shaped the street patterns, ranging from orientation to railyards, industries, the river, and later, major arterials. The present alignment of River Street is a good example of this. Its bending at the center in relation to the two-grid patterns evokes a sense of "opening up" spatially to the river. In the opposite direction it "focuses" streets and paths towards the spatial and cultural center of the neighborhood.

Other unique street alignments are the 8th and 9th Street intersection at the 8th Street bridge and Shoreline Drive by the U.S.F.S. yards. All these various patterns are somewhat unique in the city and have potential in later rebuilding.

PUBLIC OPEN SPACE--This is more contextual but has influence because of adjacent major parks. The river becomes the frame off which large public open spaces open in a sort of echoing pattern: The Greenbelt, Shoreline Park, Ann Morrison Park, Julia Davis Park, Boise State University, etc. The site has the potential of simultaneously echoing these "green penetrators" from the river and open up the neighborhood to the river.





the Public Open Space Pattern
on the Boise River

Existing and proposed Public Open space

The site

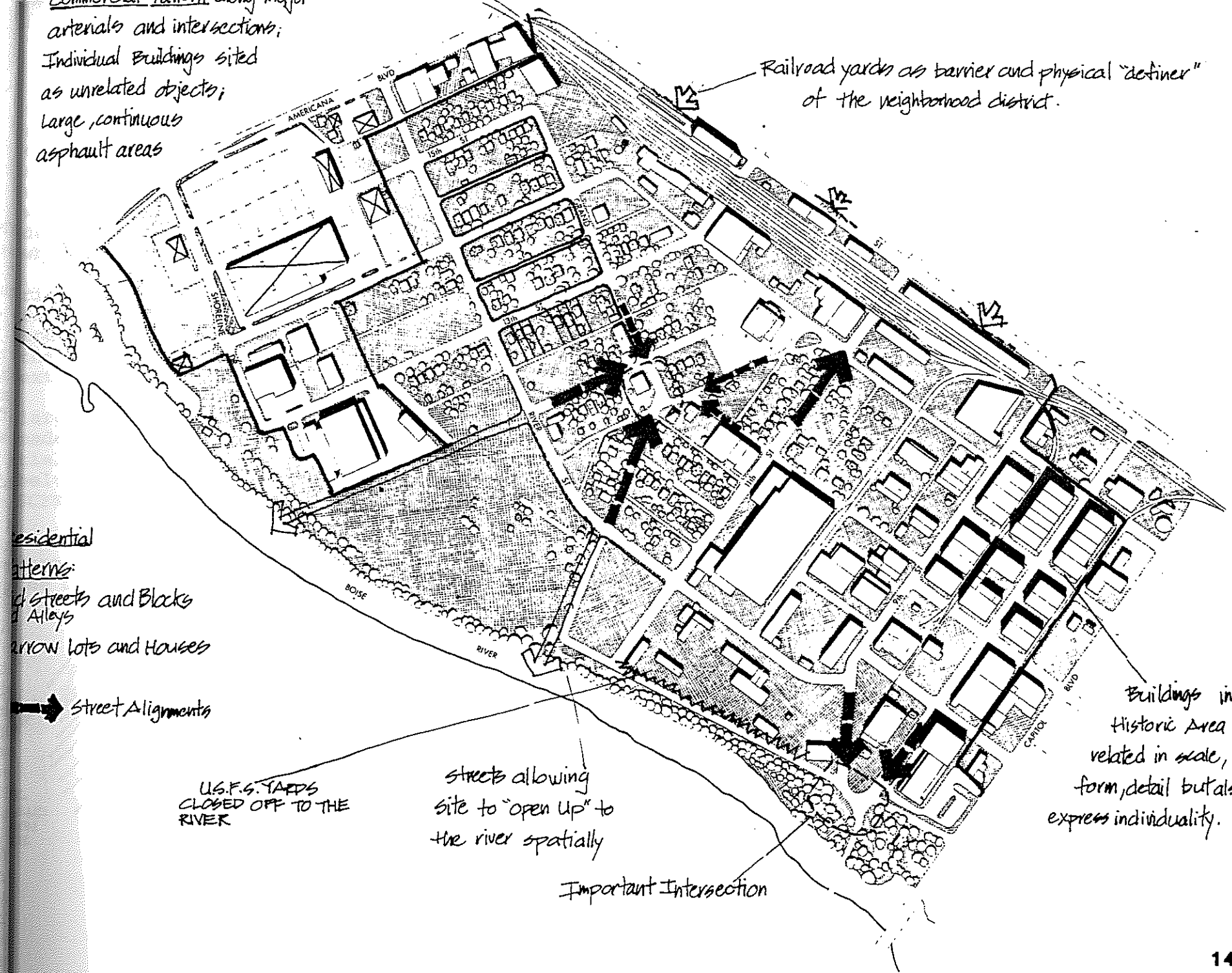
COMMERCIAL--Commercial development follows a sized pattern of growth along major arterials and actions. Americana Plaza has accommodated medium to commercial developments and serves the general city as well as neighborhood residents. It is outlined in the River Street Neighborhood Plan that this is where any commercial development of a city-wide or area-wide should be located. This keeps commercial services in a concentrated, efficient location, and helpfully discourages over-extension in to the residential area.

The emerging pattern has been one of large, flat sprawling buildings, many times identical to chain stores in every city, surrounded by large unbroken areas of asphalt, bearing no sense of regionalism or relationship in scale, and detail to other parts of the existing neighborhood. The green oasis landscape and the river edge being the oasis of place that is directly contradicted by large buildings and paving areas, especially those built up to the river's edge. Attitudes of Boiseans reflected in the present river edge indicates that they hold an ideal image of living natural spaces and forms with minimal areas of paved surface. There should be a way that commercial development can reflect some relationship to neighborhood scale and more pleasantly serve its customers, and reflect a river edge image.

The U.S.F.S. buildings, forms, and spaces have a closer relationship to neighborhood scale and form and these offer a good potential for future public use. However, the complete lack of vegetation seems to evoke a similar sense of barrenness as to the Americana Plaza area. The chain link fence typifies a sense of "closing off" to the river, rather than "opening up" to it. There again, there should be ways to integrate the yards into adjacent functional areas to form a transition from residential to nonresidential land uses.

arterials and intersections;
Individual Buildings sited
as unrelated objects;
Large, continuous
asphalt areas

Railroad yards as barrier and physical "definer"
of the neighborhood district.



Residential
Patterns:
of streets and Blocks
of Alleys
arrow lots and Houses

→ Street Alignments

U.S.F.S. YARDS
CLOSED OFF TO THE
RIVER

streets allowing
site to "open up" to
the river spatially

Important Intersection

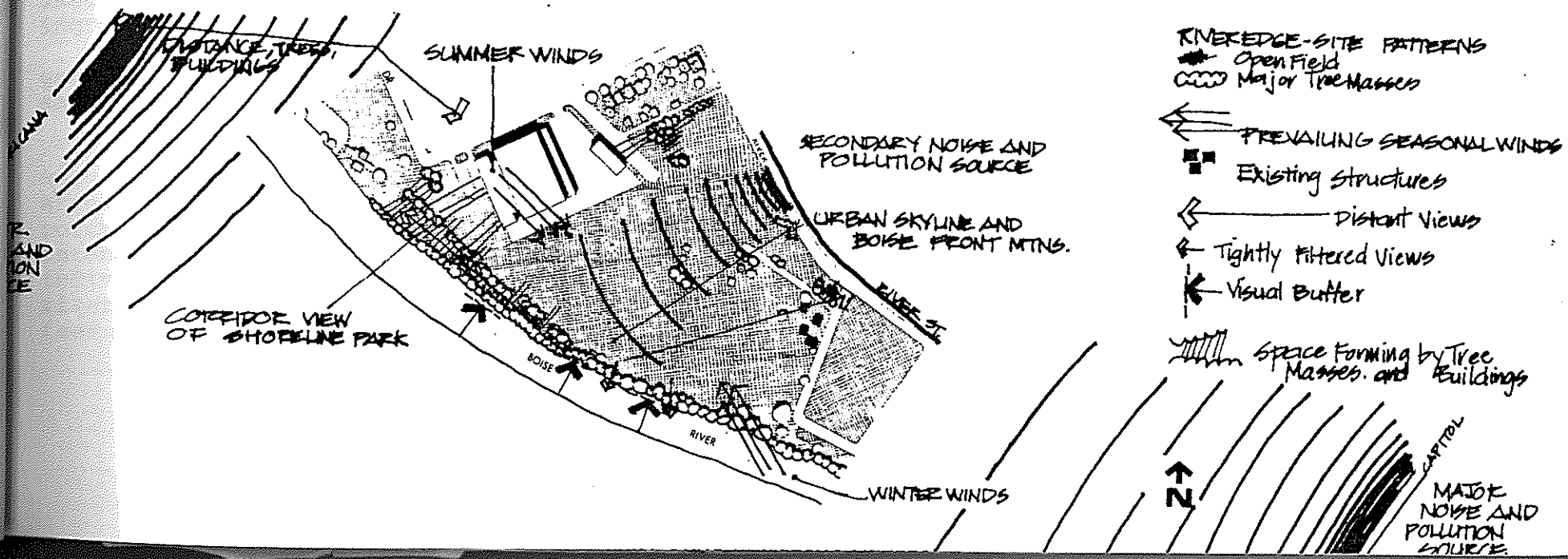
Buildings in
Historic Area
related in scale,
form, detail but also
express individuality.

RIVER EDGE-VEGETATION--The activities of man has narrowed the belt of river vegetation to a 20-30' band immediately along the river bank. Cottonwood and Black Willow are major overstory trees with some Silver Willow and Alder as middle story and Snowberry, Currant, and Little Wood Rose as major understory shrubs. Escaped or "cultigenous" plant materials within this mix are a few Box Elder, Silver Maple, with small dense stands of Black Locust. Black Locust and Elm make up what few tree masses remain on the rest of the site.

Space forming by tree masses occurs mainly along the river edge. At a midway point, the tree masses split and form a green corridor and visual gateway to Shoreline Park. Breaks along this inner tree line have potential to pull the corridor space into future interior spaces as a way of extending the greenbelt experience inward.

Small intimate spaces are formed on the bank edge by large overhanging trees, undulating ground, and level changes made by the old rock retaining wall. These have great potential in accommodating potential activities along the greenbelt (See GENERALIZED LIFE SPACE FOR USERS OF THE SITE and SCENARIO-PLAN OF THE RIVEREDGE).

VISUAL--Along with the corridor, the Cottonwoods also form a visual screen of the city from Ann Morrison Park and the other side, tightly filtered views back to Ann Morrison



