

The background features several diagonal stripes of varying widths and colors, including light blue, white, and grey. These stripes contain images of nature (birds, trees) and a street scene with cars and a person on a bicycle.

Main Street Redevelopment

Kuna, ID

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THIS REPORT IS SUBMITTED IN PARTIAL FULFILLMENT OF THE REQUIREMENTS FOR A
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THE FOLLOWING WORK IS DEDICATED TO MY FAMILY WHO HAS ALWAYS SUPPORTED,
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ABSTRACT

The purpose of this research is to determine the most suitable redevelopment principles for Kuna's community to revitalize their main street and create a self-sufficient downtown district. To accomplish the project's goals relevant literature review, case studies, analysis of existing conditions, and site visits have been done to establish a strong understanding of opportunities and issues of Kuna. The Main Street Four Points Approach was used as a primary guiding principle toward downtown revitalization. The literature review chapter discusses the history of Kuna and four main points of the

approach: organization, promotion, economic restructuring, and design. The selected case studies provide an understanding of how the Main Street Approach could be implemented.

The following design is addressing most of the issues that were identified during the analysis. The design includes improved pedestrian connectivity, highway redirection, new residential buildings, streetscape design improvements, seasonally adaptable public spaces, and an educational park with agricultural machinery relicts.

CHAPTER I - INTRODUCTION

A main street is the heart of any city. What do we imagine when we hear main street? Some people think of skyscrapers with numerous boutiques on the ground floors. Others imagine a smaller main street with wooden one-story buildings selling local goods. The impact that main street brings to towns is enormous. Starting from economic growth and stability and finishing with an aesthetically pleasing experience for residents and visitors. Main street is a core that represents a town from inside and outside.

This project focuses specifically on small towns, namely their main streets. In a time of economic growth and development, we see cities expand and merge into larger settlements. However, this does not always reflect positively on the cultural and social identity of smaller towns. These towns become dependent on large cities. Larger cities provide more job opportunities and places to visit, making them predominant over smaller settlements. Eventually, smaller businesses become unprofitable, and towns lose their independence from large cities around.



Kuna's Main Street (2020)

Main streets are becoming unwanted places with crumbling buildings and a lack of identity. The situation is even worse if a highway passes through the main street. There is no desire to walk in such places due to poor pedestrians' safety and the streets' width being inappropriate to human scale.

The exact situation happened with a city called Kuna in Idaho. Kuna is located south of the Boise Metropolitan area. Currently, cities of Boise Metropolitan area are the fastest-growing cities in the United States of America. Kuna is strongly affected by this rapid development growth. The population of the biggest cities of Boise Metropolitan Area is: Boise - 228,790; Meridian - 106,804; Nampa - 96,252. While the population of Kuna was only 20,746 people in 2018 (United States Census Bureau). The largest territory of Kuna built up with identical suburban development that brings no identity to the place. The main street is slowly disappearing due to unprofitable business. However, it is essential to understand the historical and cultural value of Main Street.

This project's primary goal is to identify the most suitable methods for revitalizing Kuna's main street and create a unique place with its own identity.

RESEARCH QUESTION

How can Main Street redevelopment principles be used to improve Kuna's Main Street and central business district to make it more vibrant, dynamic and economically successful?

PROBLEM STATEMENT

Kuna is a city in Ada County in Idaho, and it is a part of the Boise Metropolitan area. Currently, Kuna is one of the fastest-growing cities in Idaho. It is the gateway to the Snake River Birds of Prey National Conservation Area. Kuna is an old town that has built up its historical and cultural value to society. However, due to low market prices for housing and land, the city area is mainly built up by suburban development, and Kuna became a bedroom-town. The primary means of transportation in the city is cars, which negatively affects the sense of place. Highways running through the town negatively impact the human scale perception and sense of place as well as decrease pedestrian safety. Using the most successful and appropriate Main Street Approach methods, this project will try to revitalize the main street and improve its walking and cycling experience.

PROJECT GOALS

- 1) Identify historical, cultural and natural features that clearly represent the uniqueness of the Kuna area.
- 2) Determine the most suitable methods for revitalizing the Main Street of Kuna.
- 3) Provide a solution for redesigning Main Street to create a sense of place that is reflecting the historical and cultural unique features of Kuna.
- 4) Create a design/program that will attract more residents and new business owners to strengthen the economic potential of Kuna's Main Street.

CHAPTER II - LITERATURE REVIEW

The first part of the literature review introduces the history of Kuna, ID. It briefly talks about how Kuna has developed through time and what status the town has nowadays.

The second part of the literature review is intended to help understand the Four-Step Main Street Approach's main ideas and tools. The most extensive focus is on the design part of the program. However, the other three parts (organization, promotion, and economic restructuring) are briefly discussed to understand the Main Street Approach's full intention.

HISTORY OF KUNA, ID

Kuna is a city located in Ada County, Idaho, United States. It is currently a part of Boise Valley, and the location is set 18 miles southeast of downtown Boise. Kuna is located at an elevation of 2,694 feet above sea level (Kuna Melba News, 2016).

The beginning of Kuna as a settlement started due to mining activity south of the area. People settled near the Snake River and a railroad station that was called Fifteen Mile Station. With a new railroad line built by Oregon Short Line Railway Company, the station came to be called “Kuna” (Fisher, 2012).

The primary local industry of the early Kuna settlement was transporting goods and passengers to Boise. In 1884, the town consisted of at least three warehouses, a post office, and a depot. However, the completion of the railroad line from Nampa to Boise in 1887 caused the station near Kuna to become unutilized (Kuna Melba News, 2016).

In the early 20th century, when there was a promise of irrigation, the town started to grow. At the end of 1908, the population of Kuna was approximately 75. In 1910 a Grange of Kuna had been organized, which is currently the second-oldest grange in the state of Idaho. In 1911 Kuna started to developed orchards with the help of the Nampa Apple Orchard Company.

After World War II, Kuna continued to be an agricultural community. Even in the 1970s, some major Kuna’s roads were still dirt. However, the building of Interstate 84 and the widening of State Highway 69 brought more people to Kuna, and the population started to rise rapidly. Kuna had 1,955 people in 1990, 5,222 in 1999 and almost 13,000 in 2007 (Fisher, 2012).

Currently, Kuna is one of Idaho’s fastest-growing areas, as it nearly triples in population between 2000 and 2010.

Today, Kuna has retained its historical core with its Main Street and nearby houses. The Main Street is a three-lane road with a parallel parking on both sides. The state highway 69 passes through the middle of the town and overlaps with Main Street. Some buildings are in their original architectural style. However, some buildings currently

are not occupied, which gives an abandoned look to Main Street. At the south of Main Street, Kuna Skate Park and Kuna Greenbelt are located along Indian Creek.

Kuna was the only city in the valley that hosted circuit Chautauquas in 1918-1923. There also was a festival named Kuna Fun Days celebrated each summer. In 1964, Kuna celebrated its centennial. Like many other cities, there was its brass marching band of volunteers. The Kuna Kave Riding Club was organized in 1948. It was a popular activity that included a rodeo, parades, and trail rides visiting such sites as Kuna Cave, Snake River, or the Owyhee Mountains (Fisher, 2012).



Kuna's brass marching band, 1914.
Source: Kuna (Images of America)



Kuna's Main Street during Kuna Fun Days, 1964.
Source: Kuna (Images of America)



Kuna Kave Riding Club, 1978.
Source: Kuna (Images of America)

THE MAIN STREET APPROACH

The most visible historic preservation movement in the United States of America occurs on the historic main streets. As centers of historical heritage, main streets are valuable to society and culture. We can trace the history of the place from the moment of its foundation to the present day through them. The importance of main streets was the reason why in 1977, the National Trust for Historic Preservation created a Main Street Four-Point Approach to revitalize the main streets in the United States of America. Through this program, hundreds of cities have been empowered to address the problems of disinvestment and decay of their main streets by regulating the power of historical resources and placemaking (Wells, n.d.). Forming a sustainable city center also allows the city to exist more independently and provide people with everything they need.

In 1977, the National Trust for Historic Preservation started a three-year pilot program to explore ways to improve historic downtowns' financial ability and add value to historic buildings. One of the reasons for creating the program was

that the National Trust for Historic Preservation realized that new shopping malls and rapid expansion of cities were negatively affecting historic main streets. Most investments began to move to the periphery of towns, historical buildings began to decay and fell apart, downtown businesses went bankrupt. Volunteers who participated in the three-year pilot program found that revitalizing old downtowns requires working in four directions to help create an integrated approach to the problems and opportunities in the area (Smith K., Bloom J., n.d.). The first main idea of the approach is the balanced use of four points: organization, promotion, design, and economic vitality. The second important aspect is that the community should create a strong coalition between the private and public sectors. Residents, business owners, and people working in or near the central business district could provide feedback on design ideas through workshops or public meetings. Finally, each community has to apply for a program according to their assets to create a unique approach to revitalize their main street (Robertson, 2014).



“Four Points” Approach

Source: <https://www.crt.state.la.us/Assets/OCD/hp/mainstreet/Resource-Page-Documents/A%20Comprehensive%20Guide%20to%20Community%20Transformation.pdf>

Currently, the Main Street Approach is the most widely used method for revitalizing small towns' downtowns in the United States of America. There are over 1,000 Main Street communities and 43 state Main Street programs across the United States. (Robertson, 2014).

In 2002 Kent A. Robertson conducted a study where he examined four cities that have applied the Main Street Approach to revitalize their downtowns. Analyzed cities were Downtown Tupelo (Mississippi), Downtown Cushing (Oklahoma), Heart of Danville (Kentucky), and Downtown St. Charles (Illinois). According to the

study, researched cities' programs did not utilize all four main street points equally as they intended to be. To the contrary, it shows that the most heavily-utilized component was a promotion (36.71%) while the other three were almost equal among each other - design (22.09%), organization (21.20%), and economic restructuring (19.87%) (Robertson, 2014).

ORGANIZATION

A strong organization is a foundation for building design, promotion, and economic restructuring of downtowns. The organization creates partnerships among the various groups who have a stake in the commercial district. The main goal of this point is to get everyone to work toward the same goals. To achieve the purpose of the organization, community volunteers and groups should decide three main aspects - mission statement, vision statement, and work plans (National Trust Main Street Center, 2009). Ideally, a full-time coordinator should be hired to ensure collaboration between groups involved in the revitalization process. The coordinator works “as a catalyst in bringing together downtown businesses, municipal government, building owners, service clubs, local organizations, and the media to form an action plan for downtown” (Heritage Canada Foundation, 2009). Involving various groups of stakeholders is essential to help the coordinator understand and analyze a local community through its strengths and opportunities to develop a sustainable vision for future actions.

MISSION STATEMENT

STATES WHO YOU ARE



VISION STATEMENT

TELLS WHERE YOU WANT TO GO



WORK PLANS

SHOW HOW TO GET THERE



In its book, National Trust Main Street Center (2009) provides a sample of Ripon, Wisconsin’s mission statement. After establishing a mission statement, the community will better understand what should be included in the work plan.

RIPON, WISCONSIN

The purpose of Ripon Main Street, Inc., is to enhance the quality of life for the citizens of Ripon, Wisconsin. Main Street will work with both the public and private sectors to restore the vitality once common in the downtown by enhancing our community identity and heritage, fostering a center of activity, and ensuring economic stability through concentrated efforts in organization, promotion, design, and business development.

PROMOTION

The main goal of promotion and marketing is to highlight the downtown as a lively and pleasant place to live, eat, shop, work, visit and play. The same as the organization part, promotion strategies are developed by the coordinator, local volunteers, and municipal staff (Heritage Canada Foundation, 2009). According to Walker (2009), “two of the most important ingredients in a downtown’s success are a density of people and diversity of uses.” Marketing and promotion programs should be focused on the “strengths and traditions of the community, collaborative advertising, retail promotional activity, special events, and marketing campaigns” that will attract tourists, local visitors, and commercial investors (Heritage Canada Foundation, 2009).

According to the Heritage Canada Foundation (2009), promotion strategies may include: socio-cultural activities, communications planning, developing tools (newsletters, tourism guides, walking tours, etc.), collective promotions, marketing campaigns, tourism, etc.

ECONOMIC RESTRUCTURING

According to Robertson (2004), economic restructuring is “necessary to help strengthen existing recruit new businesses to downtown, and, when appropriate, alter the retail and service mix.” The Main Street Approach’s goal is to increase the competitiveness of existing business owners and recruit new businesses and economic uses to respond to consumers’ needs (Heritage Canada Foundation, 2009). Transforming unutilized commercial space into economically viable space also helps increase the district’s economic efficiency (Heritage Canada Foundation, 2009).

To ensure economic success, it is essential to understand what kinds of offices, stores, apartments, and other uses are economically viable and a good fit into existing buildings structures and the community’s values (National Trust Main Street Center, 2009).

DESIGN

The design element's main intention is to enhance the physical appearance of the district's commercial core (Francis, 2010). Good design contributes to a strong economy, identity, character, and overall picture of the downtown (D'Aoust, 2016). Design for the historical main street should protect and enhance the downtown's historical character, adapt existing or otherwise host uses that attract people, maximize aesthetic quality, support pedestrian environment while accommodating automobiles, and create a diverse mixture of services and activities (Walker, 2009).

