

Boise Downtown Design Standards and Guidelines

Revised June 2016



ARCHITECTURAL
CHARACTER



BOISE
IDENTITY



PEDESTRIAN
ENVIRONMENT



DESIGN QUALITY



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Preface

Overview

Purpose of design standards & guidelines

The purpose is to provide an illustrative document to encourage creativity and high-quality urban design while allowing for flexibility in standards. This document was authorized by the City Council as a major implementation tool of Blueprint Boise and the various neighborhood plans. Overall, this document intends to:

- Provide clear objectives for those embarking on the planning and design of development projects within Downtown Boise;
- Promote compact, walkable development patterns;
- Promote original and high quality design;
- Enhance the character and function of Boise's Downtown streets;
- Promote building and site design that fits into the context of Downtown's established neighborhoods;
- Promote sustainable design principles;
- Promote design that enhances the "sense of place" for Downtown neighborhoods;
- Increase the awareness of design considerations amongst the citizens of Boise; and
- Maintain and enhance property values within Downtown Boise.

Who must comply with the design standards & Guidelines

- New non-residential and *multifamily* development proposals in the Downtown Planning Area (see Fig. 1-1)
- For building additions and remodels, see [page vi](#).

What exactly do the design guidelines address?

While the zoning code addresses the types of land uses that are allowed in particular areas and the intensity of development, the design guidelines will address the following elements for new development:

- Building location and orientation (what does development look like from the street) - (see [Chapter 2](#))
- Internal circulation (walkways, internal drives, etc.) - (see [Section 3.1](#) and [3.2](#))
- Site design elements (internal open space, service areas, pedestrian amenities, etc.) - (see [Section 3.4](#) and [3.6](#))
- Building design (character, scale, details, and materials) - (see [Chapter 4](#)).

How is the Document Organized?

This document was organized into four primary chapters to address the key elements of site and building development. A fifth chapter includes definitions for key terms (which are *italicized* throughout the document except when used in a title/header).

Chapter 1: Context &

Considerations - is intended as early guidance to applicants in designing projects – first taking into account the site's unique context and natural systems

Chapter 2: Block Frontage & Urban Design Framework -

includes design standards that guide the look and feel of development when viewed from the street. The chapter includes a map that identifies a hierarchy of block frontage types, special intersections and gateway sites that warrant special design treatment, and future vehicular and/or pedestrian connections that need to be implemented with future development. Also included are the standards for the various block frontage types, which address building and parking location and orientation, building entrances, *façade* transparency, and weather protection.

Chapter 3: Site Design / Elements

– addressed the full range of site development issues including internal pedestrian and vehicular circulation, parking area design, internal open space, site edges, and service area location and design. Depending on the nature of the site and proposed use, not all elements of this chapter might be applicable.

Chapter 4: Building Design

– includes guidelines focused on architectural character and design standards involving building massing, rooftop design, building elements and details, *façade* materials, external lighting, and *blank wall* treatments.

How do the Standards and Guidelines Apply to My Development?

First – the standards and guidelines herein apply to all non-residential and *multifamily* development within the Downtown Planning Area defined in Fig. 1-1. For additions, remodels, and site improvements associated with them, see “How are Building Additions and Remodels Applied?” on page vi below to determine how the provisions herein apply.

Second, determine the block frontage standards for the property. Find the subject property in the block frontage map in [Section 2.1](#) to determine what type of block frontage standards apply to the development (then go find the applicable standards in [Section 2.2](#)), if any future internal connections are required (if so, see [Section 3.1](#) for applicable standards), and whether the site is identified as a gateway or high visibility street corner (if so see [Section 3.5](#) for applicable standards).

Third, review the provisions of [Chapters 3](#) and [4](#) (site design elements and building design, respectively), which apply to all new development unless otherwise noted. For example, some provisions apply only to buildings with ground floor commercial uses, while others apply only to *multifamily* buildings. For such examples, the applicability is stated up front.

Also, note that some provisions may only apply to particular types of uses or developments. A good example involves the *façade articulation* standards, which include separate provisions for commercial or mixed-use buildings and *multifamily* buildings.

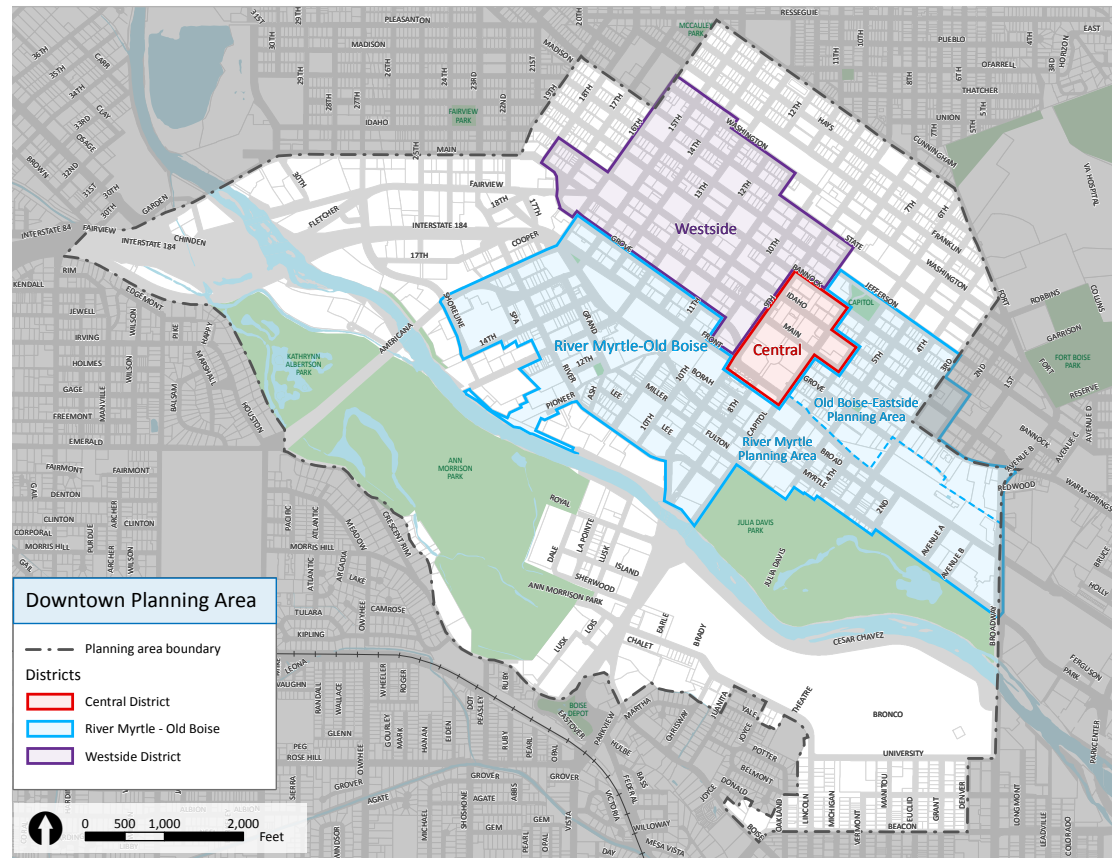


Fig. 1-1. The standards and guidelines herein apply to all non-residential and multifamily development within the Downtown Planning Area.

Standards, Guidelines & Departures – What Do They Mean?

This document was crafted to provide clear minimum design standards, while integrating necessary provisions that allow some flexibility. Below is a description of key components of this document:

Intent statements – are overarching objectives associated with a particular set of standards/guidelines. For example, the intent statement for the building elements and details section is “To encourage the incorporation of design details and small-scale elements into building *façades* that are attractive at a pedestrian scale”.

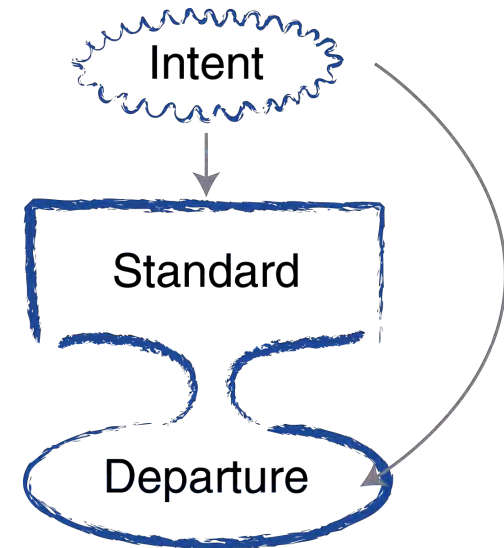
Standards – are required provisions. They feature language such as “shall”, “must”, is/are required”, or is/are prohibited”. Some standards feature a number of different ways to meet the code (toolbox approach). [Provision 4.2.1](#), regarding *façade articulation*, is a good example. While most standards are easily quantifiable, there are some standards that provide a level of discretion in how they are complied with. In the latter case, the applicant must demonstrate in writing how the project meets the intent of the standard(s).

Guidelines – are voluntary provisions. They feature language such as “should”, “is/are recommended”, or “is/are encouraged”. [Provision 4.1.1](#) is an example: Encourage architectural diversity.

Provision – is simply the term that refers to the specific standard or guideline number in this document. It may also refer to standards and guidelines in a general sense.

Departures – are provisions that allow an applicant to propose an alternative means of compliance with a specific standard on a voluntary basis, provided they meet the “intent” of the standard (*departures* are not variances). The symbol ➡ indicates standards that include a *departure* opportunity. Specific *departures* often come with additional criteria to aid applicants in designing projects and ultimately helping the reviewing authority make decisions on them.

Also, graphics are utilized heavily throughout the document to help clarify the written standards.



What's the Relationship to Boise Municipal Code & Blueprint Boise?

The design standards and guidelines herein are intended to supplement the Title 11 of the Boise Municipal Code. Whereas the zoning provisions in Title 11 address land use, density, and certain dimensional standards, the provisions herein

largely focus on site and building design issues. Where there is a conflict between the provisions herein and Title 11, the zoning ordinance shall apply.

How are Building Additions and Remodels Applied?

For building additions, remodels, and site improvements, three different thresholds have been established to gauge how the standards herein are applied to such projects:

A. Level I Improvements include all exterior remodels, building additions, and/or site improvements commenced within a three year period (based on the date of applicable permit issuance) that affect the exterior appearance of the building/site and/or increase the building's gross floor area by up to 50 percent. The requirement for such improvements is only that the proposed improvements meet the standards and do not lead to further nonconformance with the standards. For example, if a property owner decides to replace a building *façade's* siding, then the siding shall meet the applicable exterior building material standards, but elements such as building *articulation* would not be required.

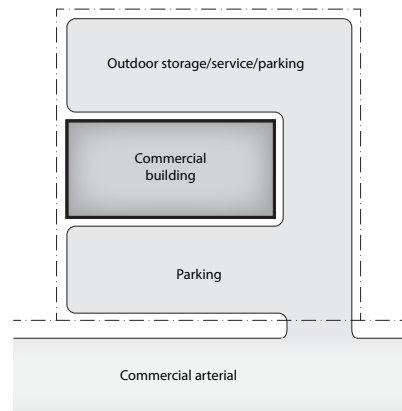
B. Level II Improvements include all improvements commenced within a three year period (based on the date of applicable permit issuance) that increase the building's gross floor area by more than 50 percent, but not greater than 100 percent. All standards that do not involve repositioning the building or reconfiguring site development shall apply to Level II Improvements. For example, if a property owner of an existing home (in a zone allowing a mixture of uses) wants to convert the home to an office and build an addition equaling 75 percent of the current building's gross floor area, the following elements would apply:

1. The location and design of the addition/remodel shall be consistent with the Block Frontage provisions of [Chapter 2](#), except in cases where the existing building is set back too far from the street to physically allow for the addition's conformance. In such cases, the building additions are allowed provided they do not increase any current non-conformity and generally bring the project closer into conformance with the standards;
2. Comply with applicable site design elements in [Chapter 3](#) such as vehicular and pedestrian connections, parking design, private open space, site edges, and service area design. The language "all standards that do not involve repositioning the building or reconfiguring site development" is intended to allow the City some discretion in how these provisions are implemented depending on the unique conditions and constraints on the site combined with the scope of the project; and
3. Comply with all building design provisions of [Chapter 4](#), except architectural scale and materials provisions related to the existing portion of the building where no exterior changes are proposed. The entire building shall comply with building elements/details, materials, and *blank wall* treatment standards of [Sections 4.3](#) and [4.6](#), respectively.

C. Level III Improvements include all improvements commenced within a three year period (based on the date of applicable permit issuance) that increase the building's gross floor area by more than 100 percent. Such developments shall conform to ALL applicable standards.

Fig. 1-2 on the following page illustrates a development example of each type of improvement threshold on a site.

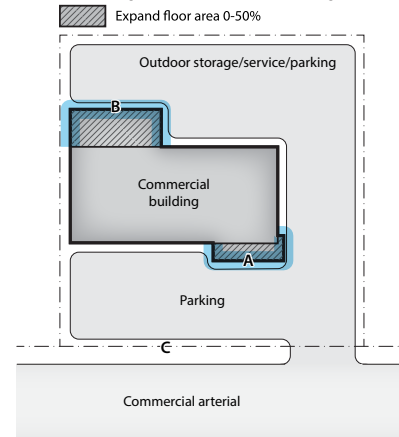
Existing



Pre-existing non-conformities:

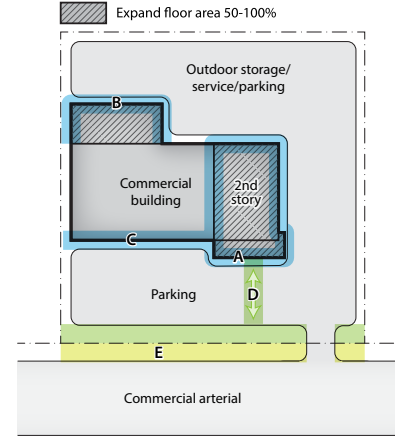
- Parking in front of building
- No pedestrian connection to entry
- Doesn't meet streetscape and landscaping standards
- Facade doesn't meet standards

Level I Improvement Example



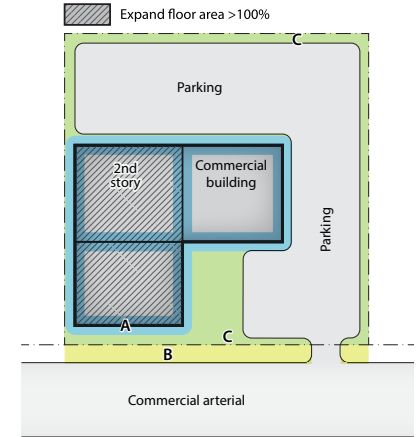
- A. Entry addition meets facade and building design/materials standards (Section 2.2 and Chapter 4)
- B. Rear addition meets applicable building design/materials standards (Chapter 4)
- C. Sidewalk and landscaping improvements are encouraged but not required.

Level II Improvement Example



- A. Entry addition meets facade and building design/materials standards (Section 2.2 and Chapter 4)
- B. Rear addition meets applicable building design/materials standards (Chapter 4)
- C. Facade upgraded to meet applicable facade, building design/materials standards (Section 2.2 and Chapter 4)
- D. Pedestrian access improvements per Section 3.1
- E. Sidewalk improvements per Section 2.2

Level III Improvement Example

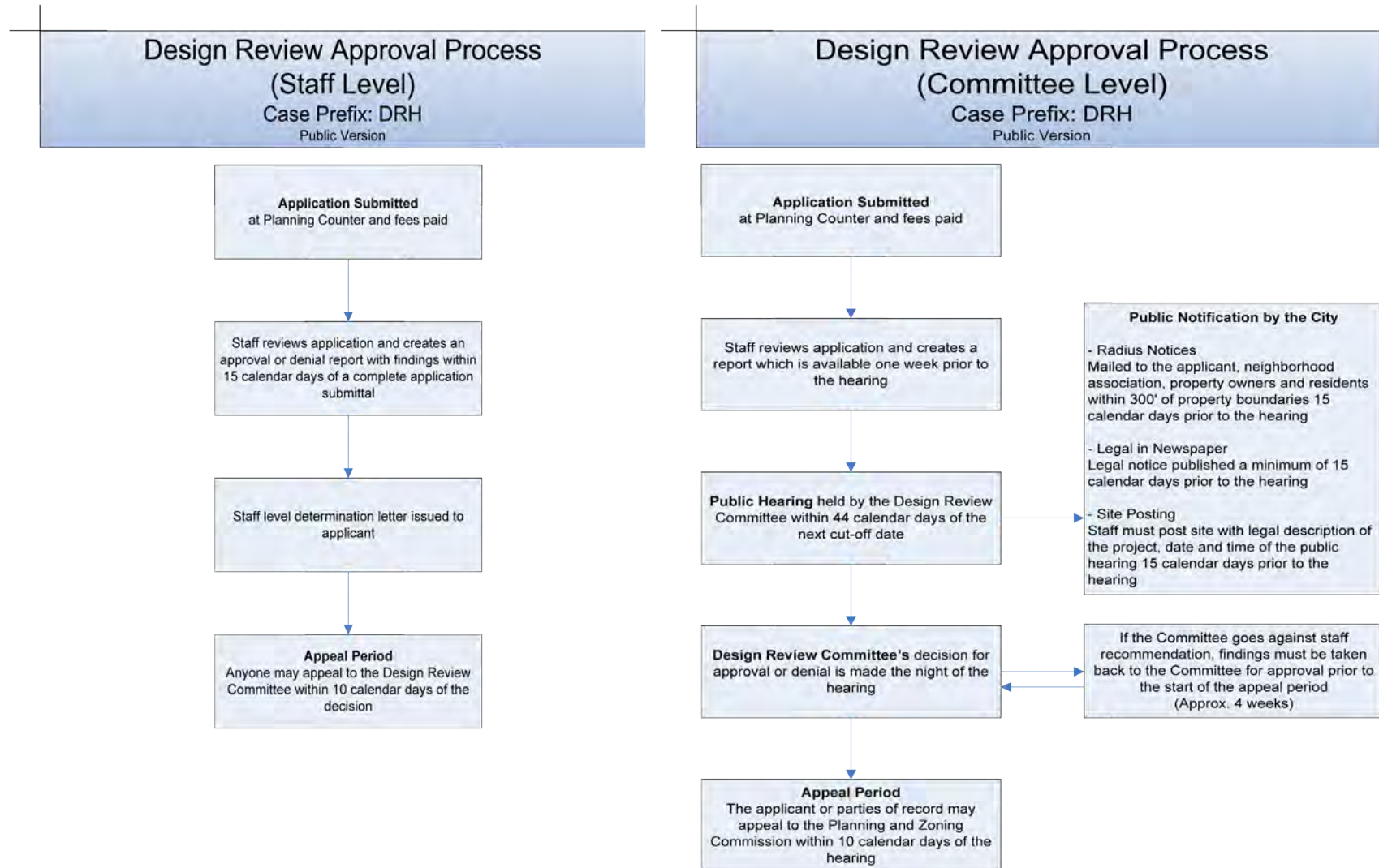


- A. Entire building meets applicable facade and building design standards (Section 2.2 and Chapter 4)
- B. Sidewalk improvements per Section 2.2
- C. Site design conforms with block frontage provisions (Chapter 2).

Fig. 1-2. Illustrating examples of each of the three improvement thresholds on a site.

How Does the Design Review Process Work?

The charts below diagram the design review approval process under [BCC 11-03-04.12](#). The thresholds for level of review are under [BCC 11-03-04.12 B](#).



1

Context & Considerations

Purpose & Content

The purpose of this chapter is provide early guidance to applicants in designing projects – first taking into account the site’s unique context and natural systems.

The sections in this chapter include:

[1.1](#) Site Context

[1.2](#) Sustainable Design

1.1 Site Context

Applicant considerations in designing a project

The very first step for prospective project applicants in developing plans is to take stock of the site's unique context, including its planning and regulatory context, surrounding land uses and physical context, and the unique constraints and opportunities of the site itself. Below is a checklist that applicants are encouraged to use to assess the site prior to developing a project. Early conversations with City staff, local community groups, and adjacent property owners, residents, business owners and workers will be useful in helping to answer these questions and determining the best approach in developing a site.

