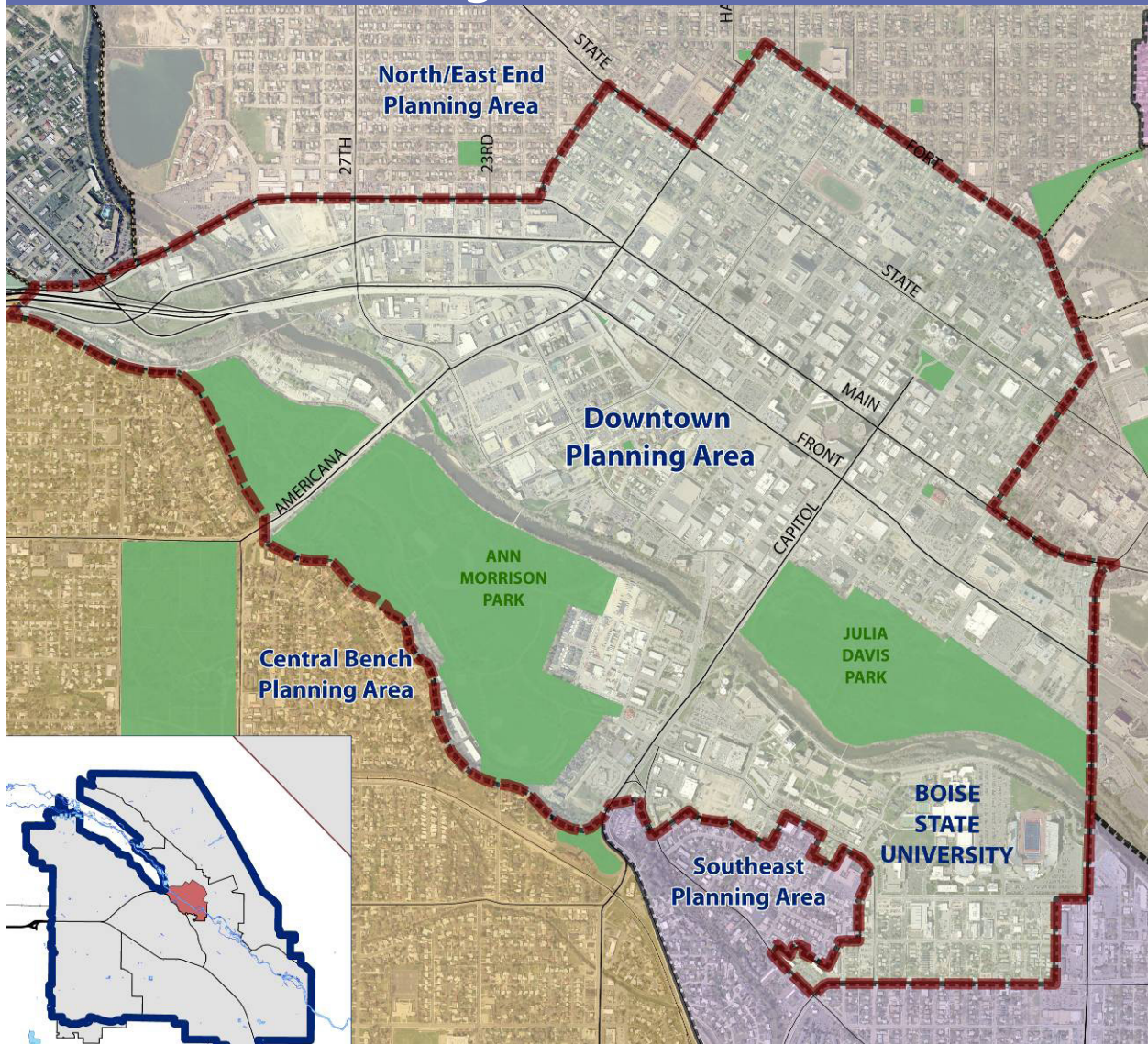


Downtown Planning Area



Location and Context

The Downtown Planning Area ("Downtown") is centrally located within the city, and is bounded on its southwest side by the Boise River, the Boise Bench and Beacon Avenue, and generally by Broadway/Avenue A on the southeast, Fort Street on the northeast, and 16th, 19th Street and Idaho Streets on the northwest. Downtown is the civic, economic and cultural heart of Boise City and the region is anchored by the Idaho State Capitol Building, the Idaho Supreme Court, Boise City Hall, Ada County Administration Building, South 8th Street Warehouse District, Old Boise Historic District and Hays Street

historic districts, Julia Davis Park, and many other amenities. It is the largest employment center in the State of Idaho.

Downtown is also home to many of the area's major employers, corporate headquarters, and regional services such as St. Luke's Hospital and Boise State University. Access is provided by the I-184 connector and a range of public transportation alternatives. Rich with culture and 150 years of history, Downtown hosts a range of activities and cultural events throughout the year.



TRENDS AND KEY ISSUES

Growth Trends

- Fewer than three percent (6,121) of Boise residents lived in Downtown in 2009. However, demand for urban housing has been increasing and residents are projected to more than double to 13,686 by 2025.

Employment

- Downtown has the highest concentration of employment in Idaho, with more than 33,000 workers in 2005.
- Jobs are projected to increase by 63.5 percent, to 55,175 in 2030.

Infill and Development

- Downtown is the only planning area that lost single family residential units (52) from 2000 to 2007. Most of these losses occurred because of private redevelopment activity where houses were removed and replaced by development houses, or where parcels were cleared to make room for parking needed by adjacent businesses.
- Trends indicate a corresponding increase in multi-family permits issued during the same time (782 multi-family units were added between 2000 and 2007).
- More than 2.5 million s.f. of new office and commercial space was added in Downtown between 2000 and 2007.

Location and Context (Continued)

A great deal of emphasis has been placed on Downtown beginning in 1965. The Boise City Council has established four urban renewal districts: Central, River Myrtle-Old Boise, Westside Downtown, and 30th Street. Each of these districts has a long-term master plan and capital investment strategy. Redevelopment efforts by the CCDC, Boise's urban renewal agency have resulted in a vibrant and walkable business core, construction of nine public parking garages and other infrastructure, beautification of streets, public plazas and renovation of historic buildings. This public investment has stimulated development of office buildings, restaurants and bars, retail shops, urban housing and cultural and entertainment venues. Renovation of historic buildings and new commercial and mixed-use development, has brought new life to many blocks and created a lively street environment.

Demand for urban housing appears to be increasing, which will likely spur continued redevelopment in Downtown. Creating a vibrant urban center where people are able to live, work and play and where walking, bicycling and transit are practical alternatives to the automobile are key goals for Downtown.

Demographic Profile

Population

Population: In 2010, the population of Downtown was 6,364, or 2.5 percent of all Boise residents.

Median Age: Downtown residents are younger (28.1) than Boise residents as a whole.

Housing

Total Households: In 2009, Downtown was home to 3,775 households. This accounts for 3.1 percent of the households in Boise.

Household Composition: Fewer families with children reside in Downtown, with 20.5 percent of residents falling under the age of 20.

Income

Median Household Income: In 2009, median household income for Downtown residents was \$26,680.

Employment

Jobs: Almost 22 percent of Boise jobs are located in Downtown

Workforce: Downtown residents represent just 1.3 percent of the Boise workforce.

Land Use Characteristics

Downtown has the most intensive and varied mix of land uses in the city, including high rise office buildings, hotels and condominiums, a thriving commercial district with numerous shops, restaurants and service businesses, local, state and federal government offices, St. Luke's Regional Medical Center, Boise State University, and cultural, entertainment and convention facilities.

Existing Land Use

- Downtown is the city's smallest planning area. It contains 1,013 acres, making up just over one percent of Boise's total area. Single-family residential uses occupy a small portion (6.5 percent) of Downtown (66 acres.) Multi-family residential uses occupy an additional 48 acres (4.8 percent.)
- Downtown contains a mix of office and commercial uses. These uses occupy 6.9 percent (69 acres) and 23.5 percent (238 acres) respectively.
- 27.6 percent of Downtown is comprised of parks, recreation and open space uses (280 acres).
- The State of Idaho owns approximately 30 acres in Downtown, including the State Capitol complex.
- 17.6 percent (179 acres) of Downtown is currently vacant.

Historic Districts

Three of the city's eight historic districts are located in Downtown:

- Old Boise District;
- Hays Street District; and
- South 8th Street Warehouse District.

Parks and Recreation

Downtown includes three exceptional parks along the Boise River, all of which have a community-wide significance.

