

**BY THE COUNCIL: BEAUMONT, HIGGINS, MOSER AND SOUZA**

**A RESOLUTION ADOPTING THE ORIGINAL TOWN CIRCULATION NETWORK PLAN AS A GUIDELINE FOR THE GENERAL STREET NETWORK FOR THE AREA OF GARDEN CITY BOUNDED BETWEEN THE BOISE RIVER AND THE SOUTHERN BOUNDARY OF THE CITY FROM MAIN STREET TO VETERANS MEMORIAL PARKWAY; AND PROVIDING FOR AN EFFECTIVE DATE.**

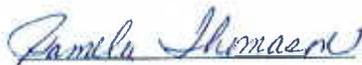
**WHEREAS**, the City Council recognizes and acknowledges the benefits for the City to adopt a plan for roadway network improvements.

**NOW THEREFORE BE IT RESOLVED** by the Mayor and Council of the City of Garden City, Idaho, that Garden City Resolution 914-09 that the Original Town Network Circulation Plan shall be the official guideline for street improvements within the area of Garden City as designated by the plan.

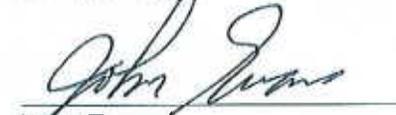
**IT IS FURTHER RESOLVED** that this resolution shall be in full force and effect September 14, 2009, upon its adoption and approval.

**ADOPTED** by the Council and **APPROVED** by the Mayor of the City of Garden City, Idaho, this 15<sup>th</sup> day of Sept, 2009.

**ATTEST:**

  
Pamela Thomason  
City Clerk

**APPROVED:**

  
John Evans  
Mayor



## Circulation Network Plan

# GARDEN CITY ORIGINAL TOWN (VETERAN'S MEMORIAL PARKWAY- 30<sup>TH</sup> STREET)

Prepared for:

ACHD and Garden City

September 2009

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## Introduction

Through a cooperative planning process, Garden City and Ada County Highway District (ACHD) have developed a Circulation Network Plan for Garden City Original Town. This planning process is meant to serve as a component to bridge between long-range community plans and near-term infrastructure design decisions.

To serve the needs of Garden City, the schedule and scope of this planning process was tailored to address key questions with current utility infrastructure planning as well as current development projects. However, this plan also identifies the next steps to address implementation and other key coordination issues with the two agencies to help develop the Circulation Network Plan.

The Circulation Network Plan is organized into three major sections.

- **The Garden City Original Town Circulation Network Plan.** The purpose of the Circulation Network Plan is to identify the general street network within Original Town to best serve land uses and travel modes desired by the city. This roadway network also provides the framework for other future infrastructure needs of the city.
- **The concept design for Adams Street and 36th Street.** Additional detail was needed for these two streets because of near-term utility and development projects associated with these corridors.
- **Implementation and Next Steps.** Methods of implementation the Circulation Network Plan are provided as well as a list of plan details yet to be discussed.

As part of the development of the Circulation Network Plan, a three-day workshop was conducted facilitate a timely selection of a preferred design for the Circulation Network Plan as well as the Adam Street and 36th Street corridors. At various levels, the following groups participated in the workshops: Garden City staff, ACHD staff, city and ACHD consultants, public officials, and the general public. The final presentation material outlining the results of the workshop is summarized in Appendix A.

Circulation Network The Circulation Network was initially developed during a three-day workshop integrating feedback from staff at Garden City and ACHD, planning consultants, public officials, and general staff. The plan was then further refined through workshops with Garden City Design Review Committee, Planning and Zoning and City Council. The planning concepts behind the Circulation Network Plan are discussed in Appendix A. Existing and future traffic conditions are discussed in Appendix B. Discussed below is the summary of key elements in the plan.

## Background

The Original Town Area of Garden City is bounded by the Boise River and The Bench on the north and south, and by Main Street and Veterans Memorial Parkway on the east and west, as shown in Figure 1. While some consider the area east of 36th Street as the “Old Town Area,” this plan refers to everything east of Veterans Memorial Parkway as “Original Town”.

Veterans Memorial Parkway and Chinden Boulevard daily traffic volumes are approximately 25,000 to 35,000. By contrast, daily traffic volumes for other area roadways range from approximately 6,000 on Adams Street to 600 on 39th Street. For context, ACHD considers two-lane roads with daily volumes greater than 15,000 a candidate for widening to three lanes.

