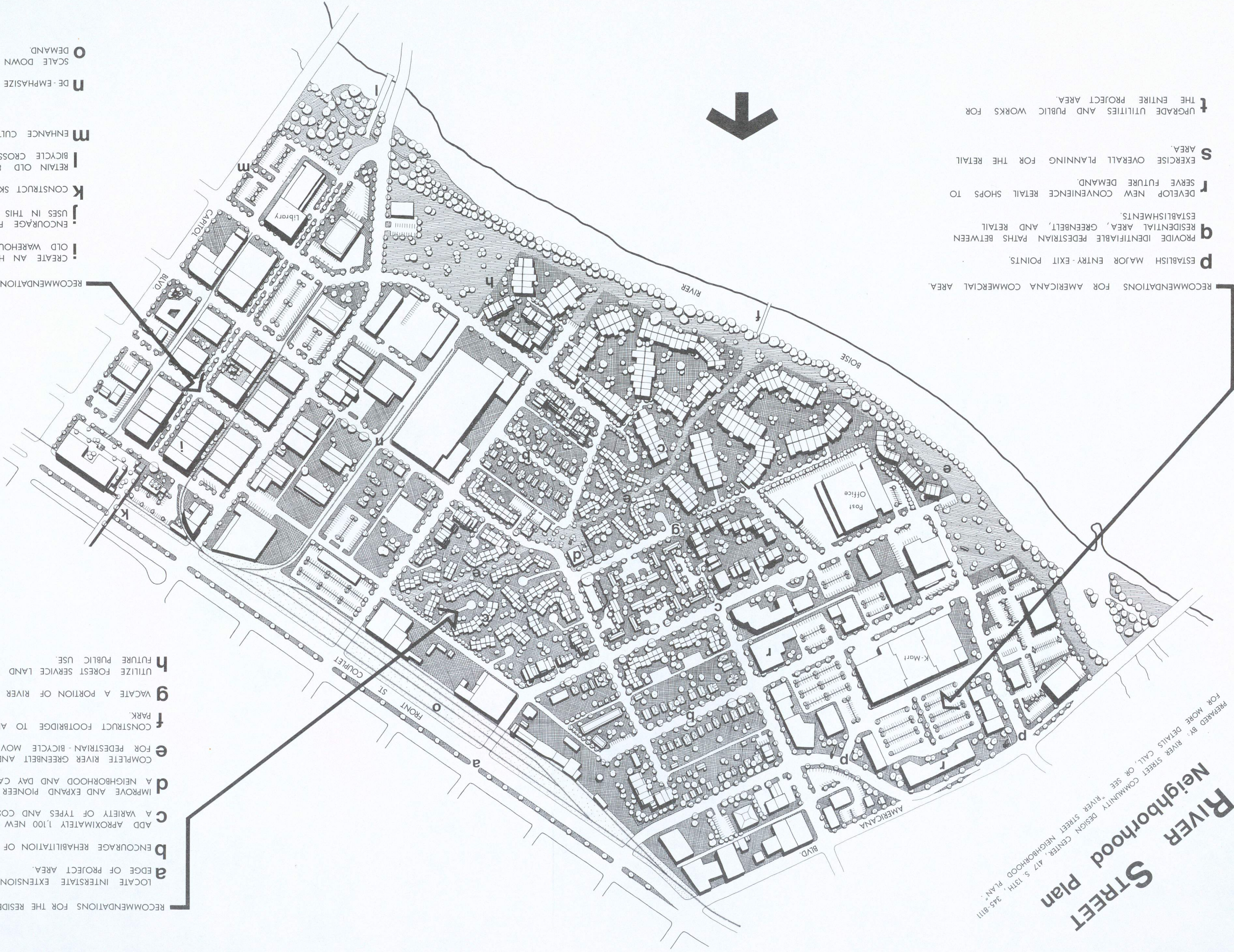


Summary of Recommendations

RIVER STREET
Neighborhood Plan
 PREPARED BY: RIVER STREET COMMUNITY DESIGN CENTER, 417 S 13TH, 245-8111
 FOR MORE DETAILS CALL OR SEE "RIVER STREET NEIGHBORHOOD PLAN"

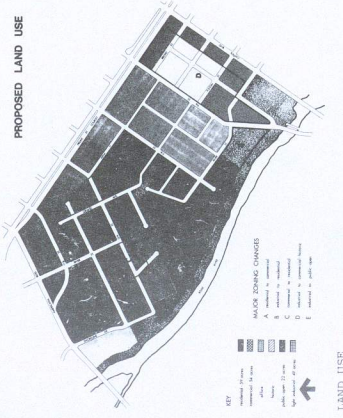
- d** ESTABLISH MAJOR ENTRY-EXIT POINTS.
- q** PROVIDE IDENTIFIABLE PEDESTRIAN PATHS BETWEEN RESIDENTIAL AREA, GREENBELT, AND RETAIL ESTABLISHMENTS.
- r** DEVELOP NEW CONVENIENCE RETAIL SHOPS TO SERVE FUTURE DEMAND.
- s** EXERCISE OVERALL PLANNING FOR THE RETAIL AREA.
- t** UPGRADE UTILITIES AND PUBLIC WORKS FOR THE ENTIRE PROJECT AREA.



