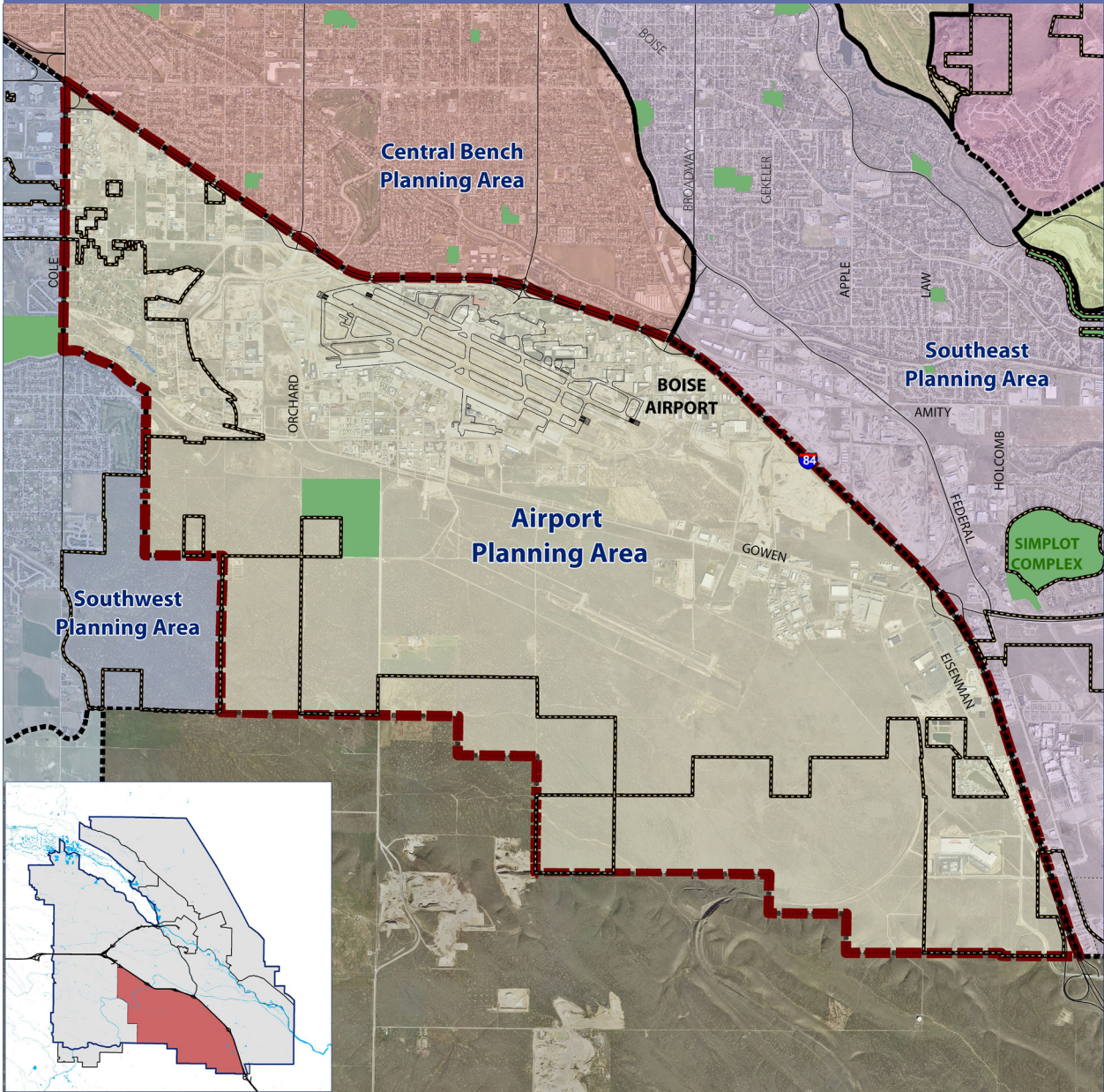


Airport Planning Area



LOCATION AND CONTEXT

The Airport Planning Area (“Airport area”) is a key part of Boise’s economy and transportation network; it features a multi-purpose airport, rail lines, and interstate highway access. The Union Pacific Rail lines are located in the southeast and northeast corner of the Airport area near Interstate I-84. Land uses within the Airport area are primarily transportation-related or industrial in nature. Only a very small portion of Boise households live in the Airport area; however, a substantial portion of the city’s workforce is employed in the area.