Creating walkable and pedestrian-friendly streets is an essential step in increasing economic viability and attracting people to the downtown. Parking should be carefully designed to respond to shop's visitors' convenience and not create danger and discomfort for pedestrians. To design the pleasant pedestrian experience, streetscapes should be furnished with "streetlights, benches, trash receptacles, newspaper racks, and bicycle racks" that respond both to the function and appearance of the downtown (D'Aoust, 2016). Another critical step is to assist

business owners in improving the physical appearance of their buildings. This could be achieved by providing support for any necessary repairs and maintenance (D'Aoust, 2016).

Below are some possible strategies that have been organized by D'Aoust (2016).

- *Focus on built form and identity: façade improvements, commercial signage, window displays, parking areas, street furniture, sidewalks, street lighting, street signage;*
- *Efficient renovation of buildings (using minimal resources);*
- *Restoration and rehabilitation of historic/heritage buildings;*
- *Appropriate use of planning, legislation, funding, and incentive programs;*
- *Provision of façade improvement grants and loans to assist businesses in improving the appearance of storefronts/buildings;*

- *Creation of pedestrian-friendly downtown with high densities and walk-by traffic for businesses;*
- *Installation of good maintenance practices;*
- *Enhancement of physical appearance of the commercial district and good general maintenance;*
- *Encouragement of appropriate new construction and infill design;*
- *Improvement of public realm;*
- *Encouragement of design submissions that enhance and reflect the area's identity (historic, heritage, using local materials and traditional motifs, grounded in archival research).*

Some design aspects that will be applied to this project will be discussed in more detail in the following chapters.



Example of building restoration based on its historical appearance

Source: Heritage Canada Foundation (2009)

CHAPTER III - CASE STUDIES

The following case studies are intended to help with finding what solutions have been used in previously successful main street revitalization projects. To organize and evaluate case studies three questions have been created:

- How did the design preserve historical value of place? How did the design apply adaptive reuse approach?



Santa Monica's Third Street Promenade
Photo credit: Kristina Sado

- How did the design resolve a problem with vehicular dominant downtown?
- What solutions have been used in a case study project to make main street more desirable and attractive to visit?



Historic Downtown Rawling, Wyoming
Source: Wyoming Business Council

SANTA MONICA'S THIRD STREET PROMENADE - PEDESTRIAN MALL

Project Name: Third Street Promenade

Location: A three-block stretch of 3rd Street, from Broadway to Wilshire Boulevard, Santa Monica, CA, USA

Area size: 500,000 square feet of retail space in six square blocks, including shops along 2nd and 4th streets

Date Designed: 1986-1989

Construction Completed: 1989

Construction Cost: \$10,000,000

Architect(s): Frank Gehry, ROMA Design Group

Client: Downtown Santa Monica Inc.

BACKGROUND

Third Street Promenade in Santa Monica is an example of success of revitalizing main street as an outdoor pedestrian shopping mall. The main street had several redesign efforts but the one that was designed in 1989 was the most successful one.



Third Street Promenade (2019)
Photo credit: Madeleine Pauker



Third Street Promenade
Photos courtesy of Downtown Santa Monica, Inc.

Third Street Promenade is located in Downtown Santa Monica. The length of the venue is approximately 0.4 miles long. With its mild climate and proximity to the Pacific Ocean Third Street Promenade is a popular destination for tourists. There are over 60 stores, about 25 restaurants and cafes. The area also has a lot of entertainment activities such as movie theaters, clubs, bars and venues for performances. Third Street Promenade has rich diversity of street artists and performers that attract a lot of people to the downtown (“ReStreets” n.d.).



Street performance on Third Street Promenade
Source: <https://streetperformersinla.wordpress.com/>

There is also the Downtown Santa Monica Farmer’s Markets that is held on Wednesday and Saturday.



Downtown Santa Monica Farmer’s Market
Source: santamonica.com

PRESERVATION OF HISTORICAL VALUE

Santa Monica's Third Street Promenade project did not set its main goal for the preservation of history. The downtown always had its original look of "American Main Street," consisting of tall brick buildings with glassed storefronts and authentic signage. Still, the local preservation movement started on March 24, 1976 ("Historic preservation - Community development department - City of Santa Monica," n.d.). According to the information from the community development department of Santa Monica, city staff works with the Landmarks Commission to:

- Designate Historic Resources at the local level;
- Maintain a comprehensive Historic Resources Inventory;
- Implement state guidelines regarding historic properties;
- Distribute information on Benefits & Tax Incentives for Landmarks;
- Review applications for Certificate of Appropriateness, Certificate of Administrative Approval, Certificate of Exemption, and Certificate of Economic Hardship.

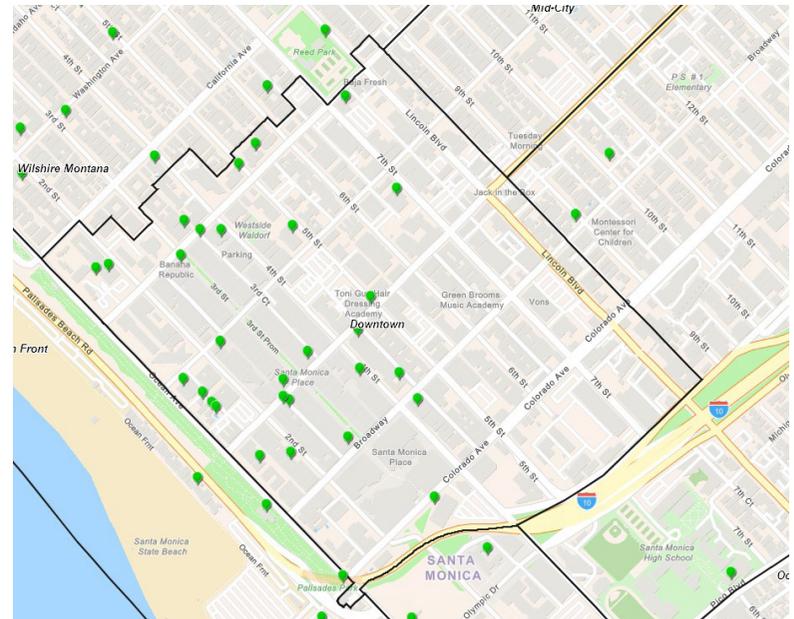


Edwin Building - one of the Santa Monica's Landmarks
Source: Santa Monica Conservancy

The City council and Landmark Commission set guidelines and classification for historical preservations. According to the explanation, "A historic resource may be a building, structure, site, object, district, or landscape that may be associated with historic events; associated with important historical persons; represent a rare type of historic property; or has architectural quality or importance" ("Historic preservation - Community development department - City of Santa Monica," n.d.).

All historical sources could be classified on Landmarks, Structures of Merit, and Historic Districts. Each one of these categories has a unique

way of preservation. For example, Landmarks have the highest level of individual historical or architectural significance and have the highest protection from alterations and demolition. At the same time, Structures of Merit have a more limited degree of individual significance and could be demolished with special permits (“Historic preservation - Community development department - City of Santa Monica,” n.d.). All historic resources are mapped and have historical information such as architect, architectural style, national register, designation information, and description. The critical point is that everyone could easily access the information regarding the historic preservation of Santa Monica to learn more about its heritage.



Interactive map showing all of the City Landmarks, Structures of Merit, and Historic Districts in Santa Monica's Downtown
Source: www.smgov.net

PEDESTRIAN ORIENTED DOWNTOWN

The first downtown redesign attempt took place in the 1960s. At that time, 3rd Street of Santa Monica was redesigned as an outdoor shopping mall, and the street was completely closed for cars. However, due to a lot of reasons, the outdoor shopping mall became a failure. Space that was created was inconvenient for outdoor shopping, most of the businesses closed at 5 PM, and the complexity of design elements even made downtown a dangerous place to stay. So, in 1986 city council decided to try another attempt to revitalize Santa Monica's downtown once again. The main concept of a new design was the establishment of an "assortment of outdoor eateries" (Pojani, 2008). For creating a well-designed space for outdoor eating, the sidewalks should be wide enough. So the new solution for the downtown was 30 feet wide sidewalks and 20 feet wide roads (Pojani, 2008). Also, other improvements were made to enhance the pedestrian experience of the downtown and make the street more human-scaled. "Palm and jacaranda trees were planted along the street, lighting was improved, wrought-iron benches and trash receptacles

were placed around, and plazas were built at each end of three blocks, containing fountains and topiary dinosaurs" (Pojani, 2008). Pavilions were placed in the middle of the street to create a more narrow and filled space (Pojani, 2008).



Topiary dinosaurs at the entrance plaza of the promenade
Source: Santa Monica's third street promenade: The failure and resurgence of a downtown pedestrian mall. Pojani, 2008.

To create a safe place for pedestrians but also keep accessibility for businesses, removable traffic barriers were used to allow cars to access the main street from 4.30 PM to 10.00 AM at a maximum of 15 mph (Pojani, 2008). Learning from Santa Monica's experience, it is clear that full restriction of vehicle access to the downtown could lead to business failure. Especially when designing for American cities where people bounded to automobile way of transportation. Finding the alternative between convenient automobile accessibility and a safe and pleasant pedestrian experience is one of the keys to creating a successful design for downtown.



Santa Monica's pedestrian downtown
Source: Santa Monica's third street promenade: The failure and resurgence of a downtown pedestrian mall. Pojani, 2008.

STRATEGIES FOR ATTRACTING VISITORS

Previous discussions about pedestrian and car accessibility and historical preservation showed how significant these changes are and their effect on downtown. These strategies have a massive influence on attracting visitors to the downtown, either tourists or local people. In addition to these design changes, a clever public policy could be created. One of the policies that have been created could be described as, “the city of Santa Monica made it illegal to allow movie theaters to go anywhere but the downtown, specifically on Third Street” (Meares, 2020). The idea behind this policy is simple. If people want to see movies, they will have to go downtown. Another solution to attract people was to focus on outdoor dining and encourage street vendors to come downtown. Increased width of walkways makes it possible for pedestrians to enjoy outdoor dining and shop with convenience. In 1989, Third Street Promenade launched new parades, concerts, and fanfare (Poiani, 2008). A lot of activities and celebrations attract thousands of people, and that makes downtown to be vibrant and alive.



Santa Monica High School Band at the 3rd St. Promenade 25 years celebration
Photo credit: Daniel Larios



The city's first celebration of the LGBTQ community -
“Miles of Pride” lighting installation
Source: Downtown Sanra Monica

CASE STUDY TAKEAWAYS

Even though Santa Monica has different kind of downtown and bigger population, it still was chosen as a case study for this project. Santa Monica shows design decisions that work and could be applicable basically for most of downtowns across America. Solution that could be applied for Kuna include increased width of walkways, partially car accessible main street, designed street furniture and signage, mixed-use businesses and buildings, strategies to keep important destinations only in the downtown area. Santa Monica's downtown project also shows that easily accessible downtowns are successful downtowns. In the case study it was found that wide range of activities and festivals can attract population of a town as well as tourists. These decisions partially or fully will be considered and applied on the design of downtown Kuna.



Santa Monica's Main Street
Source: Google

DOWNTOWN PLAN - RAWLINS, WYOMING

Project Name: Rawlins Downtown Plan

Location: An area bounded by Sixth Street to the west, Second Street to the east, Front Street to the South, and Pine Street to the north

Date Designed: N/A

Construction Completed: N/A

Construction Cost: \$8.5 million since 2008

Architect(s): N/A



Downtown of Rawlins, WY
Source: Rawlins, WY - Official Website

The following case study is based on Rawlins Downtown Plan created by RDG Planning and Design in 2010. It is not a typical project that has been done in a specific period but more of guidelines that have been provided to improve Rawlins' downtown over time. All information is taken from Rawlins Downtown Plan if others are not cited.

BACKGROUND

Rawlins is a city in Carbon County, Wyoming, United States. The population was 9,259 at the 2010 census ("Rawlins, Wyoming," 2002). The town was founded in 1867. In the late 90s, Rawlins' downtown had a hard time with a vacancy rate of around 50 percent (The National Trust for Historic Preservation, 2015). In 1991 the city established Downtown Development Authority (DDA) (Rawlins, WY - Official Website). The Rawlins DDA adopted the Main Street Approach in February 2006 (Rawlins, WY - Official Website). The mission of this authority is "to foster a vibrant, revitalized, sustainable historic downtown that creates

an economic vitality while enhancing the quality of life for our community” (Rawlins, WY - Official Website). In 2015 the National Main Street Center announced that Rawlins was chosen as a 2015 Great American Main Street Award winner (The National Trust for Historic Preservation, 2015). This award recognizes the country’s best examples of comprehensive commercial district revitalization (The National Trust for Historic Preservation, 2015). In 2015 Rawlins, Wyoming was a hot spot for small businesses, western heritage, and entertainment (The National Trust for Historic Preservation, 2015). In 2015, the downtown building vacancy rate was around 10 %, which significantly decreased compared to the late 90s (The National Trust for Historic Preservation, 2015).



Rawlins Main Street
Source: Wyoming Arts Council



Local art in Rawlins
Source: Google

ADAPTIVE REUSE APPROACH

Rawlins Development Plan demonstrates great varieties of transforming unutilized spaces into new destinations.