- **Julia Davis Regional Park** (90 acres), which includes a rose garden, several museums, and Zoo Boise, an accredited zoo that is one of Boise's top visitor attractions.
- **Ann Morrison Park** (145 acres), with gardens, tennis courts, lighted softball diamonds, soccer and football fields, a picnic pavilion and children's playground.
- **Kathryn Albertson Park** (41 acres), which is an attractive home for resident and migratory wildlife in Downtown. It features wide, paved footpaths which wind through the park with signage describing wildlife and environmental themes.

Downtown also includes Capitol Park, C.W. Moore Park, Noble Park, and the Pioneer Community Center and Pioneer Tot Lot in the River Street neighborhood. All of these facilities are in the River Myrtle-Old Boise Urban Renewal District. Downtown also has easy access to other parks and recreation amenities, including:

- Boise River Greenbelt Path;
- Boise Foothills; and
- Fort Boise Park.

Downtown is an urban center that includes not only parks but other public spaces such as plazas and sidewalks with benches, planters and cafes. Examples include the Grove Plaza, 9th & Grove Plaza and Spring Run Plaza. The master plans for the urban renewal districts in Downtown consider development of a



TRENDS AND KEY ISSUES

Tourism & Conventions

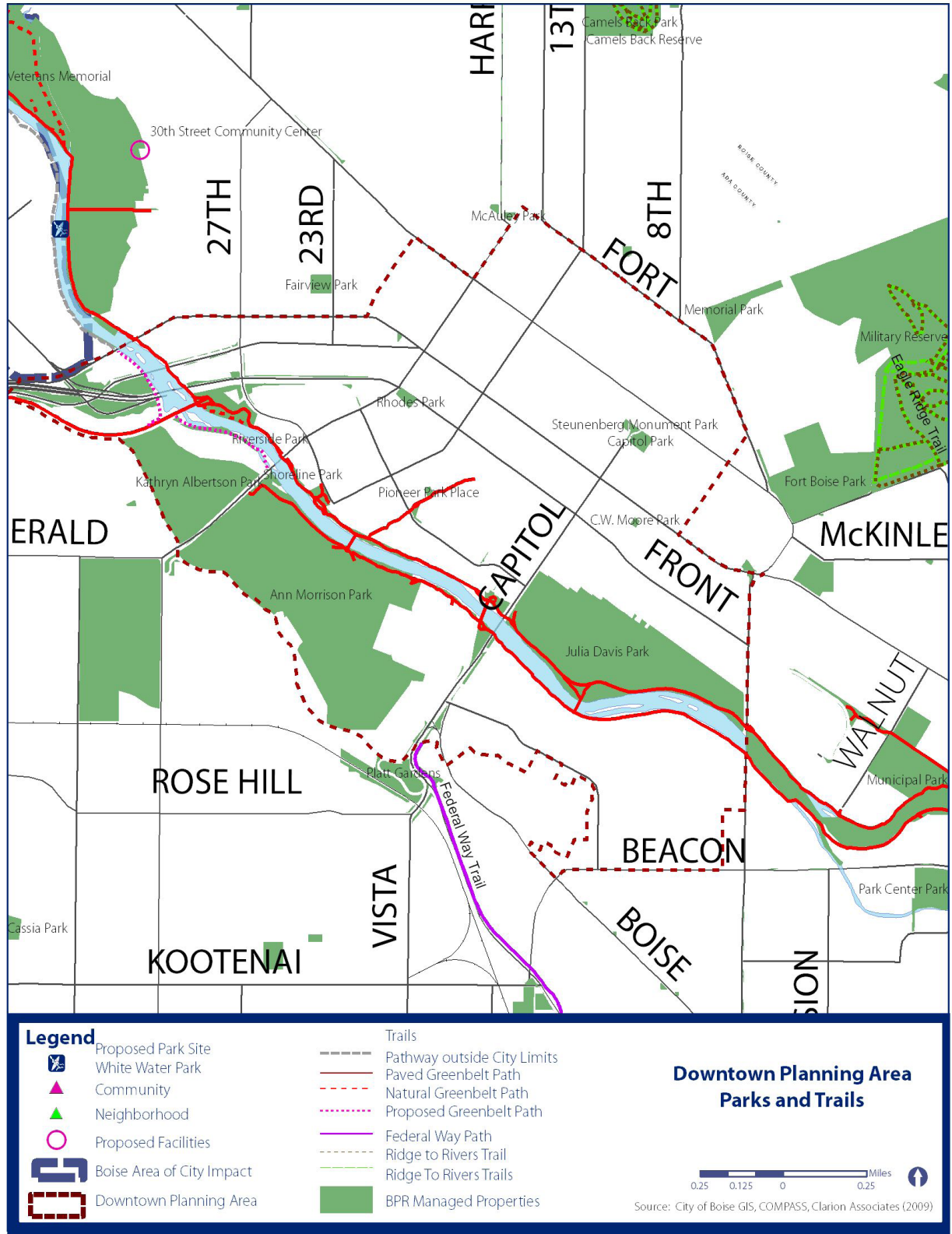
- Tourism is a growing sector in the Idaho economy.
- The Boise Airport is the largest airport in Idaho. Downtown's proximity to the airport makes it a portal for tourists traveling to southwest Idaho.
- Downtown also serves as a destination for a three-state region because of its cultural, educational and medical facilities and attracts national and international visitors as jumping off point for Idaho's recreational assets.
- Boise Centre (Convention Center) located conveniently Downtown.

Parks and Recreation

- Continued investment in Downtown parks is important to its livability.
- More infill and redevelopment will result in increased demand for public spaces such as urban parks and plazas in Downtown.

DOWNTOWN | PLANNING AREA POLICIES

network of parks, plazas and other civic spaces important to creating a livable environment in Downtown.



Schools

Downtown is home to two k-12 schools, Boise State University, a branch of the University of Idaho and, opening in the Fall of 2011, Concordia University Law School.

Foothills School of Arts and Science

- **Foothills School of Arts and Science** was founded in 1992 to provide an alternative learning environment through an integrated curriculum. It is a private school located in Downtown at the corner of 8th and River in a leased space in a converted warehouse near the Boise City Library. This school is seeking to buy or build its own facilities and wants to remain Downtown. Enrollment is 150 students. The school serves students from preschool through the 9th grade.

Boise Senior High School

- **Boise Senior High** is one of five public high schools in Boise. It is the oldest of the five and is located near the Downtown core at 10th and Washington. Boise High is listed on the National Register for Historic Places under the Tourtellotte and Hummel Architecture nomination as well as the Fort Street Historic District. The original structure was constructed in 1908 in the Early Classic Revival style. Enrollment is approximately 1398 students. In addition to the educational significance of these facilities, the historic character of the school is a significant asset to the Downtown area.

Boise State University

Boise State is Idaho's metropolitan research university, located in the state's population center and capital city, a hub of government, business, the arts, health care, industry and technology. The campus is home of 11 Idaho Professor of the Year honorees since 1990 and the 2005 national champion student debate and speech team. Boise State is the largest university in Idaho with an all-time state enrollment record of 19,667 students.

The university offers more than 190 fields of interest. Undergraduate, graduate and technical programs are available in seven colleges: Arts and Sciences, Business and Economics, Education, Engineering, Graduate Studies, Health Sciences, and Social Sciences and Public Affairs. Students can also study abroad, participate in one of the largest internship programs in the Northwest, and work with professors on health-related research to fight cancer, arthritis and Alzheimer's disease, among others.

Campus life offers adventure and activity. More than 200 student organizations, new residence halls along the Boise River Greenbelt and a state-of-the-art Student Recreation Center provide opportunities for both individual development and fun. More than one million visitors come to campus annually for Nobel and Pulitzer Prize-winning speakers, Bronco football, Martin Luther King Jr. Human Rights Celebration and other events.

Transportation

Downtown serves as a hub for the public transportation system in the Treasure Valley and is expected to continue in this role for the foreseeable future. Boise City and its regional partners are working to create a robust, multimodal transportation system serving Downtown and the region. More investment is needed in transit and other alternatives to the automobile to cope with increased demands on the transportation system and decrease vehicle miles traveled, fuel



TRENDS AND KEY ISSUES

Transportation

- The Boise Airport serves as a significant portal to Downtown and the region. Downtown is only three miles from the Boise Airport, which has recently been renovated.
- Most Downtown workers live elsewhere in the community. The average commute time for a Downtown worker in 2000 was 17.6 minutes.
- Traffic congestion and commute times are expected to increase in Downtown as employment and housing grows.
- Downtown is within easy bicycling distance from the neighborhoods on its periphery. More needs to be done to provide bicycle facilities to encourage bicycle commuting.

Schools

- If the number of residential units increases significantly as projected and families with children are attracted to living Downtown-expanding school capacity may be needed.

consumption, traffic congestion, and air pollution.

