



# Boise City Council Meeting January 13, 2015

CAR 14-00010 & PUD 14-00003

State Street / Saxton Drive / Gary Lane

The Northwest Neighborhood Association

Baron Subdivision HOA

Alder Point Subdivision HOA

# Concerns About Procedures

- Initial application did not get transmitted to Garden City and Eagle for comments – why not?
  - A MOU exists between the partnering cities along the corridor to cooperate and coordinate efforts.
- No initial comments received from COMPASS or Valley Regional Transit?
  - Just received comments from VRT on 1/8/15
- Should revised plans have been reviewed by Fire Department and Idaho Transportation Department?



# People, Places and Prosperity

## The Economic Impact of this Development

- The city & neighbors align, incentives needed to increase ROI and lower risk for the developer.
- What financial tools are available to partner with the developer in overcoming barriers to assist the city in achieving its long-range plans?
  - Off-Set The Impact Fees
  - Tax Increment Financing
  - Tax-Abatement Programs
  - Regional & State Grants
  - Development Bonds
  - Capital City Development Corporation Programs
- A true mixed-use plan will attract new businesses to Boise and positively impact the Boise Valley Economic Partnership.

# Significant Opportunity For The Developer

- An Urban Town Center, or be “The Center of Town” for this part of Boise.
- Significant opportunity due to the designated constraints on the other sections of this node.

Location	Constraint	Jurisdiction	Notes
* Northeast Corner – Albertsons area	Long-term redevelop, 10-25 years	Boise	Recently renovated interior of Albertsons.
* Southeast Corner – Big Lots area	Long-term redevelop, 10-25 years	Garden City	Recently renovated entire front façade.
* Southwest Corner – Walmart area	Unlikely to redevelop any time soon	Garden City	

# A Very Unique Location

- Last and largest undeveloped parcel of land.
  - Largest of 12 identified nodes.
  - Only remaining node in Boise City limits with an undeveloped lot.
- 1 of 5 priority TOD areas & the only one that crosses the river.
- Top 10 busiest intersections.

## **Has the potential to be a game changer:**

- Transform this area into a place that is so special and irresistible that people will invest here, live-work-play here, and choose to stay here.
- Create a distinct gateway for the city.
- Set a standard for future development along the corridor.



# Creating a Lasting, Innovative and Vibrant Neighborhood

- Modifying the current development plan to fit the city's long-range vision and comprehensive plan.
- As city leaders, please be accountable to the plans and policies you created while being responsive to the residents' and your constituents' concerns.
- Lets inspire and incent the developer to push their boundaries towards the new way of retrofitting the suburbs.

*“When we really understand people’s needs and desires, and we can find the place to meet those needs and desires then we create prosperity.”*

David Leland, 2014 State of Downtown's keynote speaker & leading public private strategist

# Mixed Use: Boise's New Normal

- Residential above commercial/retail is no longer a “deal killer” as the developer stated in March 24<sup>th</sup> application letter.
- Live-work-play developments are the new normal in Boise (Owyhee Plaza, John Alden building, Central Addition on Broad Street, Creative Vision with incentives available for Macy’s building, Sawtooth Development Group’s mixed use condo project,)
- Lets bring mixed use down the State St. corridor. A ½ mile away in the NW Neighborhood a nearly identical 180-unit complex is being built on Bogart Ln. which is not mixed-use.
- Numerous studies show that demand for compact, mixed-use, transit-oriented development far outstrips current supply.
- Status quo developments pose an economic risk for the city’s tax revenue base and chances for federal transit funds.

Sources: State of Downtown April 2014

Commercial And Mixed-Use Development Trends In The Rocky Mountain West, Sonoran Institute (2014)

Ten Principles For Building Healthy Places, The Urban Land Institute (2013)

Mixed Use In An Overretailed Landscape, ULI/Urban Land Magazine (2013)

# 2 Plans Impact Area

## 1. **Blueprint Boise Comprehensive Plan**

Provides a strong vision for our built environment.

## 2. **State Street Transit Oriented Development (TOD) Policy Guidelines**

Ensure Land Uses:

- Are transit supportive and sensitive to local neighborhood.
- Increase transit-supportive density in development.
- Design each node to be “a place”.
- Incorporate multi-modal linkages.
- Provide safe traffic circulation.





## 5 Concepts That Both Plans Address

1. Land Use
2. Density
3. Place Making
4. Multi-Modal Activity
5. Transit, Traffic, Parking

### The Urban Land Institute

The careful coordination of transit and development is critical, so that each can optimally enhance the other.

