



# GARDEN CITY

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## URBAN CENTERS

VIBRANT NEW CENTERS FOR LIVING IN GARDEN CITY

**University of Idaho**  
College of Art and Architecture

Prepared for the City of Garden City, ID by the  
University of Idaho Community and Regional Design Studio  
December 2015

# ACKNOWLEDGEMENTS

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Jenah Thornborrow, Garden City Development Services Director, for giving us the opportunity to work on this project, along with Erika Aiken, also of Garden City Development Services, for their valuable insight throughout the project.

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We would also like to thank the professionals who were invaluable participants in our charrette: Garden City Mayor John Evans, Jenah Thornborrow, Erika Aiken, Kim Warren, Lance Fish, Christopher Hawkins, and Dean Mark Hoversten.

Finally, we would like to thank the board and organizers of the Idaho-Montana ASLA chapter for sponsoring our charrette at their bi-annual *Rendezvous* meeting.

This document and the information and designs presented in it are the work of University of Idaho Urban Design Center graduate students for the 2015 LARC 554 studio:

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ACHD Maintenance Yard Site: Tyler Chambers, Nick Hansen, Lyle Lopez and Kate Shrosbree.

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# INTRODUCTION

## Executive Summary

Students from the University of Idaho Urban Design Center in Boise were asked to design conceptual master plans for mixed-use districts within Garden City. This document shares the process and ideas student teams developed over the Fall 2015 semester for the two developments in Garden City.

As an interdisciplinary group of architecture and landscape architecture students, we take a holistic approach to design by taking into account a large range of general and specific factors. These include: Regional, environmental, biological, human-individual-collective, economic, historical, and aesthetic. These designs strive to serve the current needs and long-term dreams of the city through careful studies and observations of what is currently needed and what can align with long term plans for future development.

Designs consider the human scale, which will support use on both small and large scale, ultimately contributing to a pleasing sense of place and high quality of life. These designs enhance the sense of place in Garden City, where there is a desire for “a thriving safe and diverse community nestled by the river in the heart of the Treasure Valley.” Above all, these designs envision connected and diverse developments where a safe and fertile community can develop with flourishing commerce and artistic character.



*Garden City representatives participating in the charrette in October. From left: Erika Aiken, Mayor John Evans and Jenah Thornborrow, in discussion with UI College of Art & Architecture Dean Mark Hoversten.*



*Landscape Architect Kim Warren and Architect Lance Fish (far right) help guide the charrette process and the creation of development concepts during the charrette. We are grateful to all of the professionals who gave us their time and energy over the course of this project.*

# Vision Statement

The master plan will outline future-oriented sustainable development to enhance city image and foster community-healthy urbanization and connectivity. This will nurture the city, promote commerce, and create an interactive destination with identifiable sense of place exemplified by the name, Garden City.

## Goals

Each design responds to the following overarching goals created to align with the goals of the Garden City comprehensive Plan:

### Foster a sense of place

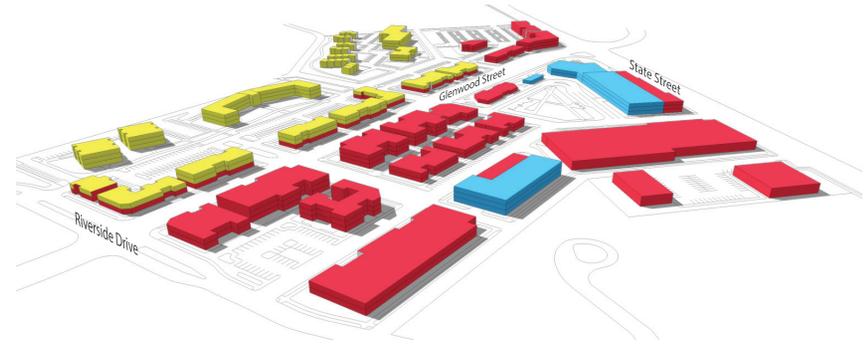
The design will reflect history and heritage where possible and incorporate artistic character into infrastructure. Emphasize the “garden” in Garden City and embrace the ecology of the region.

### Create a more sustainable city

Design the development in a manner which reduces the consumption of natural resources through the implementation of sustainable design practices. These include improving the health of local ecosystems, designing for cultural and social justice, emphasizing alternative transportation, and utilizing eco-conscious building methods and materials.

### Emphasize Safety

The design of the mixed use development will encourage activity at various times of day, helping to maintain a safe environment to live, work, and play. Improvements in circulation, lighting, and green space will also improve the safety of the neighborhoods.



### Emphasize Mixed-use development

“Grow” jobs and opportunities through the creation of mixed use and live-work space emphasizing local businesses and start-ups. Maintain a variety of housing types including affordable housing and create a gradient where appropriate between land use types.

### Improve Connectivity and Mobility

The design will improve non-vehicular circulation routes to create a more bike and pedestrian friendly area. Public transit nodes will improve mass transit connectivity. In addition, way finding for river access, parks and the greenbelt will help emphasize Garden City’s connection to the river.

### Create space that supports community events

Include public outdoor space in the design such as parks, plazas and community gardens to encourage social interaction.

# Program

The designs for the Garden City developments integrate the following components to ensure long-term social, economic and ecological success:

- Mixed-use buildings
- Access to public transit
- Public open space
- Residential
- Commercial
- Retail

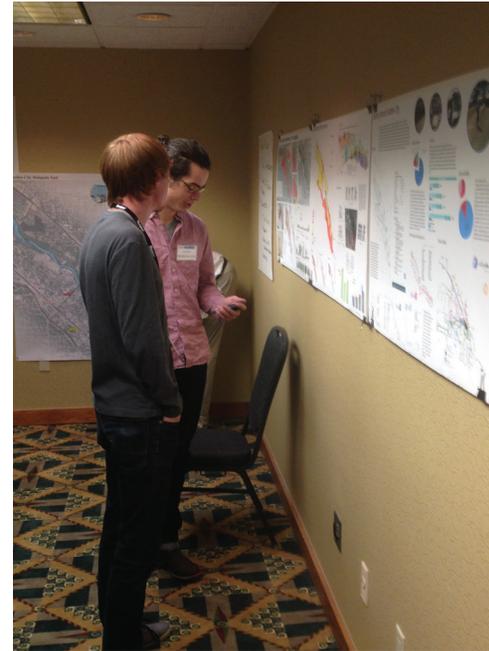
Introducing new developments at each site invites the opportunity for Garden City to tap into its potential as a socially, financially and ecologically vibrant city in the Treasure Valley.



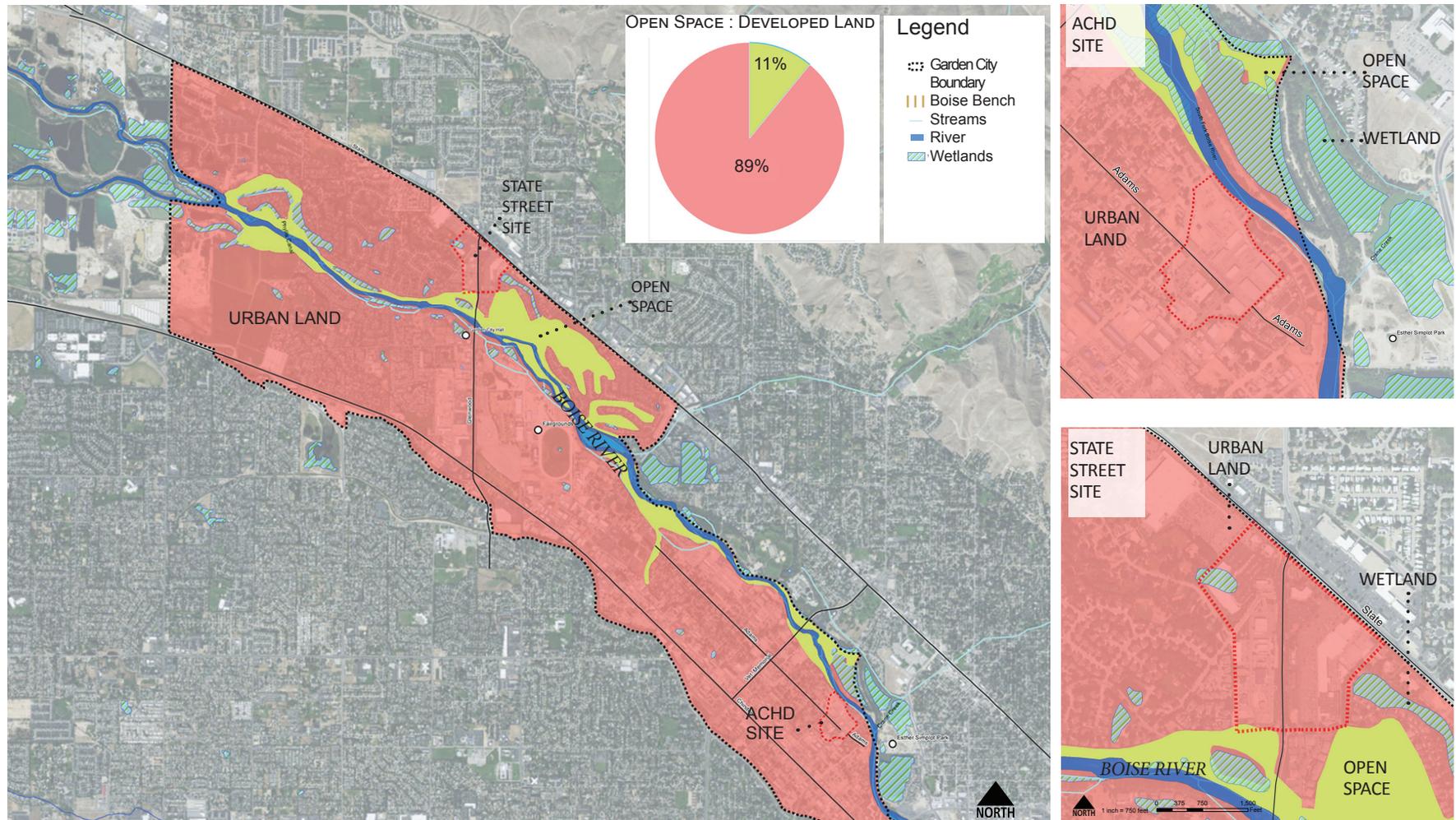
# ANALYSIS

## Process

To gain a better understanding of the potential outcomes in the new developments and to make informed decisions throughout the design process, student teams researched the **social, natural and built systems** in Garden City. This analysis was presented in a charrette to share knowledge of significant opportunities and challenges at each site.



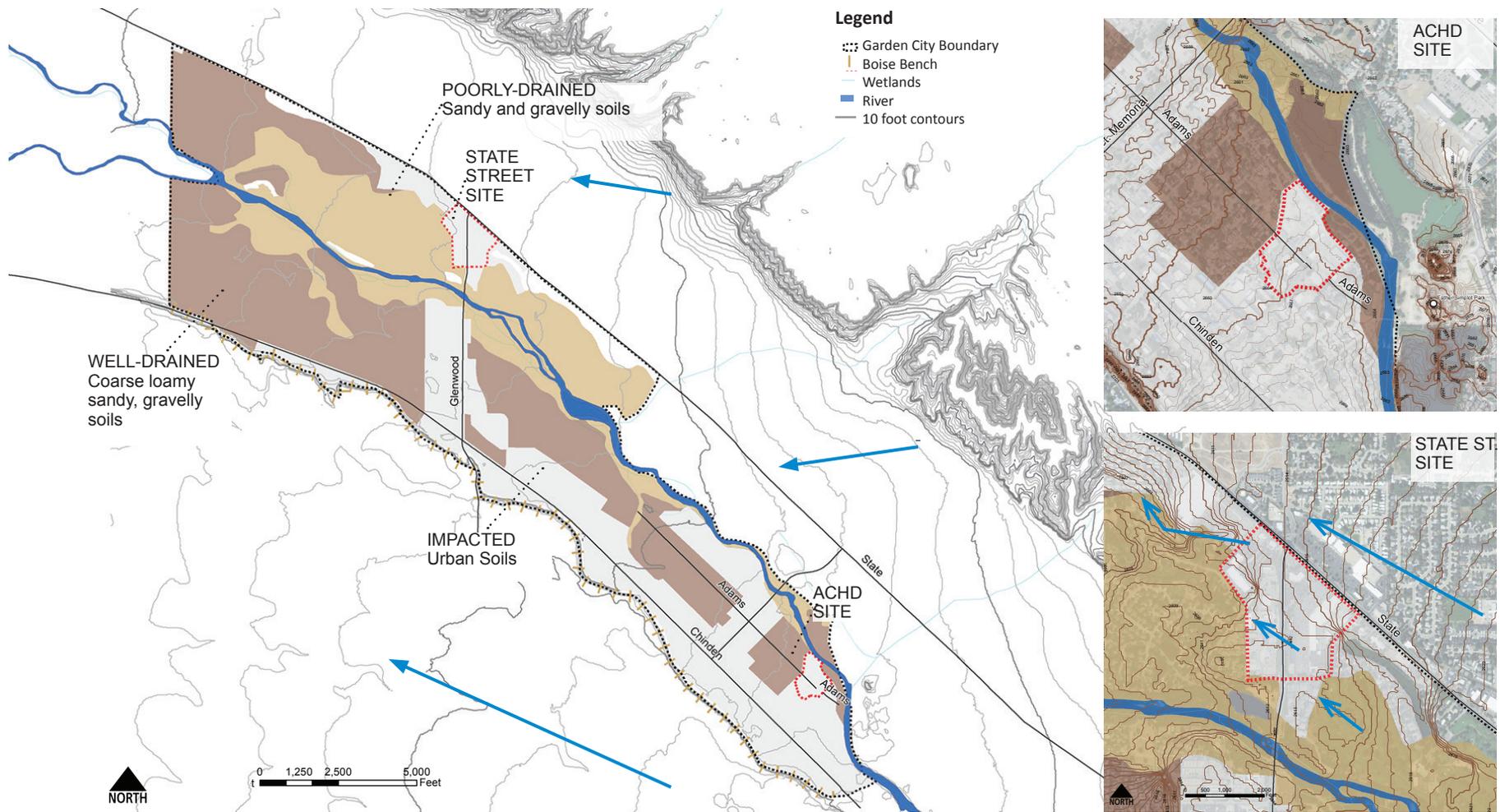
# RELATIONSHIP OF URBAN TO OPEN SPACE



Nestled within Garden City, the Boise River is the primary natural feature. Among the developed land, there remains a small fragment of natural space. Because of this, issues of reduced natural riparian habitat and water quality have arisen. In future development, we have an opportunity to protect this natural land and mitigate impact.

Both sites share an opportunity to enhance the connection to this open space. The ACHD site has a premier location by the river, and there is an opportunity to enhance the riparian corridor in the new development. There is also potential at the State Street site to enhance the connection to the adjacent open space.