Winter Garden. Rawlins has cold winters, and most people prefer to stay indoors during those times. To create an attraction even during cold seasons, the idea of a winter garden has been proposed. There are small parking lots within the open shell of the stores' original building footprint. The proposed design utilizes kalwall to enclose the roof and create a greenhouse that will attract visitors all year round. The idea has not been implemented yet.

Upper-story residential rehabilitation. Housing is an essential element for downtown revitalization to create mixed-use areas and 24-hours occupancy. Two buildings have been selected to fill them with apartments. One is the former hotel (Daley Building). It would provide 14 apartments in the heart of the downtown. Another is the Ferguson building that could provide eight units. While proposing housing, considerations about parking lots for tenants should be made.

Excessive surface parking lot. The area near the Elks Lodge is a gravel parking lot. The proposal is to transform parking into a two-story sixteen units residential building, over parking. This covered parking could be used not only by tenants but other nearby visitors as well.



Vacant parking lot near Elks Lodge
Source: Google Earth

PEDESTRIAN ORIENTED DOWNTOWN

Rawlins' downtown redevelopment plan proposes different ways to enhance the pedestrian experience of the downtown. The first decision is to create many destinations around the downtown that will attract people to visit. Those destinations should provide different activities and entertainment. The downtown plan proposes to create a Depot Park for hosting events and festivals. This park also works as a transition between the railroad area and business center.

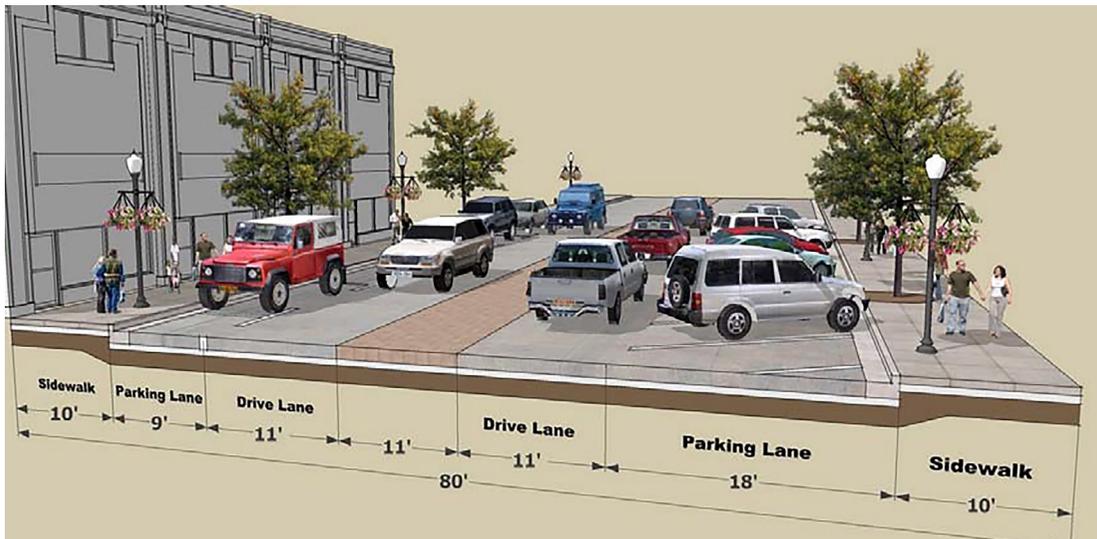
Another example is Depot Plaza, an outdoor space with pleasant landscape design and signs from which people could learn Rawlins and Union Pacific Railroad's history. Proposed Railside Greenway could work as a trail with lined trees and benches for visitors to observe passing trains or just walking. Other important considerations that apply to any downtown area are proper lighting, signages, seating, safe and convenient crosswalks, and design elements that increase the place's uniqueness (sculptures, murals, design of the street furniture). Special pavement for details (middle lane, crosswalk, etc.) could be made for emphasizing and creating a more attractive look.



Rawlins hawk sculpture
Source: Wyoming Arts Council

It is essential to have broad enough sidewalks so people can gather or have a dining experience outside. Creating planted strip buffer and side parking provides a physical barrier between pedestrians and moving vehicles. In the Rawlins Downtown Plan, the decision was to redesign Main Street from 4-lanes to 3-lanes with a road with parallel parking on the left and angled parking on the right side. The width of drive lanes is 11' with 10' sidewalks. Similar dimensions could be applicable for Kuna's Main Street since it has similar street's width - 80'. However, Kuna's

buildings in the downtown mostly no taller than 1 story. To achieve better experience for pedestrians, the road could be narrowed to two lanes road with bulb-outs and partially restricted on-street parking.



Rawlins' Cedar Street proposed section
Source: Rawlins Downtown Plan

STRATEGIES FOR ATTRACTING VISITORS

Mainly the Rawlins Downtown Plan does not create a goal to become a tourist destination. Instead, the decisions focus on attracting and gather its own residents. The plan proposes a lot of destinations that can be visited at any time of the day or season to achieve it. As discussed before, the winter garden could attract people even when it is cold winter. After searching about current



Carbon County Museum in Rawlins
Source: Google

activities online, it is clear that Rawlins' entertainment focuses on local shops, outdoor recreation, and historical sites. There are a lot of museums showing the history and unique features of the town. Also, any other improvements that have been described previously (increased pedestrian safety, thoughtful designs, etc.) will attract people. The essential point is to design a multi-functional downtown that will have a great variety of activities.



Gifts and crafts shop in Rawlins
Source: Google

CASE STUDY TAKEAWAYS

Rawlins demonstrates a lot of solutions for improving the downtown. This case study is valuable because the condition is very similar to what is happening in Kuna. While there is not much historic preservation that could be done in Kuna, a lot of empty buildings could be reused to create new functions for the downtown. Such examples of adaptive reuse have been discussed earlier (for example, Winter Garden). Rawlins' downtown plan also describes the improvements of the sidewalks and a road. The road and sidewalk's

proposed width will increase safety and pleasant pedestrian experience while keeping stores readily accessible by a car. Another decision that could be applied for Kuna is creating signages that will help people navigate around the downtown. Signages and other elements like sculptures or small installations should have a similar design with easily recognizable features that will directly represent the place. These features could include the representation of local plants, animals, history, events or well-known people. To increase the downtown's visual attractiveness, different paving types could be used in the downtown to emphasize particular areas (crosswalk, central cross-section of the downtown).



Proposal for the main intersection in Rawlins
Source: Rawlins Downtown Plan

DESTINATION CALDWELL - CITY OF CALDWELL, IDAHO

Project Name: Destination Caldwell
Location: 7th and Main Street
Design Date: 2016-2017
Construction Date: 2017-2018
Construction Cost: \$7.3 million
Architect(s): GGLO, Inc.



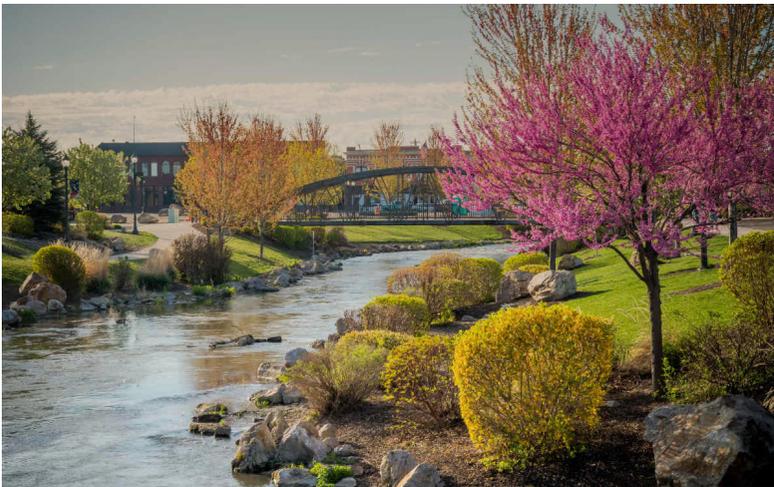
Downtown of Caldwell, ID
Source: Destination Caldwell

BACKGROUND

Caldwell is a city in Canyon County, Idaho, USA. The population of the town was 46,237 in 2010 (“Caldwell, Idaho,” 2002). “City of Caldwell nestled in the Treasure Valley, surrounded by the Owyhee, Weiser, and Boise mountain ranges. Indian tribes from the west coast, northern Idaho, and as far away as Colorado would come to the banks of the Boise River for annual trading fairs. European and Hawaiian explorers soon followed the paths left by Indians, and hopeful emigrants later forged the Oregon Trail to seek a better life in the Oregon Territory. During the Civil War, the discovery of gold in Idaho’s mountains brought a variety of new settlers into the area. Caldwell’s inception largely occurred as a result of the construction of the Oregon Short Line Railroad, which connected Wyoming to Oregon through Idaho” (Destination Caldwell, 2020).

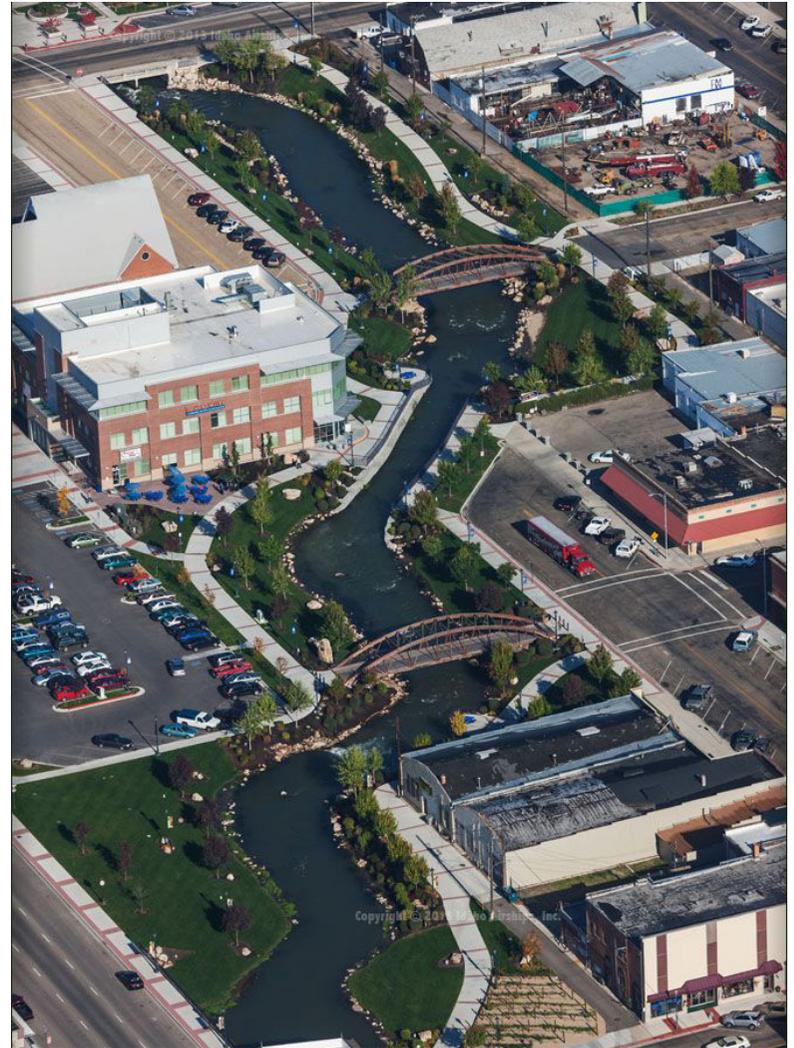
Downtown Caldwell remained an active downtown commercial district in Treasure Valley until commercial malls were built in neighboring cities in the 1980s. Beautiful Indian

Creek that runs through the downtown was encased in a tunnel and forgotten for decades. After an accident with a carwash that collapsed into the creek, many people worked to see that the creek could become an asset to revitalize downtown and make Caldwell a better place to live. Since 2002, the city of Caldwell “daylighted” much of the creek in the downtown and enhanced its beauty (Destination Caldwell, 2020).



Indian Creek after revitalization
Source: Visitsouthwestidaho.org.com

Downtown Caldwell had more changes that were made for the revitalization of the downtown. Some of them will be discussed later in this chapter.



Indian Creek from above
Source: Panoramio.com

PRESERVATION OF HISTORICAL VALUE AND ADAPTIVE REUSE

The City of Caldwell has several historical buildings that have been redesigned and reused to meet modern social needs. One of those projects is redesigning of Caldwell Train Depot. The building of the train depot that was built in 1906 and was awarded to the city in 1989 (Caldwell Urban Renewal Agency, n.d.). In 2002 using URA funding, the building has been repaired and restored to



Historical picture of Caldwell Railroad Depot
Source: elmorecountypress.com

become a gathering place within the downtown area (Caldwell Urban Renewal Agency, n.d.). Today, Caldwell Train Depot serves as an event center for the community. The streetcar and rail transportation history have been preserved to represent the importance of the railroad for future generations.