# I. Land Use

## **BBCP**

### **Community Activity Center**

#### **Principal**

- GDP-MU.6: Transit Access  
(b) Concentrate higher-density residential at the core of activity centers and within 1/4 mile of existing and planned transit stops to provide ease of access and to promote increased ridership over time.
- Appendix C - Level 1: Areas of Change & Stability Map  
Significant new development anticipated on vacant parcels in the area. New development typically consists of a similar use and development intensity as found in the immediate area.

## **TOD**

### **Urban Town Center**

Ensure Land Uses Are Transit Supportive And Sensitive To Local Communities

#### **Objectives**

- 3.1.6 – Require the built form to complement the local context, while providing for flexibility within individual developments.
- Buffer and connect neighborhoods with town homes.



# TOD Policy Guidelines

Transitions between established residential areas and the new TOD area should provide a sensitive interface.

Low rise, medium density residential, or low-profile mixed-use development, may be an appropriate transitional use between adjacent low density residential and the TOD node development.

# Land Use

This Proposal Does Not Strongly Support The City's Plans:

- Places largest percent of land use on one transit supportive component – residential.
- Second largest land use is for surface parking.
- Could be more sensitive to existing neighborhood scale and homes, by limiting height to three stories or stepped-back design for upper floors.

## 2. Density

### BBCP

#### Principals

- GDP-MU.2: Housing  
(b) Incorporate higher-density housing and a wider range of housing choices in larger centers with existing or planned transit access.
- NW-CCN 1.3: A mix of housing types and lot sizes will be encouraged in the Northwest to maintain the area's diverse character.

### TOD

Increase Transit-Supportive Density Within The Corridor And At Specific Nodes.

#### Objectives

- 3.2.1 – Optimize density around each development node.
- 3.2.2 – Design density around each development node to create livable urban environments.

# Density

Successful TOD includes a variety of residential choices and styles, with rental and ownership opportunities.



- Small Lot Single Family Detached
- Cottage & Garden Bungalows
- Apartments (2 or more units)
- Studio/Micro Units
- Work-Live Lofts
- Townhomes & Condos



***30<sup>th</sup> Street Area Master Plan / TOD Node Specifies Rental & Ownership Opportunities***

# Housing Density: 1 of 3 Transit Supportive Components

- To increase the amount of commuters who use public transit, both the household (*origin*), and employment site (*destination*), must be located near a transit route.

Source: Communities In Motion 2040 – Change In Motion Report (2014)

- Plan provides potential origin riders, but not enough for destination commuters to alleviate congestion in other areas.