- RIVEREDGE-SITE PATTERNS**
- Open Field
 - ☼ Major Tree Masses
- ←←← PREVAILING SEASONAL WINDS
- Existing Structures
 - ← Distant Views
 - ← Tightly Filtered Views
 - ← Visual Butter
- ~~~~~ Space Forming by Tree Masses and Buildings
- ↑ N
- MAJOR NOISE AND POLLUTION SOURCE

Park. In the other direction, the site offers somewhat filtered views of the urban skyline and the Boise Front Mountains beyond.

SOUNDS--Other than the quiet sounds by the river edge, sounds are typical of a residential neighborhood. Americana Boulevard produces noise at rush hour but is fairly well buffered by distance, buildings, plantings, etc. Later consideration for site planning and planting may be important for Americana Plaza as well as the U.S.F.S. yards (future noise from 9th Street). River Street generates a certain noise level but if problems come up, changes such as discouraging or re-routing of through-neighborhood traffic, could be initiated.

GENERALIZED LIFE SPACE FOR RESIDENTS, USERS OF THE SITE

Life space is a description of available cultural services and facilities in a distance and locational relationship to a place of residence. Life space can be on a street, neighborhood, city, and regional scale and will vary according to people's needs, desires, age, income, etc. It measures the relative range of activities available so that a place that offers a wide range of close-by services, entertainment, recreation, etc., to a wide range of people's interests, has a very rich life space. This becomes a major ingredient to a healthy neighborhood.

This analysis follows a scenario form covering the general range of existing and potential activities, places, and the linkages between them.

RECREATION/PUBLIC OPEN SPACE--Ann Morrison Park is a very large, "open" feeling park. Activities hinge mostly around medium to large group gatherings like: baseball, softball, football, family cookouts, reunions, children's intensive play, teen gatherings, etc. Some small group-individual activities are jogging, picnics, walking by the river, fishing, sun bathing, reading, photographing, duck-feeding and watching.

The emphasis is towards large, open spaces with small emphasis toward intimate personal spaces. This is reflected most by the contrast between river edges: the open edge of Ann Morrison Park and the tight dense edge of the site. This offers the opportunity for duality and variety in the kinds and sizes of spaces available for different people, different moods, and different activities.

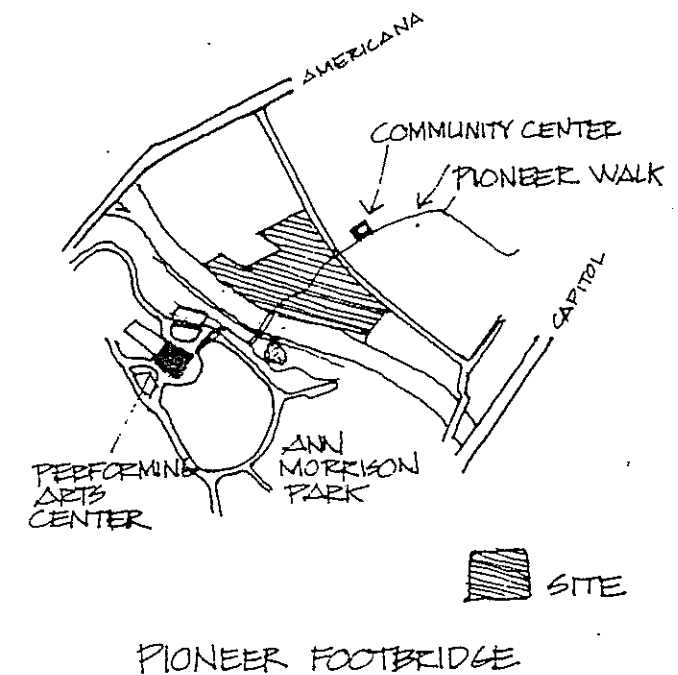
The proposed Greenbelt could include a range of anticipated activities:

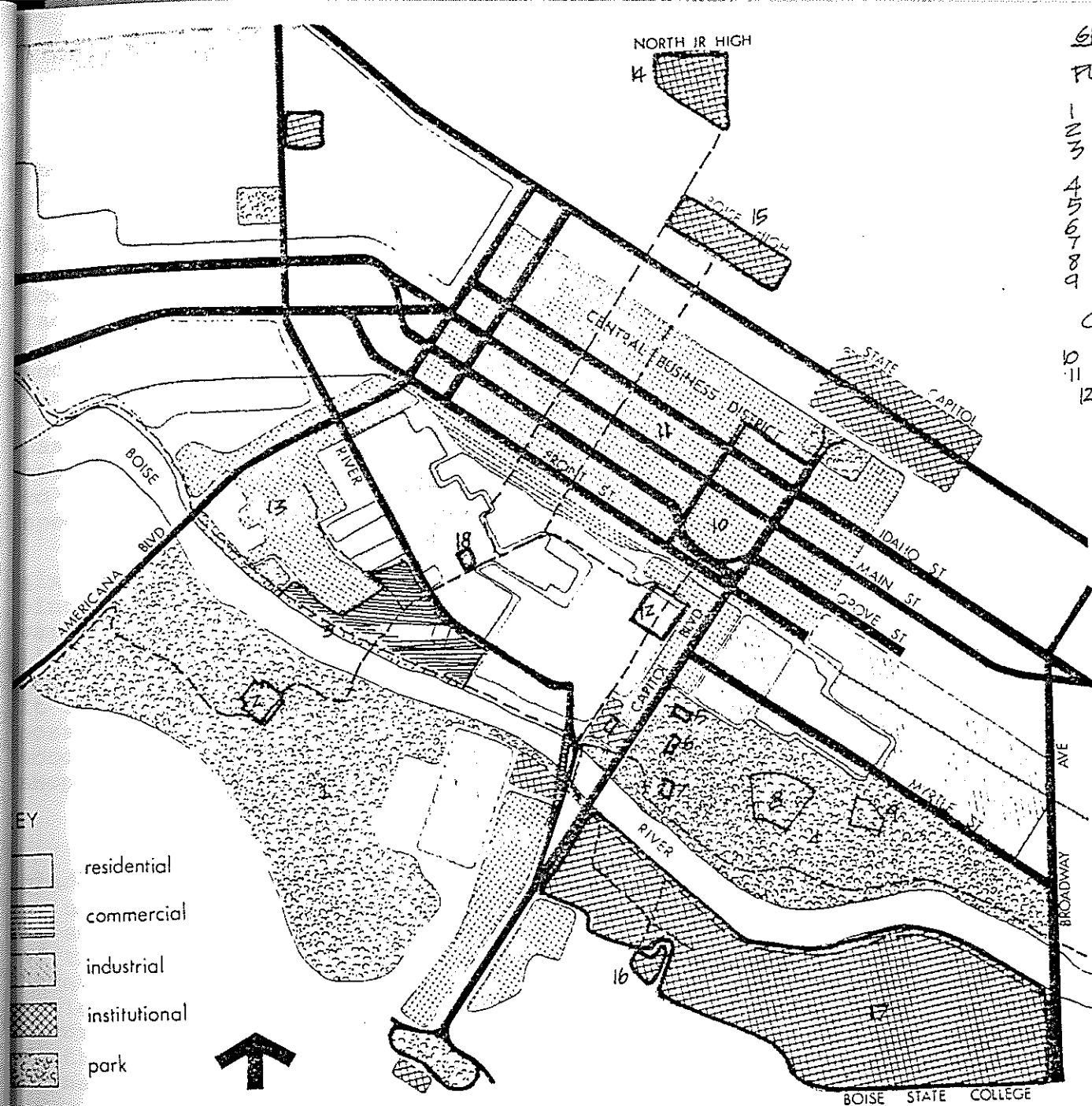
- biking for transit, recreation, or leisure to downtown, University, other parks along the Greenbelt, Lucky Peak, etc.
- walking for pleasure.
- jogging--leisure, recreation, races by high school and University teams.
- fishing.
- cookouts-picnics at small spaces by the river edge.
- docking, resting, eating by kayakers, tubers, etc. on a Sunday float or a Boise River kayak race.
- sitting, contemplating, in warm and cold weather, enjoying fall colors, sounds of water, sounds and sights of people going by.

Because of the general denseness of the site's river edge, it offers the best opportunities for various human activities in small groups where people can "possess" a space and not feel visually or physically intruded upon by other nearby groups.

The possibility of a need for a pedestrian/bicycle river crossing could become very realistic with the completion of the Morrison Performing Arts Center and new housing on the site. This bridge could, in time, become an important place as it relates to the river edge, Ann Morrison Park, and the proposed Pioneer Walk through the site to the community center and on to downtown. It would become the focal point of different circulations and different public and semi-public open spaces. A general structure could be one of interweaving bike and pedestrian paths that sequentially relate to river edge places and spaces opening up to the interior.

Julia Davis Park is the older of city parks. It supports more cultural facilities like the zoo, art gallery, historical museum, band shell, etc. and a wide range of space and activity types from organized intensive to informal, passive recreation. Along with city library across Capital Blvd., it becomes an important cultural node. With the linking up of the Greenbelt, the city library and Public Lands building site can begin to relate more to Julia Davis Park, the immediate river edge, and future public use of the U.S.-S. yards.





GENERALIZED LIFE SPACE

PUBLIC OPEN SPACE

- 1 ANN MORRISON PARK
- 2 PERFORMING ARTS CENTER
- 3 GREENBELT
- 4 JULIA DAVIS PARK
- 5 HISTORICAL MUSEUM
- 6 ART GALLERY
- 7 BAND SHELL
- 8 ZOO
- 9 SUMMER CARNIVAL

COMMERCIAL

- 10 TOWNTOWN REGIONAL CENTER
- 11 C.B.D.
- 12 3RD STREET MARKETPLACE
- 13 AMERICANA PLAZA

EDUCATION

- 14 NORTH J.H.S.
- 15 BOISE HIGH S.
- 16 CAMPUS ELEMENTARY
- 17 BOISE STATE UNIVERSITY

COMMUNITY PARTICIPATION

- 18 RIVER STREET COMMUNITY CENTER AND PIONEER PARK

-> SOME IMPORTANT PATH CONNECTIONS - EXISTING AND PROPOSED

- KEY
- residential
 - commercial
 - industrial
 - institutional
 - park



COMMERCIAL/NEIGHBORHOOD SERVICE--Americana Plaza has the strongest influence on the site for immediate needs like groceries and subsistence articles. Some anticipated routes of pedestrians and bikes to Americana Plaza could be identified now so that future development can recognize this need.

As substantial neighborhood growth takes place, there could arise a need for certain types of neighborhood service facilities, serving primarily the immediate residential area. An example might be a small corner grocery, locally owned and operated, possibly with the owner living above or near his shop. Potential places are a few important corners where a significant amount of pedestrian and bike traffic might pass or more auto traffic. This type of development could occur in recycled older homes or new buildings that related to neighborhood form and scale and don't require any special parking area other than curbside.

