




# State Street Corridor Transit Oriented Development Policy Guidelines

April 2008

## Sponsoring Agencies

Ada County • Ada County Highway District • City of Boise • City of Eagle • City of Garden City • Community Planning Association of Southeast Idaho (COMPASS) • Idaho Transportation Department • Valley Regional Transit

## Produced By

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# Preface

The State Street Corridor for purposes of this study runs west from 23rd Street in Boise to State Highway 16 west of Eagle. The following agencies prepared this report to define the policies that will govern transit-oriented development in the Corridor.

- Ada County
- Ada County Highway District
- City of Boise
- City of Eagle
- Community Planning Association of Southwest Idaho
- City of Garden City
- Idaho Transportation Department
- Valley Regional Transit

These *Policy Guidelines* are the first implementation step in a twenty-year project to transform State Street into a regional transit priority corridor. The Guidelines are intended to provide policy makers, planners, developers and interested citizens with an understanding of and direction toward transit oriented development (TOD) in the State Street Corridor (Corridor). As the name implies, Transit Oriented Developments are constructed in a manner and style, and with a mix of uses and densities which first encourage and then actively support a well developed transit system. TOD planning is best achieved within a regional context and therefore the transit and transportation jurisdictions responsible for the Corridor have actively contributed to the content in this document.

The material which follows provides in-depth guidance on the numerous components and realities required to accomplish the regional vision of a fully developed transit system. Transit development nodes are a step in fulfilling *Communities in Motion*, the adopted long range transportation plan for the Treasure Valley and surrounding region. The *Policy Guidelines* are focused on State Street/State Highway 44 as this arterial is the first designated transit corridor within the region. However, the guidelines offer a template for full service transit on other planned and approved regional transportation corridors.

The guidelines underpin Land Use Map and Comprehensive Plan amendments to allow and encourage higher density land use development along State Street. Zoning Ordinances specific to individual communities will be written following modifications to the community Comprehensive Plan. The Ordinances are anticipated to accord closely with each other yet be adapted to individual community goals and identity.

Table of Contents

# Table of Contents

# Executive Summary

The *State Street Corridor Transit Oriented Development Policy Guidelines* are intended to assist jurisdictions and neighborhoods adjacent to the State Street Corridor to plan and prepare for development of new, active places for people and support efficient transit with high ridership. Concentrated site-specific plans and implementation of transit supportive development will improve the function and introduce a new form and design to a corridor in need of revitalization.

The guidelines include recommendations for this site-specific (node/nodal) development as well as corridor-wide guidance. Transit oriented development creates sufficient density in specific locations/nodes with the potential to support high capacity transit. The opportunity to benefit from transit node development occurs when properties change hands. Pedestrian movement in accessing transit, local services, retail, jobs, plazas, playgrounds, etc. characterizes and helps establish a successful node. Direct and attractive sidewalks and pathways interconnected within and external to the development are a priority.

Successful transit oriented development requires a region-wide concerted and cooperative effort, often over a ten to twenty year period. Specific, individual TOD projects will involve all jurisdictions and all stakeholders affected by State Street developments. The Treasure Valley is poised and strongly directed toward achieving the community and regional vision of State Street as a complete transit corridor. These Guidelines are a critical step in actualizing the transit corridor vision.

The guidelines within this booklet will form the basis for Comprehensive Plan and Land Use Map modifications. Once Comprehensive Plans have been amended, individual jurisdictions will adopt specific policies and new TOD Ordinances. State Street Overlay District Ordinances will create an envisioned TOD design, site plan, usage, infrastructure phasing etc. The zoning in place when new ordinances are adopted will remain while the overlay district will allow additional development opportunities. Every local jurisdiction will make independent ordinance decisions in accordance with their unique community character and vision. However, the overarching structure of these guidelines will assure continuity of the regional transit vision.

Specific Area Plans will refine the overlay zones to provide developers and investors the surety they require for investment while integrating compatibly with adjacent neighborhoods. Appropriate design guidelines will create clearly defined, energetic communities. Political will, community enthusiasm and a true understanding of the various types and functions of transit oriented developments will be necessary to meet the numerous upcoming challenges to create the future State Street Transit Corridor vision.

Working together the economic market and public support will activate transit oriented development on the State Street Corridor. Public support may include provision of infrastructure, effective leadership and development incentives, amongst other strategies.

## State Street Transit Oriented Development Policy Guidelines

The *State Street Transit Oriented Development Policy Guidelines* contain the following eight key guidelines and purpose statements applicable to the entire State Street Corridor and specific development nodes:

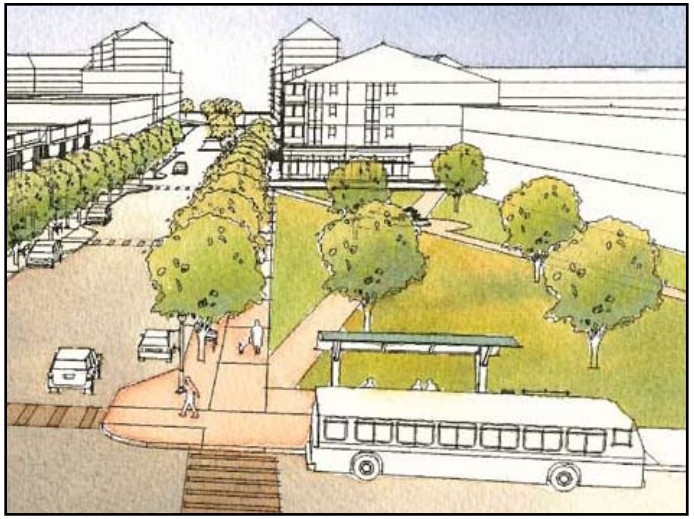
1. **Ensure land uses are transit supportive and sensitive to local communities.**
   *Purpose:* Ensure Corridor-wide land uses encourage high frequency transit use, provide for development nodes that offer a wide range of choices, address local community needs and identity, are appropriate for their specific location, and are focused on market realities.

2. **Increase transit-supportive density within the corridor and at specific nodes.**
   *Purpose:* Increase transit supportive densities surrounding nodes. The densities must support high frequency transit services and residential, employment, retail and local services/amenities that support future (re)development.

3. **Design each node so it becomes a "place" that is responsive to market needs with a suitable mix of uses.**
   *Purpose:* Assure development nodes integrate a mix of uses with an activity center that creates a sense of place for the node and surrounding neighborhood. Require quality design to develop distinctive character and include uses that have market support and create synergy.

4. **Incorporate pedestrian, bicycle and transit oriented linkages.**
   *Purpose:* Develop convenient, comfortable, direct and safe pedestrian and bicycle linkages between development nodes to create areas where walking and bicycling are practical alternatives to the automobile. Coordinate these linkages with transit routes to promote the use of transit. Travel by walking, bicycling and transit is paramount for a successful transit oriented development.

5. **Manage transit, vehicular and parking needs at nodes.**
   *Purpose*: Provide for safe traffic circulation and facilities that accommodate parking needs while maintaining a comfortable pedestrian environment.



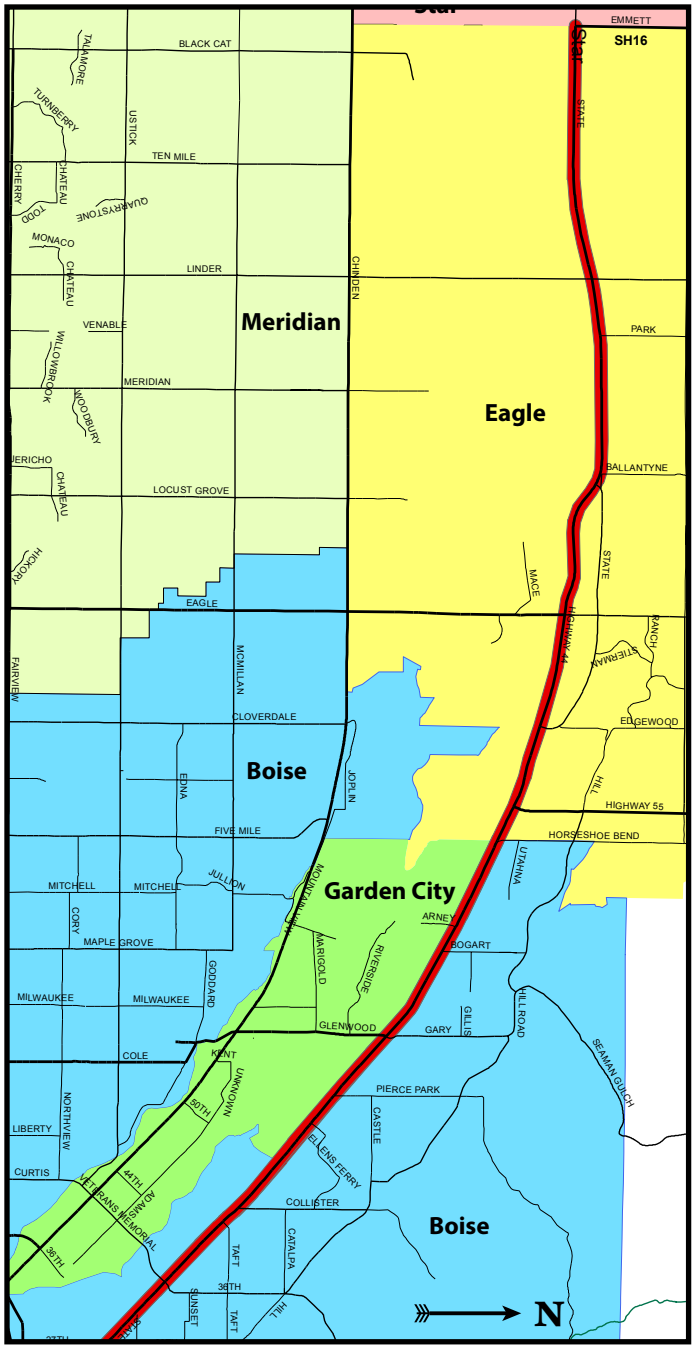
6. **Optimize transit operations in travel corridors to function efficiently and safely.**
   *Purpose:* Prepare and implement corridor operations plans that balance vehicular traffic and transit so high capacity public transportation service is optimized. Use appropriate technology to promote efficient and safe travel within the region and local areas.

7. **Maintain a robust outreach and education program.**
   *Purpose:* Initiate a focused outreach and education program with key stakeholders, decision makers, developers, neighborhood associations, and other active groups to improve understanding and increase participation in the realization of these policy objectives for the Corridor.