- o** SCALE DOWN RAIL YARD TO MEET EXISTING DEMAND.
- n** DE-EMPHASIZE ADDITIONAL INDUSTRIAL USES.
- m** ENHANCE CULTURAL-EDUCATIONAL FACILITIES.
- l** RETAIN OLD 8TH ST BRIDGE AS PEDESTRIAN-BICYCLE CROSSING.
- k** CONSTRUCT SKYBRIDGE TO DOWNTOWN MALL.
- j** ENCOURAGE FURNITURE AND SPECIALTY COMMERCIAL USES IN THIS AREA.
- i** OLD WAREHOUSE AREA.
 CREATE AN HISTORIC DISTRICT IN THE 8TH ST RECOMMENDATIONS FOR WAREHOUSE-INDUSTRIAL AREA.

- a** LOCATE INTERSTATE EXTENSION AT NORTHERN EDGE OF PROJECT AREA.
- b** ENCOURAGE REHABILITATION OF EXISTING HOMES.
- c** ADD APPROXIMATELY 1,100 NEW HOUSING UNITS OF A VARIETY OF TYPES AND COSTS.
- d** IMPROVE AND EXPAND PIONEER PARK TO INCLUDE A NEIGHBORHOOD AND DAY CARE CENTER.
- e** COMPLETE RIVER GREENBELT AND PIONEER WALK FOR PEDESTRIAN-BICYCLE MOVEMENT.
- f** CONSTRUCT FOOTBRIDGE TO ANN MORRISON PARK.
- g** VACATE A PORTION OF RIVER STREET.
- h** UTILIZE FOREST SERVICE LAND FOR HOUSING AND FUTURE PUBLIC USE.

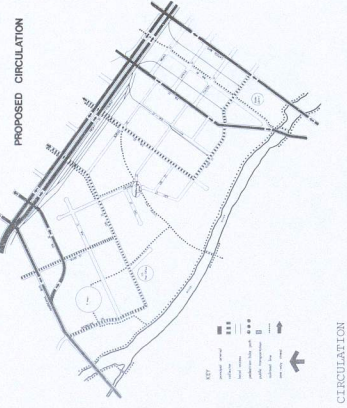
PROPOSED LAND USE



LAND USE

The River Street project area is a scarce and unique commodity to the City of Boise and should be conserved. Located between the Central Business District and the Boise River and is bordered by Julia Davis and Ann Morrison Parks. It is also adjacent to Boise's growing educational and cultural district which is developing around Capitol Boulevard and the Boise River. Because of these public facilities, natural amenities, and the close proximity of the neighborhood to downtown, the site is very desirable for residential use. The available industrial growth and the new housing trends in industrial growth and the new housing trends for these uses in the project area. Therefore, it is recommended that the best and highest use of the project area is primarily for inner city residential use. Considerations should also be given to the area for special purpose potentials that would serve the central city. Zoning changes are recommended that will lead to a more orderly growth and development of the River Street area.

PROPOSED CIRCULATION



CIRCULATION

The primary consideration in making circulation proposals for the project area has been the concept of not creating a dead-end street but rather a network that opens up the neighborhood toward its greatest amenity, the Boise River. Major urban arterials have therefore been located at the natural edges of the area, leaving the neighborhood free to develop toward the river. These arterials are the South 15th-South 16th Streets Compleat to the west, the proposed Front Street Compleat to the north, and the South 9th Street-Capitol Boulevard Compleat to the east. Besides these major arterials, a series of minor streets and alleys are recommended for the area. A number of under-used or hazardous streets are recommended for closure in order to facilitate neighborhood potentials and development.

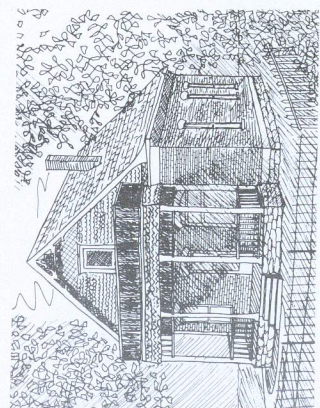
As important is a strong network of pedestrian-bicycle paths that will encourage and stimulate non-motorized movement. These major paths will include Pioneer Walk, the Boise Greenbelt, and South 8th Street.