# SOILS & DRAINAGE



It was believed that Garden City was named for its rich fertile soils ideal for farming, however after a bit of research, we discovered that the native soils are very coarse grained sands and gravels that drain excessively. The two tones of brown on this map show the distribution of these soils. The water table is very high, so when

these soils get wet, the water almost immediately hits the aquifer. Both of the sites are impacted by urban soils, however, the areas adjacent to our sites contain these native soils, so it is imperative to consider how our sites will contribute to and be affected by drainage.

# VIEWS | ACHD



1



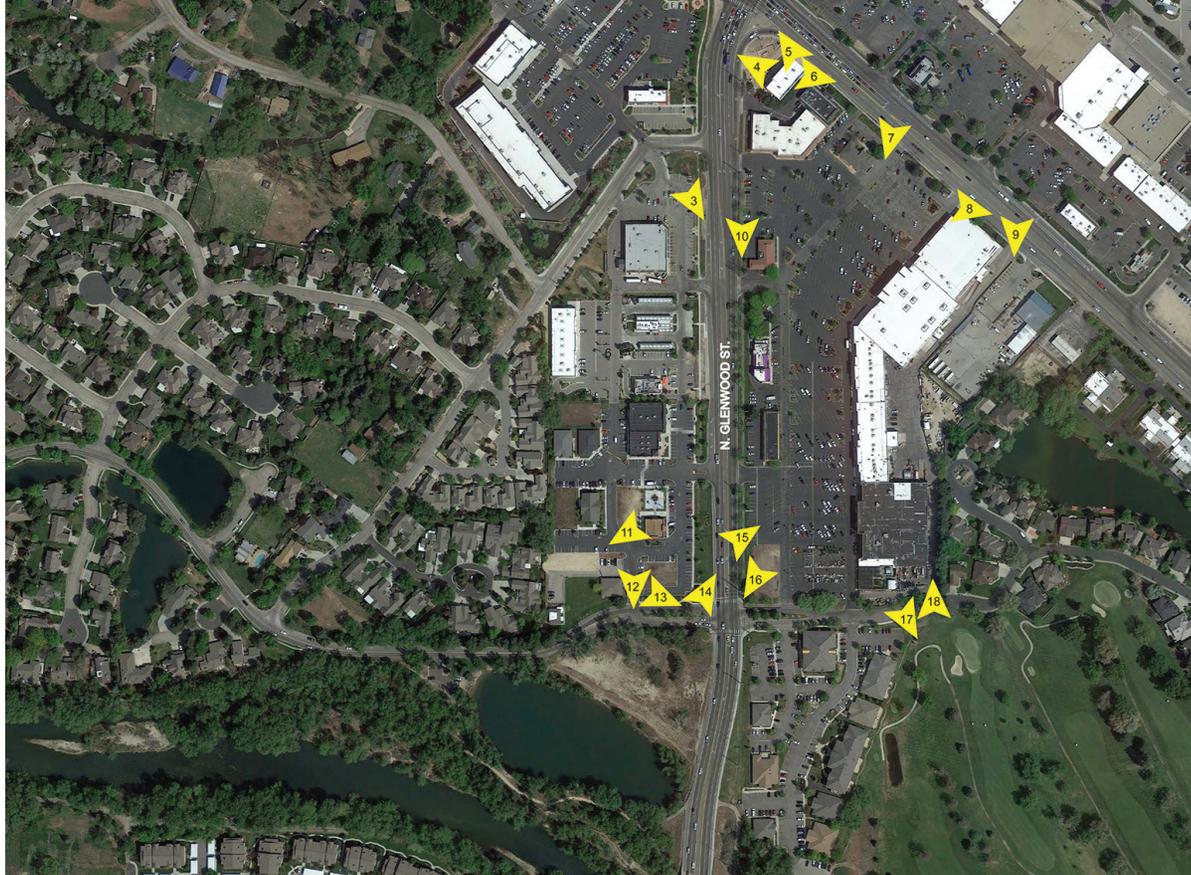
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3



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# VIEWS | ACHD



5



6



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8



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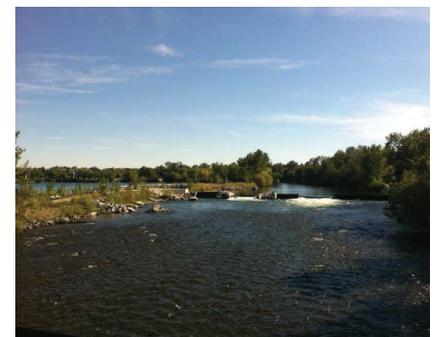
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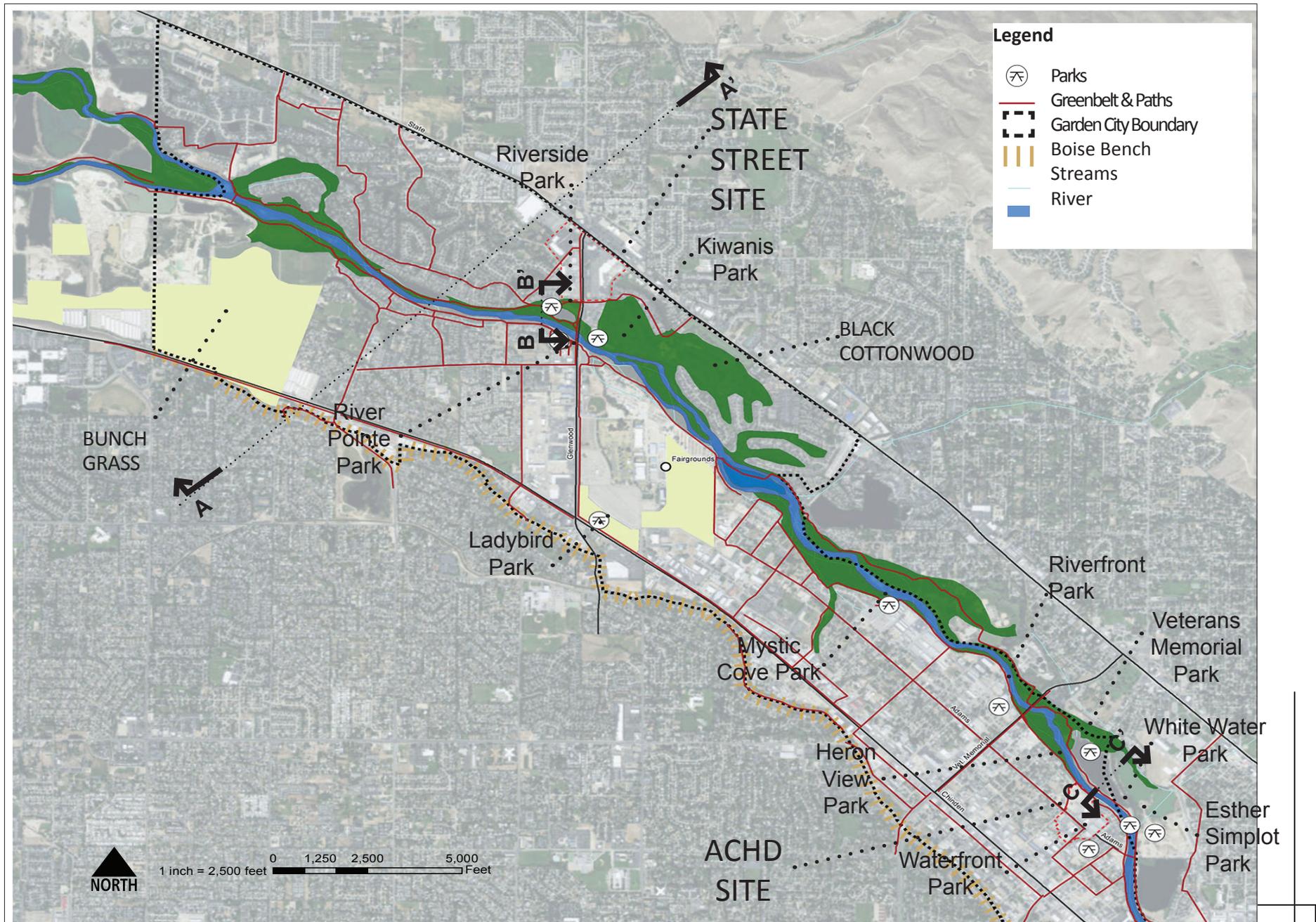


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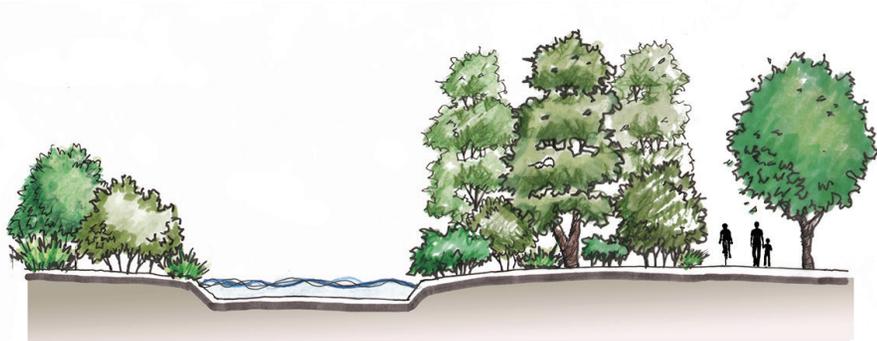
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# PLANT COMMUNITIES AND PARKS



# PLANT COMMUNITIES AND PARKS

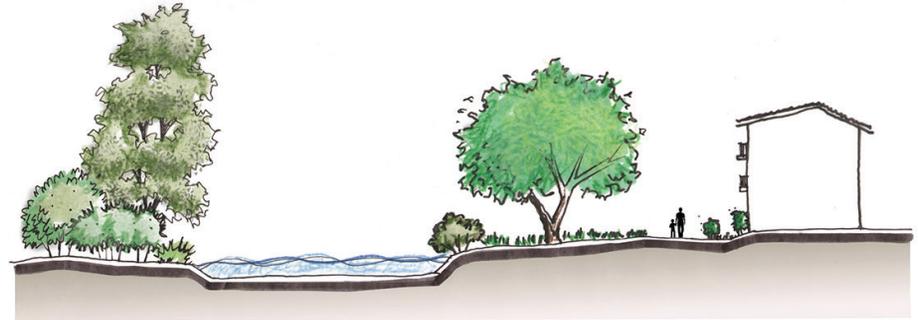
SECTION B-B'



VIEW E

NTS

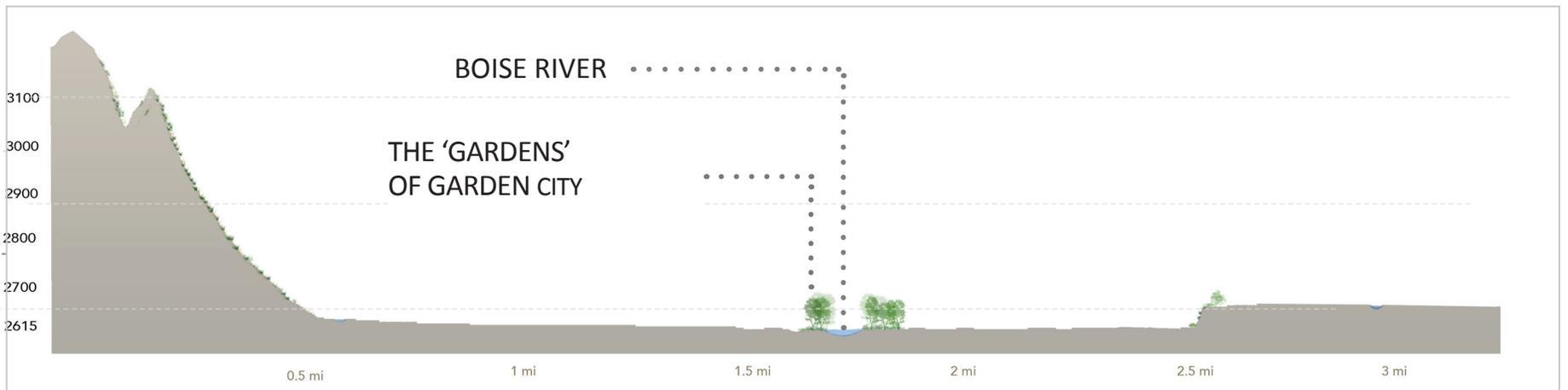
SECTION C-C'



VIEW SE

NTS

SECTION A-A'



SW

THE BENCH

GARDEN CITY

TREASURE VALLEY

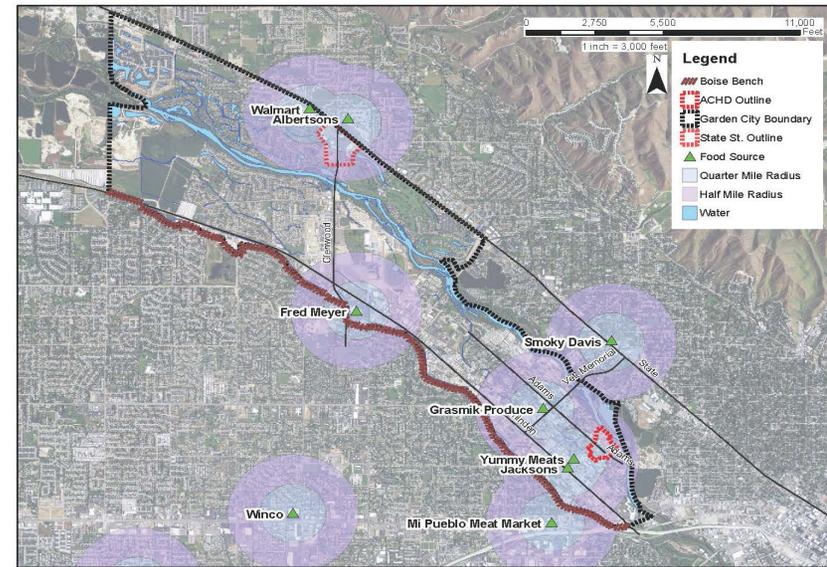
NE

# DEMOGRAPHICS ANALYSIS

## BUSINESS CHARACTER

Garden City is known throughout the Treasure Valley for its distinctive business climate. Garden City hosts a lot of start-up businesses, a brewpub and Winery culture and a high ratio of RV and car sales and landscape and maintenance business. There is artistic character on the east side of Garden City, with unique art studio businesses. Metal structures and warehouses host several businesses and services.

Observation of the character of Garden City's hotspots and businesses, reveals the difference between the existing infrastructure and the desired infrastructure of Garden City. The existing infrastructure consists of functional, but stand-alone building styles and aesthetics. Garden City does express the desire to embrace artistic freedom and individualism. New development should reflect the individual's artistic choice, also seeking to be cohesive in style within the larger development area in which it resides. I.e, contributing to development of districts with distinctive character.