8. **Employ approaches that maximize energy conservation and minimize environmental impacts.**
   *Purpose:* Encourage wise use of innovative technical advances to conserve resources, provide incentives for energy efficient development and redevelopment, and reduce unnecessary consumption of energy and other limited resources currently and in the future.

## Success Factors for the State Street Corridor

- A political culture that values and prioritizes mass transit, including dedicated leadership and resources to implement transit oriented development.
- An environment that encourages inter-jurisdictional cooperation, coordination, and streamlined processes that support land development and transit service delivery in transit oriented developments.
- A recognition that market fundamentals will drive private investment for (re)development.
- An effective rezone and approval process that allows implementation of key transit oriented development elements.
- An emphasis on diversity and design in building intensity and scale.
- A commitment by the public and private sectors to TOD implementation will result in significant economic value capture.
- A continuous focus on integrated public input is vital to TOD planning, design and implementation.




**State Street Corridor**

# 1. Introduction

## 1.1 The State Street Transit Corridor Vision

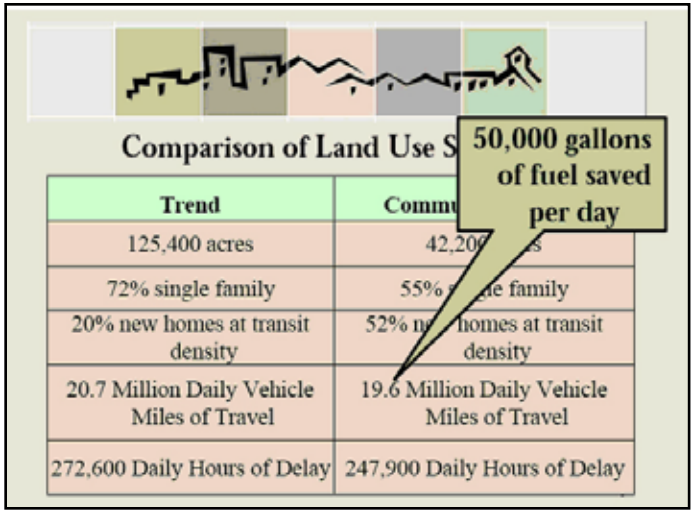
Transit oriented development on the State Street Corridor will create new and exciting communities anchored by well-designed, compact development nodes and served by a viable and efficient transit system. Using transit oriented development design will support and encourage: transit service expansion, decreases in vehicle-miles traveled (VMT), pedestrian and bicycle travel, and more energy efficient and sustainable development.

The Treasure Valley has a truly unique opportunity to re-form and revitalize the Corridor by codifying and implementing a new pattern of development. The future State Street will be an attractive and efficient mobility corridor providing a variety of transportation choices. Transit on State Street will efficiently move people and goods. People will be drawn to individual development nodes defined with specific identities and well-designed, compact, mixed-use development with a focus on creating places for people.

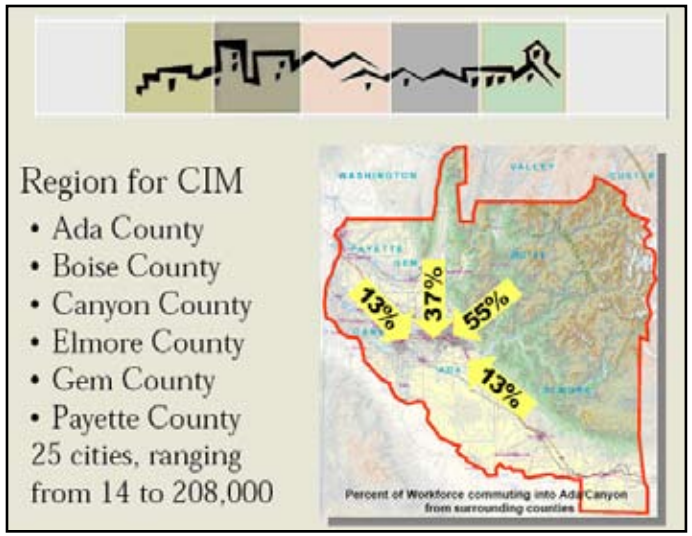
A "strip" commercial corridor will be transformed into a series of lively, mixed-use activity centers connected by a beautiful street that offers a range of transportation options. Urban and suburban residents will benefit from better transit service, more cohesive development, landscape amenities, open spaces, identifiable landmarks and a variety of activities and services along this street.

Transit oriented development offers ways to address many challenges facing Treasure Valley residents and community leaders including dependence on automobiles and fossil fuels for transportation, longer commute distances, traffic congestion, air pollution, ever-increasing demands for new and wider roads, lack of transportation options and lack of affordable housing. Transit oriented development usually includes a mix of housing, offices, retail, restaurants and service businesses. It offers the possibility that housing and work places will be closer together, thus reducing travel trips, traffic congestion, air pollution and the need to expand roadways. People will be able to meet their daily needs by walking, bicycling and using transit. Higher densities and a range of housing options at different prices and rents is more likely to occur in transit oriented development than in typical suburban development. Higher densities help reduce housing costs and support increases in transit service.

Strong and continuous political leadership is needed to champion the establishment of transit oriented development at nodes along the Corridor. Implementing this vision requires working with developers, design professionals, financial institutions, appraisers, realtors, neighborhood associations and property owners, and amending Comprehen-




**Community Choices emphasize transit expansion**




**High Capacity Transit is essential to reduce commuting vehicle miles traveled**

sive Plans and zoning ordinances. The partners in this project—Ada County, Ada County Highway District, City of Boise, City of Eagle, COMPASS, City of Garden City, Idaho Transportation Department and Valley Regional Transit—are committed to work in concert with one another to move forward the goals expressed in these Guidelines.

## 1.2 Communities in Motion

*Communities in Motion* (CIM) is the adopted regional long-range transportation plan for Southwest Idaho. The *Plan* provides regional transportation solutions for the next twenty-plus years for the counties of Ada, Boise, Canyon, Elmore, Gem and Payette. CIM takes into account projected population and employment growth, current and future transportation needs, safety, financial capacity, and preservation of the human and natural environment.

CIM benefits include reduced land consumption, increased residential densities and reduced commuting vehicle miles traveled. These attributes of the selected Community Choices growth scenario are elemental components for successful transit oriented development.

In particular, CIM provides recommendations for investments in corridors with regional significance. State Street is such a corridor as it is also State Highway 44, the only east-west highway north of the Boise River linking Canyon County to Ada County. State Street connects travel from the west directly to the central business district in downtown Boise. **This policy guideline document supports and helps to implement the CIM recommendations – as they relate to State Street.**

## 1.3 Transit Oriented Development Definition and Principles

Three essential elements underpin successful TOD projects:

- *Active and attractive streets* where pedestrians are the priority and public spaces invite all users
- *Building intensity and scale* to assure appropriate density and design and diverse choices compatible with the neighborhood
- Care*ful integration* of transit, transit facilities, bicycle and pedestrian travel and parking

High-density development near the transit node utilizes existing infrastructure, optimizes transit network use and creates mobility options for transit riders and the local community. These elements produce successful transit oriented developments. The result is convenient, desirable, interesting and unique communities.

**Pedestrian Activity, Boise, Idaho**

Transit oriented development can encourage an increased energy efficient approach to urban planning and land use. As land around transit stations is optimized and distinctive living places develop, the jurisdictions responsible for State Street may achieve some of their environmental, economic mobility and social objectives.

Through the implementation of transit oriented development on State Street, the jurisdictions hope to develop more sustainable cities by supporting transportation options, economic development initiatives, creating healthy environments making the most of existing infrastructure and strengthening communities. Some of the leading principles that guide or promote transit oriented development include the following:

- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Optimize transit use
- Provide a variety of transportation choices
- Develop mixed land uses
- Strengthen and direct development toward existing neighborhoods
- Create a range of housing opportunities and choices.

## 1.4 Purpose of TOD Policy Guidelines

The purposes of the *TOD Policy Guidelines* are to:

a. Establish broad, corridor-wide TOD policy guidelines for the future intensification and development of land uses within the Corridor;

b. Create certainty in development node areas for local communities, landowners and developers by clarifying land use and development objectives of the jurisdictions within the Corridor;

c. Provide direction toward the development of a State Street Overlay Ordinance and clarify policies for land use and development for the jurisdictions;

d. Provide input to future corridor master planning and direct policy development of future node development plans; and

e. Establish a framework for evaluating the success and progress of the State Street Corridor implementation.


**ValleyRide Bus, State Street, Boise, Idaho - 2007**

## 1.5 Market Strategy

In May 2007, a report was prepared outlining a TOD Market Strategy for the State Street Corridor. The report evaluated the potential of housing, retail, and employment opportunities on the corridor from 23rd Street in Boise to State Highway 55 with specific recommendations for (re)development. Additionally, the report recommended a Market Strategy and associated actions the public sector might consider in support of initiating quality transit oriented development in the Corridor. The report presented new and significant information for the jurisdictions to better understand the potential direction of transit oriented development on State Street. The Market Strategy results are therefore incorporated in the TOD Guidelines that follow in this document.

## 1.6 Policy Background

Policy support for the development of these Guidelines is strong and consistent among the affected jurisdictions. The *State Street Corridor Strategic Plan Study* (State Street Study) (2004) was adopted by the Ada County Highway District (ACHD), approved by the City of Boise, accepted by the City of Garden City and endorsed by Valley Regional Transit (VRT).

