

State Street Framework Plan: Community Forums

June 22, 2021

12:00-1:30 pm / 6:00-7:30 pm

Meeting Summary

On June 22, 2021, the Capital City Development Corporation (CCDC) and MIG held two community forums to present to the community the State Street corridor improvement recommendations. To ensure that a large cross section of the public would be able to participate, two forums were held. One from 12 pm to 1:30 pm and a second from 6 pm to 7:30pm. Across both forums, there was a total of 83 participants, in addition to two staff members from CCDC, a representative from the City of Boise's Planning and Development Services Department, and two MIG consultant team members.

The purpose of the community forum was to gather input on what the community thinks are the most important elements in the State Street Framework Plan and in turn, which areas or projects should be prioritized.

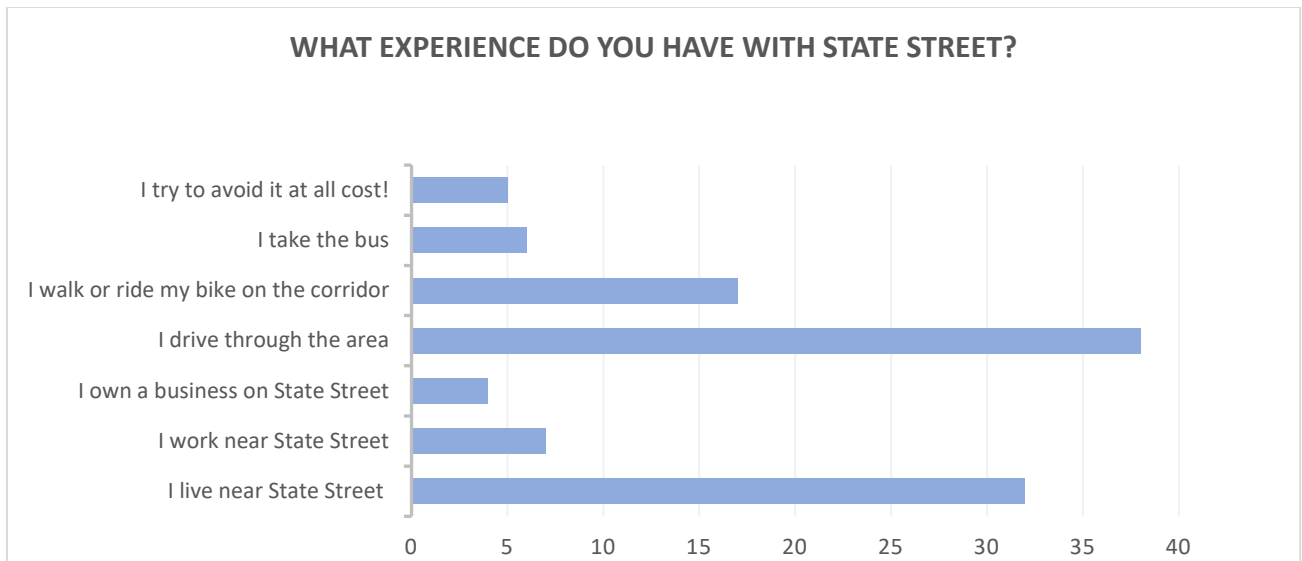
The two identical presentations covered the following points:

- Why are we focusing on State Street?
- Why do we use urban renewal?
- What did the Boise Community say?
- What kinds of projects are included and how did we get to the list?
- What are the next steps?

This project first began in 2018 and began with a look at the various funding streams available to improve the corridor, baseline, and feasibility studies in 2020, the public outreach phase which spanned the later parts of 2020 to early 2021. This assisted staff in drafting the project priorities project list and urban renewal strategies to fund, at least in portion, projects along the corridor. The study area extends from 27th street to Horseshoe Bend and includes approximately 575 acres. It is entirely within the City of Boise's City limits.

WHY STATE STREET?

Participants were asked to participate in a polling question that asked, "What Experience Do You Have with State Street?" For both groups, about 35% of participants stated they drive through the area.



Many of the participants said that their experience biking or walking on State Street is unpleasant, oftentimes, if not always, dangerous, and scary. Participants mentioned a lack of bicycle and pedestrian paths, physical separation from vehicles and signalized crossings across State Street.

As a regional corridor north of the Boise River, development is expected along the corridor. Because the corridor cannot be expanded, efforts have mainly centered around alternative modes of transportation such as premium transit service, bicycle, and pedestrian amenities. The corridor also carries a “First in Class” designation that speaks to the increased frequency of bus operations, with amenities at stops.

The project team presented the various plans that discuss the State Street corridor. Boise Blueprint, the Ada County State Street Transit and Traffic Operational Plan, the State Street Transit Oriented Development Implementation Plan and Boise’s Transportation Action Plan were some of the documents highlighted. .