According to the Garden City Comprehensive Plan, land uses in this planning area are envisioned to be mixed to create opportunities for shorter commute trips. Transit-oriented development is anticipated at several locations within the planning area (See Appendix C). The city envisions an urban environment that enhances non-motorized mobility.

## Major Elements of Plan

### Block Sizes and Connectivity

The street network directly dictates the size and shape of future blocks. The size of blocks is a key component of achieving the City's desired land use patterns. As discussed in the three-day workshops, the size of city blocks directly influences the viability of non-motorized travel. Because of the desire of the city to promote non-motorized travel where possible, recommended block sizes are much smaller than most existing blocks. Initially the proposed block sizes were consistent with areas such as downtown Boise. However, reducing the number of proposed new streets and pathways as shown in Figure 1, is a more obtainable and realistic goal for infill redevelopment. These block sizes also work relatively well with existing property boundaries.

Smaller block sizes inherently create more street network connectivity. This connectivity is another tool to promote non-motorized travel with more direct connections between land-uses. For local motorized traffic, increased roadway connections disperse traffic to keep local vehicular traffic volumes low. However, new street connections to major arterials (Chinden Boulevard, Veterans Memorial Parkway) would be restricted to right-in-right-out access or none at all.

Currently, north of Chinden, the only east/west street aside from Osage, which currently functions more like an alley, is Adams Street. While all identified future streets, alleys and pathways are intended to become part of the circulation network in Original Town, there will be prioritization for the Clay connections. Clay Street would offer a valuable east/west travel route for better circulation, and would be the most likely location for any additional future connection to Veteran's Memorial Parkway.

The Circulation Network Plan serves as a general representation of the desired framework allowing for some flexibility within a rigid goal of creating the overall desired effect of generating a circulation network that will facilitate the desired land use pattern in Original Town. During implementation, if there are options that are not shown in the plan that achieves the same goal, consideration should be given to them.

Figure 1. Original Town Circulation Network Acquisition Plan.<sup>1</sup>**River Focus**

From the three-day workshop, it was discussed that the value of the Boise River could extend much beyond the current greenbelt. The river road is not indicated on the

<sup>1</sup> Notes on Circulation Network Acquisitions Map:

1. The Circulation Network Plan serves as a general representation of the desired framework allowing for some flexibility within a rigid goal of creating the overall desired effect of generating a circulation network that will facilitate the desired land use pattern in Original Town. During implementation, if there are options that are not shown in the plan that achieves the same goal, consideration should be given to them.
2. The terminuses are not intended to be cul-de-sacs. The intent of the proposed Circulation Network Plan is to create a land use pattern that facilitates a more dense development pattern.
3. The pathway that runs along Thurman Mill Irrigation ditch shows multiple crossings through roads. As development occurs, the pathway should be developed along the Thurman Mill Irrigation Ditch while minimizing road crossings where possible and not overly burdensome to individual developments.

Circulation Network Plan, but could be considered during redevelopment of larger conglomerates of land such as the current ACHD yard or Double Tree properties. These streets would be local and pedestrian in nature with the opportunity for commercial nodes, such as sidewalk cafes to keep in line with the pedestrian feel, and river corridor protection that the Comprehensive Plan identifies. This urban form would allow the value of the river to extend further into the city. The only changes to the greenbelt trail system should be greater number of access points. In addition, the new blocks would be oriented toward the river to better connect the area to the river.

## Major Roads

Arterial roads (Chinden Boulevard and Veterans Memorial Parkway) were not addressed in detail in this planning effort. Any new roadway connection to Veterans Memorial Parkway would likely be restricted to right-in-right-out access. Changes to Chinden Boulevard would require greater access management designs, and perhaps an additional traffic signal at 38th Street as the urban area matures. Further planning is anticipated for these two roadways. Close coordination with Idaho Transportation Department, Garden City and ACHD will be essential to identify any planning improvements along Chinden Boulevard.

Adams Street and 36th Street were of particular interest in this planning effort. The future design concepts for these roadways are discussed in detail in subsequent sections of this plan.

## Local Roads and Micostreets

Discussed at the three-day workshop; local roads and pathways are key component for creating the foundation for a more urban land use which Garden City hopes to achieve in Original Town. The term microstreet is intended to add vehicular access to the developments on the street while requiring minimal pavement. They will create smaller blocks and provide options for on-street parking to facilitate access to businesses and recreational areas. Further planning is anticipated for these roadways that will identify typical cross sections for design which may include but not be limited to on-street parallel or diagonal parking, sidewalk, curb, building buffer zone, and landscaping for identified streets.