> *"The transit scenario holds the most promise and flexibility for the State Street corridor into the future… it provides the most opportunity to take advantage of more efficient mode use and more efficient development patterns along the corridor."*

The *State Street Corridor Study Program Coordination* Memorandum of Understanding (MOU), signed by Ada County, ACHD, City of Boise, City of Garden City and VRT includes direct support for the development of these Guidelines:

> *"Achieving the transit corridor will require land use agencies to write appropriate ordinances and other implementation tools to ensure the integration of transit with current and future land uses within the Corridor. Transit Oriented Development Plan refers to a planned future project that will: determine where to encourage transit-oriented neighborhoods and communities adjacent to the State Street Corridor and when those developments might occur; and, list required revisions in zoning, design requirements, parking and other development guidelines required to achieve density and livability, provide for housing variety; and, encourage integrated commercial development to support local services and jobs; and, assure an integrated transportation network for pedestrian and bicycle travel as well as various modes of transit and vehicles."*

**North 8th Street, Before/After Streetscape and Pedestrian/Bicycle Amendities, Boise, Idaho**

*Source: Capital City Development Corporation*

Although the Garden City Comprehensive Plan (2006) does not directly address the development of transit oriented development guidelines, it does include language supportive of public transit:

> *"Goal 7. Connect the City, 7.2 Objective: Promote public transportation along State, Chinden, Glenwood and Adams with stops in neighborhoods."*

The Boise City Comprehensive Plan (1997) directly supports the development of these policies:

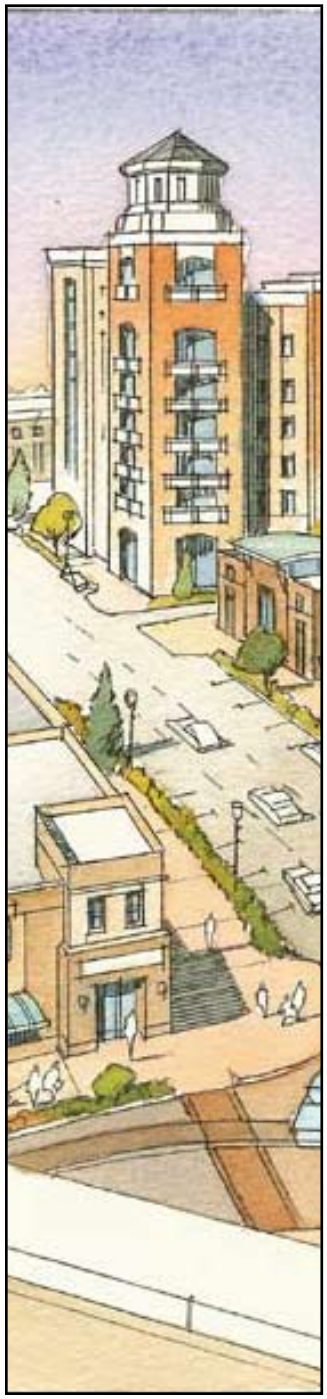
> *"Goal 6.2, Objective 5: 1) Create and maintain a land use plan, zoning standards and design policies that encourage transit-oriented developments."*

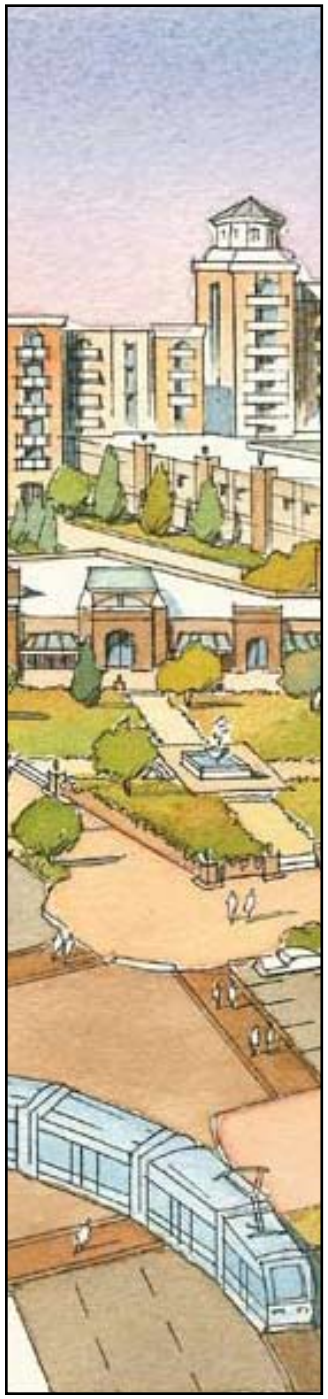
The COMPASS Regional Long-Range Transportation Plan, *Communities in Motion*, includes support for the development of transit in general and for higher capacity transit service in the corridor:

> *Land use decisions needed to implement the plan: To reinforce the future land-use pattern, local governments along the corridor (State Street) are recommended to focus development in designated growth areas.*

The VRT Treasure Valley Transit Plan and *Communities in Motion* target State Street for substantial increases in bus frequency. In follow-up to both plans VRT and COMPASS are providing an Implementation Guidebook document for the region, which outlines steps toward high capacity transit service and supportive land uses. The ultimate goal in CIM is high capacity transit service on State Street, consistent with the recommendation of the 2002-2004 State Street Study.

The Idaho Transportation Department is currently proceeding with an Environmental Impact Statement for future Highway 44 improvements from I-84 to Eagle Road. Transit accommodations for State Street/Highway 44 will be addressed in that study and will be coordinated with COMPASS, Valley Regional Transit and adjacent cities.





# 2. State Street Application

## 2.1 State Street Corridor TOD Context

Extensive growth along the State Street Corridor from 23rd Street in Boise to State Highway 16 in Eagle prompted the partner agencies to work together to develop these guidelines. The guidelines seek to coordinate land use and transportation with an overarching goal of intensifying development to support expanded transit service for commuters as an alternative to using automobiles.

State Street is currently a five-lane principal arterial, constrained by the Boise River to the south and the foothills to the north. The arterial is a primary connection between downtown Boise, Garden City, and Eagle and diffuses to outlying suburban areas. Development along the corridor ranges from rural/developing on the west end to urbanized east end.

The State Street Corridor was studied in 2003/2004 to determine the most appropriate future for the corridor. The following recommendation resulted:

> *Plan for (and appropriately implement) State Street Corridor improvements from 23rd Street to Highway 55 to include dedicated lanes accommodating high capacity transit operations with corresponding land uses and development supportive of the transit system.* (The original study extended only to State Highway 55)

The development of TOD nodes generally aims to optimize use of existing robust transit systems by encouraging higher density development in the transit development areas. Jurisdictions with a role in the operation or development of the Corridor anticipate significantly expanding the transit system in parallel with TOD nodes. The current transit system is severely hampered by lack of a dedicated funding source and currently provides local bus service with 30-minute headways in this corridor. The State Street bus routes consistently demonstrate the highest transit ridership in the region. In order to achieve the recommendation of the State Street Corridor Study, significant enhancements to both the land uses and the transit system will be required.

Unlike other areas of the country where high density development has preceded full-service transit development, the Corridor plan seeks to significantly expand the transit system parallel with development nodes.

The State Street Plan will be implemented by several different jurisdictions – as represented in the State Street Corridor MOU including:

- ***Land Use agencies:*** Ada County, City of Boise, City of Eagle and City of Garden City
- ***Traffic Operations agencies:*** Ada County Highway District and Idaho Transportation Department
- ***Regional Transit Authority:*** Valley Regional Transit
- ***Metropolitan Planning Organization:*** Community Planning Association of Southwest Idaho (COMPASS)

These jurisdictions understand that no one organization can achieve the envisioned future of State Street. Only by working closely together can that future become a reality.

The goal of these jurisdictions is that this document will establish a clear corridor-wide plan for transit oriented and transit supportive development in the Corridor, which includes development guidelines and design expectations of each jurisdiction. Additionally, these guidelines establish a common base of knowledge and understanding amongst many stakeholder groups and set clear goals and procedures for undertaking more detailed TOD planning at future development nodes.

## 2.2 Overarching Principles

The jurisdictions defined the following overarching principles in developing these policy guidelines:

- Integrate land use and transportation
- Promote transit oriented development that is responsive to the market and neighborhoods
- Provide a full range of transportation services, and improve efficiency and safety in the corridor
- Provide public investment to increase efficiency of the current transportation system
- Continue high-level of public participation
- Utilize resources to maximize energy conservation and balance the natural and man-made environment on the Corridor

**Well designed high density residential units support high capactiy bus rapid transit.**

**City Side Lofts, 88 units per acre, Boise Idaho - 2007**

*Source: COMPASS, Communities in Motion Implementation Guidebook - 2007/Photo Rendering © 2005 Holland Realty*

**Bus Rapid Transit Vehicle**

*Source: Federal Transit Administration, Characteristics of Bus Rapid Transit, Project No. FTA-VA-26-7222-2004.1 - August 2004*

## 2.3 State Street Distinctive Aspects

The *State Street TOD Policy Guidelines* recognize the distinctive character of this corridor:

- Regional arterial corridor currently characterized by low density land uses which will require redevelopment with higher density development in order to function as a high capacity transit system.
- Urgency to prepare for intense growth to the west and north of the corridor
- Opportunity to develop high capacity transit service on State Street with market economies
- Significant opportunities for market-driven redevelopment at specific locations
- Ever increasing traffic related safety and congestion problems
- Constrained geographic area in terms of transportation (bound by river and foothills)
- Transit system and stations are not currently well established.

## 2.4 Application of TOD Policy Guidelines

The participating jurisdictions are committed to more integrated, diverse and livable communities along the State Street Corridor. In accord with comprehensive planning documents and land use maps, these guidelines lay the foundation for development of specific policies and land use ordinances to enable implementation of transit oriented development.

# 3. Transit Oriented Development Policy Guidelines

These guidelines facilitate transit oriented development within the Corridor. They reflect the collective understanding of the participating agencies and provide input to the jurisdictions pertaining to future policies and ordinances to govern the development and redevelopment of State Street:

1. Ensure land uses are transit supportive and sensitive to local communities.
2. Increase transit-supported density within the corridor and at specific nodes.
3. Design each node so it becomes a "place" responsive to market needs with a suitable mix of uses.
4. Incorporate pedestrian, bicycle, and transit oriented linkages.
5. Manage transit, vehicular and parking traffic at nodes.
6. Optimize transit operations in travel corridors to function efficiently and safely.
7. Maintain a robust outreach and education program
8. Employ approaches that maximize energy conservation and minimize environmental impacts.

The following sections discuss each of the eight Guidelines in terms of purpose, objective and measurement. TOD Objectives provide direction and options to achieve the guideline purpose. The Guideline Evaluation Measures list possible criteria that may be used as implementation continues.

Note: TOD literature discusses the function of nodes and places. Integration of both can be difficult given the sometimes competing interests of the various actors. For example, transit agencies are narrowly focused on node functions such as parking. On the other hand, neighborhood residents are typically concerned about the impacts of parking impacts, which is a quality of place concern.

**Cottage homes, Boise Idaho - 2007**

## 3.1 Ensure land uses are transit supportive and sensitive to local communities

**Purpose:** Ensure Corridor-wide land uses encourage high frequency transit use, provide for development nodes that offer a wide range of choices, address local community needs and identity, are appropriate for their specific location, and are focused on market realities.

### 3.1.1 Objective

**Establish TOD types to fit market conditions**

Market fundamentals more than any other factor will drive the nature and type of development at each candidate node site. A variety of TOD types are required to fit regional and community needs. The following list provides a brief description of common types of transit oriented development, adapted to address the future State Street vision. The chart on p. 20 suggests potential land use densities and housing options for each TOD type. In each type multifamily is located adjacent/near to the transit stop with single family detached further away. The Urban Downtown TOD type is not considered in this document as State Street transit oriented development is unlikely to occur with the intensity and diversity of uses found in downtown Boise.