RECOMMENDATIONS FOR RESIDENTIAL AREA

1. VACATE INTERSTATE EXTENSION AT NORTHERN EDGE OF PROJECT AREA

The proposed Myrtle Street extension, or Chinden Boulevard-Broadway Avenue corridor system, is intended to relieve current and future traffic from the Main-Boise Avenue corridor. It is anticipated that the traffic volume, limited-access facility that would facilitate rapid entry and exit by way of interstates 80 to and through the city center.

It is recommended that such a facility be located on the northern edge of the project area paralleling the Central Business District and the Union Pacific's Bar-ber Street line. Such a facility would call for the utilization of Front Street to Broadway Avenue. This area would occupy a new 80-foot right-of-way on the Union Pacific property directly south of Front Street, running from Americana Boulevard to Broadway Avenue.



ENCOURAGE REHABILITATION OF EXISTING HOMES

Since there are many homes in the project area which are structurally sound and since the majority of River Street residents have expressed a desire to remain in the area in single-family homes, it is recommended that some existing homes in River Street be rehabilitated. This recommendation would include the homes on 14th Street and the east side of 15th Street between Grand Avenue and River Street, and Lee Street. These areas are presently low density housing because there is a high percentage of owner-occupied homes and the majority of River Street's sounder homes are located there. The few vacant lots in the area could be filled by moving in any of the sounder homes which are sprinkled throughout the rest of the neighborhood, or they could be retained for community gardens. The west side of 15th Street was not recommended for rehabilitation of the overall long-range plan due to the proposed for the near future, it was felt that increased volumes of traffic, the noise and pollution and the safety factors would isolate this half-block from the rest of the residential area.

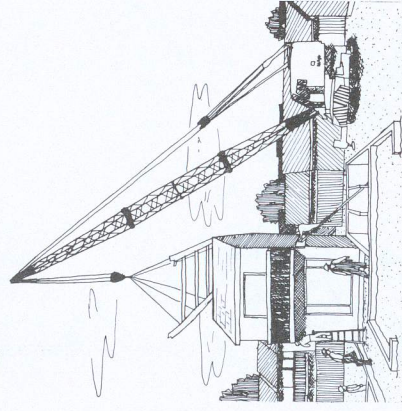
One possible method of handling the rehabilitation of these homes could be a non-profit Neighborhood Development Corporation. This group could purchase, rehabilitate, and sell the homes to low- and moderate-income families. Home-owners could be bought, rehabilitated, and re-sold to the original owner, or the owner could receive a direct low-interest rehabilitation loan from the Development Corporation. A program such as this may serve as an introduction to other housing development for the community group.

ADD APPROXIMATELY 1,100 NEW HOUSING UNITS OF A VARIETY OF TYPES AND COSTS

New housing for the project area will consist primarily of multi-family developments in order to reach residential densities which are commensurate with land values. New elderly housing and some student housing are also to be developed on the area land which is near the river would be developed with a medium density of housing development north of River Street would be of a medium density to blend with the single-family rehabilitated homes. Any new multi-family developments constructed along the builer local streets (11th, 13th, and River Streets) should be oriented in clusters toward the block centers which could be developed as usable open space for the residents.

Maximum opportunities for ownership of new homes should be provided to low- and moderate-income families. One means of providing such opportunities would be a housing cooperative (recommended for the block bounded by Pioneer, 15th, Grand, and River Streets) in which the residents would actively own, manage, and maintain the entire development.

With new housing assistance programs presently being studied, it is difficult to predict the future of new subsidized rental housing for the area. It could happen that direct rent supplement payments would be given to low-income families in order that they may afford market housing. However, if this does not happen, it is recommended that approximately 15% of the housing be subsidized for low-income families and elderly.

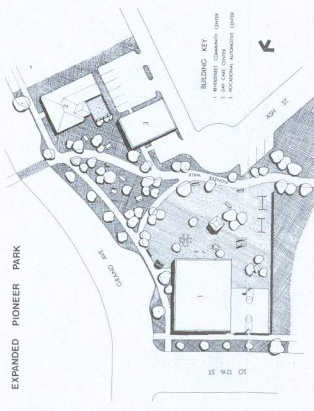


IMPROVE AND EXPAND PIONEER PARK TO INCLUDE A NEIGHBORHOOD AND DAY CARE CENTER

The expansion and upgrading of Pioneer Park would establish the park as the physical and social focal point of the entire neighborhood and would connect with other areas of the neighborhood by a network of pedestrian paths. The Pioneer Park site, which is centrally located within the neighborhood, includes the corner of Ash Street and Pioneer Streets and the lot on the corner of Miller and Pioneer Streets and its two buildings. The size of this park would be below the size recommended for a neighborhood park, but its activities would be more of a passive or social nature than that of recreation. Ann Morrison Park, which will connect to Pioneer Park by way of Pioneer Walk and Footbridges, provides a variety of recreation activities and is so close to the River Street project area that it would be an important neighborhood park in River Street would be a duplication of facilities.