The Boise Airport is a regional airport serving southwest Idaho, eastern Oregon, and northern Nevada, with commercial, general aviation, cargo, and military uses. It is served by two existing runways and a third runway currently used by the Idaho Air National Guard. The third runway is slated in the Airport Master Plan for conversion to commercial use by 2015. Gowen Field, located on the south side of the airport terminal is home to the Idaho Air National Guard and the Idaho Army National Guard. In addition to the military, another major federal user of the Boise Airport is the National Interagency Fire Center.



TRENDS AND KEY ISSUES

Growth Trends

- The Boise Airport is expected to expand in area as well as in the number of jobs.
- Over 1.6 million square feet of new industrial, office, and commercial space was added in the Airport area from 2000 to 2006—just over 13 percent of the total square footage added in Boise as a whole.

Employment

- Airport area jobs are projected to more than double by 2025, increasing from 11,248 in 2007 to 24,258 in 2025.

Development Constraints

- Future development potential in the Airport area is constrained by the Airport Influence Area Overlay District, which limit uses to those that are compatible with the safety concerns and noise created by air traffic.

Utilities

- The Chevron pipeline crosses the Airport area. An associated fuel distribution and storage facility is located northwest of Gowen Road and Production Avenue.

Location and Context (Continued)

The Boise Airport is a major economic driver for Boise and the region. Among the most important planning issues in Airport area is ensuring that future development is compatible with airport operations and that the airport has room to expand to meet future demand. Noise sensitivity, location, height, and the potential safety impacts associated with uses that involve the gathering of large groups of people are all important factors to consider when evaluating future development opportunities in the Airport area.

Demographic Profile

Population

Population: In 2010, the residential population of the Airport area was 901.
Median Age: Airport area residents are slightly older (37.9) than Boise residents.

Housing

Total Households: In 2010, the Airport area was home to 398 households. This accounts for less than one percent of Boise households.

Median Home Value: Median home value of \$193,382 in the Airport area is slightly lower than in Boise as a whole.

Tenancy: Most Airport area residents own their home (69.5 percent). Renters represent just 20.4 percent of Airport area households, while they represent 32.2 percent of Boise households.

Income

Median Household Income: In 2009, the median household income for Airport area residents was \$63,777, slightly higher than for Boise as a whole.

Employment

The Airport area functions as a major employment center for Boise and the region. The area is home to about 7.4 percent of all Boise jobs. Jobs are projected to more than double by 2025, increasing from 11,248 in 2007 to 24,258 in 2025.

Land Use Characteristics

Existing Land Use

- The Airport area contains 3,618 acres, or 5.1 percent of Boise's land area as a whole.
- Over a third, 32.9 percent or 1,192 acres, of the land in the Airport area is controlled by the Boise Airport.
- There are 355 vacant acres in the Airport area.
- Other major land uses in the Airport area are agricultural and grazing uses, (1,358 acres), public and semi-public uses (409 acres), industrial uses (173 acres), and commercial uses (91 acres). These uses include the Idaho Humane Society, the Valley Ride Bus Barn and Boise City Urban Forestry.
- The Airport area has just 41 acres in residential use, all of which is in single-family residential uses.

Parks and Recreation

There are no outdoor park properties in the Airport area, and one indoor recreation facility: Idaho Ice World. The facility is located off Interstate-84 and contains two regulation-sized ice rinks. The city offers organized recreation programs and public skate sessions at this facility.

Transportation

The Boise Airport serves as a major regional transportation hub for passenger air travel, air taxi, and air cargo and connects travelers to other ground transportation options including rental cars, taxis, hotel shuttles, and private bus service to regional recreation destinations.

Interstate-84 provides primary access to the Airport area; therefore, construction projects and delays on the interstate affect access to the airport. In addition, a railroad spur and docking area are located to the southeast of the airport terminal. There is currently one bus stop located at the airport and it is served by three different routes from the downtown transfer location.

COMPASS Community Choice Growth Projections, August 2007.

2010 Census Data for population and households.

COMPASS Development Monitoring Reports (2000-2007).

ESRI Business Analyst Report, Airport Planning Area (2009).