Transit service on State Street is planned for 10-15 minute frequencies. High frequency service is required to attain high ridership.

- **Urban Town Center** A focal point of human activity which develops as employment and retail are located adjacent and near to existing housing. Town centers gradually become 24-hour locations. The new concentrated development requires a mix of uses serving the residents and commuters. Uses might include: commercial, office, retail, services, and entertainment. Housing options might include: condominium towers, apartments, lofts, townhome and other multifamily units. The developing urban center becomes over time an attractor for visitors as well as residents. A transit stop would be located near the core of this type of development
- **Urban Neighborhood** Near/adjacent to downtown, built on extension of the downtown street grid, moderate to high density housing, shopping opportunities, parks, schools, frequent transit within a 5 to10 minute walk.
- **Neighborhood Transit Zone** Neighborhood located on a light rail or high capacity

**Medium density commercial, State Street, Boise, Idaho 2007**

transit line, with access to a sub-regional or urban downtown and opportunities for densification of land uses around the stop.

- **Suburban Neighborhood** Located near a transit stop with limited retail or office in a largely residential neighborhood.

### 3.1.2 Objective - Define transit supportive land uses within appropriate development zones.

Transit supportive land uses encourage transit use and increased transportation network efficiency. Different development zones dictate the most appropriate land uses. In general, three primary zones are anticipated:

- **TOD Node**: Within a one-quarter mile radius surrounding the core of specific development node
- **TOD District**: Anywhere from within a one-half mile to mile radius surrounding the core of a specific development node
- **Transit Supportive District:** Within one-quarter mile either side of State Street along the Corridor length

The TOD Node is defined by the distance as one-quarter mile is generally how far people are willing to walk to a bus transit stop. The one-quarter mile equates to a 5-10 minute walk of approximately 4-5 blocks (260-300 ft.). The node is the center of human activity and incorporates a concentrated mix of uses.

The TOD District is the larger area surrounding the node, including adjacent neighborhoods. The neighborhoods may be largely single family. One half-mile is generally defined as the distance a patron is willing to walk to a light rail station.

The Transit Supportive District refers to the areas along State Street between the nodes. Densities and mix of uses would be lower than in the TOD nodes. This district would provide services not found in the development node.

The table in Appendix B illustrates a preliminary list of land uses designated as Allowed (A), Prohibited (P) or Conditional Use (C). Specific applicable land uses may vary depending on the type of transit oriented development.

### 3.1.3 Objective - Determine appropriate uses through Specific Area Plans to facilitate desired development and allow for mixed land uses consistent with market drivers.

A station area should allow for a mix of residential, employment and supporting retail and service uses by consolidating retail facilities and services into the nodes of development. The mix of uses may be found within a particular building, or incorporated in multiple buildings throughout the planning area providing for a compact, walkable station area and creating synergy between varying types of development.

Development will accommodate the natural attrition of retail on State Street between the nodes; the market will be the primary driver increasing the success of the transit oriented development. Public investment is also essential.

### 3.1.4 Objective - Work closely with neighboring communities and jurisdictions and make consistent efforts to provide needed community services.

Neighborhoods provide valuable local knowledge on needed and desired services, appropriate development design and local support for businesses. Local landowners and communities are essential in any station area planning processes. Where appropriate the jurisdictions can assist in assembling property for future development nodes.

Services could include new housing forms to support employment options, convenience retail and personal services, day-care and welcoming public gathering places. While market forces will define the character of each node, individual jurisdictions must pro-actively support transit-focused development.

### 3.1.5 Objective – Promote multi-family and workforce housing

Private, non-profit entities and public agencies will cooperate to provide sites for residential development. A diversity of housing options are essential and will be promoted, including: various sizes of workforce housing mixed with market rate buildings as well as low-income housing with ownership and rental options. Require workforce-housing components in housing projects.

The regulatory environment will be streamlined. Wherever possible provide subsidies for public infrastructure improvements and development. Lower cost construction capital and long-term financing are important tools. A Housing Trust Fund should be

**The Jefferson condominiums, Boise, Idaho , 133 units per acre**

*Source: COMPASS, Communities in Motion Implementation Guidebook - 2007/Photo rendering © 2007 Clark Development*

established and funded.

### 3.1.6 Objective – Require the built form to complement the local context, while providing for flexibility within individual developments.

Each node exists in a particular community context. New development should complement existing development to enhance the local character while creating a walkable, vibrant TOD node.

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.

**Evaluation Measures**

- Choose the type of transit oriented development and mix of uses for each location that fits with local needs and market conditions.
- Provide for low income and workforce housing intermixed with market rate housing.
- Offer incentives for workforce housing.
- Streamline regulatory and approval process with incentives to encourage multi-family and workforce housing projects.
- Require a written letter of support for new or re-development plans from involved neighborhood associations.
- Assure numerous opportunities for public involvement during the planning and design phases of node development.
- Design such that location efficiency, rich mix of choices, value capture and place making will resolve any tension between node and place.

| State Street TOD Types Potential Density Examples | | | |
|---|---|---|---|
| **TOD Type** | **Land-Use Mix** | **Density** | **Housing Types** |
| Urban Town Center | • Multi-family Residential<br>• Office Center<br>• Urban Entertainment<br>• Retail<br>• Commercial | 48 - 100 units/acre | • Multi-family<br>• Apartment<br>• Lofts<br>• Townhome<br>• Condominium |
| Urban Neighborhood Center | • Residential<br>• Neighborhood Retail/Office/ Commercial<br>• Neighborhood Entertainment | 24 - 60 units/acre | • Multi-family<br>• Apartment<br>• Townhome<br>• Condominium |
| Neighborhood Transit Zone | • Residential<br>• Neighborhood Retail/Office/ Commercial | 18 - 35 units/acre | • Multi-family<br>• Apartment<br>• Townhome<br>• Condominium<br>• Single Family |
| Suburban Neighborhood | • Residential | 6 - 12 units/acre | • Multi-family<br>• Apartment<br>• Townhome<br>• Condominium<br>• Single Family |

**The above table describes the general types of uses and range of densities that might be found throughout each TOD type. Individual project mixes and densities may vary widely within the TOD.**

## 3.2 Increase transit-supportive density within the corridor and at specific nodes

**Purpose:** Increase transit supportive densities surrounding nodes. The densities must support high frequency transit services and residential, employment, retail and local services/amenities that support future (re)development.

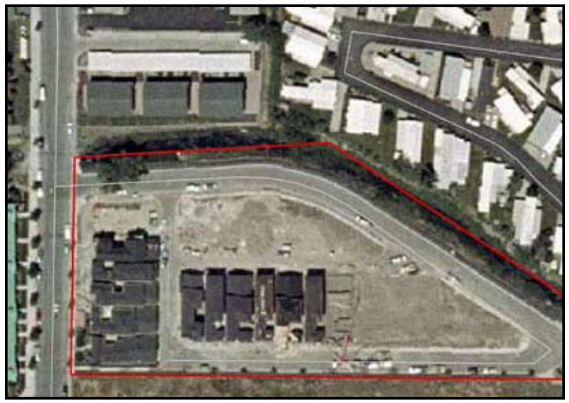
### *3.2.1 Objective* – Optimize density around each development node.

Density refers to the number of people living in a specific area and is generally measured in the number of housing units per acre (units/acre). In TOD types the number of units/acre varies in accord with the purpose and concentration of uses. The range of TOD type, density, uses and concentration of units/acre will depend upon location and purpose and will be defined when zoning ordinances are written.

Density should be increased around development nodes and relate to the surrounding context and particular transit oriented development type. Density should be placed in locations with the best access to transit and the local public tranist systems. Open space and gathering places are contributing factors in achieving high density and creating the desired sense of place. Additionally:

- Revise regulations to eliminate barriers that preclude or delay residential development.
- Eliminate barriers that preclude or delay transit oriented development (building codes, limits on adjacency among uses, etc).
- Modify current zoning to encourage higher density residential and a mix of uses at the nodes.
- Promote density and support demonstration projects through public/private partnerships
- Assist with assembling properties to accommodate a range of residential types.
- Include a diversity of housing types and price. (See examples of Residential Housing Densities on next page.)
- Target the emerging demographics addressing current and future needs.

# Residential Housing Density Examples



**Paddy Row, Eagle, Idaho, Single Family, 7 units per acre.**

*Source: COMPASS, Communities in Motion Implementation Guidebook - 2007*

**Crescent Rim Condominiums, Boise, Idaho, 17 units per acre.**

*Source: COMPASS, Communities in Motion Implementation Guidebook - 2007/Photo rendering © 2007 Clark Development*

**Roth/Ulmer Townhomes at River Pointe, Garden City, Idaho, 22 units per acre.**

*Source: COMPASS, Communities in Motion Implementation Guidebook - 2007*

**Strip Center Redevelopment to Intense Mixed-Use Development**

*Source: HDR, Dunedin, FL Community Redevelopment Vision Plan, 2004*

### 3.2.2 *Objective* – Design density around each development node to create liveable urban environments.

The highest densities in a transit oriented development area should occur on sites within the development node or immediately adjacent to the node. The following should be considered when higher densities are being planned.

- Create transition between higher and lower intensity development by stepping down building heights and densities from the center of the node.
- Ensure that building mass and the resulting shadowing impacts at ground level and adjacent structures are minimized. Shadow studies may be required.
- Include civic and open space.
- Use transit facilities, public spaces and roadways (current or modified) as organizing elements for placement of density, height and shadow.
- Create proper edge treatments such as compatible building scale, parking location, and landscaping between new developments and existing communities to minimize impacts and ensure integration.
- Develop appropriate floor-to-area ratios (FAR) to allow and encourage densities that support transit.

**Evaluation Measures:**

Apply technical analysis to assess and quantify appropriate modes and levels of transit service along the State Street corridor. Analysis could include the following inputs for both nodes and corridor:

- Population/households per residential acre
- Dwelling units/jobs per acre
- Zonal transit density (transit service frequency and proximity to the stop or station)
- Pedestrian/bicycle friendliness, measuring street grid and age of housing and providing bonuses for traffic-calming measures
- Percent of mode split
- Internal trip capture
- Zero or one car households per acre
- Floor Area Ratio (FAR) of commercial buildings within development nodes
- Retail square footage total within the development node
- Ratio of land use mixes of specific TOD nodes

## 3.3 Design each node so it becomes a "place" responsive to market needs with a suitable mix of uses

**Purpose:** Assure development nodes integrate a mix of uses with an activity center that creates a sense of place for the node and surrounding neighborhood. Require quality design to develop distinctive character and include uses that have market support and create synergy.