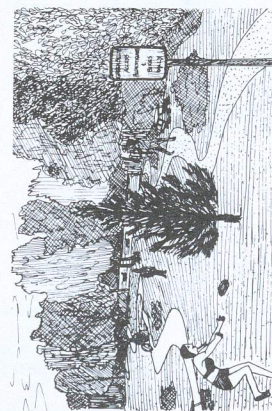
Once expanded, park improvements should include the upgrading of pedestrian walks and amenities for passive relaxation and improvements of the tot lot's play equipment. The existing sand surfacing should be replaced by grass or appropriate substitutes. Shads is extremely important for the park and should be included in the future plans call for the rehabilitation of the three existing buildings which, because of location, cost efficiency and the soundness of the buildings, make them excellent to provide facilities for a wide range of social activities. All of these buildings would be extensions of the park and their uses would be coordinated to take full advantage of the park.

EXPANDED PIONEER PARK



IMPROVE SOCIAL SERVICES AND ESTABLISH NEIGHBORHOOD FACILITIES

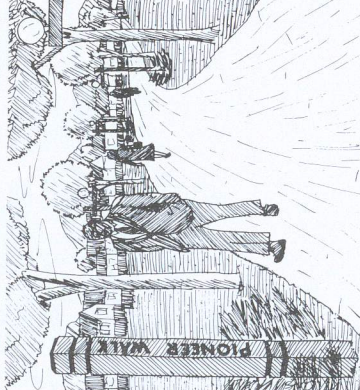
The need-density relationship of River Street does not justify a wide range of locally-based social services and facilities. Instead, River Street, along with other small neighborhoods, will have to turn to a centralized multi-service center which would provide services to the entire community. The neighborhood, though, does contain local Neighborhood Center and Day Care Center buildings on the expanded Pioneer Park site. The Neighborhood Center's primary responsibility would be in assisting the neighborhood and its residents. The Center would rely on the services of the total community by providing information and referrals, and would seek out and have an accountability for those local families or individuals who need special care. It would provide a meeting place and assist with citizen participation and community work with much of the work coming from neighborhood volunteers and Boise State College students.



COMPLETE RIVER GREENBELT AND PIONEER WALK FOR PEDESTRIAN-BICYCLE MOVEMENT

The Greenbelt system with both its pedestrian and bicycle trails will provide an aesthetic east-west link to and through the community. Its success will depend on safe crossings at major arterials. Underpasses on the Boise River, and the proposed Americana Boulevard as well as at the proposed 9th Street bridge.

Pioneer Walk establishes a major pedestrian-bicycle spine through the center of the project area. It would link the Central Business District, neighborhood facilities, residential area, Boise River, and Ann Morrison Park. The walk would utilize the 20-foot right-of-way of existing Pioneer Street, and would only require a sidewalk on the east side to connect it to the river and Greenbelt. The existing pedestrian path which runs from the downtown redevelopment area to a point midway on the Boise River between the two existing bridges.



CONSTRUCT FOOTBRIDGE TO ANN MORRISON PARK

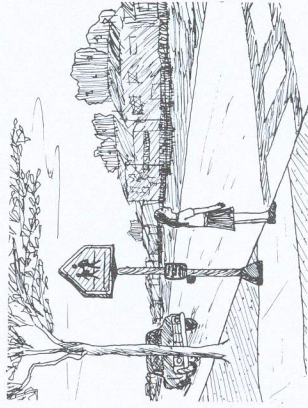
It is recommended that a footbridge for pedestrians and cyclists across the Boise River to Ann Morrison Park be constructed. This would eliminate the necessity of taking the long and oftentimes dangerous routes of the Ann Morrison Park and the Boise River bridge. The new footbridge would be located midway between these present crossings and at the foot of Pioneer Walk.

VACATE PORTION OF RIVER STREET

This closure will eliminate through-vehicle traffic from the area and will provide a quiet residential area to the neighborhood. It will facilitate residential development and open the area up toward the Boise River. This vacation could only be implemented once the Front Street Compleat was completed.

UTILIZE FOREST SERVICE LAND FOR HOUSING AND FUTURE PUBLIC USE

At the present time the U.S. Forest Service depot occupies about seven acres of government-owned land along the river in the southeast corner of the project area. Considering their present desire to vacate this site, it is recommended that Boise City obtain this land and use it in part as a site for some public housing, as trading material for a more suitable elderly housing site for future public use in the event that re-zoning educational-cultural facilities in this area were to expand.



