



Lusk Street Area Master Plan

City of Boise | Planning & Development Services | December 2013



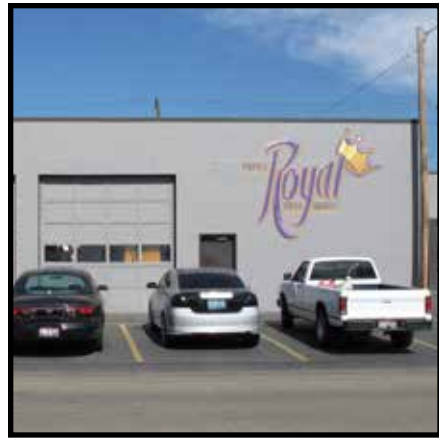


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Figure 1 - Postcard of Boise, 1955

Introduction and History

The Lusk Street area has experienced renewed development interest due to its close proximity to Boise State University and downtown Boise. Uses in the area have been incrementally transitioning from industrial uses to multi-family residential uses and commercial uses. With an incomplete street network, connections to the popular Boise Greenbelt, and increasing pedestrian activity, a master plan for the area is needed. The objectives of this master plan include:

- Bridge the gap between Blueprint Boise and the zoning code for the area;
- Identify a detailed vision with maps and graphics;
- Establish policy support for public and private investment; and
- Help the area become a model of what an urban neighborhood could be.

The Lusk Street Area Master Plan incorporates the properties east of Ann Morrison Park, south of the Boise River, west of Capitol Boulevard, and north of the Boise Depot. Platted in the early 1900's as a modified downtown grid, the Lusk Street neighborhood served for many years as a semi-industrial island hidden from the view of most visitors. Several complete blocks harbored trucking opera-

tions that operated at night and sent thousands of tractor-trailer rigs onto the local road system, bound for the freeway. Other blocks have been and continue to be occupied by auto-body repair businesses, tour bus businesses and various wholesalers of small parts.

Vision for the Future

The Lusk Street Area Master Plan intends to provide clear guidance for development in the area. This plan outlines the desire of the residents and business owners in the area, as well as the city's vision for how the area grows in the next twenty to thirty years. The goal of this master plan is to help this neighborhood continue to evolve in a way that respects the unique entrepreneurial spirit and style of the area. The history of Lusk Street should point to the future of Lusk Street, where a diverse mix of businesses and residences are welcomed and retained and where the existing form guides the future function of this interesting place. The intent of the plan is for the Lusk Street area to become a true urban neighborhood with a strong emphasis on diverse urban housing opportunities, retail sub-districts, small businesses and other uses associated with technological innovation and Boise State University.

The Lusk Street Area Master Plan envisions the continued evolution of this area as a great mixed use urban downtown neighborhood. High density housing opportunities exist on residentially zoned parcels generally located in the western portions of the district. Supportive dining and retail services exist on Ann Morrison Drive and may be expanded in the future in various locations of the neighborhood. A primary goal of this plan is to support Lusk Street as a pedestrian and bicycle oriented mixed-use storefront subdistrict that provides an eclectic mix of retail services for residents and visitors to the area. The Capitol Boulevard frontage is a prime opportunity for new mixed use development that contributes to the style and grandeur of the Boulevard. Ann Morrison Park Drive and Royal Boulevard should both become more formalized entrances to Ann Morrison Park while also serving retail, office and residential uses. Finally, the Lusk Street area will serve as an area where green infrastructure and innovative stormwater solutions become part of the fabric of the area.

This Master Plan seeks to preserve and where possible expand the urban street grid that forms the skeleton of this historic neighborhood. Within that grid, missing elements need to be installed or

completed to allow a more complete and functional urban experience. This may mean at least one additional signalized intersection with Capitol Boulevard to improve what is currently very limited and congested vehicular access. These same intersections can be further improved with pedestrian signals and refuge islands to improve pedestrian connections across Capitol Boulevard. The already walkable street grid of the neighborhood can be enhanced with sidewalks, street furnishings, street trees, bulb-outs, on-street parking and bike lanes or sharrows. Lusk Street itself can expand on its role as a small "Main street" storefront experience for residents, employees and visitors to the area. The backside of the Lusk Street block, which fronts onto La Pointe Street may serve as a more varied "incubator Main Street" with small start-up business, retail and service uses.

The City and Boise State University (BSU)-owned properties along Capitol Boulevard provide opportunities for recycling and upgrading the highly visible "front door" of this neighborhood. These blocks may provide a range of uses from office to housing to retail. These are four sided blocks, so each side of the development should reflect the context of the area that it faces. The Capitol Boulevard frontage can be iconic and bold in mirroring the significance of the grand Capitol Boulevard and the BSU campus that it faces. The back side of these blocks should scale back to the Lusk Street storefront sub-district and provide an accommodating pedestrian/storefront environment. Vehicle access to parking areas within these blocks should occur from the side streets that frame them including Royal Boulevard, Island Avenue and Sherwood Street rather than Lusk Street. Royal Boulevard and Ann Morrison Park Drive will also serve as a ceremonial entrance to Ann Morrison Park and be maintained in an open, inviting and more formal fashion than the other streets.

Student housing will continue to play a role in the Lusk Street neighborhood, but it should not be the sole form of housing. A concentration of students will add vitality, demand for retail services and street life to the district, but may also overwhelm the area with a single demographic. Housing opportunities for downtown workers, seniors and even low-income individuals who seek access to transit will be promoted in this area.

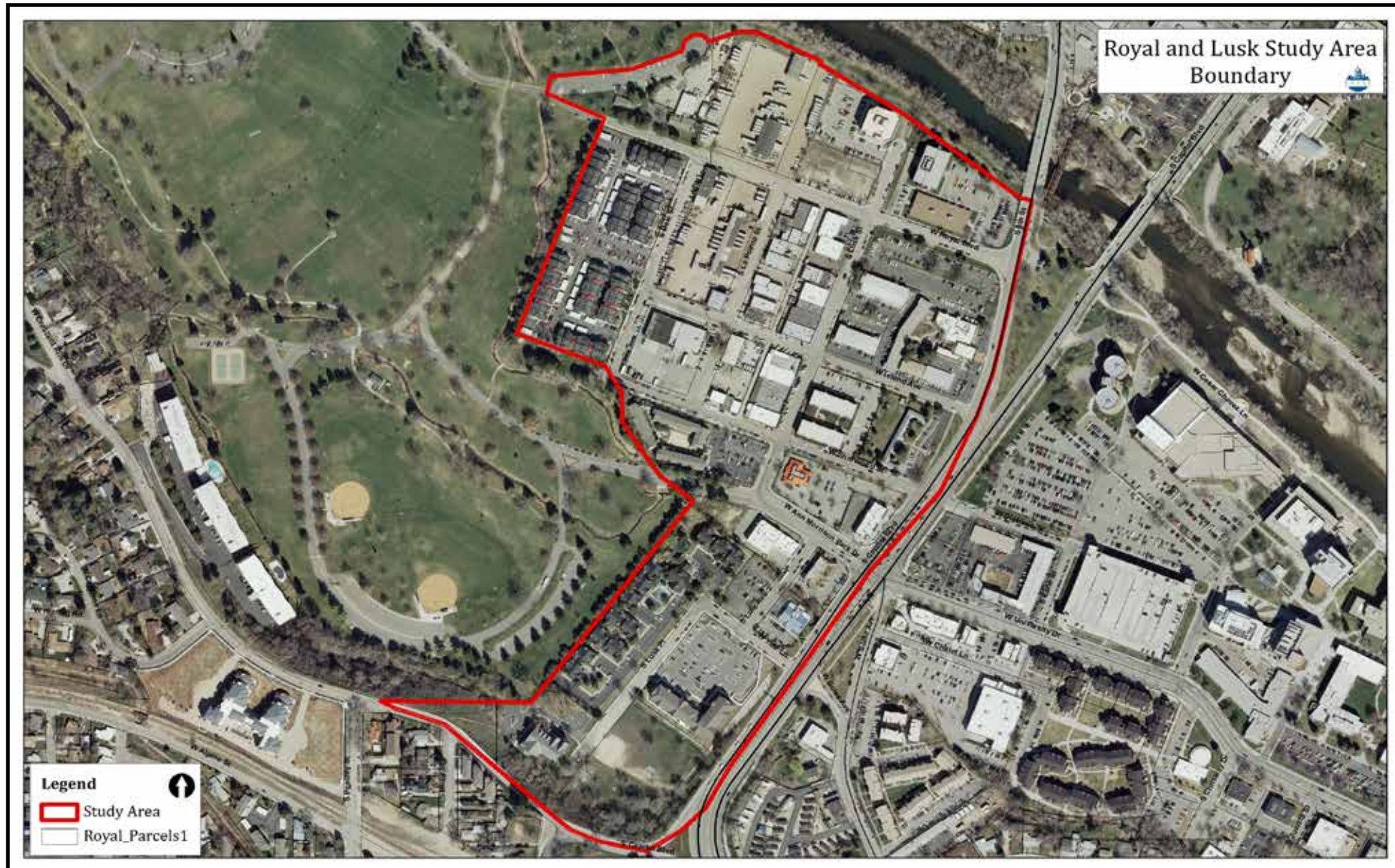


Figure 2- Study area boundary

Committee and Public Outreach

The Lusk Street Steering Committee was formed in January 2013 and is comprised of business owners, business tenants, economic development interests, and real estate experts. The committee met regularly through 2013 and assisted the City team with developing the master plan. Two public meetings were held in March and May, to solicit public opinion regarding draft goals for the plan and subsequently for comments regarding the plan and implementation. The Planning and Zoning Commission recommended approval of the plan on October 22, 2013 and the City Council adopted the plan on December 10, 2013 by Resolution-481-13.