### 3.3.1 Objective – Create layouts and designs consistent with node "themes" and market factors.

Development within the node should provide a destination for both transit users and local residents. Public and private open space should complement the overall character of the node development emphasizing the project as a specific public place. Elements should include a variety of local gathering places, shopping, services and transit connections.

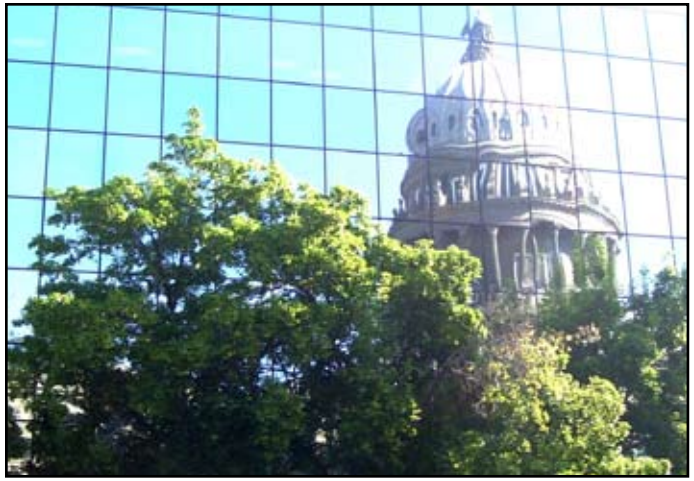
New streets and walkways should be incorporated into the existing local road pattern. Streets should have sidewalks on both sides of the road to accommodate high-volume pedestrian activity.

### 3.3.2 Objective – Incorporate natural water features such as the Boise River and the canal system in design and orientation.

The Boise River is an unparalleled attractor for node development. Vistas, access and open space should be preserved along the river with amenities for visitors, commuters and residents. Riverfront property should provide Greenbelt access and easements for Greenbelt paths. Riverside development should meet community needs, environmental needs and market demand. Design elements, lights, sounds, noises and mix of uses should be sensitive to users of the river beyond the node perimeter.

The canal system, particularly north of State Street is another natural amenity and attractor for node development. Canals should be day-lighted and nodes designed to integrate spring/summer irrigation flow and non-flow periods. Walking paths and trails should be preserved adjacent to canals. Utilizing the canal system would require support from property owners, individual canal companies and the Boise Project Board of Control.

Parks and Recreation Departments, federal and state agencies and neighborhoods will be involved in all riverside, waterway and wetland development discussions and planning.



**Idaho Statehouse reflected in windows of J. D. Williams building, Boise, Idaho**

### 3.3.3 Objective – Define mix of land uses.

An appropriate mix of land uses will vary depending upon the type of transit oriented development. Land uses for an employment center that best support employee transit uses are: banks, restaurants, convenience retail, child care, dry cleaners, recreational opportunities, parks etc.

Transit-supportive land uses for residential development include a majority of the above with the addition of neighborhood-serving retail commercial, office, entertainment and grocery stores.

### 3.3.4 Objective – Emphasize important buildings.

Public or high profile buildings (i.e., transit station, large commercial, prominent residential) should be highly visible landmarks within the development. Taller buildings should have distinctive rooflines to create a landmark location.

All buildings should consist of long lasting materials and high quality design, including distinctive rooflines, modulation of the facades and shadow relief, to portray a sense of permanence for the area.

### Most Important Incentives From the Private Sector Perspective

1. Streamline the development review process, particularly to fast-track projects near transit stations.
2. Assist with land assembly for large-scale mixed-use projects, particularly in areas that are largely built-out and where land prices are high and developable parcels are few and far between.
3. Seek public sector financial support through subsidies, tax incentives and below-market rate loans, and provision of necessary infrastructure.

### 3.3.5 Objective – Develop a Place Making Code to reflect the character of each node.

Some of the elements of a Place Making Code may include:

- Utilize the canals as Place Making opportunities where they exist within a node.
- Emphasize proximity and connections to the Boise River and the foothills.
- Concentrate development orientation to the north/south through integration into the neighborhoods.
- Orient the nodes to link adjacent neighborhoods and support transit.
- Ensure future connectivity through land use policies.
- Develop individual nodes in appropriate locations north or south of State Street to achieve density, connectivity and definition as a special place.

The nodes will develop over time, allow for this eventuality within the Land Use Map and zoning ordinances. Neighborhood individuality and pride are integral to successful transit oriented development. Redevelopment with a predominant use – i.e., a housing development with supporting employment, retail and office uses should receive concentrated attention.

**Bus Rapid Transit Vehicle**

*Source: Federal Transit Administration, Characteristics of Bus Rapid Transit, Project No. FTA-VA-26-7222-2004.1 - August 2004*

**Evaluation Measures:**

- Assure a mix of uses appropriate to the TOD: housing, employment, etc.
- Support a public/private partnerships to obtain work force housing.
- Create a Housing Trust Fund.
- Utilize building design to maintain and enhance the character of the area.
- Require new structures to be reviewed by each local jurisdiction's Design Review Committee.
- Design open spaces to attract residents and visitors.
- Use a pedestrian connectivity index in development design and evaluation.
- Develop river amenities available to all users of the river system.
- Work closely with each jurisdiction's Parks Departments in riverside development.

## 3.4 Incorporate pedestrian, bicycle and transit oriented linkages

**Purpose:** Develop convenient, comfortable, direct and safe pedestrian and bicycle linkages between development nodes to create areas where walking and biking are practical alternatives to the automobile. Coordinate these linkages with transit routes to promote the use of transit. Travel by walking, cycling and transit is paramount for a successful transit oriented development.

### 3.4.1 Objective – Prioritize pedestrian travel and provide quality pedestrian connections.

The following qualities exemplify convenient and comfortable pedestrian-oriented routes:

- Active, safe and walkable streets that are easily navigable for all users and designed for the local climate.
- Sidewalks on all public streets
- Short, continuous and barrier-free routes that are designed to be visually interesting to pedestrians and designed to the pedestrian scale
- Provision for the comfort of those with mobility issues is particularly important

Primary and secondary pedestrian and bike routes should be identified in the node.

***Primary Pedestrian Routes*** – These routes run directly between the transit station within the development node and major pedestrian destinations, and will attract high pedestrian volumes. Primary routes would typically include wider sidewalks and landscape strips and may include station access via bridges, public easements and regional pathways. Buildings along these primary routes would be oriented to the street – buildings built to the street with minimal or no setbacks and direct building entrances oriented to, and connected from the sidewalk.

***Secondary Pedestrian Routes*** – These routes do not provide a direct link to the transit station but feed into the primary routes. The secondary routes would typically be at ground level and include standard sidewalks with landscape strips and private accesses to individual buildings.

***Bicycle-Oriented Features*** - On-street bike lanes and direct routes, bike racks on the transit vehicles and located throughout the node, bike racks and bike lockers at the transit stop or station.

### 3.4.2 Objective – Provide a compact development form.

Buildings should be grouped together to allow for easy pedestrian access between buildings and to frame the pedestrian spaces, defining easily legible routes.

### 3.4.3 Objective – Provide integrated public systems.

Public systems are essential to ensure a fully integrated station area. Elements of the public systems should include:

- Primary and secondary pedestrian routes
- Bicycle routes
- Roads
- Sidewalks
- Regional pathways and local walkways (both public and private)
- Pedestrian/cycle overpasses and underpasses
- Public open space
- Transit stations
- Bus stops

Development should be coordinated with all elements of the public system to create pedestrian comfort and an effective network for all travel modes within the station area.

### 3.4.4 Objective – Locate pedestrian-oriented uses at the ground level.

Transit oriented development is focused on pedestrian comfort. The ground floor should contain uses appealing to pedestrians, such as retail, personal service, restaurants, outdoor cafes and residences.

### 3.4.5 Objective – Incorporate all-season design and pedestrian amenities.

Primary pedestrian routes, developments and transit facilities should incorporate climate and weather protection. Pedestrian design can include wide sidewalks, landscape strips, streetscape design, benches, public art displays and newspaper racks. These design elements will make waiting for, and getting to and from transit stops more comfortable.

### 3.4.6 Objective – Provide appropriate level of bicycle facilities.

Improved bicycle facilities can substantially increase trip capture for a transit node.

Regional pathways and bicycle routes should provide direct access to platforms, fare-gates, bike lockers, racks or bike stations. Easy priority access to non-motorized modes is critical.

**Evaluation Measures:**

- Walkability Checklist
- Bikeability Checklist
- Community Design Scorecard

## 3.5 Manage transit, vehicular and parking traffic at nodes

**Purpose:** Provide for safe traffic circulation and facilities that accommodate parking needs while maintaining a comfortable pedestrian environment.

### 3.5.1 Objective – Place parking in appropriate locations.

Parking areas should be designed appropriately to maintain the pedestrian comfort in the station area of the node.

- Major parking areas should be accessed from collector and arterial roads without affecting existing communities or the pedestrian environment closest to the station.
- Direct and convenient pedestrian connections should lead from the parking areas to primary destinations.
- Signage must be clear for all users.
- Along primary pedestrian routes leading to transit stations, parking accommodations should be located to the rear or side of the building.
- Parking accommodations should be designed and located to minimize the number of vehicle crossings over primary pedestrian routes.
- Parking accommodations should be in accordance with land use intensity.
- Where the city has jurisdiction or the ability to affect parking, a parking fee should be instituted. Requiring an initial fee will make later, justifiable increases more palatable.

### 3.5.2 Objective – Develop parking forms complementing the pedestrian nature of the area, providing safe pedestrian access to the transit station.

Surface parking should be broken into smaller cells through landscaping and walkways with lighting directed within the site. Surface parking areas should accommodate safe, direct pedestrian traffic through the provision of landscaped walkways, to and from as well as through, the site. Parking structures should have active street-level facades, including commercial uses and/or building articulation and glazing.

**Proposed Van Ness BRT**

*Source: sfcta.org*

### 3.5.3 Objective – Integrate design for transit circulation and drop off zones.

- Park and Ride sites may be accommodated in development nodes provided that they follow the parking guidelines stated above.
- Roadways with quick, direct access to the development node are the reasonable routes for bus drop-off areas.
- Drop-off sites, where motorists can drop off or wait for a transit passenger, should be provided where feasible. These facilities should provide quick and direct access to the transit station, but not be the focus of the public systems design.