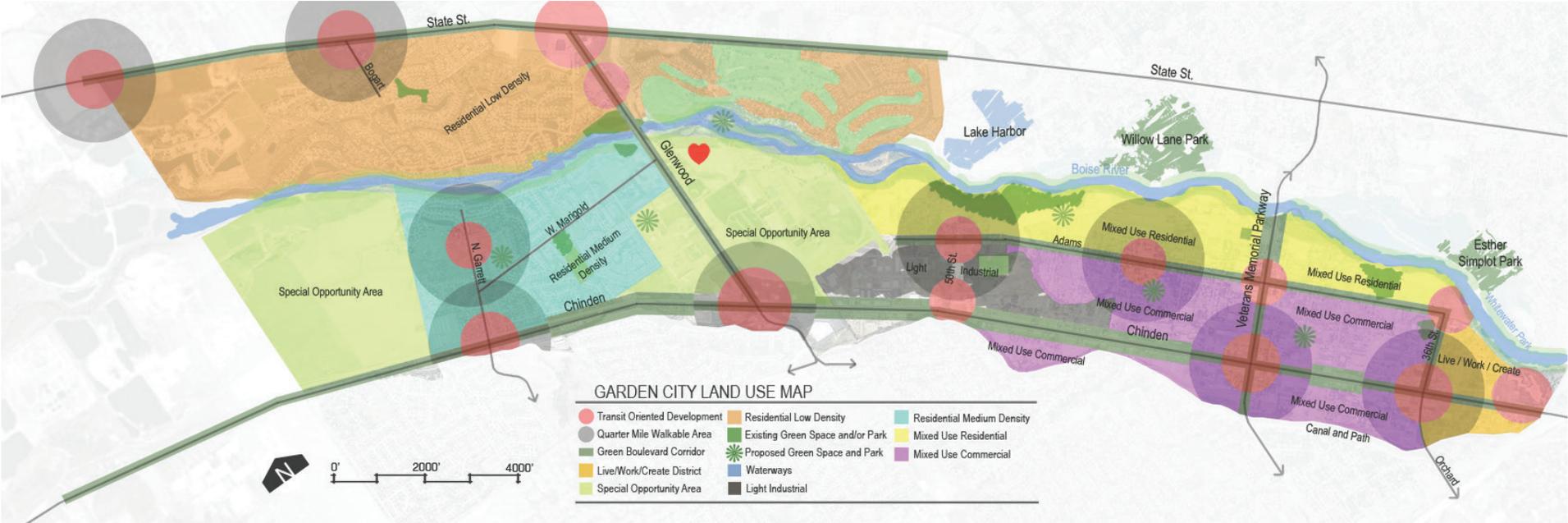


## FOOD MAPS

The City's major food sources are Fred Meyer, Walmart, and Albertsons. The food source map shows food source locations. It also has quarter-mile and half-mile buffers around the source, typically associated with the 5 and 10 minute walk. For those who are inclined to walk to get food, there are not a lot of options. Fred Meyer is a major grocery source in the area, but it is not within walking distance from either the State St or ACHD sites. Wal Mart and Albertsons are in close proximity to the State St site.

The east side of Garden city would benefit from a reliable source for quick and accessible food variety. The food distributors there are not set up to be used as a market or grocery store. There is an opportunity to give the residents walkable access to food that meets their daily needs within our ACHD site development.

# LAND USE & TOD MAP



From the Garden City comprehensive plan, 2006.

# PARCEL MAPS

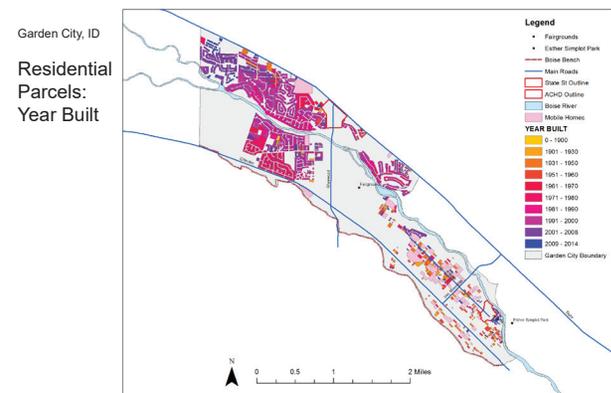
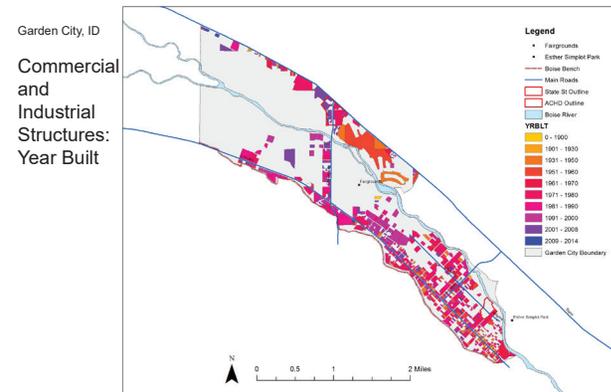
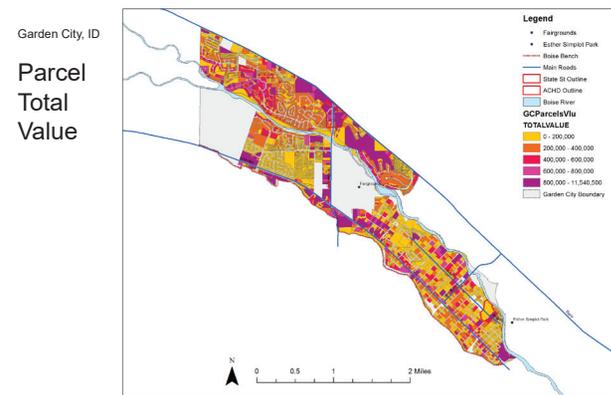
The first map shows the parcel total value, and as you can see the high value commercial areas are clustered around the intersections of State and Glenwood St and Glenwood St and Chinden

Higher value residential is generally located north of the Boise River.

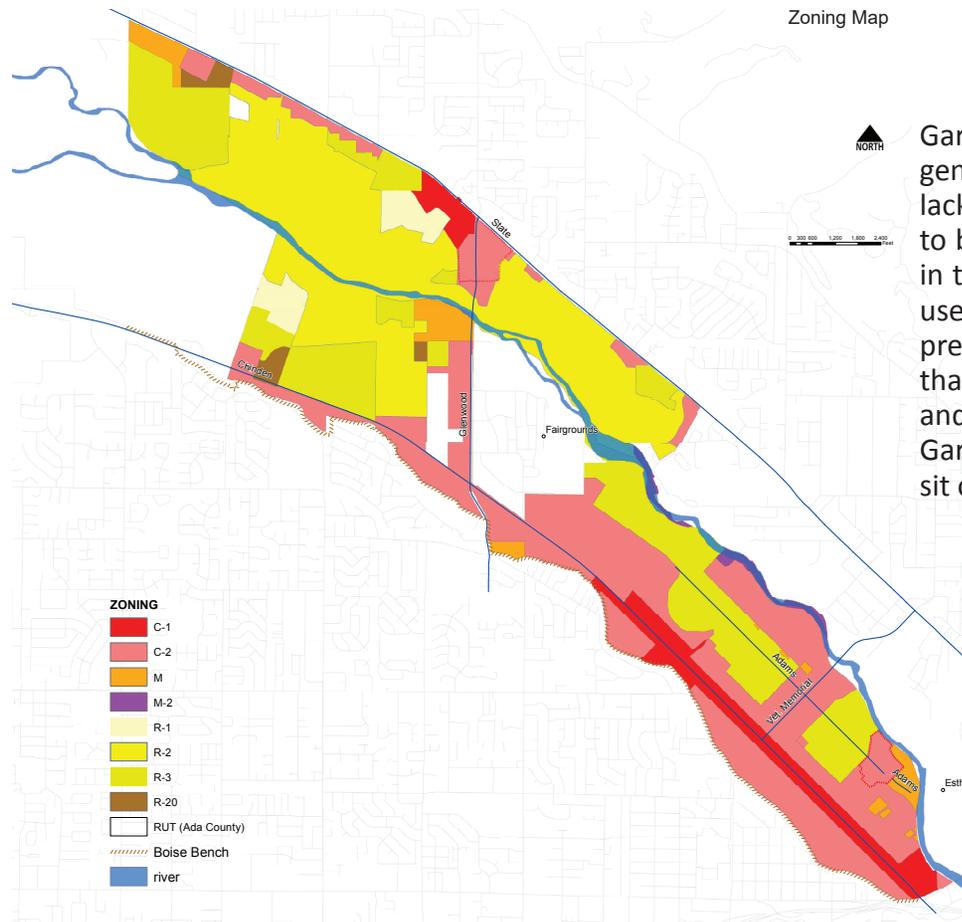
The age of commercial structure map indicates that southeastern area of garden city has older structures built between 1960 and 1980 and the newer commercial structures are near the State and Glenwood St intersection.

The age of residential structures shows that newer growth has largely been subdivisions west of Glenwood St. Older residences built between 1930 and 1950 as well as mobile homes are more common in the southeastern portion of Garden City.

Due to the age of the structures and the relatively large parcel size in the southeastern area there are opportunities for infill development.



# Zoning and Development



As part of our analysis we examined the current zoning for Garden City. We found that a majority of the zoning was listed as general commercial and low density residential. This has led to a lack of density and diversity. What we also examined and found to be very helpful is the Garden City land use map as presented in the Garden City Comprehensive plan. This details the desired uses of the valuable land located near the river. Garden City expressed a desire to diversify and densify. The land use map shows that the city wants to develop a mixture of uses ie commercial and residential in the same area and not to have separated uses. Garden City also identified areas where they intend to have transit oriented developments.

# CHARRETTE

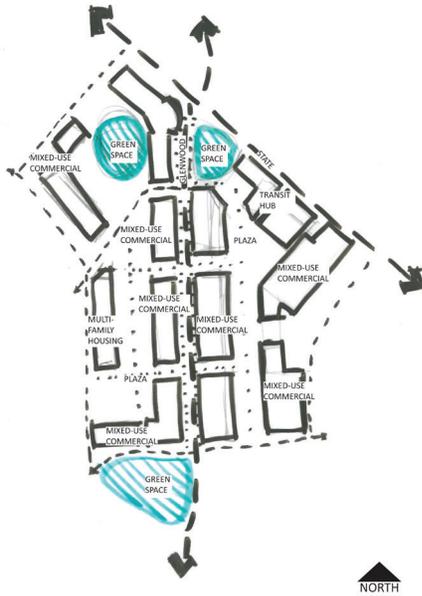
After several weeks of research and analysis, students held a charrette to explore designs for the ACHD and State Street site. Students shared their knowledge with professionals and community members and collaboratively created three different designs for each site. These designs then became the basis for future concepts. These findings were presented at the regional ASLA conference.



# STATE STREET SITE



## CONCEPT 1



CONCEPT 1



- “Outward”
- Glenwood “Boulevard”
- 80% Commercial
- 20% Residential
- Pedestrian Friendly Street Crossings
- Transit oriented development
- View Corridors
- Civic Hub/ Catalyst
- Improve access to existing residential
- High design transit building and underground bus terminal

## CONCEPT 2



CONCEPT 2



- “Inward” Live-Work-Play
- Interconnected Community
- 60% Commercial
- 40% Residential
- Transition from lower to higher density
- Parks
- Strong Aesthetic and Spatial quality along State and Glenwood
- Emphasize Pedestrian Connections
- Interactive neighborhood experience

## CONCEPT 3



CONCEPT 3



- “Build Up”
- Create height using existing building footprints
- Mixed use buildings
- Connectivity

# ACHD SITE

The second site that was explored in the charette is a group of parcels owned by the Ada County Highway District.

Through careful analysis, we found that the ACHD site has many strengths for enhancing community and life in Garden City.

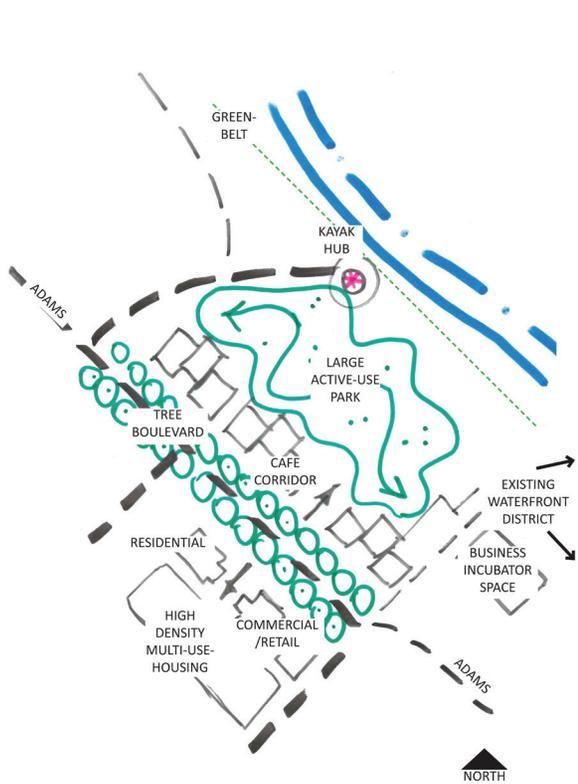
1.This area of interest is adjacent to the new waterfront district that links Garden City to Boise, so there is quite a bit of potential to strengthen this connection to the surrounding region.

2.This site has premium access not only to the greenbelt, which flanks its northern edge, but also to many open spaces, including the new Esther Simplot Park across the river to the north.

3.Given its location and existing uses, this site could be more easily developed in line with Garden City's goals.

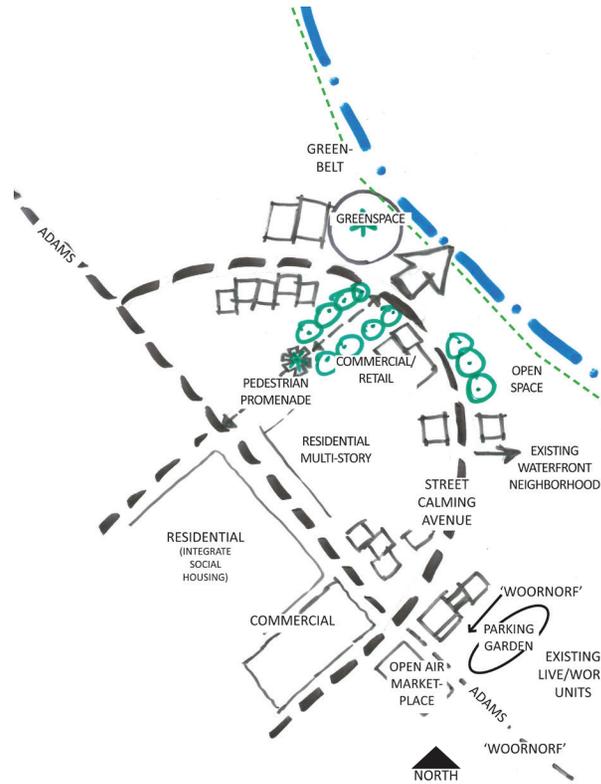
Each concept created in the charette envisions distinct opportunities for developing the ACHD site.





