

Barber Spur Switching Yard

Running through the River Street area adjacent to the Barber Spur line is the main switching yard for Boise rail traffic. Most Boise cars are assembled and disassembled in this yard even though they are headed for other Boise locations. The use of this switching yard is primarily for convenience as the surrounding businesses and their volumes no longer warrant a large switching and holding area. Though once a major economic factor to the heart of Boise, declining use of the Barber Spur, new industrial locations, and growth of the city indicate that the switching yard is no longer operating at its maximum, or located in the most optimum use area.

Continued use of the switching yard and the need to bring cars not destined for the central city are creating problems of their own. Vehicular congestion is a definite problem when trains temporarily block main arterials. Large trucks loading from loading areas also interrupt traffic flow on Front Street. The noise generated by the switching yard is a continual problem for surrounding residential areas and downtown hotels. Blight is also apparent from the unsightly appearance of the yard and the barrier it creates to good pedestrian movement from the Central Business District to the River Street area and Boise River.

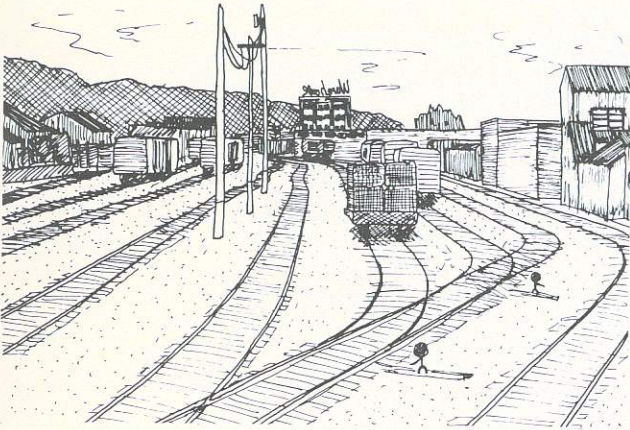
LIGHT INDUSTRIAL RECOMMENDATIONS

Future light industrial uses should be de-emphasized in the project area.

Firms expressing a desire to remain should expand their operations into facilities vacated by leaving businesses.

Those firms considering future expansion and growth should relocate to areas compatible for industrial growth.

Any growth or new business should have few nuisance characteristics. No use should be permitted if the nature or manner of the operation is unduly hazardous or injurious to other properties in the vicinity. The public welfare should



not be subjected to the emission of odor, dust, smoke, noise, vibration, electrical or other disturbances.

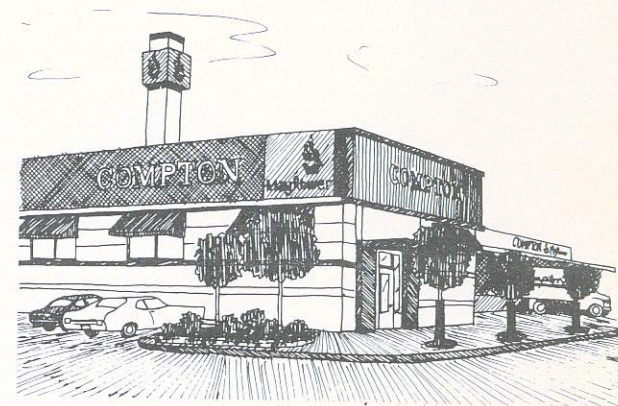
To insure the best possible physical environment for future urban living, the Design Team recommends that the Union Pacific scale down its switching yard to meet the needs of rail use on the Barber Spur. This would also allow for the use of a portion of the property to be used as a main east-west vehicle arterial (see Circulation).

Street tree planting throughout the area should be encouraged, as well as improved pedestrian access across the railroad tracks. Off-street parking for employees must be established where possible.

OTHER ALTERNATIVES

Though the plan indicates that the area bounded by the proposed Front Street Couplet, South 9th Street, River Street, and South 11th Street remains light industrial to serve the existing demands for this use in River Street, longer-range considerations should be given to this area as a future location for an auditorium, convention or sports center, or combination of these. Arthur Young and Company, which recently completed an auditorium feasibility study for Boise, indicated that the east end of the project area contained many positive factors for such facilities. Also, the Ada Council of Governments has recommended this area for a convention center. It is important to note that Mountain States Wholesale Company which is located in this area plans to relocate out of the project area in the near future, leaving their large two-block concrete building to serve as a convention-exhibition facility or as a three-level parking structure to support new structures.