Question/Issue	Answer
1. What is the planning and regulatory context?	
a. Comprehensive Plan Land Use Designation? (see Comprehensive Plan)	
b. Comprehensive Plan – Applicable goals and policies? (see Comprehensive Plan)	
c. Adopted neighborhood plan for area and associated goals/policies? (see Neighborhood section of City's website)	
d. Zoning and key land use/density/dimensional parameters? (see BCC 11-04.)	
e. Block frontage designation? (see Section 2.1)	
f. Other key applicable standards?	
2. What are the surrounding uses and context?	
a. What is the site area's role within the City in terms of use mix, access, development intensity, geography and environmental conditions? (see Comprehensive Plan and conduct site analysis)	
b. What condition are the surrounding uses in? Were they recently developed? Are they likely to be redeveloped in the near term or longer term? (conduct site analysis)	
c. Assess the transportation context, including vehicular, transit, and non-motorized elements: What are the conditions, challenges, and opportunities? Are there distinct access patterns that should be maintained, and/or are there significant access gaps that can be enhanced? (conduct site analysis)	
d. Are there distinctive attributes of the neighborhood that should be followed? This could include architectural, landscaping, building/street relationship, signage, and/or special design details. (conduct site analysis)	

Question/Issue	Answer
e. How do the current uses and features surrounding the site affect or impact the site? Furthermore, if there are plans for surrounding properties or one or more surrounding sites are prime for redevelopment, how will that affect this site? (conduct site analysis and discuss issue with Planning Department staff)	
f. Are new streets or internal circulation routes needed within the site to handle impacts and/or to improve neighborhood circulation? (conduct site analysis and discuss issue with Planning Department staff)	
g. What is the character, condition, and challenges/opportunities associated with the street or streets fronting/surrounding the site? (conduct site analysis and see the Livable Street Design Guide and Ada County Master Street Map).	
3. What are the constraints and opportunities of the site, itself?	
a. Are there unique geographical/environmental constraints and/or opportunities associated with the site? For example, are there on-site wetlands? Special views? Challenging topography and/or distinctive rock outcroppings? Solar access and wind patterns also need to be considered. (conduct site analysis)	
b. What, if any, existing uses and/or features on-site should be preserved and integrated into a development? (conduct site analysis)	
c. Are there any historical buildings or features or special history associated with the site that might be integrated with the development? (contact Planning Department and review GIS information)	
d. What are the access challenges and opportunities associated with site development? (conduct site analysis and discuss issue with Planning Department and ACHD staff)	

1.2 Sustainable Design

Standards, Guidelines, Approaches, and Considerations

Sustainability needs to be integrated into the project's design from the very beginning. Use the natural systems and features of the site and its surroundings as a starting point in designing a project. Applicable standards, guidelines, approaches, and considerations:

Sustainability Issue/Approach	Standard or Guideline(s)
ENVIRONMENTAL ELEMENTS	
1. Sunlight: Take into account solar access and shade when designing buildings, landscaping, and site features.	Applicants shall demonstrate how the configuration of the site/buildings (where applicable) responds to the site's unique solar access conditions.
2. Wind: Analyze wind patterns on-site to determine optimal site and building layouts/designs.	Applicants shall demonstrate how wind patterns were factored into the design of the development, if applicable.
3. Energy: Examine energy options and consider how energy choices influence building and site layout and design.	Applicants shall describe techniques used to minimize the energy used in the development and maintenance of the project (where applicable).
4. Water: Integrate and enhance natural water features, where present, with new development. Explore site and building layout concepts that reduce the demand for water use.	For sites containing natural water features, the applicant shall demonstrate how such features are integrated and enhanced with the development. The applicant shall also demonstrate how the site and building layout reduces the demand for water.
5. Drainage: Use site drainage elements as an amenity to the site. Examples include drainage swales, green roofs and walls and fountains of recycled water.	Applicants shall demonstrate how site drainage elements have been designed and integrated as an environmental and visual amenity to the development. BCC 08-15.
6. Plants & habitat: Incorporate existing trees and habitat into new development. New materials should be native or water-wise.	Applicants shall describe efforts to integrate existing plants and habitat into the development, where applicable. BCC 11-07-05. See Section 3.8 herein for landscaping design provisions.
DEVELOPMENT/IMPROVEMENTS	
7. Land use mix: Considering the site's context and zoning, what permitted uses are most appropriate given market conditions, community needs, neighborhood compatibility, and transportation concerns?	The applicant shall describe how the proposed development/use mix responds to the unique market conditions, community needs, neighborhood compatibility, and transportation conditions.
8. Connectivity: Configure the site to enhance access to and through the site to reduce vehicular trips. For example, is there an opportunity for a through block pedestrian connection, which would make it easier for residents to access transit, bicycle trails, schools, and/or commercial services?	The applicant shall demonstrate how the proposal conforms to connectivity goals and requirements. BCC 11-07-04.
9. Food production: Where residential uses, food stores, and restaurants are being considered, integrate space for vegetable gardens on the site. It could include rooftop gardens over restaurants and small courtyard garden plots for apartment residents – providing access to fresh foods.	The applicant shall describe techniques and/or features of the development proposal that allow future site users to integrate spaces for food production. BCC 11-06-07.04E.

2

Block Frontages & Urban Design Framework

Purpose & Content

The purpose of this chapter is:

- To design sites and orient buildings with an emphasis on character and creating a comfortable walking environment downtown.
- To provide standards that recognize that there is a hierarchy of streets downtown and reinforcing current and desired development frontage patterns consistent with the goals and policies of the adopted Downtown Plans.

The sections in this chapter include:

- [2.1](#) Downtown Urban Design Framework Map
- [2.2](#) Block Frontages & Standards

Chapter Overview

This chapter includes design standards that guide the look and feel of development when viewed from the street. The standards recognize that there are a hierarchy of different street types ranging from the pedestrian-oriented *storefront* streets such as 8th Street to arterial streets on the edge of downtown that warrant greater flexibility in the design of frontages. These standards also recognize that the current and desired character of streets may change from block to block. For example, there is a designation that provides the flexibility to accommodate both retail *storefronts* or landscaped setbacks and another designation emphasizing landscaped setbacks that fits appropriately for residential oriented streets. These “form-based” standards will help to reinforce existing and desired development patterns intended to implement the adopted Downtown Plans.



2.1 Downtown Urban Design Framework Map

Below is the Downtown Urban Design Framework Map, which designates the type of block frontage standards that apply to each block within the Downtown planning area. The map also indicates areas where future internal connections are required in conjunction with future redevelopment, and special gateway sites and high visibility street corner sites which are subject to special design standards described in [Section 3.5](#). [Section 2.2](#) includes design standards for the applicable block frontage designation.

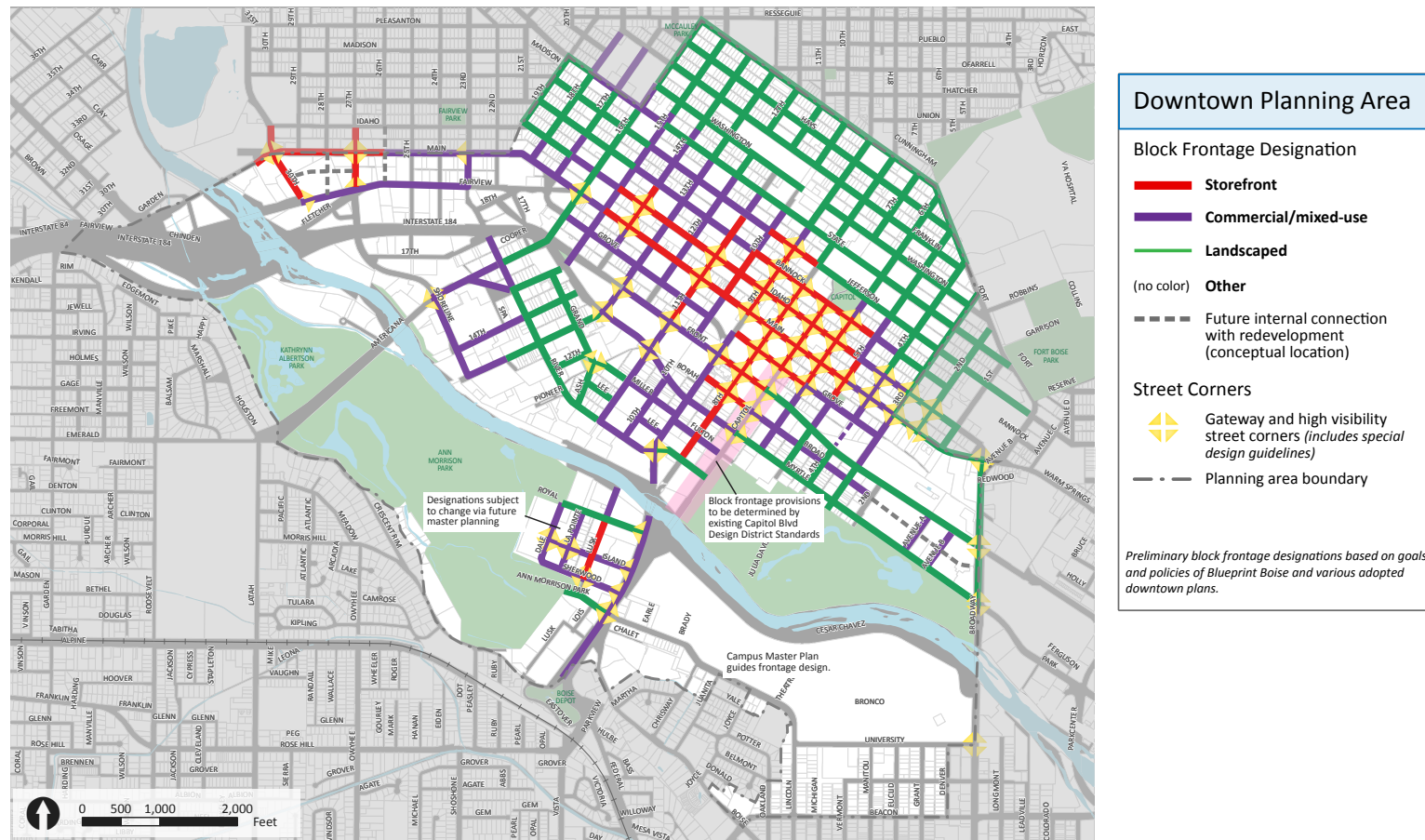


Fig. 2-1. Downtown urban design framework map.

2.2 Block Frontages & Standards

The chart below summarizes some key standards for each of the four designated block frontage types. For detailed provisions, review the specific standards set forth for each block frontage type set forth below.

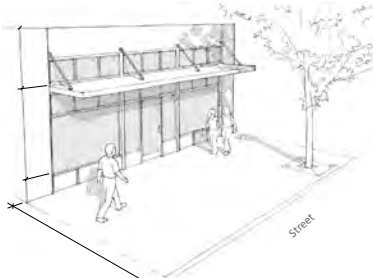

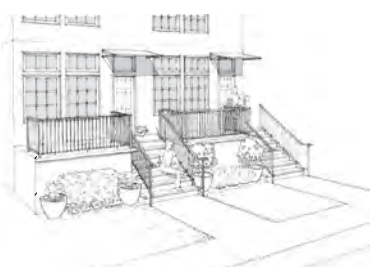

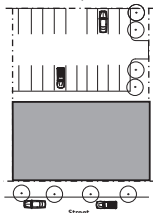
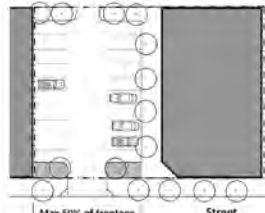
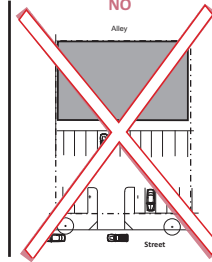
	Storefront	Commercial/Mixed use	Landscaped	Other
Permitted frontages				
Parking location	New surface or structured parking areas (ground floor) are not allowed along street frontages (must be placed behind or under <i>storefronts</i>)	<div><div><p>GOOD</p><p>Parking in back</p></div><div><p>ACCEPTABLE</p><p>Max 50% of frontage Parking to the side</p></div><div><p>NO</p><p>Parking in front</p></div></div>	Same as for commercial/mixed-use and landscaped block frontages, except: <ul style="list-style-type: none">No maximum % of parking area along frontage where parking is located to the side of buildings or where the subject building/use fronts onto another street	
Other key provisions	<ul style="list-style-type: none">Min commercial space depth = 30' (new buildings only)No ground floor residential uses except lobbies/entrances for upstairs units	<ul style="list-style-type: none">Landscaping to soften <i>façade</i> and screen <i>blank wall</i> surfaces.Provide minimum facade windows/transparency for residential buildings (at least 15% of the entire <i>façade</i>)	<ul style="list-style-type: none">Provide minimum <i>façade</i> windows/transparency for non-residential uses (between 15-40% of ground floor <i>façade</i>, depending on building setback and block frontage designation)	

Fig. 2-2. Summary of key standards for each of the four block frontage designs in Downtown.

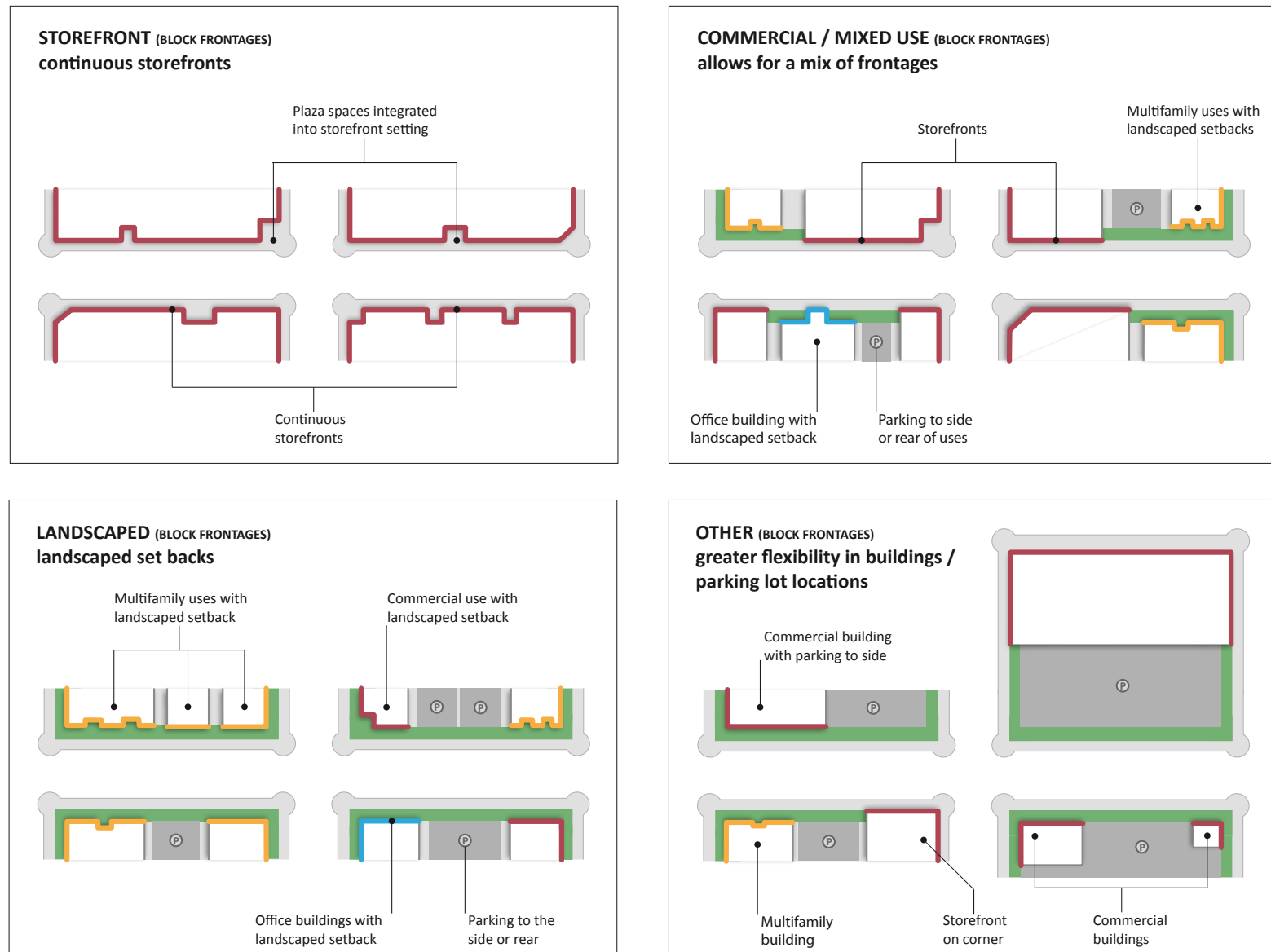


Fig. 2-3. Examples of block frontage development under each of the four block frontage designations.

Application and Flexibility

The standards herein apply to new development and additions/remodels. See [page vi](#) for details about how the standards apply for remodels and additions. The following provisions provide flexibility to the standards herein:

Civic and other Landmark Buildings – warrant flexibility in the design of frontage standards – as the state capital and many other large institutional buildings can attest to. Public buildings are exempted from the block frontage standards herein provided design treatments are integrated to meet the following objectives:

- Enliven the pedestrian environment along the adjacent sidewalks;
- Incorporate a prominent and inviting entry visible from the street;
- Building design and materials should evoke a sense of permanence; and
- Site and building design stands out from the surrounding context as a distinct landmark and provides visual interest from all observable scales.

Private buildings that occupy highly visible street corners and/or full block development sites shall be awarded some flexibility to the following standards via *Departures*, provided they meet the intent of the applicable standards and *departure* criteria.

Historic Buildings – also warrant flexibility – as many of the buildings, as originally designed, may not meet all of the specific frontage standards. Therefore, restoration/rehabilitation of recognized historic buildings are exempt from the frontage standards herein, provided the improvements conform to the applicable historic district guidelines.

Departures – The standards herein often provide specific opportunities for *departures*. The purpose is to provide applicants with the option to propose alternative designs provided they meet the intent of the standards and any specific design criteria set forth herein. These opportunities are identified in the charts depicting the standards with the ➡ symbol. Details on specific *departure* design criteria follows each of the charts for each street type designation.



Fig. 2-4. Some flexibility to the block frontage standards may be needed for improvements to historic buildings — to retain the historic integrity of the structure.

Storefront Block Frontage

Description/Intent:

Storefront Block Frontages are intended to be the most vibrant and activated shopping and dining areas within downtown. They include continuous *storefronts* placed along the sidewalk edge with small scale shops and/or frequent business entries.

Vision:

Weather protection:

At least 5' average depth along 50% of facades facing south or west

Entry:

facing street

Windows/ transparency:

At least 60% of facade between 30" and 12'

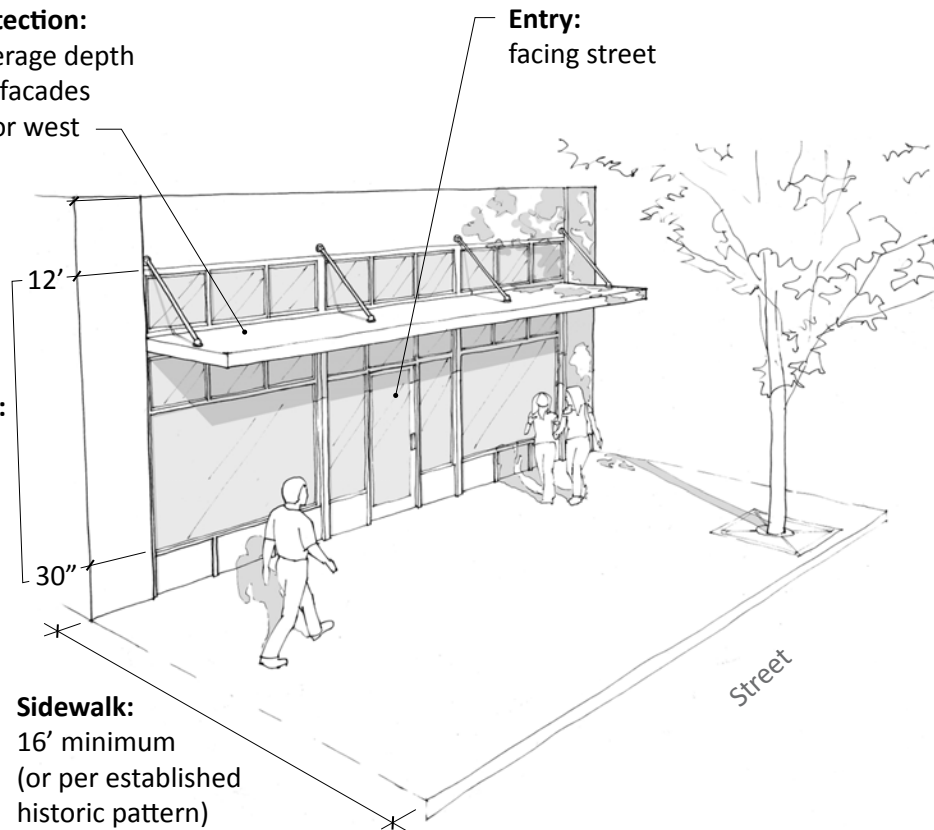


Fig. 2-7. Storefront vision and key standards.