UPGRADE UTILITIES AND PUBLIC WORKS

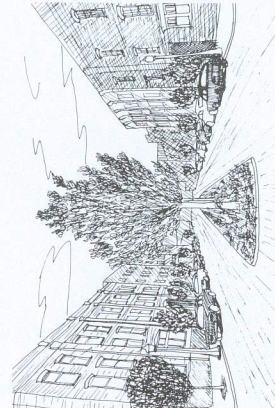
Due to anticipated higher residential densities, it is expected that all utilities systems will have to be expanded. Boise's arid climate necessitates a good irrigation network for the project area. Such a system could obtain water rights from the adjacent Boise River or sink a community well.

Neighborhood sidewalks are generally in poor repair, and some streets are without sidewalks. This type of public works improvement, along with additional street lighting, is extremely important for the neighborhood and a vigorous tree planting program will have to be initiated in order to attract private development.

RECOMMENDATIONS FOR WAREHOUSE INDUSTRIAL AREA

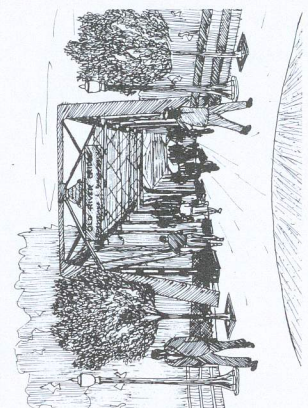
CREATE A HISTORIC DISTRICT IN OLD WAREHOUSE AREA

A unique resource, consisting of turn-of-the-century warehouse buildings, presently exists in the northeast corner of the project area. These buildings, which have been abandoned for many years, offer an exciting potential for the neighborhood. The area is an exciting district along the lines of such successful projects as San Francisco's Ghirardelli Square, Denver's Larimer Square, or Seattle's Pioneer Square. But due to the uncertainties of business success in areas of transition and the reluctance of developers to rehabilitate old buildings, it is mandatory that the City of Boise exert itself in establishing an atmosphere that will do this and support the warehouse district. To establish a historic district, the City must be able to create a historic district. The area between 9th Street, Broad Street, and the alley between South 8th Street and Capitol Boulevard. Such an ordinance or zone would prohibit demolition, construction, restoration, or modifications without the approval of an Historic Preservation Commission. This would enable the district to develop as a historic character that is required area to maintain the historic character that is required to establish a successful specialty commercial district and insure private developers that their investments in the area would not be jeopardized by poor planning or non-compatible architecture.



ENCOURAGE FURNITURE AND SPECIALTY COMMERCIAL USES IN THE WAREHOUSE AREA

No other area in Boise has established itself for the specialty commercial market, and it appears that little will be left in the Urban Renewal area that would offer the character required to make such an area attractive to specialty stores. Urban Renewal's rejuvenation program has also had to relocate, and will continue to relocate, many businesses that would be well suited for a specialty shops besides furniture and antiques. Little for types of shops besides furniture and antiques shops, art galleries, a bakery, import shops, a flower shop, and gift shops. Future plans could even include a Boise Public Market. As most existing buildings are two and three stories, upper floors could accommodate office space and a limited amount of residential space.



RETAIN OLD 8th STREET BRIDGE AS PEDESTRIAN-BICYCLE CROSSING

Upon completion of the proposed 8th Street River bridge, the 1911 8th Street bridge could be retained and converted solely to pedestrian-bicycle movement.

ENHANCE CULTURAL-EDUCATIONAL FACILITIES

The new Boise Public Library will have a significant impact on the project area because it expands the existing educational and cultural center now concentrated around Capitol Boulevard and the Boise River into the River Street area. All future development in this area should take cognizance of this expansion and be compatible with it.

The library itself should strengthen its relationship with the Boise River and City by closing the small street between Capitol Boulevard and the Boise River and by expanding its outdoor library into the adjacent park area. Safe pedestrian circulation among the library, art gallery, and historical museum should be established as well as additional parking spaces.

CONSTRUCT SKYBRIDGE TO DOWNTOWN MALL

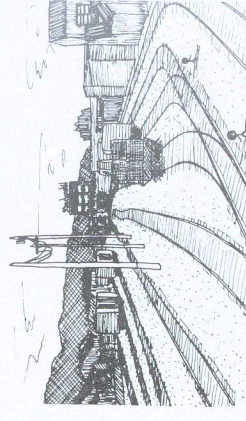
If the South 8th Street historic area and the Central Business District are to complement one another, there must be much-improved pedestrian access between the two areas. This could be accomplished by means of an elevated skybridge over the Interstate extension which would link directly into the proposed downtown shopping mall.