Use of this land naturally depends on short-range industrial plans, good vehicular access, economic feasibility, and a revitalized Central Business District. The proposed historic-specialty commercial district as outlined in this study would also compliment and serve this use.



UTILITIES AND PUBLIC WORKS

The project area is well served by a system of public right-of-ways, of which alleys are predominant in providing utilities and service. The alleys are 16 feet wide and contain most sewer lines and above- and below-ground electrical and communication lines, as well as natural gas lines. Water lines are mainly located in street right-of-ways. A main sewer trunk line serves the area via River Street, South 12th Street, Miller Street, South 9th Street, and Myrtle Street. No comprehensive utility plan exists for the area, with some utility systems dating back to the early 1900's, while others were modified as demands warranted.

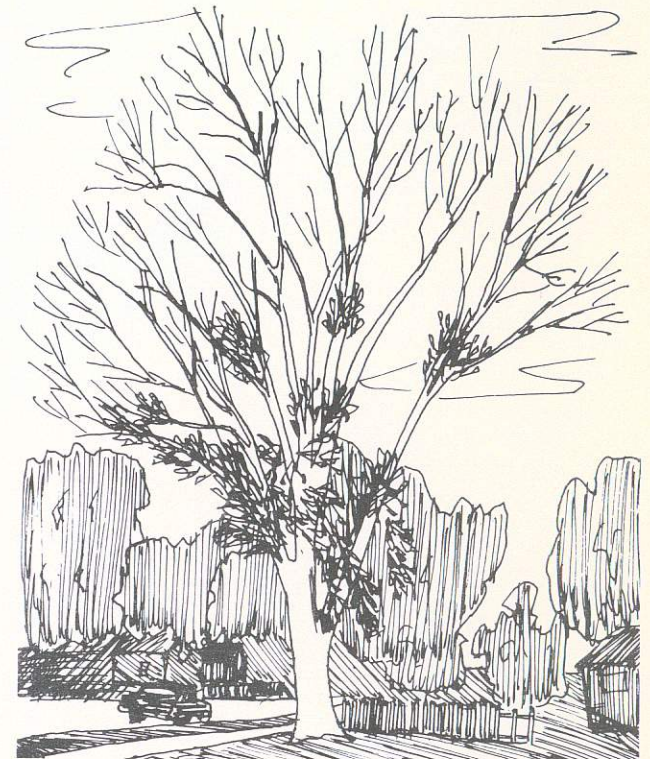
Due to the anticipated higher residential densities and upgraded commercial and industrial areas, it is expected that all utility systems will have to be expanded to meet growing needs. A total utility plan should be worked out that would establish major utility right-of-ways and utility connections to undeveloped land along the Boise River. It is recommended that alleys that presently serve as utility right-of-ways not be vacated unless future site development calls for creative use of block parcels or open land.

Boise's arid climate necessitates the need for a good irrigation network for the project area. The area was formerly served by the Cruzen Water system, until the mid-1960's when it was abandoned because of deteriorating lines. It is recommended that an irrigation system be devised for the entire project area. Such a system could obtain water rights from the adjacent Boise River or sink a well. Implementation of this system would only be possible through public support and would act as a stimulant to the area's success. It would also be important in maintaining the Greenbelt, Pioneer Park and Pioneer Walk.