This plan identifies the location of streets, yet future development will determine the necessary right-of-way on a block by block basis. While several residential and commercial alley concepts were discussed, this plan addresses the recommended locations of Local Streets and Microstreets. Microstreets will adhere to the surrounding Comprehensive Plan designation. New connections north of Adams would be designed and built to function and appear residential in nature whereas the Microstreets south of Adams will be commercial oriented. Further planning is anticipated to generate typical designs for the Microstreets. There may be potential for the Microstreets to be privately maintained.

This plan may be amended over time to include general typical plans applicable to multiple streets, alleys or pathways. The plan may also be amended over time to include specific plans for specific roads, alleys or pathways.

## Multi-Modal Considerations

### Vehicular

The majority of traffic in the study area is anticipated to remain on the arterial roadways. The intent of the city is to keep collector and local roadways at relatively slow speeds, such as 25 mph. Proposed cross-sections for Adams Street and 36th Street are intended to keep the roadways narrow to discourage higher speeds. While there is a small portion of traffic using these roads to avoid congestion on Chinden Boulevard, it is anticipated that the focus on designing for slower speeds will discourage any increase in this pattern. However, vehicular mobility in this area would still be enhanced by greater number of roadway connections within the neighborhoods and greater access management for the arterials.

### Pedestrians/Bicycles

As discussed previously, the reduced block sizes and increase roadway network increases the ease of pedestrian and bicycle travel, particularly near the greenbelt. Sidewalks are anticipated along the collector roadways. Each collector is also considered a bicycle corridor. An option to keep the collector roadways narrow for slower speeds and to fit within existing right-of-ways, the bicycle corridor may not have dedicated bike lanes but "share-the-road" signs and markings. The need has been identified for bike and pedestrian pathways, even though they are not shown in the Acquisitions map. While not depicted in the Acquisitions map, pathways will be required of new developments. The locations within the individual properties will be determined in a case by case basis as redevelopment occurs. Further planning is also anticipated for better pedestrian facilities on and crossing Chinden Boulevard, though 38th Street has been suggested as a potential future traffic signal. Discussions with Idaho Transportation Department will need to take place before a traffic signal location is identified and signal warrants need to be met.

### Transit

The city anticipates transit oriented development at nodes within the planning area. As discussed previously, the reduced block sizes and increase roadway network increases the ease of pedestrian and bicycle travel, which also increases the viability of transit. Future transit for non-arterial roads in the area (for example, busses or trolley) would likely share the roadways with other motorized vehicles, so no separate transit facilities are presented in this plan. However, further transit planning is anticipated.

## Drainage Considerations

This plan is meant to provide the roadway framework for further detailed storm water analysis. During the three-day workshops, drainage issues were discussed. Based on these discussions, collecting and treating storm water off-site was preferred over any local infiltration methods. As a result, roadway designs with storm water collection features would be preferred.

## Adams Street/36th Street Concept Designs

The guiding philosophy behind the Adams Street and 36th Street concept designs was to make a livable urban street that is viable under current limited right-of-way conditions. This design concept is based on principles discussed previously and at the three-day workshops (see Appendix A).

### Right-of-Way

The right-of-way width is generally 50 feet along the Adams Street and 36th Street corridors. The current layout of properties and structures make expanding the right-of-way difficult. While redevelopment may gradually allow for more right-of-way, the more immediate needs of the city on these two corridors point to a solution within the current right-of-way.

### Number of Lanes

Based on forecasts of future travel demand (see Appendix B), daily traffic on these two corridors are anticipated to remain well below 3-lane roadway thresholds. Turn pockets at major intersections may be recommended, but a 2-lane roadway for the bulk of each corridor is sufficient for long-term traffic needs.

### Drainage

As mentioned in the previous sections, the preferred method for street drainage is to collect and pipe the storm water to a consolidated treatment site. Longitudinal “valley” gutters would be provided at the edge of travel way to collect storm water (see Figure 2). These valley gutters would define the boundary between travel way and on-street parking. This plan recognizes that there may be situations where the availability of connecting to a storm water system would be unduly difficult and an infiltration system may be more appropriate.