Caldwell Railroad Depot after the reconstruction
Source: abphotoservices.com

Another significant project for Caldwell is the revitalization of Indian Creek. In the 1940s' Indian Creek was covered with concrete to hide the creek's sight and smell and provide more space for business growth in the downtown (Caldwell Urban Renewal Agency, n.d.). And only in 2003, the planning has started to revitalize the creek. Today, it is a highly successful project that creates a strong association with the City of Caldwell. Currently, the look of the creek is natural and clean, which attracts many people into the downtown.



Indian Creek Plaza in summer
Credit: Brian Myrick

Newly designed area includes trails along the creek, different sculptures representing the history like a watermill. The performance stage, an ice rink, and interactive water fountains are located in the heart of Caldwell's downtown.



Ice rink of Indian Creek Plaza in Caldwell
Source: Indian Creek Plaza Facebook page

PEDESTRIAN ORIENTED DOWNTOWN

One of the essential improvements toward walkable downtown is the greenway along the Indian Creek. This place has continuous pathways and bikeways from one part of the downtown to another. Maintenance of the creek makes it is highly pleasurable walking experience with views of downtown and natural water features. Many benches are located along Indian Creek for people to gather or take a rest. Signs placed around Indian Creek provide historical information about surrounding areas which serves an educational purpose.



Walkways along Indian Creek
Source: City of Caldwell Official Website

Another improvement for pedestrians is the redesigning of sidewalks. Almost every sidewalk is planted with trees to create shade, has new pavement, and is furnished with benches and lights. Sidewalks are wide enough to make some space for outdoor dining or place goods from stores for selling. Also, buildings have no gaps in between, which creates a continuous pedestrian experience without feeling lost. Multiple bike racks and navigation signs could be found in the downtown. All these improvements make Caldwell's downtown safe and convenient for pedestrians and cyclists.



Caldwell - Main Street
Source: Google Earth

STRATEGIES FOR ATTRACTING VISITORS

All previously discussed changes affect how many visitors, local or tourists, could be attracted to Caldwell's downtown. A beautiful creek with walking trails and open public spaces with activities varying over the season is already a quite unique experience. Indian Creek Plaza provides an ice rink during cold seasons and interactive water features for summers. All these are enhanced by a stage for performances, many restaurants, outdoor seating areas, beautifully restored historical buildings, and a sense of an original American downtown. In addition, several historical buildings and museums could be discovered nearby. Currently, the City of Caldwell is working on creating more high-density housing and hotels for the downtown area to enhance viability and convenience for people.

In Caldwell, visitors can find a lot of events. These include:

- Tuesday's on the Creek. A musical event that is held each Tuesday where local musicians can perform their music.

- Farm to Fork Farmer's Market. As an agricultural town, it is a significant event for local farmers and visitors.
- Winter Wonderland. Every year, the City of Caldwell Street Department decorates Indian Creek in downtown Caldwell with a million lights.



Farmer's Market in Caldwell
Source: Indian Creek Plaza Official website

CASE STUDY TAKEAWAYS

Caldwell's revitalization project is a valuable case study because it is a neighbor city of Kuna. Analyzing Main Street of Caldwell gives a clear idea of what could be done with Kuna's Main Street to achieve at least the same success. Due to similar streetscape conditions, the same design could be applied to Kuna with minimal changes. The City of Caldwell also represents a great variety of events and open space, inspiring for creating similar activities in Kuna. Adopting events for different times of a season should be taken into account to keep downtown vibrant throughout the year.



Indian Creek Plaza and Festival Street: Summer Use
Source: GGLO Official Website



Indian Creek Plaza and Festival Street: Winter Use
Source: GGLO Official Website

CHAPTER IV - ANALYSIS

An essential component for any design process is an analysis of existing conditions. The following analysis helps to understand the growth of Kuna, buildings classification in the downtown, public destinations, and existing problems. This process is intended to show what town needs are. The regulations for city zones provide a range of possibilities and apply restrictions for proposed design decisions. The analysis of problem zones shows where the improvements are needed the most.

POPULATION

Kuna is located approximately 18 miles Southwest of downtown Boise, the State Capital (Figure 2). Nowadays, the town attracts a lot of residents with its affordable housing. The official website of Kuna states that “the Boise Metro’s cost of living is 91.4% of the national average for cost of living, and the cost of housing is 81.7% of the national average, with Kuna having one of the lowest housing costs in Ada County”. The low cost of living attracts many people to live here. The population of Kuna nearly tripled between

2000 and 2010; see Table 1. This rapid growth is evident with the comparison of two maps of the roads. One map shows the streets of Kuna in 1958 (Figure 3) and another of 2019 (Figure 4). Looking at Kuna’s boundary map, it is clear that the town expands toward the North and South. Suburban developments are being built in the northern part of the town. The southern side is mainly being used for agricultural needs (Figure 5).

Census	Pop.	%±
1920	366	—
1930	398	8.7%
1940	443	11.3%
1950	534	20.5%
1960	516	-3.4%
1970	593	14.9%
1980	1,767	198.0%
1990	1,955	10.6%
2000	5,382	175.3%
2010	15,210	182.6%
2019 (est.)	22,257 ^[3]	46.3%

U.S. Decennial Census^[7]

Table 1. Historical population of Kuna, Idaho
Source: Wikipedia (Kuna, Idaho)

LANDMARKS

Today, Kuna is the gateway town to the Snake River Birds of Prey National Conservation Area, which gives an opportunity for touristic activities. Besides that, there are some activities and places that make the town unique. One of those places calls Kuna Caves. These are lava tubes that were found south of Kuna. According to the information about Kuna Caves on Wikipedia, it has one publicly known entrance to the cave, an opening in the ground with a ladder (Wikipedia,

“Kuna Caves”, n.d.). The caves are about 50 feet (15 m) deep and run about a quarter-mile north and around 1,000 feet (300 m) south of the entrance. The cave has a logbook placed deep in the North for people to sign. Unfortunately, the caves are not maintained and might be dangerous. However, if the local government could support it, the caves could be an attraction point for exploring. Another popular place among the locals is the Initial Point. It is a summit located on the South of Kuna. The Initial Point is a climbing spot for people to explore local landscapes.



Figure 1. Location of Kuna Caves and the Initial Point

Source: Google Earth

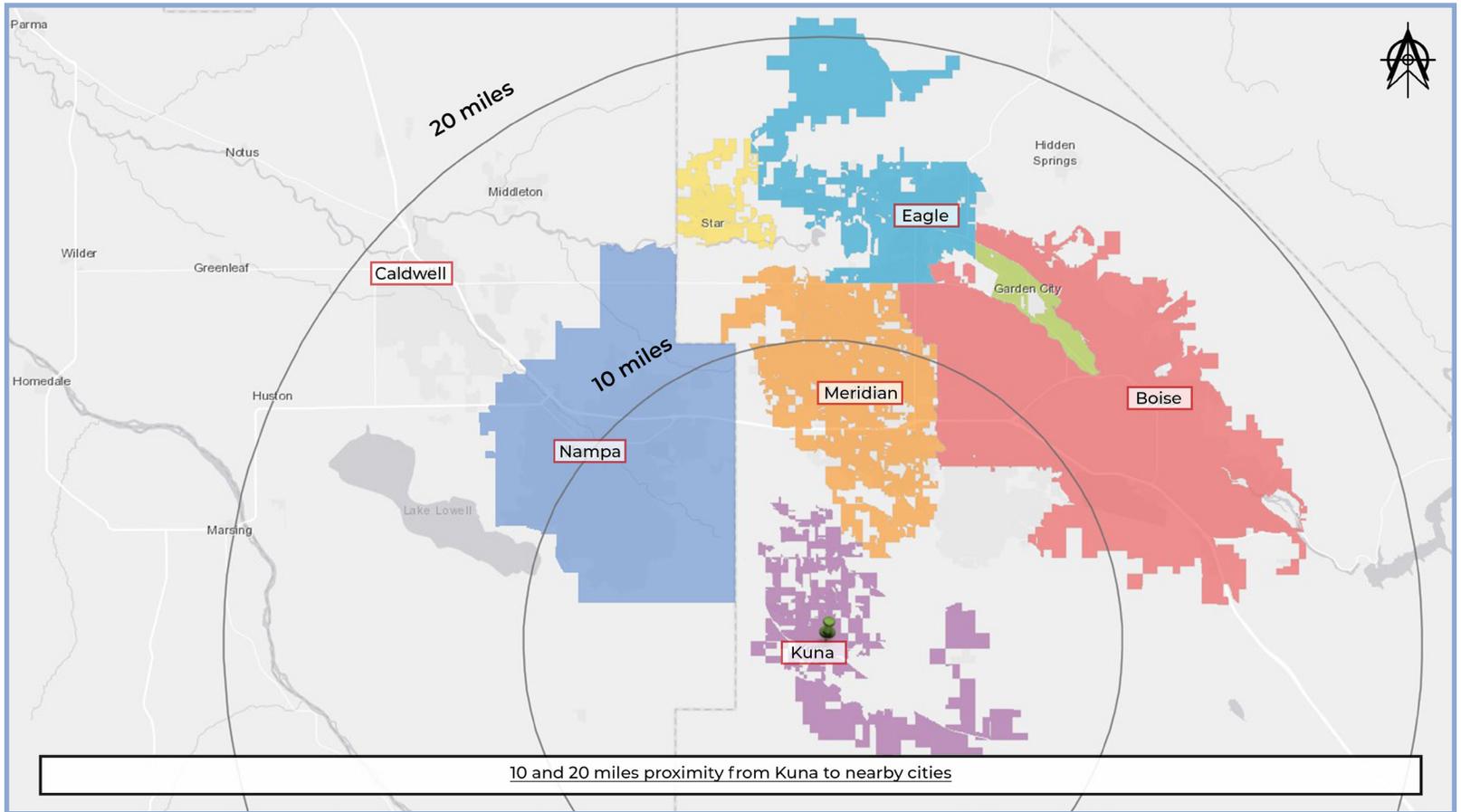


Figure 2. 10 and 20 miles proximity from Kuna to nearby cities

Kuna is being affected by larger nearby cities. The city is being filled with new low-density residential subdivisions while the historic core is looking more abandoned and underutilized. The goal is to design unique downtown that will benefit not only Kuna's residents but also attract visitors from Boise, Meridian, Nampa, and other cities around.

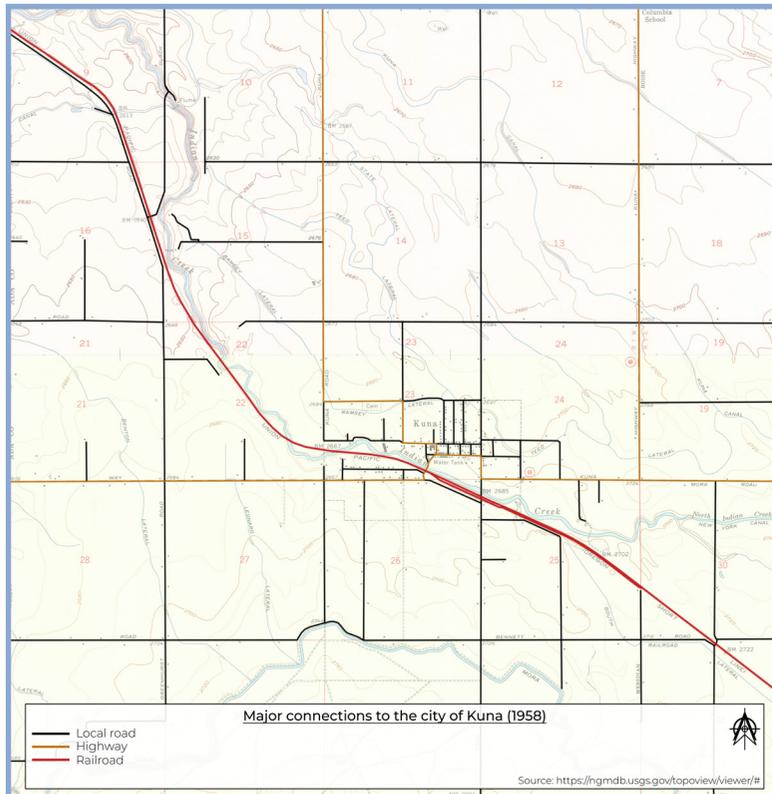


Figure 3. Major connections to the city of Kuna (1958)

MAJOR ROADS

Historically and nowadays, Idaho State Highway 69 passes through the downtown core of Kuna. While it provides some convenience for faster access to the city by vehicle, it has its cons. Any highway that is running through the downtown will increase vehicle speed and

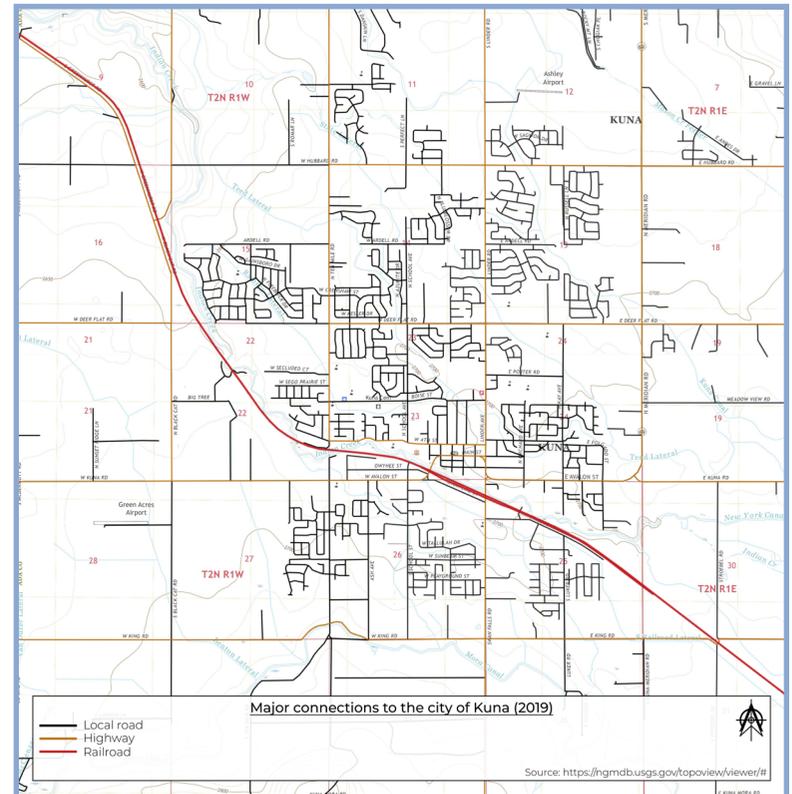


Figure 4. Major connections to the city of Kuna (2019)

decrease the safety of pedestrians. When people pass by in cars, they will likely not be attracted to the downtown or even notice it. To solve this issue, the highway might be relocated away from the downtown core. However, to help people notice the main street, clearly visible navigation signs and other attractive features associated with downtown must be placed.