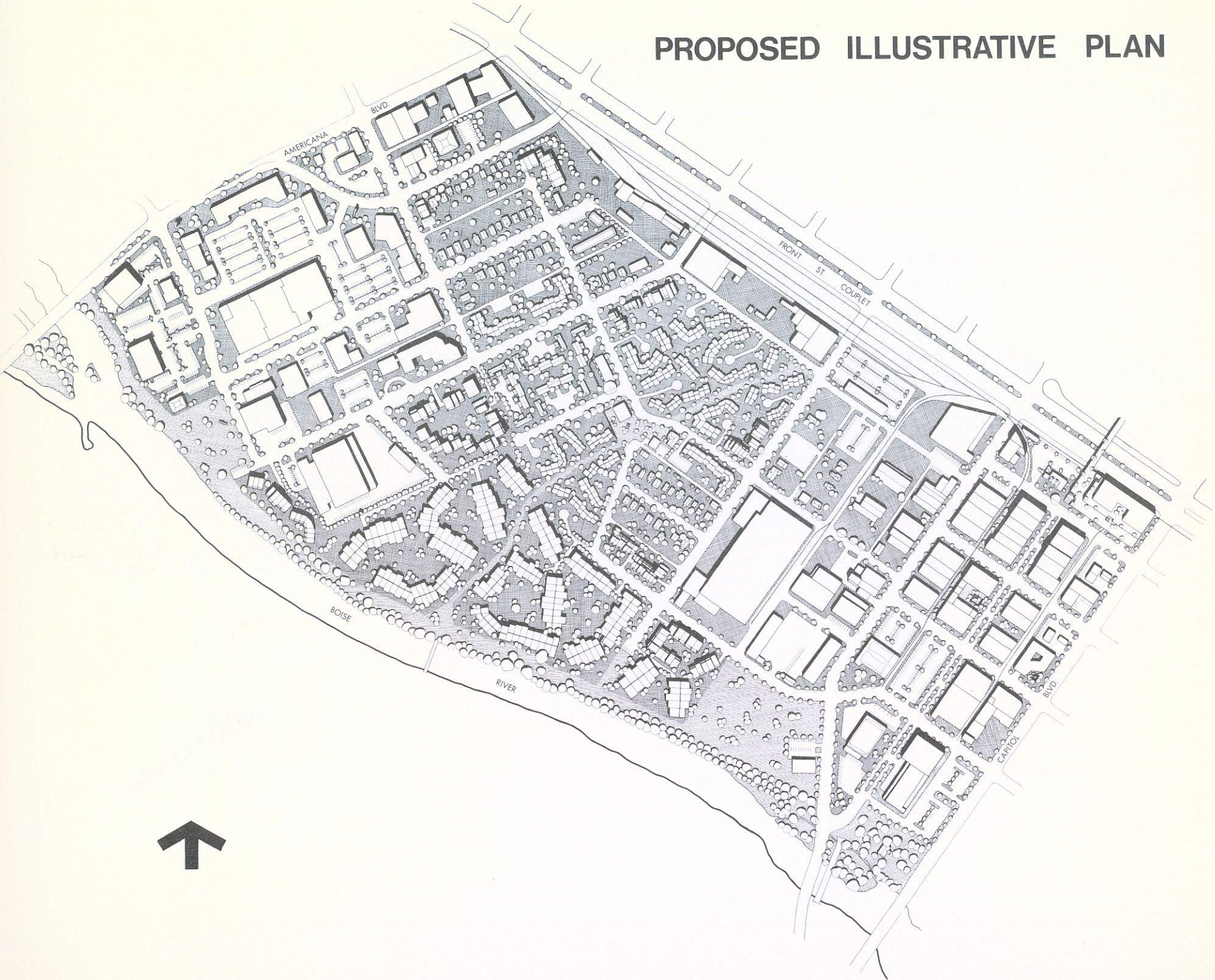
As has the neighborhood, public works projects have deteriorated. This is especially true of the neighborhood's sidewalks. Many of the existing sidewalks were built in 1910, and wear, growing trees, and neglect have left most of the sidewalks hazardous and in need of replacement. Some streets are without sidewalks. Generally, streets and curbs are in adequate condition, with a few requiring resurfacing. Major problems exist at all railroad and street crossings

throughout the project area. These street-railroad crossings are in need of continual maintenance or new design, and make crossing the tracks unpleasant and slow. Street lights are located at most intersections and have recently been replaced. Additional street lights at pedestrian levels are needed at pedestrian crossings and along pedestrian-bicycle paths.

The residential sector of River Street was once much like Boise's North End with large street trees lining the parking strip. Unfortunately, age, disease, street widening, and lack of care have seriously reduced the number of mature area trees. Few trees have been replaced, leaving the parking strips barren. Trees are extremely important to the future of the River Street area in providing a livable environment as well as shading the area from surrounding noise and pollution. An existing tree care program needs to be established as well as a vigorous tree planting program.