The greater range of shopping will be available four to six blocks to the northeast where the downtown regional shopping area and 8th Street Marketplace will offer the greatest variety of shopping in the metropolitan region. The important linkage here is Pioneer Walk, which could potentially become a major pedestrian-bicycle link to downtown shopping areas. It is important here to realize the kinds of activities possible along this path like a community center, neighborhood park, day care center, community gardens, neighborhood shops, to the more intensive commercial activities downtown.

EDUCATION--The neighborhood is fairly well served for grade through high school age children and very well served by university level facilities. The important consideration is safe access to those schools. A bike/pedestrian underpass of the proposed 9th Street Bridge, bike/pedestrian use of 8th Street Bridge, and a pedestrian underpass of Capital Bridge, would safely get small children to Campus Grade School [also access for Boise State University students]. Safe access to North Junior High and Boise High Schools would depend on Pioneer Walk and safe crossings through downtown.

Extension services through the Community Center, mentioned in the River Street Neighborhood Plan, would hinge on neighborhood interest and involvement.

ARTICIPATION--The River Street Community of present and future community activities. Activities that could be anticipated are: community meetings, neighborhood parties, games, live play, day care, information distribution events, recycling drop off, workshops for residents in building and repair, help for needy people in getting goods at neighborhood shops so a greater central hub area is achieved by combining more errands in one trip. This also offers a greater interaction between residents, thus reinforcing the community.

QUALITY OF LIFE SPACE FOR NEW RESIDENTS

Because of the close proximity to neighborhood and services are most important because of their dependence on bike travel. The most supportive scheme would be a range of housing types and locations as well as density. Residents will be much more physically active and community involvement than others. Subsidized housing could be dispersed in a series of smaller units that offer proximity to different neighborhood centers. These would be integrated into other housing units so they have the chance to interact with other residents. The initial sites could offer proximity to Pioneer Walk and the Community Center, the Community Center and Shoreline Park as choice ranges.

--This category makes up the bulk of the housing for the neighborhood whole. Again, a wide variety of housing, and density must be available for residents with different needs, desires and income, including subsidized low income. A scheme for multi-family housing would be to increase density at the Greenbelt edge to make the housing available to more people. This could generate a variety of better access [13th Street, Post Office, etc.] and generally lowering density towards River Street. Simultaneously, a few pilot cooperative projects could be developed in the neighborhood in the many vacant tracts to provide more homes. Overall, greater density and variety of housing offered near the community center with decreasing density towards the rail yards.

STUDENT--The emphasis here would be on campus but integration into the community also. Students will likely seek a range of housing from older rehabilitated or rehabilitatable homes to newer apartments. The eastern edge of the neighborhood would offer the most potential for supportive student housing. Proximity to campus, cultural facilities and events, employment in downtown, recreation facilities, etc., all become positive factors towards student housing. Integration into the community is important, regardless of their transience, as many students will want to take an active part in neighborhood decisions, building projects, and general interaction with other residents so to instill a solid sense of community.

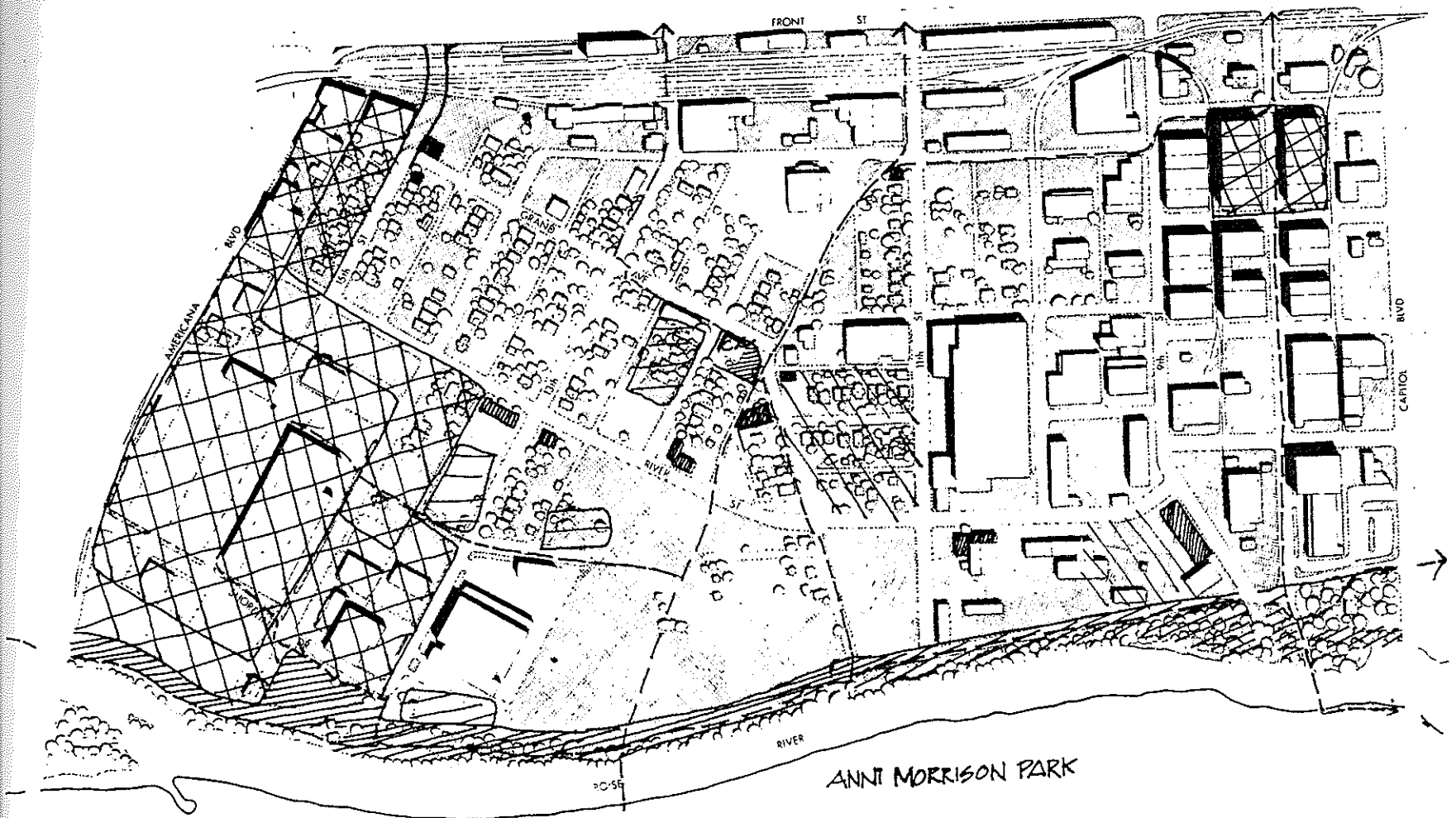
- SOME IMPORTANT PATH CONNECTIONS
- C.C. COMMUNITY CENTER
- ▣ POTENTIAL NEIGHBORHOOD SERVICE NODES

SITE SPECIFIC LIFE SPACE FOR NEW RESIDENTS

- ▨ GENERAL POSSIBLE RANGES FOR ELDERLY HOUSING
- ▩ GENERAL POSSIBLE RANGES FOR STUDENT HOUSING

THESE MAY NOT BE THE ONLY SITES FOR THESE GROUPS BUT MAY INDICATE BETTER OR DIFFERENT SITE CHOICES.

MULTI-FAMILY HOUSING - THROUGHOUT THE RESIDENTIAL AREA.



JULIA DAVIS PARK

ANNI MORRISON PARK

ERN LANGUAGE FOR NEIGHBORHOOD REBUILDING

ies
at, general potential distributions, densi-
ighborhood qualities are known so that the
what way" the neighborhood rebuilds. At
is a system of communication [developed by
versity of California] between residents,
s, and designers that makes it possible for
ups to evolve a set of neighborhood planning
ines. It is a system to be initiated, raded
always present and growing in response to
needs. It is based upon study of the most
al needs in buildings and space within human
covers many scales from city-regional to
ck, house, room, etc. and is intended, along
als in the River Street Neighborhood, to
ke collective neighborhood planning and
Inevitably, residents will know what is
m neighborhood and their values must be
along with general city-wide goals. A
language created much of the old neighbor-
ll be recognized in the old existing blocks
are individual but similar and related.
s then becomes to generate a new language in
ect neighborhood growth (much higher density
ultaneously merge the general unifying order
que character to the existing place. This
ferent developers and builders a guiding
which much internal variety in new develop-
e but with which overall neighborhood will
elated, unified whole. Throughout this
e is usually used as an illustrating example.
based extensively on two works:

N LANGUAGE (ALEXANDER, CHRISTOPHER, CENTER