### 3.5.4 Objective – Encourage Transportation Demand Management (TDM) strategies to reduce need for parking facilities.

Other strategies may assist in reducing the need for on-site parking in nodes and should be considered in node developments:

- Encourage local shuttle service for employment centers or shopping centers.
- Facilitate community car-sharing/pooling by providing preferential parking spots for car-share/pool vehicles.
- Promote TDM initiatives such as flextime hours, telecommuting, bike/walk to work programs, etc.
- Work with businesses to encourage transit ridership programs for employees.

### 3.5.5 Objective – Provide for shared parking among uses and reduced parking requirements.

Transit oriented development through its transit-supportive uses, increased density and pedestrian design provides mobility options and reduces automobile trips through increased transit ridership and potential decreased vehicle ownership. The reduction of standard parking requirements should be strongly considered in State Street node areas.

- A reduction of required parking stalls should be considered in node development.

**8th and Main Street, Downtown Boise, Before/After redevelopment**

*Source: Capital City Development Corporation*

- In addition to proximity to the node development, lowering parking relaxations should be considered when a site "earns" further location/parking management benefits such as:
    - Shared parking where different uses require parking at different times of the day
    - Proximity to Park and Ride sites which could be considered to accommodate parking during off-peak hours
    - On-street parking within developments as part of the parking supply
    - Longer-term secure bike parking with shower and locker facilities.
- A cash-in-lieu policy for parking in node development areas should be considered as part of a parking management strategy for a station area.

### 3.5.6 Objective – Require structured parking where feasible that is integrated or wrapped with other uses within the node.

With the reduction of overall personal vehicle trips as a goal, design of structured parking facilities is crucial to the operations of the TOD node. Structured parking should not infringe on the transit functionality or the urban design standards of the node. Some of the guidelines of structured parking construction follow:

- The locations should be well behind the on-street façade.
- Direct access to parking structures from the major transit corridor is prohibited.
- Entrances and exits should be placed in a fashion that does not interfere with transit vehicle operation.
- Parking areas should be signed appropriately to inform patrons that the area is dedicated to the uses within the TOD node only, and not de facto parking for the surrounding neighborhoods. Conversely, steps must be taken to insure that surrounding neighborhoods will not bear the brunt of limited parking in the TOD node.

**Evaluation Measures:**

- Facility usage/utilization of capacity
- Zero impact on transit headway times
- Parking garage patrons to rider patrons ratio

**Bus Rapid Transit Vehicle**

*Source: Federal Transit Administration, Characteristics of Bus Rapid Transit, Project No. FTA-VA-26-7222-2004.1 - August 2004*

## 3.6 Optimize transit operations in travel corridors to function efficiently and safely

**Purpose:** Prepare and implement corridor operations plans that balance vehicular traffic and transit so high capacity public transportation service is optimized. Use appropriate technology to promote efficient and safe travel within the region and local areas.

COMPASS' long-range regional transportation plan, *Communities in Motion,* identified State Street as a regionally significant corridor. Currently the highest bus ridership in the Valley is on the State Street route; considerable growth in the Valley may increase ridership numbers. Highly technical traffic and transit operations' planning is essential to assure a more efficient and effective transit thoroughfare.

### 3.6.1 Objective – Develop corridor-wide traffic and transit operations plan to ensure effective and safe travel for all modes.

The plan will determine the phasing of signals throughout the corridor, location of the high capacity transit lanes in relation to the remaining roadway, any special travel operations i.e. signal priority, as well as the equipment needed for such a requirement. Other areas to be determined are Level of Service (LOS) for transit and the vehicles, consideration of travel east of 23rd street, other improvements such as pedestrian crossings, and needed lane marking and signage for designated High Occupancy Vehicle (HOV) lanes and the specific allowed usage for such lanes.

### 3.6.2 Objective – Incorporate design features to accommodate effective and safe vehicular and transit operations.

Implementing high capacity transit and TOD nodes requires safe and non-conflicting traffic movement around the nodes while providing optimum transit operations. To ensure this relationship the following criteria should be applied:

- Transit vehicles will have right of way in and around all TOD nodes
- Personal vehicle movement will be designed to avoid conflict with bus drop points
- Turning movements for personal vehicles should not impede high capacity transit operations
- Use of transit drop areas by personal vehicles shall be prohibited
- Safe bicycle traffic must be accommodated.

### 3.6.3 Objective – Integrate technological solutions to enhance efficient traffic flow, ensure travelers (vehicular and transit) are well informed, and promote safe travel.

The need for video monitoring of intersections, traffic light synchronization, smart parking reader boards or any other applicable technologies should be evaluated to ensure the safe and efficient flow of both vehicular and transit traffic.

If the Corridor is designated a limited access facility, metered signals at on-ramps should be employed.

Valley Regional Transit should evaluate the need to provide real-time transit data at stops along the corridor, including equipping both fixed guideway and local buses with appropriate technologies.

**Evaluation Measures:**

Analysis of:

- Average Daily Traffic (ADT) on State Street
- Crashes per 1 million Vehicle Miles Traveled (VMT)
- Transit ridership per hour and mile
- Local bus service and eventually high capacity transit service headways
- High quality transit service based on the Transportation Research Board (TRB) Transit Capacity and Quality of Service Manual.
    - Efficient
    - Clean
    - On-time
    - Safe
    - Well managed
    - Technology applications
    - Desirable

**Public Involvement/Citizen Participation**

## 3.7 Maintain a robust outreach and education program

**Purpose:** Initiate a focused outreach and education program with key stakeholders, decision makers, developers, neighborhood associations, and other active groups to improve understanding and increase participation in the realization of these policy objectives for the Corridor.

### 3.7.1 Objective – Identify and engage key stakeholders in a variety of education workshops on the State Street Corridor Plan, the Transit Oriented Development *Policy Guidelines* and other related transportation services and plans.

Transit supportive density and changes in personal travel choices are a key element to successful transit in the Corridor. A diverse group of stakeholders will need to be engaged in the process. These stakeholder groups may include residential and commercial neighbors, developers, Planning and Zoning Commissioners, City Council members, environmental groups, Historical Society members, community gardeners, various clubs, schools, and disabled individuals and advocates for the disabled.

Outreach efforts might include: organize a series of brokers' tours; conduct a 'Transit" day at local schools; meet annually with public agencies to explore potential cooperative efforts; keep policy makers informed of activity along the corridor; create and maintain an interactive website; liaise with residential marketing teams to promote advertising that spreads the word about assets for those who choose to settle, work, shop, relax and recreate in the nodes.

### 3.7.2 Objective – Incorporate Corridor transit services in employer program materials and transportation fairs.

State Street will continue to be a key commuting corridor for communities to the west and north of Boise. The most effective way to reach commuters traveling in the corridor is to target employers in the downtown. Education materials will need to address the benefits of transit for commuting as a means to increase ridership today and as the services expand. Transportation is the second highest cost, after housing, within a household budget. Educational outreach can present the cost data on vehicle ownership and operation. The materials should also recognize the value of State Street as a regional transportation corridor and enlist members of other communities as supporters and advocates for the values and action that will make the State Street Corridor Vision a reality.

**Public Involvement**

### 3.7.3 Objective – Develop media relationships for information dissemination on Corridor planning projects and services.

The State Street Corridor is identified in the original corridor study and *Communities in Motion* as a key multi modal corridor with intensive land use and transportation integration. The success of the Corridor vision will help guide and direct the development of similar strategies in other key regional corridors. This objective will include developing strategies to educate the public on State Street as a key regional facility and address how the corridor's successes may be applied to other major corridors.

### 3.7.4 Objective – Create a Transportation Management Association with local business and/or neighborhood associations.

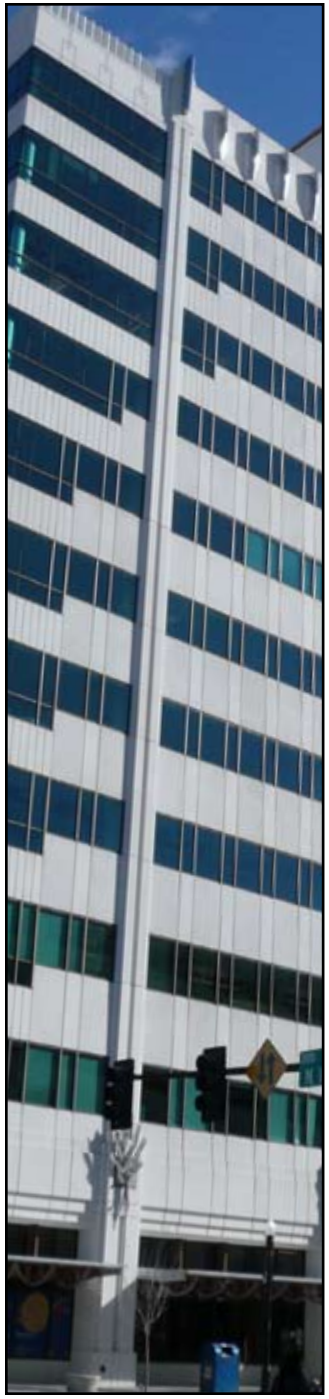
A Transportation Management Association (TMA) is a group of commercial stakeholders in an area that work together to develop travel demand management strategies aimed at reducing travel in congested transportation corridors. The State Street TMA would develop an organization charged with the development and implementation of travel demand programs and outreach and education efforts. A TMA requires some staff support and is typically paid for by an assessment of dues from all the members within the corridor area.

### 3.7.5 Objective – Create a marketing program to educate and attract potential developers.

Transited oriented development is a key feature to the corridor's vision. Developers must understand the market potential in order to make decisions on when and how to develop along the corridor and promote the corridor vision.

**Evaluation Measures:**

- Conduct a number of workshops and meetings to engage stakeholders and provide State Street Corridor education
- Initiate new Employer Programs
  - Track the number of new employees inquiring or participating in alternative transportation programs
  - Evaluate the annual percentage of increase in transit ridership
- Conduct surveys to determine if opinions regarding transit use change



## 3.8 Employ approaches that maximize energy conservation and minimize environmental impacts.

**Purpose:** Encourage wise use of innovative technical advances to conserve resources, provide incentives for energy efficient development and redevelopment, and reduce unnecessary consumption of energy and other limited resources currently and in the future.

### 3.8.1 Objective – Implement development incentives encouraging building practices that conserve energy.

- Utilize existing incentives such as Energy Star Construction and Materials
- Irrigation Efficiency Rewards
- A/C Cool Credit
- Rebate Advantage
- Weatherization Assistance
- Irrigation Efficiency Award/Incentives
- Incentives for new commercial and complex projects implementing efficient energy applications

### 3.8.2 Objective – Create planning processes that support emerging conservation technologies.

The following actions by land use agencies will create communities that preserve a healthy future for the next generation.