## Transit Supportive Density Guidelines

- 1.5 jobs for every housing unit
- 25 jobs per gross acre



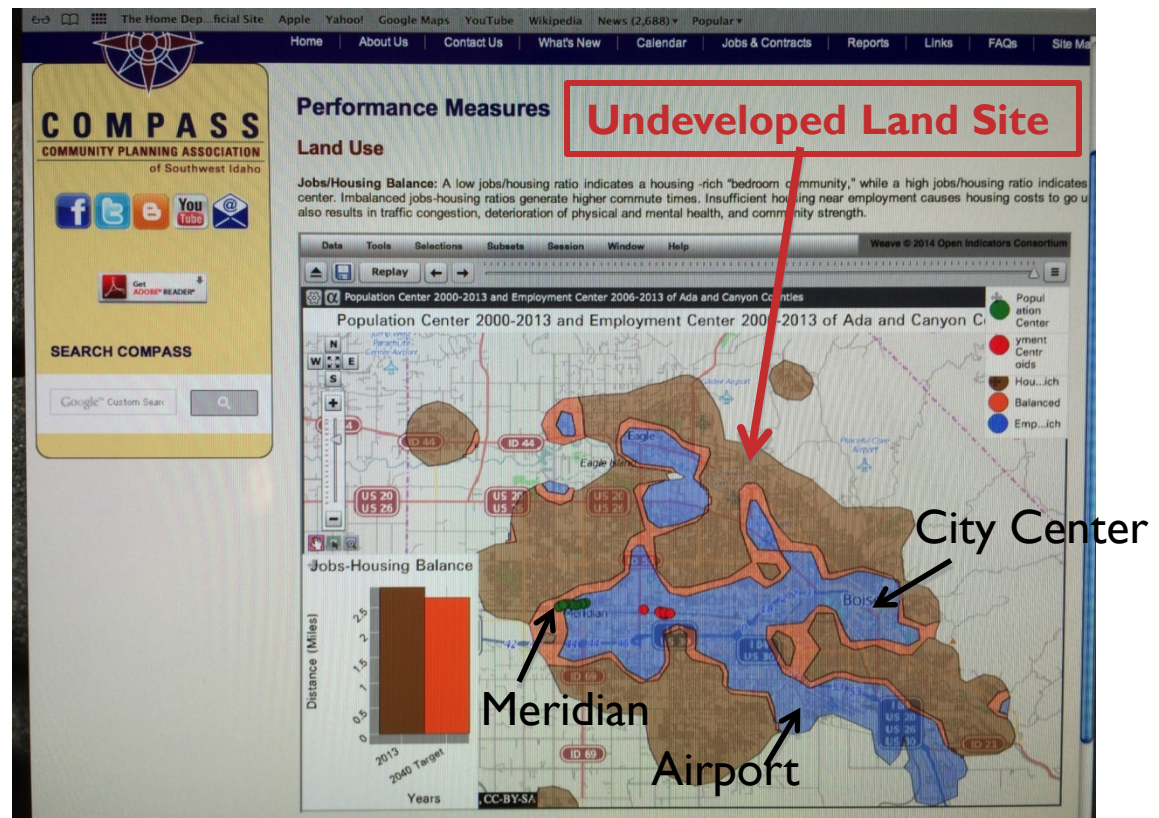
# Jobs-Housing Imbalance

- Disproportionate amount of residential, to employment and commercial, adds to the existing problem.
- Generates more traffic and pollution - rather than the TOD principal of “capture traffic” - as residents drive elsewhere for employment.

**Brown = Housing rich**

**Blue = Employment rich**

**Orange = Balanced**





# Residential Demand By 2030

Along the Corridor, 23<sup>rd</sup> street to Horseshoe Bend Road:

There will be a market for 300 to 450 new multifamily units over the next 25 years

It is estimated that at best 100 multifamily rental units may be absorbed every five years.

**Successful projects will be determined more by the Place Making amenities provided than existing market opportunities.**

# Density

This Proposal Could Further Support The City's Plans By Including:

More variety in housing types with ownership options.

- Contributes to economic stability.
- Attracts a diverse range of residents.
- Meets the needs of a broad spectrum of socio-economic groups.
- Allows residents to remain in a neighborhood even if their housing needs change.



# Density

This Proposal Could Further Support The City's Plans By Including:

A more balanced mix of residential, employment & commercial elements.

- Contribute solutions to the jobs-housing imbalance, provide a variety of pay-scale jobs, and a customer base to the commercial businesses.
- Capture traffic and increase destination transit ridership.
- Decrease trips by car via offering a more diverse mix of uses to meet daily needs.
- Broaden the tax revenue base

# 3. Place Making

## BBCP

### Principal

- GDP-MU.2: [Housing](#)
  - (a) Encourage the incorporation of housing in activity centers [either above retail storefronts or as an adjacent, but well-integrated use](#) to provide opportunities for residents to walk or take transit to shops, services, and jobs.

## TOD

Design Each Node So It Becomes A “Place” Responsive To Market Needs With A Suitable Mix Of Uses.

### Objectives

- 3.3.1 – Create layouts and designs consistent with node “themes” and market factors.
- 3.3.2 – Incorporate natural water features such as the Boise River and the canal system in design and orientation.

I can choose to  
live where there's  
a 'there.'

- Howard Elkus

Award Winning Architect



# Place Making

This Proposal Does Not Strongly Support The City's Plans:

- Offers a very limited mix of uses that are not well-integrated.
- “Place Making” elements are not strong.
- Very small public plaza, relative to total land area, isolated from the residential area and bordered by a drive aisle and parking.
- The other amenities are separated and serve one user group, the tenants.
- Offers little as a distinct destination for both transit users and local residents.



# Build A Place, Not A Project

The residential and commercial sides are not well-integrated.

- They could be by doing more to tie the buildings and uses together.
- A long continuous open area – a greenway – between the residential and commercial sides.



Function as a primary pedestrian thoroughfare and a vibrant community space.







# Build A Place, Not A Project

- Create the “Third Place” concept of a community living room.
- A large space for residents, workers, neighbors and visitors to engage in active and passive pursuits with others, which strengthens community.





Sidewalks and paths provide the connective tissue for TOD and public space and plazas provide the heart.

Much more than an after thought, they are essential infrastructure elements.



# Build A Place, Not A Project

- Encourage on-site and nearby residents who are tech-enabled to “work from anywhere” – captures traffic versus generate it.



“Capital and jobs follow people, and talent is mobile. And what that talent is looking for is quality of place – dynamic, diverse neighborhoods, whether in cities or suburbs.”