There are a number of significant transportation projects underway at this time including the Downtown streetcar and multimodal center, bus rapid transit line on State Street, regional high capacity transit corridor for the region, and the 30th Street extension.

Sources:

COMPASS Community Choice Growth Projections, August 2007.

2010 Census Data for Population and Households.

COMPASS Development Monitoring Reports (2000-2007).

ESRI Business Analysis Report, Downtown (2009).

Art & Culture

Downtown has a high concentration of public artworks and cultural and entertainment venues, which makes Downtown a community asset and regional destination. Art and cultural activities have created a vibrant city center, enlivening the street scene, year round contributing to keeping Downtown healthy.

Urban Housing and Livability

Until recently, Downtown has been viewed primarily as an office and commercial center rather than a place for living. Downtown housing is viewed as a key to offering the sizeable workforce in Downtown the option of living close to where they work, and decreasing commuting, fuel consumption, traffic capacity. Residents living Downtown add to Downtown vitality and safety and support Downtown businesses.

Employers, developers, financial institutions, and government agencies have joined together to develop programs for producing housing affordable to the Downtown workforce. CCDC launched the Downtown Housing Initiative in 2004. Since then, 260 Downtown residential units have been completed: CitySide Lofts, Royal Plaza, Grand Avenue Townhomes, the Jefferson, Aspen Lofts, the Gem-Nobel Building, and R. Grey Lofts. A number of issues need to be addressed so Downtown is an attractive environment for residents as well as businesses. They include noise, parking, loading and unloading, trash collection, property maintenance, graffiti and safety.



TRENDS AND KEY ISSUES

Art & Culture

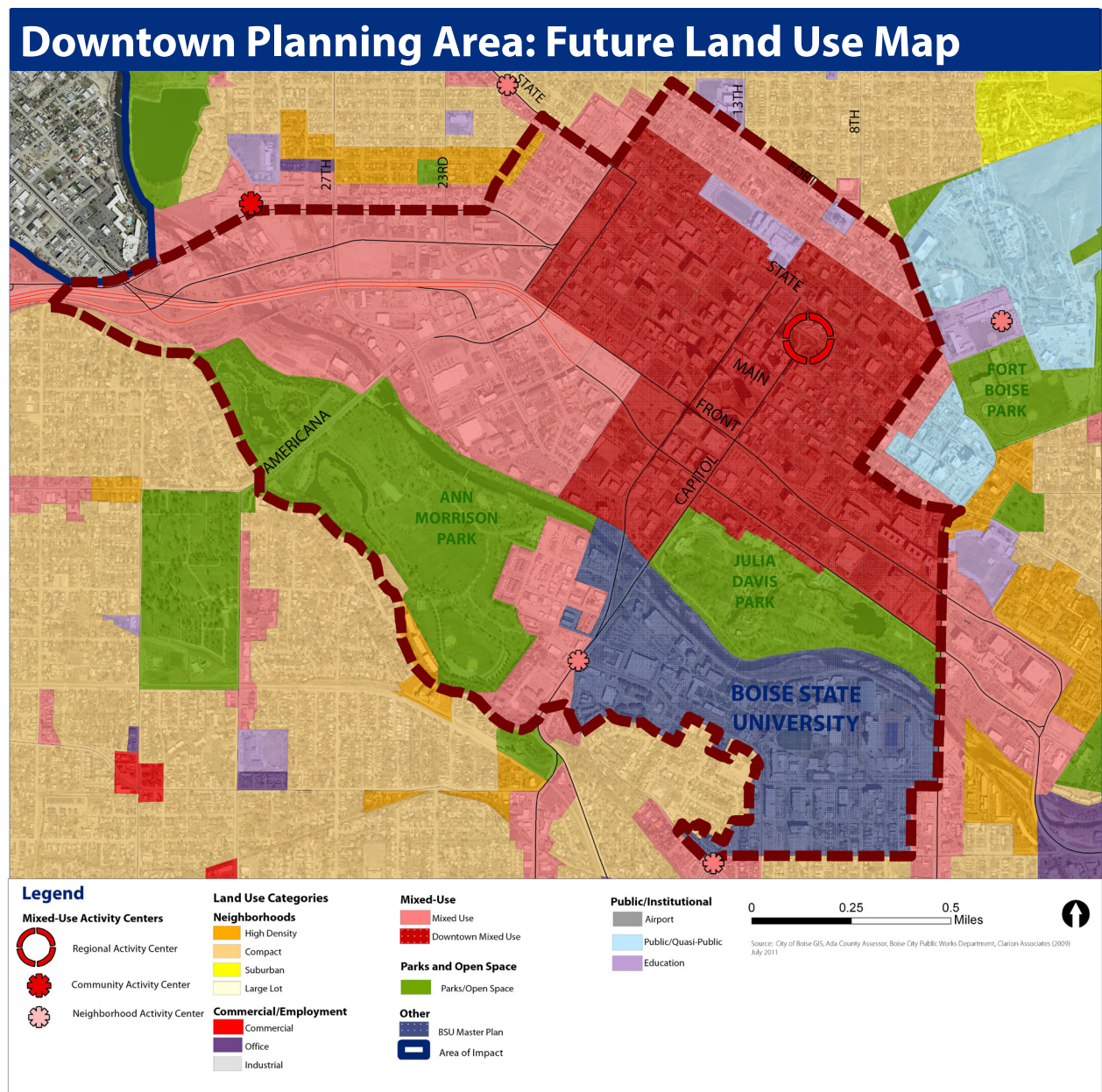
- The total economic impact of the nonprofit arts and culture industries in Boise is \$38 million annually, of which a significant part is spent in Downtown.
- A lively arts and culture scene is considered key to attracting cutting edge businesses and the workforce they need to thrive.
- Maintaining and enhancing Downtown's cultural offerings into the future is key to Downtown's and the community's success.

Urban Housing and Livability

- Delivering housing at an affordable price is a challenge that is expected to get more difficult in the future. Housing affordability will continue to be a significant issue.
- Since CCDC launched the Downtown Housing Initiative in 2004, 260 units have been built or are nearing completion.

Reinvestment & Design Quality

- A healthy Downtown is considered essential to maintaining a healthy community. Keeping Downtown healthy requires continuing commitment and reinvestment.
- Boise City and CCDC are endeavoring to raise the architectural quality of Downtown buildings in their review of development proposals.



DOWNTOWN POLICIES

Centers, Corridors, and Neighborhoods (DT-CCN)

Policies for this section focus on promoting Downtown revitalization, ensuring the scale of future infill and redevelopment is compatible with adjacent planning areas, and identifying areas where more detailed planning will be needed in the future.

Goal DT-CCN 1: Maintain Downtown as the civic, economic, educational, social and cultural center of the city and region, which includes a concentrated, higher density Central Business District (CBD) activity center and integrated subdistricts.

DT-CCN 1.1: DOWNTOWN AREA PLANS

- (a) Use adopted master plans and development guidelines for Downtown to guide development.
- (b) Update these plans and consolidate them into one document.

DT-CCN 1.2: MIX OF USES

Develop a vibrant mix of uses in Downtown which encourage

- 24-hour activity;
- Office; retail and service businesses;
- Residential; hotel, convention and medical facilities; and
- Civic, cultural, educational and entertainment uses.



Expanding the Downtown will help promote 24-hour activity.

DT-CCN 1.3: GOVERNMENT AND SOCIAL SERVICES

- (a) Maintain Downtown as the administrative center for city, county, state and federal governments and for social service providers.

- (b) Recognize that government and social services provide a stable base for Downtown's economy and are more accessible to the public since Downtown is a transit hub.

DT-CCN 1.4: URBAN BUILDING FORMS

- (a) Establish design criteria that require developments built in the CBD to use urban building forms where typically buildings are placed at the sidewalk and create a street wall, street level space is activated with people-oriented uses, and building entrances and openings are oriented to public sidewalks rather than to parking lots.
- (b) Work with developers to use building massing in Downtown that responds to the traditional pattern of lots within blocks, and creates a collage of buildings in each block rather than full-block mega-buildings or "superblocks".

DT-CCN 1.5: AVOID AUTO-ORIENTED BUILDING FORMS

Avoid strip commercial, open air drive-through lanes, and other auto-oriented building forms in the CBD.

DT-CCN 1.6: RELATIONSHIP TO NEARBY NEIGHBORHOODS

- (a) Recognize that Downtown and the traditional neighborhoods that encircle Downtown have a symbiotic relationship. Monitor the health of Downtown and these neighborhoods, and invest in keeping these places prosperous.
- (b) Recognize that the neighborhoods surrounding Downtown contribute to the workforce and customer base for Downtown businesses and provide a reservoir of housing for Downtown workers. Maintain close ties between Downtown and these neighborhoods through walking and bicycling routes, transit, range of available shopping, services, dining, culture and entertainment, and through community events.