PROPOSED ILLUSTRATIVE PLAN



IMPLEMENTATION

As outlined in the Problems section of this report, there are numerous reasons why the River Street neighborhood has been unable to rebuild itself. But the most significant problems which are presently impeding a rapid redevelopment of the area are as follows:

The continued neglect and deterioration of the central neighborhood and the lack of a strong public commitment to resolve the neighborhood's problems.

The reluctance of large property owners to develop their holdings without assurances that the surrounding development will be compatible with their own.

The uncertain location of the proposed east-west Interstate freeway connection.

The limitations, reductions, and uncertainties of Federal renewal monies.

The lack of an adopted comprehensive plan for the area.

These problems, along with the present state of the project area, are such that River Street will not be able to redevelop without public involvement. This involvement requires three ingredients which are necessary to proceed with the plans as listed in this report.

Public Consensus and Advisory Group

A consensus of River Street property owners and residents is needed to adopt and support a development plan for the area. This consensus and support can be realized through the airing of plans and realistic programs. As the River Street neighborhood plan was in part formulated by residents of the area, it is hoped that a consensus already exists, but plans must remain flexible in order to adjust to new trends or new ideas. An active advisory group is also needed that will be more than just a sounding board for proposed plans. It is crucial that such a group play an active role in the planning and development process, because only through meaningful participation will people stay involved and work for the benefit of the entire neighborhood. In establishing an

advisory group, the existing River Street Neighborhood Council should be maintained and become a dominant factor. The advisory group should also include a wide variety of interests, and great care must be taken in assuring that it be well balanced, with no majority interests dominating the group. As was learned by the short-lived Neighborhood Development Program, the wide-ranging Project Area Committee was ineffectual because it divided itself and never got down to the real problems. Rather, smaller geographic groups of residential and commercial-industrial interests should be established and encouraged to respond to their own problems and solutions.

City Support and a Redevelopment Organization

Boise City must respond to the vast amount of administrative and planning work that has recently been undertaken in the project area and get down to an action-oriented posture. This can be done through a strong City commitment of the area's redevelopment and the stimulation of its agencies and their staffs to resolve problems. Besides commitment, an existing or new administrative organization capable of renewal has to be established. With anticipated changes in the structure of Federal renewal programs, it is difficult to predict what type of programs will evolve, but a program that is suited for the River Street area is likely to be of a renewal format and similar to the Neighborhood Development Program (NDP). Such a program would operate through the Boise Redevelopment Agency but, because of the lack of action under the former River Street NDP, goodwill and confidence in the renewal concept would first have to be demonstrated. The Ada Council of Governments and Boise's Model Cities program should also be heavily involved in any such redevelopment program.

Allocation of Resources

Funding, like the type of program, is difficult to ascertain, but the proposed Better Communities Act which is scheduled to begin July 1, 1974 will provide cities with funding levels similar to what they are receiving at the present time. The

act's proposed special Community Development Revenue Sharing funds would replace such programs as Urban Renewal and Model Cities, and leave cities at their own discretion to determine funding priorities. As funding limitations were the key reason in the termination of the River Street NDP, this new funding would allow the program's reactivation. In the interim, money could be channelled from Model Cities funds for a limited number of improvements. Allotments could also be specified in future City capitol budgets.

Due to the size of the project area, it is unrealistic to assume that implementation will come about simultaneously. Rather, development will take place incrementally with both the public and private sectors developing small areas which in turn will spark further private market development. Initially the public agency will play a major role, but once priority projects are completed much of the proposed development will take place on its own.

One of the objectives of the River Street Neighborhood Plan has been to take advantage of the vast amount of cleared and vacant land which exists in the project area. This resource allows development to proceed without the problems of relocating people or businesses. New housing, for example, would be constructed on vacant land, allowing existing residents to remain where they are until available housing is completed. Such a phased development program would eliminate the costly and exhausting relocation process.

Another objective of the Plan is to utilize existing resources in the way of buildings and natural amenities. All efforts should be made to rehabilitate useful and compatible structures and to take advantage of the aesthetic Boise River.