- Shaun Donovan, former Secretary of Housing and Urban Development From the American Institute of Architects National Convention 2012



# Build A Place, Not A Project

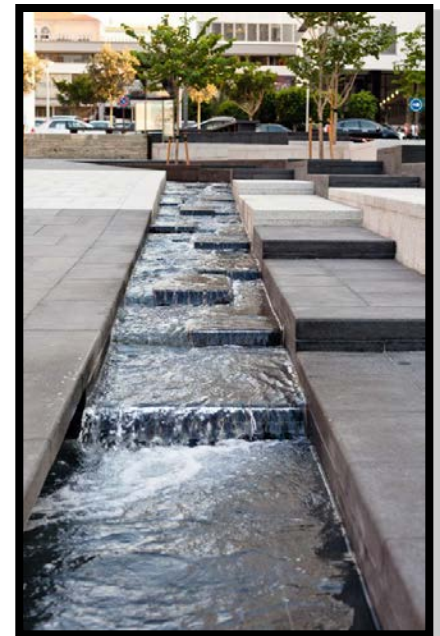
- An area for events, celebrations, mini farmers market, food trucks, etc.
  - captures traffic; current residents drive downtown for farmers markets & events.
- Activities generate revenue for tenants & the City's bottom line.





# Build A Place, Not A Project

- Utilize the canal as a Place Making element, or include a passive water feature that symbolizes the canal, to connect with the history of this land while creating a distinct identity.



# Build A Place, Not A Project

- Use building placement to take advantage of opportunities to frame and direct views from outside, and within, the site.
  - Existing public space, or at a ground floor establishment, has view of 4-story buildings, versus capturing a view of the hillsides.
  - Roof top patios/gardens
  - Restaurant above retail





# Missed Opportunity To ...

- Leverage design to improve economic, environmental and social factors, as well as promote health, wellbeing, and quality of life for the entire community.



- Enable a competitive advantage to attract employers to an area where there are vibrant places for their employees to live.

- Contribute a significant community benefit to the neighborhood which aligns with the Community Activity Center element of the BBCP.
- Create a visual connection to the agricultural history by using the canal or a symbolic replica in the design.





# 4. Multi-Modal Activity

## BBCP

### Principals

- GDP-MU.4: Pedestrian Access and Orientation

(a) Design sites and orient buildings with an emphasis on the character and safety of the pedestrian realm:

- Bring buildings close to the street.
- Place parking behind or to the side of buildings.
- Provide clear pedestrian connections with generous sidewalk widths, low-level lighting, and outdoor gathering spaces.

## TOD

Incorporate Pedestrian, Bicycle, And Transit Oriented Linkages.

### Objectives

- 3.4.1 – Prioritize pedestrian travel and provide quality pedestrian connections.
- 3.4.2 – Provide a compact development form.
- 3.4.3 – Provide integrated public systems.
- 3.4.5 – Incorporate all-season design and pedestrian amenities.
- 3.4.6 – Provide appropriate level of bicycle facilities.

# 4. Multi-Modal Activity

## **BBCP Principals**

- GDP-MU.6: Transit Access – Design activity centers to support existing and planned transit. Cluster activity-generating uses, such as retail stores, restaurants, and daily services along transit corridors and surrounding transit stops and provide direct pedestrian access.
- GDP-C.1: Site Planning for Pedestrians and Bicyclists – Plan new development along corridors to encourage pedestrian and bicycle activity and facilitate access to existing and planned transit: Incorporate detached or wider sidewalks and outdoor gathering spaces with seating and other amenities; Provide direct connections between buildings, parking areas, transit stops, and surrounding neighborhoods.
- GDP-C.3: Building Organization – (a) Organize buildings to frame and enclose corners, pedestrian walkways, and transit stops.
- GDP-CG.2: Site Planning/Development Orientation – (b) Orient development towards the gateway corridor, providing a high level of architectural detailing and entrances for pedestrians. (c) Bring buildings located at major intersections closer to the street to anchor corners and to help form a gateway into adjoining neighborhoods.

# 4. Multi-Modal Activity

## **BBCP Principals**

- CC3.2: Transit Access – (b) Integrate transit stops and stations into new and redeveloped sites and/or improve access to existing transit facilities. (d) Follow best practices for pedestrian safety at intersection and crossing locations near transit stops.

## **Boise Development Code** 11-07-04: Connectivity, subsection 5.E

- (1) Lighting and sidewalks shall be designed to encourage pedestrian access and security.
- (2) Pathways shall have convenient connections within the development core and between surrounding neighborhoods and parking facilities.
- (3) Safe, secure, and convenient bicycle storage areas will be provided and storage/rack facilities shall comply with standards adopted by the Boise Parks and Recreation Department.
- (4) Pedestrian and bicycle circulation within the project shall be designed to minimize conflicts and hazards with motor vehicles.