(c) Keep residents in these neighborhoods informed about Downtown issues, plans, regulations and development projects, and invite the neighborhood associations to participate in reviewing and commenting on these items.

DT-CCN 1.7: LUSK STREET AREA

Recognize the *Lusk Street Master Plan* as the vision for growth and redevelopment in the Lusk Street neighborhood. The *Lusk Street Master Plan* intends for the area to become a true urban neighborhood with a strong emphasis on diverse urban housing opportunities, retail sub-districts, small businesses and other uses associated with technological innovation and Boise State University.

DT-CCN 1.8: WEST DOWNTOWN NEIGHBORHOOD PLAN

Recognize the *West Downtown Neighborhood Plan* as the vision for growth and development in the West Downtown Neighborhood. The Plan envisions West Downtown as an urban environment where multi-modal transportation is the backbone to a neighborhood that is safe, walkable and bikeable. The neighborhood location activates a creative spirit that is attractive to innovators and entrepreneurs because of the balanced mix of affordable housing types, access to recreational amenities and potential for expanded growth and development.

Goal DT-CCN 2: Create in-town residential neighborhoods and increase the amount and range of housing choices available in Downtown and adjacent neighborhoods.

DT-CCN 2.1: DOWNTOWN NEIGHBORHOODS

(a) Create thriving Downtown neighborhoods at the periphery of the CBD to allow people to live and work in Downtown, to increase support of Downtown businesses and to make Downtown safer and more vibrant.

(b) Encourage residential development in the Westside, Old Boise-Eastside, Parkside, South 8th Street / Cultural District and the River Street neighborhood have been identified as prime locations for urban neighborhoods.



Residential uses Downtown increase housing options for the community, and promote 24-hour activity.

DT-CCN 2.2: HOUSING CHOICES

Provide a variety of housing types and living opportunities for a range of household types and income levels. Give particular attention to developing housing suitable for families.

DT-CCN-2.3: WORKFORCE HOUSING

Provide incentives to promote development of housing affordable to people working in Downtown, so people can live closer to work, reduce commute distances, make walking, bicycling and transit practical alternatives to driving and allow a wide diversity of people to live in Downtown.

DT-CCN-2.4: ACCESSIBILITY TO AMENITIES

Encourage residential development on sites within walking distance of employment centers, neighborhood services, parks and the Boise Greenbelt, and other amenities.

Goal DT-CCN 3: Encourage redevelopment of surface parking lots and other underutilized properties.



Surface parking lots represent significant redevelopment opportunities for Downtown.

DT-CCN 3.1: INCENTIVES

Establish incentives to encourage the redevelopment of surface parking lots and other underutilized properties.

DT-CCN 3.2: UNDERUTILIZED PROPERTIES

- (a) Initiate conversations with owners of underutilized parcels to acquaint them with plans for Downtown redevelopment and to learn their plans for future development of their properties.
- (b) Identify areas with redevelopment potential and utilize visualization tools such as the Downtown Model to generate momentum on development sites.
- (c) Foster conversations between property owners and developers to identify partnership opportunities.

DOWNTOWN POLICIES

Parking (DT-PKG)

Goals and policies for parking focus on identifying and implementing improvements that will improve the efficiency and appearance of parking in Downtown.

Goal DT-PKG 1: Implement a Downtown-wide parking system that coordinates all on and off-street parking resources.



On-street parking contributes to pedestrian comfort while adding to the overall parking stock Downtown.

DT-PKG 1.1: DOWNTOWN-WIDE PARKING SYSTEM

Coordinate Downtown public parking resources, including public parking garages, surface parking lots available for public parking, and on-street parking into a seamless system for parking customers.

DT-PKG 1.2: PUBLIC PARKING GARAGES

- (a) Maximize the use of the public parking garage system in Downtown and coordinate the expansion of these facilities to support development in Downtown.
- (b) Identify creative ways to supply parking facilities through public, public-private, and private partnerships.
- (c) Recognize that supplying parking in parking structures allows the removal of surface parking lots, reduces the amount of land used for parking, makes land available for more productive uses, and increases development intensity, walkability and vitality.

DT-PKG 1.3: ON-STREET PARKING

- (a) Recognize that on-street parking is important to the success of storefront retail businesses and to creating pedestrian-oriented, walkable areas, slowing traffic and increasing pedestrian safety.
- (b) Give priority to retaining or restoring on-street parking in areas where ground floor retail and service businesses predominate.

DT-PKG 1.4: CONVERTING ON-STREET PARKING TO OTHER USES

Establish policies and a defined multi-agency process for evaluating proposals to convert on-street parking to other uses that balance the effect on vitality, economic development, and multimodal transportation. These policies shall address, but not be limited to:

- (a) Sidewalk cafes: Consider that sidewalks are part of the network of public spaces in Downtown and that sidewalk activity such as outdoor dining generates vitality. Where a property owner or business owner proposes the removal of on-street parking to expand the sidewalk and establish an outdoor dining area, evaluate:
 - The mix of uses on the block face, and whether restaurants are clustering at this location;
 - If it is possible to use a narrow dining area and/or overhead doors to provide an indoor-outdoor dining experience without expanding the sidewalk;
 - If it is possible to add outdoor dining and also retain parking for part of the block face; and
 - How the change in sidewalk width and on-street parking affects flexibility on what types of businesses could locate on the block face in the future.
- (b) Bicycle corrals: Consider the improvement gained in bicycle facilities and whether a mix of vehicular and bicycle parking supports storefront businesses as much as or more than vehicular parking alone.



Sidewalk cafes enhance the pedestrian environment.

DT- DT-PKG 1.5: PARKING REQUIREMENTS

- (a) Establish maximum as well as minimum requirements for parking and promote shared parking among uses.
- (b) Develop parking ratios that recognize that Downtown typically generates less parking demand than is required by the zoning ordinance.

DT-PKG 1.6: PARKING REDUCTION OVERLAYS

Expand the parking reduction overlay districts as transit services and, the Downtown public parking systems are expanded.

DT-PKG 1.7: SHARED PRIVATE PARKING

- (a) Encourage owners of private employee parking lots to make parking available to the public in the evenings and on weekends.
- (b) Continue work with the Downtown Parking Consortium to assess Downtown parking needs and develop parking facilities through private-private and private-public partnerships.

DT-PKG 1.8: PARKING MANAGEMENT

- (a) Protect neighborhoods in and surrounding Downtown from parking spillover.
- (b) Consider developing employee parking lots at the periphery of Downtown with shuttle service to the CBD, or in locations with transit service to Downtown.

DOWNTOWN POLICIES

Connectivity (DT-C)

Goals and policies for connectivity focus on identifying and implementing improvements that will enhance the ease and safety of multi-modal travel in Downtown.

Goal DT-C 1: Develop a robust, multimodal transportation system in Downtown, with an emphasis on transit, bicycle, and pedestrian circulation and safety.



A strong bicycle network provides a safe transportation alternative and promotes a bicycle community.

DT-C 1.1: MULTIMODAL CENTER

Establish a multimodal center in Downtown that serves as a connection point between travel modes.

DT-C 1.2: TRANSIT

Maintain Downtown as the transit hub for the region and improve transit facilities in terms of quality, frequency and coverage.

DT-C 1.3: EXPAND BUS SERVICE

Coordinate with VRT on the expansion of bus service in Downtown.

DT-C 1.4: REGIONAL TRANSIT SYSTEM

Support the creation of a public transit system that connects Downtown to outlying areas of the city and surrounding communities.

DT-C 1.5: BICYCLE NETWORK

(a) Create a network of designated bicycle lanes and routes in Downtown, and expand bicycle facilities and amenities to encourage the use of bicycles for transportation and recreation.

(b) Implement the improvements to the bicycle network identified in the Downtown Boise Mobility Study – Implementation Program as resources allow.

(c) Increase the supply of bicycle racks and lockers, and explore the use of bicycle corrals, in Downtown to expand end-of-trip facilities for bicyclists.

(d) Work with developers to add bicycle lanes and route markings along development frontages if they are on the bicycle network.

(e) Encourage developers to include bicycle parking and showers in project designs as appropriate.

DT-C 1.6: PEDESTRIAN NETWORK

(a) Create a network of safe, attractive pedestrian routes in Downtown to encourage walking as a transportation mode and as an enjoyable part of the Downtown experience.