Figure 3 Existing restaurant in the area



Figure 4 New construction in the area

Existing Conditions

Context

The area contains approximately 46 acres and includes 47 properties. Thirty-three individual property owners are represented in the area, including Boise City and Boise State University. Over half of the 35 buildings in the area were constructed prior to 1960, with the oldest structure dating from 1938 to the recent construction of the Textbook Exchange retail building in 2009.

Transportation

There are two one-way principal arterial roadways that provide access to the Lusk Street Master Plan area, Capitol Boulevard and

9th Street. Capitol Boulevard is a four lane one-way roadway that carries traffic northbound while 9th Street is a four lane one-way roadway that carries traffic southbound. There are several existing internal roadways located within the Lusk Street Master Plan area. These roadways are arranged in a traditional urban grid street pattern. While the block lengths range from 250-feet to 800-feet, the grid pattern is relatively complete and will provide for efficient commuting and convenient access to services, streets, public open spaces and other popular destinations within the area. There is also one 15-foot wide alley that is located between Lusk Street and La Pointe Street extending from Royal Boulevard to Sherwood Street that contributes to the internal circulation pattern of the Lusk Street Master Plan area.

The majority of the roadways located within the Lusk Street Master Plan area have rights-of-way that range between 50 and 85-feet in width and are not improved with curb, gutter, sidewalk or delineated on-street parking.

Trip Generation

Existing uses located within the Lusk Street Master Plan area generate approximately 14,000 vehicle trips per day. Currently Capitol Boulevard, 9th Street, University Drive, Boise Avenue, Ann Morrison Park Drive, Island Avenue, La Pointe Street, Royal Boulevard and Sherwood Street operate at an acceptable level of service. The Capitol Boulevard and University Drive intersection is a signalized intersection that provides the only full access turning movement into and out of the Lusk Street Master Plan area. This intersection

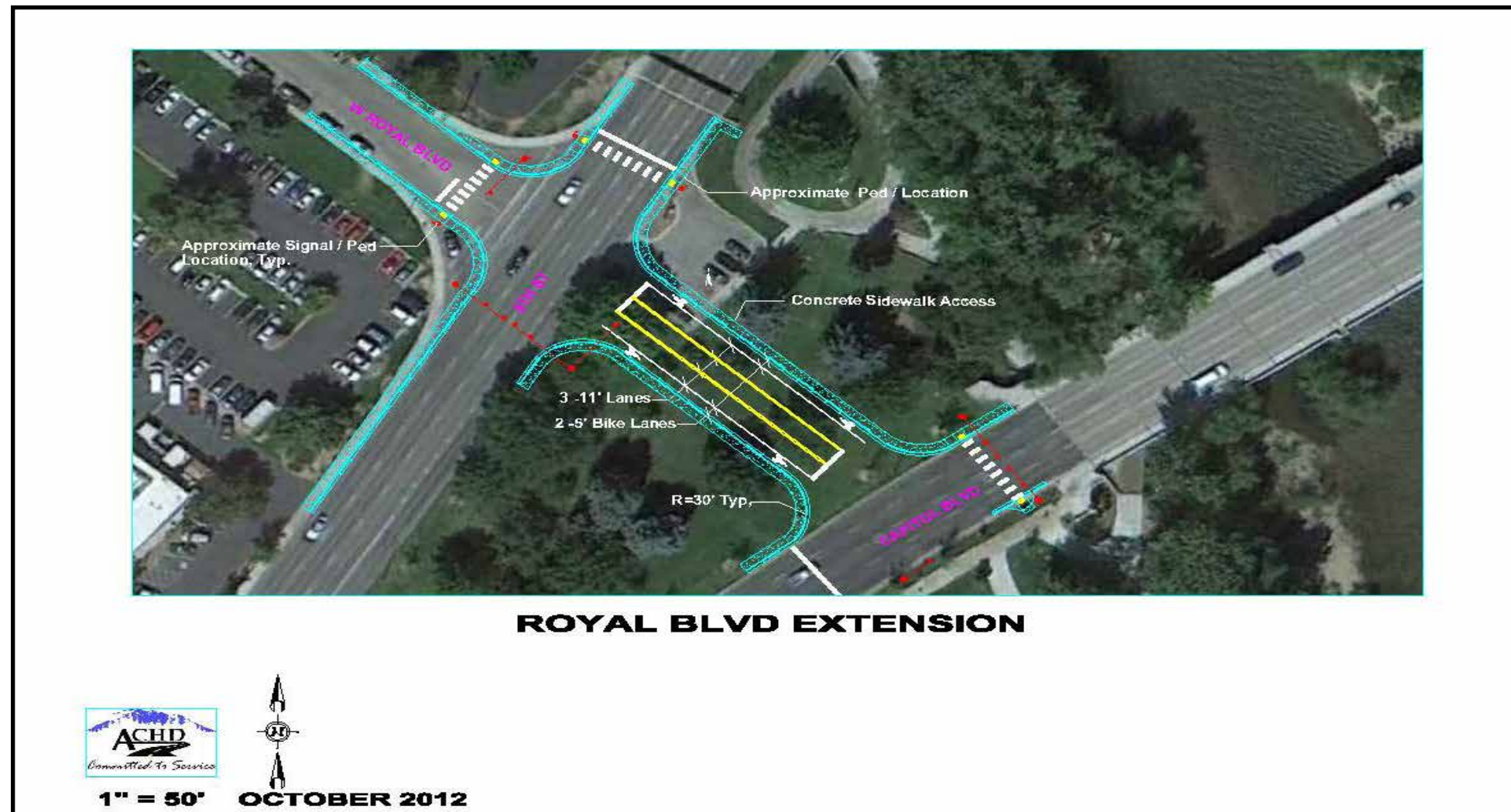


Figure 5 ACHD proposed Royal Blvd extension



Figure 6 - SCJ Alliance conceptual traffic pattern

currently operates at a level of service C during the am peak hour and a level of service F during the pm peak hour. The anticipated regional growth in this area suggests that in the year 2016 this intersection would operate at a level of service D in the am peak hour and a level of service F during the pm peak hour even without any further development in the Lusk Street Master Plan area. In order to improve the level of service at this intersection and allow for further growth in the area, some relief to this intersection will need to be provided. This could be provided through an additional full access intersection into and out of the Lusk Street Master Plan area. A logical location for this additional intersection would be to extend Royal Boulevard across 9th Street to intersect with Capitol Boulevard. Other options for relief could be gained through a significant shift in traffic patterns as seen in the Figure 6 that was conceived by SCJ Alliance during the master planning process.

Existing Plans and Policies

Blueprint Boise

The study area is located within the Downtown Planning Area. The area is generally designated as Mixed-Use on the Future Land Use Map with the exception of three properties owned by Boise State University. Those properties are designated "BSU Master Plan" to indicate the inclusion of the parcels in the BSU Master Plan.

Capitol Boulevard Plan and Action Program

A detailed plan for Capitol Boulevard was prepared by Boise City in 1989. The plan includes an extensive history of the area, and recognized the need for a plan for the Lusk Street area, stating "consideration should be given to expanding and strengthening the area's residential character and complimenting it with additional institutions, offices or motel/hotel development. A possible long-short option includes developing the area as an exposition, such as a Year 2000 Technology Exposition."