NMENTAL STRUCTURE, UNIVERSITY OF CALIFORNIA,

TTIAL DESIGN CONSIDERATIONS (KLEINSASSER,
CENTER FOR ENVIRONMENTAL RESEARCH, UNIVERSITY
EUGENE, 1974).

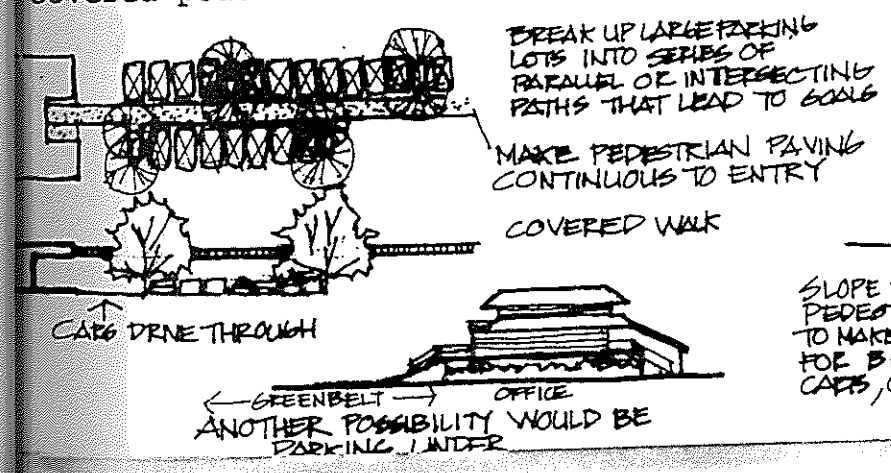
NEIGHBORHOOD AND ITS CONTENT

IDENTIFIABLE NEIGHBORHOOD--Mark the neighborhood by gateways where main paths enter it and by modest boundaries of nonresidential land between districts. Keep major roads within these boundaries. Gateways can be masses of large street trees, a change of scale, form, etc., something physical that signals a different district. River Street is well identified and bounded and this pattern directly implies keeping major traffic on the proposed Front couplet, Capitol-9th couplet, Americana-15th couplet, and possibly de-emphasizing through traffic on River Street.

WEB OF SHOPPING--In general, create hierarchies of shopping from intra-neighborhood shops, to intermediate shopping areas at important boundaries [Americana Plaza, 8th Street Markplace], to large regional shopping facilities [downtown mall]. Intra-neighborhood shops have potential places at path nodes and on busier corners.

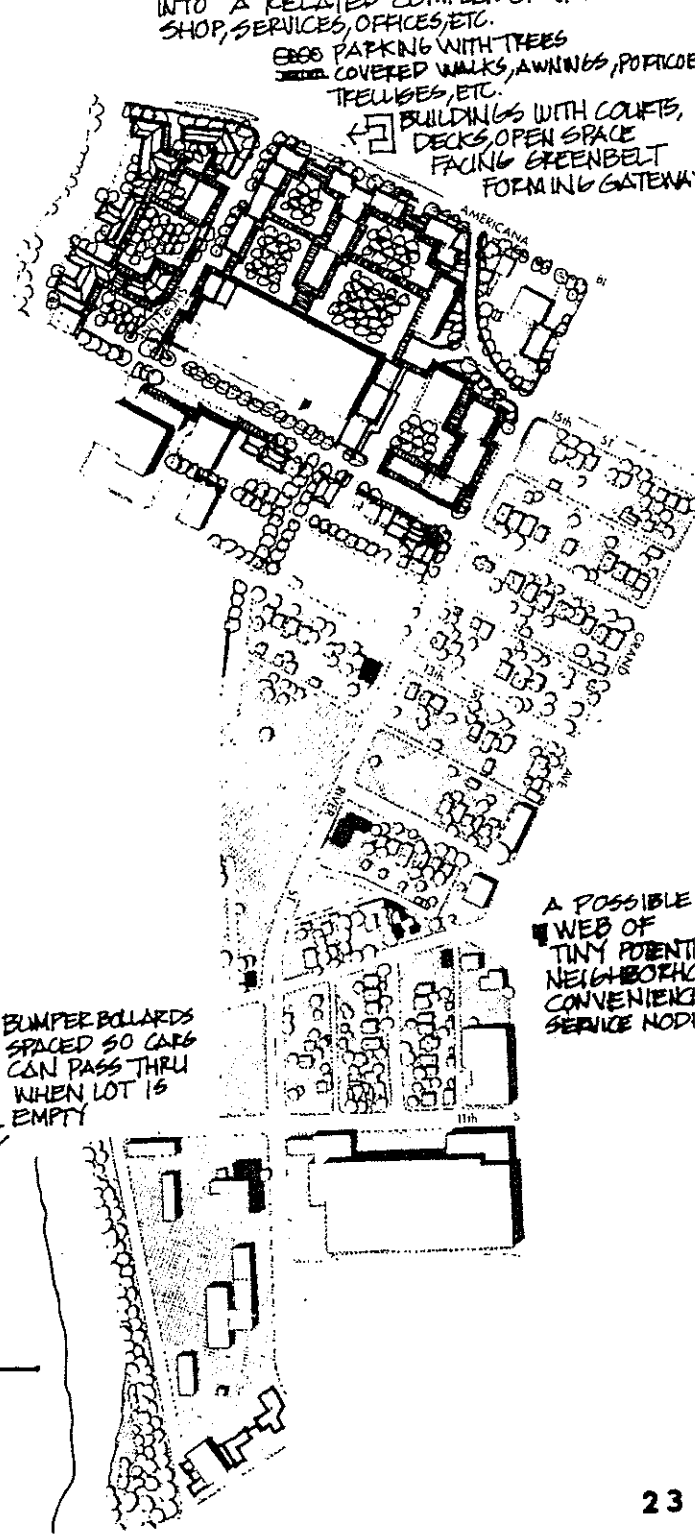
SHOPPING STREET--Encourage local shopping centers to grow in the form of short pedestrian streets, at right angles to major roads with parking behind or to the side of shops. This patterns along with SMALL PARKING LOTS has the potential of restructuring Americana Plaza commercial area into a more integrated, pleasant shopping experience for both auto and pedestrian shoppers.

SMALL PARKING LOTS--Wherever possible, keep parking lots small and to the side or rear of buildings. In larger parking areas, reduce the apparent size by breaking up linear parking bays every eight spaces by tree masses and centrally feeding, covered pedestrian walkways to the door of stores.



SLOPE PARKING GRADE UP TO PEDESTRIAN GRADE SO TO MAKE EASY TRANSITION FOR BIKES, WHEELCHAIRS, CARS, ETC.

BUMPER BOLLARDS SPACED SO CARS CAN PASS THRU WHEN LOT IS EMPTY



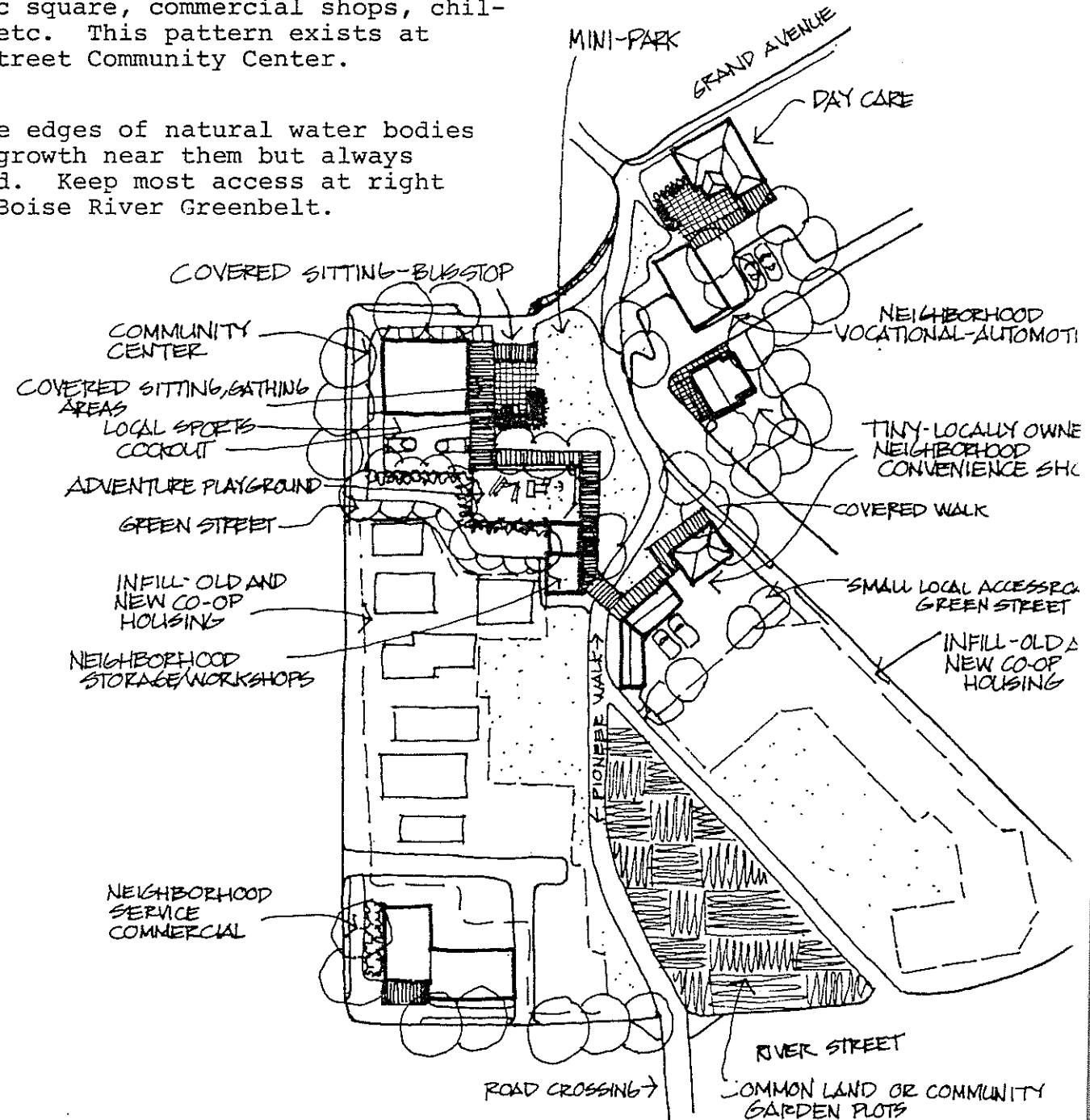
CENTERS OF ACTION--Within a community, bring many paths together at a converging point surrounded by a combination of mutually supportive community facilities and shops: community center, day care, small public square, commercial shops, children's adventure playground, etc. This pattern exists at Pioneer Park and the River Street Community Center.

ACCESS TO WATER--Preserve edges of natural water bodies for the common good. Direct growth near them but always preserve a belt of common land. Keep most access at right angles. This pattern is the Boise River Greenbelt.

CENTERS OF ACTION

SOME POSSIBLE SMALL NEIGHBORHOOD SERVICE SHOPS AROUND CENTERS OF ACTION:

- CONFEY GROCERY
- SUPP, SANDWICH, AND COFFEE SHOP
- BOOK TRADE AND TEA SHOP
- ICE CREAM SHOP
- LAUNDROMAT
- RECYCLING DROP OFF
- HOME SPECIALTY SHOPS
- KNIT AND YARN
- LEATHER AND SHOES
- BIKE REPAIR
- FOOD CO-OP
- ETC.



NEIGHBORHOOD

HOUSEHOLD MIX--Guide new building and renovation to gradually create a mix of household types from singles to families, old to new, etc. This pattern is already a part of the River Street Neighborhood Plan.

ELDERLY EVERYWHERE--Create at least three situations of housing for the elderly: a central core with cooking and nursing provided; outer center near that core and other neighborhood activity nodes; other centers integrated into other housing for independent and active elderly. As mentioned before, the site offers this possible range for elderly housing.

DENSITY GRADIENT--Around centers of action, create rings of density outward from higher to lower as distance increases from the center. Strategies for River Street could be greater densities around nodes [Community Center, Greenbelt] with lower densities outward [near railyards and River Street].

ACCESSIBLE GREEN--In addition to the larger city parks, build small public green spaces throughout the city no further than three to five minutes away for residents. In River Street, this pattern implies the Greenbelt, Pioneer Park, and shared green spaces of new cluster housing.

CONNECTED PLAY--Lay out common lands, paths, and gardens so the groups of households are connected by a swath of land that does not cross major traffic. Pioneer Walk, The Greenbelt, Pioneer Footbridge to Ann Morrison Park could become the major linkage of play spaces for children in the neighborhood.

ADVENTURE PLAYGROUND--Studies have shown that the most successful playgrounds are ones made by children's own creative power. These already exist in Western European and some American cities. Some important considerations are that it be located along connected play areas, near a day care center, kindergarten, or other neighborhood nucleus. Some ingredients are a good, solid surrounding fence, safe old building materials [plenty in the neighborhood], dirt piles, possibly trees and grass, a good supervisor-helper, and some energetic children.

LOCAL SPORTS--Scatter places for team and individual sports throughout every neighborhood at points visible to passersby as an invitation to get involved. The neighborhood offers potential for some less intensive recreation at the Community Center and Pioneer Park. Other more intensive recreation needs can be accommodated by facilities in the surrounding greater city parks.

PARALLEL ROADS--Make systems of one way, alternating collectors that form boundaries around neighborhoods. Make through traffic be accommodated on these roads and not on interior residential streets. Again this pattern exists and implies de-emphasizing through traffic on River Street.

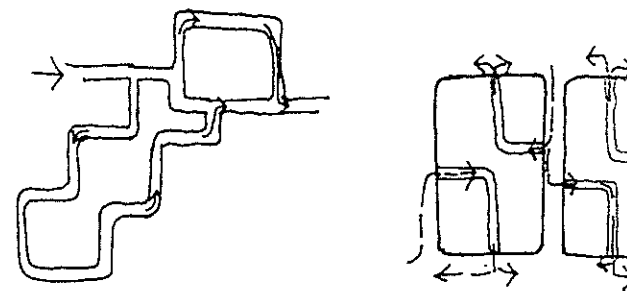
CIRCULATION

LOOPED LOCAL ROADS--Make local roads that form penetrating one way loops. Make these roads narrow, one lane (16') with right angled corners to discourage any speeding. If the road must dead end, make a pedestrian path continue on from it. This pattern has the capacity to grow, expand and change in an almost infinite variety of ways.

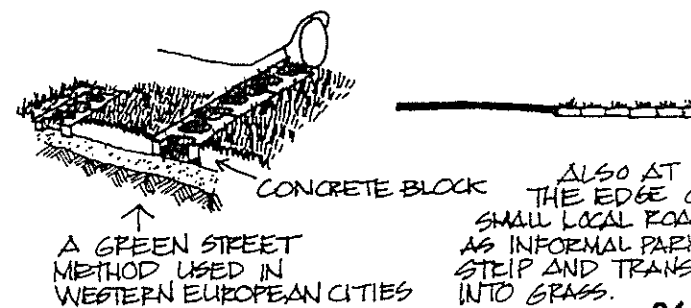