(b) Continue to work with the DBA to create attractive and lively streets and explore potential partnerships with local businesses to promote walking in downtown.

(c) Develop a comprehensive way-finding system for Downtown featuring pedestrian scale signage to mark walking routes and show direction, distance/time, and access to: points of interest, community services, public buildings, transit, trails and parks, and major activity centers.

(d) Promote installation and evaluation of enhanced pedestrian countdown signals, crosswalk markings, leading pedestrian intervals, expanded audible pedestrian signal program, installing new accessible pedestrian pushbuttons, increasing pedestrian walking times to cross signalized intersections, and implementing and evaluating pedestrian scramble phases which enable pedestrians to cross at a signalized intersection in all directions at the same time while drivers are stopped.



A safe, continuous pedestrian network will add to the vibrancy of Downtown.

DT-C 1.87: TRANSIT MALL

Retain the transit mall on Main and Idaho to assure transit access to Downtown business core until the multimodal center is established. Restoration of on-street parking on Main and Idaho streets is desired.

Goal DT-C 2: Continue to develop a framework of streets, paths and open spaces that builds upon existing networks and strengthen connections to the Boise River and Downtown subdistricts.

DT-C 2.1: BLOCK PATTERN

- (a) Retain a high level of connectivity in Downtown by maintaining the traditional street grid and block pattern (260 feet by 300 feet).
- (b) Where superblocks exist, work with property owners and developers when redevelopment is proposed to re-establish the street grid and create blocks that approximate the traditional block size. If it is not feasible to re-establish streets, obtain public pedestrian ways protected by easements in place of the street grid so development areas approximate the traditional block size.
- (c) Avoid development of mega-structures on superblocks that create either real or perceived barriers to connectivity.

DT-C 2.2: COMPLETION OF STREET GRID

Where gaps exist in the street grid, work with property owners and developers to establish missing street segments when property is proposed for development or redevelopment consistent with the Downtown Boise Mobility Study.

DT-C 2.3: STREETScape

Continue a program of improving sidewalks along Downtown streets with paving, street trees, historic lights, benches, planters, and other street furnishings consistent with the Downtown Boise Streetscape Standards and the Downtown Boise Elements of Continuity. Use streetscape to give Downtown a distinctive identity, beautify the public realm, and create a safe, appealing environment in which to walk.



Attractive streetscapes promote pedestrian activity.

DT-C 2.4: TWO-WAY TRAFFIC

- (a) Evaluate Downtown's one-way street system to determine where it is feasible to re-establish two-way streets to improve connectivity, and enhance the pedestrian environment and retail success.
- (b) Proceed to implement two-way streets where feasible and as resources allow.

DT-C 2.5: FRONT AND MYRTLE STREET IMPROVEMENTS

- (a) Implement the enhancements to the pedestrian environment along Front and Myrtle Street identified in the Downtown Boise Mobility Study as resources allow.
- (b) Improve north-south connectivity for pedestrians and bicyclists across Front and Myrtle by installing signals on both sides of the Connector at 12th, 10th, 5th, and 3rd streets and Avenue A.

DT-C 2.6: CONNECTIONS TO MAJOR ACTIVITY CENTERS

Enhance connections between the Downtown core and the St. Luke's Regional Medical Center and BSU campus.

DT-C 2.7: PIONEER CORRIDOR

Enhance the Pioneer Corridor connecting Downtown to the Boise River, as development occurs.

DOWNTOWN POLICIES

Public Services/Facilities (DT-PSF)

Goals and policies for this section focus on identifying areas where investment in infrastructure are needed in Downtown to implement the community's vision.

Goal DT-PSF 1: Maximize the use of existing infrastructure Downtown and make improvements as needed as development intensifies.

DT-PSF 1.1: INFRASTRUCTURE

- (a) Evaluate existing water, sewer, storm drainage, and utility lines to determine their adequacy for present needs.
- (b) Develop a plan for infrastructure improvements to accommodate projected future growth.

DT-PSF 1.2: GEOTHERMAL RESOURCES

- (a) Encourage use of geothermal resources in new development when available.
- (b) Expand the geothermal system to increase coverage in Downtown as resources allow.

DT-PSF 1.3: LOADING AND UNLOADING / TRASH COLLECTION

- (a) Include adequate space for loading/unloading and trash collection activities in new development.
- (b) Work with ACHD and others to retrofit alleys and streets in Downtown to allow for loading/unloading and trash collection in areas where there is a concentration of delivery activity and a lack of delivery facilities.
- (c) Explore limiting delivery hours and truck sizes used in delivery operations.

DT-PSF 1.4: ALLEYS

- (a) Retain alleys whenever feasible so they continue to be available for deliveries and trash collection. Improve the condition of the alleys so they are clean and free of debris.
- (b) Develop a program to install trash compactors in alleys to reduce the amount of room needed for trash collection.

DT-PSF 1.5: PUBLIC RESTROOMS

Provide public restrooms in areas of Downtown with high pedestrian activity.

DT-PSF 1.6: SAFETY

Continue successful collaboration between the Boise Police Department and Downtown neighborhood associations and businesses in order to reduce crime rates in the downtown area.

DOWNTOWN POLICIES

Neighborhood Character (DT-NC)

Policies for this section focus on sustainability and creation of a safe, clean and enjoyable environment for downtown.

Goal DT-NC 1: Use Downtown development as a model for sustainable land use, development, and construction practices.

DT-NC 1.1: TRANSPORTATION

Promote alternative transportation facilities in Downtown to reduce fuel consumption, air and water pollution, and traffic congestion.



Comfortable and attractive transit facilities support ridership.

DT-NC 1.2: RESOURCE CONSERVATION

- (a) Create innovative programs and incentives to assist businesses and residents in Downtown to be more energy-efficient and to reuse and recycle resources.
- (b) Facilitate discussions among business owners and residents on this issue and support businesses that develop private-sector programs.
- (c) Ensure adequate space for recycling facilities is included in new development.
- (d) Explore the possibility of creating a Downtown recycling center

Goal DT-NC 2: Create a safe, clean, and enjoyable environment for businesses, residents, and visitors in Downtown.

DT-NC 2.1: DOWNTOWN BOISE STRATEGIC PLAN

- (a) Develop effective strategies to resolve issues that affect the willingness of people to visit and to invest, work and live in Downtown.
- (b) Recognize that residents are especially sensitive to quality-of-life issues and that increasing the number of people living in Downtown is important to its long-term prosperity.
- (c) Utilize this plan to as a way to coordinate efforts of public agencies and other groups working on Downtown challenges and to attract resources.

DT-NC 2.2: HOMELESSNESS AND PANHANDLING

- (a) Enlist Downtown stakeholders, and social service and government agencies in implementing the Mayor's Ten Year Plan to End Homelessness.
- (b) Give attention to development of transitional housing, programs to assist people with substance abuse problems, counseling and job training.
- (c) Adopt an ordinance to regulate panhandling.

DT-NC 2.3: GRAFFITI

Maintain an intensive program for removing graffiti quickly from buildings, structures, public infrastructure and other improvements in Downtown.

DT-NC 2.4: LATE NIGHT FOOD VENDORS

- (a) Limit late night food vendors to approved areas where they will not have an adverse impact on residential uses, or existing businesses.
- (b) Assure that late night food vendors remove litter each night and pay for or do their fair share toward cleaning sidewalks and streets to remove debris.

DT-NC 2.5: NOISE

The downtown entertainment industry provides substantial revenue to both the City and State's economy including employment opportunities. The City's noise ordinance should be revised to attempt to balance this vital economic necessity with residential quality of life concerns and to better address noise impacts from:

- Entertainment and music venues using amplified sound;
- Construction noise and delivery vehicles; maintenance equipment; and
- Other noise sources impacting Downtown residents.

DT-NC 2.6: SOUND MITIGATION IN RESIDENTIAL UNITS

- (a) Work with the development community to establish new sound mitigation standards for residential construction (both rental and owner) in Downtown.
- (b) Address mitigation of both exterior noise and noise between units.

Goal DT-NC 3: Recognize the role religious institutions and other service providers play in the success of Downtown.

DT-NC 3.1: EXPANSION OF NON-RESIDENTIAL USES

Encourage non-residential uses like day care centers, churches, schools, and community centers to locate and expand in Downtown consistent with the review process required by the city's zoning ordinance.

DT- NC 3.2: SOCIAL SERVICE NETWORK

- (a) Support the continued operation and expansion of the social service network in Downtown.
- (b) Recognize that a number of social service agencies seek Downtown locations because they are well-served by transit and provide access to the full range of public and private agencies offering assistance.
- (c) Avoid a concentration of social services in any one area of Downtown.