- Modify local building codes to encourage resource conservation.
- Provide public infrastructure support to assist Leadership in Energy and Environmental Design (LEED™) construction.
- Stay current on emergent conservation solutions.
- Create public/private partnerships with utilities.
- Locate community gardens within or adjacent to the development.
- Encourage attractive Xeriscaping™ where appropriate.

**LEED™ Certified Banner Bank, Boise, Idaho**

**Capitol Boulevard, Boise, Idaho**

### 3.8.3 Objective – Utilize all available innovations, technologies and incentives and development approval processes to cut carbon emissions, promote environment-friendly building and reduce consumption while encouraging conservation of resources.

The overriding goals of this objective are to:

1. Reduce commuting, recreational and shopping trips by locating mix of uses in appropriate proximity to reduce the need to travel.
2. Utilize new building technologies with a focus on capturing and re-using energy.
3. Build in accord with the natural environment.
4. Conserve resources.

Specific examples include:

- Establish achievable carbon emissions guidelines.
- Implement car-share program.
- Utilize land with consideration for conservation, place and space.
- Orient structures for proper solar influence.
- Plant trees as a shade source to reduce energy demand.
- Improve water conservation as a result of transit oriented development.

**Evaluation Measures:**
Track the success and/or amount of:

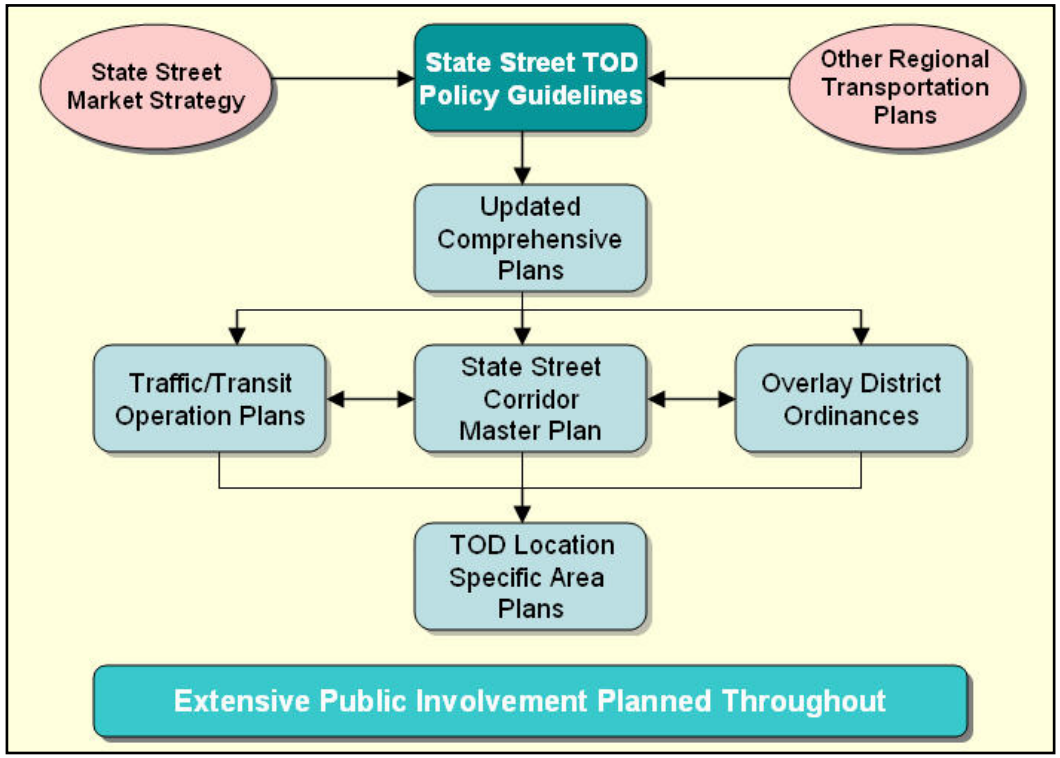
- Energy Star certification
- Number of LEED™ certified buildings
- Solar building orientation
- Number and size of community gardens and "green" roof-tops
- Implemented recycling programs
- Xeriscaped public amenities
- Decreased household water consumption and utility consumption compared with that of the general population
- Rate of decrease of VMT from projected numbers
- Estimation of internal trip capture and mode split

**Pender Village, Bogus Basin Road, Boise, Idaho**

# 4. Future Transit Oriented Development Implementation Steps

Adoption of the *State Street Policy Guidelines* is essential to achieve an integrated land use and transportation solution for the State Street Corridor. Continued long range and current planning is fundamental to implement and guide a transit-based solution for the State Street Corridor.

These *TOD Policy Guidelines* focus efforts on revising Comprehensive Plans, policies and Land Use Maps, as depicted in the graphic below. TOD Ordinances for each jurisdiction will be written and applied as the traffic/transit operations plan, corridor-wide Master Plan and TOD location specific area plans are completed. Extensive public involvement programs must accompany each aforementioned planning activity.




**State Street TOD Policy Guidelines form the basis for future planning.**

Additionally, these guidelines establish a common base of knowledge and understanding amongst many stakeholder groups and set clear goals and procedures for undertaking more detailed TOD planning at future development nodes. The goal of the participating jurisdictions is that this document establishes a clear corridor-wide vision for transit oriented development, which defines development guidelines and design expectations of each jurisdiction.

State Street Corridor Overlay District Ordinances will be written following the adoption/acceptance of these *Policy Guidelines*. **The content of these Overlay District Ordinances are expected to include the following essential criteria:**

- Purpose
- Definition
- Types of Transit Oriented Districts
    - Transit Oriented Zones
    - Applicability of Land Uses
- Establishment of Transit Oriented Districts
- Development and Design Standards
    - Design for pedestrians is a top priority
    - Pedestrian-scaled developments
    - Parking requirements
    - Buildings oriented to the street
    - Street layout oriented toward the first floor of the transit station
    - Direct pedestrians to access the first floor of transit stations
    - Integrate comprehensive landscape programs
    - Block size minimized, generally between 260-300 feet long
    - All buildings should consist of long lasting materials and high quality design
    - Open space requirements
    - Nodal access and pedestrian/vehicle/cycling internal circulation standards
    - Parallel construction
    - Special Considerations
    - Administration

**Up to four types of TODs are anticipated to be defined in the general Ordinance:**

- Urban Town Center
- Urban Neighborhood
- Neighborhood Transit Zone
- Suburban Neighborhood

Each specific site will be sensitive to and supportive of the characteristics of the nearby community. Through the planning process, a rich mix of land use choices and a special sense of place will distinguish individual nodes.

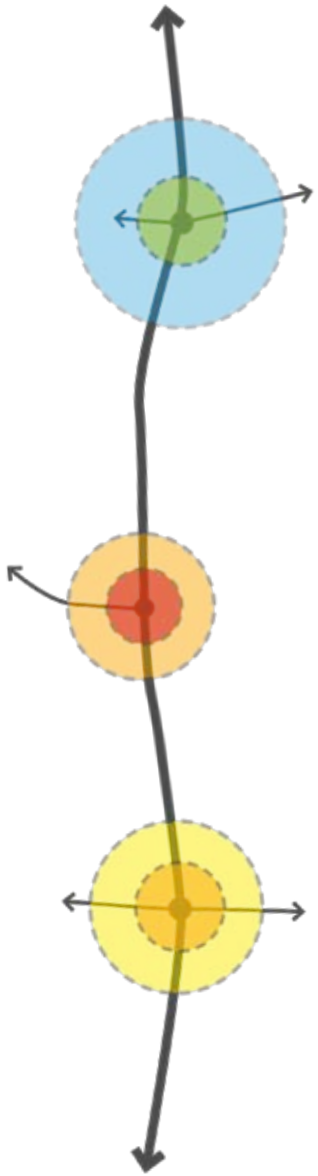
The State Street General Overlay District Ordinance applies to the entire corridor and will be high-level in nature. Subsequently, more detailed ordinances will be prepared for specific development nodes during site master planning and prior to design work.

Up to four types of transit oriented developments are anticipated to be defined in the general Ordinance: Urban Town Center, Urban Neighborhood, Neighborhood Transit Zone and Suburban Neighborhood. Each specific site will be sensitive to and supportive of the characteristics of the nearby community. Through the planning process, a rich mix of land use choices and a special sense of place will distinguish individual nodes.

The Ordinance will contain at least three districts: one-quarter mile radius of the node core, one-half mile to a one mile radius at the development node; and approximately one-quarter mile north and south on State Street connecting the nodes the entire corridor length. This zoning application will ensure transit oriented development within the node site and transit supportive development connecting the nodes.

Each jurisdiction is a legal entity and will develop individual transit oriented development ordinances reflecting the specific needs of their particular constituency. Ordinance consistency and coordination will ensure implementation across jurisdictional boundaries. The jurisdictions agree to work in tandem creating the ordinances and in executing the appropriate processes to achieve a viable transit corridor.

The original *State Street Corridor Strategic Plan Study* suggested several possible development nodes along the corridor. This policy document does not identify or prioritize a list of development locations. The completion of the State Street Market Study, the 30th Street Specific Area Plan and the State Street Corridor Master Plan will identify transit node location.



# Appendix A: Definitions

## Ada County Highway District (ACHD)

The Ada County Highway District, the only county-wide highway district in the United States. The ACHD under Idaho Code is mandated to construct and maintain local roadways throughout the entire county.

## Average Daily Traffic (ADT)

Average Daily Traffic on a particular roadway segment. State Street is the second busiest corridor in Ada County. In 2006 the highest weekday average counts on certain segments of the corridor were between 42,000-to almost 45,000 vehicle trips per day

## Communities in Motion (CIM)

The adopted long range transportation plan for the Treasure Valley and surrounding region, including Ada County, Boise County, Canyon County, Elmore County, Gem County, and Payette County. In contrast with continuing the current Trend development pattern, the *Communities in Motion* Community Choices growth scenario results in reduced land consumption, increased residential densities and reduced commuting vehicles miles traveled (VMT). Integration of transit oriented developments will contribute to further reductions in recreational, shopping and entertainment trips.

## Community Planning Association of Southwest Idaho (COMPASS)

COMPASS is an association of local governments working together to plan for the future of the region. The agency is the metropolitan planning organization (MPO) for northern Ada County and Canyon County. The COMPASS Board is responsible for setting priorities for spending federal transportation dollars received in Treasure Valley over the next twenty years.