PRIORITIES

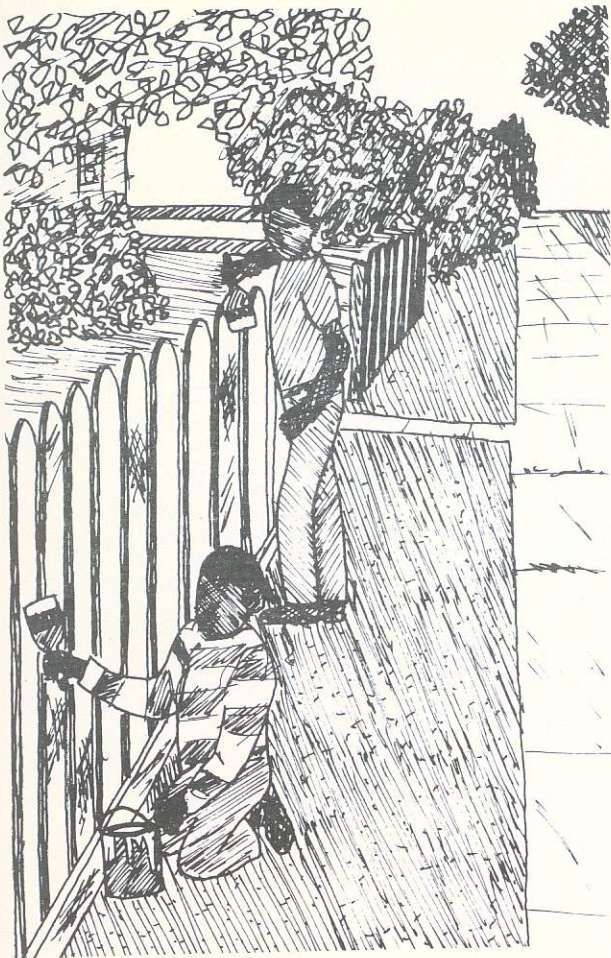
The priorities listed below are primarily a public function and are necessary if deteriorating trends of the area are to be reversed and if private market development is to be encouraged.

Housing

A natural priority would be to attract market rate housing to develop in the project area, but the primary public concern should be in resolving the housing needs of the area's low-income. This would involve both home rehabilitation and subsidized housing. Home rehabilitation should be continued and expanded under the Model Cities Home Rehabilitation program. This rehabilitation would be limited to those areas outlined in the Housing section. Subsidized housing programs which are presently under a national moratorium cannot be immediately undertaken, but this moratorium will be lifted by the time Federal funding is available. In the meantime groundwork for such housing could be started. One step that could be taken is to obtain existing Federal property in the project area for future subsidized housing. The U.S. Forestry Service will soon be declaring their property at the corner of River Street and South 9th Street surplus and the land could be transferred to Boise City. In turn, the portion of this property that is zoned residential could be transferred to the Boise City Housing Authority where one half of it could be developed into subsidized family housing, while the other half was traded or sold for a more appropriate site for subsidized elderly housing. These transactions would provide the costly land and establish sites for two immediately-needed complexes.

Parks and Open Space

The Boise River Greenbelt should receive a top priority in completing the section from South 13th Street to Julia Davis Park. This development in itself will spark new development along the river. As important is the completion of Pioneer Walk which is essential in encouraging central development and in establishing a central pedestrian-bicycle path from downtown to Ann Morrison Park by way of a footbridge. Pioneer Park, which is intended to become the focal point of the neighborhood, must be improved and expanded. The remainder of the U.S. Forestry Service land discussed above should be obtained and held for future public use.



Social Services

A neighborhood center located in the existing building on the Pioneer Park property should be established immediately. This can be accomplished through Model Cities funding. Operations of the center should be coordinated with Boise State College and the Park Department. The remainder of the building should be renovated for the local redevelopment agency office which would be located in the project area. A day care center should be opened with the start of new housing in the area.

Utilities and Public Works

Utilities throughout the project area should be upgraded and placed underground to accommodate planned growth. This would include provisions for an irrigation system. Public works projects would include new sidewalks, pedestrian paths, pedestrian crosswalks, and improved lighting. A number of streets require resurfacing as well as a number of street vacations which are outlined in the Circulation section. River Street and South 13th Street should be improved to create an enhanced entryway into the project area. This can be accomplished through a landscape and tree planting program.