Fig. 2-5. 8th Street in the Downtown core is the prime example.



Fig. 2-6. Another good storefront example.

Storefront Block Frontage Standards:

Element	Standards (↻ indicates a <i>departure</i> opportunity)	Example and Notes
Ground floor: <ul style="list-style-type: none"> Land use 	Non-residential, except for lobbies associated with residential or hotel/motel uses on upper floors (see BCC 11-06 for the specific list of permitted non-residential uses).	 <p>Note large storefront windows, front & corner entries, and retractable awnings on both frontages.</p>
<ul style="list-style-type: none"> Retail space depth 	30' minimum	
Building placement	At front property line/back edge of sidewalk. Additional setbacks are allowed for widened sidewalk or <i>pedestrian-oriented space</i> (see Provision 3.4.2).	 <p>On north facing <i>facades</i>, recessed entries may be used to meet the weather protection requirement.</p>
Building entrances	Must face the street. For corner buildings, entrances may face the street corner. 60' maximum separation between building entrances is encouraged. 100' maximum separation between building entrances is a requirement.	
Façade transparency	At least 60% of ground floor between 30" and 12' above the sidewalk. ↻	
Weather protection	Weather protection at least 5' in average depth along at least 50% of <i>façade</i> ↻; Retractable awnings may be used to meet requirements.	
Parking and driveways	New surface and structured parking areas (ground floor) are not allowed along street frontages (must be placed behind or under buildings). New driveways are prohibited, unless no other access option is available for on-site parking (per the design review authority).	
Sidewalk width	16 feet minimum between curb edge and <i>storefront</i> (area includes clear/buffer zone with street trees in grates) OR established historic pattern (whichever is more); ↻	Also see applicable Downtown Plan for further sidewalk/streetscape design guidance.

Departure Criteria:

Departures to the above standards will be considered provided they meet the intent of the standards, plus the following special criteria:

Façade transparency: The design treatment of *façade* area between ground level windows provides visual interest to the pedestrian and mitigates impacts of any *blank wall* areas. The City shall consider the current and desired context (per applicable Downtown Plan) of the specific site and determine if reduced transparency would be acceptable even with special *façade* design treatment. No less than 40 percent of the *façade* between 30 inches and ten feet above the sidewalk may be approved with a *departure*.

Weather protection: Other design treatments provide equivalent weather protection benefits.

Parking location: *Departures* shall only be considered for phased developments, where parking occupies up to 120 feet of block frontage in the initial phase of development. Design features are included above and beyond standard parking lot buffers to add visual interest to the pedestrian and help provide spatial definition to the street. The applicant shall illustrate how the subsequent phase(s) meet the standards.

Sidewalk width: Sidewalk/streetscape and/or building design techniques should be employed to increase pedestrian comfort and safety and provide visual interest and character to the specific neighborhood. The City shall consider the current and desired context (per Blueprint Boise or applicable Downtown Plan) of the specific

site and determine if reduced sidewalk widths would be acceptable even with special design features referenced above. Minimum widths with *departures*: ten feet where on-street parking is present, 12 feet where there is no on-street parking, but a bicycle lane or wide shoulder is present.



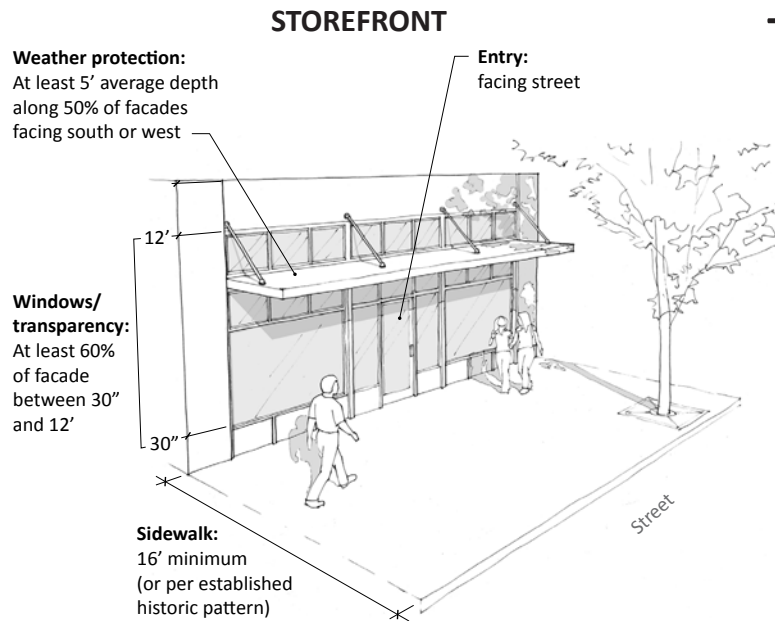
Fig. 2-8. Design treatments between sidewalks and parking lots that add visual interest and help to provide spatial definition to the street.

Commercial/Mixed-Use Block Frontages

Description/Intent:

The Commercial/Mixed-Use designation serves areas that accommodate a mixture of ground floor uses and allows a diversity of development frontages provided they contribute to the visual character of the street and enhance the pedestrian environment.

Vision:



-or-

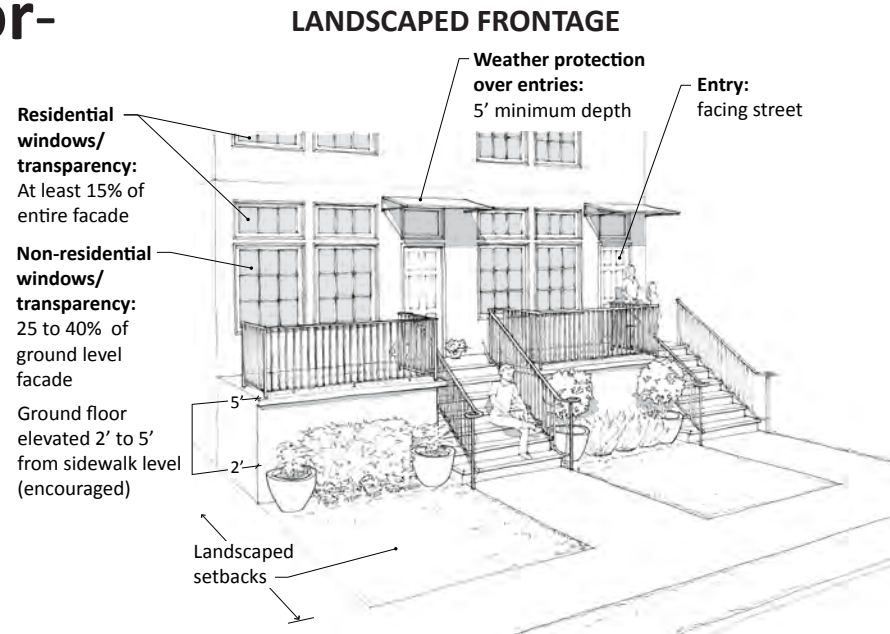




Fig. 2-9. Storefront vision, key standards, and examples.

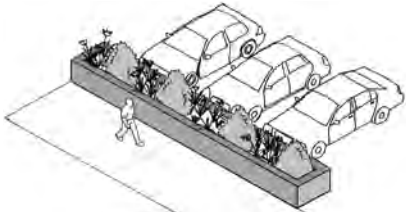
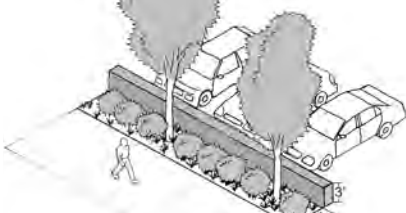



Fig. 2-10. Landscaped frontage vision, key standards and examples.

Commercial/Mixed-Use Block Frontage Standards:

Element	Standards (↻ indicates a <i>departure</i> opportunity)	Examples and Notes
Ground floor: <ul style="list-style-type: none"> Land use 	See (BCC 11-06) for details. Generally, uses could include a combination of commercial and residential uses.	<p>Commercial example with landscaped setback:</p> 
<ul style="list-style-type: none"> Ground floor height, residential uses 	Elevated between 2' to 5' above the sidewalk level is encouraged	
<ul style="list-style-type: none"> Retail space depth 	30' minimum where ground floor commercial uses are required.	
Building placement	<p>Buildings may be placed up to the sidewalk edge provided they meet <i>Storefront</i> standards set forth below.</p> <p>Maximum building setbacks shall be 20'. ↻</p> <p>The area between the sidewalk and the building shall be landscaped, <i>pedestrian-oriented space</i> (see Provision 3.4.2), or private patio space.</p> <p>The minimum setback for buildings with ground floor residential uses is 10'. ↻</p>	
Building entrances	<p>Building entrances facing the street are required. As an alternative, building entrances facing <i>pedestrian-oriented space</i>, but visible from the street are permitted. For <i>multifamily</i> buildings, individual entrances facing the street for ground level units are encouraged.</p> <p>For uses that front on multiple Commercial/Mixed-Use designated block frontages, an entry along both streets is encouraged, but not required.</p>	<p>Residential example with landscaped setback:</p> 
Façade transparency	<p>For <i>storefronts</i>, at least 60% of ground floor between 30" and 12' above the sidewalk. ↻</p> <p>Other buildings with non-residential uses on the ground floor within 10 feet of sidewalk, at least 40% of the ground floor between 4-8 feet above the sidewalk. ↻</p> <p>Other buildings with non-residential uses on the ground floor within 20 feet of the sidewalk, at least 25% of the ground floor between 4-8 feet above the sidewalk. ↻</p> <p>Residential buildings, at least 15% of the entire <i>façade</i> (all vertical surfaces generally facing the street). ↻</p>	
Weather protection	<p>Weather protection at least 5' in average depth is required along at least 60% of <i>façade</i> for <i>storefronts</i>. Retractable awnings may be used to meet this requirement.</p> <p>For other buildings, provide weather protection at least 5' deep over primary business and residential entries.</p>	

Commercial/Mixed-Use Block Frontage Standards (cont.)

Element	Standards (↻ indicates a <i>departure</i> opportunity)	Examples and Notes
Parking and driveways	<p>Parking shall be placed to the side, rear, below or above uses. New surface and structured parking areas (ground floor) are limited to no more than 50% of the street frontage. ↻</p> <p>Surface parking lots adjacent to the street shall be screened with a landscaping buffer consisting of trees, shrubs, and ground cover. The landscape buffer shall be 10 feet minimum or equal to or greater than the required front yard setback in the applicable zoning district (see BCC 11-06), whichever is more. ↻</p> <p>Reduced width landscape buffers will be considered via a <i>departure</i> provided the design treatments mitigate the visual impact of the parking area on the pedestrian/streetscape environment. See graphics to the right for examples.</p> <p>The landscape planters shall be designed and maintained to maximize pedestrian visibility (generally clear between 3' and 7').</p> <p>New parking structures shall feature landscaped setbacks at least 10' in width. ↻</p>	<p><i>Examples of reduced width parking lot landscaping buffers.</i></p>  <p>Elevated planter made with masonry, concrete, or other permanent material.</p>  <p>Landscaped strip with low masonry or concrete wall.</p>
Landscaping	<p>For setbacks adjacent to buildings with windows, provide low level landscaping that maintains views between the building and the street.</p> <p>For setbacks adjacent to <i>façade</i> areas without windows, provide plant materials that screen <i>blank walls</i> and add visual interest at both the pedestrian scale and motorist scale. For extended wall areas, provide for a diversity of plant materials and textures to maintain visual interest from a pedestrian scale.</p>	
Sidewalk width	Per the Livable Street Design Guide .	Also see applicable Downtown Plan for further sidewalk/streetscape design guidance.

Departures

Departures to the above standards (provisions where the ➡ symbol is included) will be considered provided they meet the intent of the standards, plus the following special criteria:

Maximum setback: The City will consider the current and planned context of the site (based on adopted plans) to determine whether greater setbacks would negatively impact the character of the area and the spatial definition of the street.

Minimum setback: For residential uses, provide design treatments that create an effective transition between the public and private realm. This could include a stoop design (see Fig. 2-7) or other similar treatments that utilize a low fence, retaining wall, and/or hedge along the sidewalk (see Fig. 2-8).

Façade transparency: The design treatment of *façade* and/or landscaping elements provide visual interest to the pedestrian and mitigates impacts of any *blank wall* areas. The City shall consider the current and desired context (per Blueprint Boise or applicable neighborhood plan) of the specific site and determine if reduced transparency would be acceptable even with special *façade* design treatment. Up to a 50 percent reduction in the minimum amount of window transparency may be approved with a *departure*.

Parking location: Design features above and beyond the standard parking lot buffers must be provided to add visual interest to the pedestrian and help provide spatial definition to the street. For parking structures within 10 feet of the sidewalk, design treatments must be included to the *façade* and/or landscaping to add continuous visual interest to the pedestrian along the sidewalk and from more distant vantage points.



Fig. 2-11. For a proposed building that includes a departure proposed to reduce the facade's percentage of transparency, design treatments like this would help to mitigate impacts that the reduced transparency have on the adjacent sidewalk.

Landscaped Block Frontages

Description/Intent:

The Landscaped Block Frontage designation emphasizes landscaped frontages and clear pedestrian connections between the buildings and the sidewalk. This includes residential based streets and other streets in commercial/ mixed-use areas where special landscaped frontages are desired.

Vision:

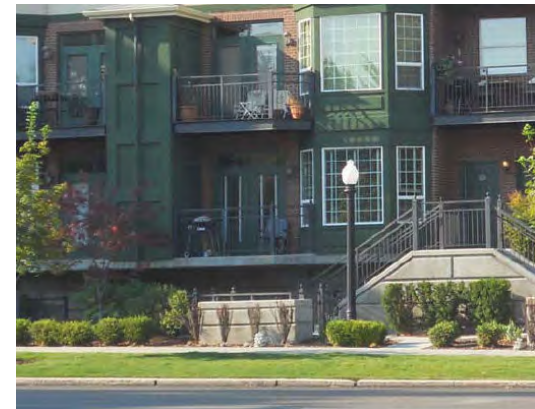
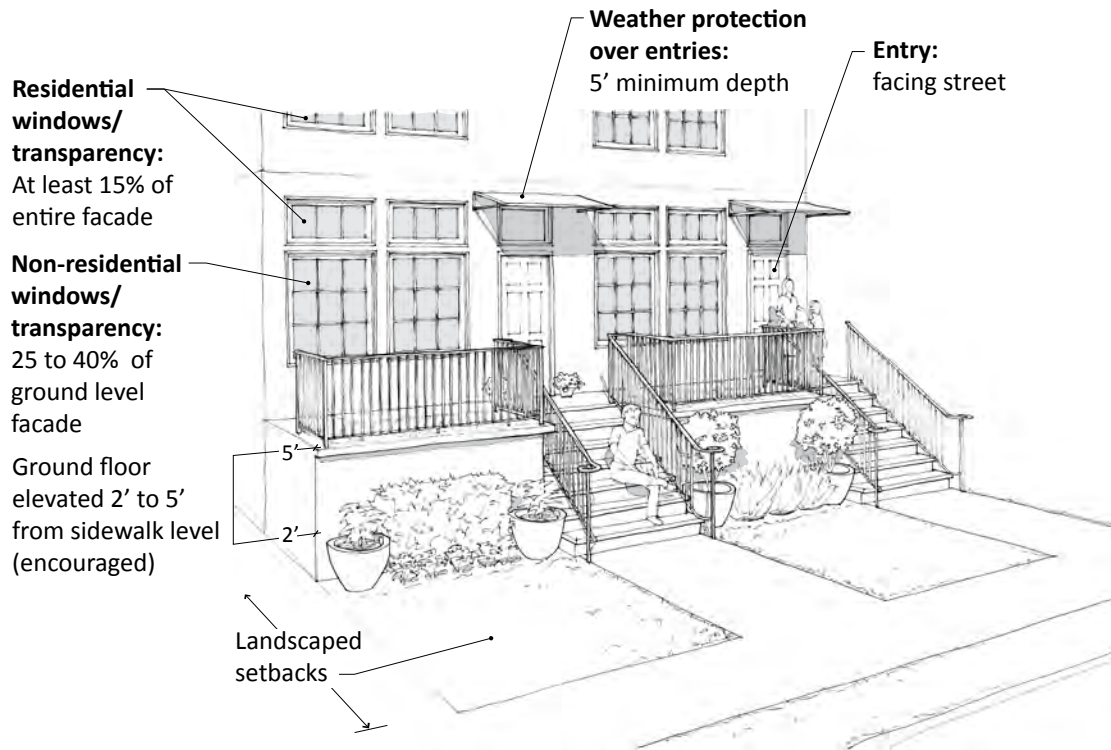

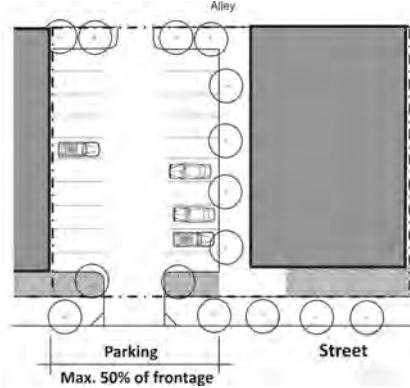


Fig. 2-12. Landscape frontage vision, key standards and examples.

Landscaped Block Frontage Standards:

Element	Standards (↻ indicates a <i>departure</i> opportunity)	Example/Illustration
Ground floor land use	See BCC 11-06 for details. Generally, uses could include a combination of commercial and residential uses.	 <p><i>Landscaped frontage example. Note the elevated ground floor, private entry facing the street, weather protection over entry (balcony), and transparency. The space behind the hedge in this example is a private patio.</i></p>
Building placement	10' minimum setback from the sidewalk is required (more where required by applicable zoning district – see BCC 11-04) ↻ The area between the street and building shall be landscaped, <i>pedestrian-oriented space</i> , or private patio space.	
Building entrances	Building entrances facing the street are required. As an alternative, building entrances facing <i>pedestrian-oriented space</i> , but visible from the street are permitted. For <i>multifamily</i> buildings, individual entrances facing the street for ground level units are encouraged. For uses that front on multiple Landscaped designated block frontages, an entry along both streets is encouraged, but not required.	
Façade transparency	For non-residential uses (ground floor), at least 25% of the ground floor between 4-8 feet above the sidewalk. ↻ Residential buildings, at least 15% of the entire <i>façade</i> (all vertical surfaces generally facing the street). ↻	
Weather protection	Provide weather protection at least 5' deep over primary business and residential entries.	
Parking and driveways	Parking shall be placed to the side, rear, below or above uses. New surface and structured parking areas (ground floor) are limited to no more than 50% of the street frontage. ↻ Surface parking lots adjacent to the street shall be screened with a landscaping buffer consistency of trees, shrubs, and ground cover. The landscape buffer shall be 10 feet minimum or equal to or greater than the required front yard setback in the applicable zoning district (see BCC chapter 11-06), whichever is more. ↻ The landscape planters shall be designed and maintained to maximize pedestrian visibility (generally clear between 3' and 7'). New parking structures shall feature landscaped setbacks at least 10' in width. ↻	
Landscaping	For setbacks adjacent to buildings with windows, provide low level landscaping that maintains views between the building and the street. For setbacks adjacent to <i>façade</i> areas without windows, provide plant materials that screen <i>blank walls</i> and add visual interest at both the pedestrian scale and motorist scale.	
Sidewalk width	Per the Livable Street Design Guide .	

Departures

Departures to the above standards will be considered provided they meet the intent of the standards, plus the following special criteria:

Minimum setback: Reduced setbacks will be allowed whereby design treatments are added to provide visual interest to the pedestrian and increase privacy (where ground floor residential uses are proposed). For buildings with non-residential uses on the ground floor treatments may include an increase in window transparency, decorative use of building materials and/or details, and/or landscaping treatments. For residential uses, provide design treatments that create an effective transition between the public and private realm. This could include a stoop design (see Fig. 2-13) or other similar treatments that utilize a low fence, retaining wall, and/or hedge along the sidewalk.