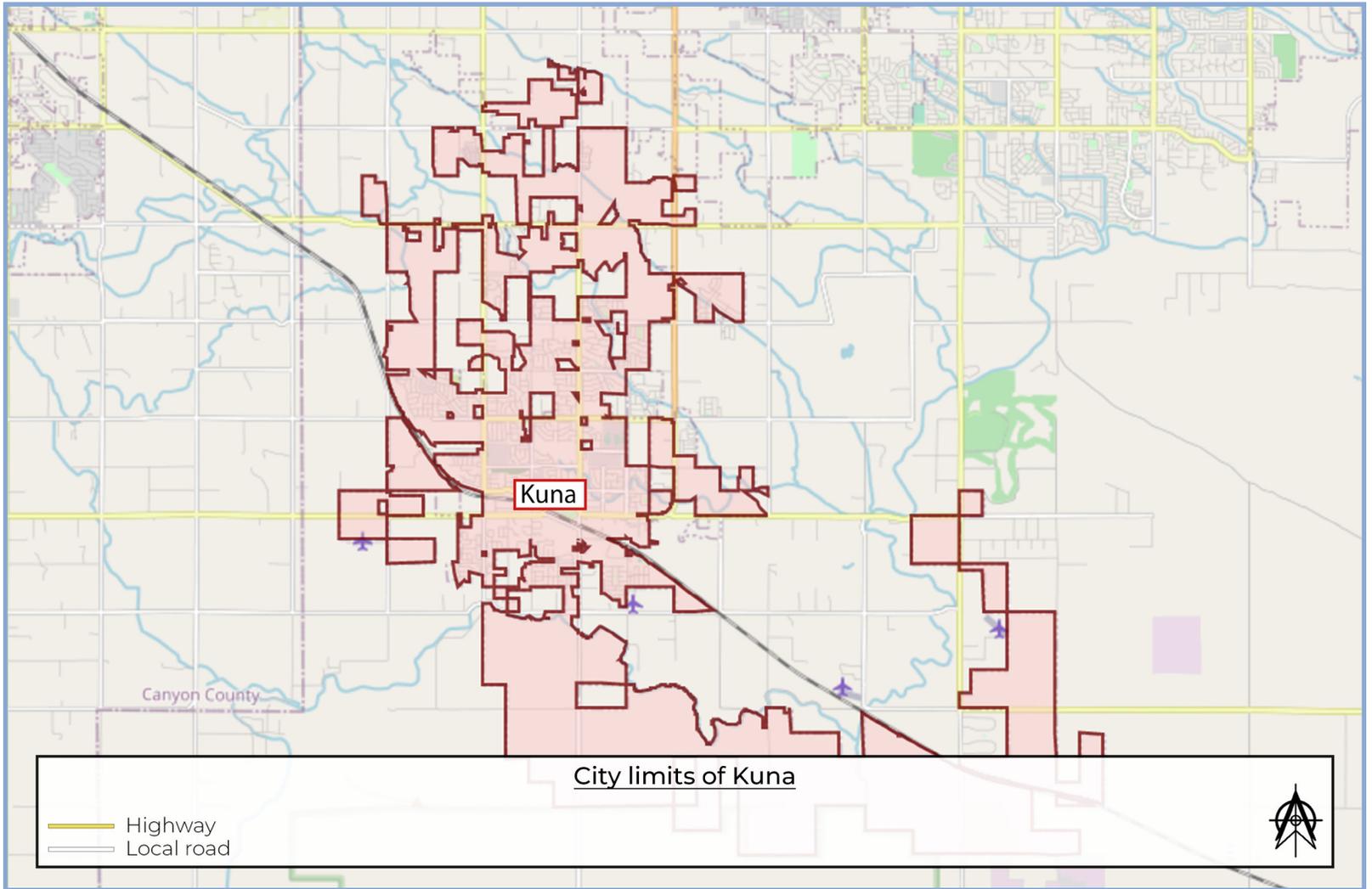


Figure 5. Kuna city limits

BUILDINGS CLASSIFICATION

Analyzing buildings typology shows that the most common businesses on the main street are commercial businesses. It could be an issue for small downtowns because these businesses (lawyer, retail, etc.) do not attract many visitors. To attract more people, local shops and restaurants should be present on the main street. However, it is important not only to attract people to these places but let them stay and spend time in the downtown. To achieve this, restaurants could have outdoor dining areas along the downtown or in pocket parks. Other local shops could bring some of their goods outside to attract customers and visitors. Providing outdoor gathering spaces will hold people and make the main street look active. The diversity of activities is crucial for success, so adding more destinations will be considered during the design process.

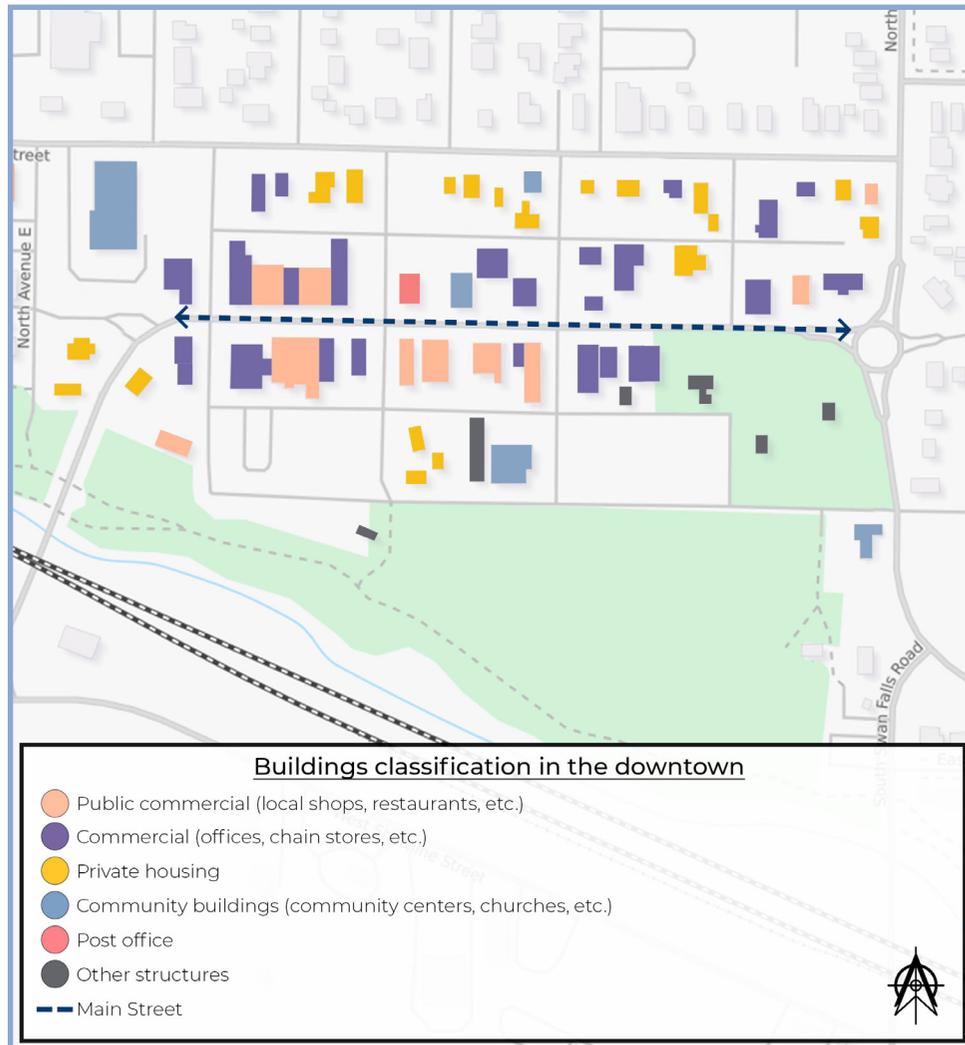
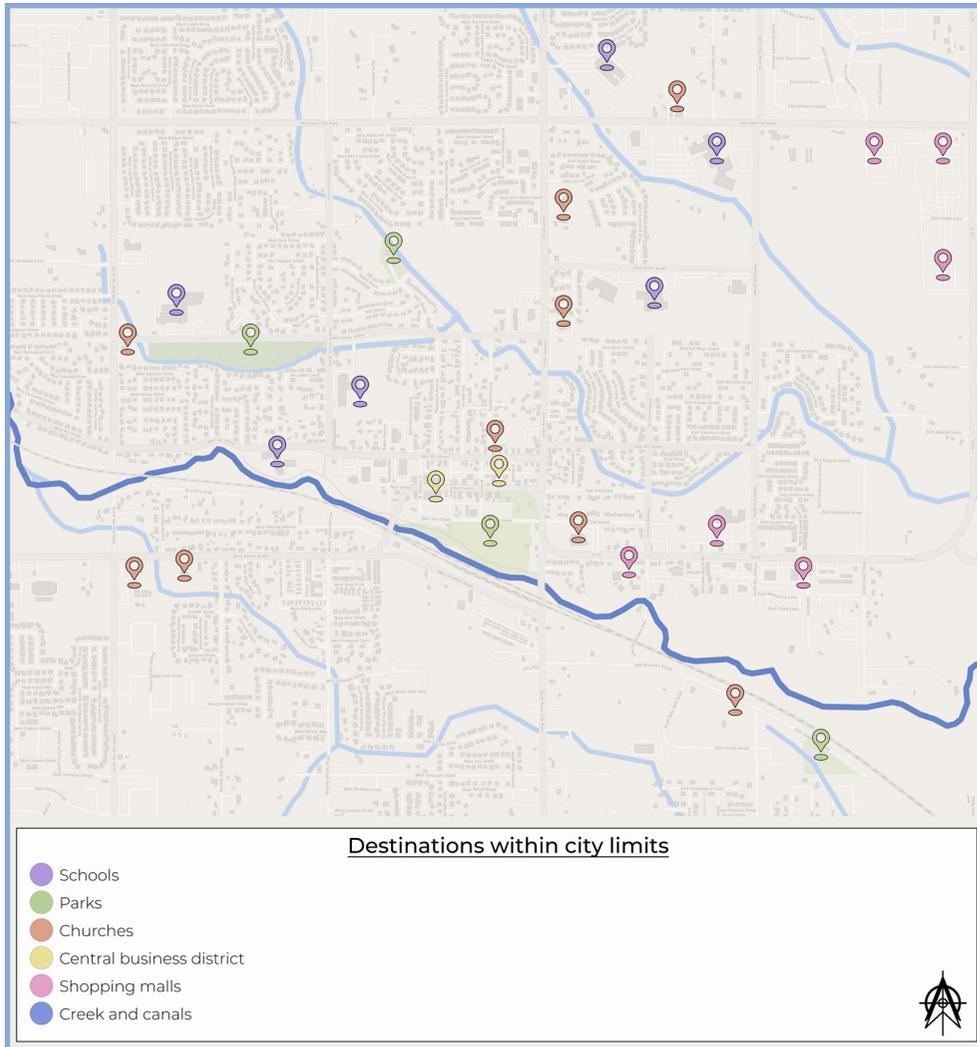


Figure 6. Buildings classification



PUBLIC DESTINATIONS

Analyzing public destinations helps to understand what kind of activities could be in demand for residents. In the case of Kuna, most public places outside of downtown are churches and schools. The town also has a new business district which mainly includes chain restaurants and shops. To attract people to go shopping in the historical downtown instead of shopping malls, the proposed design for the main street should create a unique space with unique destinations. The shops on Main Street should be easily accessible by cars but still, provide a comfortable and safe environment for pedestrians and cyclists. Promotion and navigation signs will help to redirect and attract visitors.