DT-NC 3.3: DOWNTOWN YMCA

Recognize the Downtown YMCA as an important institution for employees and residents, and actively support its continued operation and expansion efforts.

DT-NC 3.4: CHILDCARE FACILITIES

Encourage childcare facilities to locate Downtown to serve employment centers and adjoining neighborhoods.

DT- NC 3.5: ADEQUATE PARKING

- (a) Require that churches and social service agencies provide adequate parking with any expansion project.
- (b) Allow for off-site and shared parking arrangements to meet parking needs.
- (c) Allow on-street parking to be counted toward parking needs when parking needs occur on weekends and evenings and on-street parking is generally available at these times.

Goal DT-NC 4: Set a high standard for the quality of urban design, building design, and construction in Downtown, especially in the CBD.

DT-NC 4.1: URBAN DESIGN PRINCIPLES

(a) Utilize the urban design principles contained in the adopted master plans for the urban renewal districts.

(b) Develop a consolidated Downtown plan that covers the entire Downtown and includes the urban renewal districts. In this plan:

- Reconfirm the vision for Downtown;
- Carry forward the preferred development concepts from the urban renewal plan that are still relevant; and
- Articulate urban design and architectural design principles for Downtown, as well as character statements and development objectives for the various subdistricts within this area.

DT-NC 4.2: DESIGN GUIDELINES

Develop design guidelines that carry forward the vision, design principles, desired character and development objectives stated in adopted plans for Downtown. Recognize that the design guidelines may set higher standards for the CBD than for the periphery of Downtown. Address specific architectural elements that are particularly important in the CBD.

DT-NC 4.3: REVIEW PROCESS

Implement a collaborative multi-agency review process for Downtown projects that involves the developer, the developer's design team, agency staff, DBA and other downtown neighborhood associations and community members in a continuing conversation as the project design goes from idea to conceptual design to design review submittal.

DT-NC 4.4: INCENTIVES FOR DESIGN

Create incentives for unique, high-quality design.

DOWNTOWN POLICIES

Culture, Education and Arts (DT-CEA)

Goals and policies for this section focus on maintaining Downtown as a vibrant cultural center, providing a variety of educational opportunities, and protecting the area's historic resources.

Goal DT-CEA 1: Maintain Downtown as the cultural center for the community and the region.

DT-CEA 1.1: DOWNTOWN AS CULTURAL CENTER

- (a) Develop, support, and expand a wide variety of cultural, educational facilities, and activities in Downtown.
- (b) Retain Downtown as a location of choice for community-wide cultural celebrations and events.

DT-CEA 1.2: CULTURAL ORGANIZATIONS

- (a) Encourage cultural organizations to locate their offices in Downtown to foster a spirit of collaboration and partnership in providing a rich cultural life for the community.
- (b) Provide assistance to cultural organizations to assure their continued prosperity.

DT-CEA 1.3: CULTURAL DISTRICT

- (a) Enhance recognition of and the level of activity in the Boise Cultural District.
- (b) Work to attract additional cultural facilities to locate there and encourage programming and events on an on-going basis.



District markers help make this area more recognizable to residents as well as visitors.

DT-CEA 1.4: CALENDAR OF EVENTS

Encourage efforts by cultural organizations, foundations, private businesses, and public agencies to sustain an on-going calendar of cultural events, artist-in-residence programs, lecture series, and continuing education classes in Downtown.

DT-CEA 1.5: PUBLIC SPACES

Design public spaces so they are suitable for cultural events and make them available for cultural activities.



Flexible public spaces accommodate a variety of events and activities.

DT-CEA 1.6: INFUSION OF CULTURE IN DOWNTOWN EVENTS

Incorporate arts, culture, education and/or history into Downtown events such as Art at the Market.

DT-CEA 1.7: HOUSING AND STUDIO SPACE FOR ARTISTS

- (a) Explore ways to provide housing and studio spaces for people engaged in creative pursuits in Downtown.
- (b) Design studio spaces to allow members of the public to visit, observe and participate in the creative process.

Goal DT-CEA 2: Retain and expand K-12 educational facilities, higher education, and a variety of learning opportunities in Downtown.

DT-CEA 2.1: INCENTIVES

Provide incentives for public and private schools to locate Downtown.

DT-CEA 2.2: SCHOOL RETENTION/EXPANSION

Support the retention and expansion of existing schools.

DT-CEA 2.3: WORKFORCE EDUCATION

Facilitate an on-going conversation between Boise High School, BSU, University of Idaho and other institutions of higher learning with Downtown businesses to assure that course offerings needed by Downtown businesses and their workforce are available.

DT-CEA 2.4: CONNECTIONS WITH HIGHER EDUCATION INSTITUTIONS

- (a) Strengthen linkages between BSU, the University of Idaho, and other institutions of higher learning, as well as Downtown businesses and cultural and social service organizations.
- (b) Encourage BSU and the University of Idaho and other institutions of higher learning to make course offerings available in the CBD.
- (c) Strive to make Downtown an asset to the social, cultural, and economic life of faculty, staff and students at these educational institutions.

DT-CEA 2.5: BOISE MAIN LIBRARY!

- (a) Develop the Boise Main Library into an education center with a strong outreach to special populations such as refugee groups, at-risk youth, seniors, and others.
- (b) Encourage siting of the new main library in the Downtown area.

DT-CEA 2.6: CREATIVE LEARNING ENVIRONMENT

- (a) Encourage cultural and educational organizations to continue offering creative learning experiences at Downtown facilities and to create an atmosphere of educational adventure that will attract people from the community and the region.
- (b) Make public facilities available for these activities.

Goal DT-CEA 3: Recognize and protect the historic resources in Downtown.

DT-CEA 3.1: ADDITION OF NEW BUILDINGS

- (a) Encourage a range of architectural styles in new buildings in historic areas in a way that does not detract from areas of historic character.
- (b) Design new infill buildings in historic areas so they respect the scale and massing of the historic buildings and they make appropriate transitions if new buildings are at a higher density.

DT-CEA 3.2: ADAPTIVE REUSE

Facilitate the renovation and adaptive reuse of Downtown's historic buildings whenever feasible.



Adaptive reuse allows for the preservation of older or historic buildings while allowing for new uses within.

DOWNTOWN POLICIES

Economic Development (DT-ED)

Goals for this section focus on preserving a strong and diverse economy in Downtown that balances economic development with other planning priorities.

Goal DT-ED 1: Create and maintain a prosperous economy in Downtown.

DT-ED 1.1: ECONOMIC DEVELOPMENT PROGRAM

- (a) Create an economic development program in Downtown, secure resources, and identify an organization responsible for its implementation.
- (b) Focus on growing, attracting and retaining successful businesses in Downtown.
- (c) Monitor the level of interest in Downtown investment and the types of businesses located in Downtown.
- (d) Recognize that Downtown requires continuing attention to stay competitive relative to other lower-cost locations for business investment.

DT-ED 1.2: CREATIVE INDUSTRIES

- (a) Strive to grow, attract, and retain industries that focus on generating creative ideas and products that meet real world needs and provide meaningful work.
- (b) Communicate with business owners in these industries regarding what they need to be successful and what barriers to success need to be removed.

DT-ED 1.3: INNOVATION INCUBATORS

- (a) Establish facilities that offer low cost space and support services to creative thinkers and provide them with the opportunity to collaborate, generate innovative ideas, and translate them into marketable products.
- (b) Use these incubators to grow ideas into profitable business enterprises.
- (c) Work with these entrepreneurs to identify ways in which public agencies, venture capitalists, educational and financial institutions, and others can provide support to these creative endeavors.
- (d) Consider use of surplus space in public facilities for these incubators.

DT-ED 1.4: DEVELOPING A WORKFORCE

Facilitate conversations between business leaders, BSU, the University of Idaho, College of Western Idaho, school districts, and technical training programs to identify what knowledge, skills and abilities are needed from future workers and develop collaborative programs to supply these needs.

DT-ED 1.5: ATTRACTING A WORKFORCE

- (a) Recognize that the creative workforce is attracted to places which offer quality of life, environmental responsibility, an authentic sense of place, a relaxed but also stimulating lifestyle, and opportunities for meaningful work.
- (b) Continue to invest in creating a vibrant, walkable, people-oriented urban environment in Downtown that is rich with social, cultural and educational offerings, a lively street scene, refreshing public spaces, beautiful historic and contemporary buildings, and close-in neighborhoods.
- (c) Provide easy access from Downtown to natural amenities including the Boise River Greenbelt, Boise Foothills, trail systems, and public parklands.

Goal DT-ED 2: Strive to keep Downtown's economy diversified.