Façade transparency: The design treatment of *façade* and/or landscaping elements provide visual interest to the pedestrian and mitigates impacts of any *blank wall* areas. The City shall consider the current and desired context (per applicable Downtown Plan) of the specific site and determine if reduced transparency would be acceptable even with special *façade* design treatment. Up to a 50 percent reduction in the minimum amount of window transparency may be approved with a *departure*.

Parking location: Design features above and beyond the standard parking lot buffers must be provided to add visual interest to the pedestrian and help provide spatial definition to the street. For parking structures within 10 feet of the sidewalk, design treatments must be included to the *façade* and/or landscaping to add continuous visual interest to the pedestrian along the sidewalk and from more distant vantage points (see Fig. 2-15).

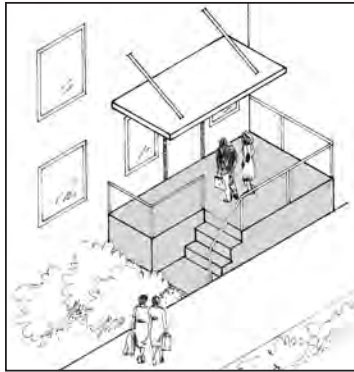


Fig. 2-13. Stoop examples.



Fig. 2-14. The low fence and landscaping provide an effective transition between the sidewalk and ground floor residential uses and help to enhance privacy for ground floor units.



Fig. 2-15. Landscaping, metal trellis structures and building design details help to mitigate impacts of this parking garage on the streetscape environment.

All Other Block Frontages

Description/Intent:

All other block frontages are provided with greater flexibility with regards to the design of development frontages. This includes a combination of side streets (where most uses often front on other adjacent streets), service oriented streets, and heavy arterial streets. While there is greater flexibility in the amount of transparency of *façades* and the location of surface and structured parking, design parameters are included to ensure that development frontages along these streets provide visual interest at all observable scales and meet the design objectives of the city.

Block Frontage Standards for Other Streets

Element	Standards (↻ indicates a <i>departure opportunity</i>)	Examples and Notes
Ground floor:	See BCC 11-06 for details. Generally, uses could include a combination of commercial and residential uses.	For examples of <i>storefronts</i> and landscaped frontages, see images on previous pages.
• Land use		
• Retail space depth	30' minimum where ground floor commercial uses are required.	
Building placement	Buildings may be placed up to the sidewalk edge provided <i>storefront</i> design standards below are met (see page 12). For buildings setback from the sidewalk, the area between the sidewalk and the building shall be <i>pedestrian-oriented space</i> (see Provision 3.4.2) or landscaped. The minimum setback for buildings with ground floor residential uses is 10'. ↻	
Building entrances	For uses fronting only on subject frontages, building entrances must face the street.	
Façade transparency	For <i>storefronts</i> , at least 60% of ground floor between 30" and 12' above the sidewalk is required. ↻ Other buildings with non-residential uses on the ground floor within 10 feet of sidewalk, at least 30% of the ground floor between 4-8 feet above the sidewalk. ↻ Other buildings with non-residential uses on the ground floor within 20 feet of the sidewalk, at least 20% of the ground floor between 4-8 feet above the sidewalk. ↻ Residential buildings, at least 15% of the entire <i>façade</i> (all vertical surfaces generally facing the street). ↻	
Weather protection	At least 5' deep over primary business and residential entries.	

Element	Standards (☞ indicates a <i>departure</i> opportunity)	Examples and Notes
Parking and driveways	<p>Parking shall be placed to the side, rear, below or above uses. New surface and structured parking areas (ground floor) are limited to no more than 50% of the street frontage. ☞</p> <p>Surface parking lots adjacent to the street shall be screened with a landscaping buffer consistency of trees, shrubs, and ground cover. The landscape buffer shall be 10 feet minimum or equal to or greater than the required front yard setback in the applicable zoning district (see BCC 11-06), whichever is more. ☞ The landscape planters shall be designed and maintained to maximize pedestrian visibility (generally clear between 3' and 7').</p> <p>New parking structures shall feature landscaped setbacks at least 10' in width. ☞</p>	<p>Drive through lanes placed between the street and a building shall be considered as a parking lot for the purpose of these standards.</p> <p>Gas stations may be exempted from the parking location standards through the <i>departure</i> (☞) process, provided landscaping and/or other design treatments are included to define the street edge and add visual interest</p>
Landscaping	<p>For setbacks adjacent to buildings with windows, provide low level landscaping that maintains views between the building and the street.</p> <p>For setbacks adjacent to <i>façade</i> areas without windows, provide plant materials that screen <i>blank walls</i> and add visual interest at both the pedestrian scale and motorist scale. For extended wall areas, provide for a diversity of plant materials and textures to maintain visual interest from a pedestrian scale.</p>	See landscaped frontage examples on previous pages.
Sidewalk width	Per the Livable Street Design Guide .	Also see applicable Downtown Plan for further sidewalk/streetscape design guidance.

Departures

Departures to the above standards will be considered provided they meet the intent of the standards, plus the following special criteria:

Minimum setback: Provide design treatments that create an effective transition between the public and private realm. This could include a stoop design (see Fig. 2-13) or other similar treatments that utilize a low fence, retaining wall, and/or hedge along the sidewalk.

Façade transparency: The design treatment of *façade* and/or landscaping elements provide visual interest to the pedestrian and mitigates impacts of any *blank wall* areas. The City shall consider the current and desired context (per applicable Downtown Plan) of the specific site and determine if reduced transparency would be acceptable even with special *façade* design treatment.

Where a Property Fronts Onto Multiple Streets/Frontage Designations

Where a property fronts onto multiple streets and frontage designations, each frontage shall comply with the applicable standard for the applicable block frontage designation, with the following exceptions/clarifications:

Where there is a conflict between frontage standards, below is the order of preference in terms of which provisions apply:

- Storefront*
- Commercial/Mixed-Use
- Landscaped
- Other

Items below clarify how the order of preference works for particular frontage elements.

Building Location: For corner sites with Landscaped block frontage on one street and *Storefront* or Commercial/Mixed-Use on another, a *storefront* building may wrap around the corner (on the Landscaped block frontage side) for up to a half block width or no more than 120 feet (whichever is less). See Fig. 2-16 for an example.

Entrances: For corner sites, entrances on both streets are encouraged, but only one entrance is required. For corner sites with frontage on a *Storefront* block frontage on one side, an entrance shall be placed on the *Storefront* block frontage side. For corner sites with a mix of designations that do not include a *Storefront* block frontage, the applicant can choose where to place the entry, although they are encouraged to place their entry on the order of preference identified above.

Transparency: For corner sites – at least one block frontage shall meet the applicable transparency

standards (based on the order of preference above). For the second block frontage, applicants are allowed a reduction in the minimum amount of transparency by 50 percent. For street corners with like designations on both frontages, buildings shall employ the full transparency on the dominant frontage (based on the frontage width or established neighborhood pattern).

Parking: Surface parking (including ground floor parking in a structure) adjacent to a street corner is not allowed, except:

- Corner lots with non-designated frontages (“other”) on both streets;
- Other combination of block frontages, except those with a *Storefront* designation, via a *departure* and subject to the applicable *departure* criteria.

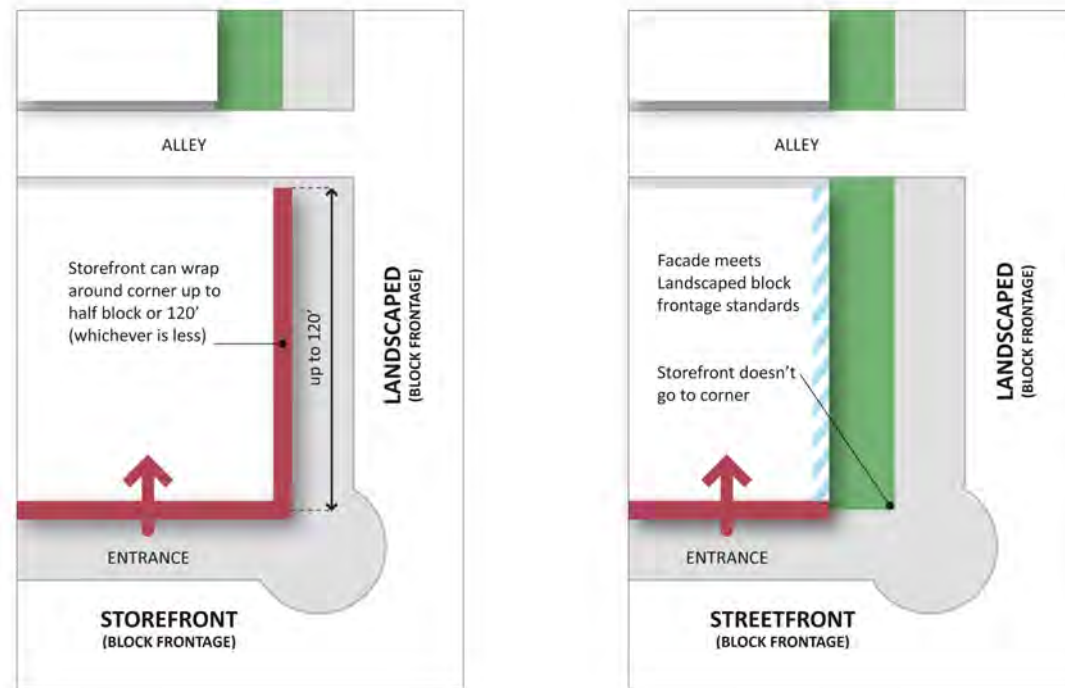


Fig. 2-16. Clarifying block frontage standards and options on corner lots.

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3

Site Design / Elements

Purpose & Content

The purpose of this chapter is to provide guidance and parameters for the layout and design of site development features consistent with the goals and policies of Blueprint Boise.

The sections in this chapter include:

- [3.1](#) Non-Motorized Circulation & Connections
- [3.2](#) Vehicular Circulation & Connections
- [3.3](#) Parking Structures & Drive Through Lanes
- [3.4](#) Internal Open Space / Design
- [3.5](#) High Visibility Street Corners & Gateway Sites
- [3.6](#) Service Area Location & Design

3.1 Non-Motorized Circulation & Connections

Intent:

- To provide safe and direct pedestrian access in commercial and multi-family areas;
- To minimize conflicts between pedestrians and vehicular traffic;
- To provide a network of pathways that can be expanded over time;
- To provide attractive internal pedestrian routes that promote walking and enhance the character of the area; and
- To create a safe, convenient, and efficient network for vehicular circulation and parking.

Cross-References:

[ACHD Roadways to Bikeways Plan, 2009](#)

[ACHD Pedestrian-Bicycle Transition Plan, 2005](#)

Standards/Guidelines:

3.1.1 Internal circulation.

Half and full block developments within downtown are encouraged to provide mid-block pedestrian connections. These could be range from outdoor publicly accessible 24-hour a day connections to internal building connections open during business hours. Such connections could be particularly attractive for retail, residential or a mixture of these uses. See Fig. 3-1 for good examples.

3.1.2 Pedestrian access to sidewalk.

All buildings shall have clear pedestrian access to a public sidewalk. Where a use fronts onto two streets, access shall be provided from the road closest to the main entrance, but preferably from both streets.

3.1.3 On-site pedestrian connections.

Pedestrian paths or walkways connecting all businesses and the entries of multiple commercial buildings frequented by the public on the same development site shall be provided.



Fig. 3-1. The blocks surrounding Portland's Jamison Square illustrate good examples of internal pedestrian connections.



Fig. 3-2. Denver's Writer Square is another good example of a downtown block with internal pedestrian connections and pedestrian spaces.

3.1.4 Future internal connections.

For properties with a “Future internal connection” line illustrated on an applicable [Downtown Urban Design Framework Map](#) in Chapter 2, new developments and [Level III Improvements](#) are required to integrate an internal connection with the development. The connection may be a public street (where required by governing authority) or a private internal roadway accommodating both vehicular and pedestrian access (also see [Provision 3.3.2](#) below). The location of the connection on the [Downtown Urban Design Framework Map](#) is intended to be conceptual – to provide some flexibility based on the ultimate uses and type of development on-site. Some variation to the alignment will be permitted, provided the connection meets the intent of the standards and fits the context of the site and development.

3.1.5 Internal pathway width and design.

1. All internal pedestrian walkways shall have at least 5-foot-wide unobstructed walking surfaces (which allows two adults to comfortably walk side by side or pass in opposite directions), except where wider walkways are prescribed in this chapter or where the applicable uses and context dictate wider walkways. ➡ *Departures* will be considered where the applicant can successfully demonstrate that a reduced width walkway will accommodate the anticipated demand given the proposed use, location and configuration of the proposed and surrounding development and land use(s).

Environmental constraints and/or other design solutions that create a comfortable walking environment appropriate for the context will also be considered.

2. Buildings or walls adjacent to internal pathways shall include design treatments that add visual interest at the pedestrian scale. See Fig. 3-3 for examples.

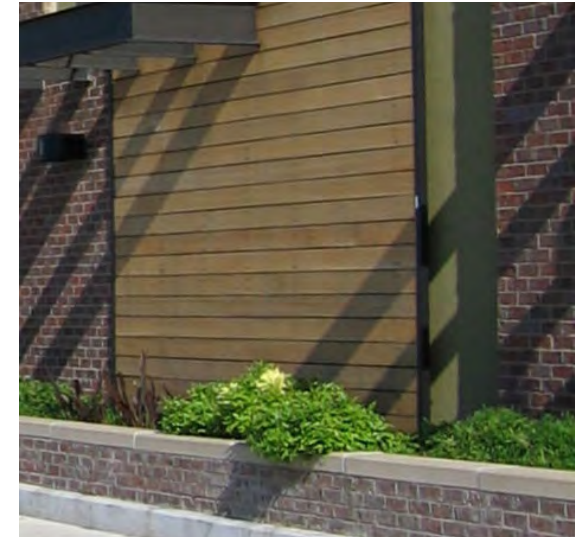


Fig. 3-3. ➡ Examples of design treatments along walkways that add visual interest to the pedestrian. In top left image, the bamboo hedge screens the blank wall and adds visual interest. In the bottom left image, artwork, materials, and design details add interest. In the right example, a narrow elevated planter (less than 3' wide) combined with a distinctive mixture of quality materials provides interest.

3.1.5 Internal pathway width and design (cont.).

3. All internal walkways along pedestrian-oriented building fronts and walkways on the edge of parking areas shall feature at least one street tree (on average) for every 40 feet of walk. Trees may be sited to maintain entry sign visibility.
4. Pathways along the front *facade* of mixed-use and retail buildings 100 feet or more in length (measured along the *facade*) that are not located adjacent to a street must be at least 12 feet wide with 8 feet minimum unobstructed width and include the following:
 - a. Street trees shall be placed at an average of 40 feet on-center minimum and placed in grates (except where trees are placed in planting strips). Breaks in the tree coverage will be allowed near major building entries to enhance visibility. However, no less than one tree per 60 lineal feet of building *facade* must be provided;
 - b. Planting strips may be used between any vehicular access or parking area and the pathway, provided that the required trees are included and the pathway is at least 8 feet in width and the combined pathway and planting strip is at least 14 feet in width; and
 - c. Pedestrian-scaled lighting may be used as a substitute to the required street trees, provided they are used at the same intervals.
5. Pedestrian crossings.
 - a. Crosswalks are required when a walkway crosses a paved area accessible to vehicles; and
 - b. Applicants must continue the sidewalk pattern and material across driveways.

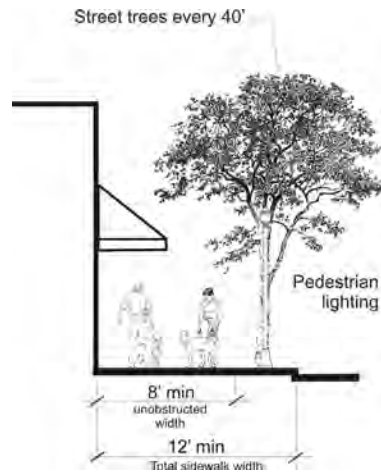


Fig. 3-4. Standards and good/bad examples of walkways along the facades of internal walkways fronting retail or mixed-use buildings 100 feet or more in length.



Fig. 3-5. Example of extending sidewalk paving pattern on crosswalks through parking lots.

3.2 Vehicular Circulation & Connections

Intent:

- To minimize conflicts between pedestrians and vehicular traffic;
- To provide attractive internal pedestrian routes that promote walking and enhance the character of the area; and
- To create a safe, convenient, and efficient network for vehicular circulation and parking.

Standards/Guidelines:

3.2.1 Integrated circulation system.

All developments shall provide a safe and convenient network of vehicular circulation that connects to the surrounding road/access network, integrates non-motorized transportation elements, and integrates opportunities for future internal vehicular connections (see [Provision 3.3.2](#) below).



Fig. 3-6. The 36th Street Garden Center features good internal circulation with two ring roads that connect to surrounding streets. The parallel parking combined with walkways, lighting, and design details add character to the development.

3.2.2 Future (internal) connections.

Where the [Downtown Urban Design Framework Map](#) in Chapter 2 indicates a “future connection” internal or adjacent to a site, new development and [Level III Improvements](#) shall be designed to integrate such connections. Connections that run along property boundaries shall be designed and dedicated as public streets per the [Livable Street Design Guide](#). Connections that are internal to sites are typically private internal roadways, except for large sites where public street connections would be required per ACHD. The routes shown on the [Downtown Urban Design Framework Map](#) are conceptual in nature as the actual location may vary depending on the proposed use, design proposal, and per negotiation with the City during the applicable design review process. See Fig. 3-6 for a good example of how this can be accomplished on a neighborhood infill site.



Fig. 3-7. Examples of curbless woonerf streets.

3.2.3 Internal access roads.

Interior access roads and driveways in multi-building commercial or multi-family developments shall be designed to look and function more like public streets. This includes planting strips and street trees on both sides, sidewalks on one or both sides, and parallel parking on one or both sides. The Planning Director may approve innovative and special street designs, such as a “woonerf” street, provided pedestrian safety and other street functions are achieved (see Fig. 3-7 below). Woonerf is the Dutch name for a “living street” in which the needs of car drivers are secondary to the needs of users of the street as a whole. It is a “shared space” designed to be used by pedestrians, playing children, bicyclists, and low-speed motor vehicles, becoming a public place for people instead of single-intent conduits for automobiles.



3.3 Parking Structures & Drive Through Lanes

Intent:

- To mitigate the impact of parking facilities on the streetscape and pedestrian environment; and
- physically and visually integrate parking facilities into the design of developments.

Related standards:

- See [Chapter 2](#) for applicable block frontage (including parking lot/structure location) standards; and
- See [BCC 11-07-03](#) for minimum parking requirements

Standards/Guidelines:

3.3.1 Parking structure design.

Preferably, parking structures are hidden underneath or behind uses so that their impacts to the street are minimized. For example, providing ground floor retail along the streetfront, with structured parking behind is desirable, where the market conditions for retail are viable.

In areas where parking structures are exposed to the street, the following standards apply:

1. Structured parking facilities shall be designed to meet applicable building design provisions in [Chapter 4](#), including architectural character, massing and *articulation*, building elements and details, building materials, building lighting, and *blank wall* treatments. Some flexibility to the massing and *articulation*
2. Parking garage entries should be designed and sited to complement, not subordinate, the pedestrian entry. Locate the parking entry away from the primary street, to either the side or rear of the building.

standards may be considered via the *departure* process due to the large floor-plates needed for a parking garage, provided the design treatment appropriately fits the context. For example, a parking garage wall facing a freeway will warrant greater flexibility in *façade articulation* than a smaller scale street with a mix of uses. See Fig. 3-8 and Fig. 3-9 below for acceptable parking garage design examples.



Fig. 3-8. Preferably, parking structures are located behind uses as in this shopping mall example.



Fig. 3-9. In the first example, design details are included to articulate the facade and add visual interest. In the second example, a trellis structure provides for a green screen of the parking structures.

3.3.2 Drive through uses/lanes.

The provisions herein apply to zoning districts where drive through uses/lanes are allowed outside of structures per BCC Title II.