Figure 7. Public destinations within city limits

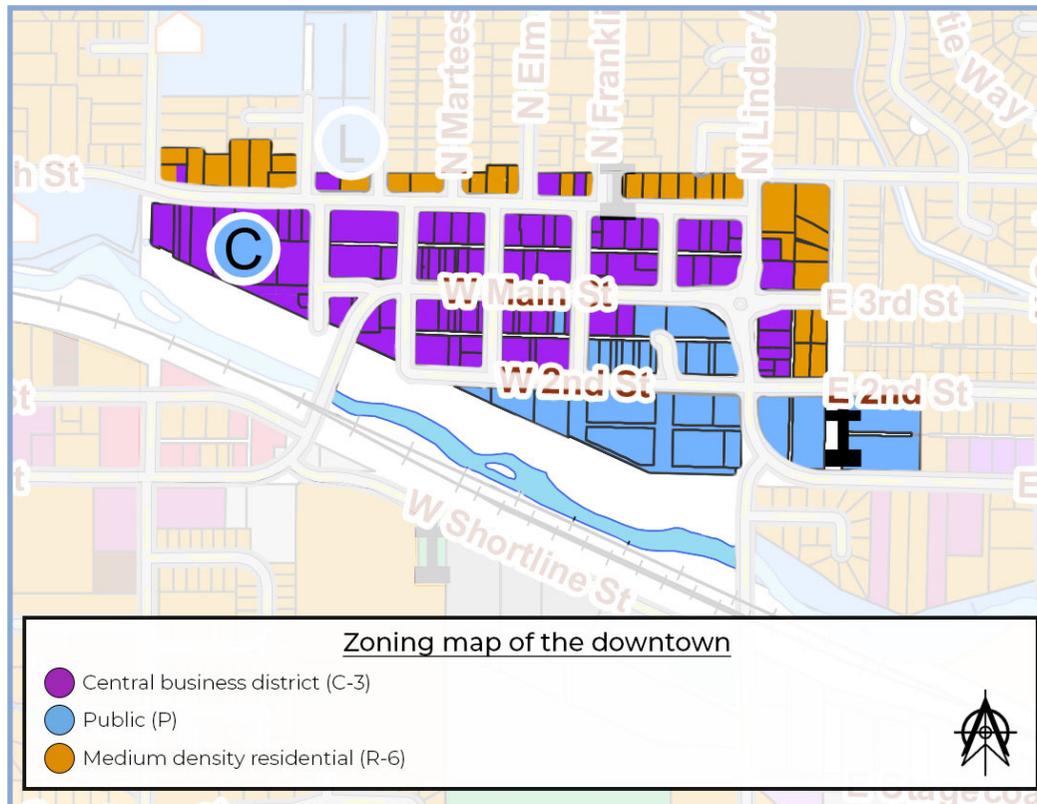


Figure 8. Zoning map of the downtown

ZONING

Service commercial district (C-3): The purpose of the C-3 district is to promote the development of more intensive larger scale

commercial use activities with the ability to directly access collector or arterial roadways. The district is also established to address the needs of large space users whose customers make frequent purchases. The activities of the service

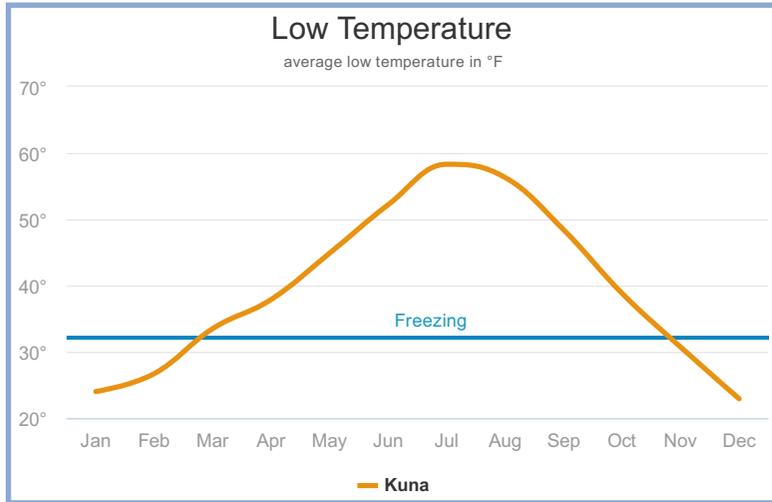


Figure 10. Low Temperature
Source: www.bestplaces.net

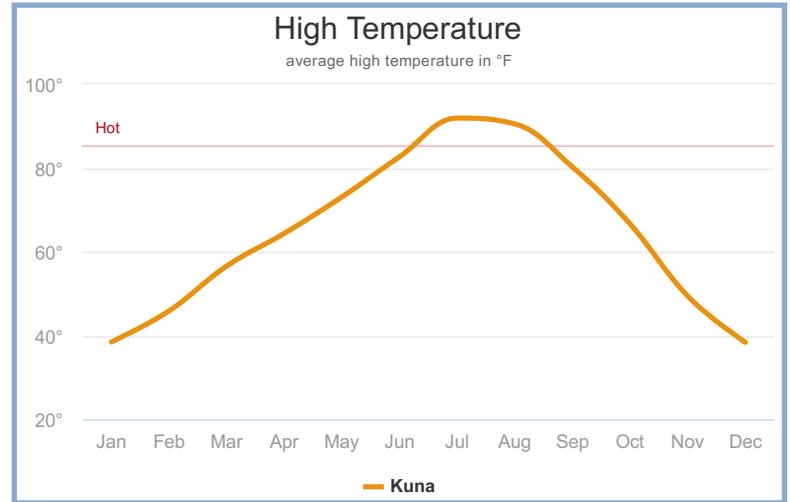


Figure 11. High Temperature
Source: www.bestplaces.net

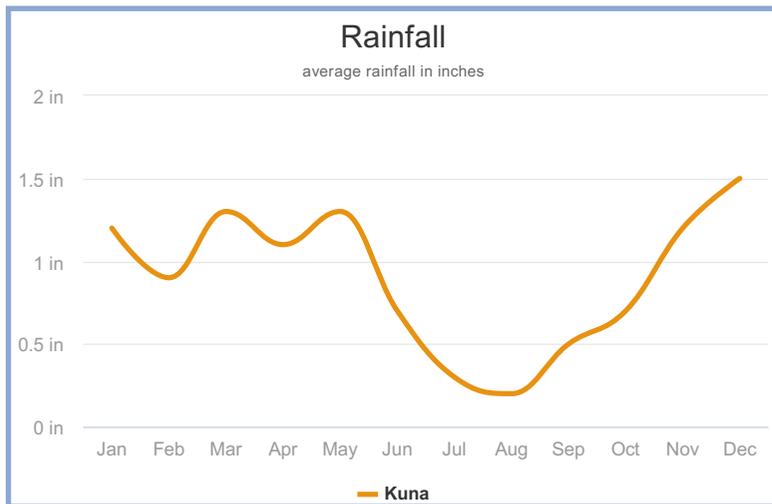


Figure 12. Rainfall
Source: www.bestplaces.net

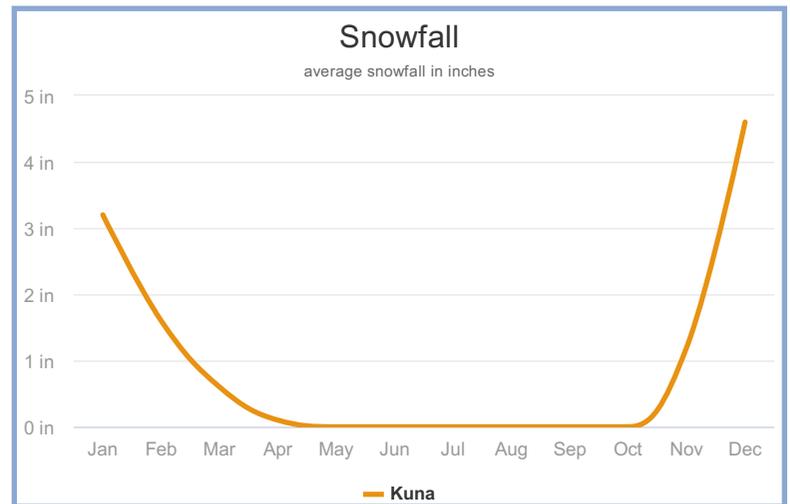


Figure 13. Snowfall
Source: www.bestplaces.net

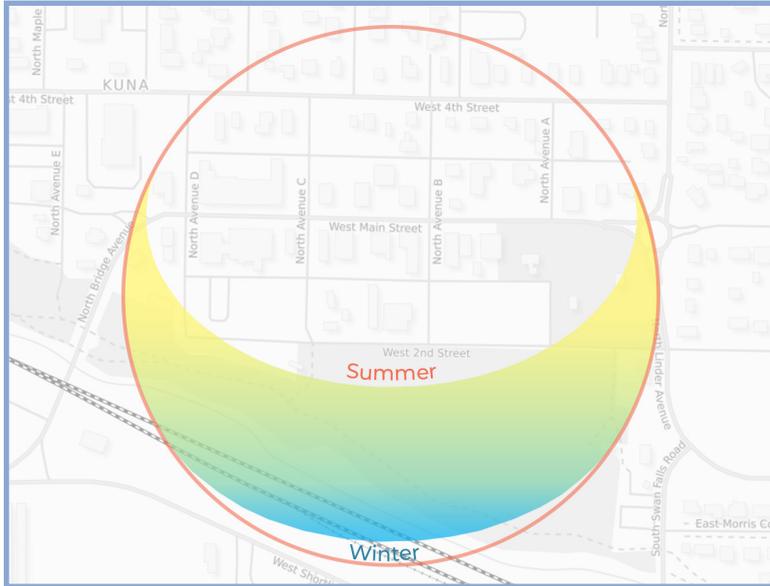


Figure 14. Sun data
Source: www.suncalc.org

CLIMATE AND SUN DATA

July is the hottest month for Kuna, with an average high temperature of 91.9°, which ranks it as one of the hottest places in Idaho. In Kuna, there are three comfortable months with high temperatures in the range of 70-85°. The most pleasant months of the year for Kuna are September, June, and May (Bestplaces.net “Kuna, Idaho climate,” n.d.). December has the coldest nighttime temperatures for Kuna, with an

average of 22.9°. This is warmer than most places in Idaho (Bestplaces.net “Kuna, Idaho climate,” n.d.). Since Kuna has freezing and hot days in both seasons, it is essential to plan activities and destinations that could be adaptable all year round. Considering covered and heated outdoor spaces is an option to fit these needs.

Kuna’s main street is running from east to west, so in summer, the north side of sidewalks will be the hottest places, while in winter, the south side of the street will be in the shade most of the time. To maximize the comfort for downtown visitors, heating and shading options should be planned.

After analyzing the climate in Kuna, it is clear that downtown’s design should be adaptable for any season. This will increase a pleasant experience for visitors and help downtown sustain and be vibrant during the whole year.

CURRENT CONDITIONS

After site visits and analyzing current conditions, several significant problems have been found. One of the major problems is the lack of pedestrian connectivity. Sidewalks are disconnected, which causes unpleasant walking experience and danger. People have to walk on the road because some blocks are missing sidewalks. It is essential to have a strong connection between blocks so people can move around the downtown. The figures below are showing where some of the sidewalks' disconnection occurs.



Figure 15. Sidewalks connectivity issue



Figure 16. Picture locations for Figure 15

Another issue that was found in Kuna's downtown is several unused or underused lots. These lots are either unmaintained surfaces or low-quality parking lots. Having the consistency of facades is an essential point because it creates a complete look for the main street. When there are no gaps between buildings, it is easier for pedestrians to navigate and have a better experience. It is not necessary to fill underutilized lots with buildings only. Other options like pocket parks or outdoor public places will enhance space as well. Displaying art installations and murals on walls between buildings will improve the area and attract people to gather. Figure 17 is showing pictures of underused lots on the main street.



Figure 17. Underutilized lots



Figure 18. Picture locations for Figure 17

Another two problematic locations on Main Street are the carwash and gas station. Self carwash service located at the east entrance of the main street. As the main gateway, this location is critical because it is the first thing people see when they enter downtown. So a big lot with not valuable carwash is not an excellent option for the downtown gateway. This area should be redesigned to create a good first impression for the town visitors. Figure 19 is showing the current picture of the carwash. The second problematic destination is the gas station. This lot is located in the very middle of the main street. A huge lot with typical structure destroys visual connectivity and brings an unpleasant pedestrian and visual experience. The lot should be redesigned with increased density to create visual continuity

between blocks. Figure 20 shows the existing conditions of the lot.