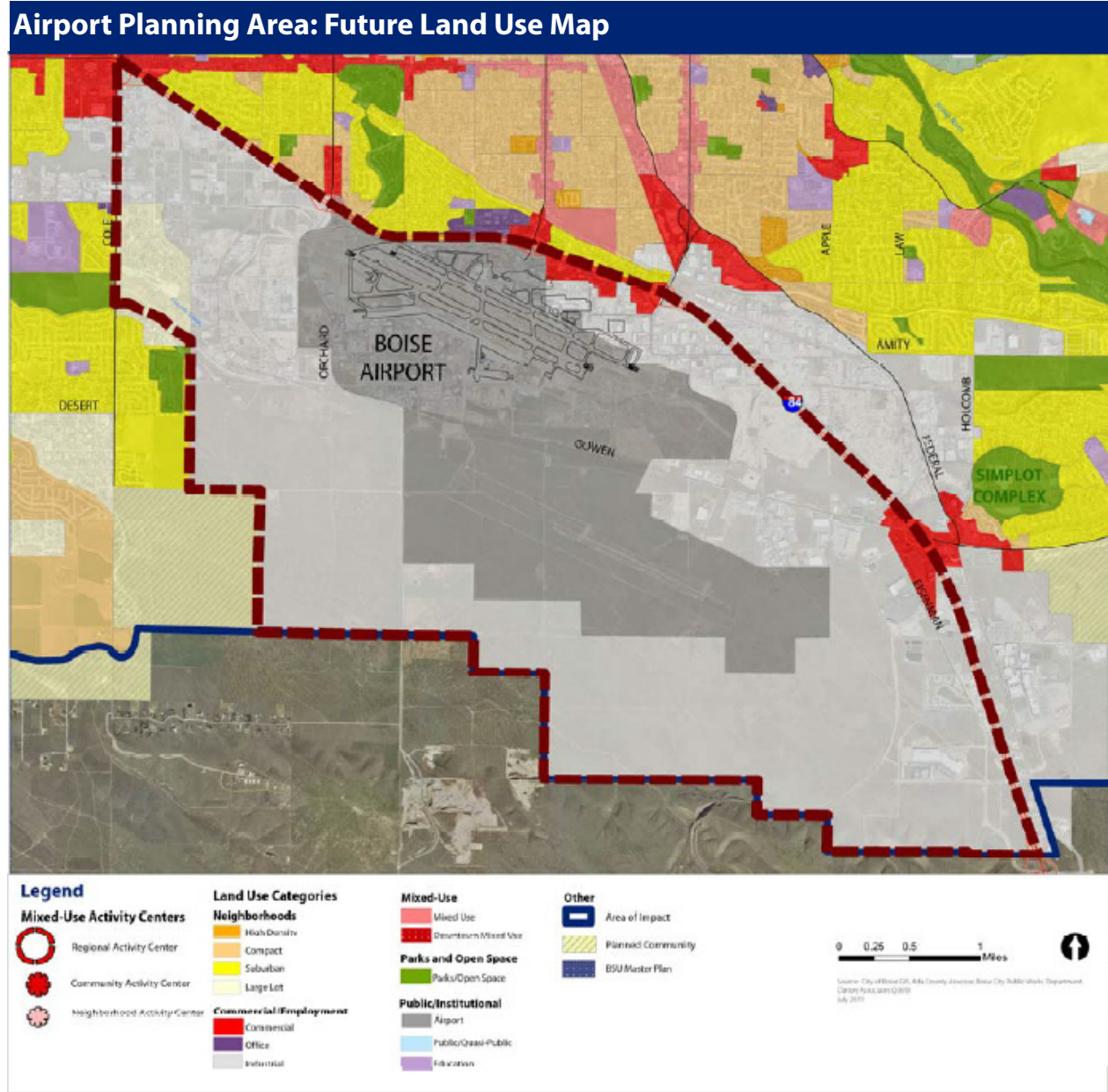
TRENDS AND KEY ISSUES

Transportation

- Most workers in the Airport area live elsewhere in the community. The average commute time for workers in 2000 was 19.3 minutes.
- Three ValleyRide public bus routes include a stop at the Boise Airport; however, industrial employment areas in the Airport area are not served by public transit.