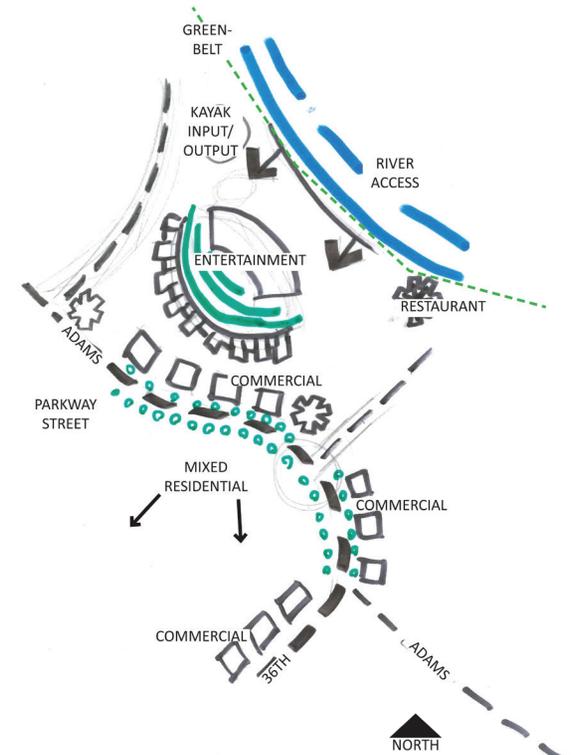
### CONCEPT 1

- Tree boulevard
- Large active-use park
- “Business incubator space”
- High density housing
- Café corridor on Adams St
- Proximal daycare/school



### CONCEPT 2

- Commercial core
- Mixed-use residential/commercial
- Beach access along river
- Pedestrian promenade
- “Slow” calm street curving
- Infrastructure re-use
- ‘Woornorf’ = shared pedestrian/vehicle street
- Social housing integration
- Parkway street to connects Adams & waterfront
- Road narrows



### CONCEPT 3

- River access
- Parkway street
- Tree boulevard
- Community development
- Restaurant along river
- Kayak-input/output/rental
- Amphitheatre
- Facing river

# RIVER CENTER: A GARDEN CITY DESTINATION

We envision a distinct, vibrant hub for life, work, and recreation that illuminates the Garden City sense of place.

River Center offers the garden city community diverse housing and amenity choices. It emphasizes intriguing ecology and accessible open spaces to promote free movement, gathering, recreation and storm water management along the river.

## GOALS



CENTEREDNESS



DIVERSITY



INTRIGUING ECOLOGY



ACCESSIBLE OPEN SPACE



MOBILITY

### Centeredness

This goal focuses on achieving a characteristic Garden City sense of place. This is independent, alternative and distinctive, with an emphasis on craft and enterprise. In his book, "Design for Ecological Democracy," centeredness is defined as "an aggregate of shared experiences, activities, and interests, and of associated settings."

### Diversity

Diversity focuses on a variety of housing, commercial, and mixed uses, as well as a variety of housing types appropriate for a range of income levels. It also means a diversity of choices for food, recreation, and social gathering places.

### Intriguing Ecology

This goal focuses on making natural processes functional, visible, experiential, and memorable.

### Accessible Open Space

Creating connected corridors of open space throughout the site is valuable for supporting both people and the riparian habitat that is so valued by residents of Garden City.

### Mobility

Enabling free movement throughout the site, with emphasis on pedestrian safety and access to transit, is an essential aspect of creating a vibrant community on this site.

# GUIDING QUALITIES



AUTHENTIC



INTIMATE



VIBRANT



SAFE



REFUGE



STYLISH



AUTONOMOUS



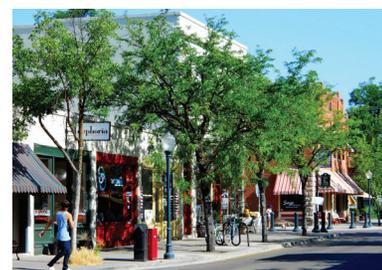
FUNCTIONAL



PROSPECT



LOCAL



INVITING

These images show the quality of the spaces that the proposed design aims to achieve. They provide inspiration and a vision for what is possible on this site.



CONVENIENT



INTEGRATED



EXPERIENTIAL

# PROGRAM

## COMMERCIAL

### BOUTIQUE HOTEL

Total rooms: apx. 40 rooms

#### Performance Criteria

1. Include a boutique hotel with apx. 40 rooms
2. Orient hotel to river so rooms have favored views
3. Provide parking for guests at 1 parking unit per 300 s.f. ratio

#### Activities

- a. Leisure( indoor/outdoor)
- b. Lodging
- c. Events
- d. Deliveries/service
- e. Dining

### RETAIL

#### Performance Criteria

1. Provide strong street presence
2. Minimum 600 sq.ft
3. Provide necessity and amenity businesses

#### Activities/ Types

- a. Drugstore
- b. Corner Market
- c. Water recreation rentals

### INTERNATIONAL MARKET

#### Performance Criteria:

1. Provide at least 10,000 SF to accommodate 20 vendors +/-
2. Incorporate balcony space for outdoor events and seating
3. Provide strong street presence
4. Incorporate service area for trash, recycling, deliveries
5. Incorporate parking stall per 300 sf.
6. Incorporate office space
7. Provide bike corrals

#### Activities/Types

- a. Dining
- b. Vending
- c. Office/ Management
- d. River viewing
- e. Deliveries & service
- f. Socializing
- g. People-pwatching

### OFFICE

#### Performance Criteria:

1. Locate on second floor above retail businesses

#### Activities/Types:

1. Management
2. Reception
3. Socializing

# RESIDENTIAL

LIVE/WORK  
TOWNHOMES  
CONDOS  
COTTAGES

Performance Criteria:

1. Provide at least 1.25 stalls per unit
2. Orient buildings to optimize energy efficiency
3. provide semi-private/semi-public and private open spaces

ACTIVITIES

1. Leisure
2. Sleeping
3. Socializing
4. People-watching

# TRANSPORTATION

TRAFFIC-CALMING ROADS  
BUS STOPS  
PEDESTRIAN PATHS  
CROSSINGS

Performance Criteria:

1. use change in texture at pedestrian crossings
2. Provide at least two bus stops for convenient transit use.

Activities:

1. Safe, pedestrian, bike and vehicular free-movement

# PUBLIC SPACE

STREETSCAPE

Performance Criteria:

1. Provide lighting for safety and comfort
2. Use legible, way-finding signage
3. Use bollards at street corners to create permeable & safe edges
4. Provide seating at nodes and natural gathering areas

Activities:

1. Impromptu meetings/ socializing
2. Free-movement
3. People-watching

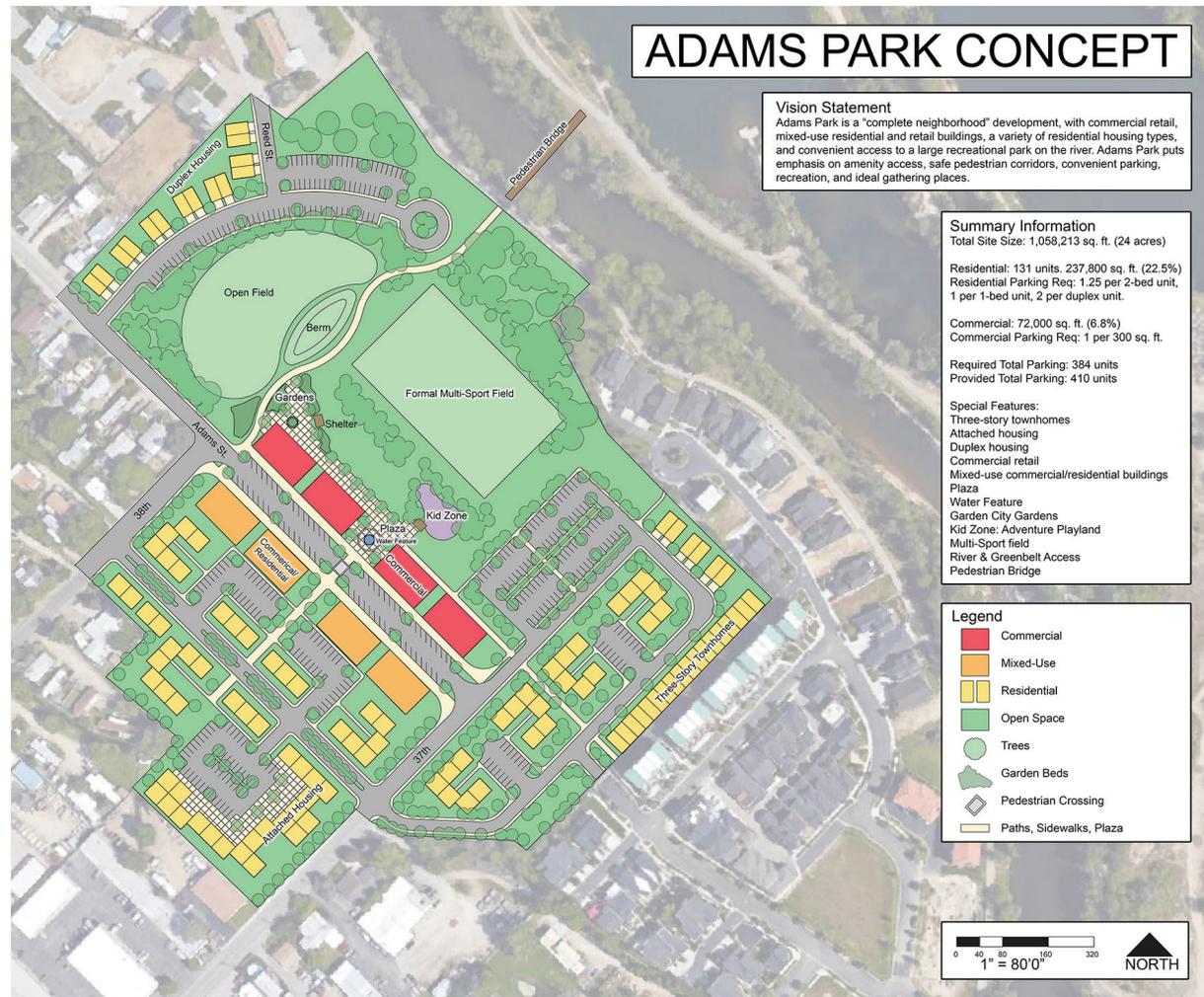
# STORMWATER MANAGEMENT

ELEMENTS:  
PERMEABLE PAVERS  
RETENTION BASINS  
SWALES

# CONCEPTUAL DESIGN | ACHD SITE

## CONCEPT 1 *Commercial Parkway*

- Tree boulevard
- Large active-use park
- “Business incubator space”
- High density housing
- Café corridor on Adams St
- Nearby daycare/school

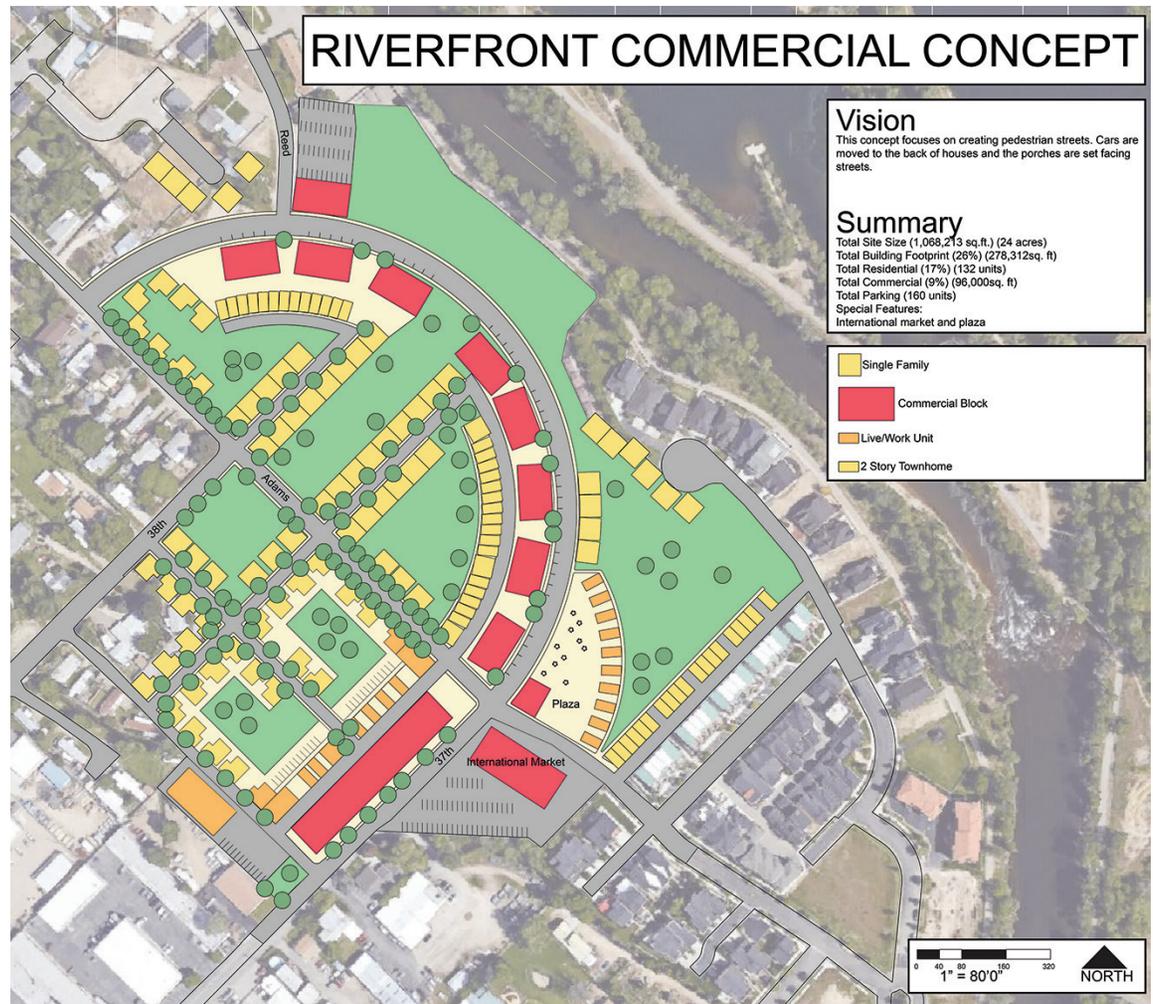


**REGIONAL DAY DESTINATION**

# CONCEPTUAL DESIGN | ACHD SITE

## CONCEPT 2 *International Market*

- Commercial core
- Mixed-use residential/commercial
- Beach access along river
- Pedestrian promenade
- “Slow” calm street curving
- Infrastructure re-use
- ‘Woonorf’ = shared pedestrian/vehicle street
- Social housing integration
- Parkway street to connects Adams & waterfront
- Road narrows