T JUNCTIONS--Whenever possible, lay out roads to meet in three-way intersections [like local looped roads meeting one way collectors. Studies have shown that three-way intersections are safer and less accident-prone than four-way types. This pattern can grow with new development and later extend into the old street system.

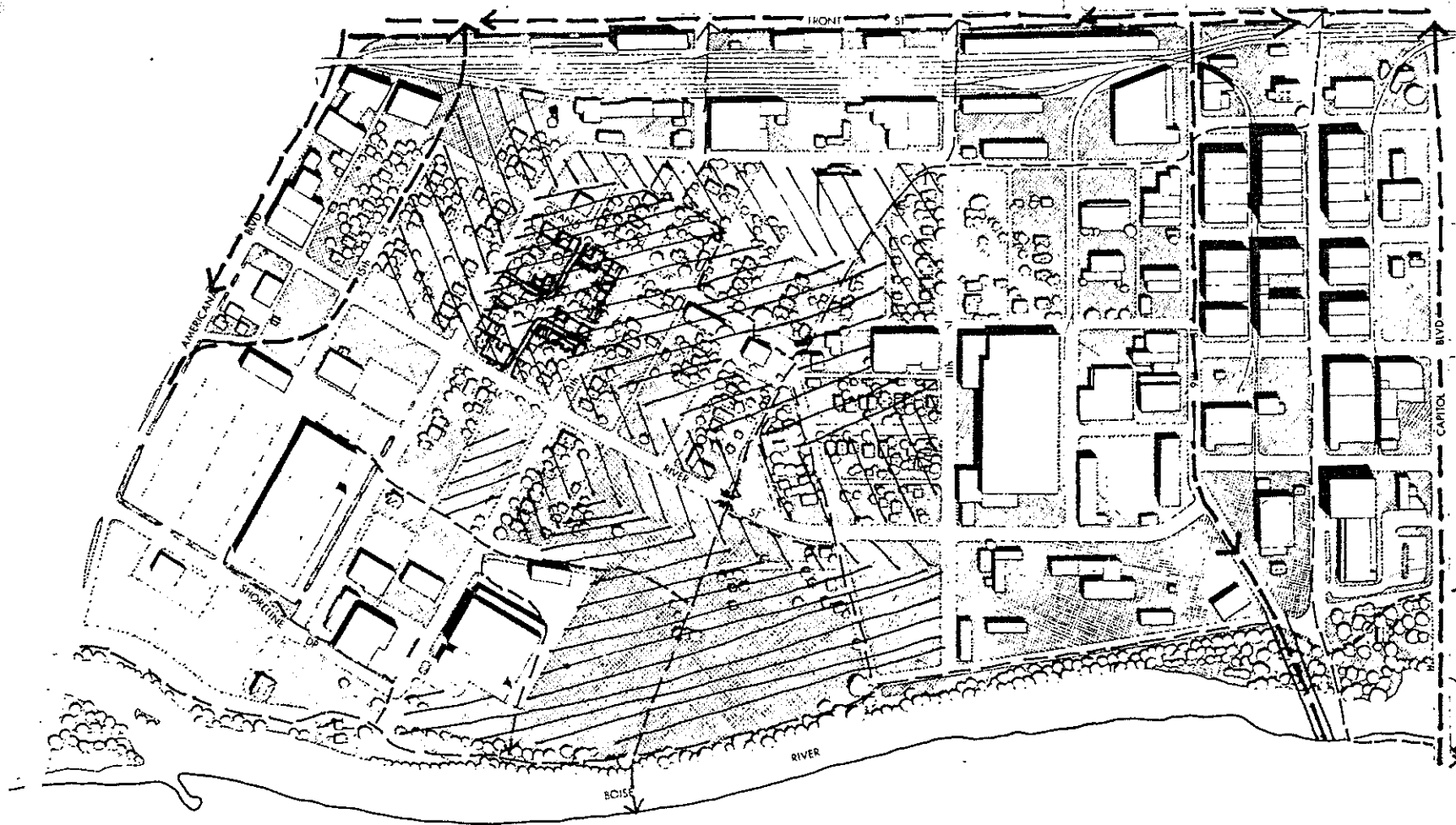
PATH NETWORK--Initiate a system of hierarchial path networks to form a second distinct system from the auto street. Paths can be at the road edge, along the edges of private and shared gardens, feed into larger paths [Pioneer Walk], continue from dead end streets, use existing alleys, cross blocks perpendicular to alleys at the mid-block. Make major and minor paths lead to goals: the river, a store, community center, one's home.

GREEN STREETS--On looped local roads, especially where they cut across open space, the roads may be no more than two small swaths of hard surface wide enough for the wheels to pass over. This discourages speeding, psychologically reduces the impact of hard surface areas, and does not visually cut continuous open space to the pedestrian. It also allows the earth to absorb runoff in a more natural










AN EXAMPLE-LOOPE GREEN STREET IN OLD GRID STREETS.





can make a transition into the soft grass, delineating an informal parking strip for guests. In general, this pattern is used to "un-distinguish" hard, abrupt edges like curbs, hard surface, etc.

ROAD CROSSING--Where major pedestrian paths must cross busy streets, make the pedestrian paving continue across the street, make the street grade slope up to "meet" the path grade, narrow the road at that point and make cars yield the right of way. This pattern would do at major crossings like Pioneer Walk on River Street and on Grand Avenue.

- 
PARALLEL ROADS
- 
SOME MAJOR PATHS
- 
ROAD CROSSING
- 
LOOPED LOCAL ROAD SO THAT COMMON OPEN SPACE IS CONTINUOUS
- 
AREAS OF GENERALLY HIGHER DENSITY
- 
AREAS OF GENERALLY LOWER DENSITY
- 
POSSIBLE GROWTH OF NEW CLUSTERS WITHIN OLDER HOMES TO CREATE

BIKE PATHS AND RACKS--Where bikes must use sidewalks, include ramps at every intersection. Where bikes share a pedestrian path [Greenbelt, Pioneer Walk] put the pedestrian path along an edge delineated by a slightly raised, rougher textured paving material that is comfortable to walk on but not to ride a bike on. At major nodes, provide various means to lock a bike to a permanent object.

CHILDREN IN THE CITY--Within the path network, include at least one system that is very safe from traffic for smaller children going to school. This pattern implies safe crossings at Pioneer Walk and River Street, through downtown, safe underpass for the proposed 9th Street Bridge, access over 8th Street Bridge, and safe underpass for Capitol Bridge.

THE SITE

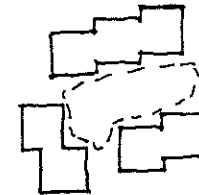
HOUSE CLUSTER--Arrange houses to form rough but identifiable clusters of ten to twelve families around common land and paths. This pattern is the basic generic unit for new higher density housing throughout the neighborhood. People all need some adjacent, open, outdoor space.

COMMON LAND--This is formed by the clusters themselves. It can take on a variety of shape, form, and size, but it should connect directly to the houses that use it. The use of this land would be decided upon by the adjacent living cluster.

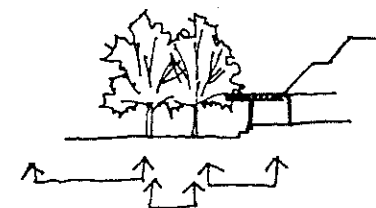
HIERARCHY OF OPEN SPACE--Make open spaces [private, semi-public, public] so that they are connected and a smaller one always looks onto a larger one so that there is a transition or "layering" from private to public.

POSITIVE OUTDOOR SPACE--Make all outdoor space created by buildings, positive space created by partial but never complete enclosure. Make sure it connects into other larger or smaller spaces around it. This pattern applies from the private to the public scale.

CIRCULATION REALMS--Mark the transition between spaces by recognizable gateways such as trees, changes of level, trellises, etc. so to create territorial cues for the pedestrian.



A CLUSTER WITH COMMON LAND,
POSITIVE OUTDOOR SPACE.



SITE REPAIR--Generally, save parts of the site that are most beautiful and healthy. Put new buildings on the less beautiful parts so that when finished, the site will be 100 percent beautiful. In River Street, this means leaving the river edge open, public, and natural.

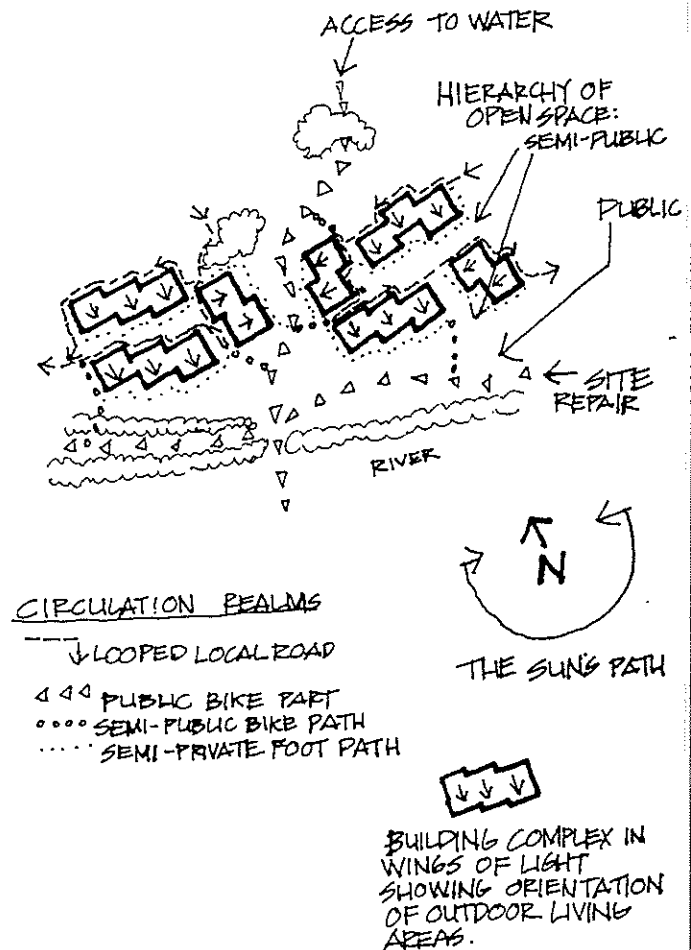
HOUSING HILL--At higher densities, build a hill of housing, using a superstructure, consisting of overlapping concrete terraces, sloping toward the south, served by a central stair which faces south and leads toward a common open space. Thus everyone's private terrace is open to the sky and really out of doors. The terraces may be minimally complete so that people may finish them to their own personal taste.

FOUR STORY LIMIT--In buildings for human habitation, try not to exceed four stories. Beyond that, psychological and physical connection to the ground is broken, scale is radically changed, and mechanical circulators [elevators] are necessary. Everyone in upper households should have direct stairs to the street and the common open space below.

BUILDING COMPLEX--Avoid building large, monolithic buildings. A single building can be treated as a complex and important parts like individual households, entrances, roof planes, decks, windows, etc., can be used to express social definition within the building.

WINGS OF LIGHT--Arrange buildings and complexes into thin wings of light, usually only one household thick, so natural light can be taken advantage of at many times of the day and year. Orient these generally east, south or west to include solar heating possibilities.