# Multi-Modal Activity

This Proposal Does Not Strongly Support The City's Plans:

It needs to include a much stronger linkage between land use & multi-modal transit.



**Layout is designed for cars, not people.**



# Multi-Modal Activity

- Provide highly visible, continuous, barrier-free (car-free) routes, that are interconnected within the development, and connect externally to transit locations.



- Prioritize pedestrian activity via generous provisions: open areas with wide sidewalk width, ample outdoor gathering space, pedestrian-scale lighting, street furniture, public art, etc.





- Bring buildings up to State Street and Saxton Drive to frame the pedestrian walkway and easily provide access for pedestrians and transit patrons.
- Link buildings to form a route that can have awnings to encourage pedestrian mode in all weather.



# Fully Accommodate Bicycles

Make it easy to choose this mode of transit via generous provisions, just as is done for cars.

- Fully enclosed, secure bike parking at ground level for residential.
  - discourages bicycling when carry bike up stairs to ensure security.
- Makes it easy for kids to ride bikes to school.
  - supports the Safe Routes To School program.





# Fully Accommodate Bicycles

- Include bike repair area with basic tools and a wash station.
- City code provides a reduction in required number of spaces if fully enclosed and secure.



**Make it easy to live car-free.**

# Fully Accommodate Bicycles

- Highly visible, secure bike racks at commercial area for employees and visitors.
- Do double duty as public art.



# 5. Transit, Traffic, Parking

## BBCP

### Principals

- GDP-C.1: Site Planning for Pedestrians and Bicyclists
  - Locate surface parking behind buildings and away from street frontages or using structured parking.
- GDP-CG.2: Site Planning/Development Orientation
  - (d) Locate parking and loading areas away from the gateway corridor and screen these features using a combination of landscaping, berming, and/or decorative fencing.

## TOD

Manage Transit, Vehicular And Parking Traffic At Nodes.

### Objectives

- 3.5.1 - Place parking in appropriate locations.
- 3.5.4 - Encourage Transportation Demand Management strategies to reduce need for parking.
- 3.5.5 - Provide for shared parking among uses and reduced parking requirements.

# Transit, Traffic, Parking

This Proposal Does Not Strongly Support The City's Plans:

- Majority of “open-space” is allocated to cars – actively works against TOD.
- Parking is not designed to minimize the number of vehicle crossings over pedestrian routes – there are no “no car routes” from any direction.
- Parking is not clustered to the rear or side of buildings to remove it from gateway corridor view.





# Transit, Traffic, Parking

This Proposal Does Not Strongly Support The City's Plans:

- No specific provisions for Transportation Demand Management such as designated parking for car-share programs and carpool vehicles, or shared parking strategies.
- Does not take advantage of the cost saving on parking reductions available for mixed-use and TOD developments, per the Boise Code.

**619 spaces for 323 residential units – Boise Code only requires 437**

## Surface Parking

- Does not produce economic activity for the developer or the city
  - it is a means to an end.
- Ties up valuable land for vehicle storage when there may be a better, more productive use of the land – open space for community amenities.
- Tends to discourage pedestrian activity and saps vitality from the surroundings.
- Overburdens the drainage infrastructure & pollutes the Boise River.

# Transit, Traffic, Parking

The land used for surface parking could be reduced by:

1. Locate more parking under buildings or utilize a parking structure.
2. Locate buildings and uses to utilize shared parking strategies;
  - Residents drive to work opens spaces for commercial employees.
  - Spaces used by office workers are used by evening restaurant patrons.
3. De-couple parking from rent
  - charge separately per space.



# CIM/Valley Regional Transit

The plan has not been comprehensively analyzed for alignment with COMPASS–CIM & Valley Regional Transit regarding existing or future transit plans.

- No comments from COMPASS have been part of the public record.
- No comments from VRT until just recently - January 7, 2015.









# Transportation Funding

## **COMPASS – CIM 2040**

- Not enough transportation funding to both support anticipated growth and ensure the viability of the current transportation system.
- The Board directed all federal transportation funding toward maintenance of the existing system.

## **STATE FUNDING**

- 1 of only 2 states that does not have any dedicated public transportation funding.

## **FEDERAL FUNDING**

- Can provide up to 80% for Capital Improvement Projects.

# Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)

Federal funding program; began focusing on performance-based evaluation in 2012.

\* **Emphasis On:** Transporting people between and within areas, and the connection between land use, housing & transportation to promote sustainable development.

\* 20-35% of the evaluation criteria can come from these components.