1. Drive-through lanes between a building and the street. All applicable developments shall comply with the following standards:
 - a. For the purpose of the block frontage standards in [Chapter 2](#), drive through lanes between a street and a parking are considered as a parking lot. Also, building *facades* are subject to the applicable transparency requirements in [Chapter 2](#).
 - b. Building *facades* are subject to applicable building design standards set forth in [Chapter 4](#).
 - c. Drive through lanes shall be separated from the sidewalk by a planting strip at least 5 feet in width to minimize the visual impacts of vehicle lights and signs.
 - d. Drive through lanes shall not restrict pedestrian access between the sidewalk and on-site buildings. Where pedestrian routes cross drive through lanes, a crosswalk that is raised or features a change in texture and/or other treatment must be utilized to enhance the safety and visual appearance of the pedestrian crossing.

2. Drive-through lanes visible from internal access roads and customer parking lots shall meet the same standards as (1) above, except:
 - a. Visible *facades* are not subject to any of the block frontage standards, including transparency requirements.
 - b. Landscaping as set forth in (1) above shall be required between the drive through lane and any sidewalk or other vehicular access route.



Fig. 3-10. While drive-through lanes between the street and building aren't prohibited, they count as a parking lot for the purpose of building/parking lot location standards in Chapter 2 frontage provisions. Also, the facade would need more windows to meet transparency provisions of Chapter 2 and clear pedestrian access is needed between the sidewalk and the main building entry.



Fig. 3-11. A more desirable configuration with the drive-through lane integrated behind the building, allowing for a stronger pedestrian-orientation for the building.

3.4 Internal Open Space / Design

Intent:

- To create a variety of pedestrian areas in retail and mixed-use developments;
- To provide safe, attractive, and usable open spaces that promote pedestrian activity;
- To create usable space that is suitable for leisure and recreational activities for residents; and
- To create open space that enhances the setting and character of development.

Standards/Guidelines:

3.4.1 Open space requirements.

All new development and [Level III Improvements](#) covering more than one acre in size, shall provide *pedestrian-oriented space* equal to at least two percent of the project area. The intent is to mitigate the impacts of large scale development and to contribute to the pedestrian-oriented character of Boise's downtown.

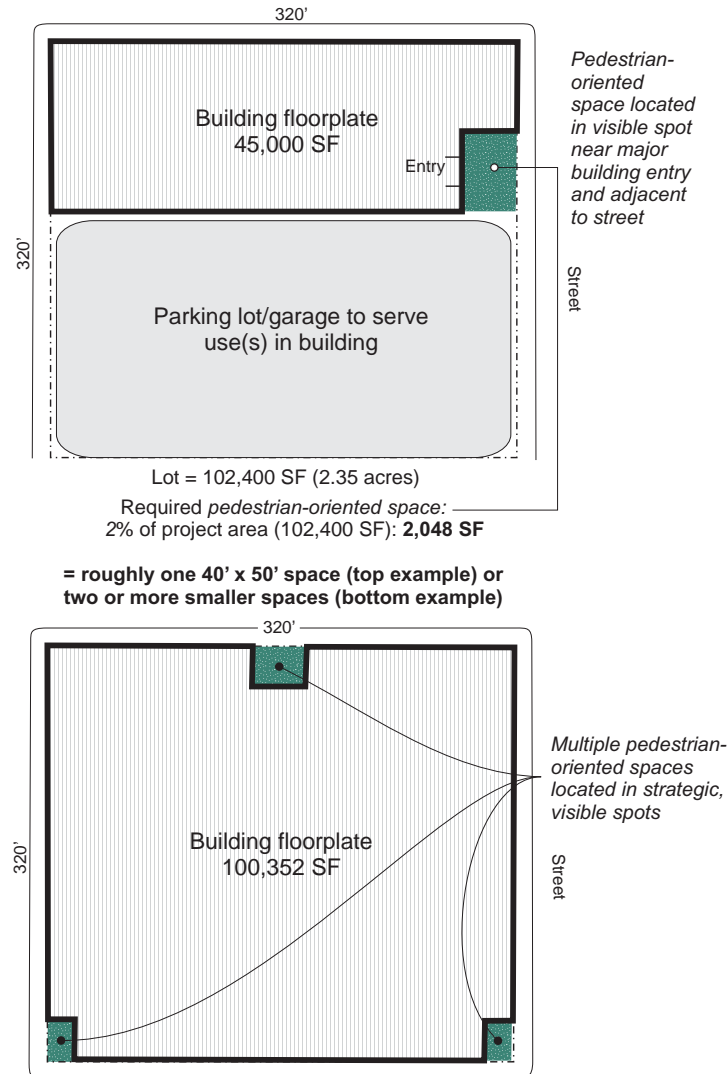


Fig. 3-12. Illustrating the amount of pedestrian-oriented space required for large developments.

3.4.2 Pedestrian-oriented space design criteria.

Pedestrian or rented spaces are intended to be publicly accessible spaces that enliven the pedestrian environment by providing (1) opportunities for outdoor dining, socializing, relaxing and (2) visual amenities that contribute to the character of commercial areas. Design criteria for *pedestrian-oriented space*:

1. Sidewalk area, where widened beyond minimum requirements, may count as pedestrian-oriented open space. The additional sidewalk area may be used for outdoor dining and temporary display of retail goods.
2. The following design elements are required for pedestrian-oriented open space:
 - a. Spaces shall be physically and visually accessible from the adjacent street or major internal vehicle or pedestrian route. Spaces shall be in locations that the intended user can easily access and use, rather than simply left-over or undevelopable spaces where very little pedestrian traffic is anticipated;
 - b. Paved walking surfaces of either concrete or approved unit paving;
 - c. Pedestrian-scaled lighting (no more than 14 feet in height) at a level averaging at least 2-foot candles throughout the space. Lighting may be on-site or building-mounted lighting;
 - d. At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space. This provision may be relaxed or waived where there are provisions for movable seating that meet the intent of the standard; and
 - e. Spaces shall be positioned in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry.
3. The following features are encouraged in *pedestrian-oriented space*:
 - a. Landscaping that adds visual or seasonal interest to the space;
 - b. Pedestrian amenities such as a water feature, drinking fountain, and/or distinctive paving or artwork;
 - c. Provide pedestrian-oriented *facades* on some or all buildings facing the space;
 - d. Consideration of the sun angle at noon and the wind pattern in the design of the space;
 - e. Transitional zones along building edges to allow for outdoor eating areas and a planted buffer;
 - f. Movable seating;
 - g. Incorporation of water treatment features such as rain gardens or the use of an area over a vault as a *pedestrian-oriented space*; and
 - h. Weather protection, especially weather protection that can be moved or altered to accommodate conditions.
4. The following features are prohibited within *pedestrian-oriented space*:
 - a. Asphalt or gravel pavement, except where continuous gravel or asphalt paths intersect with the space;
 - b. Adjacent chain link fences;
 - c. Adjacent unscreened *blank walls*; and
 - d. Adjacent dumpsters or service areas.

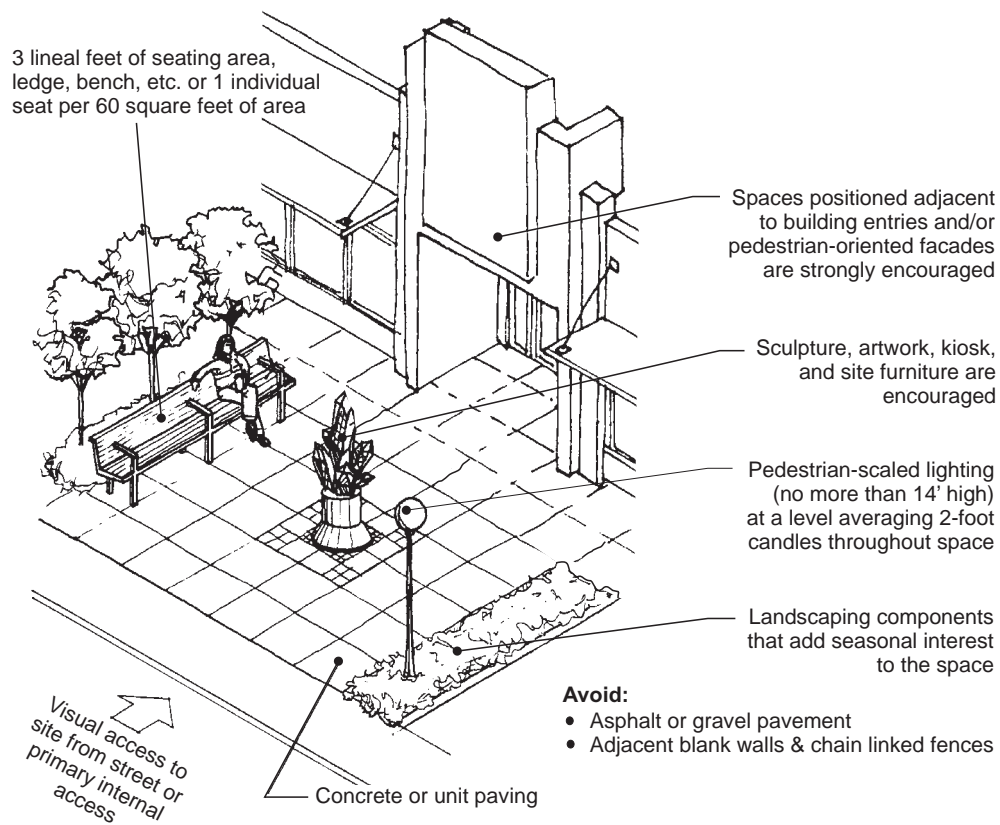


Fig. 3-13. Examples of pedestrian-oriented space.



Fig. 3-14. Good examples of usable pedestrian-oriented space in downtown Boise.

3.5 High Visibility Street Corners & Gateway Sites

Intent:

- To enhance the character and identity of Boise neighborhoods; and
- To enhance the pedestrian environment at street corners.

Standards/Guidelines:

3.5.1 Street corner treatments.

All development proposals located at designated *high visibility street corners and gateway sites* shall include at least one of the design treatments described below [in order of preference, (a) being the highest]:

1. Locate a building on the street corner (preferably with a corner entry) and integrating special design features that accentuate the street corner. Examples could include a cropped building corner, turret, distinctive canopy, or other distinctive feature; or
2. Provide *pedestrian-oriented space* (designed per [Provision 3.4.2](#)) at the corner leading directly to a building entry or entries.

If the City determines that (1) or (2) above are not feasible, provide for one of the following options:

3. Install substantial landscaping: At least 30 feet by 30 feet or 900 square feet of ground surface area with trees, shrubs, and ground cover in a decorative manner that provides four-season interest. The space shall include a special architectural element, such as a *trellis*, to add identity or demarcation of the area. Such an architectural element may have a sign incorporated into it (as long as such sign does not identify an individual business or businesses); or
4. Other treatments will be considered, provided they meet the intent of the standards and guidelines as determined by the City.



Fig. 3-15. Good Boise corner building examples.



Fig. 3-16. Other corner/gateway site building examples.

3.6 Service Area Location & Design

Intent:

- To minimize the potential negative impacts of service elements; and
- To encourage thoughtful siting of service elements that balance functional needs with the desire to screen negative impacts.

Standards/Guidelines:

3.6.1 Service element location and design.

All developments shall provide a designated spot for service elements (refuse and disposal). Such elements shall meet the following requirements:

1. Service elements shall be located to minimize the negative visual, noise, odor, and physical impacts to the street environment, adjacent (on and off-site) residents or other uses, and pedestrian areas;
2. The designated spot for service elements shall be paved with concrete; and

3. Appropriate enclosure of the common trash and recycling elements shall be required. Requirements and considerations:

- a. For multi-story commercial and mixed-use buildings within downtown, trash and recycling elements shall be integrated within the building itself and accessible from the alley, where applicable.
- b. Service areas visible from the street, pathway, *pedestrian-oriented space* or parking area (alleys are exempt) shall be enclosed and screened around their perimeter by a durable wall or fence at least six feet high. Developments shall use materials and detailing consistent with primary structures on-site. Acceptable materials include brick, concrete block or stone;
- c. The sides and rear of the enclosure must be screened with landscaping at least five feet deep in locations visible from the street, dwelling units, customer parking areas, or pathways to soften the views of the screening element and add visual interest;
- d. Collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic, or does not require that a hauling truck project into any public right-of-way; and
- e. Proximity to adjacent residential units will be a key factor in determining appropriate service element treatment.



Fig. 3-17. Service enclosure examples. In the top image, service elements are hidden behind the gates and wheeled out on trash days.

3.6.2 Utility meters, electrical conduit, and other service utility apparatus.

These elements shall be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these standards. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.



Fig. 3-18. The utility meters in the left image are accessible for functional use, but thoughtfully located and screened. Avoid exposed utility meter designs like those in the upper and lower right images, which degrade the character of the development.

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4

Building Design

Purpose & Content

The purpose of this chapter is to provide guidance and parameters for the design of buildings in Downtown Boise that meet the following objectives:

- Design buildings that respond to the unique context of the site;
- Design buildings that address the street and create a pedestrian-friendly environment;
- Promote original and distinctive building design;
- Utilize building materials that convey a sense of quality and permanence;
- Promote building form that adds character to Boise's skyline;
- Incorporate sustainable development practices;
- Demonstrate respect for historic structures; and
- Contribute to the overall sense of identity of Downtown Boise.

The sections in this chapter include:

- [4.1](#) Architectural Character
- [4.2](#) Building Massing & Articulation
- [4.3](#) Building Elements & Details
- [4.4](#) Building Materials
- [4.5](#) Building Lighting
- [4.6](#) Blank Wall Treatments

4.1 Architectural Character

Intent:

- To promote original and distinctive building design;
- To promote building design that responds uniquely to the site's context;
- To allow for a diversity of architectural styles;
- To promote distinctive roofline designs that contribute to Boise's Downtown skyline; and
- To demonstrate respect for surrounding historic structures.

Standards/Guidelines:

4.1.1 Encourage architectural diversity.

Downtown Boise has evolved over the past 100+ years as uses, technology, and design styles have changed. The design standards and guidelines herein seek to allow for architectural diversity, provided the design meets block frontage, massing and *articulation*, materials and detail provisions herein. Below ([Provisions 4.1.2](#) and [4.1.3](#)) are some considerations in determining the appropriate architectural style of individual buildings.

4.1.2 Promote original and distinctive building design.

Applicants for new buildings shall demonstrate how the design accomplishes the following objectives:

1. Creative *façade* composition with a rich layering of design elements that provides visual interest from a variety of vantage points.
2. Integrate design techniques that distinguish a buildings' top, middle, and bottom (see Fig. 4-1 and Fig. 4-2 for examples) on all buildings at least three-stories in height. Considerations in achieving objective:
 - a. Bottom - distinctive ground or lower floor design utilizing durable materials, prominent building entry, clear window *fenestration* and/or *storefront articulation* pattern, and design details that lend a pedestrian scale to the building and add visual interest;
 - b. Middle – distinctive window *fenestration* and *articulation* patterns; and
 - c. Top – distinctive roofline treatment that adds visual interest from all observable angles.

Departures will be considered for buildings that employ distinctive sculptural forms that will contribute to Boise's Downtown skyline. See Fig. 4-5 for examples.

Overhang adds visual interest and distinguishes top

Bay windows, balconies, and use of color articulate middle



Ground floor entries and landscaping add human scale

Brick material designates base

Roofline features add interest

Modulated façade elements add texture



Concrete base with refined metal paneling

Fig. 4-1. Good examples of original and distinctive design.

4.1.2 Promote original and distinctive building design (cont.).

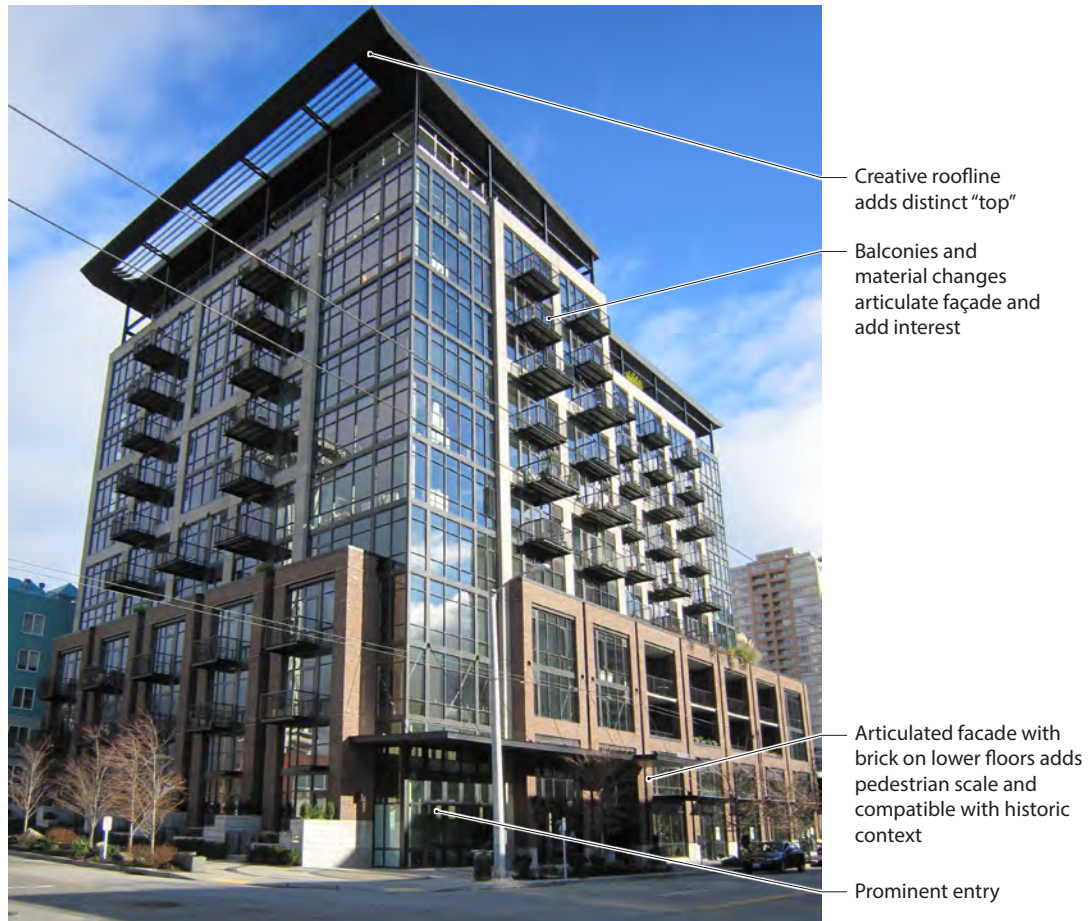


Fig. 4-2. Design features to emphasize top, middle, and bottom of buildings.

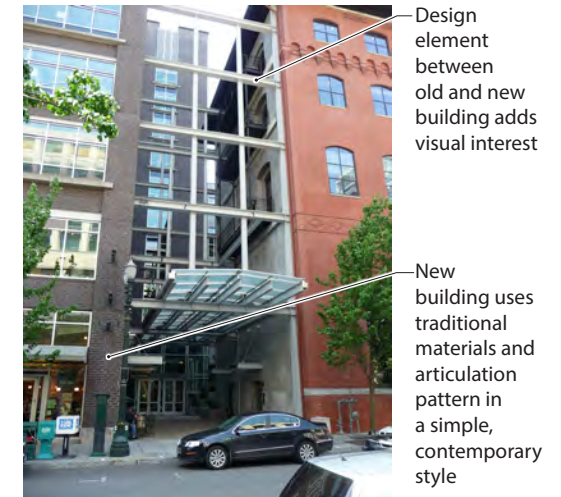


Fig. 4-3. More good examples of original and distinctive design.

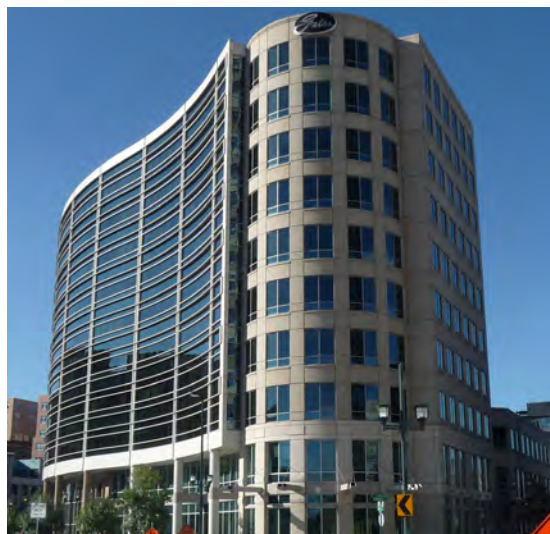


Fig. 4-4. Each of these buildings employ distinctive qualities that contribute to their respective skylines.