DT-ED 2.1: HEALTHY RANGE OF ECONOMIC SECTORS

Keep the various sectors of the Downtown economy healthy including technology and communication systems; agribusiness; financial, legal, government and professional services; tourism, conventions and conferences; lodging; arts, culture and education; real estate development and management; entertainment; sports; shopping and consumer goods; service businesses; restaurants, bars and nightclubs.

DT-ED 2.2: EMERGING INDUSTRIES

Lend support to emerging industries which will help to diversify the economy (see DT-ED 1.2 and DT-ED 1.3).

DT-ED 2.3: AVOID OVER CONCENTRATION

Monitor the composition of the economy and take steps to avoid an over concentration in certain sectors.

Goal DT-ED 3: Find an appropriate balance between the demands for economic prosperity, historic preservation, and quality design in reviewing development applications.

ET-ED 3.1: RELEVANCE TO DEVELOPMENT REVIEW

Identify historic preservation, quality design, and economic development as issues to be evaluated in the review of development applications.

ET-ED 3.2: RELATIONSHIP BETWEEN ISSUES

(a) Work with appointed and elected officials, CCDC, DBA, historic preservation organizations, developers, property owners, and other stakeholders to understand the dynamics between historic preservation, design quality, and economic development in Downtown development projects.

(b) Consider community values, aesthetics, economics and other relevant factors in describing the relationship between these issues, and defining priorities.

ET-ED 3.3: BALANCING COMPETING PRIORITIES

(a) Develop policies and guidelines on how to balance between these issues when there are competing priorities.

(b) Incorporate these policies into the consolidated Downtown plan (see DT-CNN 1.1) and in the development review process.

DOWNTOWN POLICIES

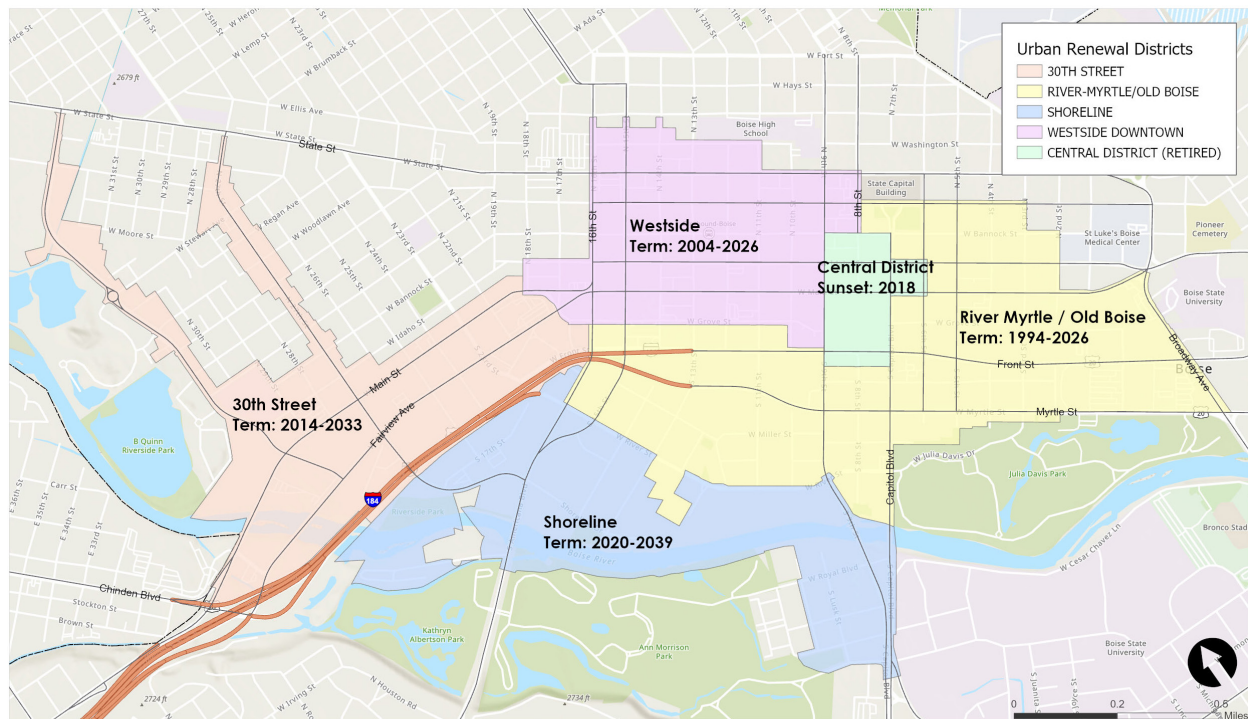
Related Planning Documents

There have been a number of plans and studies prepared for portions of Downtown. These plans, along with Blueprint Boise, will help guide future development in Downtown.

There are four urban renewal districts, six urban renewal district plans, and two neighborhood plans that guide development in the Downtown, the plans cover approximately 754 acres. The Boise City Council has incorporated these plans into the *Boise Comprehensive Plan* by reference, and where they apply, they serve as the neighborhood plans for Downtown. The six urban renewal district plans that apply to these districts are:

- Westside Downtown Framework Master Plan (2001)
- River Street-Myrtle Street Master Plan (2004);
- Old Boise-Eastside Master Plan (2004);
- 30th Street Area Master Plan (2012);
- River Street Master Plan (2017); and
- Shoreline Urban Renewal District Plan (2018)

The map below shows where these plans apply. Descriptions of these plans follow.



CCDC Downtown Urban Renewal Districts

PDS - Comprehensive Planning Division

Date: Source: City of Boise, 2019

1/23/2020

Neighborhood (District) Plans

Westside Downtown Framework Master Plan (2001)

The *Westside Downtown Framework Master Plan* is the guiding policy and urban design document for the majority of the Westside Downtown urban renewal district. The district was established in 2001, as the third urban renewal district in Boise. Urban renewal designation enabled additional public financing options and was intended to reinvigorate and enhance the area. The plan addresses many issues, including urban design and character, intensity and placement of land uses, the need for civic spaces, as well as parking, circulation, and mobility. The urban renewal district is 143.5 acres and is bounded approximately by 9th, Grove, 16th and Washington streets. The plan envisions the expansion of the Downtown business core westward to 13th Street and creation of a mixed use, urban neighborhood with an emphasis on housing between 13th and 16th Streets.

River Street-Myrtle Street Master Plan (2004)

This master plan covers the area approximately from Broadway to Americana and from Grove Street to the Boise River Greenbelt or 291 acres. This master plan describes a preferred development concept including desired land uses and intensities, and provide design and development guidelines and action steps for building and site design, historic resources, street character, civic spaces, transportation and parking. They identify seven subdistricts and provide a detailed description of existing conditions and desired outcomes for these areas. The *River Street-Myrtle Street Plan* envisions the development of four in-town urban neighborhoods in Parkside, the Warehouse/Cultural District and the River Street neighborhood areas. These areas would include housing, neighborhood retail and a mix of commercial uses. How development should happen along Front and Myrtle streets is given particular attention.

Old Boise-Eastside Master Plan (2004)

This master plan covers the area approximately from Capitol Boulevard to Broadway and from Jefferson Street to Grove Street, excluding St. Luke's Regional Medical Center or 49 acres. The existing urban fabric is fine grained and includes numerous historic buildings. It includes a commercial district from the pioneer days and a traditional neighborhood with

early 20th century houses and tree-lined streets. The preferred development concept does not envision a dramatic change in character...other than a modest increase in intensity, a better balance between land uses, slowing the conversion of houses to offices and adding housing. It emphasizes increasing the number of people living in Old Boise-Eastside, which will promote retail vitality, allow people to work and live in Downtown, reduce traffic congestion and increase safety. Higher density, mixed use redevelopment is expected on vacant or underutilized parcels surrounding the historic commercial district.

30th Street Area Master Plan (2012)

The *30th Street Area Master Plan* outlines a vision and long-term development plan for the 30th Street planning area bordered by 23rd Street, Irene Street, State Street, Veterans Park, the Boise River, and Fairview Avenue. Opportunities for development and redevelopment vary within the 681 acre planning area. The area includes well-established, intact neighborhoods, and four subdistricts with redevelopment potential. The ITD and Main/Fairview subdistricts offer potential for mixed-use, transit-oriented, urban style activity centers. The 27th Street subdistrict is envisioned as a neighborhood commercial/ housing focus area, and the 30th Street/ Park View subdistrict as specialty residential/specialty commercial. The Master Plan will guide investment and development, and support neighborhood stability and diversity as change occurs.