CONNECTED BUILDINGS-- At medium and high densities, connect buildings with party walls, trellises, garden walls, courts, entries, etc., to achieve a complex of related buildings and indoor-outdoor rooms. This pattern has implications towards restructuring of Americana Plaza. Along with **SMALL PARKING LOTS** and **SHOPPING STREET**, new commercial shops may be used to further break up the scale of the general area. Buildings with generally relative services--grocery, bar, restaurant, health spa, discount store, etc., may be connected in various ways to make the pedestrian experience more enjoyable but also to create an integrated, whole shopping area.



TREE PLACES--Where there are existing mature trees on a site, treat them with great care and respect in new designs and building. Tree masses may be used to form gateways to different spaces, outdoor room, smaller apparent parking lots, larger connected outdoor spaces, edge places next to buildings and larger open spaces, etc.

THE HOUSE

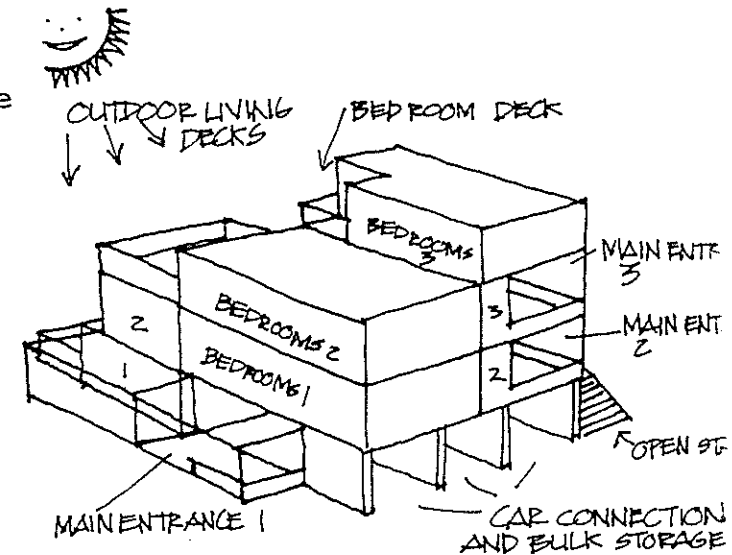
MAIN ENTRANCE--Place a main entrance to the house at a point clearly visibly from main avenues at approach. Make this the formal entrance that residents and guests will use as they come to the house. Give this entrance a bold identifiable shape distinct within the main building. In our culture, this pattern can take on the form of an entry court or front porch.

ENTRANCE TRANSITION--Make a transition space between the street and inner house, or outdoors and indoors. Mark this pattern again implies an entry court or porch.

PRIVATE TERRACE ON THE STREET--Let common rooms open onto a terrace which is raised and protected with a low sitting wall. This wall can be seen over if you are near it, but prevents people on the street from looking into common rooms. This is essentially the MAIN ENTRANCE and ENTRANCE TRANSITION from which people may view events on LOOPED LOCAL ROADS at a protected vantage point.

CAR CONNECTION--Treat the parking place for the car as an actual room of the house so that the most direct door to the house is the main entrance. Make this a positive, graceful place which can become a possible court off the MAIN ENTRANCE when the car is gone. If car ports or garages are used, make them an integrated part of the building whole. The court can be paved with a pedestrian material like concrete squares so that later squares around the edge may be removed for planting of trees, shrubs and flowers.

INTIMACY GRADIENT--Arrange spaces in the house so that there is a gradient from public main entrance to the private bedrooms. In higher densities this can mean keeping porches above porches connected to the street, decks above decks connected to common areas, and bedrooms above bedrooms.



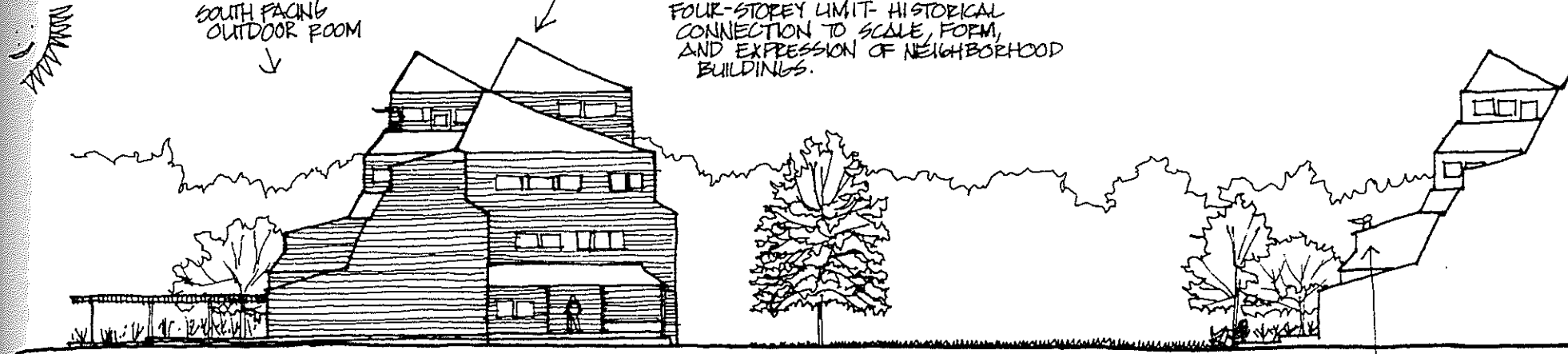
1 HOUSEHOLD ONE
2 HOUSEHOLD TWO
3 HOUSEHOLD THREE

AN ABSTRACT EXAMPLE OF INTIMACY GRADIENT

CASCADE OF ROOFS - EVEN WITH SOLAR HEATING PANELS.
 BY ALL POSSIBLE PRIVATE AND GOVERNMENTAL MEANS,
 ENCOURAGE ESTABLISHMENT OF SOLAR HEATED
 CLUSTERS

SOUTH FACING
 OUTDOOR POOM
 ↓

FOUR-STORY LIMIT- HISTORICAL
 CONNECTION TO SCALE, FORM,
 AND EXPRESSION OF NEIGHBORHOOD
 BUILDINGS.

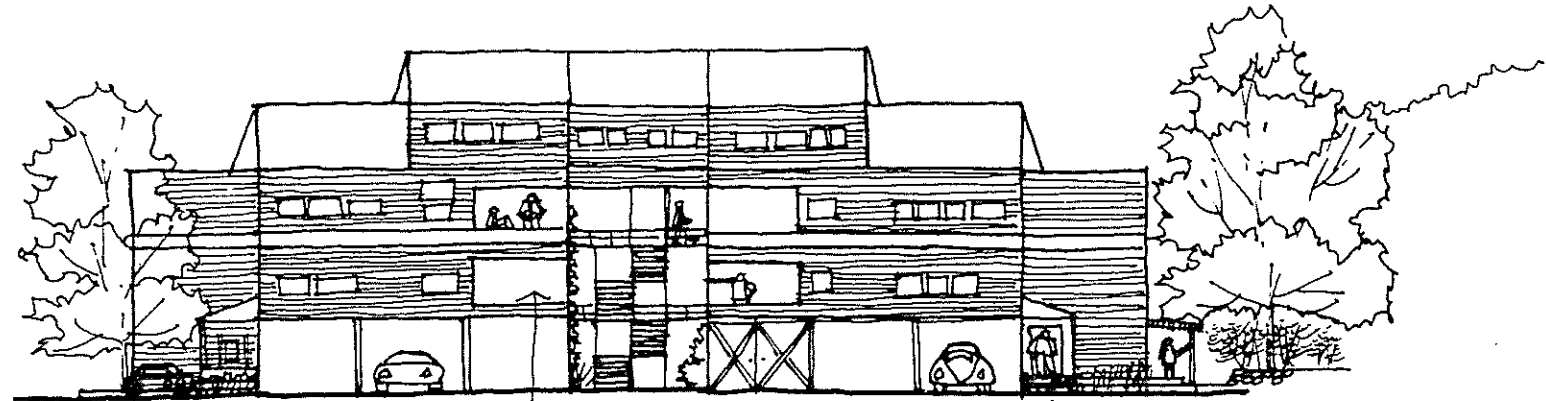


PRIVATE ← GRADIENT → PUBLIC ← GREEN STREET COMMON LAND VEGETABLE GARDENS

CONNECTION TO EARTH LEVELS, TRELLISES MAIN ENTRANCE ENTRANCE TRANSITION TERRACE ON THE STREET TREE PLACES - FOR SHADE, PROTECTION, SCALE, SOFTENING OF SPACE ENCLOSURE TREE PLACES EDGE PLACES OPPORTUNITY FOR WITHDRAWAL, PRIVACY

IMPEINTABILITY - OPPORTUNITY TO FINISH, ADD TO, CHANGE PERSONAL ENVIRONMENT

← CHOICE OF SUNNY OR SHADY TERRACES OF OPEN SPACES OF ENTRANCE TO HOUSEHOLDS →



↑ CAR CONNECTION COURT ↑ BULK STORAGE ON GROUND LEVEL ↑ OPEN STAIR COURT AS ENTRANCE TRANSITION ↑ CAR CONNECTION ↑ MAIN ENTRANCE

TERRACE ON THE STREET FOR EVERY HOUSEHOLD

OPPORTUNITY FOR DETACHED AFFILIATION

CASCADE OF ROOFS--Within the BUILDING COMPLEX and HOUSING HILL, let roofs become a cascading system, congruent with the various social organization within the building [like individual households]. Make these roofs sloping, visible from the ground, and bring the eaves low at places like entrance porches and deck spaces. If the roof is flat, build a terrace over it, usable by the people at that level.

OPEN STAIRS--Create open stairs clearly approached from the street, roofed or unroofed, but open at ground level, so that the stair is a continuation of the street. At any density, give people two choices of entry, one from the street, and one from open commons. The stairs may form a court or ENTRANCE TRANSITION from the street for upper level people at higher densities.

OUTDOOR ROOM--Give every house a place outdoors, well enclosed and open to the sky. This becomes the main private outdoor living area for eating, parties, games, sun bathing, etc. In higher densities, it should be sunny and have gardens, wall or screens to make it really private.

CONNECTION TO EARTH--When possible, connect the building to the earth with series of paths, terraces, steps and levels around the edge to break the sharpness between house and earth. These may be porches, garden terraces, trellises, etc., and the level changes can be cues of territoriality from semi-public to private spaces.

DECK WIDTH--Don't build main outdoor living decks less than 6' or preferably 8-10' deep or they will not be used for their intended purpose and will become half-used storage spaces.

BULK STORAGE--Include many possibilities for storage in every house but most importantly, include bulk space for the articles people collect in life but don't continuously use. These things are usually stored in a garage, shed or cupboards on the ground level. Ground level bulk storage is extremely important at higher density for people living in upper levels.

GARDEN WALL--In small private gardens where noise from public streets or paths is a factor, enclose the garden with buildings or solid walls perhaps 4' tall so noise is deflected for people sitting inside but views are not blocked while standing.

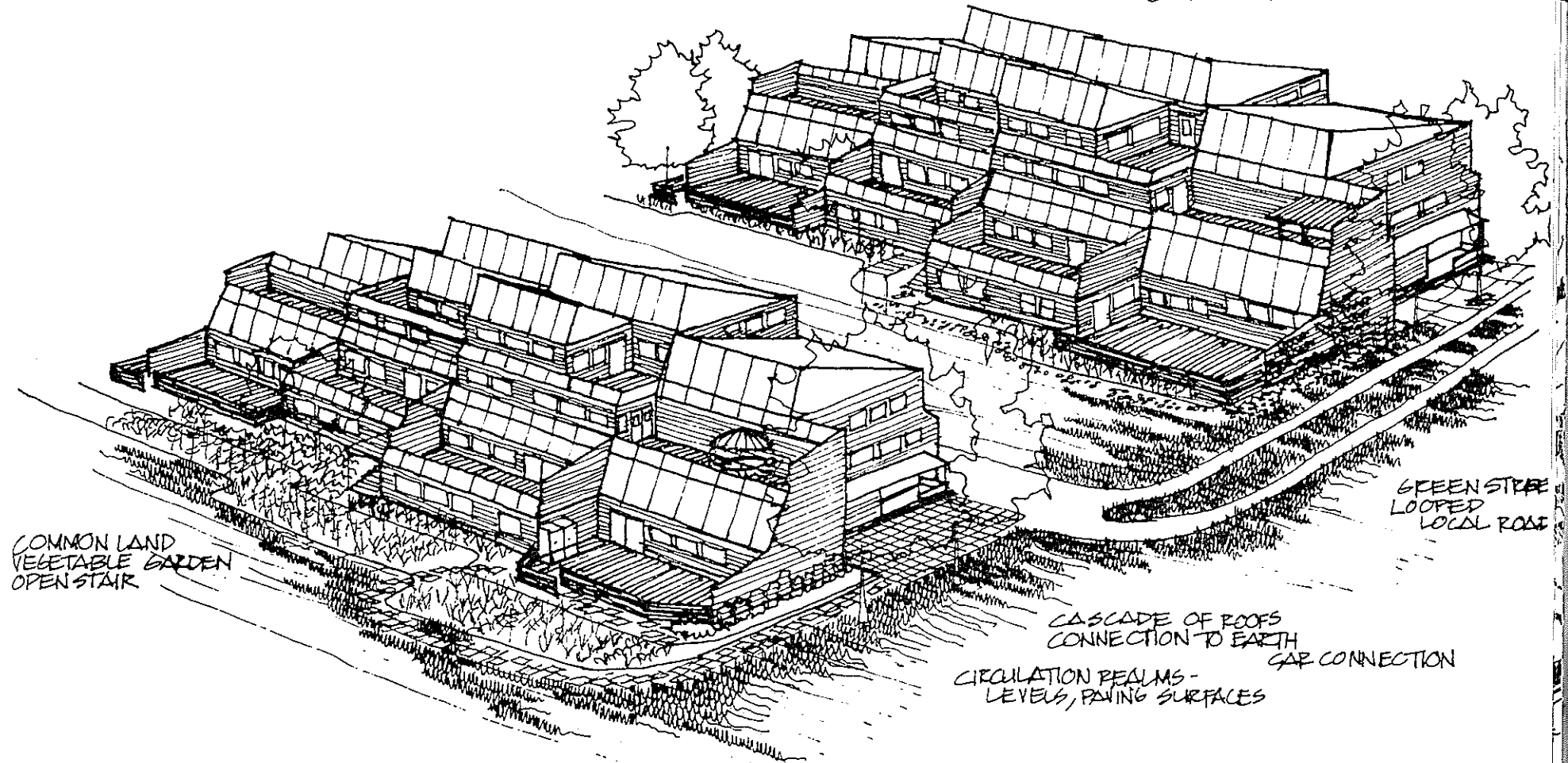


TRELLISED WALK--Where paths need special protection or some intimacy and connectedness between related buildings, use a trellis/arbore and plant it with flowering vines that shade in the summer and give light in the winter. Trellises can be transitions from outdoor to indoor, public to private, and gateways to spaces on either side.