4.1.2 Promote original and distinctive building design (cont.).

3. Complement, but don't replicate/nearby historic buildings. Make the new building a building of its own time. Most future private development in Downtown will be infill development which may range in size from small mid-block sites to half-block developments. The desired approach for infill development is to design buildings that respond uniquely to its context – in terms of block frontage (see [Chapter 2](#)) and massing/articulation (see [Section 4.2](#)). For sites adjacent to historical buildings, the building design must demonstrate respect for such resources via building massing, *façade articulation*, ground floor design, building materials, *façade detailing*, and or other design treatments. Fig. 4-5 through Fig. 4-8 exhibit qualities that help them complement buildings in their surrounding context.

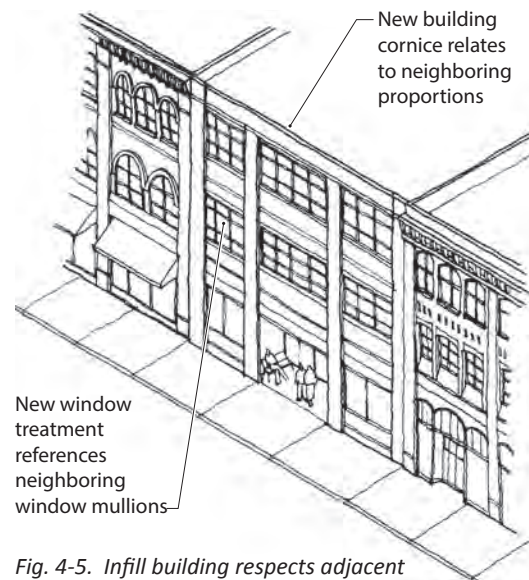


Fig. 4-5. Infill building respects adjacent architecture's proportions and rhythm without mimicking it.



Fig. 4-6. Good example of infill.



Fig. 4-8. Denver's "sugarcube" building fits into context with color and emphasis of piers between windows while announcing self-confident design.



Fig. 4-7. Boise infill example.

4.1.3 Landmark buildings - design considerations.

All great cities include both background or “infill” buildings (see [Provision 4.1.2](#) above) plus landmark or “object” buildings. These are often the most visible and accessible sites and generally reserved for civic or quasi-public buildings, such as theaters, hotels or convention centers. These buildings may be attached or free standing buildings. Specifically,

1. Public buildings may be exempted from block frontage standards (see [Chapter 2](#)), building massing (see [Section 4.2](#)), rooftop design (see [Section 4.3](#)), building elements and details provisions (see [Section 4.4](#)), provided design treatments are integrated to meet the following objectives:
 - a. Enliven the pedestrian environment along the adjacent sidewalks;
 - b. Incorporate a prominent and inviting entry visible from the street;
 - c. Building design and materials should evoke a sense of permanence; and
 - d. Site and building design stands out from the surrounding context as a distinct landmark and provides visual interest from all observable scales.
2. Private buildings that occupy highly visible street corners and/or full block development sites shall be awarded some flexibility to the following standards via *Departures*, provided they meet the intent of the applicable standards and *departure* criteria:
 - a. Block frontage provisions (see [Chapter 2](#)); and
 - b. Building massing (see [Section 4.2](#)).

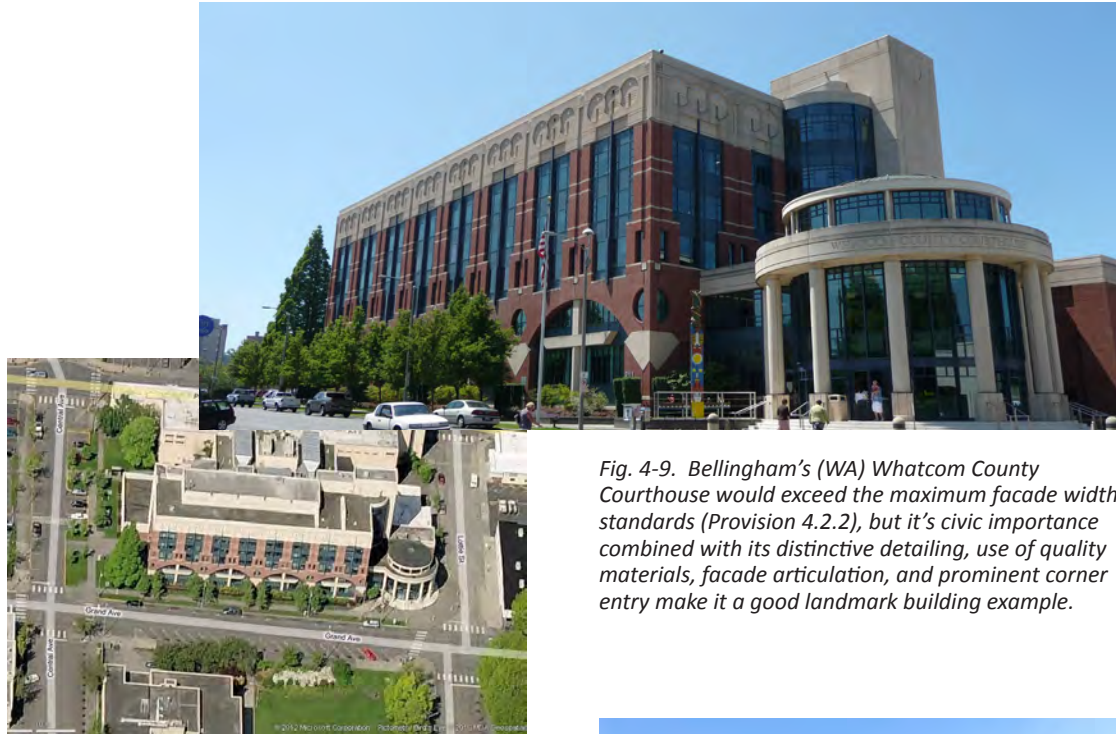


Fig. 4-9. Bellingham's (WA) Whatcom County Courthouse would exceed the maximum facade width standards (Provision 4.2.2), but it's civic importance combined with its distinctive detailing, use of quality materials, facade articulation, and prominent corner entry make it a good landmark building example.



Fig. 4-10. Seattle's Gates Foundation is another landmark example that warrants some design flexibility due to its full block size and visible location, not to mention the foundation's global importance.

4.2 Building Massing & Articulation

Intent:

- To provide for tower spacing for access to light, privacy, and skyviews for people living and working inside the buildings and people on the street below;
- To create a vibrant and distinctive skyline that adds drama to the scenic mountain backdrop; and
- To employ *façade articulation* techniques that reduce the perceived scale of large buildings and add visual interest from all observable scales.

Standards/Guidelines:

4.2.1 Tower massing.

The following standards and guidelines apply only to “towers” which are defined herein as those portions of a building that are greater than six stories in height unless otherwise noted.

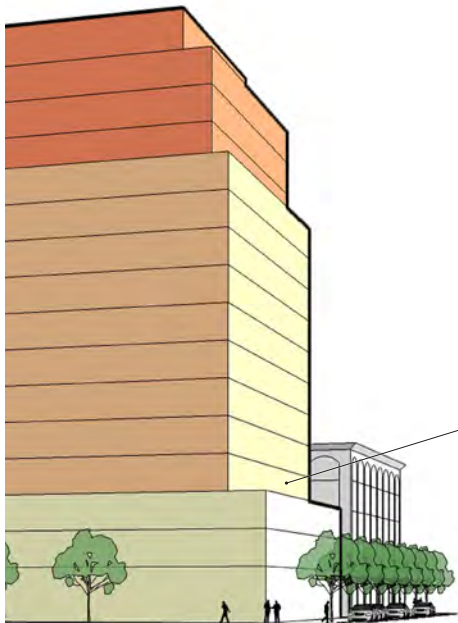
1. **Maximum floorplate width** in the general east-west direction above sixth floor to maintain and enhance the Downtown skyline character against the mountain backdrop: 180 feet.
- *Departures* will be considered, provided the building integrates distinctive building form and/or roofline elements that contribute to skyline interest while achieving the desired density in Downtown.



Fig. 4-11. Maximum building width above 6th floor is 180 feet to provide light, privacy, and mountain and sky views. The numbers in the images above indicate the approximate width of existing buildings.

4.2.1 Tower massing (cont.).

2. **Minimum tower street setback.** The tower above the sixth floor shall be setback an additional 10 feet from the front property line along *Storefront* block frontages (encouraged along other block frontages). The required setback may occur at any floor between the third and sixth floors.
- ➡ *Departures* will be considered along applicable block frontages except for Capitol Boulevard (see [BCC 11-05-03](#)) and South 8th Street provided design techniques are integrated to:
- a. Respect the character and scale of surrounding buildings; and
 - b. Utilize design techniques to clearly identify the buildings' top, middle, and bottom.



10' setback on sides facing Storefront block frontages (at any height between the top of the 3rd and 6th floors)



Multiple setbacks

6th story setback

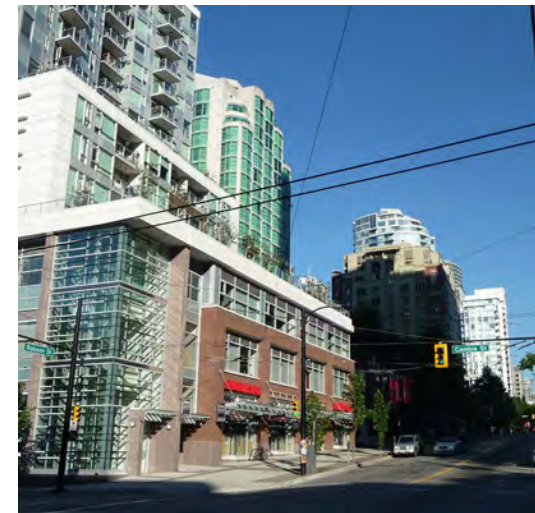


Fig. 4-12. Stepbacks break up the building mass, provide visual interest, allow more light to the street, help to articulate a base, and may reference surrounding buildings.

4.2.1 Tower massing (cont.).

3. **Tower separation standards.** Towers (portion of building above the sixth floor) shall maintain 30 feet of separation from other towers. Along alleys, a minimum 15-foot setback from alley is required for towers. For other side and rear property lines, 15-foot minimum setbacks are required for towers.

Exceptions:

- a. Alley, side, and/or rear tower setbacks may be reduced or waived if recorded agreements are in place that prohibit tower construction within the minimum required setback area on adjacent site;
 - b. For sites adjacent to a tower that do not meet the above setback standards, a reduction of the minimum tower separation standard to no less than 20 feet is permitted provided no other reasonable design options exist for the tower floorplate; and
 - c. For sites less than $\frac{1}{4}$ of the block size, the tower side, rear, and alley setback requirements shall only be applied above the tenth floor.
- ☞ *Departures* will be considered allowing a reduction of the above setbacks/separation standards provided design treatments are included to maximize privacy and minimize skyline, skyview, and access to light impacts. Factors to consider in determining if a proposed *departure* meets the intent include the extent of building area that doesn't meet setback/separation requirement, lot size and configuration, surrounding context, skyline views from a full range of observable views, and subject building uses.

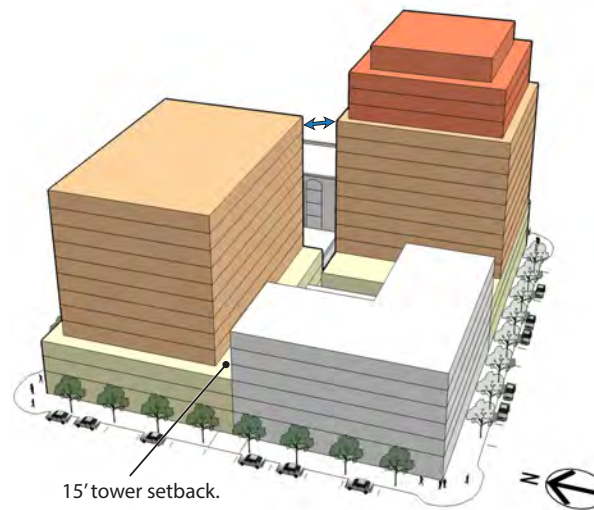
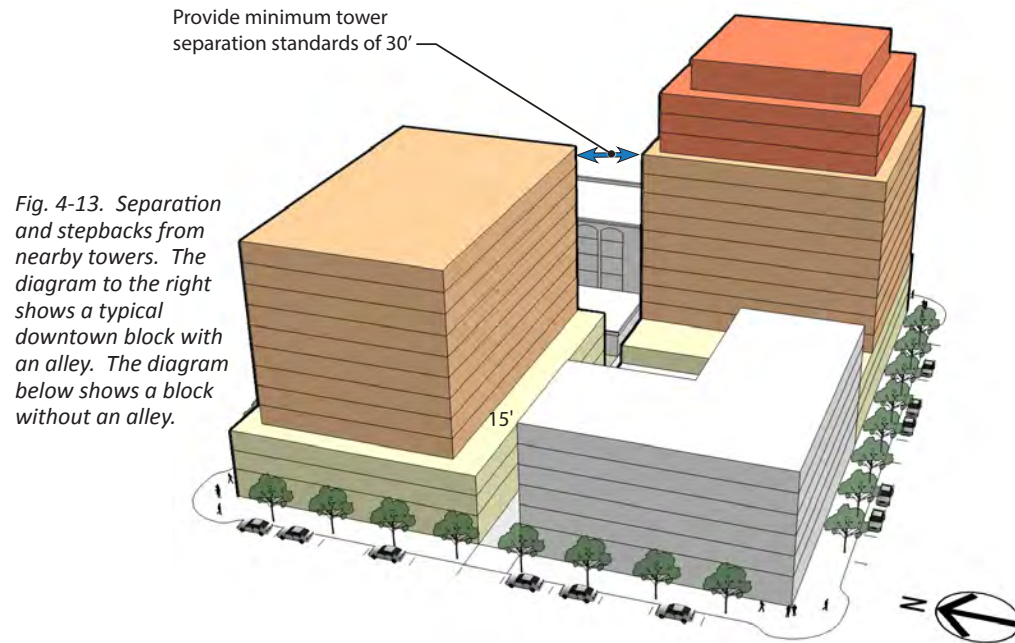


Fig. 4-14. Examples of towers too close to neighboring buildings, resulting in loss of light, privacy, and skyline variation.

4.2.1 Tower massing (cont.).

4. Simple box design for towers is prohibited.

Towers (over 12 stories) must employ original and distinctive form, including horizontal and vertically articulated components that provide interest to the building from multiple vantage points. Example design treatments:

- Round/sculpted forms;
- Layered building forms;
- Wall plane offsets and/or material changes that create shadows and relief; and/or
- Fenestration pattern changes.

Some elements of the towers should integrate with, and extend into the building base facades to avoid the appearance of a tower isolated from its base.



Fig. 4-16. Sculpted forms.



Fig. 4-15. Example of simple box design building with little horizontal or vertical variation.



Fig. 4-17. Layered building forms.



Fig. 4-18. Good examples of wall plane offsets, fenestration changes, and/or material changes.

4.2.1 Tower massing (cont.).



Fig. 4-19. Examples of box buildings that have effectively added articulated components that are distinctive and original.



Signified building "top"

Textured exterior cladding

4.2.2 Maximum façade width.

For most buildings, small scale *articulation* techniques (see [Provision 4.2.3](#) below) are sufficient to reduce the perceived scale of buildings, add visual interest, and contribute to the pedestrian environment. Larger buildings need more substantial articulated/modulated features to break up the massing and add visual interest.

Building *façades* wider than 122 feet shall include at least one of the following features to break up the perceived massing of the building and add visual interest (122 feet is slightly more than the typical width of a half-block between an alley and the street):

1. **Provide vertical building modulation** at least 20 feet deep and 30 feet wide (see Fig. 4-20. For multi-story buildings, the modulation must extend through more than one-half of the building floors.
2. **Use of a contrasting vertical modulated design component** featuring all of the following:
 - a. Component extends through all floors above the first floor fronting on the street. Exception: upper floors that are set back more than 10 feet horizontally from the *façade* are exempt;
 - b. Utilizes a change in building materials that effectively contrast from the rest of the *façade*;
 - c. Component is modulated vertically from the rest of the *façade* by an average of six inches; and
 - d. Component is designed to provide roofline modulation per [Provision 4.2.5](#). See images in Fig. 4-21 for examples.

3. **Façade employs building walls with contrasting *articulation*** that make it appear like two distinct buildings. To qualify for this option, these contrasting *façades* must employ all of the following:

- a. Different building materials and/or configuration of building materials; and
- b. Contrasting window design (sizes or configurations). See images in Fig. 4-21 for examples.

➡ *Departures* will be considered provide the design meets the intent of the standards. Consideration for approving *departures*:

- Width of the *façade*. The larger the *façade*, the more substantial *articulation*/modulation features need to be.
- Block frontage designation. *Storefront* designated block frontages warrant the most scrutiny while undesignated streets warrant more flexibility.
- The type of *articulation* treatment and how effective it is in meeting the intent given the building's context.

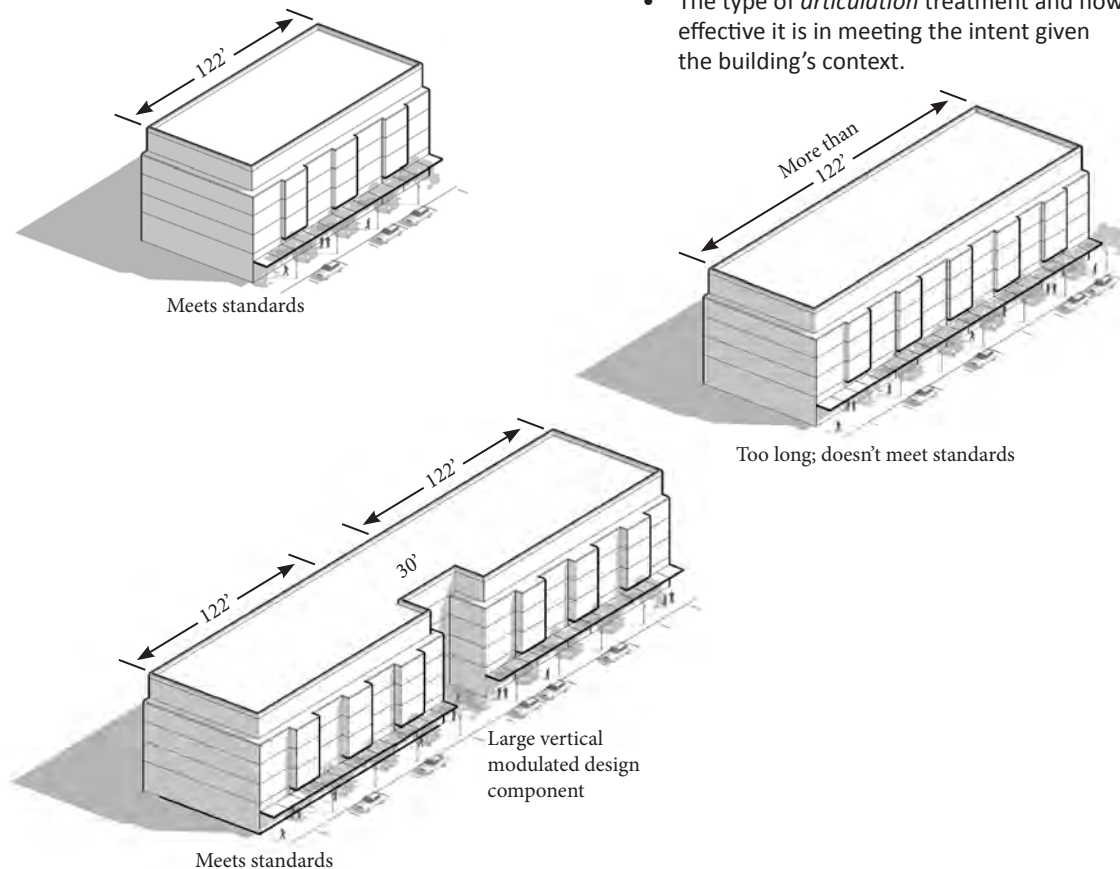


Fig. 4-20. Maximum façade width standards.

4.2.2 Maximum façade width (cont.).



Fig. 4-21. Good design examples of design techniques that break up the massing of large buildings and add visual interest.

Change in color and limited modulation help, but are not adequate given the length of uninterrupted roofline



Fig. 4-22. Examples where facade widths are greater than 130 feet and do not include acceptable techniques to break up the facade's mass.