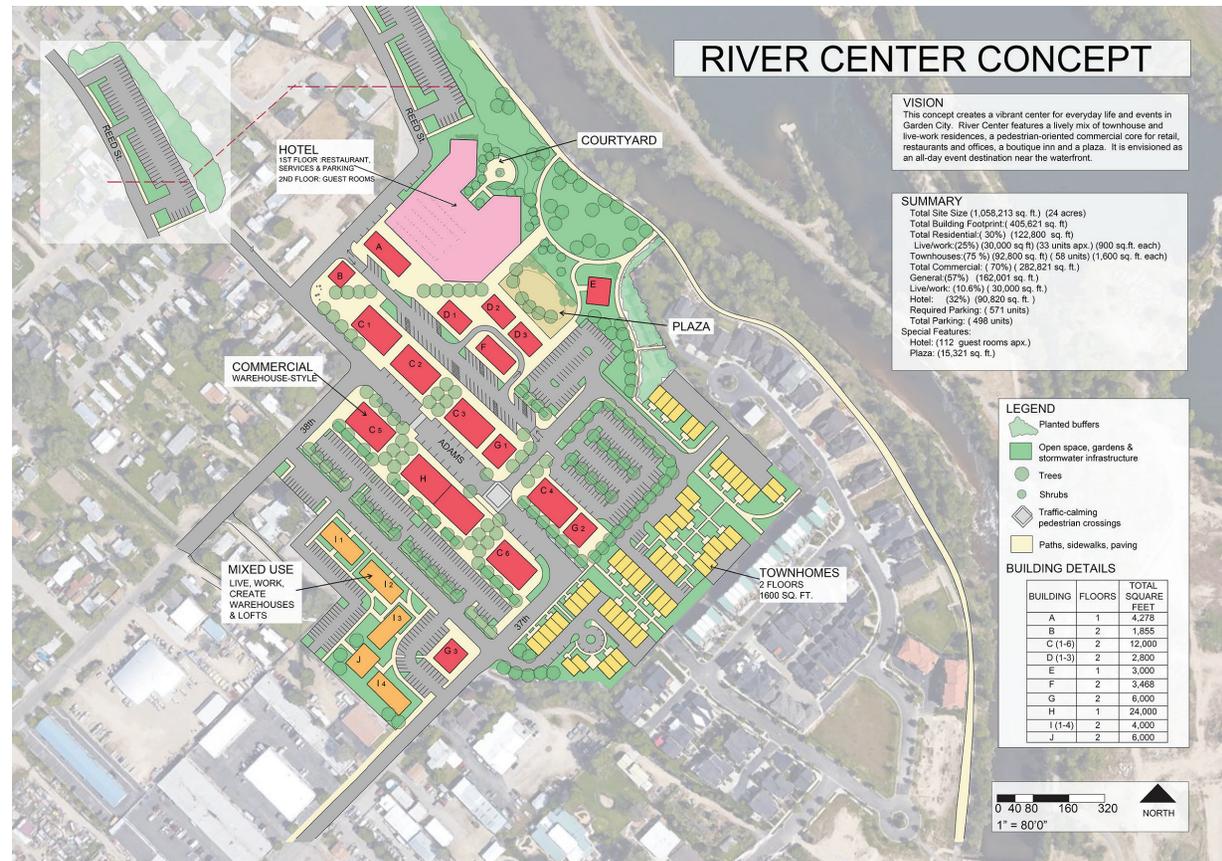


**COMMUNITY ANCHOR DESTINATION**

# CONCEPTUAL DESIGN | ACHD SITE

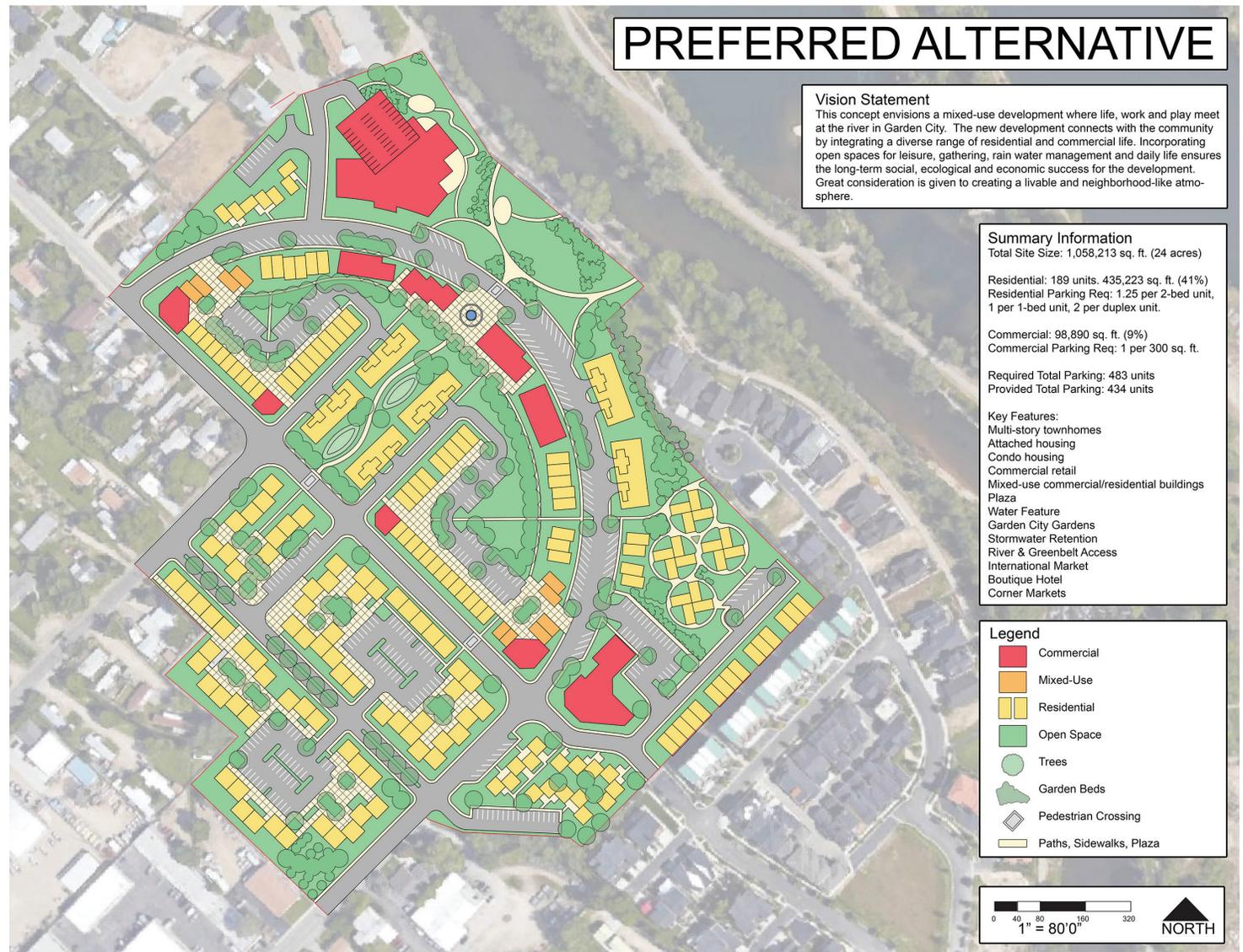
## CONCEPT 3 Park concept

- River access
- Parkway street
- Tree boulevard
- Community development
- Restaurant along river
- Kayak-input/output/rental
- Amphitheatre
- Facing river



**24-7 EVENT DESTINATION**

# CONCEPTUAL DESIGN | ACHD SITE



The preferred alternative concept was created by synthesizing the strongest features of the three preliminary alternatives.

The following guiding principles set the stage for this process:

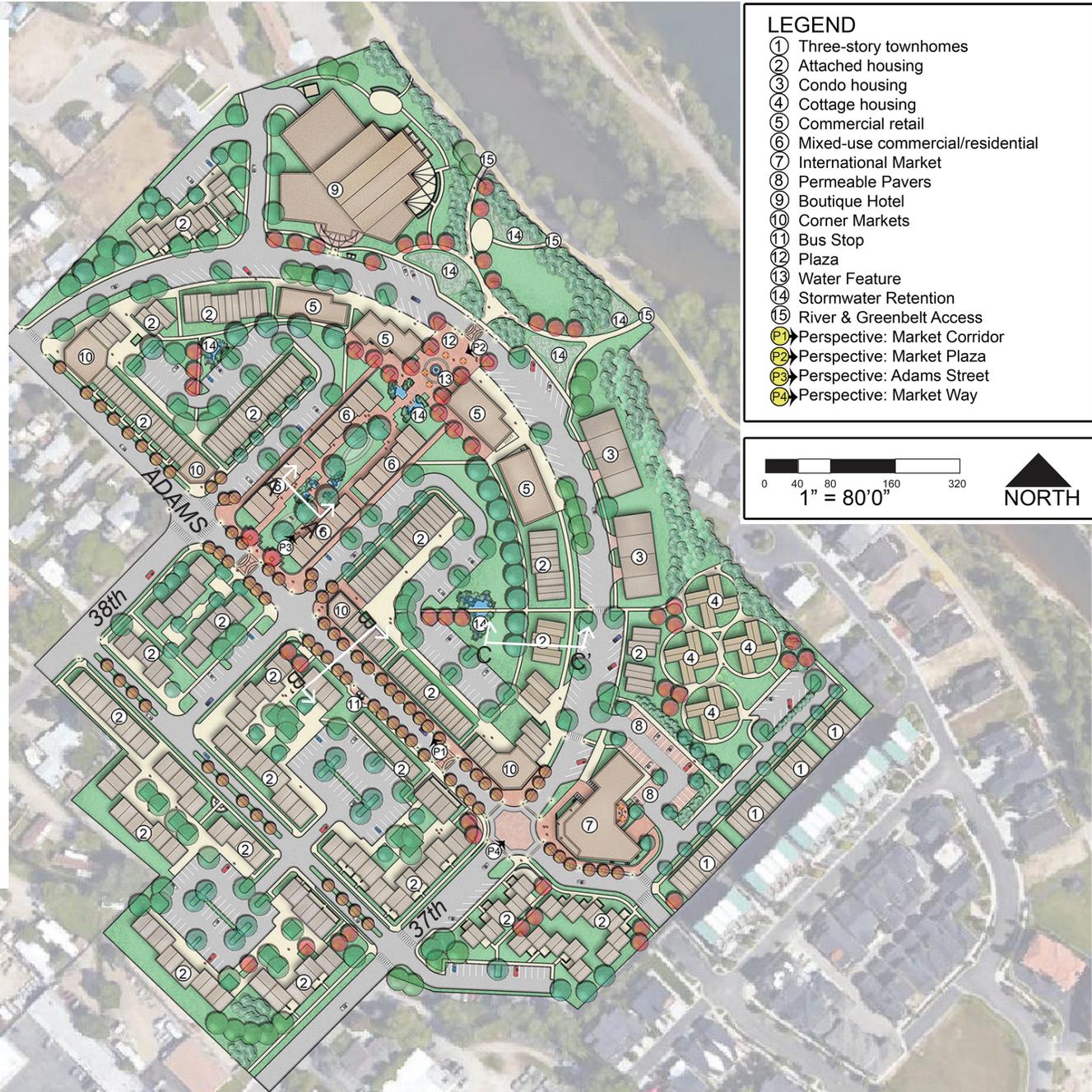
- Neighborhood scale and feel
- Vehicular connection through Waterfront District
- Boutique hotel
- Visual access to river

# SCHEMATIC MASTER PLAN

In its full build-out, The River Center will include a hotel, live-work units for artisans and businesses, townhouses, condos, a drugstore, and corner market. An international market is integrated to sustain business incubator activity that is unique to Garden City.

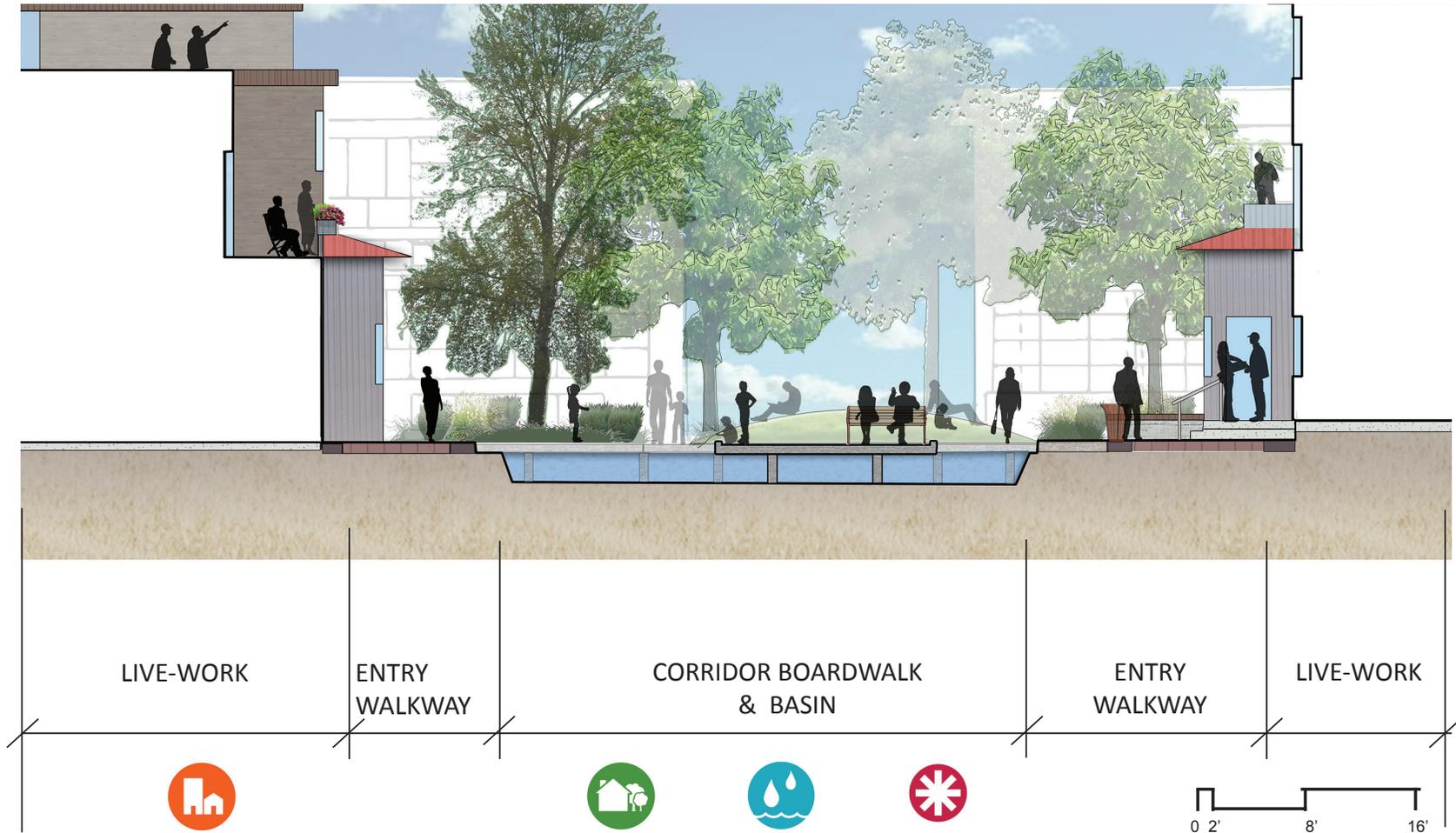
The major open spaces are connected corridors that enable free movement from one part of the district to the other. These are spaces for passive recreation, to allow comfortable and safe pedestrian connections between home and the commercial and recreational opportunities this area offers.