Figure 19. Carwash



Figure 20. Gas station

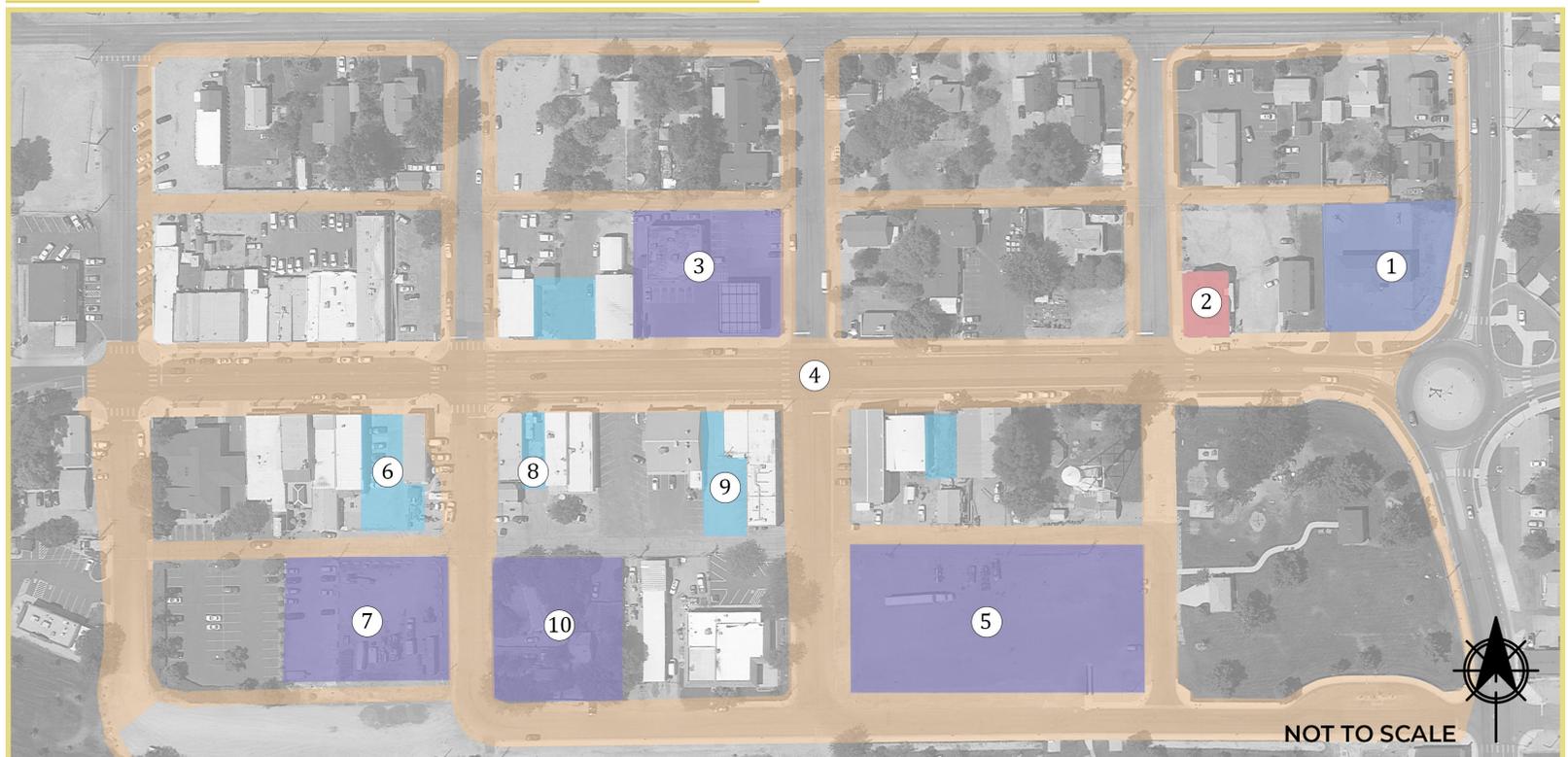
OUTCOMES

Based on the analysis, several issues were found that should be addressed in the design

- Increase number of unique destinations;
- Create activities that will be associated with the area;
- Redirect the highway to create a safe pedestrian environment;
- Fill underutilized lots to increase density and achieve visual continuity;
- Create consistency in materials and forms for better visual appearance;
- Design places that will be adaptable for different seasons.

CHAPTER V - DESIGN

PRELIMINARY CONCEPT



1 - COMMUNITY CENTER
2 - LOCAL STORE
3 - LOCAL BUSINESSES
4 - MAIN STREET REDESIGN

5 - AGRICULTURAL MACHINERY PARK
6 - WINTER GARDEN
7 - HOTEL
8 - OUTDOOR DINING

9 - OUTDOOR DINING WITH FOOD TRUCK
10 - TOWNHOMES

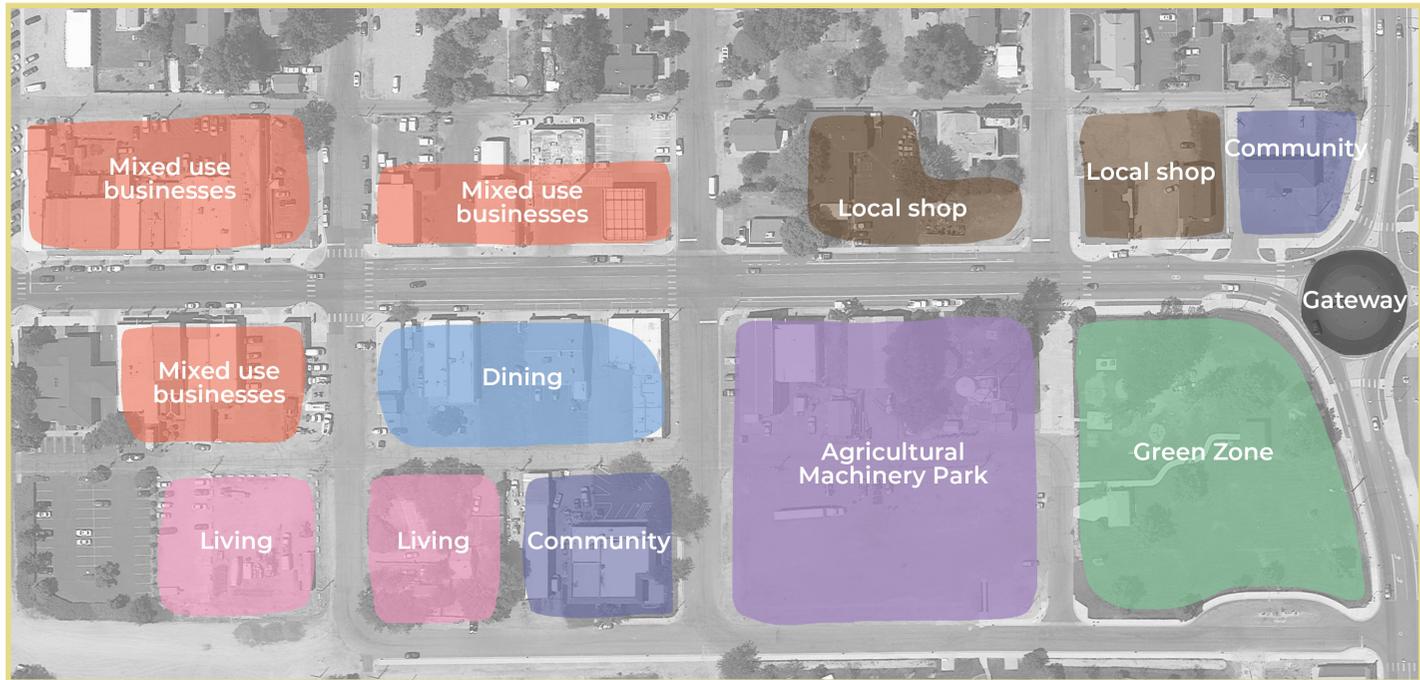


Figure 21. Schematic plan

This preliminary concept is trying to address major issues that were found during the analysis stage. The preliminary design attempts to enhance the visual appearance of the town and add more destinations. All roads and walkways around the downtown blocks will be redesigned to cre-

ate strong pedestrian connections and accessibility by cars. Problematic areas are now filled with more appropriate destinations. Machinery park intended to add more green space and provide a historical connection to the town's historical roots.

MASTER PLAN



1 - Sculpture/art representing Kuna
 2 - Community center
 3 - Shop with local goods
 4 - Gateway

5 - New business buildings
 6 - Green connector for parking
 7 - Winter Garden
 8 - Hotel
 9 - Townhome

10 - Outdoor dining
 11 - Outdoor dining
 12 - Connector for park
 13 - Festival road

This master plan represents the design that is trying to address Kuna's issues and create a vibrant downtown. The main entrance (1), located on the east side of the main street, has a roundabout, and it is a perfect place for local art. This local art should represent Kuna, so people have a strong association once they enter the downtown. Possible themes for Kuna could be birds since Kuna is the gateway city to the Snake River Birds of Prey National Conservation Area. Another topic could be agriculture, railroads, and rail trains. The final decision of art choice should be discussed with stakeholders.

The second area that people will see is carwash (2). In the proposal, this carwash is totally removed, and a new community center has been built. In this community center, people can find information about Kuna, learn the history of the place, have exhibits, and plan activities.

A building (3) located near the community center is currently not occupied. The proposed function for this area is local art or craft store with parking on the back. The neighbors building located

between the new community center and the new local store is an existing craft shop. Proposed parking will serve local shops and the community center. This destination has been chosen with the intention that people will be attracted by these stores when they will go to the community center.

A structure (4) located above the road is a visual gateway. A strong indication will help passing people to identify downtown and help them to navigate. The design of the gateway should fit the overall appearance of the town. The choice of design should be discussed with stakeholders, and a structure better to be made locally. Here are some possible examples of the design choice.



Figure 22. Existing gateways in Farmville, VA and Grandview, MO

The lot with the gas station (5) should be redesigned to create a more consistent main street. The new proposal is several business buildings that will fit existing conditions. More new business destinations will not only add more diversity in uses but also will fit better visually. The choice of businesses should be discussed with the stakeholder group, but ideally, it should be locally owned businesses. Any chain businesses are not recommended. For convenience, a big parking lot was added on the back of the business area.

Lot near Kuna's post office (6) redesigned to a pocket park that serves as a connector between parking lot and sidewalk. This lot should have shrubs and small trees to work as a filler between buildings. Walls of adjacent structures are perfect places for local murals and arts. On the northwest block of the main street, one parking lot was added to allow limitations for on-street parking.

Two lots on the southwest of the downtown have been redeveloped for hotel and townhomes. The decision to choose these destinations was made to increase the diversity of

uses. Since Kuna's existing buildings are mostly one-story buildings, residences on the second floors are impossible. So to add residents into downtown, townhomes were proposed as a solution. Currently, this lot has a single-family house in very unmaintained conditions. This residence looks unwelcoming and unpleasant.



Figure 23. Existing residence

Providing a new house or an apartment in new townhomes for these residents should be done if they will not be agreed to sell the lot. The proposed hotel and townhomes should be around four-story high to add more dimensions

to the downtown. These destinations should be popular residential areas since they are located in the walking proximity to many downtown stores and Kuna's Indian Creek Green Belt. The design of new buildings should fit the existing design scheme of the downtown. To choose a design, stakeholders should work with a professional architect to find the best fit.

The block with the proposed Agricultural Machinery Park is filled with car parts and car fixing businesses. Since Kuna has started and still being an agricultural community, the idea of the design was to enhance this personality. The businesses in this block could open up their gates while working so passing people would see the machinery parts creating process. This will add a more liveable look to the block while supporting the existing businesses. The proposed Agricultural Machinery Park is intended to connect local people to their roots. In the park, visitors will find agricultural machinery relics with information about how it was utilized. This will show people what tractors and agricultural equipment have been used by their grandparents. This destination is intended to add more uniqueness to the town and educate people.



Figure 24. Agricultural Machinery Park

Figure 24 is a rendering of how Agricultural Machinery Park could look like. The base for this rendering is a picture of a site in Manning Hausbarn Heritage Park located in Manning, IA.

The connectivity of the downtown was improved. All sidewalks now are connected to each other and have crosswalks where needed. An additional alley is added behind northern blocks. This alley is equipped with street lights and provides an additional connection between

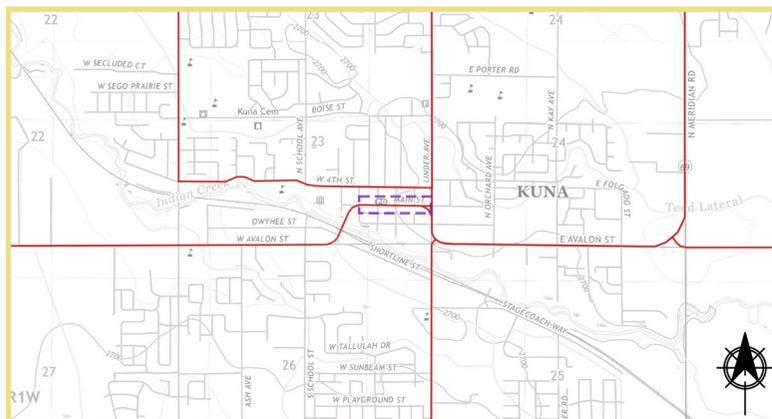


Figure 25. Before redirection



Figure 26. After redirection

blocks and parking. A small road on the east (13) is a festival road. This space aims to add a zone for holding smaller events (if using the main street is not necessary). The existing park adjacent to this road on the east side already provides public restrooms, a seating area, and potable water stations.