Zoning

Existing zoning in the Lusk Street area includes the following zones: R-3 (High Density Residential 43.5 DU/acre), R-O (Residential Office 87.1 DU/acre), C-3 (Service Commercial), and C-2 (General Commercial). The R-3 and R-O zones accommodate higher densities that support the vitality of the downtown core and con-

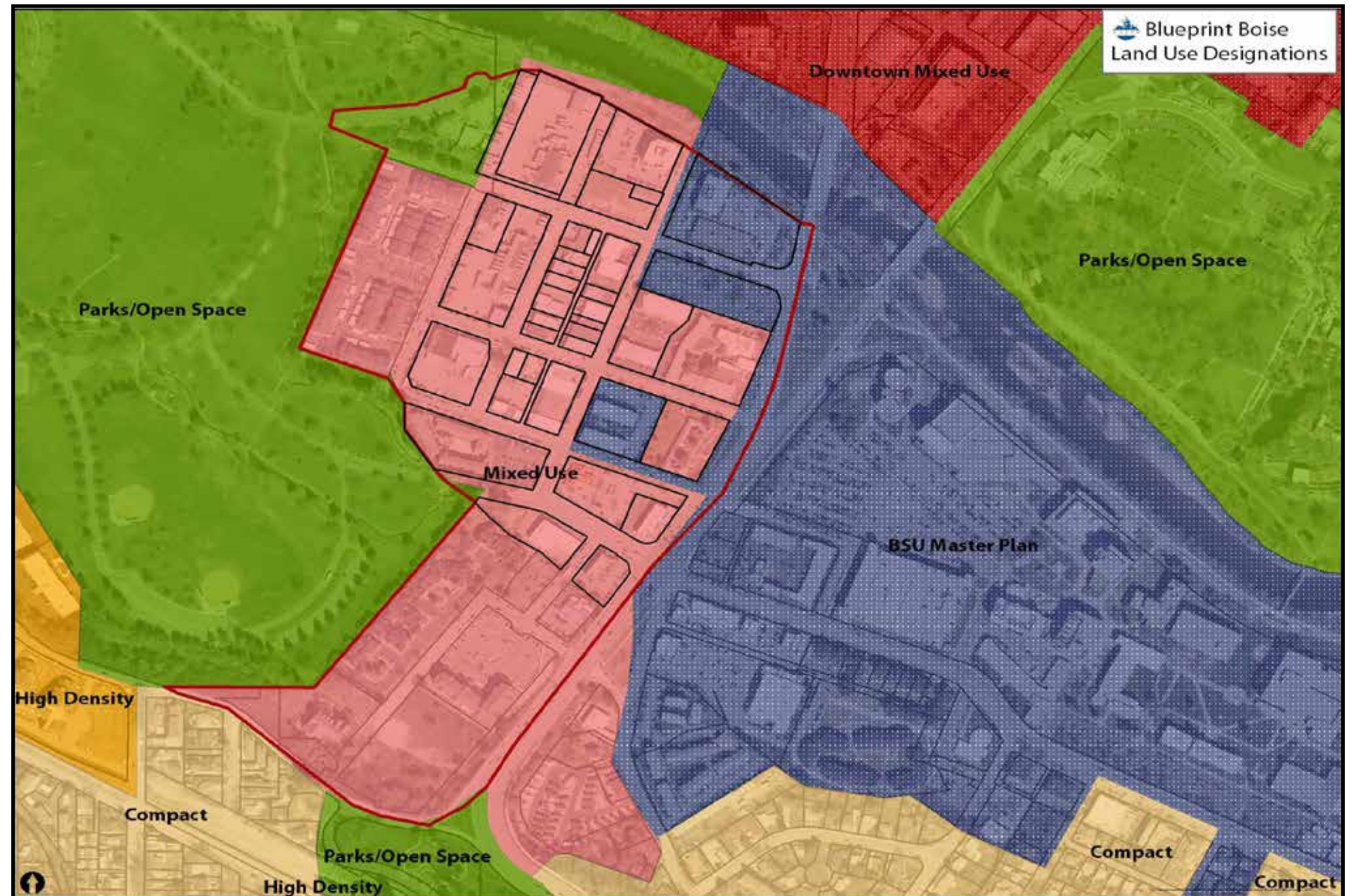


Figure 7 - Blueprint Boise Land Use Designations

Proposed Subdistricts Map

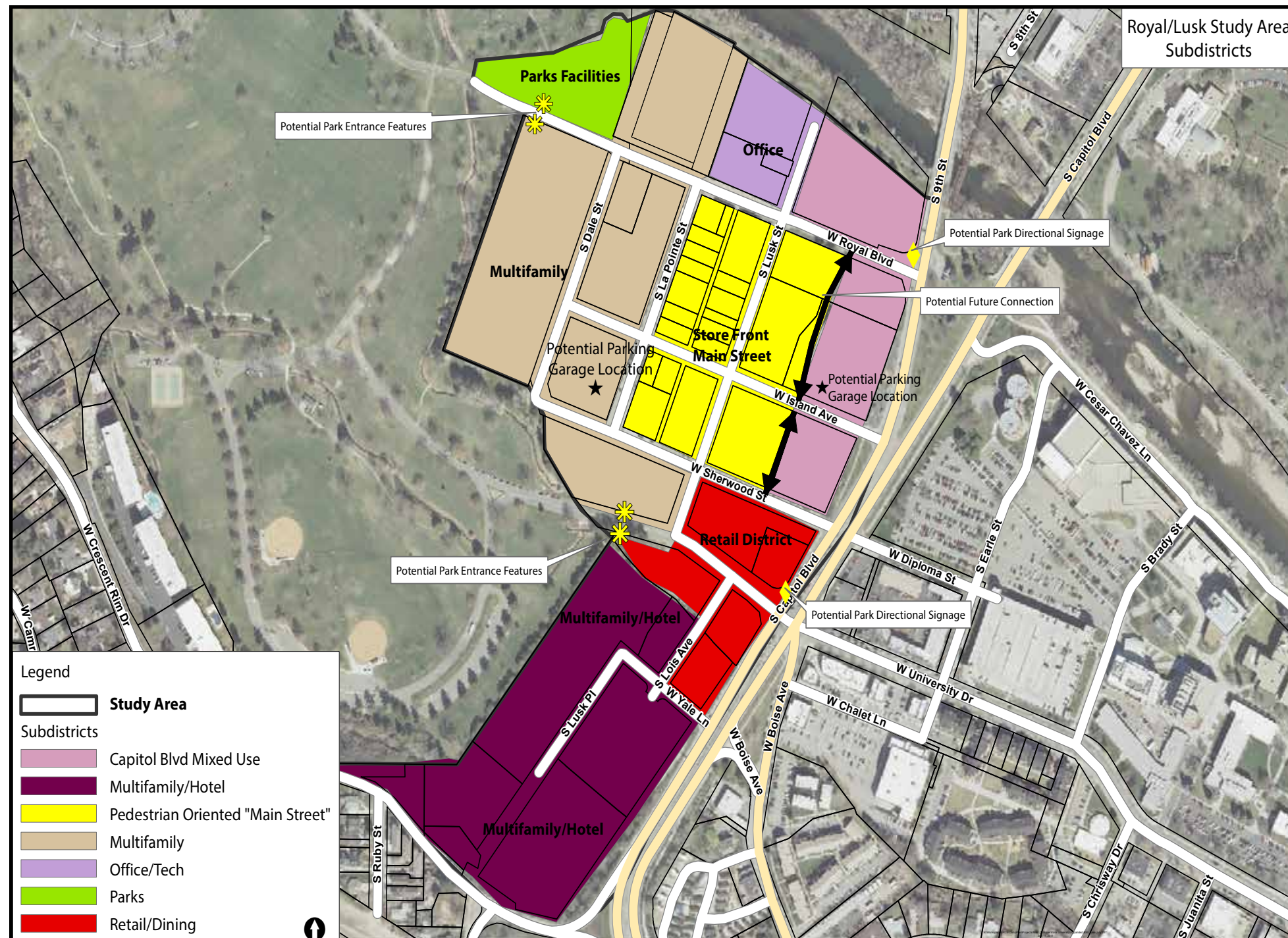


Figure 8 -Subdistricts in the Lusk Street area

tribute to the housing stock in the area. The C-2 and C-3 zones are located along Capitol Boulevard and Lusk Street and are generally more characteristic of suburban commercial environments seen outside of the downtown core. Properties that are currently zoned C-3 and C-2 would benefit from rezoning to a more intense mixed use zone that the City will develop.

The Plan

Land Use

The Lusk Street Master Plan envisions a distinct downtown neighborhood that is urban in density, texture and character – a neighborhood that functions as an active 24-hour district of the downtown core. The combination of uses, building designs and streetscapes should foster a sense of traditional urban living where dining, shopping, education, work, and entertainment are all accessible by foot within an area that has its own unique identity and style. The eclectic character of the neighborhood should be retained and encouraged as the area redevelops.