UPGRADE UTILITIES AND PUBLIC WORKS

A number of public improvements are necessary to stimulate private development in the historic district. These would include improved pedestrian access to the Central Business District by way of a skybridge, and the construction of a major stormwater sewer system. Tree planting on existing parking right-of-ways would be called for to provide adequate shade throughout the district, as well as general landscaping and some sidewalk replacement. Pedestrian crossings should be improved by incorporating bricks into the street at appropriate crossing points. A tree-lined median strip running the length of South 8th Street should be constructed to enhance the entire street to pedestrian use. Pedestrian crossings should be provided to the north and south of the 9th Street. The alley between South 8th Street and South 9th Street should be closed to all but service vehicles and should be landscaped and designed, so that it would be an extension of the surrounding businesses.

DE-EMPHASIZE ADDITIONAL INDUSTRIAL USE

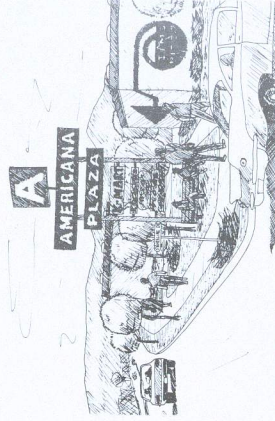
Industrial use within the project area should be generally de-emphasized. Many of the existing industrial concerns have already indicated a desire to relocate in the near future. Their vacated buildings would possibly be utilized for expansion of those industrial uses who wish to remain in the area.



SCALE DOWN RAIL YARD TO MEET EXISTING DEMAND

With the demand for rail service in and beyond the project area dropping off, it is recommended that the rail yard be reduced in size to meet this demand and that switching activity be relocated to a more appropriate area. Rail service to existing businesses could remain and the proposed Interstate extension could utilize the vacated portion of the yard.

RECOMMENDATIONS FOR AMERICANA COMMERCIAL AREA



ESTABLISH MAJOR ENTRY-EXIT POINTS

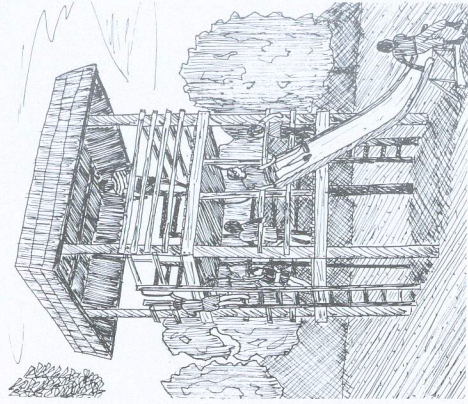
Future planned traffic improvements of the 15th and 16th Streets would establish the couplet as a major north-south arterial and lead to improved access to the shopping area. Present entry and exit to the area is undefined, with numerous entry-exit points, some impeding the movement of through-traffic. Major entry-exit points should be established at the intersection of Americana Boulevard with Front Street and on 15th Street, with clustered and identifiable signage.

EXERCISE OVERALL PLANNING FOR THE RETAIL AREA

It is unfortunate that the growth has taken place in the Americana commercial in the past years has lacked any overall planning. This has led to the typical auto-oriented scattered-building site arrangement with each store acting as an individual unit rather than a planned shopping area. Existing and future commercial development in this area must pull together in establishing a harmonious commercial district. New structures should face toward the center of the area and parking should be concentrated and mutually shared.

PROVIDE IDENTIFIABLE PEDESTRIAN PATHS BETWEEN RESIDENTIAL AREA, GREENBELT, AND RETAIL ESTABLISHMENTS

The exterior areas of the existing commercial and office establishments are predominantly asphalt paving and concrete. Surface structure has been delineated to provide pedestrian paths. Pedestrian amenities such as sidewalks, landscaping, and seating, and shelters or provisions for public transportation are for the most part non-existent. With an increased number of pedestrian shoppers in the future these amenities must be provided, along with efficient, pleasant, and identifiable pedestrian paths between residential, office, and retail areas.



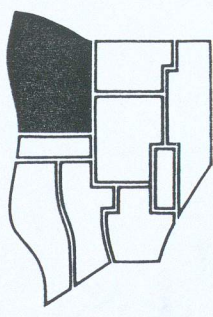
IMPLEMENTATION

The existing 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 involves the active participation of the City, the citizens of River Street, and the business community. The establishment of an advisory group and the appropriate redevelopment organization with adequate funding

Due to the size of the project area, it is unrealistic to assume that implementation will come about all at once. Rather, development will take place one step at a time, with both the public and private sectors developing areas which in turn will spark further development. Private development should be developed first, avoiding relocation problems. Ideally, the public will play a major role, but once priority projects are completed much of the proposed development will take place on its own. These priorities include resolving the housing needs of the area's low-income; the completion of the Boise Greenbelt, Pioneer Walk and Pioneer Park; the establishment of a neighborhood and day care center; the improvement of a pedestrian path; the preservation of a historic district; and assistance in relocating non-conforming uses out of the residential neighborhood.