4.2.3 Facade articulation.

1. **Storefronts and other buildings with non-residential uses on the ground floor** shall include at least three *articulation* features every 50 feet (maximum) to create a pattern of small storefronts.
 - a. Window *fenestration* patterns and/or entries;
 - b. Use of weather protection features;
 - c. Use of vertical piers/columns;
 - d. Change in building material or siding style;
 - e. Vertical elements such as lighting or art element;
 - f. Providing *vertical building modulation* of at least 12 inches in depth if tied to a change in roofline modulation per [Provision 4.2.5](#) and/or a change in building material or siding style; and
 - g. Other design techniques that effectively reinforce a pattern of small storefronts.
- ➡ *Departures* will be considered provided they meet the intent of the standards and the design criteria set forth in paragraph 3 below.



Fig. 4-24. Spacing of awnings, storefront windows, and piers create a small-scale storefront pattern.

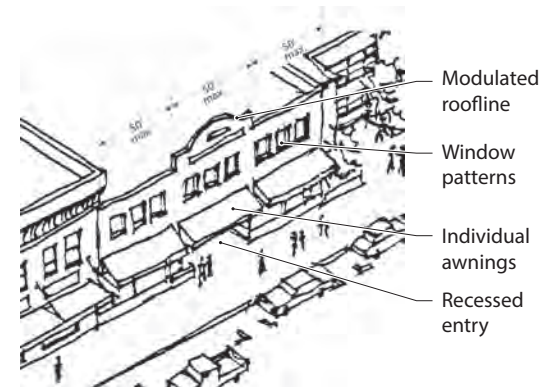


Fig. 4-23. Storefront articulation example.



Fig. 4-26. Example of vertical building modulation combined with a change in materials.



Fig. 4-25. Lacks a pattern of windows, entries, weather protection features, changes in materials, or design features to create a storefront rhythm.

4.2.3 Facade articulation (cont.).

2. **Multifamily buildings** shall include *articulation* features at intervals that relate to the location/size of individual units within the building (or no more than every 30 feet) to break up the massing of the building and add visual interest and compatibility to the surrounding context. At least three of the following features shall be employed at intervals no greater than the unit interval or 30 feet (whichever is less).
- Use of windows and/or entries;
 - Change in roofline per [Provision 4.2.5](#);
 - Change in building material, siding style, and/or window *fenestration* pattern;
 - Providing *vertical building modulation* of at least 12 inches in depth. Balconies may be used to qualify for this option if they are recessed or projected from the *façade* by at least 12 inches. Juliet balconies or other balconies that appear to be tacked on to the *façade* will not qualify for this option unless they employ high quality materials and effectively meet the intent of the standards;
 - Vertical elements such as lighting or art element; and/or
 - Other design techniques that effectively break up the massing at no more than 30-foot intervals.
- ➡ *Departures* will be considered provided they meet the intent of the standards and the design criteria set forth in paragraph 3 below.



Fig. 4-27. Balconies, bay windows, and change in siding color and materials effectively articulate the facade of this Downtown Boise apartment building.



Fig. 4-28. Bay windows help to articulate this facade.

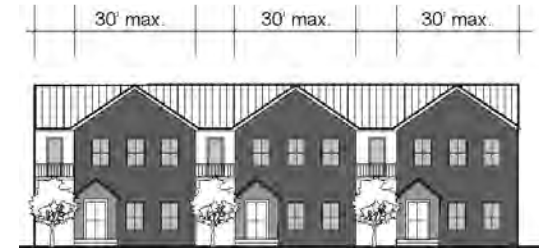


Fig. 4-29. Modulation intervals no greater than 30 feet or width of unit.



Fig. 4-30. Other than decorative black columns at the base, this building lacks vertical articulation elements.

4.2.3 Facade articulation (cont.).

3. ➡ *Departure* criteria associated with *articulation* standards. Proposed *departures* must meet the intent of the standards. The following criteria shall be considered in determining whether the proposed *articulation departures* meet the “intent”.
- Consider the type and width of the proposed *articulation* treatment and how effective it is in meeting the intent given the building’s current and desired context (per adopted Downtown plan(s);
 - Consider the applicable block frontage designation. Undesignated block frontages warrant more flexibility than block frontages designated as Commercial/ Mixed-Use or Landscaped;
 - Consider the size and width of the building. Smaller buildings warrant greater flexibility than larger buildings; and
 - Consider the quality of *façade* materials in concert with doors, windows, and other *façade* features and their ability to add visual interest to the street from a pedestrian scale and more distant observable scales.
 - Also see [Provision 4.1.3](#) for landmark building design provisions for public buildings and private buildings that occupy highly visible street corners or full block developments.



High quality materials and intricate detailing. This Yaletown, Vancouver, BC building also fits well into the area’s historic warehouse context.

This expansive glass facade with its metal framing, glazing detail, and decorative wood element over the entry would warrant a departure for this highly visible street corner.



This 300’ long building would not meet the technical provisions of the maximum facade with standards, but its dramatic roofline, sharp edge, and interesting window detailing and modulation, combined with its location along a heavy arterial and freeway, make it a good departure example.

Fig. 4-31. Examples of good departures.

4.2.4 Articulated building entries.

The primary building entrance shall be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances should be easily distinguishable from regular *storefront* entrances on the building.



Fig. 4-32. Examples of clearly articulated primary building entrances.

4.2.5 Roofline modulation.

In order to qualify as an *articulation* feature in this subchapter, rooflines must employ one or more of the following:

1. For flat roofs or *façades* with horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of the wall);
2. A pitched roofline or gabled roofline segment of at least 12 feet in width. Buildings with pitched roofs must include a minimum slope of 5:12 and feature modulated roofline components at the interval required per the applicable standard above;
3. A combination of the above; or
4. Other.

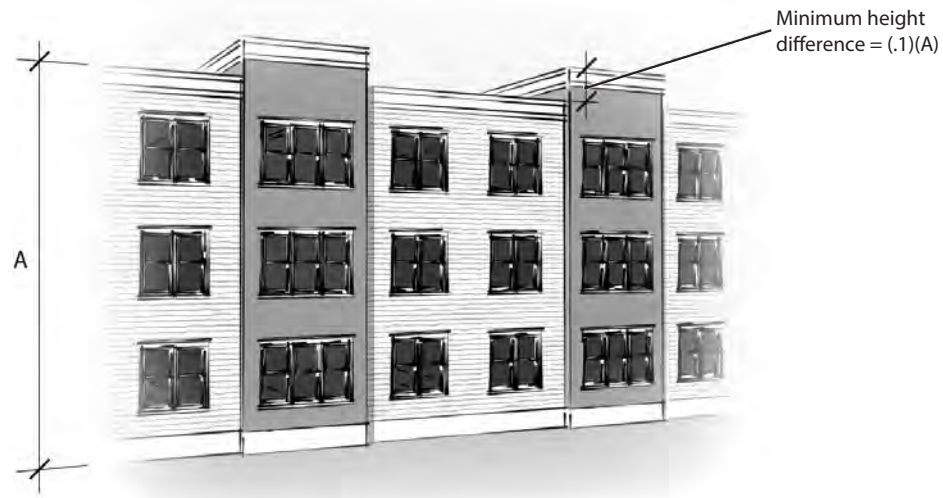


Fig. 4-33. Example proportions for adequate flat roof modulation.

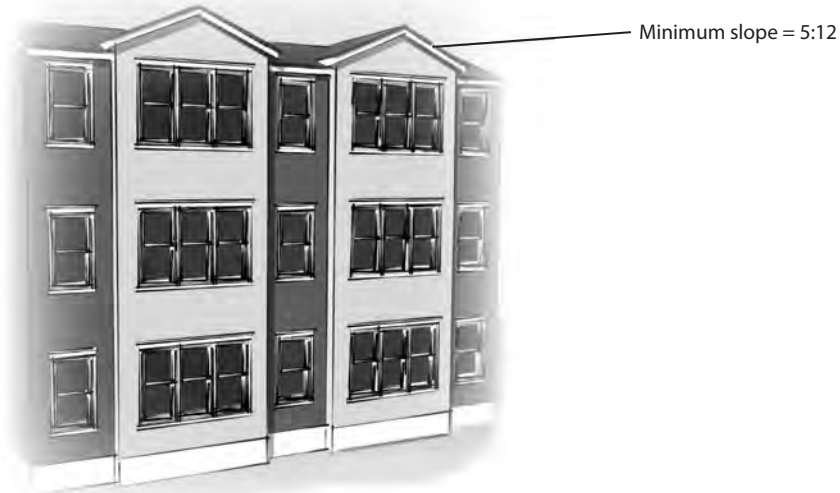


Fig. 4-34. Example proportions for adequate pitched roof modulation.

4.2.6 Cornice/roofline design.

Buildings using a flat roof shall have a distinctive roofline. Fig. 4-35 and Fig. 4-36 below illustrate acceptable and unacceptable examples.



Fig. 4-36. Simple cornice trim is not enough to satisfy standard.

Fig. 4-35. Examples of distinctive rooflines.

4.2.7 Rooftop mechanical areas.

All buildings must design rooftop mechanical and other related technical equipment/materials in an integrated, coherent manner consistent with the composition below them. All vertical screening elements must incorporate high quality cladding materials the same or similar to the type of materials used for the walls below.



Fig. 4-37. Mechanical areas screening integrated in rooftop design.

4.2.8 Rooftop Design.

All roofs should be considered as a fifth elevation. Downtown buildings should exhibit patterns of roofing colors and/or materials to add visual interest from surrounding taller buildings. Green roofs are encouraged.



Fig. 4-39. Example of a rooftop that needs distinctive treatment.

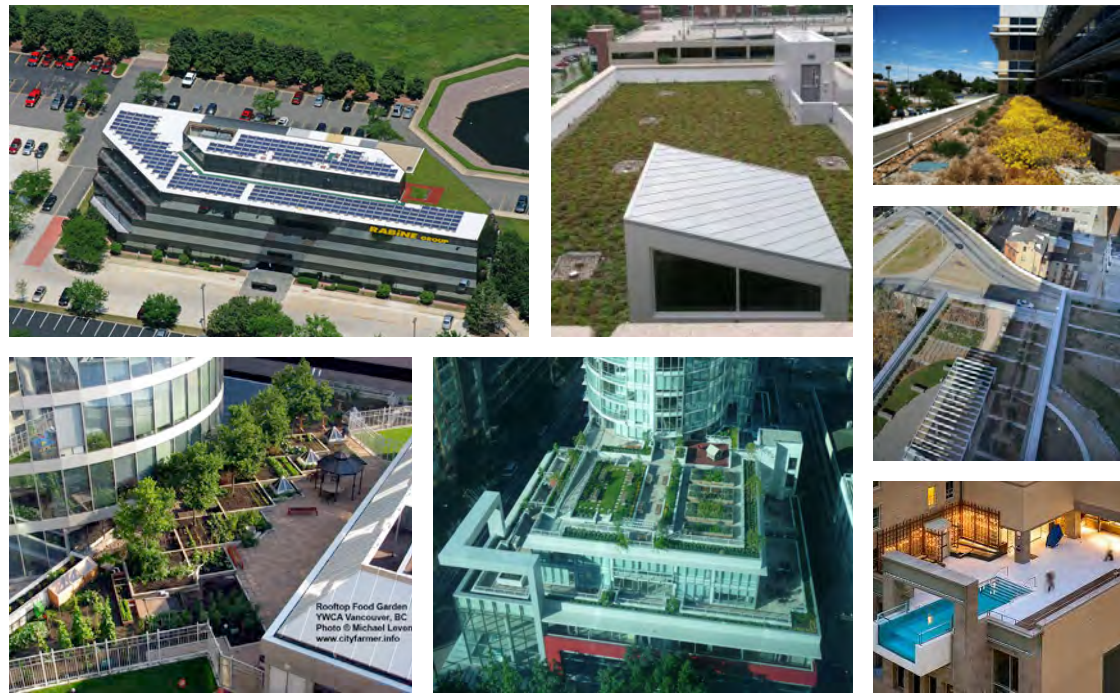


Fig. 4-38. Examples of rooftops considered as a fifth elevation, composed to be visually appealing from surrounding taller buildings.

4.3 Building Elements & Details

Intent:

- To encourage the incorporation of design details and small-scale elements into building *facades* that are attractive at a pedestrian scale.

Standards/Guidelines:

4.3.1 Façade details – non-residential and mixed-use buildings.

All non-residential and mixed-use buildings shall be enhanced with appropriate details. All new buildings and additions and buildings associated with [Level II and III Improvements](#) must employ at least one detail element from each of the three categories below for each *façade* facing a street or public space for each *façade articulation interval* (see [Provision 4.2.3](#)). For example, a building with 100 feet of street frontage with a *façade* articulated at 25-foot intervals will need to meet the standards for each *façade articulation interval*.

1. Window and/or entry treatment:

- Display windows divided into a grid of multiple panes;
- Transom windows*;
- Roll-up windows/doors (must meet historic district guidelines, if applicable);
- Other distinctive window treatment that meets the purpose of the standards;
- Recessed entry;
- Decorative door; and/or
- Other decorative or specially designed entry treatment that meets the intent of the standards.

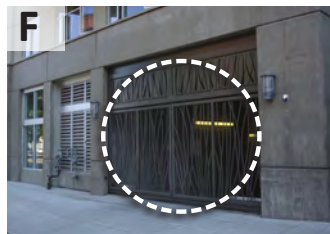


Fig. 4-40. Examples of decorative or specially designed windows and entries.

- A - Decorative corner balcony and windows
- B - Decorative windows
- C - Decorative awnings
- D - Decorative windows
- E - Roll up garage doors
- F - Decorative grill work
- G - Decorative window wall
- H - Decorative door
- I - Decorative entry

4.3.1 Façade details – non-residential and mixed-use buildings (cont.).

2. Façade attachments and details:

- a. Custom-designed weather protection element such as a steel canopy, cloth awning, or retractable awning;
- b. Decorative, custom hanging sign(s);
- c. Decorative building-mounted light fixtures;
- d. Bay windows, towers, decorative balcony railings, and similar elements;
- e. Landscaped *trellises* or other decorative element built into the *façade* that incorporates landscaping; and/or
- f. Other details or elements that meet the intent of the standards.



Fig. 4-41. Examples of elements attached to facades that enhance the visual intrigue of the building.

- | | |
|---------------------------------|-------------------------------|
| A - Decorative entry canopy | F - Trellis with vine plant |
| B - Decorative wheat motif | G - Retractable awning |
| C - Decorative brackets | H - Decorative globe light |
| D - Decorative balcony railings | I - Distinctive canopy design |
| E - Decorative window shades | J - Decorative railings |

4.3.1 Façade details – non-residential and mixed-use buildings (cont.).

3. Decorative *façade* materials:

- a. Use of decorative building materials.
Examples include decorative use of brick, tile, or stonework;
- b. Artwork on building (such as a mural) or bas-relief sculpture;
- c. Decorative kick-plate, pier, beltcourse, or other similar feature;
- d. Hand-crafted material, such as special wrought iron or carved wood; or
- e. Other details that meet the purpose of the standards.

“Custom,” “decorative,” or “hand-crafted” elements referenced above must be distinctive or “one-of-a-kind” elements or unusual designs that require a high level of craftsmanship.

➡ *Departures* to the standards above will be considered provided the number, quality, and mix of details meet the intent of the standards.



Fig. 4-42. Examples of decorative surface materials.

- | | |
|--|-----------------------------|
| A - Mosaic tilework | E - Sculptural element |
| B - Decorative use of wood | F - Decorative wood element |
| C - Decorative <i>cornice</i> lighting | G - Special stonework |
| D - Custom facade details | |

4.3.2 Window design.

Buildings shall employ techniques to recess or project individual windows above the ground floor at least 2 inches from the *façade*. For buildings outside the Downtown Core (area between 3rd, 13th, Washington, and Myrtle streets), another option is to incorporate window trim at least 4 inches in width that features color that contrasts with the base building color. Glass curtain walls are exempt from this standard.

- *Departures* will be considered where buildings employ other distinctive window or *façade* treatment that adds a sense of depth to the *façade* and/or visual interest to the building.

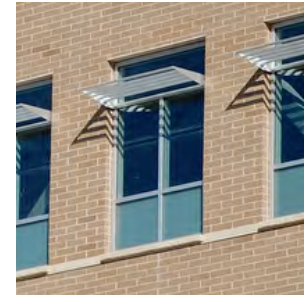
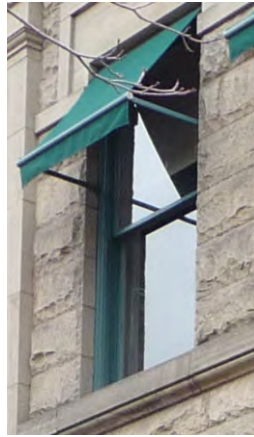


Fig. 4-44. Examples of recessed windows.

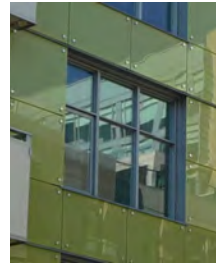


Fig. 4-46. Example of window without sufficient depth or trim.

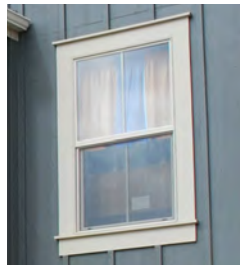
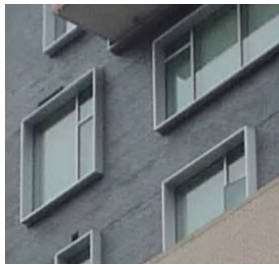


Fig. 4-43. Examples of projecting windows.

Fig. 4-45. Example of 4" contrasting trim (appropriate for buildings outside of the Downtown Core).

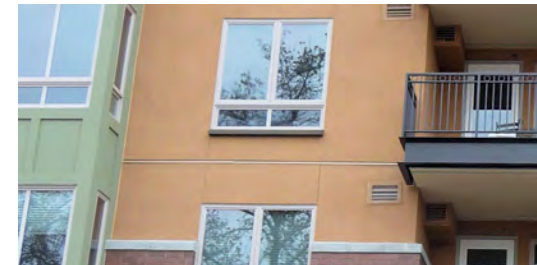


Fig. 4-47. These windows alone would not meet the intent of the standards, but the use of wide contrasting framing, a small ledge, bay windows, balconies, and brick add variety, depth, and interest, making this an acceptable departure.

4.4 Building Materials

Intent:

- To encourage the use of high-quality building materials that minimize maintenance cost and provide visual interest to the street; and
- To promote the use of locally sourced and sustainable building materials.

Standards/Guidelines:

4.4.1 Quality building materials.

Utilize building materials that convey a sense of quality and permanence. Specifically, buildings within the Downtown Core (area between 3rd, 16th, Washington, and the river) and all multi-story commercial and mixed-use buildings shall utilize natural stone, brick, decorative concrete, and/or metal together with required window area into the building's base. The base includes the first floor for buildings six stories or less, and at least the first two floors for taller buildings.

- ➔ *Departures* will be considered provided the base material meets the intent of the standards.



Fig. 4-48. Examples of durable ground floor materials.

4.4.2 Special conditions for the use of concrete block, metal siding, and stucco (EIFS).

1. **Concrete block** - when used for the primary *façade*, buildings are encouraged to incorporate a combination of textures and/or colors to add visual interest. For example, combining split or rock-*façade* units with smooth blocks can create distinctive patterns. Extensive areas of smooth-faced concrete block on street *façades* are prohibited (see Fig. 4-49 for an example).
 - ➡ *Departures* will be considered provided they meet the intent of the standards.



Fig. 4-49. Good and bad concrete block examples.

2. **Metal siding** may be used if it is incorporated with other permitted materials and it complies with the following:
 - a. It features visible corner molding and trim and does not extend lower than two feet above grade. Masonry, concrete, or other durable material must be incorporated between the siding and the ground plane; and
 - b. Metal siding shall be factory finished, with a matt, non-reflective surface.
 ➡ *Departures* will be considered provided they meet the intent of the standards.



Fig. 4-50. Good and bad metal siding examples.

3. **Standards for stucco or other similar troweled finishes.** Specifically:
 - a. Stucco is strongly discouraged in commercial projects and on the first floor of *multifamily* residential buildings;
 - b. Stucco must be trimmed in wood, masonry, or other material and shall be limited to no more than 50 percent of the street *façade*; and
 - c. Stucco shall not extend below two feet above the ground plane. Concrete, masonry, or other durable material must be used for wall surfaces within two feet of grade to provide a durable surface where damage is most likely.
 ➡ *Departures* to (b) and (c) above will be considered provided design treatments meet the intent of the standards.