In a walkable urban neighborhood, the emphasis should be on buildings and streetscapes rather than automobiles. On-street parking and structured parking will be promoted and surface parking lots should be minimized and repurposed. In an urban district, a mix of complimentary uses and destinations will reduce the need for individual car ownership and increase opportunities for shared parking and/or reduced parking standards. In fact, Lusk Street is unique in the number of major destinations that already exist in and around the neighborhood within easy walking or biking distance.

The Lusk Street neighborhood currently features a strong mix of dining, shopping, employment, recreation and housing uses that are accessed by a wide range of users and residents. This Master Plan seeks to strengthen the character and intensity of those various uses within the neighborhood by recognizing the sub-districts



Figure 9 - Conceptual Royal Blvd.



Figure 10 - Conceptual Lusk Street



Figure 11 - Conceptual Lusk and Island intersection

where they exist, fostering growth in the sub-districts, and weaving the urban fabric together with additional complimentary uses and roadway/pathway networks. The Land Use Section of this plan includes a subdistrict map (Figure 8) that defines the sub-districts and contains a set of policies that further describe them while charting a course for enhancement and expansion.

Land Use Plan

Subdistrict Plan

1. The Land Use Sub-Districts Map (Figure 8) will serve as a guide for future zoning and development applications. Flexibility is allowed where it can be found that the outcome strengthens the overall health and vitality of the neighborhood as well as the various sub-districts themselves.
2. Lusk Street is intended to function as a Main Street or storefront mixed use and specialty retail district. Both sides of the street should be developed and maintained as a pedestrian-oriented sub-district with an emphasis on transparent storefronts, outdoor dining, eclectic and niche retail markets, upstairs housing and a comfortable enclosed outdoor public realm along the street. Existing retail uses, including bicycle and auto repair and appliance sales are not incompatible with the eclecticism anticipated for this street and should be accommodated with appropriate streetscape designs that preserve their function while enhancing the pedestrian environment. New access to surface parking lots and garages are not appropriate on Lusk Street with the emphasis placed on street-side architecture and pedestrian amenities.
3. The backside of the Lusk Street block along LaPointe Street should function as a secondary "just off Main Street" retail district with allowance for unique retail and studio uses, as well as upper story housing.
4. The blocks with frontage on Capitol Boulevard are underutilized and should be promoted for dense mixed use development including office, retail, education, technology and urban housing uses. Buildings along this stretch may be iconic and should reflect the dignity of the Capitol Boulevard corridor as well as mirroring or building on the intensity of the BSU Campus frontage on the other side of the street. Development patterns should be in keeping with the block system established

in the downtown with parking accessed from side streets and alleys. Affordable housing currently exists within these blocks and ideally should be accommodated in any redevelopment effort.

5. North of Royal Boulevard, office developments can be expanded as an employment hub and an attractive urban frontage along the Boise River greenbelt.
6. The entrance to the Lusk Street Neighborhood at Capitol Boulevard and Ann Morrison Park Drive is characterized by dining and retail establishments that form a small sub-district of related uses. These uses should be expanded and enhanced to create an attractive and highly active gathering place and hub within the neighborhood.
7. Residential and/or hotel uses predominate along the western edges and southern edges of the neighborhood. These are appropriate locations for high density residential uses where the setting is isolated from the intensity of Capitol Boulevard and the adjacent park provides a green environment. These residential blocks should accommodate a variety of housing needs and affordabilities. Hotels may be encouraged to transition to full time housing.

District-wide Land Use Plan

1. Public parking garages are a desirable use in the neighborhood. The northeast corner of Dale Street and Sherwood Street is a logical central location for such a garage, but other sites can be considered as well including Capitol Boulevard frontage.
2. Recognize that Lusk Street sits between neighborhoods surrounding downtown that contribute to the work force and customer base for downtown businesses and can provide a reservoir of housing for downtown. Redevelopment in the Lusk Street neighborhood will maintain and enhance pedestrian, bicycle and transit connections to BSU, Ann Morrison Park, the greenbelt, adjacent neighborhoods, and downtown. In addition, the land use role of the Lusk Street neighborhood should expand as a destination and origination for pedestrian oriented shopping, working, recreating and living experiences.
3. Encourage the redevelopment of Lusk Street as a dense urban environment in which suburban land uses and zoning standards are not appropriate.

4. Support housing opportunities on upper floors in all retail zones and sub-districts within the neighborhood. Explore options for replacement of affordable housing in this configuration.
5. Promote diverse urban housing within the neighborhood that is affordable to downtown workers, seniors and students, and includes high end housing where appropriate.
6. Encourage and support retail uses and services that are supportive of visitors to Ann Morrison Park and the greenbelt as well as to residents of the neighborhood.
7. Support existing business with appropriate zoning and streetscape standards to help them succeed and maintain a presence in the neighborhood.
8. Provide incentives to promote development of housing affordable to people working downtown, so people can live closer to work, reduce commute distances, make walking, bicycling and transit practical alternatives to driving and allow a wide diversity of people to live in the area.

3. Enclose street intersections with buildings and require termination of view corridors at buildings, as opposed to parking lots.
4. Encourage building massing that responds to the traditional pattern of lots within blocks, and creates a collage of buildings in each block rather than “superblocks”.
5. Retain a high level of connectivity by maintaining and enhancing the traditional street grid and block pattern (260 feet by 300 feet).
6. In the block bounded by Royal Boulevard, Lusk Street, Capitol Boulevard and Sherwood Street, work with property owners and developers when redevelopment is proposed to re-establish the street grid and create blocks that approximate the traditional block size. If it is not feasible to establish public streets, maintain connectivity through private streets, service drives and pedestrian easements.
7. Encourage rooftop decks and gardens as functional open space in newly constructed buildings.
8. Establish Lusk Street as a pedestrian oriented “Main Street” with redevelopment that focuses storefronts on Lusk Street. Minimize the amount of vehicle parking and loading areas accessible from Lusk Street.

Urban Form and Design

The urban form for the Lusk Street area should respect its past, while modernizing itself for the future. Redevelopment will be encouraged to utilize the traditional lot pattern within blocks rather than superblocks, avoid auto oriented building forms, develop a vibrant mix of uses and recognize the relationship to surrounding neighborhoods.

Urban Form and Design Plan

1. Establish a unique identity for the Lusk Street area through the use of quality building materials, architectural detailing, façade articulation, varied building heights and scale, signage, landscaping and public art.
2. New developments should use urban building forms where buildings are typically placed at the sidewalk and create a street wall, street level space is activated with people-oriented uses, and building entrances and openings are oriented to the public realm rather than to parking lots.



Figure 13 - Encourage rooftop gardens where feasible



Figure 14 - Street Trees and Pedestrian Improvements are integral to the area’s success



Figure 12 - Royal Boulevard redevelopment potential



Figure 15 - Varied materials create a visually appealing street scene

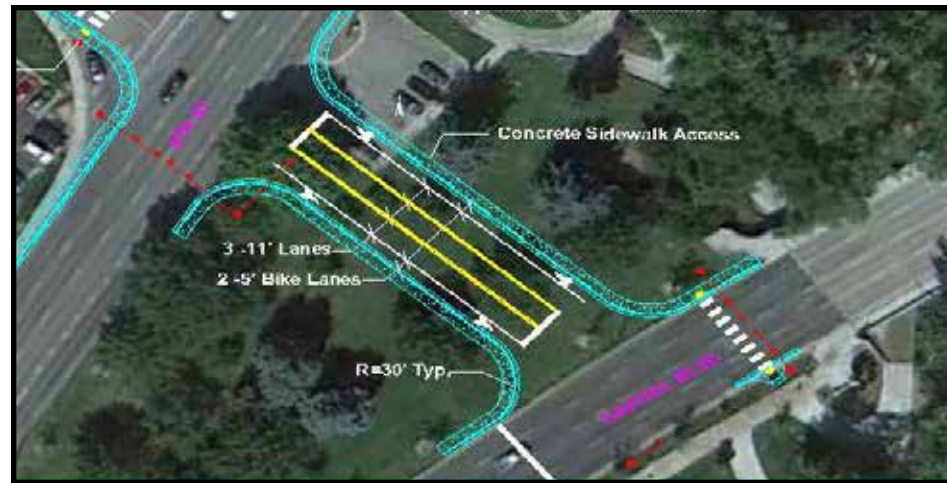


Figure 16 - ACHD 9th/Royal/Capitol Blvd intersection



Figure 17 - SCJ Alliance conceptual traffic pattern

Transportation

The Lusk Street area should accommodate automobiles, pedestrians and bicycles with a gridded network of local streets and intersections. Clear bike lanes and pedestrian pathways should be provided through the area, both east-west and north-south that connect the greenbelt, park, downtown, BSU and the neighborhoods to the south. Transit access should be expanded and a parking structure should be pursued at an appropriate location.