Boise Airport Expansion

- Boise's Airport Terminal Building was expanded in 2003, increasing passenger service capacity.
- A third parallel runway was constructed south of Gowen Road in 1999. Currently, it is used exclusively by the military; however, in 2011, it will be available for public use. In addition, Boise's Airport Terminal Building was expanded in 2003, increasing passenger service capacity.
- An update to the *Airport Master Plan*, the *2009 Master Plan Update for Boise Airport* was published in the spring of 2009. It will guide runway extensions and the airport's ability to meet increases the number of passengers served.



AIRPORT POLICIES

Centers, Corridors, and Neighborhoods (AP-CCN)

Policies for this section reinforce the role of the Airport area as one of the city's major employment centers and promote development that is compatible with and compliments airport operations.

Goal AP-CCN 1: Promote compatible industrial and airport-related development.

AP-CCN 1.1: NOISE STANDARDS

Ensure all development within the Airport Influence Area complies with noise standards for development as outlined in Chapter 3 of this Comprehensive Plan.

AP-CCN 1.2: COMPATIBLE DEVELOPMENT

- (a) Accommodate a range of manufacturing and open-storage uses in industrial areas east, west, and south of the Boise Airport.
- (b) Encourage industrial and airport-related development south of the third runway in conjunction with the extension of Lake Hazel Road and Orchard Street and the construction of a secondary street network.

AP-CCN 1.3: INCOMPATIBLE DEVELOPMENT

Avoid encroachment from non-industrial uses, such as residential, to protect Boise Airport operations and minimize future conflicts.

AP-CCN 1.4: ACCESSORY RETAIL SERVICES

Limit commercial uses in areas designated for industrial to accessory retail services intended to serve employees within the same building and/or the immediate area.

AP-CCN 1.5: FUEL FARM

- (a) Protect existing pipeline, fuel storage, and terminal facilities within the Airport area.
- (b) Accommodate additional fuel storage and terminal facilities outside of the runway protection zone.

AP-CCN 1.6: LOW-INTENSITY RECREATIONAL USES

Allow for low-intensity recreational uses, such as golf courses with no water hazards, on industrially-designated lands south of the Boise Airport.

AP-CCN 1.7: RESIDENTIAL IN AIRPORT INFLUENCE AREA B AND C

Allow new subdivisions in accordance with base zone standards, but prohibit higher density rezones, conditional use permits for higher density, and accessory dwelling units. This policy applies to parcels within Airport Influence Area B and C with base zones that allow residential development and are designated as residential on the Future Land Use Map. Where residential development is allowed in accordance with the base zone standards, the sound level reduction and sound proofing requirements are the same as required for residential uses that are allowed in the B-1 zone.

Goal AP-CCN 2: Promote regional retail uses adjacent to the airport and I-84.

AP-CCN 2.1: REGIONAL RETAIL

Support a range of regional retail services associated with air and interstate travel, such as hotels and motels, restaurants, parcel delivery services, car rentals and related uses between the Vista and Broadway interchanges.

AIRPORT POLICIES

Connectivity (AP-C)

Policies for connectivity focus on identifying development opportunities compatible with a regional transportation hub and ensuring there are reliable transit options for people traveling to the Airport area.

Goal AP-C 1: Ensure that the Airport area has a high degree of accessibility from all modes of transportation.

AP-C 1.1: LAKE HAZEL ROAD/GOWEN RELOCATION

- (a) The Lake Hazel/Gowen Relocation Alignment Study Report is adopted by reference.
- (b) Support construction of the new Lake Hazel Road and a new secondary roadway network, and access management policies, consistent with the study's recommendations.

AP-C 1.2: ORCHARD STREET ALIGNMENT/EXTENSION

Support the construction of a new alignment of Orchard Street, beginning south of the New York Canal, to connect to Lake Hazel Road and the inclusion of pedestrian and bicycle facilities in the Orchard Street Extension.

AP-C 1.3: TRANSIT

Stimulate alternative forms of transit to and from the airport and encourage transit ridership at the Boise Airport.

AP-C 1.4: RAIL CORRIDOR

Use the city-owned rail corridor for existing freight needs and plan for its use as future commuter rail, utilizing the city-owned railroad spur and loading dock located east of the Boise Airport terminal.

AP-C 1.5: NATIONAL GUARD TANK ROUTE

Protect the alignment of a National Guard tank route between the Boise Airport and National Guard training areas.

AP-C 1.6: I-84 EXPANSION/IMPROVEMENTS

- (a) Support the expansion of Interstate-84 along the boundary of the Airport area in order to enhance mobility throughout the Treasure Valley.
- (b) Study the viability of a new interchange or underpass of I-84 at Amity Road.