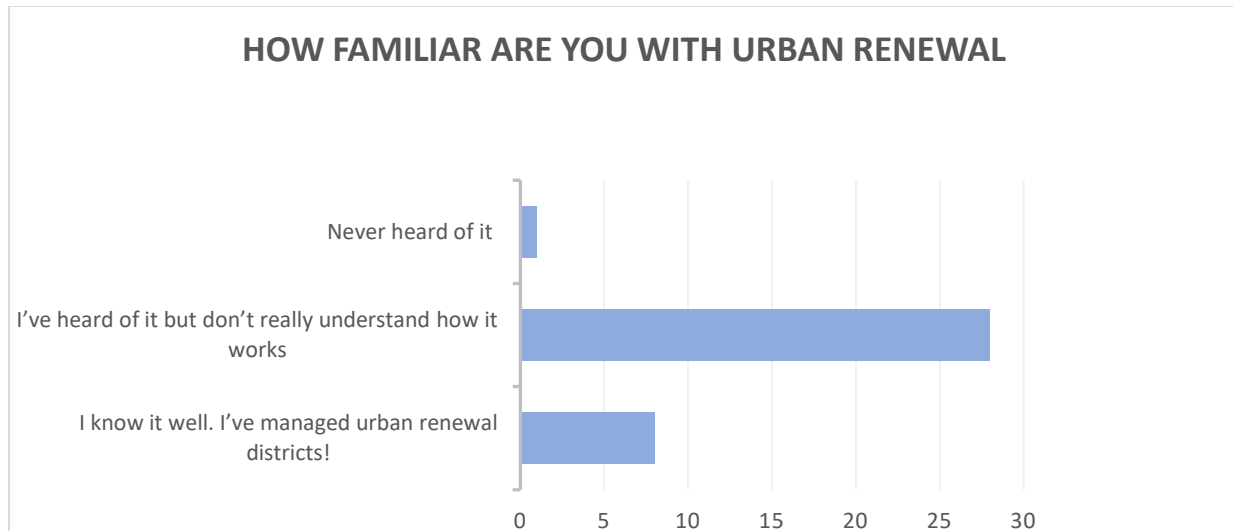
Collectively, those plans had five overarching goals:

- Make the corridor more walkable
- Improve infrastructure
- Increase housing supply and diversify development types, including the need for mixed-income housing
- Foster transit-oriented development
- Implement previous planning efforts

The project team also presented the market analysis for the corridor that projects, over a 20-year span, that there is additional capacity within the State Street Urban Renewal District for 1,100 single family units, 2,600 multi-family units, 412,000 square feet of retail and office space and between 110-130 hotel rooms.

WHY DO WE USE URBAN RENEWAL?

A second polling question asked participants how familiar they are with an Urban Renewal District.



Over two-thirds of all participants have heard of urban renewal but do not understand how it works.

Ultimately, Urban Renewal is used to deliver development outcomes with significant public benefit which the market may not otherwise deliver on its own. It is a funding method that is:

- An economic development tool
- A funding mechanism (Tax Increment Financing)
- A way to invest in public infrastructure in areas of a city to catalyze private development/investment
- A system to raise revenue to finance economic growth and development

The CCDC implements urban renewal for the City of Boise. Although the agency has no development authority, the organization catalyzes investments to implement projects through partnerships with public agencies and developers through public-private partnerships. They also work with neighbors and local partner organizations and developers to redevelop underutilized spaces and improve public spaces.

WHAT DID THE BOISE COMMUNITY SAY?

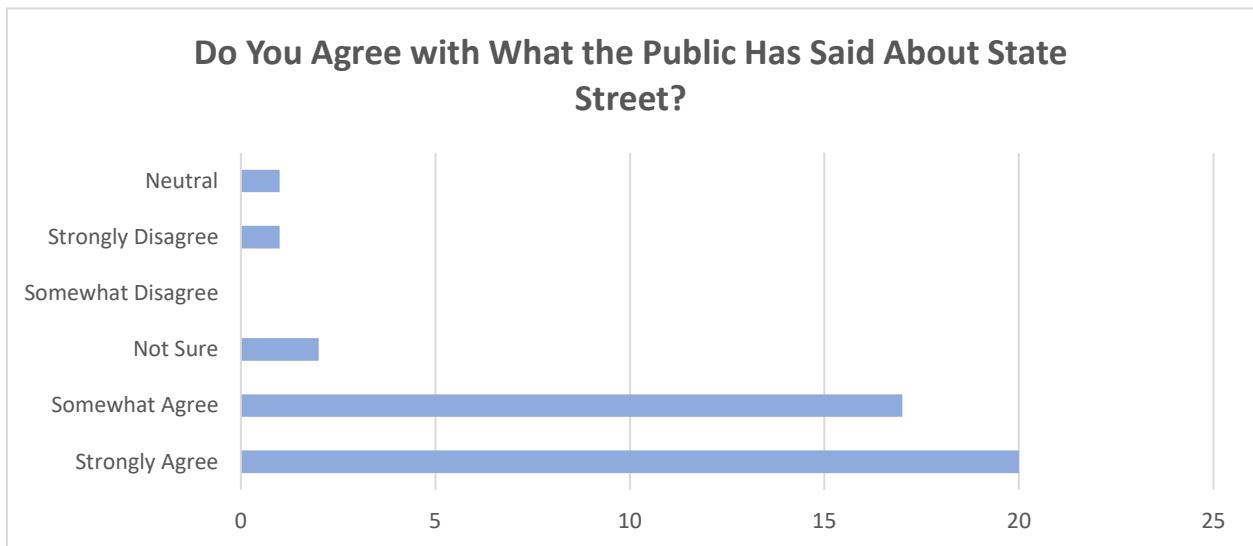
To date, there have been two map-based surveys for the project, six neighborhood meetings coordination with the Boise School District, Valley Regional Transit,