River Street Master Plan (2017)

This new *River Street Master Plan* builds upon development policies first established in the 1994 *River/Myrtle Urban Renewal Plan* for the area. This set of policies also takes into account the dramatic growth and development that have occurred in the area over the past five years and seeks to clarify an urban vision that will guide the continuing build out of this unique downtown sub-district. This plan focuses on the categories of Land Use, Housing, Transportation, Open Space/ Recreation, Economic Development, and Sustainability.

Shoreline Urban Renewal District Plan (2018)

The *Shoreline Urban Renewal District Plan* identifies approximately 190 acres in and adjacent to Downtown Boise that meet the criteria for designation as an urban renewal district. The plan includes a market analysis, revenue model, urban framework and infrastructure plans, as well as

projected project costs, a feasibility model and capital improvement plan. The *Shoreline Plan* covers a 24-year period and may be revised during that timeline. Improvements in this section of Boise in and adjacent to the southern side of the Downtown, will improve connectivity between downtown and the Boise River, stimulate investment, assist in addressing the City's housing needs, integrate retail uses and services, and engender a more connected and diverse city.

Lusk Street Master Plan (2013)

The *Lusk Street Master Plan* incorporates the properties east of Ann Morrison Park, south of the Boise River, west of Capitol Boulevard, and north of the Boise Depot. The Master Plan intends to provide clear guidance for development in the area. The plan outlines the desire of the residents and business owners in the area, as well as the city's vision for how the area grows in the next twenty to thirty years. The intent of the plan is for the Lusk Street area to become a true urban neighborhood with a strong emphasis on diverse urban housing opportunities, retail sub-districts, small businesses and other uses associated with technological innovation and Boise State University.

Westside Downtown District Refresh (2016)

The 2016 *Westside Downtown District Refresh* outlines a future for the urban renewal area just west of Downtown Boise as a part of the downtown with a unique identity evolving from district neighborhoods. The Westside Refresh updates the 2012 Westside Downtown Framework Master Plan with the following recommendations: develop a proactive strategy for public investments primarily serving housing, invest in Placemaking that supports housing and creates a unique identity for neighborhoods within the district, develop strategies that support housing, amend the zoning code to reflect the vision,. The Westside Refresh provides detailed lists of features and concept designs for four specific geographies and uses:

- Culinary Quarter
- Exchange District
- Green Corridors + Connections
- Linen District

West Downtown Neighborhood Plan (2019)

The *West Downtown Neighborhood Plan* identifies goals and actions for future development and design within the neighborhood which is a 65-acre area of twenty city blocks situated one-half mile northwest of Boise's downtown core. The Plan provides a road map for the West Downtown which is poised to become an urban mixed-use neighborhood. The Plan paints a picture illustrating an urban lifestyle that is designed for all West Downtown's residents, workers, visitors and travelers. The *West Downtown Neighborhood Plan* culminates a one-year public planning effort to create a plan addressing current and future growth and the design of that growth in the West Downtown Neighborhood.

Boise Downtown (Central District) Urban Design Plan – Framework Master Plan & Design Guidelines (1987)

The original Central urban renewal district was comprised of two federal urban renewal project areas.

Project Area I was formed in 1968 and Project Area II was formed in 1970. These project areas covered 12 and one half blocks of Downtown Boise. The original plans for these areas focused on land acquisition, clearance of existing buildings and attracting a major regional shopping mall to Downtown Boise. Approximately nine blocks were cleared. New development was built including One Capital Center, Statehouse Inn, Grove Street Garage, Idaho First National Bank Tower (now the U.S. Bank Tower), Boise City Hall and the Ada County Administration Building. Efforts to attract a shopping mall, however, were unsuccessful. In 1987, the Boise City Council established a new vision and direction for the Downtown core and made major revisions to the Central District urban renewal plan. The district boundary was amended to include 15 blocks and the *Boise Downtown Urban Design Plan – Framework Master Plan & Design Guidelines* were adopted. This document continues to guide redevelopment in the Central District.

The 1987 plan focuses on creating a fine-grained, people-oriented environment with beautiful streets, parks and plazas, retaining historic building. The current extent of the Central District is from 130 feet south of Front Street to Bannock Street and from 9th Street and to Capitol Boulevard. It also includes the block occupied by Boise City Hall and encompasses 35 acres.

River Street-Old Boise Urban Renewal District (2004)

The River Street-Myrtle Street urban renewal district was originally formed in 1994. In 2004, it was amended to incorporate the Old Boise-Eastside area and other parcels and was renamed the River Myrtle-Old Boise urban renewal district. This district now includes 340 acres. Two master plans have been adopted to guide redevelopment of this district: Old Boise-Eastside and River Street-Myrtle Street master plans.

BSU Framework Master Plan (New Plan adopted in 2005)

The purpose of the *BSU Framework Master Plan* is to ensure BSU growth will be consistent with the needs of the surrounding neighborhood and the future land use policies of the city. Uses in the BSU expansion area are anticipated to include multi-story buildings with an ultimate capacity of 500,000 to 1 million square feet over a 10-block area. Uses could include university-related private sector research facilities and business incubators, as well as traditional academic uses. The plan addresses desired location of BSU growth over time, as well as issues of campus appearance, parking, student housing, and land use mix.

Downtown Boise Streetscape Standards (1987; Amended 2007)

This planning document describes seven types of street character and has a map which shows the character type that applies to the street segments in Downtown. Each character type has a diagram showing how the sidewalk area is to be paved, whether trees are in grates or tree lawns, and types of furnishings that are to be installed. The Streetscape Standards are intended to create a network of attractive sidewalks that provide an inviting setting for private development and encourage walking and bicycling in Downtown. This document is a companion to the Downtown Boise Elements of Continuity.

Downtown Boise Elements of Continuity (1987; Amended 2007)

This document provides detailed specifications for the furnishings to be used in Downtown streetscapes. Furnishings include brick pavers, tree grates, benches, planters, trash receptacles, bicycle racks, bollards, drinking fountains and newspaper racks. The Elements of Continuity is intended to create a consistent palette of furnishings that unify the overall look of Downtown streets. This document is a companion to the Downtown Boise Streetscape Standards.

Downtown-Wide Plans

Downtown Boise Mobility Study (2007)

The *Downtown Boise Mobility Study* (DBMS) was undertaken by a consortium including Boise City, CCDC, ACHD, Valley Ride, ITD, COMPASS and BSU. It presents a comprehensive approach to mobility within Downtown Boise and for people traveling from, to and through Downtown. It analyses the current state of transportation systems in Downtown, projects future growth in Downtown to 2025, analyzes the transportation impacts and recommends programs and capital projects that:

- Support the vision for Downtown as a vibrant, mixed-use, people-oriented urban center for Boise and the region; and
- Are robust enough to handle future transportation demands.

Key recommendations for Downtown included: Develop a Downtown multimodal center and circulator and create a network of pedestrian and bicycle routes that make transit, walking or bicycling practical as an alternative to using an automobile; and encourage mixed use in Downtown to allow more people to live close to where they work. It also recommends improving the regional transit system to get commuters to and from Downtown, and to reduce traffic congestion at peak commute times on Downtown streets.

Downtown Boise Policy Plan (1993)

Boise City prepared this plan at the request of the Downtown Boise Association (DBA). The purpose of this plan was to preserve and enhance the strengths of Downtown businesses by providing guidance for future growth and development in Downtown. It promotes Downtown as a dynamic and viable employment, business, and service center by emphasizing its economic strengths. The plan includes goals and policies regarding land use, business and residential development, transportation and parking. The key objectives in this plan were incorporated into 1997 Boise City Comprehensive Plan.



Bicycle /Pedestrian Counters are placed downtown to assist in active transportation planning throughout downtown and Boise City.

Downtown Cultural District Master Plan (1998)

The original *River Street-Myrtle Street Urban Design Plan* adopted by the Boise City Council in 1994 introduced the idea of creating a Boise Cultural District along South 8th Street. The *Boise Cultural District Master Plan* was prepared by the Boise City Arts Commission and CCDC in 1998. It proposes official designation of a cultural district and using it as a cornerstone for expanding artistic, cultural and educational activities in Downtown. Since then, the Cultural District has been recognized as being between 6th and 9th Street from Idaho Street to the Boise River, and including the cultural institutions in Julia Davis Park. A map identifying 23 cultural facilities in this area has been published, and signage and kiosks have been installed.

Pioneer Corridor Plan (2001)

The Pioneer Corridor is a project to reconnect Downtown and the Boise River through redeveloping a historic walkway and the River Street neighborhood it passes through. The Corridor vision grew out of the Pioneer Corridor Design Competition, held by CCDC in 2001 and includes: enhanced bicycle and pedestrian connectivity, new mixed-use residential redevelopment and celebration of the neighborhood's cultural history.