The design provides two critical connections. These include one to the river and greenbelt on the north side of the site, and one to the waterfront district through Adams Street on the east side of the site.



# SCHEMATIC DESIGN

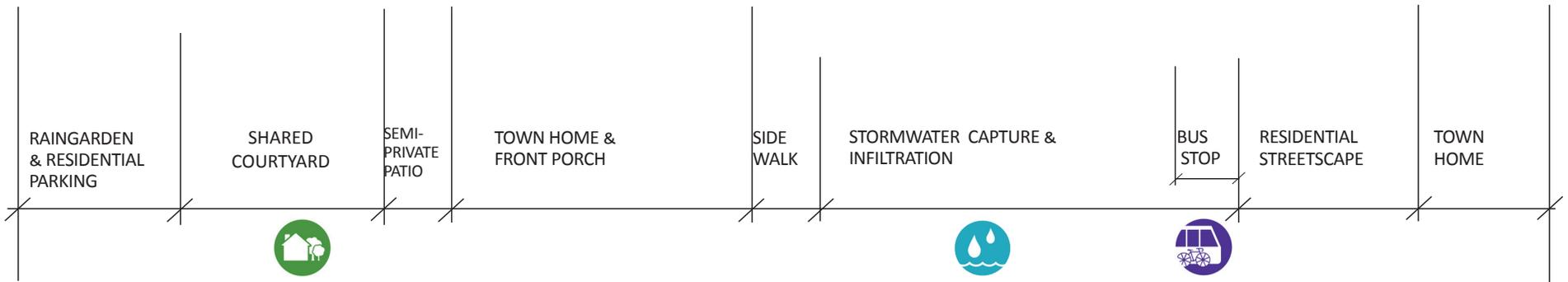
## SECTION-ELEVATION A-A' | ARTISAN CORRIDOR



Neighborhood design is informed by values of identity and centeredness. The configuration and scale of buildings is designed to interact with open space and streetscapes to create a dynamic and interesting environment that invites prospect, refuge and community. The scale, arrangement and texture of buildings, streetscapes and open space varies throughout the development to reflect function, interest and significance.

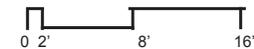
# SCHEMATIC DESIGN

## SECTION-ELEVATION B -B' | ADAMS STREET



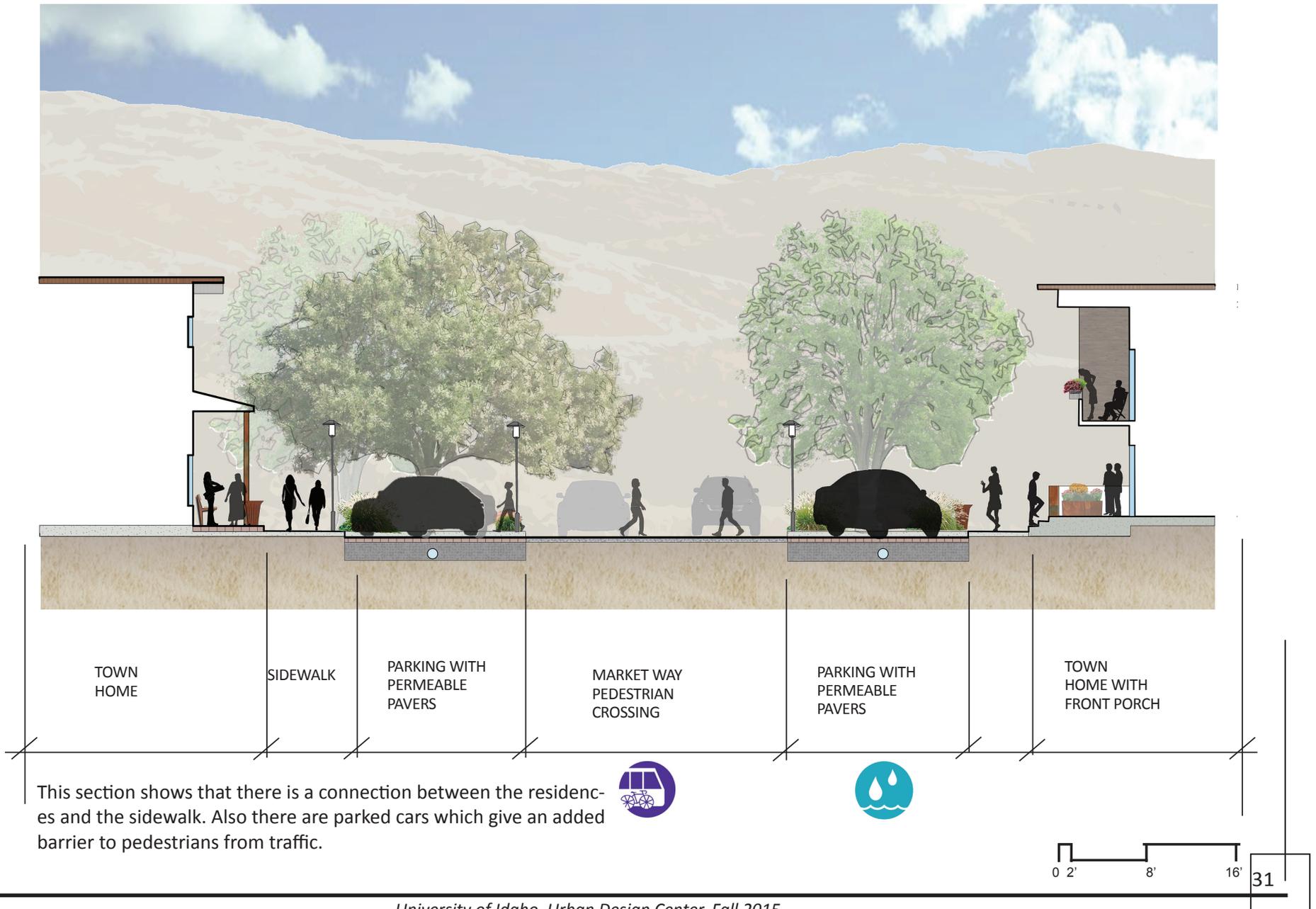
This section shows that there is a connection between the residences and the sidewalk, accomplished through the use of front porches. These become spaces where people can interact and socialize. These also help to make the sidewalk an interesting place to walk, which encourages walkability.

SCALE: 1/8"



# SCHEMATIC DESIGN

## SECTION-ELEVATION C-C' | STREETScape



# DEVELOPMENT SUMMARY

## COMMERCIAL



**30%** 150,112 sf  
TOTAL

## RESIDENTIAL



**70%** 335,936 sf TOTAL

## PARKING

**449** Parking spaces = 201 248

| 300

| 285  
1.25 stalls



TOTAL REQUIRED = 515

## COMMERCIAL INFORMATION

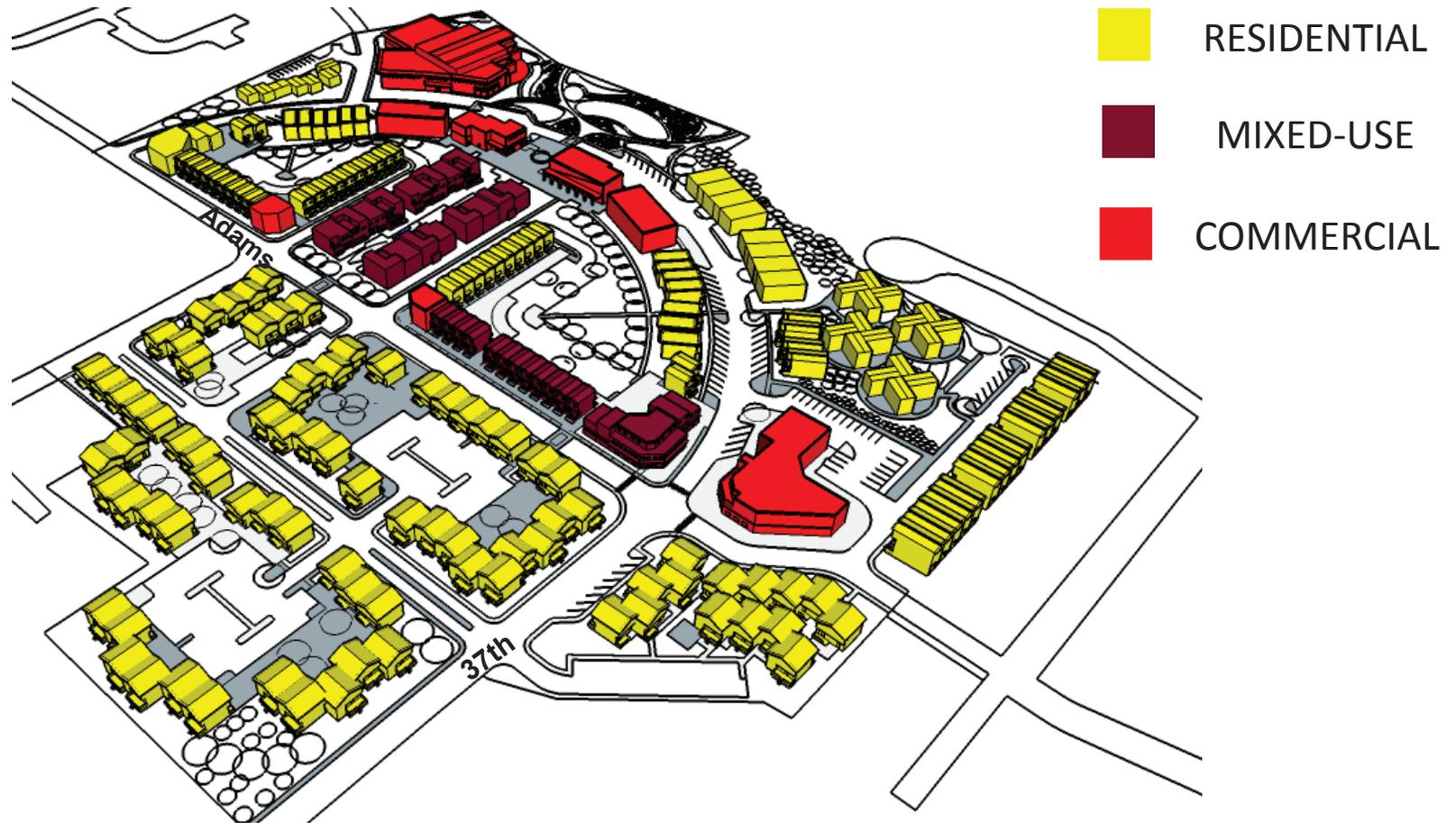
	TOTAL SQ.FT. PER UNIT	TOTAL UNITS
INTERNATIONAL MARKET	20,643	1
BOUTIQUE HOTEL	42,738	40
LIVE/WORK	800	16
CORNER MARKET	3,130	1
DRUGSTORE	5000	1
RETAIL / RESTAURANT	3598-4749	3
OFFICE	3598-5000	4

## RESIDENTIAL UNIT INFORMATION

	TOTAL SQ.FT. PER UNIT	TOTAL UNITS
LIVE/WORK/ ARTISAN	1600-1800	25
TOWNHOMES	1100-1800	67
STUDIOS	600	4
GARDEN COTTAGES	1300	89
LOFT CONDOS	1487-2926	6
PREMIER CONDOS (RIVERVIEWS)	3000	195

# SCHEMATIC DESIGN

## MASSING & USES



This massing model shows how the proposed design connects to existing fabric of the city by grouping residential uses near the exterior of the site, blending in with existing single family residences. Commercial uses focus on the river to move it off Adams St. Building heights are kept to 2-3 stories, in keeping with the existing scale of the area.

# PLANT PALLETTE

## STREET TREES

Street tree selection is important for the development. These trees are strong candidates because they demand low-moderate water while providing the benefits of solar friendliness, habitat and interest.

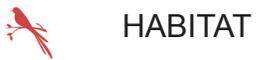
### LEGEND



TOLERANCE



MICROCLIMATE



HABITAT



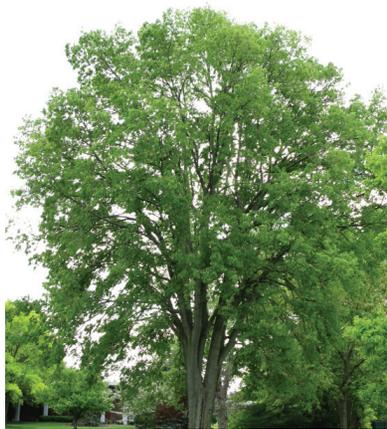
**Turkish Filbert**  
*Corylus colurna*



**Japanese Pagodatree**  
*Sophora japonica*



**Armstrong Gold Maple**  
*Acer rubrum*



**Common Hackberry**  
*Celtis occidentalis*



**Washington hawthorn**  
*Crataegus phaenopyrum*



**Littleleaf linden**  
*Tilia cordata 'Greenspire'*



**Norway Maple**  
*Acer platanoides 'Crimson Sentry'*



**Sugar Maple**  
*Acer saccharum 'Barrett Cole'*



# PLANT PALLETTE

## ORNAMENTAL, HABITABLE, & EDIBLE TREES



**Red Flowering Crabapple**  
*Malus spp*



**Eastern redbud**  
*Cercis canadensis*



**Plum Blireiana**  
*Prunus x blireiana*



**Common Smoketree**  
*Cotinus coggygria 'Purpureus'*



**Japanese Lilac tree**  
*Syringa reticulata*



**Golden Currant**  
*Ribes aurea*



**Gravenstein Apple**  
*Malus domestica 'Gravenstein'*



**Gala Apple**  
*Malus domestica 'Gala'*



**Nanking Cherry**  
*Prunus tomentosa*



# PLANT PALLETTE

## OPEN SPACE AND STORMWATER PLANTING

With our proposed plant species and our goal in providing an intriguing ecology, we chose plants that could provide multiple benefits based on water tolerance, microclimate, and habitat. As well as native species to contribute to the ecology of the area.