## **Higher Evaluation Ratings Are Obtained By:**

- A balance of population, housing and jobs.
- Development that is consistent with transit-oriented design principles.
- Site characteristics that include short building setbacks, entrances oriented towards the street, pedestrian amenities, public areas, and street furniture.
- A fine-grained mix of uses – retail & professional services close to office and residential.
- Pedestrian routes that are direct with continuous sidewalks.

## **Lower Evaluation Ratings Can Result From:**

- Lack of the above criteria plus large amounts of land dedicated to parking.

# Potential Outcome

**Too much Housing – Not Enough Jobs – Lacks TOD**

– generates traffic

**Worse Air Quality**

– northern Ada County  
reliability

has air quality issues

**Slower Commutes**

– impacts bus service

**Federal Funding at Risk**

**Ridership Decreases**

One of the important determinations of a functional transit system is reliability. On-time transit helps assure users of its reliability.

# Transportation Funding

It's a highly competitive market - we may never obtain funding to implement the full BRT system.

## 1. Maximize The Walk/Bike Elements

- Eases the pressure on the roads and can change the outcomes.
- Least costly method to decrease congestion and air pollution.
- Supports the grant application process.



## 2. Make Super Critical Decisions

**Every decision on land use and the built environment, along the corridor, needs to make the strongest case to secure future federal funding in order to someday expand the transit system.**



# TOD Lessons Learned: Other Cities

- “Build It & They Will Come Approach” leads to an oversupply of housing and not enough other elements to attract transit riders.
- Need to view entire corridor as a whole, not in fragmented pieces as each development comes along.
- If you saturate one node with too much of one element, this impacts other nodes later.
- Conversely, if this node is primarily residential without many “place making” elements, and later the other nodes have great mixed-use design and offer a vibrant “place”, they will draw residents away from here.
- Need a balance of residential, employment and commercial elements, with great community amenities, at all nodes to attract residents and impact transit ridership along the entire corridor.

# NW Neighborhood Recommendations For Conditions of Approval

To More Strongly Support The City's Plans & Successful TOD:

- **Provide a mix of housing types** with ownership opportunities.
- **C-4D/DA zoning on entire property** to ensure comprehensive and integrated site planning - original application requested this zoning.
- **Reduce height of buildings Q & T to 3-story** for a consistent, sensitive transition to adjacent homes.
- **Require commercial buildings to be a 2 story minimum** to address jobs-housing imbalance and capture traffic.
- **Designate at least one of the TOD shadow plots for a park and ride lot**, in conjunction with COMPASS & Valley Regional Transit.
- **Relocate path along Alder Point properties** from behind homes to front of townhomes.
- **Designate a highly visible, continuous, barrier-free pedestrian connection** for increased pedestrian safety.
- **Require place making elements and larger public open space to provide a significant community benefit and "a place."**

# Resources

## **Boise City Documents**

- Blueprint Boise Comprehensive Plan (2011)
- Boise Citywide Design Standards and Guidelines (2013)
- Boise Development Code
- Boise Strategic Plan
- Boise's Adopted Neighborhood Plans – 19 Entities
- 30<sup>th</sup> Street Area Master Plan (2012)
- State Street Corridor Documents:
  - Strategic Plan – Final Report & Supporting Data, Volumes I, II, III (2004)
  - Market Strategy (2007)
  - Transit Oriented Development Policy Guidelines (2008)
  - Transit & Traffic Operations Plan: Task 5 TOD Site Selection & Prioritization (2010)
  - Transit & Traffic Operational Plan: Implementation Plan (2011)
  - Memorandum Of Understanding (2005) (2011)

# Resources

## **Capitol City Development Corporation**

- Boise, Idaho Downtown Walkability Analysis (2013)
- Economic Feasibility Study – 30<sup>th</sup> Street Urban Renewal District Plan Adoption (2012)
- Urban Renewal Plan – 30<sup>th</sup> Street Area Urban Renewal Project (2012)
- Workforce Housing – Meeting Market Demand (2007)
- 30<sup>th</sup> Street Urban Renewal Area & Eligibility Report (2008)

## **Community Planning Association of Southwest Idaho (COMPASS)**

- Communities In Motion 2040 (2014)
- Communities In Motion 2040: Change In Motion Report (2014)
- Communities In Motion Implementation Guidebook (2007)
- Performance Dashboard Database
- Transportation Service Coordination Plan For Ada And Canyon Counties (2014)
- Treasure Valley High Capacity Transit Study (2009)
- Working Together To Plan For The Future: FY2015 – 2019 Regional Transportation Improvement Program (2014)