The Ada County Highway District developed a preliminary design (figure 16) for the intersection of 9th/Royal/Capitol Boulevard that would create an additional full access point into the Lusk Street neighborhood. Initial modeling indicates that construction of the intersection would alleviate anywhere from 12-18% of the congestion at the Ann Morrison/University intersection. This would provide relief for current congestion, however the long-term effect would not alleviate traffic congestion for potential build out of the area.

As part of the master planning process, the City worked with SCJ Alliance to run a preliminary analysis to determine possible solutions to the existing capacity issues. Options (figure 17) for roadway improvements were explored and roadway concepts were considered that would benefit not only the Lusk Street area, but the entire network surrounding it. Options included a pedestrian bridge, roundabouts at Ann Morrison Blvd/University and 9th/Royal/Capitol, reconfiguring traffic flows in and out of the neighborhood and better connections to BSU.

Transportation Plan

1. Preserve on street parking to the greatest extent feasible to increase pedestrian safety, slow traffic and create pedestrian-oriented areas.
2. Provide sidewalks on both sides of the street to encourage walking as a transportation mode and improve pedestrian safety.
3. Utilize streets as part of the public realm and encourage a streetscape that caters to all modes of transportation.
4. Encourage existing businesses to construct interim streets-

cape improvements until full street sections can be funded and constructed.

5. Maintain and expand where possible the continuity of the existing grid system for convenience of access and distribution of traffic.
6. Limit the number of driveways that intersect public streets.
7. Maintain alleys for service and loading areas. Where alleys are not provided, enclosed loading areas should be provided within the building footprint.
8. Provide clearly defined transit stops.
9. Provide an enhanced pedestrian environment on all streets. This includes: wide sidewalks, shade, seating, street trees, street lighting, street furnishings, and planters and on street parallel parking.
10. Provide public bicycle parking in central and convenient locations.
11. Establish bike lanes and “sharrows” throughout the Lusk Street Master Plan area.
12. Create grand entrances to Ann Morrison Park from Royal Boulevard. and Ann Morrison Park Drive.
13. Examine the possibility of a pedestrian bridge or enhance pedestrian connections across Capitol Boulevard to increase the pedestrian accessibility to BSU and the Lusk Street area.
14. Work with Valley Ride and Boise State University to create clearly defined bus and shuttle stops within the Lusk Street Master Plan area.
15. Examine the possibility of a new urban renewal district in order to generate tax increment financing to construct a parking garage(s) and streetscape improvements.
16. Explore the possibility of improving temporary or permanent vehicular access to Americana through Ann Morrison Park.
17. Explore the feasibility of SCJ Alliance traffic concepts and support the creation of an additional full access intersection at Royal/9th/Capitol Boulevard.

Transportation-Street Typologies

Street Typologies

The development of the public realm in the Lusk Street Area is critical to broader areawide goals for redevelopment. The City, in partnership with the Lusk Street Steering Committee and Ada County Highway District (ACHD) worked extensively to develop street cross-sections to encourage an active public realm. Four new street typologies were developed to better accommodate pedestrians, bicyclists and pedestrian scale amenities. The typologies were built upon the Town Center Local designation from the ACHD Livable Streets Design Guide. Each street within the Master Plan area has been assigned one of the four typologies, with the exception of Lusk Place, Lois, and Yale.

Lusk Place, Lois Avenue and Yale Lane have been improved with 36-foot street sections with vertical curb, gutter and sidewalk located within the existing right-of-way. These improvements are all in good condition and will not likely be reconstructed within the next 20-years. There is one remaining parcel anticipated to redevelop at the terminus of Lusk Place on the south side of the roadway. To create a consistent streetscape within the area, this parcel will be required to construct the standard 36-foot street section within the existing right-of-way.



Figure 18 Street typology overview

Typology Type 1-Lusk Street

Lusk Street is designated as a Store Front “Main Street” on the subdistricts map. Typology 1 supports the implementation of this vision by providing reduced width travel lanes, on-street parking, wide sidewalks for a comfortable pedestrian realm and a landscape and furnishing zone that can accommodate street trees and other amenities seen in an urban environment. Lusk Street is currently a 55-foot right-of-way that provides a major north-south connection from the Boise River Greenbelt to the signalized intersection at Ann Morrison Park Drive. This street section will require the dedication of

an additional 5-feet of right-of-way from each side of the roadway to complete the finished 37-foot street section within 65-feet of right-of-way. The streetscape will be located within the constraints of the existing building footprints along Lusk Street.

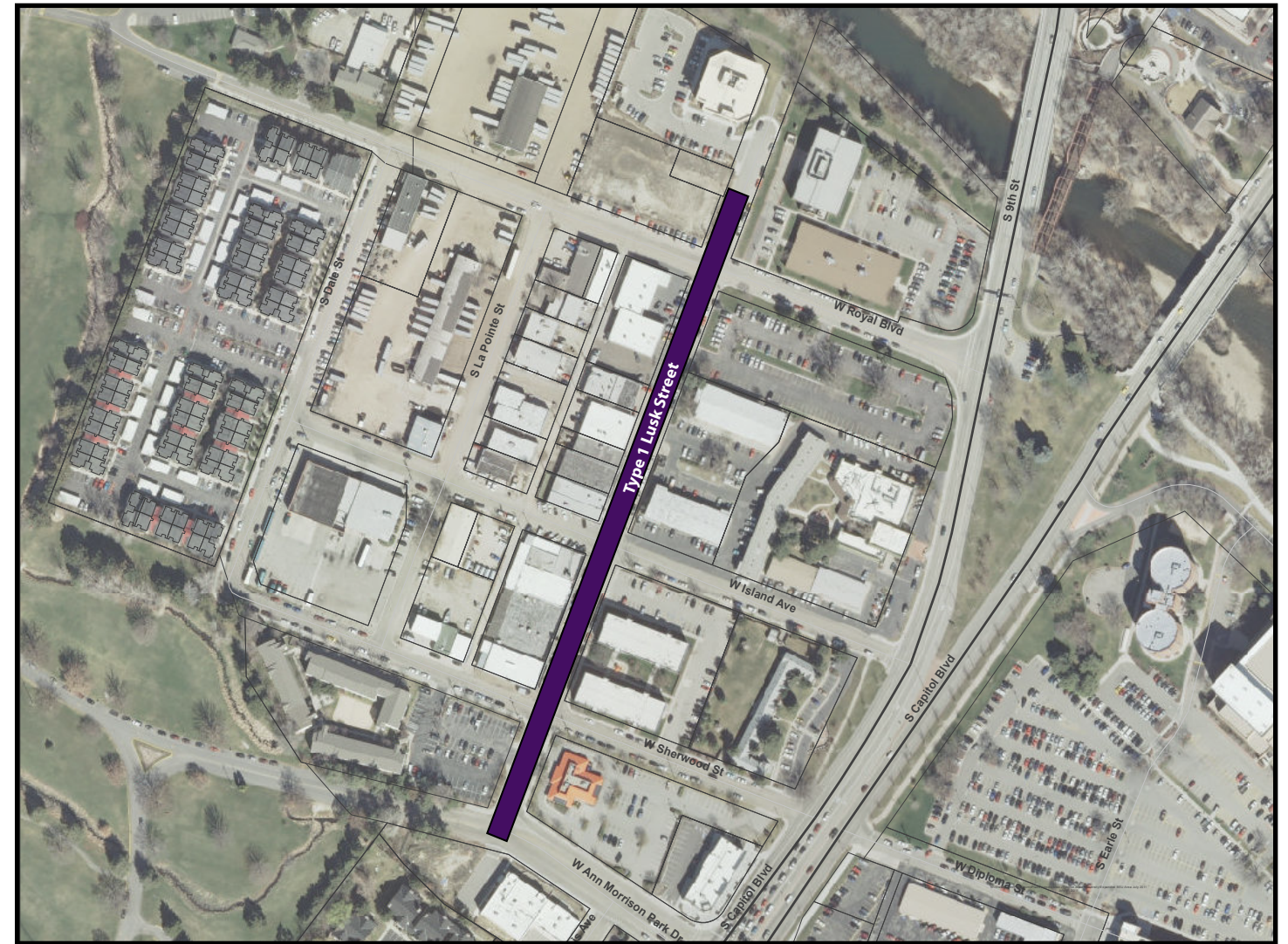
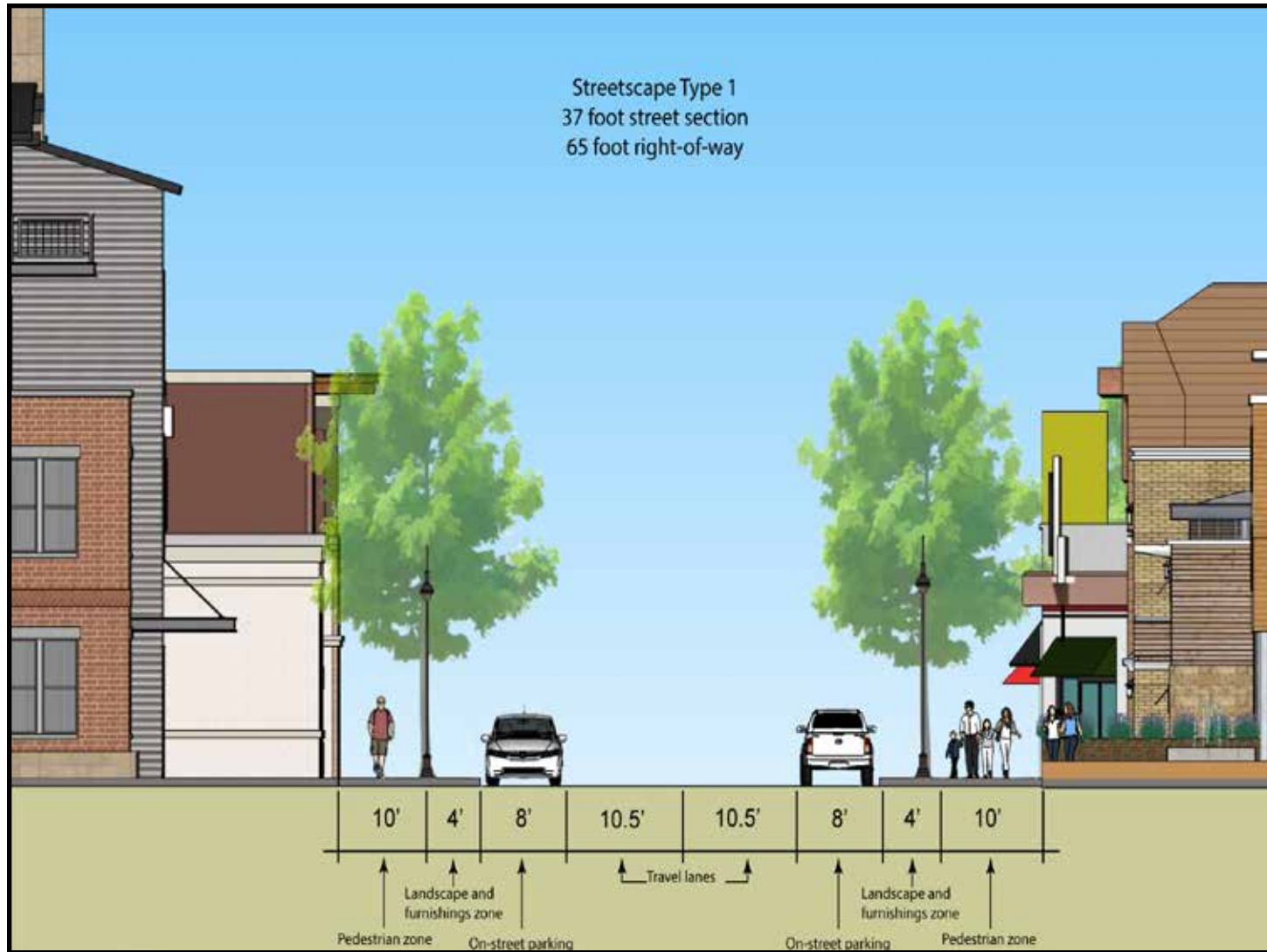