VEGETABLE GARDEN--Every house should have the option to grow a garden and a small plot should be very near to private outdoor spaces. For people on upper levels, an open, collecting stair should lead directly to the garden plots. This pattern is directly tied with common land, the use of which is decided by the cluster of households.

A POSSIBLE EXAMPLE & WHAT NEW BUILDING COULD LOOK LIKE:

HOUSE CLUSTER
BUILDING COMPLEX -CONNECTED BUILDINGS
FOUR STOREY LIMIT
HOUSING HILL
SOUTH FACING OUTDOORS
WINGS OF LIGHT
OUTDOOR ROOM



COMMON LAND
VEGETABLE GARDEN
OPEN STAIR

GREEN STREET
LOOPED
LOCAL ROAD

CASCADE OF ROOFS
CONNECTION TO EARTH
CIRCULATION REALMS -
LEVELS, PAVING SURFACES
GAP CONNECTION

On a general psychological framework, new building in the neighborhood should reflect:

CHOICE--Choice of space types, and sizes, of paths to take, of entrances, streets, of personalizing or finishing one's home, etc.

DESIGNATED SPACE--For recreation, rest, cooking, work, shopping, living, etc.

UNDESIGNATED SPACE--In between, left over, edges, layers, transitions, etc. Places that are left over from designated building and need only slight development to be inviting. These can be stair bottoms, garden walls under a large tree, window bays, the underside of bridges, etc.

OPPORTUNITY FOR AFFILIATION AND INTERACTION--Edges like porches, garden wall, walks under trees, that allow "detached or observed" affiliation. Also this can be paths, streets, etc., that go by activity nodes like a community center, corner grocery, restaurant, park, ball field, etc., for direct affiliation.

OPPORTUNITY FOR WITHDRAWAL, CONTEMPLATION--These can be private gardens, patios, decks, the house itself, and small public outdoor places near nature like a river bank.

IMPRINTABILITY, CHANGEABILITY--This can be construction that allows personal manipulation and finish by house owners. It may mean building garden or planting walls of unsophisticated construction materials and techniques so that they may be added to or changed later.

HISTORICAL CONNECTIONS--New building that preserves what is old but healthy, and relates in scale, form, and pattern, where new building infills into the old.

RESPONSE TO CONTEXTUAL CHARACTER--Building to reinforce surrounding cultural-natural patterns like streets, houses, trees, open space, rivers, downtowns, etc.

APPROPRIATE STRUCTURE--New building that reflects clearly: neighborhoods, sub-neighborhoods, house clusters, households, centers of action, hierarchies of open space, transitions, entrances, paths and networks, etc.

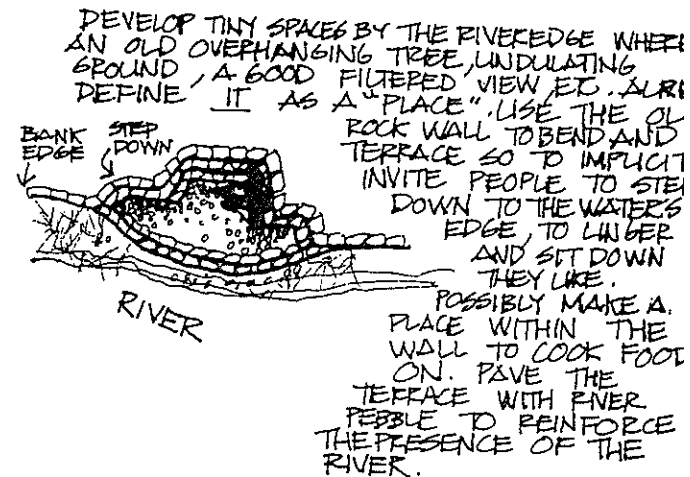
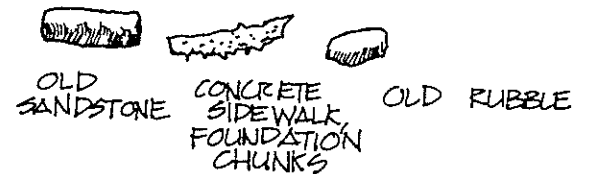
This then becomes an initial neighborhood pattern language for new building. This lays a ground work for neighborhood residents, design review committees, and city planners to guide the rebuilding process. Home owners will, of course, have their own, very personal pattern language about their home, especially the interior scheme. Some possible construction strategies along the lines of IMPRINTABILITY might be: market rate housing that has many internal arrangements possible with a particular unit and a choice of what they may finish; most people relate to their house as one of the most personal expressions of their life and may want to finish or have finished, the interior construction themselves; cooperative housing using the housing hill idea where a family buys into a cluster, gets a house level plus a share in the common land and, with the help of a sponsor-builder who knows the neighborhood pattern language and a more detailed language about the house and its interior, begins modest construction themselves; they would build slowly over a number of years, finishing rooms gradually so that they keep all payments very low.

In summary, strategies should recognize that the home is one of a human being's deepest and most personal expressions.

A SCENARIO-PLAN

From here, a set of possible site considerations can be stated and with the previous site analyses and an initial neighborhood pattern language, a scenario-plan can be drawn to show what the site might look like after a period of rebuilding.

THE RIVER EDGE--The river edge would be initially combed over for debris and any recyclable building materials. Starting with the potential river edge places, steps and terrace-pockets made similar to the old rock wall [using rock with no mortar and river pebbles in sand and soil as paving] could be built. At the same time the river edge path and the bike-way could be laid out. The river edge path would follow the bank edge and use river pebbles in sand and soil also as a natural paver. The bike path would be linked to Shoreline Park and the intersection of Shoreline Drive and Ash Street. It could be laid out to continuously relate the river edge and potential interior spaces at certain points. As use increased, bikers and pedestrians would probably discover their own river edge places, also.



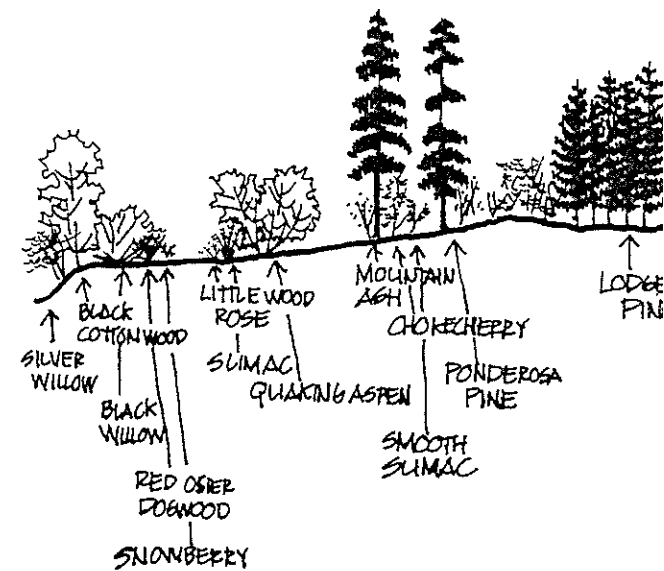
As soon as possible, thereafter, "reforestation" of the Greenbelt could begin with the planting of coniferous and deciduous tree masses. In general, coniferous trees would be used to back up and reinforce spaces, made by the cottonwoods, all year round. The coniferous masses could also cue transition between different open spaces and could extend along Pioneer Walk as an extension of the Greenbelt experience through the neighborhood. The footbridge could mark a transition from coniferous to a predominantly deciduous mass. There again, new planting would act to reinforce existing and potential gateways, corridors, and spaces. Understory planting could be added incrementally to complete spaces. Grassed areas would creep into the site from Shoreline Park and future interior spaces. Gentle grassed berms would slope up to tree masses near Shoreline Park to echo its grassed berms and they would gently return to flat ground toward the footbridge. Grassed areas at the interior edge of Greenbelt planting or the bike path could be put in now or later as new housing clusters created adjacent, grassed interior spaces.