Examples:

- Armstrong Maple
- Providing color and form accents around key areas like in our fountain courtyard and along Adams Street
- Apple & other fruiting trees, appropriately placed
- Providing fruits to visitors and residents to pick at leisure.
- Northern Catalpa & Black Cottonwood which need a little more water, placed around our storm water basins



BLACK COTTONWOOD  
*POPULUS TRICHOCARPA*



NORTHERN CATALPA  
*CATALPA SPECIOSA*



CHOKO CHERRY  
*PRUNUS VIRGINIANA*



NINEBARK  
*PHYSOCARPUS OPULIFOLIUS*



SWITCHGRASS  
*PANICUM VIRGATUM*  
'NORTHWIND'



SILVER SPIKE GRASS  
*SPODIGLOBON SIBIRICUS*



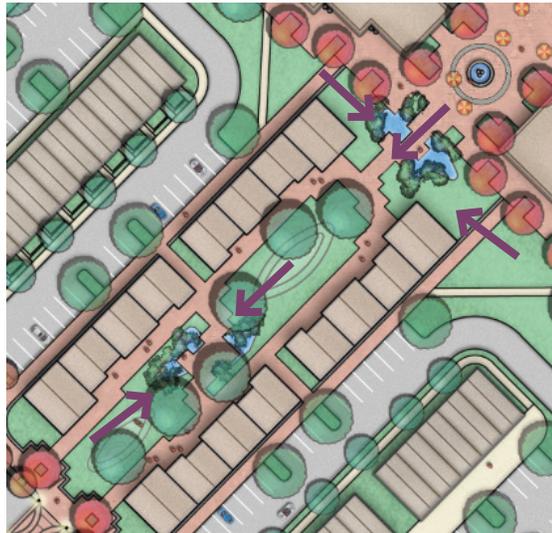
SNOWBERRY  
*SYMPHORICARPOS*  
*ALBUS*



REDOISER DOGWOOD  
*CORNUS SERICEA*



# STORMWATER MANAGEMENT CONCEPTS



By incorporating a mixture of open spaces throughout the development, the design returns the “Gardens of Garden City” and invigorates life in the community. Our goal of developing intriguing ecology emphasizes stormwater. Multiple elements are integrated throughout to slow down and harness water. Water is the element that unites the community.



MARKET PLAZA PERSPECTIVE



ARTISAN CORRIDOR PERSPECTIVE



ADAMS STREET PERSPECTIVE



MARKET CORNER PERSPECTIVE

# DESIGN ELEMENTS | MATERIALS

The palette of materials shown here are chosen to be timeless, local and functional to create a natural, rustic and unique feel.



BRICK



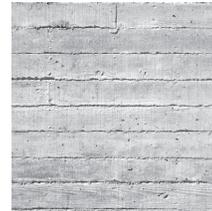
STONE



CORTEN STEEL



PERMEABLE  
PAVERS



CAST IN PLACE  
CONCRETE



CORRUGATED  
STEEL

Streetscape elements nod to the area's industrial & natural history. Unique sense of place is created through the craft and expertise of Garden City artisans.

## STREETSCAPE ELEMENTS

## USER-FRIENDLY

## LOCAL

## UNIQUE



BOLLARDS



SIGNAGE



STREET  
LAMPS



RUBBISH  
BINS



BENCHES



STREET ART

# DESIGN ELEMENTS | ARCHITECTURE

Architecture and landscape elements nod to the area's industrial history while blending in with the surrounding waterfront district.



# DESIGN ELEMENTS | COURTYARDS

Courtyards are envisioned as flexible neighborhood areas. They can be used as semi-private spaces as well as extensions of the interior, providing a space for leisure, socializing and everyday life. The courtyards also function as spaces for collecting rainwater.

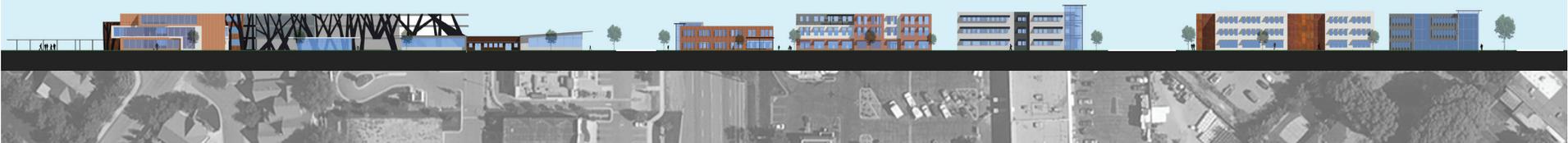




# GARDEN CITY GATEWAY

AT STATE AND GLENWOOD

JESSE HART - KELLY BEISER - SARAH SUNDQUIST - GARRETT GORGEN



# EXISTING CONDITIONS

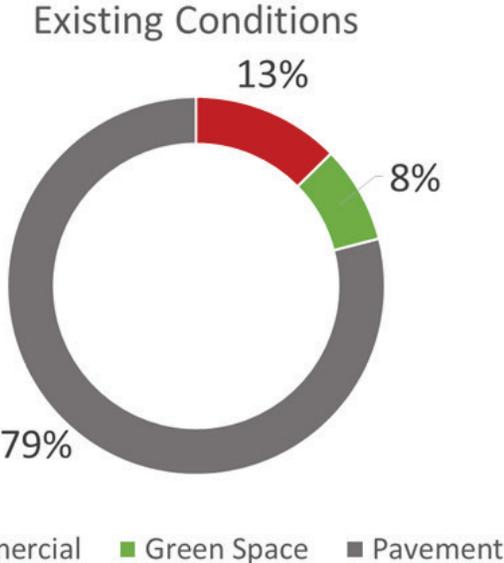
Looking at the site as it exists right now, it is apparent that there is untapped potential and inefficiencies hindering its potential. There is no recognizable flow throughout the site, either going in or through it, creating awkward circulation and discouraging people from entering. Asphalt covers the majority of these 42 acres, supposedly to accommodate all the parking that has yet to be needed.

The site is well-situated, at the center point between Boise, Meridian, Eagle and potentially the majority of Ada County. Identifying and understanding these issues was a first step to breathing life to what can be the true “gateway” of Garden City.

Total Building Square Footage: 308,969 sq ft

Total Parking on site: 1758

Total amount of Open Space: 203,259 sq ft



# PHASE ONE

A phasing plan was necessary to understand how redevelopment of the site could be done without negatively impacting the existing commercial uses. The first phase identifies infill areas that can be redeveloped right away. Areas that are vacant, as well as buildings that are coming to the end of their lifespans are good candidates for this phase. These include the northwest corner of the site, a good location for one of the gateway buildings. The southwest corner, which incorporates the start of residential development on the site, is also included in phase one. Lastly, there is opportunity to redevelop a few parcels west of Glenwood street in the middle the site to improve street circulation, incorporating a new street light that will help access to the future transit center. Redevelopment of these areas doubles the density and retail square footage.

Total Acres: 11.7

Total Building Footprint: 235,623 square feet

Total Commercial Footage: 162,575 square feet

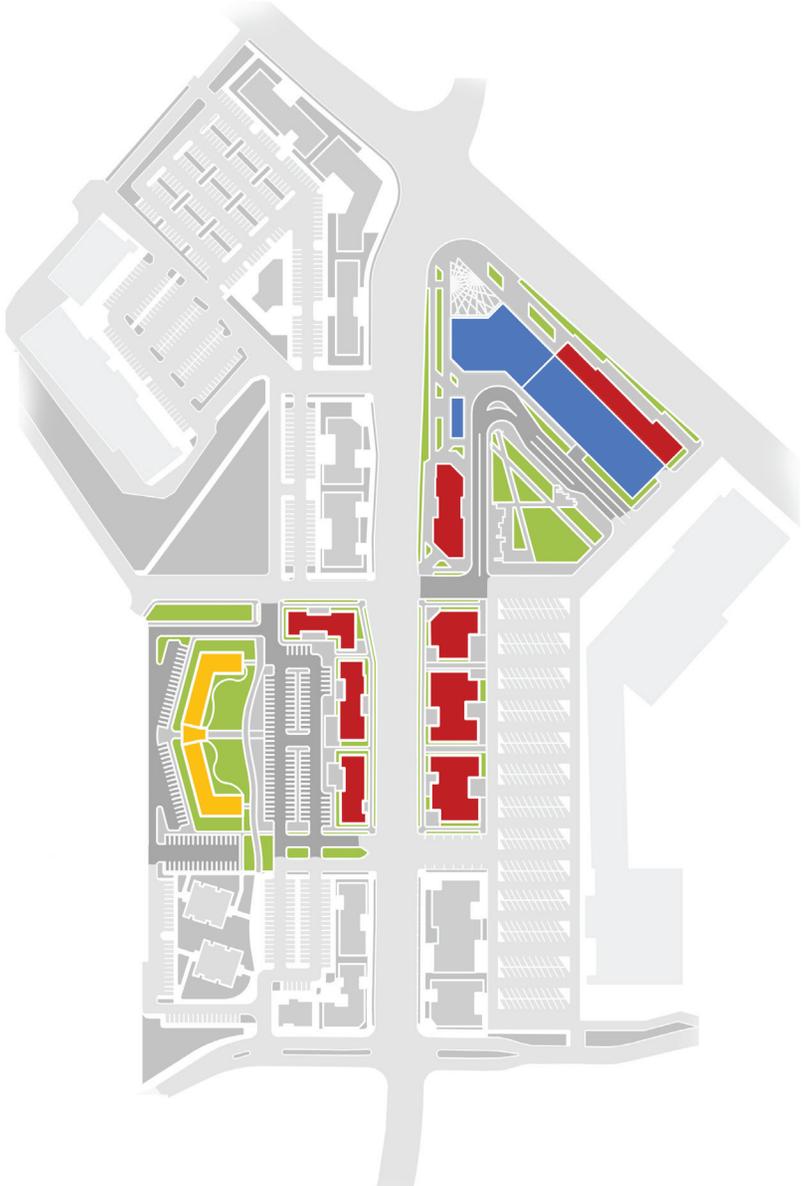
Total Residential Footage: 73,048 square feet



# PHASE TWO

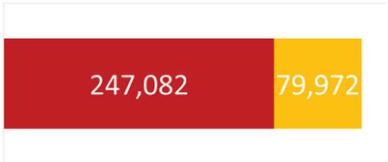
The intersection of Glenwood St and State St has been identified as a major transit oriented development (TOD). For this reason, a transit center was incorporated into the plan with a bus depot, a bike station and parking garage. With the introduction of a transit center for a commercial hub, reduction in parking requirements was a secondary goal. Projects with similar features generally have a parking reduction between 30-50%. This phase introduces a transit center in the northeast portion of the site (SE corner of State/Glenwood). In the west section, an additional residential complex as well as mixed use commercial and residential buildings are introduced. This again doubles the commercial space on the site. This phase also completes the redesign of Glenwood St, with a new system of storm water filtration swales, as well as new street trees on both sides. Finally, the implementation of a storm water park at the transit center allows for relaxation and treatment facilities.

- Total Acres: 12.4
- Total Building Footprint: 327,054 square feet
- Total Commercial Footage: 247,082 square feet
- Total Residential Footage: 79,972 square feet



### PHASE II

327,054 SQUARE FEET BUILT  
■ Commercial ■ Residential



# PHASE THREE

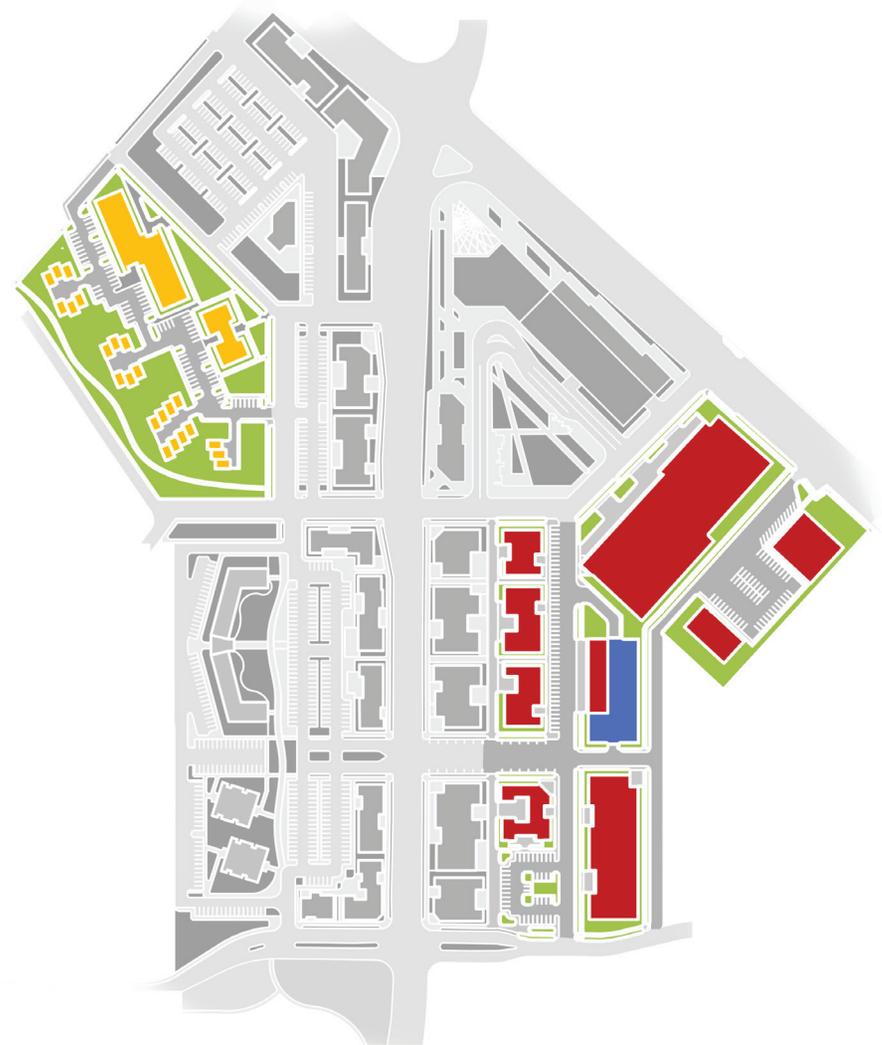
All phases take into consideration the existing property lines and ownership when determining which phase each area fell into. The final phase was based mainly on identifying parcels that have recent improvements, and/or a long building life. The last area on the northwest side of the site is the final proposed residential construction. It includes town homes and an apartment complex with community center. This also completes the green belt connection that travels through the site west of Glenwood St. The east side is completed with the addition of four elements. First is the repurposing of the northeast building into a boutique pop up market place. Behind that is the addition of two new office buildings. Just under the first building is the construction of another parking garage with a store front on the west side of the building. It is smaller than its counterpart next to the transit center. Finally, a new retail building finishes of the site at the bottom southeast corner. With the construction of the parking garage, the most of the existing parking is taken out to create the outdoor shopping corridor, making for a great destination to come to.