Figure 19 - Typology Type 1 Lusk Street

Typology Type 2- Ann Morrison Park Drive and Royal Boulevard

Ann Morrison Park Drive is an 85-foot right-of-way and Royal Boulevard is a 60-foot wide right-of-way. Ann Morrison Park Drive and Royal Boulevard are envisioned as grand entrances into Ann Morrison Park, similar in scale to the entrance of Julia Davis Park from Capitol Boulevard. Streetscape Typology 2 supports this vision of creating a grand entrance by reducing the vehicular travel lanes to

10.5-feet and creating a 6-foot wide planter strip that detaches the sidewalk from the curb line and creates a softened, green connection that naturally flows into Ann Morrison Park. In order to remain within the 60-foot right-of-way constraint that exists on Royal Boulevard, the sidewalks will be limited to 6-feet in width.



Figure 20 - Typology Type 2 Ann Morrison Park Drive and Royal Blvd.

Typology Type 3- La Pointe Street, Island Avenue and Sherwood Street

Sherwood Street, La Pointe Street and Island Avenue have a 60-foot wide right-of-way. This typology envisions a 36-foot street section with vertical curb, gutter and a 12-foot wide landscape and furnishing zone within 60-feet of right-of-way. These interior streets are envisioned to be multi-modal roadways that accommodate slow moving vehicular travel and provide good inter-connectivity within the Lusk Street area. This is accomplished through 10.5-foot vehicular travel lanes, wide sidewalks

and a furnishing zone that will accommodate tree wells, street lighting and other street furnishings found within an urban environment. There are existing power poles on Island Avenue that must be integrated into this streetscape to accommodate an appropriate street tree canopy and pedestrian street light spacing.