PROP. MR. & MRS. FARM 2-79
Boise City

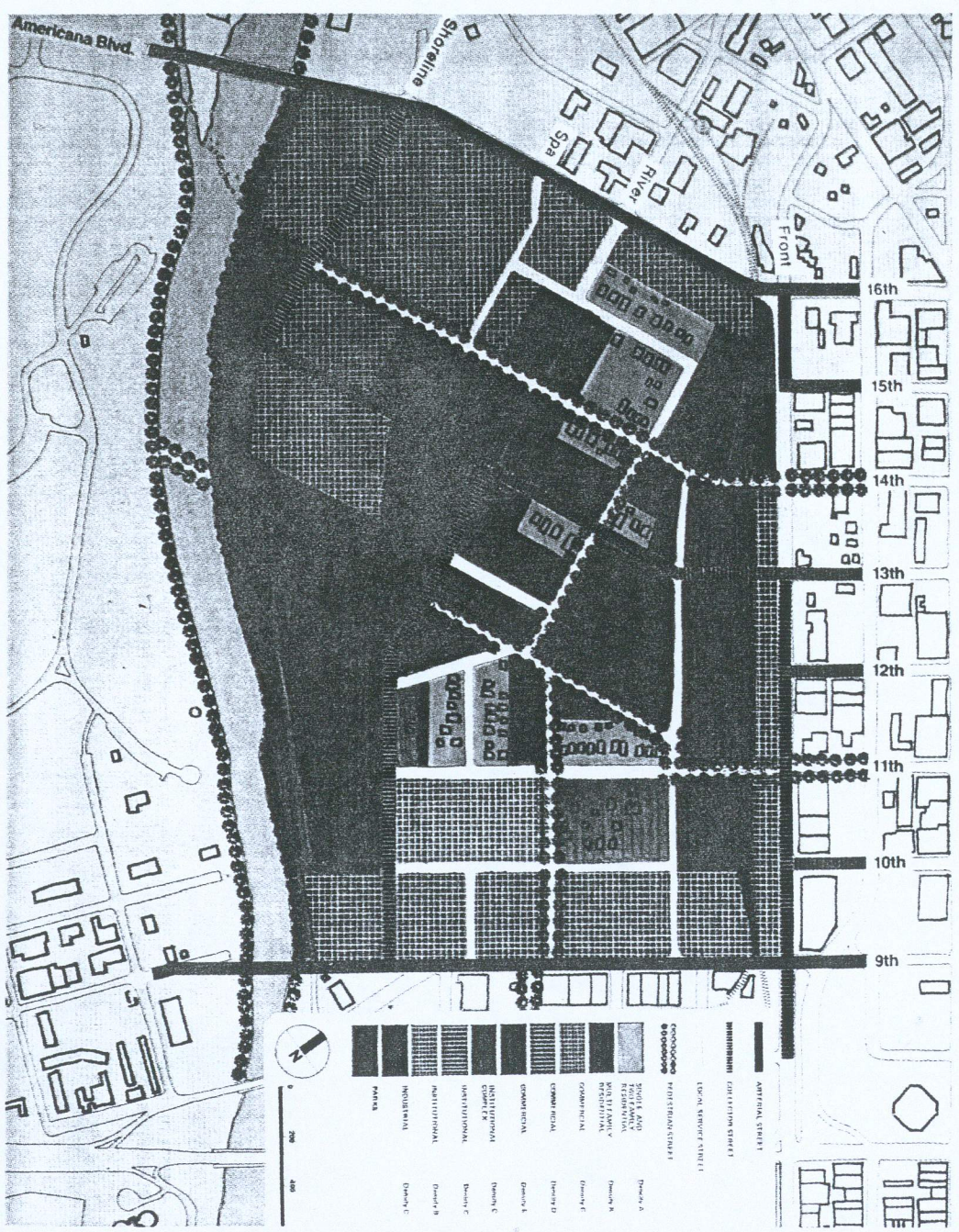
River Street



Concept

RIVER STREET BECOMES IN-TOWN COMMUNITY

The district is underdeveloped today with approximately seventeen blocks of land available for new development. The area is an ideal location for housing because of its close proximity to the Boise River and downtown employment. The plan would preserve existing housing and provide for the establishment of a new, in-town community.



Circulation

PEDESTRIAN STREETS CONNECT NEIGHBORHOOD TO COMMUNITY CENTER AND PARK

Within the district, Eleventh, Fourteenth, Grand, Miller and Pioneer Streets form a pedestrian network. They provide visually attractive, safe routes for residents strolling or cycling south to the Greenbelt and Boise River or north to office and shopping areas. They would also provide easy access to the new "village square" park at the intersection of Miller and Pioneer and the new community center east of Eleventh.