# Resources

## Ada County Documents

- ACHD – Transportation & Land Use Integration Planning (2009)
- ACHD – State Street Alignment Study: Glenwood Street to 23<sup>rd</sup> Street (2012)
- Ada County Idaho: Planning For Growth In The Treasure Valley (2005)
- An Advisory Services Panel Report: Ada County Highway District (2007)
- Blueprint for Good Growth / Ada County (2006)
- Eagle Comprehensive Plan & Addendum A (2011)
- Garden City Comprehensive Plan (2006)
- Garden City Urban Renewal Agency – Riverfront East Urban Renewal Plan (2012)
- Integrating Land Use And Transportation In Garden City, Adams & 42<sup>nd</sup> Subarea (2012)
- Valley Regional Transit – State Street Transit and Traffic Operations Plan (2011)
- Valley Regional Transit – Strategic Plan 2013-18
- Valley Regional Transit – Treasure Valley In Transit/Valley Connect Plan (2011)

# Resources

## **Idaho Smart Growth & Urban Land Institute Documents**

- Housing In America: Integrating Housing, Health & Resilience In A Changing Environment (2014)
- Housing In America: The Baby Boomers Turn 65 (2012)
- Housing In America: The Next Decade (2010)
- Idaho Land Use Analysis (2010)
- Idaho Smart Growth Citizens Guide (2014)
- Quality Infill Is Not An Oxymoron (2009)
- Safe Routes to School: Handbook of Local Policy Best Practices for Idaho (2011)
- Shifting Suburbs: Reinventing Infrastructure For Compact Development (2012)
- Smart Growth Best Practices
- Smart Growth: Commercial Development Scorecard
- Smart Growth: Neighborhood Development Scorecard
- Sustainable Downtown Development In Idaho's Treasure Valley (2010)
- Ten Principles for Successful Development Around Transit (2003)
- The Consequences of Residential Infill On Existing Neighborhoods in the Treasure Valley
- The Next 1000: Stimulating Housing In Downtown Boise (2012)

# Resources

## Internet Resources & Documents

- AARP Livable Communities
- American Association of State Highway & Transportation Officials (transportation.org)
- Best Practices In Transit-Oriented Development: City of Reno, Nevada (2004)
- Building Capacity: Helping Communities Create Vibrant, Healthy and Economically Prosperous Neighborhoods (2013)
- Carrot City: Designing For Urban Agriculture
- Center For Transit Oriented Development (ctod.org)
- Center For Neighborhood Technology (cnt.org)
- City Farmer News - 'New Stories From Urban Agriculture Notes' (cityfarmer.info)
- Commercial And Mixed-Use Development Trends In The Rocky Mountain West (2014)
- Congress For The New Urbanism (cnu.org)
- Design For Walkability: An Initiative To Retrofit Suburban Communities (designforwalkability.com)
- Eight Opportunities For Urban Planning Innovation (2012)
- Flexible Parking Structures As Civic Catalysts, ULI Urban Land Magazine (2014)
- Florence/la Brea Transit Oriented District (2013)

# Resources

- Greensburg Sustainable Comprehensive Plan (2008)
- How Are Developers Accommodating Walking & Cycling? – Urbanland Magazine, 3/10/14
- How To Link Land Use And Transportation Planning (2003)
- Idaho Land Use Handbook – Givens Pursley LLP (2013)
- Idaho Statutes – Chapter 65 Local Land Use Planning
- Making TODs Work: Lessons From Portland's Orenco Station (2003)
- Mixed Use In An Overretailed Landscape (2013)
- Planning For Transit-Supportive Development:A Practitioners Guide (2014)
- Reconnecting America – People, Places, Possibility ([reconnectingamerica.org](http://reconnectingamerica.org))
- Riverdale Station Area Transit Oriented Development Design Guidelines (2007)
- Smart Growth America – Making Neighborhoods Great Together ([smartgrowthamerica.org](http://smartgrowthamerica.org))
- Smart Growth Online – Supporting The Development of Vibrant, Healthy Communities
- Southern Green Line Station Area Plan: From Planning To Action (2013)
- Southwest Montgomery Green Street Plan (2009)
- SPUR Report: Getting To Great Places (2013)
- St. Louis Regional Transit-Oriented Development Best Practices Guide (2011)



# Resources

- State OfThe Nation's Housing 2009 – Harvard University Joint Center For Housing Studies
- The New Real Estate Mantra: Location Near Public Transit (2013)
- The Urban Land Institute ([uli.org](http://uli.org))
- TOD 203: Transit Corridors And TOD (2010)
- Transit-Oriented Development Corridor Plan Framework, City of Reno, Nevada (2004)
- Urban Design To Reduce Automobile Dependence (2006)
- Urbanland: The Magazine Of The Urban Land Institute ([urbanland.uli.org](http://urbanland.uli.org))
- U.S. Department of Transportation – Federal Highway Administration ([fhwa.dot.org](http://fhwa.dot.org))
- U.S. Department of Transportation – Federal Transit Administration ([fta.dot.gov](http://fta.dot.gov))
- 2013 Livable Communities Report: A Call To Action (2013)