Preservation Idaho and State Historic Preservation Office, and Garden City Council and staff, although Garden City is not part of the urban renewal area.

Survey #1 had the most respondents (565 participants). Over half of respondents wanted to improve the streetscape and attract local businesses. Close to 70% of respondents wanted to provide amenities for bicyclists, pedestrians and mass transit as well as strengthening the connections with the surrounding areas.

Survey #2 was a more focused survey that asked participants (139 participants) to identify the most important types of improvements and where they should be prioritized. Almost half of the participants cited mobility or making sure the corridor is safe and efficient for all users as a critical improvement type. Economic Development and placemaking such as art, plazas and public spaces that makes the area special and unique, also rose to the top.

Participants of the meeting were then asked if they agreed with the findings of the community outreach and engagement efforts. As shown in the results below, most of the participants across both meetings agree with earlier feedback from the public.



WHAT KINDS OF PROJECTS ARE INCLUDED AND HOW DID WE GET TO THE LIST?

The Framework plan includes projects that were based on the community engagement and previous project lists from corridor specific planning documents. The framework defines five types of projects:

- Mobility: Transit stations, state street multi-use path, local streets, parking structure
- Infrastructure: curb and gutter, water, sewer, fiber optic
- Placemaking: festival streets, plazas, parks, and green spaces
- Economic Development: Land acquisition for mixed-use development
- Special Projects: Public art, historic preservation

Examples were provided for each project type starting at the 50 min mark for both presentations.

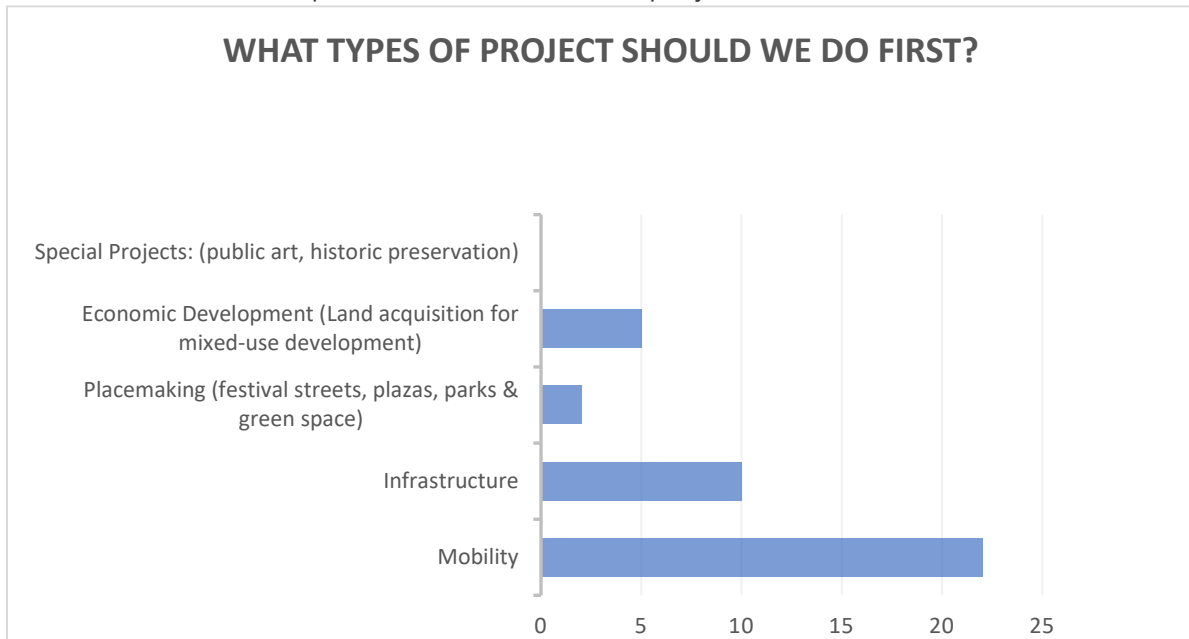
The six-mile corridor was separated out into nodes and conceptual area specific maps were presented of the general projects that are included for each node:

- Horseshoe Bend – projects in this area focused on connecting the local streets and public parks and amenities to support the local street connections.
- Bogart and Glenwood – two separate nodes with projects that focus on connections to the existing destination, the Walmart, and the shopping center, with three transit stations.
- Pierce Park – projects focused on the bicycle and pedestrian connects to the transit station.
- Collister – projects generally focused on reuse and the infrastructure to support that reuse.
- Veterans Park and Whitewater Park Blvd. – projects in these two nodes generally focused on the redevelopment of the vacant ITD site and linear improvements on the streetscape and connections.

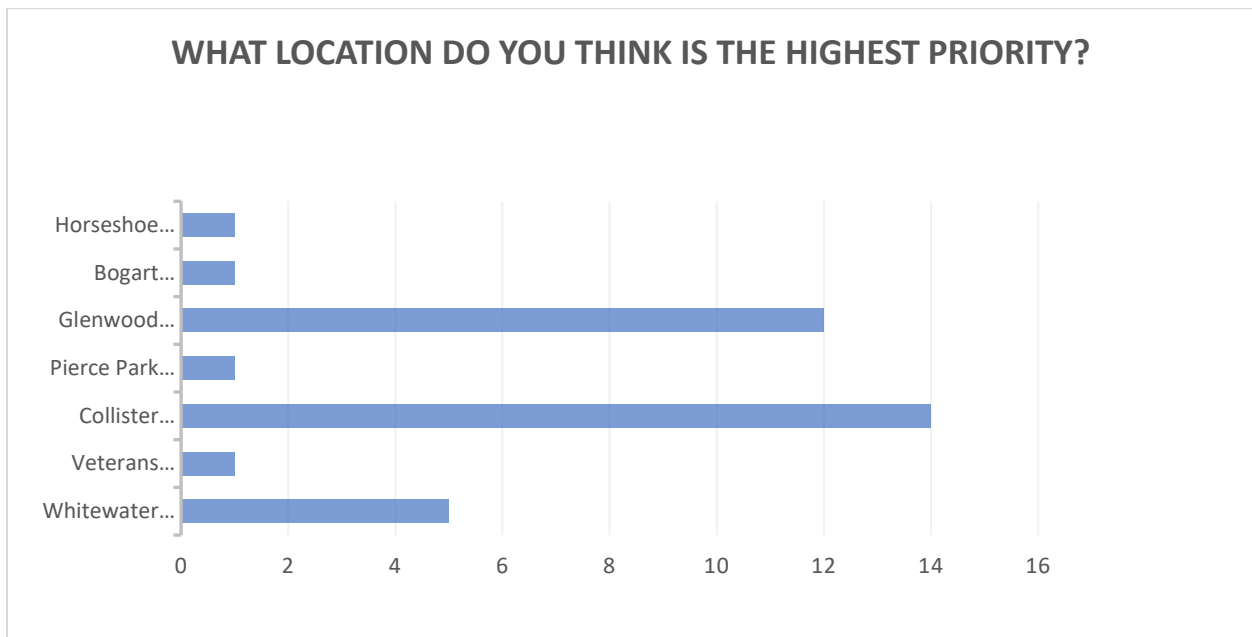
Participants of the meetings expressed concern over losing smaller, local businesses in the area. Although the CCDC does not have regulatory authority to control what property owners choose to do with their property, the CCDC can tailor the urban renewal program to be more supportive of neighborhood serving businesses by offering incentives.

The next polling question asked participants which types of projects should be prioritized. The polling results indicated a general desire to prioritize 'Mobility' projects with over half of the total participants selecting that option. 26% of participants

indicated a desire to prioritize 'Infrastructure' projects.



The final polling question asking which location the participants feel is the highest priority. As shown on the pie chart, across both meetings Collister Station Area and Glenwood Station Areas



WHAT ARE THE NEXT STEPS?

The draft plan narrative will be presented to the CCDC board in July and with any additional public and board comments, the Plan will be considered for adoption in

early August. If the CCDC Board adopts the plan, the Plan will be sent to the City of Boise and other taxing districts. A finding of conformity with the comprehensive plan from the City of Boise’s Planning and Zoning is required and targeted for September. Finally, City Council will consider the Urban Renewal Plan at a public hearing in October, with establishment of the district in 2021.

Next Steps