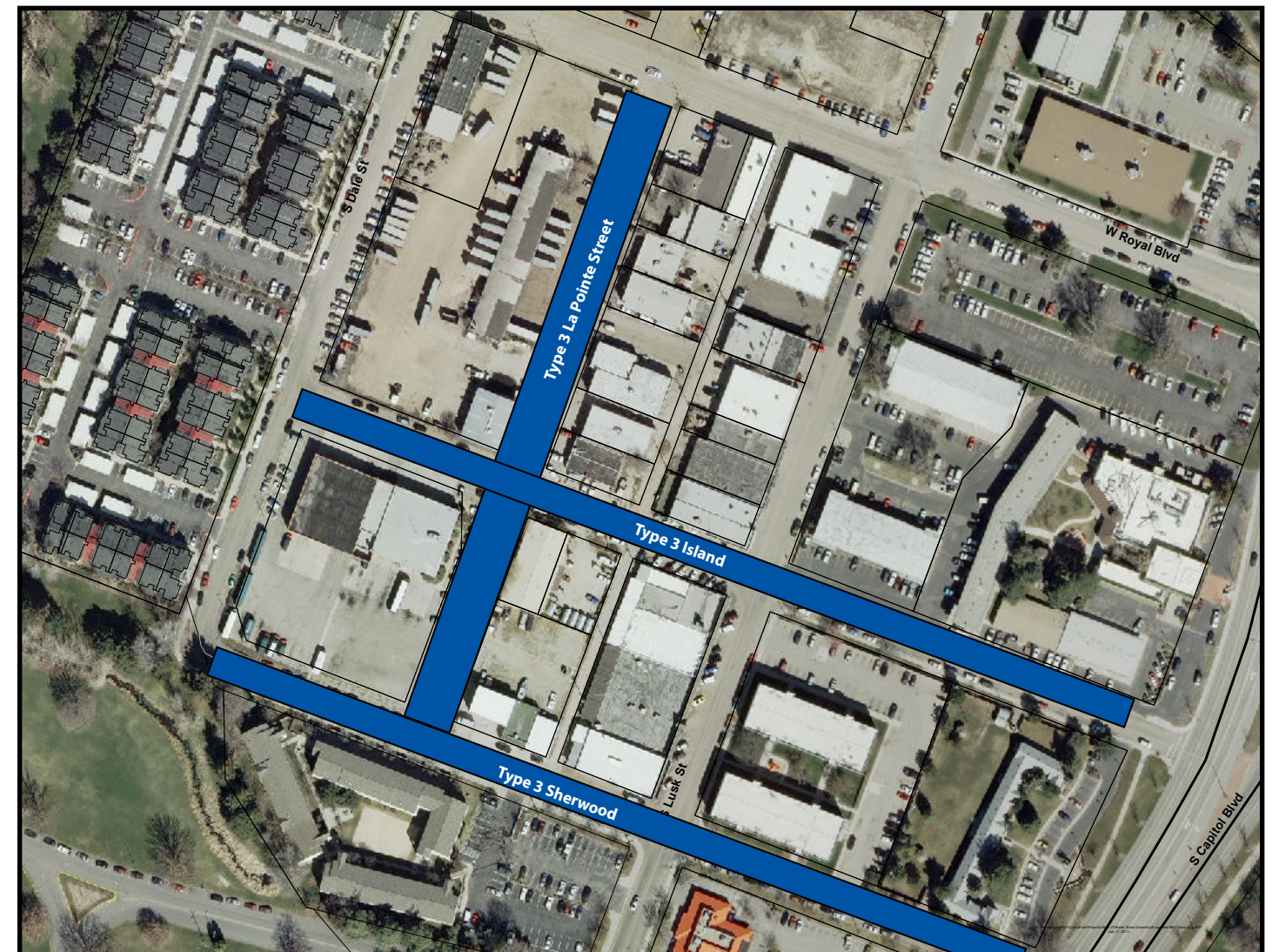
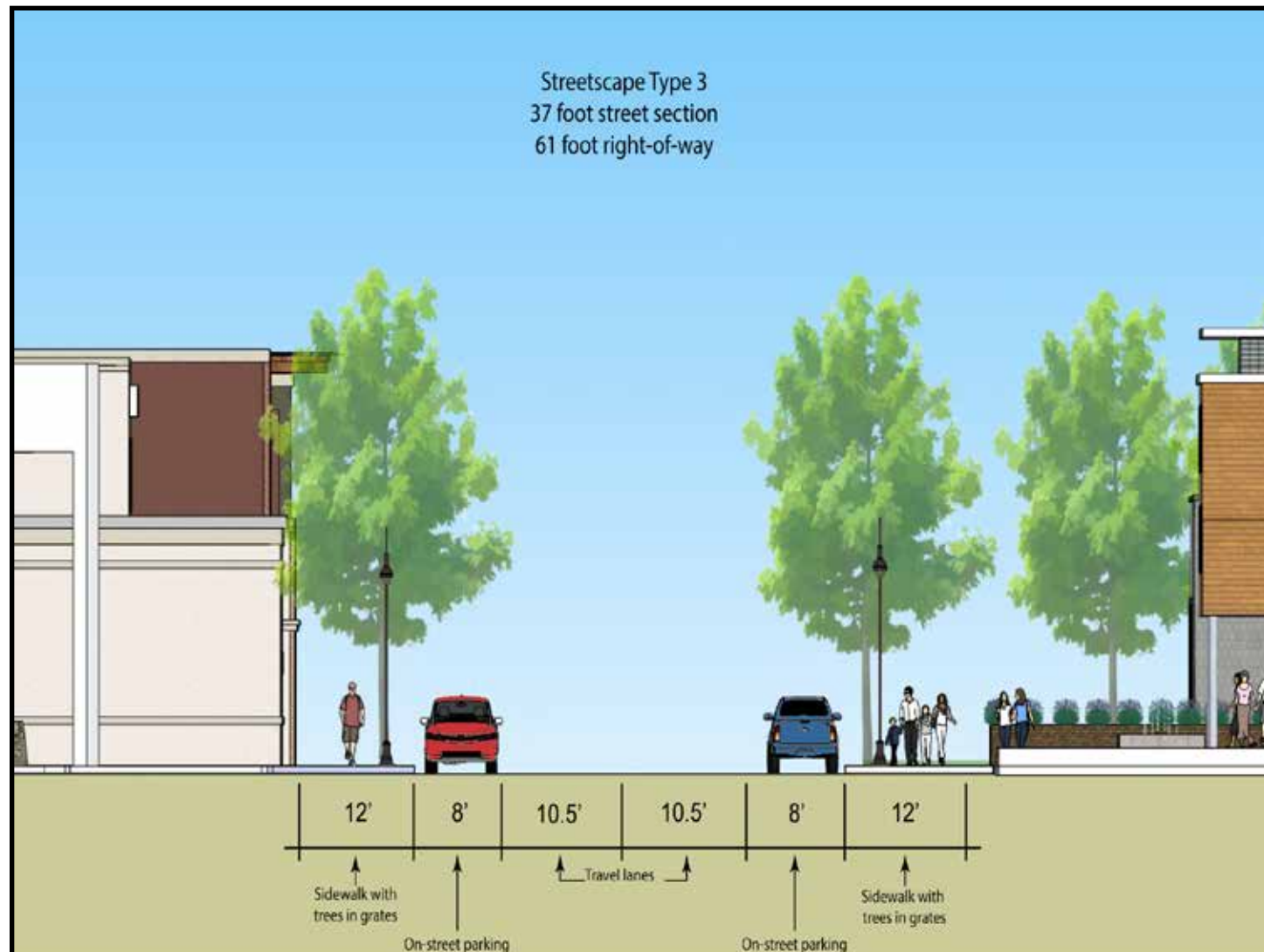


Figure 21 - Typology Type 3-LaPointe Street, Island Avenue and Sherwood Street

Typology Type 4- Dale Street

Dale Street has 60-feet of right-of-way and is improved with vertical curb, gutter and 5-foot wide attached sidewalk on the west side of the street. New development that has frontage on the east side of the street will implement the vision for Typology 4, which includes 12- foot travel lanes, on-street parking and a pedestrian realm with 10 feet that includes trees in grates. To accommodate the existing improvements while continuing to provide a safe internal street for bicycles, pedestrians, street

trees and furnishings, the parcels on the east side of the roadway will complete the 40-foot street section by adding vertical curb, gutter and a 10-foot wide planting and furnishing zone.

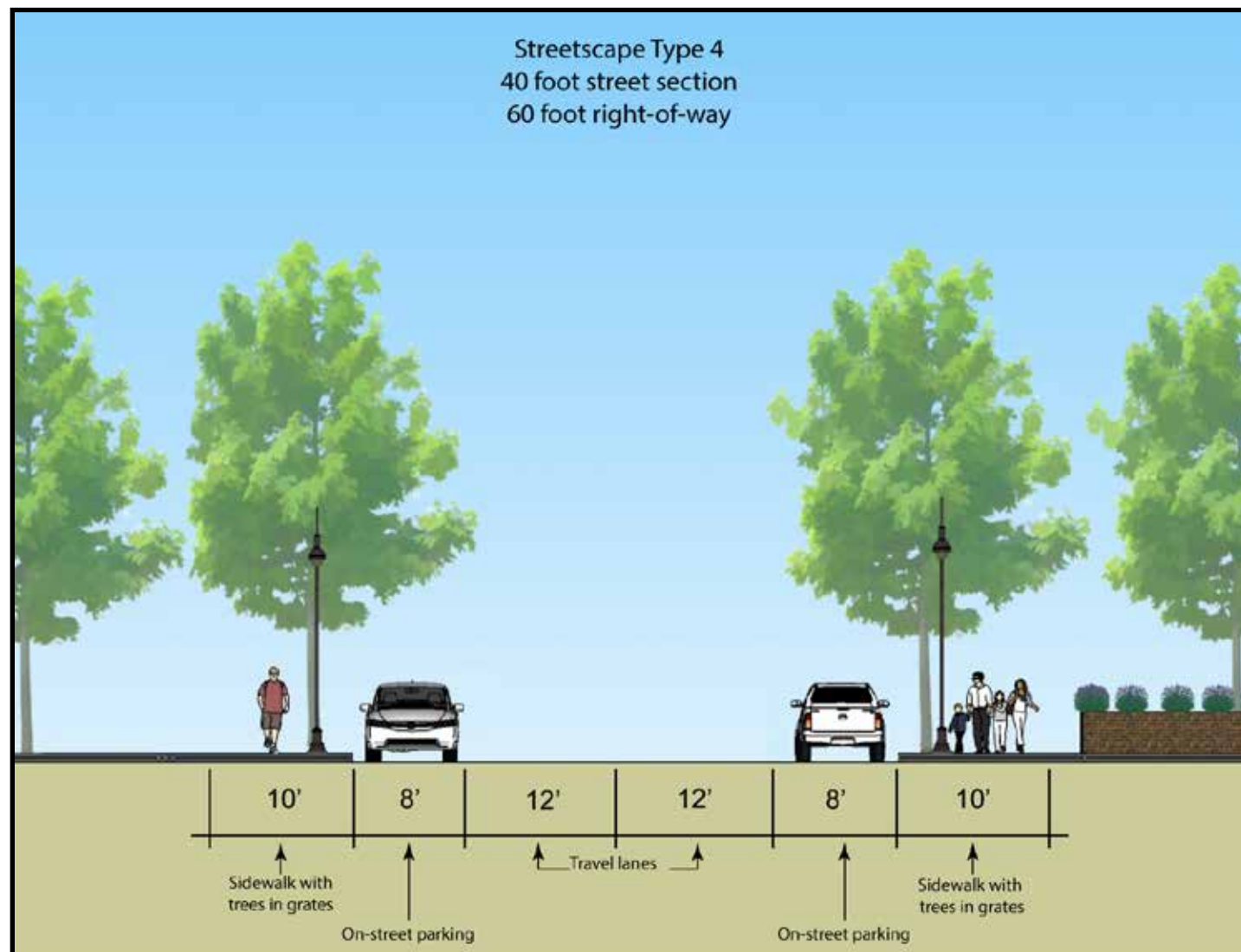


Figure 22- Typology Type 4-Dale Street

Parking

Policy Guidance

Free and unregulated on-street parking currently exists throughout the Lusk Street District. This parking is heavily used by BSU students seeking to avoid paying for on-campus parking. Student use of these on-street spaces prevents the owners and customers of the businesses in the district from using the otherwise conveniently located on-street parking and gives the impression that the district is under-parked. This Master Plan recommends the regulation of on-street parking as a short-term priority. This may take the form of parking meters, signed limited duration parking or parking passes for businesses and residents of the area, or a combination of all three.