## Development Node

A central point of concentrated development with a variety of uses. Uses generally include neighborhood-serving retail and services, housing, employment, open spaces and places where residents congregate informally and for community gatherings. Each node is designed to support transit and other alternative transportation nodes.

## Density

Density refers to the number of people living in a specific area and is generally measured in the number of housing units per acre (units/acre). In TOD types the number of units/acre varies in accord with the purpose and concentration of uses. The units/acre for an urban center type of TOD development may include a multi-story condominium tower with a multitude of surrounding uses. A suburban neighborhood development would be primarily residential. The range of TOD type, density, uses and concentration of units/acre will depend upon location and purpose and will be defined when zoning ordinances are written.

## District

- **Base:** A section or part of the incorporated portion of a city with uniform land use regulations.
- **Overlay:** Overlay zoning districts add requirements to the standards of the underlying district. Overlay districts include but are not limited to: Design Review (D) districts, Historic (HD) districts and Downtown (DD) districts. TOD districts would become a new overlay category.
- **Specific Area Plan:** When other conventional zoning mechanisms cannot achieve the desired land use objectives, Specific Area Plan districts can modify or

create new zoning regulations for unique areas and developments. Examples include mixed use districts, planned communities, planned developments, or TOD districts. Each Specific Plan has its own non-transferable set of regulations, which may combine some or all the following elements for a defined area into one document: zoning standards, design guidelines, site plan, infrastructure plan, phasing plan and other elements as appropriate. Specific Plans are adopted into the zoning code by ordinance and become either the base zone or an overlay zone for the property.

## Expanded Bus Service

Additional routes and services added as a transit system develops.

## Floor to Area Ratio (FAR)

FAR refers to the ratio between the total gross floor area on all stories of a structure to the gross area of the building lot on which the building lot is constructed. Traditionally, Floor to Area Ratios have regulated the density of commercial and industrial buildings. However in transit oriented developments, FAR regulations may be of significant benefit to achieve appropriate transit supportive development.

## High Capacity Transit Service

A broad term representing a variety of transportation systems, typically buses providing a higher quality of services than an ordinary bus system. State Street Corridor features might include: Dedicated bus lanes, frequent time efficient and reliable service, high level of customer experience, preferential treatment at intersections with extension of green time or actuation of green light, bi-articulated buses, specific image with a Brand name, off-bus fare collection to speed boarding, low floor buses or high-level platform with high floor.

## High Occupancy Vehicle (HOV)

Vehicles with more than one passenger.

## Leadership in Energy and Environmental Design (LEED™)

Green Building Rating System LEED™ promotes a whole-building approach to sustainability. LEED™ is the nationally accepted benchmark and professional accreditation process for the design, construction, and operation of high performance green buildings. Five key performance areas are: sustainable site development, water savings, emergency efficiency, materials selection, and indoor environmental quality.

## Level of Service (LOS)

Characterizes traffic flow conditions along a specific roadway/route segment.

## Location Efficiency

The conscious placement of homes in proximity to transit systems.

## Memorandum of Understanding (MOU)

The State Street Memorandum of Understanding commits the participating agencies and jurisdictions to continue to implement the State Street Transit Corridor Plan through dedicated staff time, funding, and adoption of Comprehensive Plan and Land Use Changes and implementing TOD ordinances.

## Mixed Land Uses

Development with a variety of complementary and integrated uses, such as but not limited to, residential, office, commercial, retail, public, and recreation, in a compact urban form.

## Place Making

Quality urban design that creates places for people. Critical aspects are: enrich the existing location by complementing the setting; prioritize pedestrian activity and accessibility above other transportation modes; achieve a balance between natural and man-made environment; utilize each site's resources to maximize energy conservation; and provide amenities and meet the needs of the widest possible range of users.

## Transit Operations

All aspects contributing to the successful operation of a transit system, including but not limited to: employees, transit vehicles, vehicle maintenance, transit stops, centers and transfer points, pre-emptive signals, computerized route and timing information for riders, rider safety and comfort, lighting, dependability, accessibility and general attractiveness for all users and for the community.

## Transit Oriented Development (TOD)
The concentration of development at specific locations "nodes", along public transit corridors, either light rail or bus routes, designed to maximize transit ridership by locating employment and housing within well designed and accessible walking distance of a transit stop.

## TOD Ordinance
Zoning regulation addressing requirements for transit oriented developments.

## TOD Policy Guidelines
Goals and objectives to assist local jurisdictions understand the principles and implementation strategies necessary to achieve successful transit supportive, transit-ready and transit oriented development.

## TOD Nodes
Transit stop locations that achieve a functional integration of transit and surrounding development, prioritize pedestrian activity, and provide a rich mix of choices in housing, mobility, shopping, employment, recreation and other amenities and services as appropriate for the specific TOD Type.

## TOD Types
The various TOD types applicable to the State Street Corridor include urban town center, urban neighborhood, neighborhood transit zone and suburban neighborhood. All types would contain a mix of land uses (residential, employment, and retail) with varying emphasis.

## TOD Zones
Specific land use designations for transit oriented developments with accompanying regulations that allow the full range of desired uses as of right and specify clearly the permitted uses.

## Transportation Demand Management (TDM)
Various programs and incentives provided by public and private entities to reduce the number of single occupancy vehicle trips per day, particularly focused on employment commute travel.

## Transportation Management Association (TMA)
A group of commercial stakeholders in an area that work together to develop travel demand management strategies aimed at reducing travel in congested transportation corridors.

## Transportation Research Board (TRB)
A division of the National Research Council, which serves as an independent adviser to the federal government and others on scientific and technical questions of national importance. The Board provides expert advice on transportation policy and programs. The reports and data it produces are extremely useful in understanding transportation issues and frequently inform public policy decisions.

## Valley Regional Transit (VRT)
The regional public transportation authority for Ada and Canyon counties in southwest Idaho.

## Value Capture
The value, worth, and/or financial gain accrued to a household, government, community and other stakeholders as a key objective of transit oriented development. One of the TOD performance based measurements.

## Vehicle Miles Traveled (VMT)
Calculation of the number of miles that vehicles are driven. In a 2002 Travel Survey conducted by COMPASS in Ada and Canyon counties, the average number of daily vehicle trips per household was 11.1.

## Workforce Housing
The term requires definitions for both "workforce" and "workforce housing".

- **Workforce** includes households whose members earn incomes too low to afford market prices for homes or apartments in the communities where they work and too high to qualify for significant federal housing subsidies. In the Boise City-Nampa Metropolitan Area individual members of the workforce earn between $16.00 and $28.00/hour, or $32,240-$56,420 annually.

- For purposes of this document, reference to the workforce means people employed who earn between 80-140% of the Area Medium Income (AMI). Examples of workforce occupations in the Treasure Valley include but are not limited to these occupations: teacher, firefigher, police officer, clerical worker, hospitality and other service employee, librarian, manager, administrators, etc.
- **Workforce Housing** units are homes available to members of the workforce based on median incomes.

## Xeriscape™

Xeriscape™ is a term and trademark created in 1978 by the Front Range Xeriscaping Task Force for Denver Water, the Water Department of Denver, Colorado. Xeriscaping was coined by combining *xeros* (Greek for "dry") with *landscape*, and refers to landscaping in ways that do not require supplemental irrigation. Plants whose natural requirements are appropriate to the local climate are emphasized, and care is taken to avoid losing water to evaporation and run-off.

The Seven Fundamental Principals of Xeriscape™ are:

- Plan and design for water conservation and beauty from the start.
- Create practical turf areas of manageable sizes, shapes and appropriate grasses.
- Select low water plants and group plants of similar water needs together
- Use soil amendments like compost or manure as needed.
- Use mulches such as wood chips to reduce evaporation and keep soil cool.
- Irrigate efficiently with properly designed systems.
- Maintain the landscape by mowing, weeding, pruning and fertilizing properly.

Source: Xeriscape™ Colorado

# Appendix B: Preliminary List of Applicable Land Uses

| Land Uses | Application |
|---|---|
| Amusement parks | P |
| Auto parts/vehicle repair stores | C |
| Banks | A |
| Bed and Breakfast Inns | A |
| Boat marine supplies, and boat trailers sales | P |
| Building material and lumber sales | C |
| Bulk retail and wholesale uses | P |
| Café | A |
| Car washes | C |
| Cemeteries | P |
| Churches | C |
| Civic, cultural, and community facilities | A |
| Cold storage plants | P |
| Colleges, universities, and technical schools | A |
| Commercial agriculture | P |
| Commercial and construction equipment sales, services and rental | P |
| Conference centers | C |
| Day care centers | C |
| Drive -up windows | C |
| Dry Cleaners | A |

| Land Uses | Application |
|---|---|
| Financial services | A |
| Fitness Center/Health Center | A |
| Fuel and oil distributors | P |
| Funeral homes and mortuaries | P |
| Gas stations | C |
| Golf courses include miniature golf | P |
| Government buildings | A |
| Grocery store (small) | A |
| Hay feed and grain stores | P |
| Heavy equipment sales, rental, repair | P |
| Hospitals, nursing homes, and convalescent care facilities | A |
| Hotels and Inns | A |
| Industrial uses | P |
| Junk yards and motor vehicle wrecking yards | P |
| Manufactured housing sales if housing stored off site | A |
| Manufacturing, fabricating, processing, packing and storage | P |
| Mini storage as a primary use | P |
| Motel | C |
| Motor freight terminals | P |

| Land Uses | Application |
|---|---|
| Motor vehicle dealers, new and used (autos and trucks) | P |
| Movie theaters – except drive-ins | A |
| Multi-family homes | A |
| Nurseries or greenhouses | C |
| Offices – general, medical, professional | A |
| Personal, professional, and technical services | A |
| Pharmacy | A |
| Post office | A |
| Recreational vehicle sales | C |
| Research and development services | A |
| Restaurants | A |
| Retail establishments | A |
| RV parks or mobile home parks and campgrounds | P |
| Schools | C |
| Single family homes | A |
| Sports facilities | C |
| Stalls or merchandise stand for outdoor sale of goods at street front | C |
| Taverns and Bars | A |
| Tire sales/service | C |
| Trailer, truck, automobiles, recreational vehicle and boat storage | C |
| Transit stations and bus stops | A |
| Towing services | P |
| Truck stops | P |
| Vehicle repair | C |
| Veterinary clinic | C |
| Workshops and studios | A |

A – Allowed Use

P – Prohibited

C – Conditional Use

Notes:

- Scale (size) is an important decision criterion in conditional use and prohibitions
- Applicability determination may depend on “type” of transit oriented development.