Total Acres: 16.4

Total Building Footprint: 400,785 square feet

Total Commercial Footage: 287,379 square feet

Total Residential Footage: 113,406 square feet



# DEVELOPMENT SUMMARY

Total Site Size: 42 Acres

Total Building Square Footage: 960,841 Square Feet

Total Commercial Square Footage: 541,600 Square Feet

Total Residential Square Footage: 266,426 Square Feet

Total Number of Residential Units: 205

Total Apartments: 184

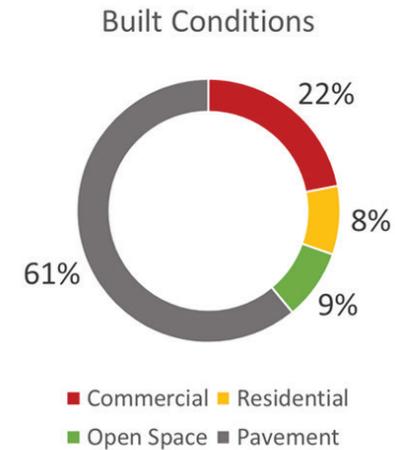
Townhouse Style: 21

Total Parking Required for the Site: 2,113

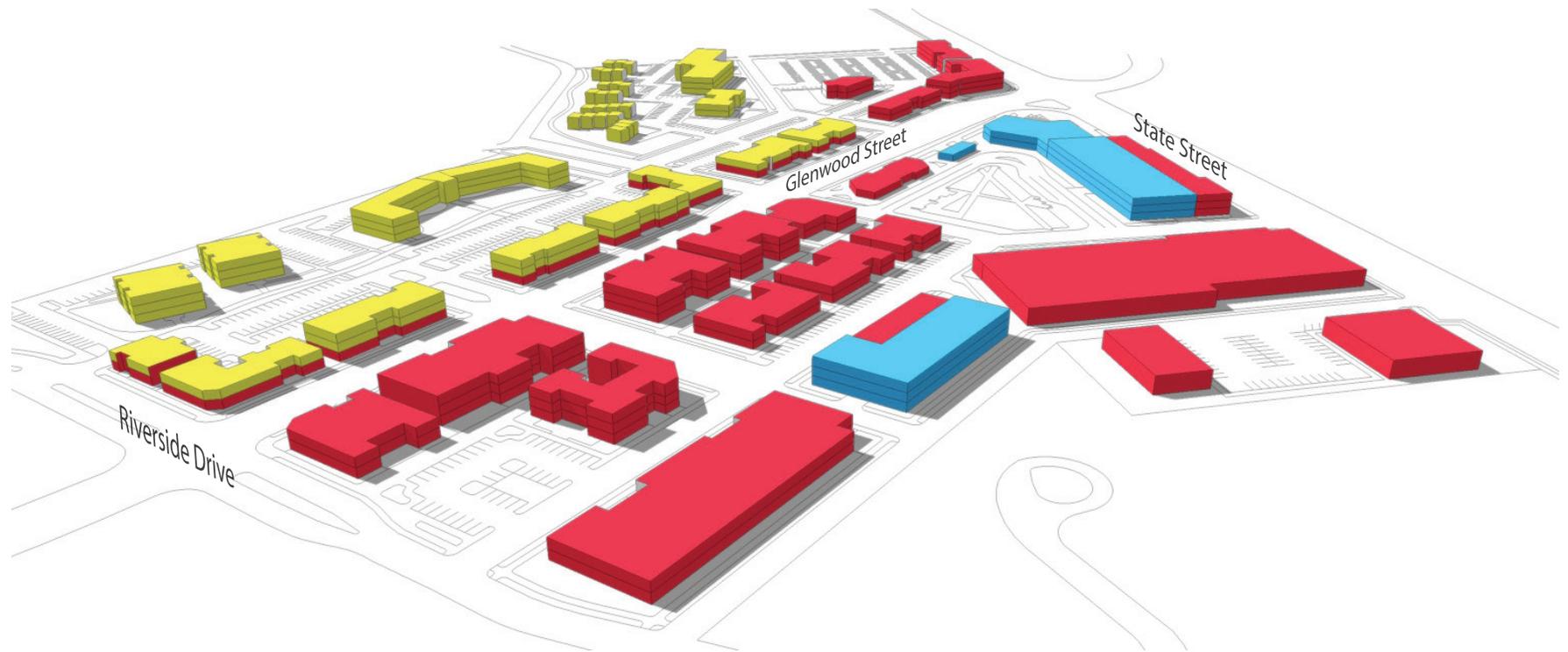
Total Parking Provided: 1,120

Total Open Space: 273,030 Square Feet

Distance to Green Belt: 560 feet (from southwest corner)



# ZONING AND MASSING



# VEHICULAR AND PEDESTRIAN CIRCULATION

These diagrams show the circulation of both pedestrians and vehicular traffic. The diagram showing the vehicle traffic also illustrates the circulation of the bus through the transit center and then off to either Glenwood St or State Street. The pedestrian circulation diagrams shows how pedestrians can move easily through either side of Glenwood St, with safe passages that is only for pedes-

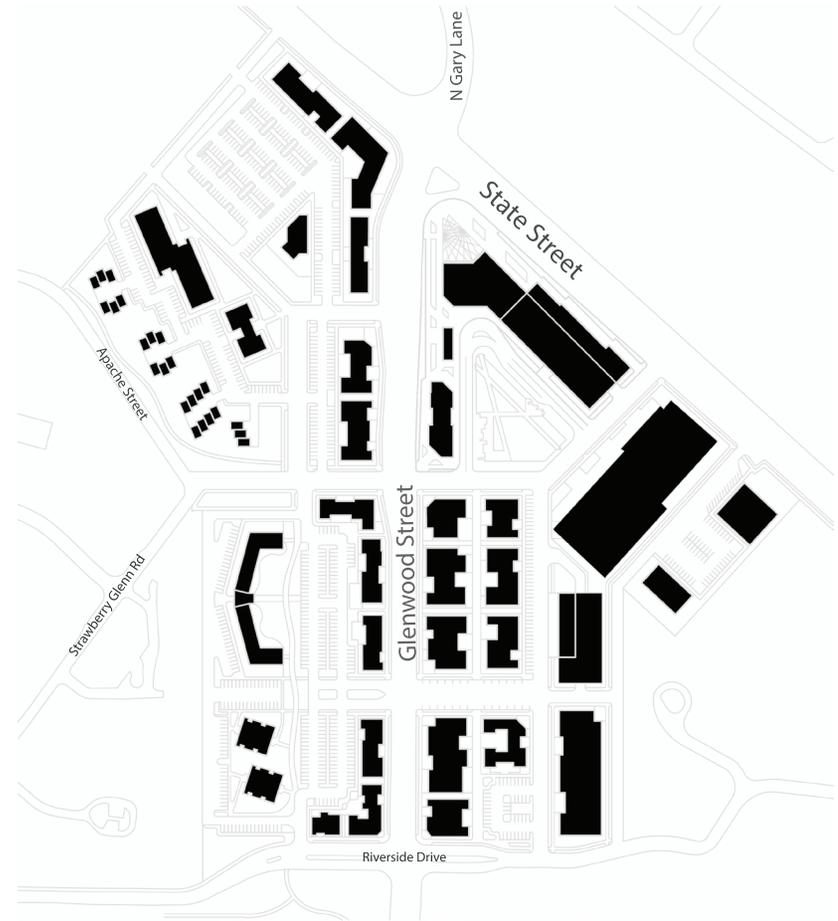
trians to use. The pedestrian path on the west side of Glenwood St leads people from the green belt to the south to a safer crossing of State Street at a light near Wal Mart. The pedestrian corridor on the east side connects people from parking in the southern and northern parts of the site to the shopping district that is more centrally located.



# OPEN SPACE | BUILDING FOOTPRINT

Green space and built space are shown in the next two diagrams. These give an idea of density, and also illustrates where there is space for people to recreate and enjoy more natural environments. The pedestrian path and green space on the west side of Glenwood St connects the future park development at the south

end of the site. This will then connect to greenbelt access along the Boise River. This open space also creates a pleasant view for the residents of proposed apartment and housing developments on the west edge of the site.



# MASTER PLAN

When designing a master plan for this 42 acre site of Garden City, Idaho, we were careful to design for uses that would benefit the city and surrounding areas. The location on State Street, a main arterial that runs from downtown Boise to Eagle passing through the boundary with Garden City, has been identified as a future TOD area. This provided the inspiration for designing a gateway for Garden City at the intersection of State Street and Glenwood Street, and including a transit hub on the site.

In addition, the master plan emphasizes creating a readily identifiable presence at the Glenwood St intersection, with commercial and mixed use buildings fronting the street. In the plan, the east side of Glenwood St would be a busier, livelier commercial district, while the west side would include some office and residential.

The plan includes multiuse pedestrian paths that traverse the site from north to south both east and west of Glenwood St. The one on the east side creates an inward-looking commercial corridor similar to Pearl Street in Boulder, CO. It would be a lively shopping and entertainment destination. A quieter multiuse path west of Glenwood St would serve as both a buffer between commercial and residential areas, and as a safe connection crossing to the north side of State St.

The final plan proposes a destination mixed use development that will attract people from both Garden City and other parts of the Treasure Valley. It promotes a strong sense of identity for Garden City, while at the same time providing a vibrant mix of living, working and recreational activity for all of the valley's residents.



# TRANSIT CENTER | GARDEN CITY GATEWAY



The Gateway perspective shows the “landmark” aesthetic of the Glenwood-State intersection, marking a gateway to Garden City.



The transit center perspective shows a pedestrian-level view of the storm water park facing the transit center. This area is intended to support pedestrian activity with easy connections to the transit system.

# COMMERCIAL CORRIDOR



The “commercial corridor” perspective shows the aesthetic of the pedestrian-oriented commercial development. Buildings support commercial, dining, and nightlife attractions.



The intent with designing a commercial corridor that was only for pedestrian use was to create a space for people to gather and travel that is interesting and fun. It is meant to help people navigate the shopping district on the east side of Glenwood St more easily. The inspiration for this type of design is Pearl Street in Boulder, Colorado. It is a pedestrian only road in downtown Boulder that boasts many local restaurants, shops, and businesses along its length. There are also engaging places for people to sit and gather. The plantings help bring this corridor to life.

Building forms and footprints create nooks and courtyards so shops and restaurants can use the outdoor space for seating and displays of products. Pathway materials distinguish it from the storefronts and separate it from entries, displays and seating. Trees and plantings along the walkway create shade and help to maintain a comfortable scale for pedestrians. The transit center is visible for the entire length of the corridor, as is the stormwater treatment park adjacent to it.

# RESIDENTIAL | GREEN CORRIDOR

The Residential perspective shows the proposed townhomes and the green corridor flanking the west side of the master plan.



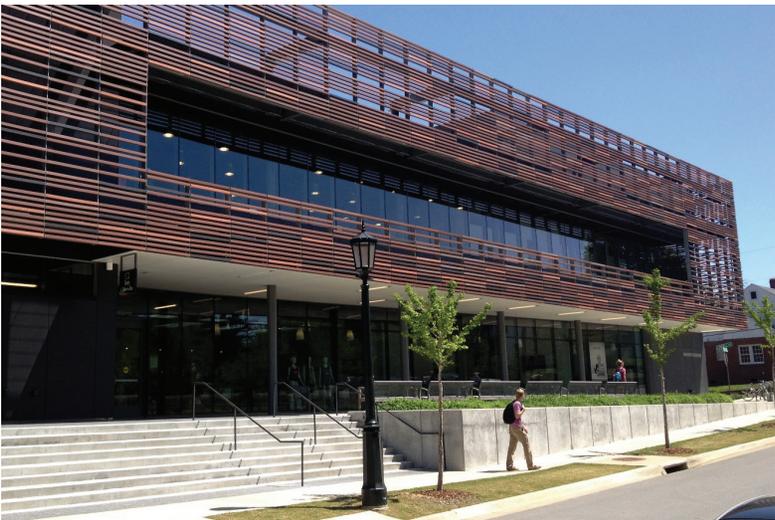
The green corridor on the northwest side of the site connects to green belt access near the existing Riverside Park. It contains a multiuse path and landscape elements to enhance comfort and connectivity through this part of the site.

This pathway connects to a pedestrian crossing on State Street near Walmart, which is a safer and more pleasant crossing than the one at State St and Glenwood St.

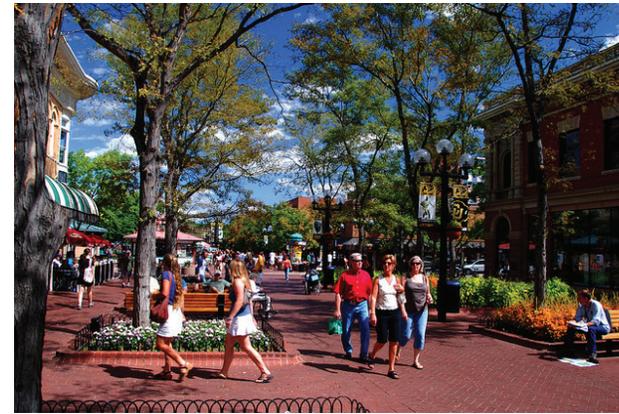
The pathway also creates a buffer between commercial buildings and the proposed new residential development, and improves the visual and aesthetic quality around these buildings.



# INSPIRATION | MATERIALS



# INSPIRATION | MATERIALS



Looking at the inspiration images, our intent for open spaces is to embrace the human-scale, providing a variety of spaces for personal and interpersonal activity, in a series of comfortable and easily accessible spaces. Attractive landscaping can further enhance these spaces. Architecturally, the inspiration images represent building styles that are appropriate for the site. We describe this as a classic/ contemporary industrial style, combining the timelessness of brick with the clean lines and bold materiality of contemporary architecture. The intent of these material choices is to create a memorable and unique identity for the development. Some buildings, such as the transit center, are intended to be landmarks that help create the intended aesthetic without visually overwhelming the users. Whatever the style, investment in quality construction and materials will promote longevity.