The final decision that is going to be discussed in this chapter is highway redirection. With the highway redirected off the main street, narrowing the road and widening the sidewalk could be easily done. Here are maps with highway routes before and after the proposal (Figure 26). After redirection, the highway is going either north or south of the main street. It is proposed to place signs that will navigate people either to the downtown or to the highway if they want to pass the town. With no highway in the downtown main street will have less unnecessary car traffic and oversized vehicles. This will increase pedestrian safety.

Other design decisions that have not been discussed are going to be explained in the following chapters in more detail.

STREETSCAPE REDESIGN



The streetscape redesign idea was to create space that will be appropriate for the human scale. The first issue that has been solved is the width of the road. The proposed width of the road is 25'. The middle lane was removed, and right now, it is two lanes road. Since the highway was redirected and most of the parking moved away from the main street, the car traffic should allow removal of the middle lane. Each lane is 12'6" and being shared

between cars and cyclists. Parallel on-street parking has been removed and substituted with 60 degree angled parking. People with disabilities only could use most on-street parking. Parking spaces are prohibited where possible public gathering spaces are located (in front of restaurants and bars). Those gathering spaces are also protected by bollards. Sidewalks are screened from parking by concrete planters.



Figure 27. Picture of Kuna's Main Street (comparison for section drawing)

Street lights are being located 40' on center to increase comfort and safety in the nighttime. The design of street lights should match the existing lights. Figure 29 is showing what street lights are currently being used in Kuna. The number of street trees is increased to add more shade and decrease the urban heat island effect. New sidewalks are 15' wide to allow free pedestrian flow and public gathering places.

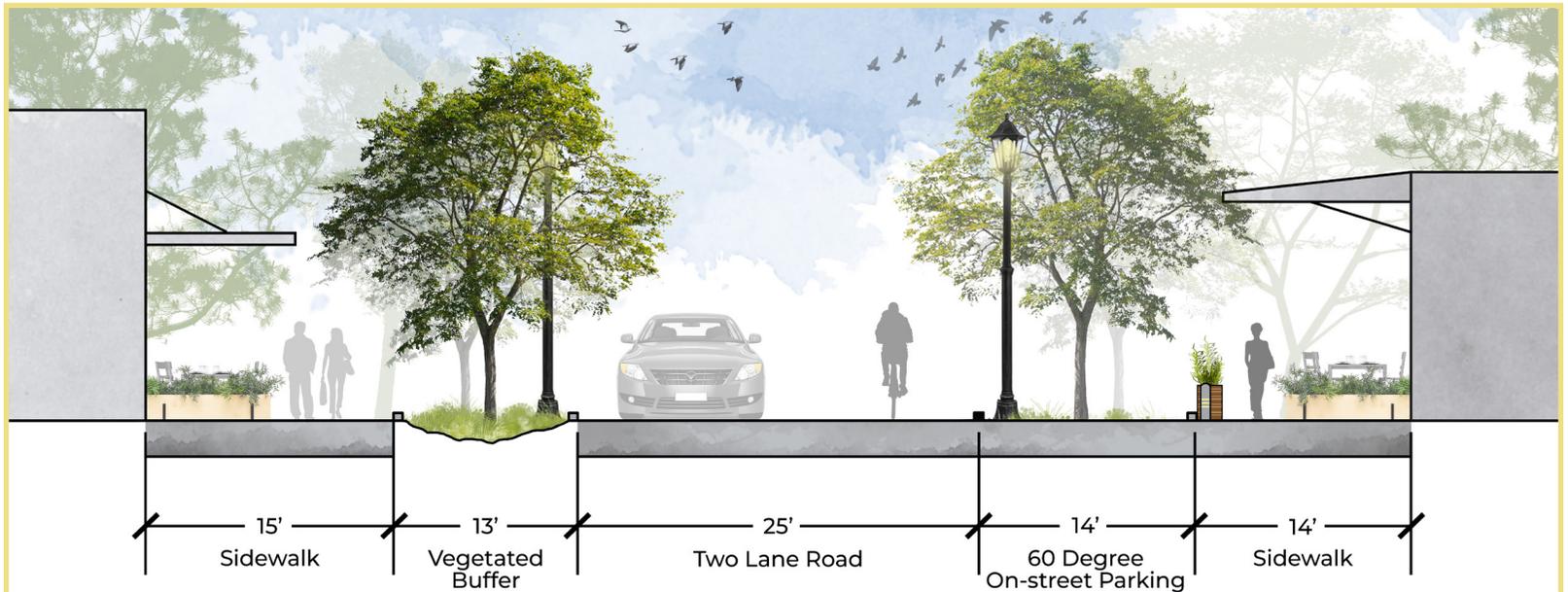


Figure 28. Section of proposed design



Figure 29. Street lights in Kuna

The proposed streetscape design also provides different pavement in the middle of road cross-sections. The suggested material is reddish color pavement bricks that will match the existing design of structures. Different materials in color and textures will enhance the quality of visual appearance and emphasize the space. All structures are suggested to have extensions that will partially cover the sidewalk. These elements will add shade and create a more human-scale environment. In winter, the sidewalks should be equipped with portable gas heaters. These heaters could be turned on either by business owners or visitors when needed. Signs should be placed to let people know that heaters could be operated. This will help people stay longer in the downtown even during cold seasons.

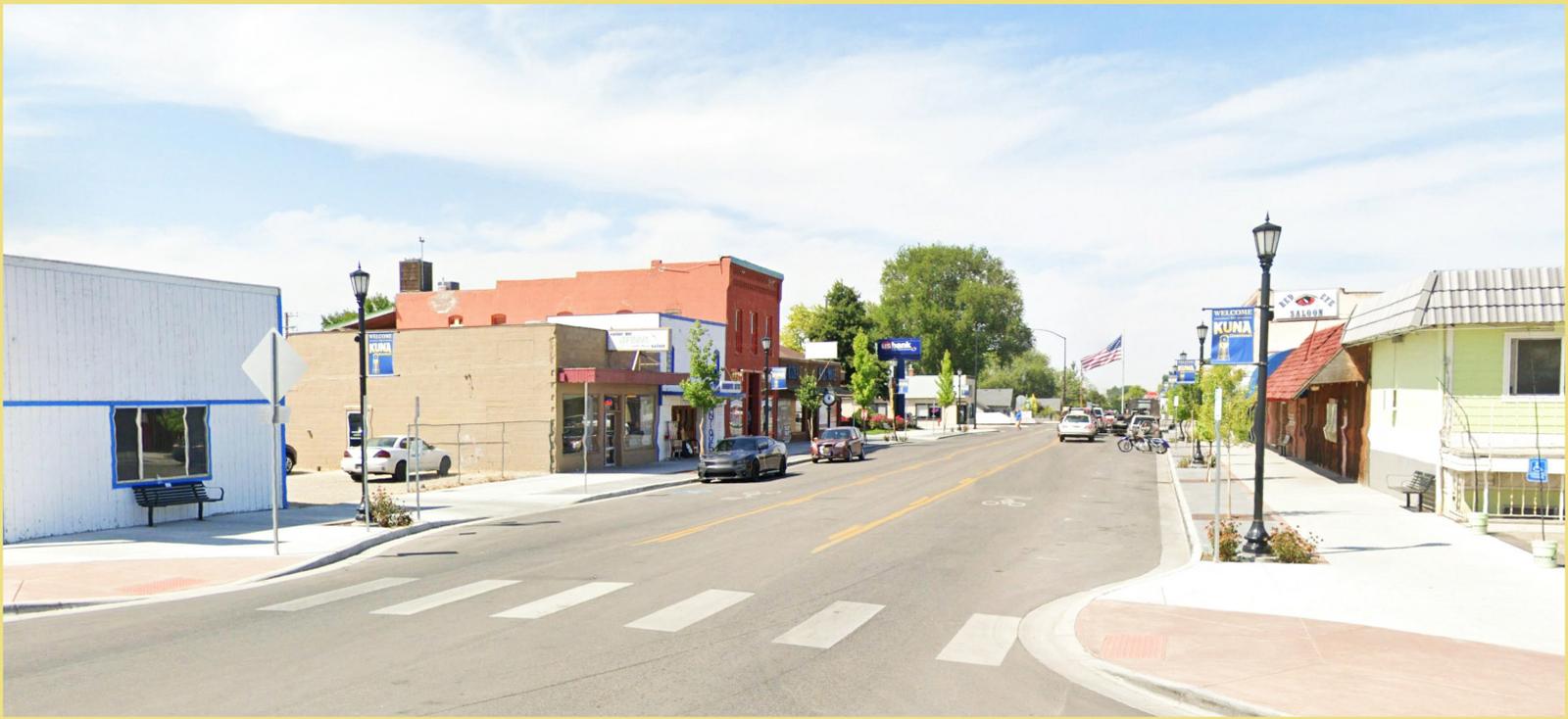


Figure 30. Existing streetscape (comparison for proposed design)



Figure 31. Streetscape design rendering

WINTER GARDEN



Winter Garden is located in the central historical core. Currently, this lot is being underused, and it serves as a parking lot for an existing salon. The lot is poorly maintained. Figure 32 is showing the existing conditions of this parking. A proposed design aims to create an outdoor public place that could be used in any season. Figure 33 is a rendering of a proposed

design. The main elements in this place are public seating, public bookshelves, and wooden or metal grid structure. The purpose of this structure is to connect two buildings to add more consistency to a block. The structure could be covered with plastic glass or similar material to create a greenhouse in the cold season. A gas heater could be installed in the winter to add more heat.



Figure 32. Current conditions of the lot



Figure 33. Winter Garden rendering

The Garden should be maintained well to keep plants green all year round. The design also proposes a public bookshelf for people to exchange and a seating area to read. In addition, different booklets and advertisements about city events could be placed here as a promotion. The design for benches should be discussed with stakeholders. One possibility is to design history-inspired benches. Faribault's historic downtown has a great example of how history could be implemented into benches, Figure 34. This design choice will educate people and make the downtown more unique. Blank walls of adjacent buildings are perfect spots for local art and murals. The possibilities of art displaying should be promoted among locals. Finally, the proposed Garden could be used as a connector between the main street and Kuna Green Belt.



Figure 34. Benches in historical downtown Faribault

OUTDOOR DINING



The main idea of this proposal is to create an outdoor dining area. Since the lot is located between two restaurants, this place is a perfect spot to bring tables outside. This proposed design has the same idea as the Winter Garden design. The dining area has a structure for shading and coverings, dining tables, potted plants, and places on the wall for displaying local arts. Creating the same wooden covering between the blocks should enhance continuity and consistency. The dining area should be equipped with heaters to

allow people to spend time outdoors in the cold weather. Having an outdoor dining area creates a more vibrant look for the main street. The suggested pavement is reddish brick pavement to match details from the intersections. Potted plants and local art installations should be placed to enhance and fill the space. Figure 35 is showing the rendering for outdoor dining design.



Figure 35. Outdoor dining rendering

CONCLUSION

This project is trying to find the best Main Street redevelopment principles to revitalize Kuna's downtown central business district. The research section of this project reveals that a well-designed main street consists of diverse destinations, accessibility, safety, promotion, and community organization. A well-designed downtown district increases the number of visitors and strengthens the economy. The main street should be inviting, vibrant, safe, and accessible for everyone. Parking should be located strategically for easier accessibility but not overfilling the main street. The main street should have residential buildings to keep it alive all the time. Analyzing case studies from the more urban environment to more local towns was a great way to create a range of possibilities. All case studies show that downtowns should be pedestrian-oriented and support local businesses.

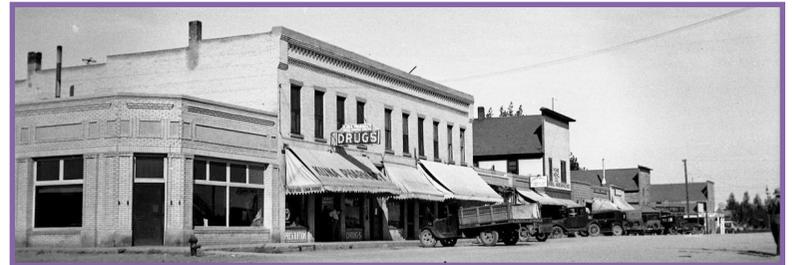
The case studies support strategies that were learned from the literature review. Successful revitalized downtowns prove that well-designed main streets have the same importance as a community organization, promotion, and

economic restructuring. Stakeholders' meetings are crucial to create a desirable design for the community and manage downtown's assets.

This project aims to understand Kuna's opportunities and problems and create a design that will reflect the place and attract customers and business owners.

The final design of Kuna's main street redevelopment creates a downtown with strong pedestrian connectivity. The proposed functions for underutilized lots will create a vibrant main street with diverse destinations. Redirection of the highway and providing bollards, concrete planters, trees, and street lights increase the safety and enhance the visual appearance. Agricultural Machinery Park connects the community to its historical roots and educates people. Winter Garden and the outdoor dining areas are spaces that are highly adaptable for different seasons. The additional research could be done to understand Kuna's assets in more depth. This could be done by interviewing and surveying local people and

business owners. While Kuna's downtown has its chance for revitalization, the stakeholder groups should be organized and work together to create a vibrant downtown that will be an attraction and economic driver for Kuna's community.



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