NEIGHBORHOOD IS PROTECTED FROM HEAVY TRAFFIC

The district's neighborhoods are frequently bothered by heavy auto traffic, especially along River Street, as drivers attempt to avoid congestion in the commercial core. The plan would correct this problem by rerouting heavy traffic around the district on three arterials—Americana, Grove and Ninth Streets. In addition, River Street would be closed between Thirteenth and Fifteenth, to further discourage through auto traffic.

Land Use

COMMERCIAL AND INDUSTRIAL DEVELOPMENT IS LIMITED

Commercial and industrial land uses would be limited to the east, west and north edges of the district. Some moderate commercial development would be allowed in Americana Plaza, along south Americana Boulevard. This land is already zoned for commercial use. On Ninth and Tenth Streets on the east side, some industrial land would be rezoned to allow commercial use. Commercial development would be desirable in the area as a buffer from heavy traffic on Ninth. Until freight service on the northern side of the district (the railroad to Borah Street) ends, industries would be allowed to remain. Once they relocate, land in that area could be redeveloped for additional in-town housing. Land would be rezoned to prevent commercial development in other areas of the district. Allowing additional commercial development would contribute to the fragmentation of the downtown commercial core and reduce the potential for providing transit service to downtown workers.

EXISTING HOUSING IS PROTECTED

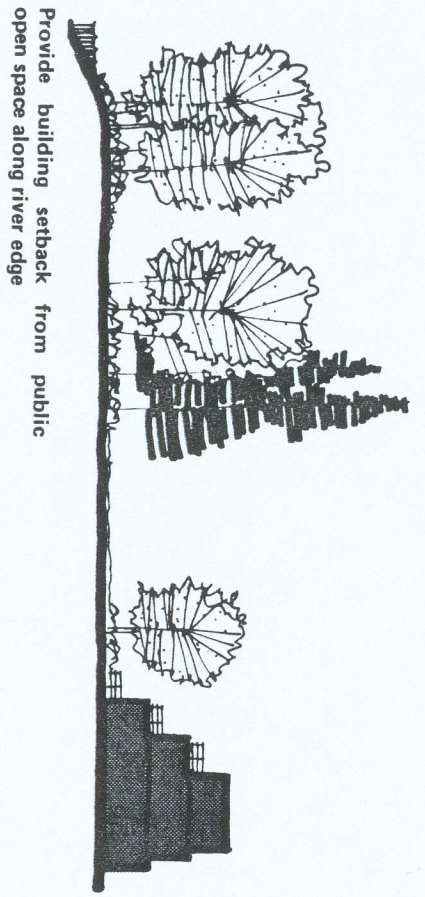
The existing housing in the district is a valuable resource because it provides Boise with an urban neighborhood for people with low incomes. Those homes which are in sound condition or which can be repaired to conform to city building codes would form the basis for an expanded in-town residential area. Where these structures occur in clusters, land would be rezoned to permit only single or two-family housing.

NEW HOUSING IS ESTABLISHED

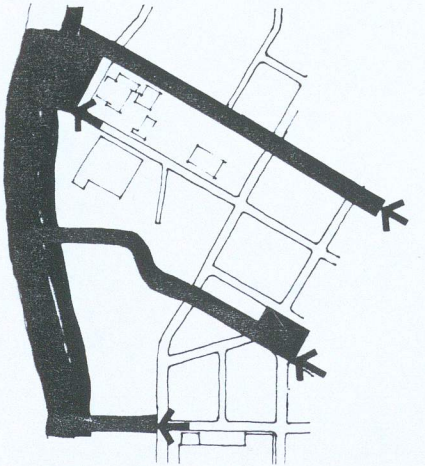
Economic projections for the district estimate the need for seventeen blocks of new residential development during the next twenty years. Much of the new development could occur within the area bounded by the Boise River, Fourteenth, Borah and Tenth Streets. The area should be studied carefully to properly integrate existing housing with new, multi-family housing. A detailed plan for the area could be used to attract federal and state funding assistance for planning and constructing housing for low-income families.

COMMUNITY MULTI-USE CENTER IS ESTABLISHED

The large warehouse east of Eleventh Street would be an ideal location for a community center in the district. The building, which has over 100,000 square feet of floor space, could contain a wide variety of stores, cafes, day care centers, and other social service programs for the enlarged community. Part of the floor space could be left open for such events as neighborhood fairs and Basque festivals. The current owners of the building are expected to move to a better location outside the city sometime in the future.



Provide building setback from public open space along river edge



Provide public access from River Street neighborhood to the Greenbelt