Historic District and Land Use

The City should establish a historic district around the South 8th Street warehouse area and upgrade public works projects in the area to encourage private developers. (See page 61)

Zoning changes should be made in accordance with the land use section. Assistance should also be given in relocating non-conforming uses out of the residential neighborhood.

The City's implementation of these priorities will create an atmosphere which could make River Street one of the most exciting areas in the city. Not only will these changes be in the interest of River Street but, in effect, they will have a beneficial impact on the central city and serve as an example to both old and new neighborhoods.

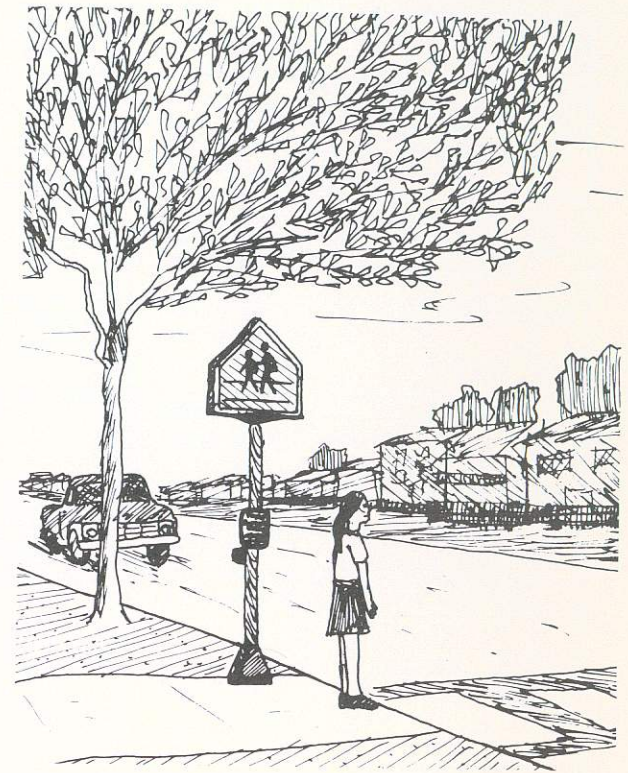


TABLE 7

ADVANTAGES OF A MODERN COOPERATIVE			
	COOPERATIVE PLAN	RENTING FROM A LANDLORD	OWNING AN INDIVIDUAL HOUSE
MONTHLY COST	Your monthly payments are amazingly low. You pay only actual costs.	The tenant must pay what the landlord asks.	The owner's monthly expenses are much higher.
TOTAL COST	Your costs are cut to the bone: longest mortgage term, special low interest rate, controlled builder fee, no broker fee.	The tenant's rent includes high cost of commercial construction and financing.	The owner pays higher mortgage interest rates, uncontrolled profits, and substantial closing costs.
OWNERSHIP	You and other townhouse residents are sole owners of the property. You occupy the home of your choice as long as you wish.	The tenant owns nothing (except a file of rent receipts).	The owner is completely responsible for his house.
LIABILITY	You have no personal liability, other than your membership fee and monthly carrying charge. You sign no mortgage or note.	The tenant has no personal liability.	Owner is personally liable for mortgage and note.
MAINTENANCE	Your cooperative takes care of the exterior and major interior repairs.	The tenant has no control over maintenance standards.	The owner is fully responsible for all repairs and maintenance.
MANAGEMENT	Your family and every other family each have one vote in election of directors. Business affairs are handled by a professional management team.	The tenant has no voice whatever in management.	The owner alone is responsible for all decisions . . . and mistakes.
COMMUNITY CONTROL	You help establish policy, rules and standards for your community.	The tenant has no control.	Owner has no jurisdiction except in court at his expense.
IF YOU HAVE TO MOVE	Your cooperative may purchase your membership, undertake to sell it for you, or you may sell it yourself to an approved purchaser. There is a nominal resale fee to cover overhead expenses.	The tenant is bound by the lease drawn up by his landlord.	The owner must sell his own house and pay all brokerage fees.
EQUITY	Your membership can increase in value under an equity formula written into your cooperative bylaws. You get credit for approved improvements.	The tenant gains no equity.	The owner's equity depends on market factors beyond his control.
TAX BENEFIT	You deduct from your taxable income everything paid for interest and real estate taxes.	The tenant has no tax benefit.	The owner can deduct interest and taxes.
REPLACEMENTS	Your cooperative has reserve funds waiting in the bank to replace items as they wear out.	Tenant must wait for landlord to decide when - and if - to make replacements.	The owner must pay for replacements.