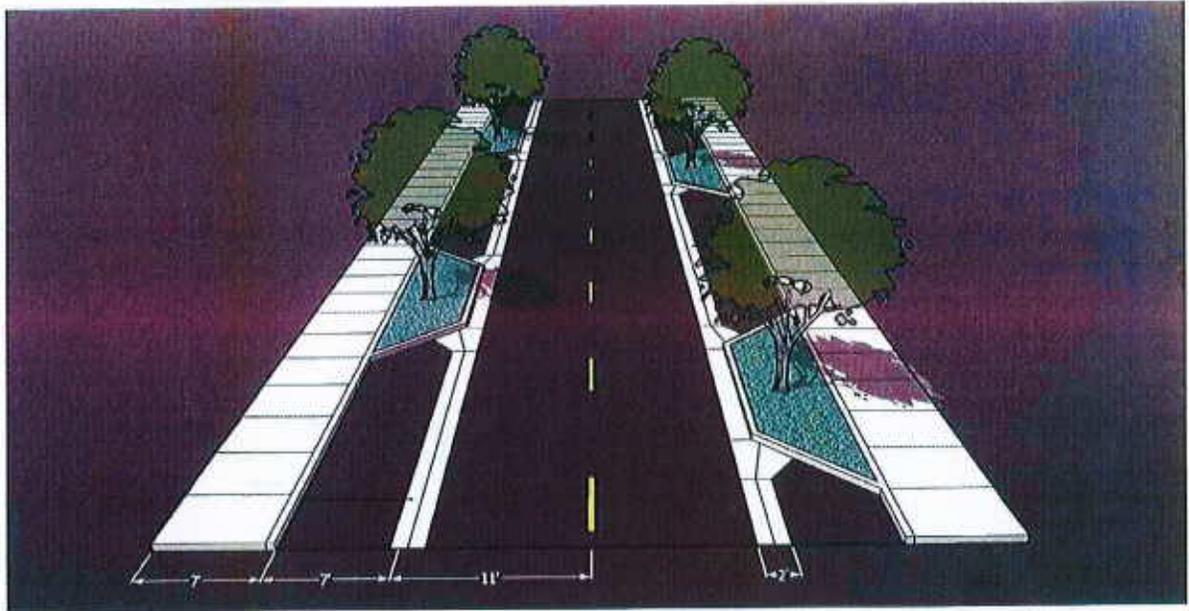
### Parking and Curbed Streetscape

On-street parallel parking will be provided for the benefit of adjacent landowners. The on-street parking space would also “share” space with intermittent street trees behind a curb (see Figure 2). These streetscape elements would help with traffic calming at times of the day when few cars are parked on street. For emergency access needs, two curbed streetscape areas cannot be directly across the street from each other.

### Pedestrian Facilities

Sidewalks will be provided on both sides of the street. The on-street parking and curbed streetscape areas would act as a buffer between the non-pedestrian travel way.

Figure 2. Concept Design for 36<sup>th</sup> & Adams Streets\*generated during the three-day workshop 1-08



### Bicycle Facilities

Adams Street and 36th Street are anticipated to be significant bike corridors. However, formal bicycle facilities would likely be pavement markings and signage indicating to “share-the-road.” After discussions with city and district staff, the benefit of dedicated bicycle lanes for these specific two corridors does not outweigh potential drawbacks.

### Transit Facilities

As discussed previously, likely transit modes (trolley or bus) would share the vehicle travel way on Adams Street and 36th Street. No formal transit facilities are planned at this time, but transit stop facilities could be incorporated in the on-street parking/curb streetscape space.

## Implementation and Next Steps

The following list of items outlines the next steps for implementing the plan or identifying items for further planning.

### Next Steps

- Storm water and other infrastructure needs analysis conducted by the city.
- Potential easements for expanded street environment for pedestrians outside right-of-way. Also, methods of viable consistency with sidewalk locations.
- ACHD Street tree policy coordination issues.
- ACHD Alley policy coordination issues
- Future coordination with long-range transit plans
- Address Chinden Boulevard corridor (access management, pedestrian crossings?)
- Concept designs/ cross-section for local streets and alleys. Particular interest in future use of Stockton and Osage. Ped/bike considerations along irrigation canals and drainage ditches.
- Details of implementation of new roadway network through redevelopment. Discuss methods for mid-block development. Identify likely methods of more “difficult” roadway connections.
- ACHD and Garden City address interim protocol for affected development applications.
- Address access management
- Identify flexible and inflexible proposed connections
- Incorporate this plan into a Master Street Plan for Garden City

### Implementation

- Adoption by both agencies
- 95% plans for 36<sup>th</sup> Street have been developed
- Adams Street will continue to be a three-lane road; with the intent that as redevelopment occurs that access points will be reduced. The center lane will be absorbed in on street parking, and Adams will become a two-lane road.
- During redevelopment of properties, easements shall be obtained and review of construction possibility shall be identified.
- This Plan may be amended over time.