The City should also consider the possible location of a public parking garage in the vicinity of the Lusk Street area to better accommodate the needs of park visitors, business customers and residents in the area. A parking garage would reduce the reliance on surface parking lots and may enable a parking reduction overlay district similar to downtown.

The City views the Lusk Street area as urban in nature and supports parking reductions for new uses based on complimentary mixed uses, shared parking, convenient bicycling and pedestrian facilities, transit access and the preponderance of walkable destinations

Parking Plan

1. Preserve or restore on-street parking throughout the master plan area.
2. Implement parking strategies to increase turnover of parking on streets in the area. This can include parking meters, limited duration parking, or parking passes for businesses and residents or a combination thereof.
3. Encourage surface parking lots to transition to uses that support and create vitality, economic development, and multi-modal transportation.
4. Identify creative ways to supply parking facilities through public, public-private, and private partnerships. This may include a centrally located public parking garage that could serve visitors, residents and employees of the neighborhood.
5. Encourage a mixture of uses that have differing peak operating hours creating the opportunity for shared parking throughout the district.
6. Locate parking within parking structures where feasible.
7. Locate parking away from the terminus of vistas and away from street intersections and to the side or rear of buildings.
8. Screen surface parking from the public view.
9. Provide public bicycle parking in central and convenient locations, including bicycle corrals where appropriate.
10. Encourage and support parking reductions based on proximity to walkable destinations and services, and staggered hours of operation.



Figure 23 - Interim Streetscape improvements



Figure 24 - Bicycle Corral at BBB



Figure 25 - Existing on-street parking for businesses



Figure 26 - Wetlands in Ann Morrison Park could be used for stormwater management.



Figure 27 - Power lines that could be undergrounded when redevelopment occurs.



Figure 28 - Retain existing alleys.

Infrastructure and Sustainability

Policy Guidance

The City of Boise is a major land owner in and around the Lusk Street Area and has a unique opportunity to extend and apply sustainable development and infrastructure practices as the area redevelops. In this regard, the Lusk Street Area may serve as a compact and focused sustainability demonstration project for the rest of the City. The Parks and Public Works Departments should explore how to direct surface and street drainage to a creek and wetlands area on City property adjacent to the area and further enhance the wetlands for water treatment rather than using the standard practice of sand traps and drainage straight to the river.

The City's Geothermal system currently serves BSU and is located in Capitol Boulevard. The opportunity exists to extend this service to the Lusk Street area and to enhance the system by providing not just heating but cooling of buildings as well through the use of ground source heat pumps.

The Lusk Street area provides the opportunity to develop an Energy District, where a variety of alternative energy sources and conservation measures are explored and applied to new buildings. BSU should be encouraged to extend fiber optics technology from the campus to the Lusk Street area. With many walkable destinations around the Lusk Street area and limited vehicular access, the sidewalk network should be enhanced with state of the art bicycle and pedestrian facilities, including sharrows, bike boulevards and wide sidewalks; buildings should have bike lockers and shower facilities for commuters; and parking reductions for new development should be coupled with expanded transit stops and bicycle parking facilities.

Infrastructure and Sustainability Plan

1. Use infrastructure planning as a means of introducing new sustainable development practices into the area; pursue public private partnerships for demonstration projects.
2. Develop an innovative storm water management plan for the Lusk Street area that directs surface water from properties and the streets into an enhanced wetlands area on the eastern edge of Ann Morrison Park. Partnerships between Public Works, Parks, ACHD, land owners and developers should be pursued to accomplish this. Reduce the required on-site event retention to no more than 10 years.
3. Encourage the use of permeable pavers to accommodate storm water on-site.
4. Work with landowners and developers in the Lusk Street neighborhood to extend fiber optics and other technology to the area.
5. Designate the Lusk Street neighborhood as an Energy District, where solar, wind and geothermal are promoted and innovative energy conservation measures are practiced.
6. Encourage all new development to provide bicycle commuter facilities including bike lockers, showers and covered parking spaces.
7. Minimize the demand for automobile usage by expanding the bicycle and pedestrian network in the area including designating all streets as sharrows, exploring the use of a bike boulevard in the district, expanding connections to the greenbelt, providing separated and wide sidewalks and expanding bike/pedestrian access up Capitol Boulevard.
8. Retain and/or expand the alley system for deliveries and trash collection.
9. Explore undergrounding of electrical power service in the area, particularly in conjunction with new development.
10. Explore the extension of the Low Temperature Geothermal District heating system to the Lusk Street Area from across Capitol Boulevard. In addition, explore the use of ground source heat pumps both individually and as a district for both heating and cooling.

Lusk Street Master Plan Implementation

Priority Timing: Immediate-concurrently with plan adoption; High Priority-2-3 years after adoption; Medium Priority 3-5 years after adoption

Number	Action	Section	Timing	Lead
1	Develop new mixed use zoning for the Lusk Street area as part of the ongoing zoning code update process.	Land Use	Immediate	PDS
2	Complete a traffic study that clearly identifies the threshold of the Ann Morrison/Capitol Blvd intersection.	Transportation	Immediate	PDS/ACHD
3	Work with ACHD on the design of a full access intersection at Royal/9th/Capitol or alternative solutions for alleviating congestion.	Transportation	Immediate	PDS/ACHD
4	Designate and mark "Sharrows" on streets within the area. Pursue other bicycle routes and improvements throughout the district.	Transportation	Immediate	PDS/ACHD
5	Explore partnerships and funding opportunities for locating a new parking garage for the area.	Parking	Immediate	PDS/CCDC
6	Regulate on-street parking in the Lusk Street area, using tools such as parking meters, hourly parking limits, and business/residential parking passes.	Parking	Immediate	PDS/City Clerk's office
7	Create the opportunity for the Lusk Street area to serve as a model for green infrastructure and innovative concepts through the creation of an Energy District.	Infrastructure/Sustainability	High priority	Public Works
8	Encourage the use of permeable surfaces to reduce the required on-site event retention to no more than 10 years	Infrastructure/Sustainability	High priority	PDS/Public Works
9	Identify a funding source to establish a program to improve sidewalks in the area with varied street furnishings.	Urban Design	High priority	PDS/CCDC/ACHD
10	Develop a brand for the Lusk Street area to create a sense of identity.	Urban Design	High priority	PDS/CCDC
11	Use infrastructure planning to introduce new sustainable development practices in the area and pursue public/private partnerships for demonstration projects	Infrastructure/Sustainability	High Priority	PDS/Public Works
12	Examine the possibility of a new urban renewal district in the area as a funding source for improvements including a parking garage.	Transportation	High Priority	PDS/CCDC
13	Work with Idaho Power and other utility providers to determine scale and scope of undergrounding utilities.	Infrastructure	High Priority	PDS/Idaho Power/CCDC
14	Explore wetlands development of Ann Morrison park property adjacent to the area as part of an innovative stormwater management plan for the Lusk Street area.	Infrastructure	High Priority	PDS/Parks/ACHD
15	Continue working with ACHD and other interested parties to explore a range of creative solutions to improve access to the Lusk Street area, including but not limited to; roundabouts and/or semi-roundabouts on Capitol Boulevard; expanded access through Ann Morrison Park; new signalized intersections; and pedestrian islands, tunnels or bridges.	Transportation	High Priority	PDS/ACHD
16	Create a grand entrance to Ann Morrison Park from Royal Boulevard and Ann Morrison Park Drive similar in scale a size to the entrance at Julia Davis Park through ongoing development and park facility planning.	Infrastructure	Medium Priority	Parks
17	Examine the possibility of enhanced pedestrian crossings over Capitol Boulevard.	Transportation	Medium Priority	PDS/ACHD/BSU
18	Create clearly defined transit stops within the area.	Transportation	Medium Priority	PDS/VRT/BSU