Source: Foundation for Cooperative Housing, Kansas City, Missouri.

TABLE 8

RESPONSE FROM FIRMS USING THE BARBER SPUR RAILROAD LINE

ITEM	RIVER ST. AREA *	%	MYRTLE ST. AREA *	%	TOTAL	%
Years of use (average)	27.3	-	21	-	25	-
Firm's railroad use:						
--Increasing	21	75.0	6	37.5	27	61.4
--Decreasing	5	17.9	6	37.5	11	25.0
--Stable	2	7.1	4	25.0	6	13.6
Firm's truck use:						
--Increasing	24	85.7	12	75.0	36	81.8
--Decreasing	4	14.3	1	6.2	5	11.4
--Stable	0	0.0	3	18.8	3	6.8
RR significant in firm's operation?						
--Yes	25	89.3	12	75.0	37	84.1
--No	3	10.7	4	25.0	7	15.9
Present volume per month:						
--0-5	16	44.4	11	57.9	27	49.1
--5-10	6	16.7	0	0.0	6	10.9
--10-15	1	2.7	0	0.0	1	1.8
--15-25	2	5.6	1	5.3	3	5.5
--over 25	2	5.6	2	10.5	4	7.3
--none	9	25.0	3	15.8	12	21.8
--not available	0	0.0	2	10.5	2	3.6
If RR discontinued, would you be able to operate?						
--Yes	14	50.0	11	68.8	25	56.8
--No	14	50.0	5	31.2	19	43.2
Moving in 0-5 years?						
--Yes	8	28.6	3	18.8	11	25.0
--No	19	67.9	10	62.4	29	66.0
--Undecided	1	3.5	3	18.8	4	9.0
Moving in 5-10 years?						
--Yes	2	10.0	1	7.8	3	9.1
--No	15	75.0	6	46.1	21	63.6
--Undecided	3	15.0	6	46.1	9	27.3
Total planned moves	10	35.7	4	25.0	14	31.8

* River St. Area - Americana to Capitol Blvd.

* Myrtle St. Area - Capitol Blvd. to end of line.

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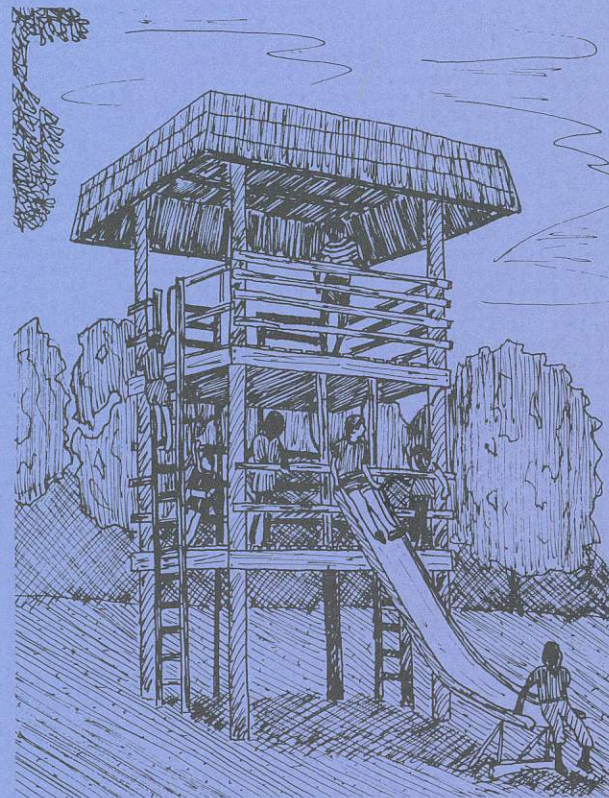
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Neighborhood Plan

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