# Resources

## Mixed-Used/TOD Architects & Examples

- [Cunningham Group \(cunningham.com\)](http://cunningham.com)
- [Design Collective \(designcollective.com\)](http://designcollective.com)
- [Elkus Manfredi Architects \(elkus-manfredi.com\)](http://elkus-manfredi.com)
- [GBD Architects, Inc. \(gbdarchitects.com\)](http://gbdarchitects.com)
- [Gensler \(gensler.com\)](http://gensler.com)
- [GGLO \(gglo.com\)](http://gglo.com)
- [Gorman & Company, Inc. \(gormanusa.com\)](http://gormanusa.com)
- [James Corner Field Operations \(fieldoperations.net\)](http://fieldoperations.net)
- [Myhre Group Architects \(myhregroup.com\)](http://myhregroup.com)
- [OM \(olivermcmillan.com\)](http://olivermcmillan.com)
- [Onepaseo.com](http://onepaseo.com)
- [Per Sei \(perseiapartments.com\)](http://perseiapartments.com)
- [Riverdale Park Station \(cafritzpop.com\)](http://cafritzpop.com)
- [Via 6 \(via6seattle.com\)](http://via6seattle.com)
- [Via Bike \(viabikeseattle.com\)](http://viabikeseattle.com)
- [Walk Score \(walkscore.com\)](http://walkscore.com)

# Rebuttal

Please defer your decision and conduct a final comprehensive review – looking at this in relation to the entire corridor & critically analyzing it using the following criteria:

## I. Jobs-Housing Imbalance

Factor in the results of the comprehensive Housing Needs Analysis from Agnew::Beck Consultants that is due this month, while also factoring in the following:

- Vacancy rates in the existing multifamily housing stock.
- 180 new units at Bogart (less than ½ mile from this location).
- 800-1200 units to be built in the 30<sup>th</sup> Street Plan.
- Estimates from the State Street TTOP to be built at other TOD nodes on the corridor;

100+ units at Collister

1050 units at Pierce Park

1027 units for Bogart

1219 units for Horseshoe Bend

494 units for the Eagle area

280 units on the Albertson and Big Lots sites - no housing stock was factored in for this specific location because site was to be retail only at time of the study.

- 1000+ units planned for downtown

# Rebuttal

## **2. Walkability Criteria**

Use the same criteria from the 2013 downtown Boise walkability analysis.

## **3. Idaho Smart Growth**

Work with Idaho Smart Growth using their technical assessment and best practice services.

## **4. Federal Funding for Transportation Projects**

Work with COMPASS and VRT to review best possible plans to obtain grant funding.

## **5. Business Tax Revenue Analysis**

Compare outcomes based on the commercial land use for one & two story buildings.

## **6. Build Boise & Sustainable Boise Initiatives**

Evaluate alignment with these new city programs

**This short-term project will have a long-term impact!**



# Rebuttal

We understand this process is taking longer than the developer wants, but:

- Developer chose to request a zone change with a PUD - with that comes more complexity.
- Design phase of their Bozeman, Montana project, that was also located at an entry corridor to the city, took over 2 years since it involved a PUD with zone changes - and it didn't include a residential component.
- This amount of time is not uncommon when there are significant impacts to a neighborhood and city plans that require accepting and adjusting to changing times.

If our neighborhood had been given the opportunity to provide input on the front end, prior to any plans on paper regarding the proposed zone changes, this would have reduced the initial opposition. Front-end community involvement is considered a TOD Best Practice.

Lack of community outreach, along with the common mistake that developers often make by trying to impose their vision on a neighborhood, has made for a challenging process.

# Rebuttal

We have only been given one opportunity to meet with the developer after the September 30<sup>th</sup> outcome.

Since this proposal is still on the drawing board:

- We believe we have a responsibility, and a right, to contribute to the change occurring around our neighborhood.
- In learning about the city's long-range plans and researching successful examples of mixed-use and TOD across the country, we see many opportunities where this plan could more strongly align with both City plans that impact this area, while further benefiting all 3 stakeholder groups.
- As is, some aspects of this proposal work in opposition of, hinder, or compete with the long-term plans for this area.
- We based our criteria on both the present and future needs of this area, because . . .

**this short-term project will have a long-term impact!**