The rock wall becomes the interweaving thread between old and new, public and private. At certain points, it would flow back over the bank and create similar levels and pockets at the edges of interior common spaces, for sitting and gathering. At some points it may even directly connect or relate to small garden walls and terraces of new housing clusters. At the footbridge would be a similar organization of levels reinforcing a sense of going "down to the river."

The footbridge itself would be added as new development demanded it and would be built at the gateway formed by the two existing corridor tree masses. The bridge would become a node and gateway to the Greenbelt, Ann Morrison Park, Pioneer Walk, and in greater sense the City of Boise. Being a node, there would be many in-between and edge places in and around the bridge itself.

HOUSING--Housing would begin after work started on the Greenbelt and infill from points of better access on each side of the site. Later it would fill back towards River Street with a variety of housing types, sizes, and price ranges.

At the same time Pioneer Walk could be laid out to start bringing new people of the neighborhood together at the Community Center.



A POSSIBLE HYPOTHETICAL SET OF ASSOCIATIONS AND TRANSITIONS FOUND IN NATURE THAT COULD BE USED FOR "REFORESTATION"

OPEN SPACE--Common open spaces of new housing clusters would open up and relate to the Greenbelt in various ways so that the Greenbelt experience interweaves throughout the site.

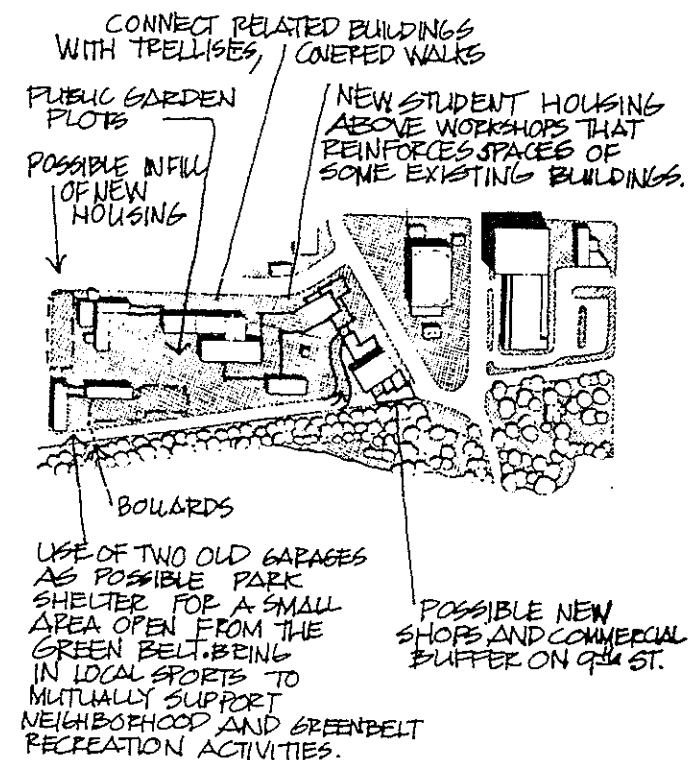
THE POST OFFICE--The irregular and awkward angles and spaces created by the large parking lots, would be broken up in scale. This would be done by using the lots as private streets and entry-exits to local looped roads within the site. Open spaces to the Greenbelt could be made to relate to certain parking lot points where paths could lead from so the public could use the lots as public parking and Greenbelt access after work hours. This could possibly be done by purchase of development rights, a land trade, a liability agreement, etc.

The wedge of land between the Greenbelt and the Post Office main entrance would be developed as housing or possibly an extension of Shoreline Park.

THE U.S.F.S. YARDS--As housing development proceeded around the neighborhood, public consensus could be reached on the use of the land. One of a number of potential public uses could be a sort of "coming together" of university and community.

A general scheme could be use of the open land as public garden plots then eventual phase-in of graduate, vocational, etc. uses [workshops, laboratories, seminars] as growth of the university warranted it. The existing structures could be used and new student living accommodations could infill next to these in such a way that outdoor spaces were created in response to generated need by adjacent buildings. Some of these would be outdoor sculpture and ceramic yards, workshops, open space for new housing, etc. Small shops servicing the new student living could grow along 9th Street and act as a buffer from increased future traffic.

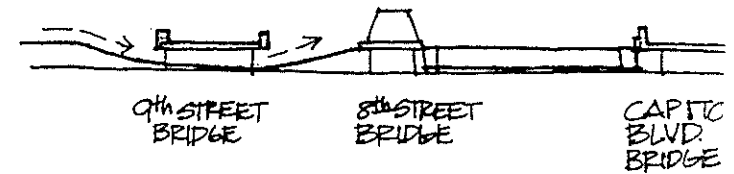
Eleventh Street and Shoreline Drive could be left open as a small one lane loop drive [public] by the river or "phased down", opened only to cars on special occasions like festivals, reunions, market fairs at the art workshops, by using fold-down bollards or the corner of Shoreline and 11th Streets.

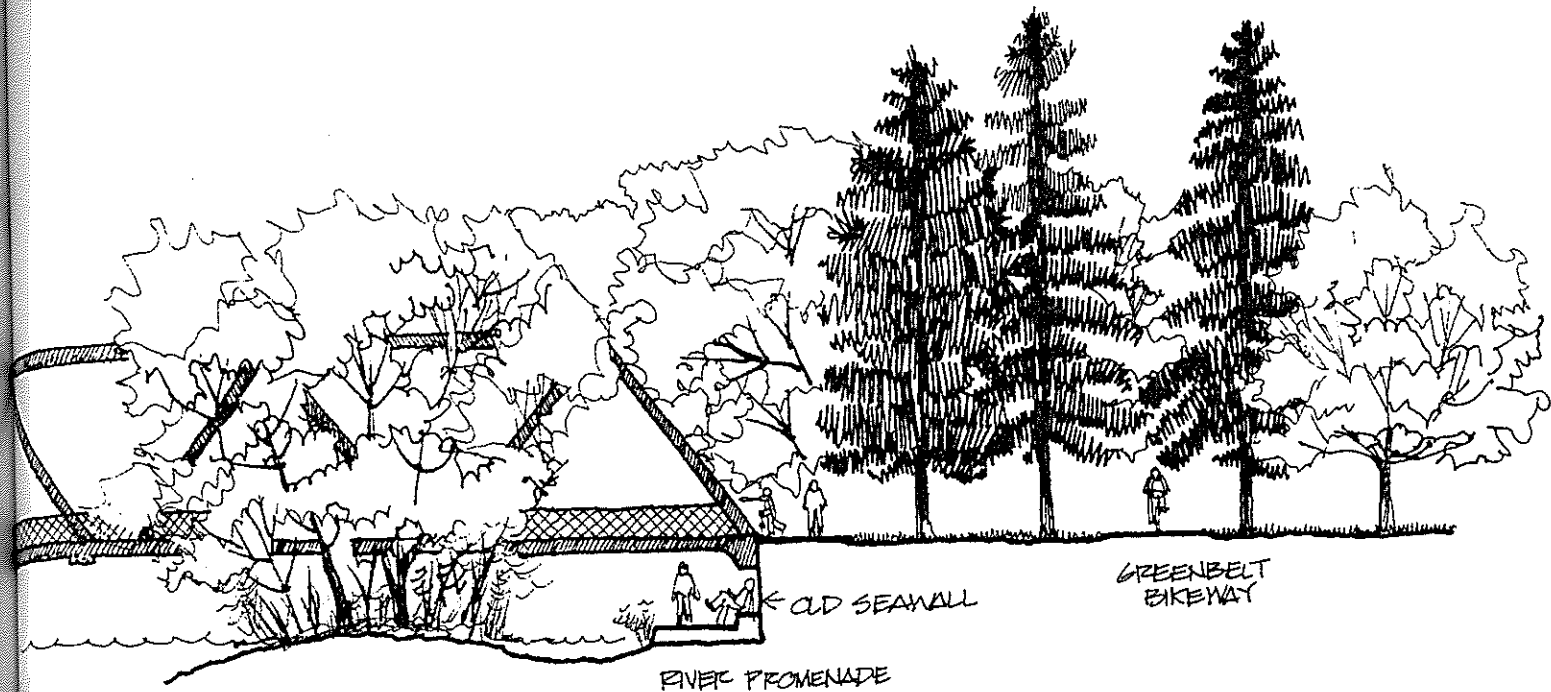


THE THREE BRIDGES--The interface between transit modes [cars, bikes, pedestrians] and resultant level changing could create some potentially exciting places in, around and under the three [or two] bridges. Decks accessible to the public could create transitions down the water's edge near the proposed 9th Street bridge.

The bike path would come up to meet grade at the 8th Street bridge and as the bridge is turned over to bikes and pedestrians, the bike way could connect up directly to the path proposed for the Capitol Blvd. underpass. A promenade walk under the three bridges would bring people closer to water as well as create safe access under the busy arterials. The materials of the promenade would relate again to the old rock wall and simple levels would be provided to invite people to sit and enjoy the river. The promenade would in a symbolic way be an "urban" water front that related directly to the feeling of surrounding "urban" forms.

Beyond this point, the neighborhood would hopefully continue to grow, not only physically but healthfully and constantly recognize its own evolving pattern language so that it always remains one of the oldest, most unique and vital neighborhoods in Boise.





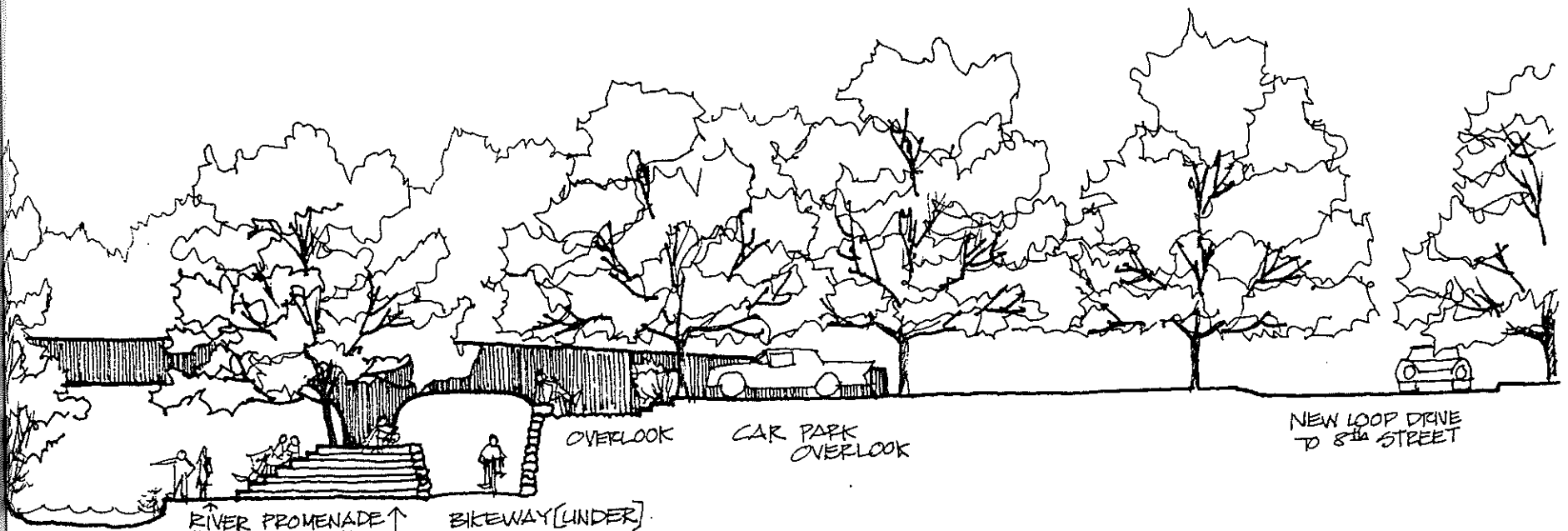
A

8th ST. BRIDGE

RIVER PROMENADE

← OLD SEAWALL

GREENBELT BIKEWAY



PROPOSED 9th STREET BRIDGE

RIVER PROMENADE

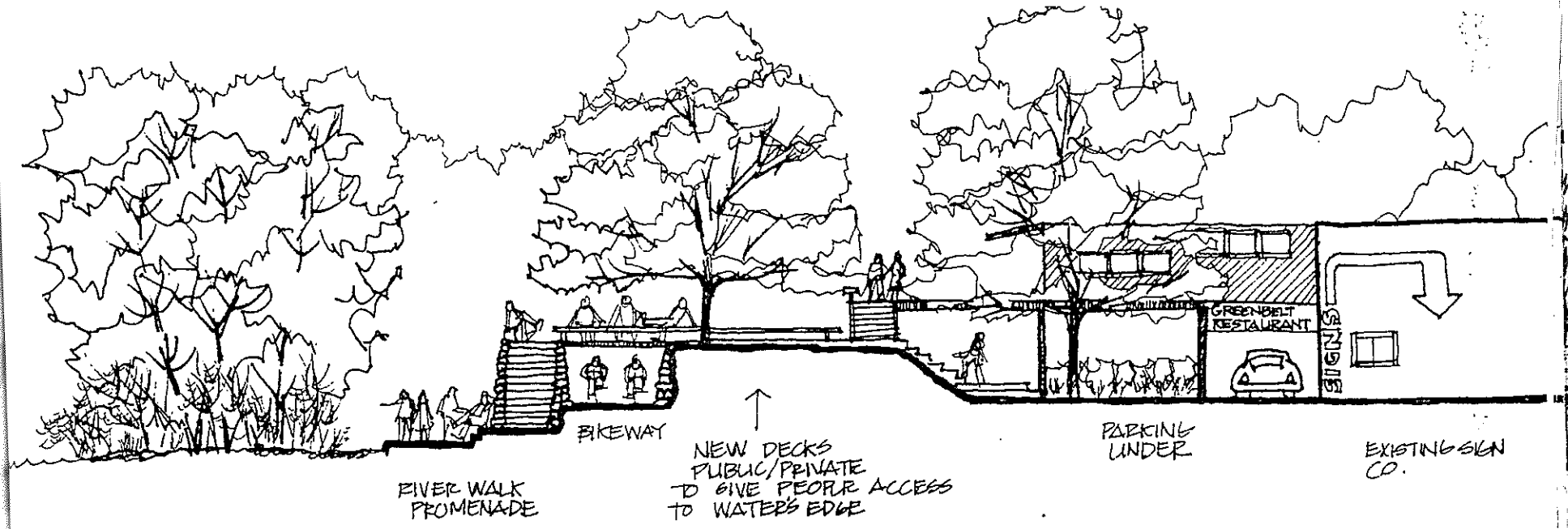
BIKEWAY (UNDER)

OVERLOOK

CAR PARK OVERLOOK

NEW LOOP DRIVE TO 8th STREET

LEVEL FOR SITTING,
LATTICING



RIVER WALK PROMENADE

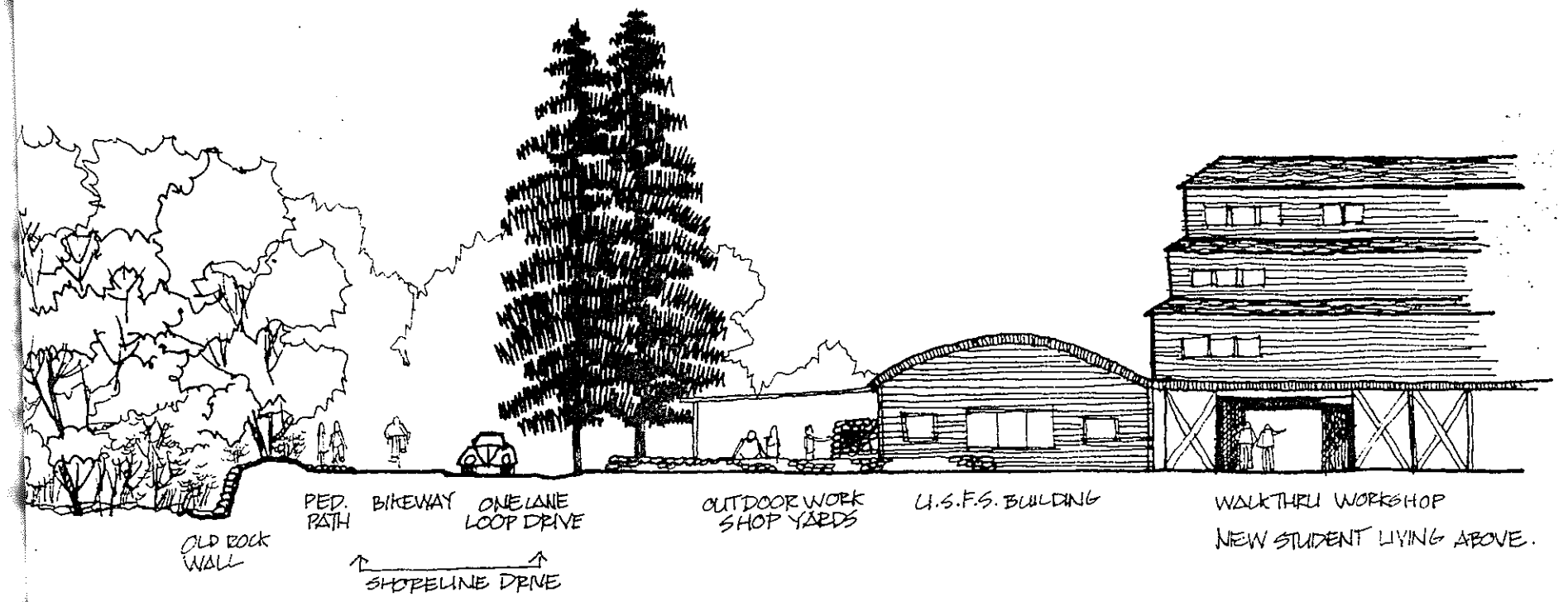
BIKEWAY

↑
NEW DECKS
PUBLIC/PRIVATE
TO GIVE PEOPLE ACCESS
TO WATER'S EDGE

PARKING
UNDER

EXISTING SIGN
CO.

C



OLD ROCK
WALL

PED.
PATH

BIKEWAY

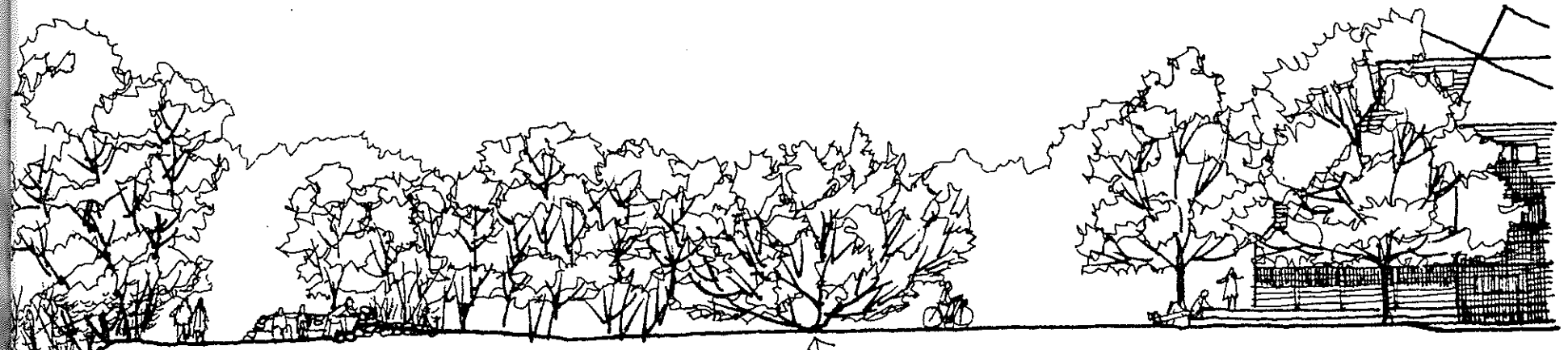
ONE LANE
LOOP DRIVE

↑
SHORELINE DRIVE

OUTDOOR WORK
SHOP YARDS

U.S.F.S. BUILDING

WALKTHRU WORKSHOP
NEW STUDENT LIVING ABOVE.



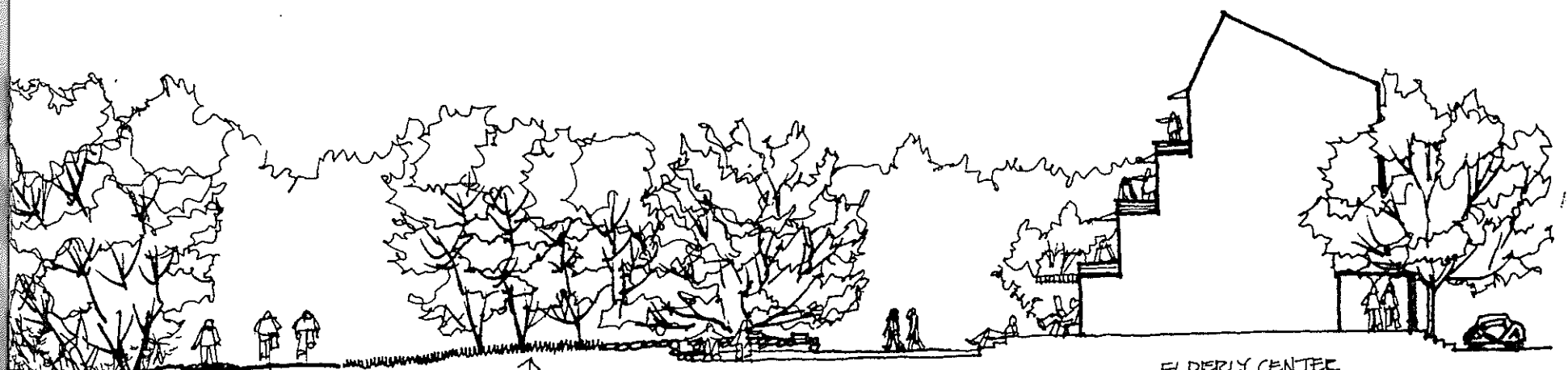
PED. PATH

GATHERING, COCKOUT
PLACES.

NEW DECIDUOUS
PLANTING
[QUAKING ASPEN]

OLD
WILLOW ROW

BIKEWAY CONNECTION TO PUBLIC
USE OF POST OFFICE PARKING LOTS



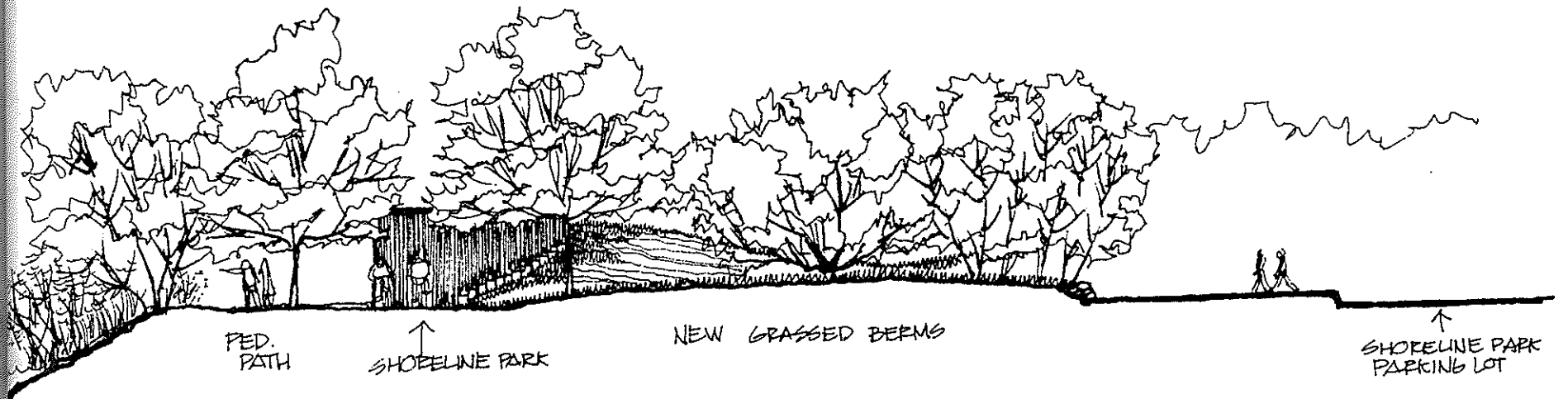
PATH BIKEWAY

GENTLE GRASSED
BERMS AND
NEW PLANTING

SITTING, GATHERING
PLACES RELATED
TO ELDERLY USE

ELDERLY CENTER

U



PED.
PATH

↑
SHORELINE PARK

NEW GRASSED BEAMS

↑
SHORELINE PARK
PARKING LOT