AIRPORT POLICIES

Public Services/Facilities (AP-PSF)

Policies for this section focus on the expansion of existing public services/facilities to meet future demand and on special design requirements necessary to maintain safe operations at the Boise Airport.

Goal AP-PSF 1: Accommodate expansion of airport operations over time.

AP-PSF 1.1: AIRPORT MASTER PLAN

Support the implementation of the *Airport Master Plan* as adopted by reference in Chapter 2 of this Comprehensive Plan.

Goal AP-PSF 2: Support safe airport operations.

AP-PSF 2.1: LANDSCAPE REGULATIONS

Review landscape regulations to ensure the requirements do not attract birds that would interfere with flight operations.

AP-PSF 2.3: STORM WATER FACILITIES

Plan storm water facilities to drain quickly to prevent attracting birds/waterfowl.

AP-PSF 2.4: SECURITY REQUIREMENTS

Recognize the need for special security requirements around airport-related uses.

Goal AP-PSF 3: Accommodate expansion of the Idaho National Guard operations over time.

AP-PSF 3.1: IDAHO NATIONAL GUARD OPERATIONS

Ensure that incompatible land use is minimized in the vicinity of Gowen Field in order to safeguard mission training requirements and military training areas.

AIRPORT POLICIES

Neighborhood Character(AP-NC)

Policies for this section focus on identifying potential opportunities for public art and design features, as well as areas for recreation and open space.

Goal AP-NC 1: Recognize the Boise Airport as a major gateway to Boise and the State of Idaho.

AP-NC 1.1: COMMUNITY GATEWAYS

- (a) Support the installation of landscaping and art installation at the Vista interchange to recognize its importance as a major gateway to Boise City.
- (b) Ensure development along the I-84 Corridor is consistent with the General Design Principles for Community Gateways as contained in Chapter 3.

AP-NC 1.2: CITY INVESTMENTS

Ensure city investments in public infrastructure on Boise Airport property are well-designed and attractive to create a favorable impression of Boise by visitors.

AP-NC 1.3: CULTURAL AMENITIES

Accommodate museums and other similar uses that are compatible with airport operations and that support aviation interests and education.

AP-NC 1.4: DESIGN REVIEW

Review applicability of design review to Boise Airport facilities.



AIRPORT POLICIES

Related Planning Documents

Three supplemental plans apply to the Airport area. These master plans will help guide future development in the Airport area.

Boise Airport Master Plan (2019 Update)

The Airport Master Plan recommends a long-term development plan involving all functional areas of the Airport, including runways and taxiways, passenger terminal, general aviation, support facilities, and ground access. A primary area of focus in this Master Plan recommends solutions to airfield issues at the Airport to include the removal and/or relocation of various taxiways, as well as threshold relocation and extension of Runway 10R-28L, along with associated lighting and instrumentation. The Plan identifies future requirements and recommended locations for passenger terminal facilities, as well as for future public parking and associated ground access facilities. The provision of facilities to support general aviation operations and tenants at the Airport is also included in the plan with locations for future hangar facilities identified. The Master Plan also expands upon current planning efforts on the southeast section of the Airport regarding the implementation of a consolidated cargo facility and an additional airline maintenance facility.

Boise Airport Updated Noise Exposure Maps and Noise Compatibility Program (2015)

The 2015 Airport Noise Exposure Maps and Noise Compatibility Program prescribes specific standards for measuring aircraft noise, estimating cumulative aircraft noise exposure using computer models, describing aircraft noise exposure (including instantaneous, single event and cumulative levels), coordinating Noise Compatibility Program (NCP) development with local land use officials and other interested parties, documenting the analytical process and development of the compatibility program, and outlines local and federal land use guidelines, as well as existing and future land uses, amongst other requirements.

Gateway East Urban Renewal Plan (2018)

The Gateway East Urban Renewal Plan provides a capital improvement program and funding plan for a portion of the eastern section of the Airport Planning Area. The Plan includes a list of public improvements and an Economic Feasibility Study which projects when funds from Tax Increment Financing within the district will be available to make those improvements. The Gateway East Plan implements Blueprint Boise and furthers the City's responsibility to plan for orderly growth, support economic stability and future development, and protect the Airport Influence Area.