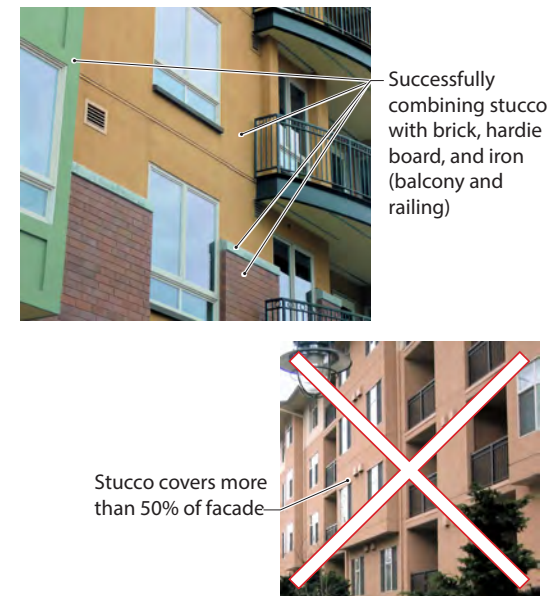


Fig. 4-51. Good and bad stucco examples.

4.5 Building Lighting

Intent:

- Integrate lighting that illuminates distinctive features of the building;
- Provide street level lighting that enhances the pedestrian environment;
- Design lighting to minimize light pollution and unwanted glare;
- Allow for a greater amount of building lighting in commercial areas and less in residential areas; and
- Employ lighting techniques and materials to conserve energy.

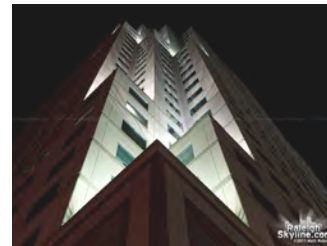


Fig. 4-52. Example of street illumination from storefront window.

Standards/Guidelines:

4.5.1 Street level lighting elements.

1. *Storefronts* are encouraged to install lighting in display windows that spills onto and illuminates the sidewalk;
2. Buildings shall integrate lighting that highlights the *façade* at street level and accents noteworthy architectural features. Examples include building entries, signage, canopies, or other areas of architectural detail and interest; and
3. Buildings are encouraged to illuminate distinctive features inside the building so that it is visible from the outside.



4.5.2 Mid to upper building levels.

1. Buildings shall integrate lighting that highlights the composition, massing, and *articulation* of building elements and other distinctive architectural features that add to the complexity of a design; and
2. Buildings are encouraged to illuminate distinctive features inside the building so that it is visible from the outside.



Fig. 4-53. Examples of lighting highlighting building massing and articulation.

4.5.3 General lighting design.

1. Buildings in commercial areas should generally be allowed to have a greater amount of external building lighting than within residential areas;
2. Building lighting shall be designed to minimize upward and downward light pollution and unwanted glare. Baffles or shields on the luminaires should be included to direct light onto the building and minimize direct light into the sky;
3. Light sources are encouraged to be integrated into the architectural *fenestration* and design when possible;
4. Lighting treatments should be emphasized on buildings that are located on street intersections, view corridors, designated main and commercial streets and gateways to assist in downtown way-finding;
5. Up-lighting should be directed toward the building with the minimum amount of energy to do the effect;
6. Seasonal lighting: Lighted attachments with color scenarios are encouraged in commercial and active use areas;
7. Projected light art is encouraged in civic and commercial areas; and
8. A reasonable attempt should be made to hide conduit and electrical sources from public view.



Fig. 4-54. Examples of good lighting design.

4.6 Blank Wall Treatments

Intent:

- To avoid untreated *blank walls*; and
- To retain and enhance the character of Boise's Downtown.

Standards/Guidelines:

4.6.1 Blank wall definition.

A wall (including building *façades* and retaining walls) is considered a *blank wall* if it is over six feet in height has a horizontal length greater than 20 feet within the first two stories of the building and does not include a transparent window or door.

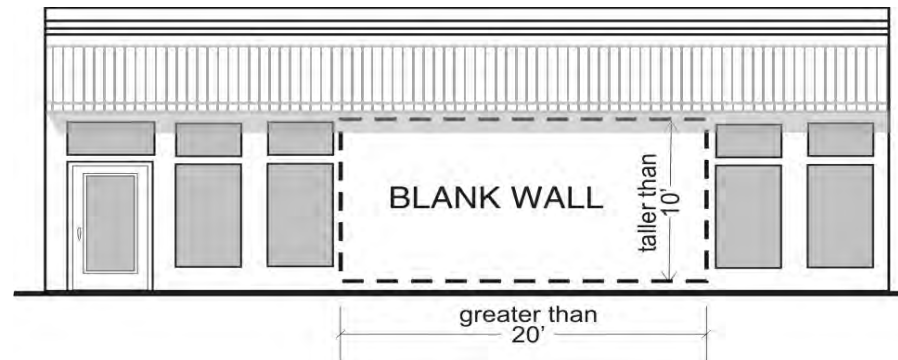


Fig. 4-55. Blank wall definition.



Fig. 4-56. Examples of unacceptable blank walls.

4.6.2 Blank wall treatment standards.

Untreated *blank walls* visible from a public street or pedestrian pathway are prohibited. Methods to treat *blank walls* can include:

1. Display windows at least 16 inches of depth to allow for changeable displays. Tack on display cases shall not qualify as a *blank wall* treatment;
2. Landscape planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall with planting materials that are sufficient to obscure or screen at least 60 percent of the wall's surface within three years;
3. Installing a vertical *trellis* in front of the wall with climbing vines or plant materials;
4. Installing artwork as approved by the reviewing authority; and/or
5. Special building detailing that adds visual interest at a pedestrian scale. Such detailing must use a variety of surfaces; monotonous designs will not meet the purpose of the standards.

For large visible *blank walls*, a variety of treatments may be required to meet the purpose of the standards.



Fig. 4-58. Tack on display cases such as this are not an acceptable blank wall treatment.



Planters, surface materials, and details

Elevated planters and wall detailing



Decorative raised planters and trellis



Landscaping and wall sculptures



Fig. 4-57. Examples of creatively-addressed blank walls.

4.6.2 Blank wall treatment standards (cont.).

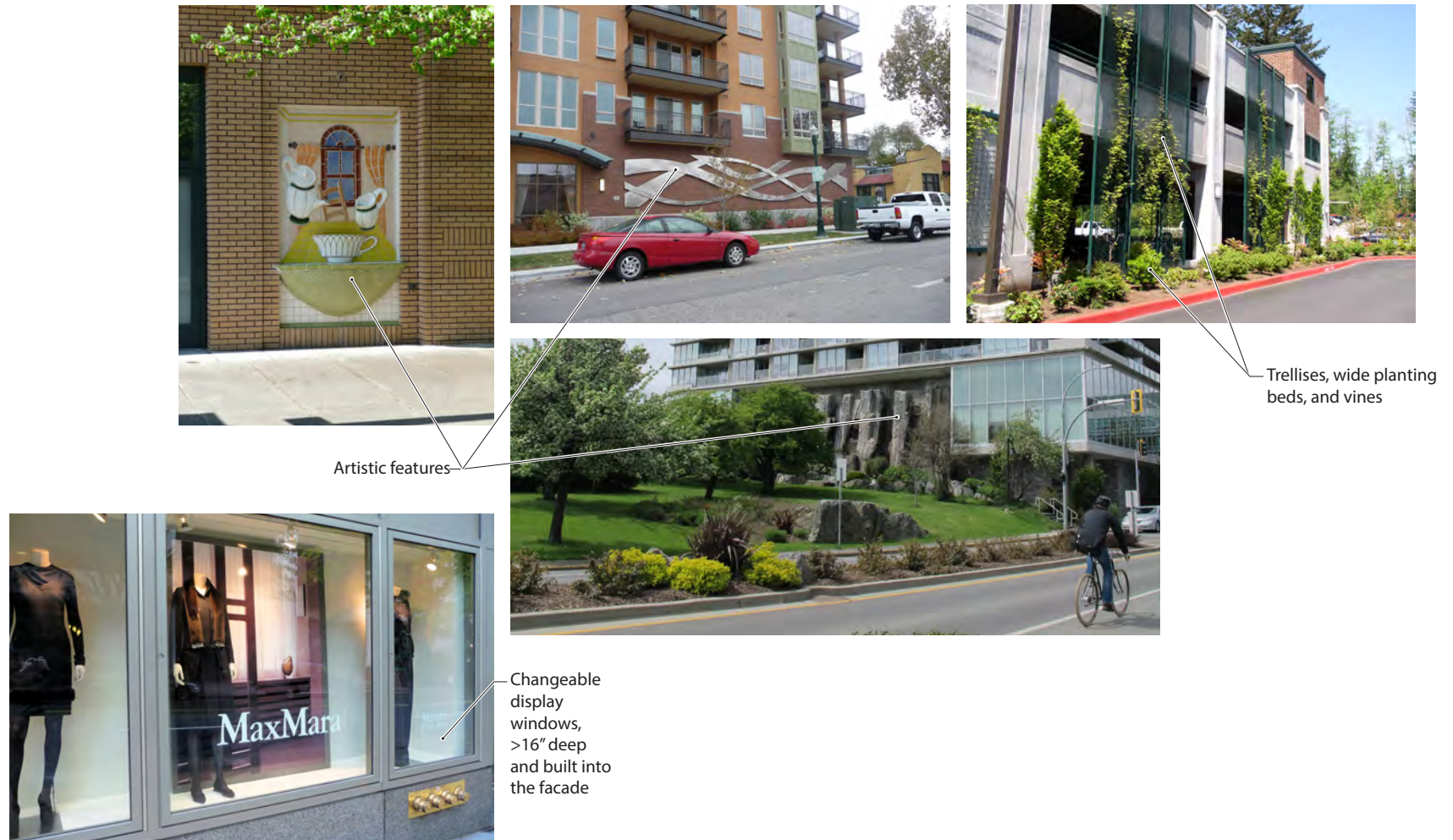


Fig. 4-57 Continued. Examples of creatively-addressed blank walls.

4.6.3 Firewall design.

Firewalls along property lines are exempt from the above standards, but where they are visible to the public, they shall include horizontal and/or vertical banding or other design treatments to add visual interest to the wall.

☞ *Departures* will be considered where such treatments described above would not be consistent with the overall design of the building.



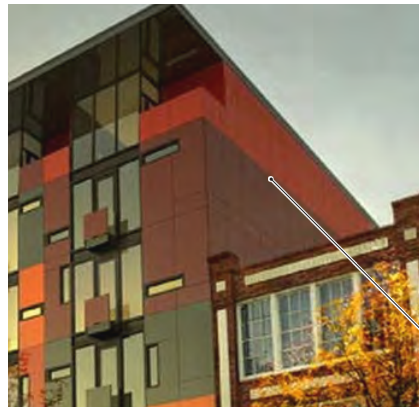
Color banding

Wire trellis for vines to climb on

Wall scoring patterns and color change



Fig. 4-59. Acceptable firewall treatments.



Color banding

5

Definitions

Articulation: The giving of emphasis to architectural elements (like windows, *balconies*, entries, etc.) that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces. See [Section 4.2](#) for articulation provisions.

Articulation interval: The measure of articulation, the distance before architectural elements repeat. See [Section 4.2](#) for articulation provisions.

Blank wall: A ground floor wall or portion of a ground floor wall over 10 feet in height has a horizontal length greater than 20 feet and does not include a transparent window or door. See [Section 4.6](#) for blank wall treatment provisions.

Cornice: A horizontal molding projecting along the top of a wall, building, etc. See [Provision 4.2.6](#) provision for related standards.

Departure: A provision allowing for applicants to propose alternative means of compliance with a specific standard on a voluntary basis, provided they meet the “intent” of the standard. See [page v](#) for more information on departures.

Façade: The entire building front or street wall face of a building extending from the grade of the building to the top of the parapet or eaves and the entire width of the building elevation.

Fenestration: The design, proportioning, and disposition of windows and other exterior openings of a building.

High visibility street corners and gateway sites: Special sites identified in the [Downtown Urban Design Framework Map](#) that warrant special design standards set forth in [Section 3.5](#)

Level I, II, and III Improvements: See [Page vi](#) for descriptions.

Multifamily: A structure housing three or more dwelling units. This includes stacked flats, apartments, townhouses, and triplexes.

Pedestrian-oriented space: Publicly accessible spaces that enliven the pedestrian environment by providing opportunities for outdoor dining, socializing, relaxing and provide visual amenities that can contribute to the character of the neighborhood. See [Section 3.4](#) for pedestrian-oriented space design criteria.

Storefront: The ground floor façade of a commercial use adjacent to a sidewalk or internal pathway. Storefront also refers to one of the four block frontage designations that are applied to zones. See Downtown zones [Section 2.2](#) for related provisions.

Transom window: A window or series of windows placed above a beam separating a door and/or storefront windows. Transom windows are often placed above a canopy or marquee to emit extra daylight into a commercial space.

Trellis: A frame supporting open latticework used as a screen or a support for growing vines or plants.

Vertical building modulation: A stepping back or projecting forward vertical walls of a building face, within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure’s continuous exterior walls. Vertical building modulation may be used to meet façade articulation standards set forth in [Section 4.2](#).

Appendix

Downtown Streetscape Standards and Specifications Manual

Purpose and Departures

The purpose of this Appendix is to provide guidance and parameters for the design of streetscapes in Downtown Boise in accordance with the adopted standards.

Any variation from the adopted streetscape standards for a block frontage must be approved through a departure. Departure requests shall be included in the Design Review application and must meet all of the following criteria:

- The revised design is not in conflict with the overall intent of the streetscape standards.
- The revised design is the same or similar to an adjacent recently developed block and would provide continuity in the streetscape design.
- The revised design does not have a negative impact on the public transportation system.
- The revised design is supported by Boise City Forestry and Boise City Public Works.

The Design Review Team will work with CCDC to ensure the revised design could still be eligible for funding through CCDC's reimbursement programs.

DOWNTOWN BOISE STREETSCAPE STANDARDS & SPECIFICATIONS MANUAL



What is the streetscape?

The streetscape is the part of the street right-of-way between the face of the curb and the building. In downtown Boise, the streetscape includes the sidewalk surface, street trees, historic streetlights, and a collection of furnishings. These furnishings include, but are not limited to, benches, planters for flowers, tree grates, trash receptacles, bicycle racks, transit shelters, bollards, and drinking fountains. In areas that have an urban character such as the Central Business District, the sidewalk surface runs from the building face to the curb and street trees are planted in tree grates. In areas that have a neighborhood character, the sidewalk surface is separated from the street by a landscape strip where the street trees are planted. In many areas, green infrastructure such as suspended paving systems and bio-swales are incorporated into the streetscape design, as well.

Why does the City of Boise have streetscape standards?

Since the mid 1980s, significant investment has been made in downtown Boise's streetscapes. These highly visible improvements have been instrumental to the success of the downtown area. The streetscapes provide a setting for community events, for development of adjoining private property, and for the everyday interaction of people who frequent downtown. Streetscape standards have been established to assure over time that the way downtown sidewalks are designed and the materials and furnishings used on these sidewalks, create a distinct identity and attractive ambiance for downtown. The standards classify streets by the character of the area in which they are located. For each category, they identify how the sidewalk is surfaced—whether brick, concrete or a combination are used—and the specific make, model, and color of the furnishings that are to be installed. The streetscapes create a common design thread throughout the downtown area which contributes to a feeling of coherence and continuity.



The Downtown Boise Streetscape Standards and Specifications Manual is a user friendly-guide to help identify and specify streetscape design in the four downtown urban renewal districts. By following the four-step design process, users will be able to correctly develop their streetscape installation to meet Boise City streetscape requirements.

Boise City sets streetscape standards by council adoption and incorporation into planning and zoning documents. Boise City Design Review ensures streetscape standards are as part of development applications, and considers any modification and/or waiver thereof. Boise City staff inspects and enforces streetscape standards through the building division of Planning & Development Services (PDS). Additionally, the Ada County Highway District (ACHD) has approval authority for improvements in the public rights-of-way.

Capital City Development Corporation (CCDC) does not set, inspect, or enforce streetscape standards for downtown Boise. CCDC does offer participation assistance for public improvements on a case-by-case basis in accordance with the CCDC Participation Program. Those seeking assistance for streetscape improvements should contact CCDC as early in the design process as possible to ensure proposed improvements are eligible and that funds are available.



1

Find the Streetscape Type for Your Parcel

PAGE 1



2

Find the Standards for Your Streetscape Type

PAGE 3-17



3

Find the Specifications for Your Streetscape Type

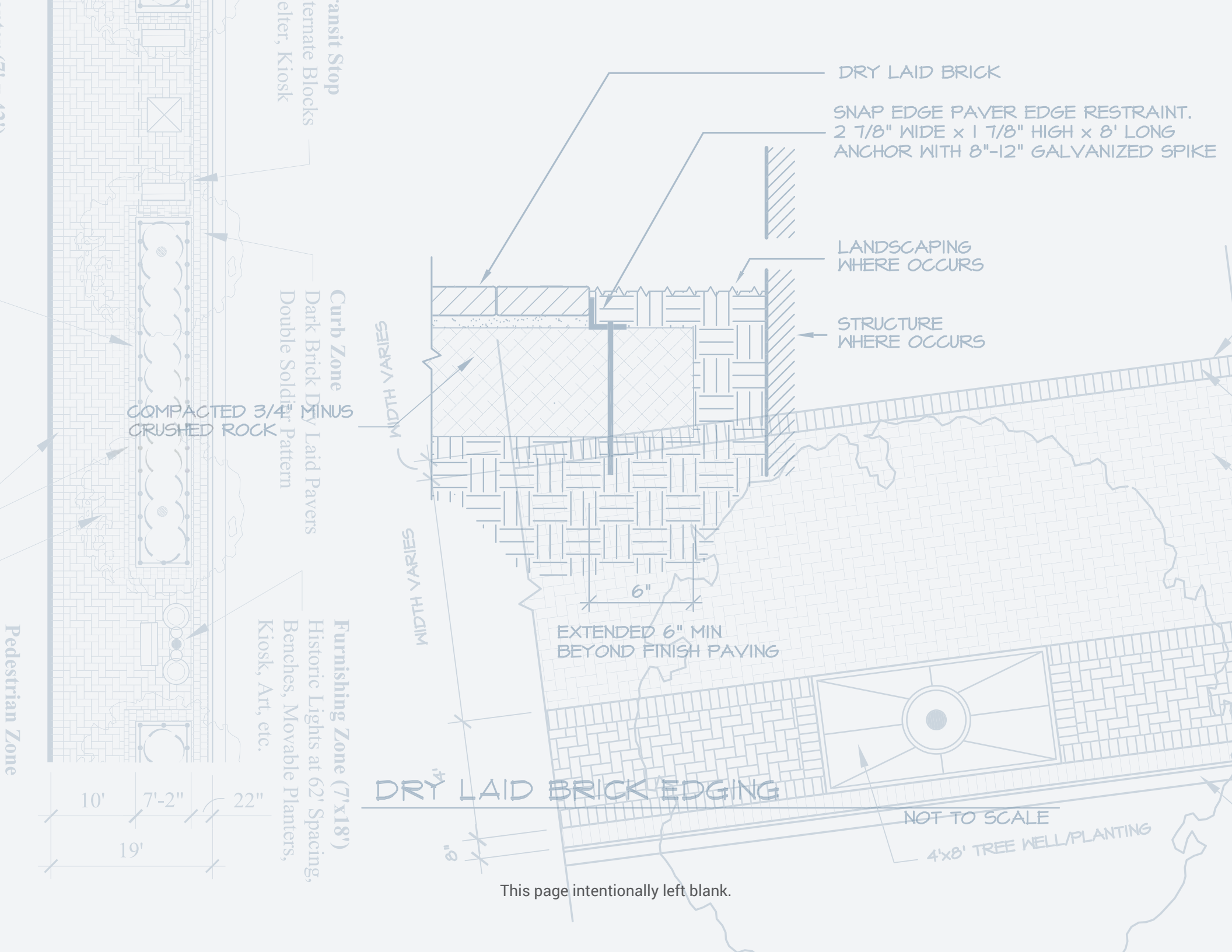
PAGE 19-55



4

Find the Quality Control Standards and Conditions for Your Streetscape Project

PAGE 57-61



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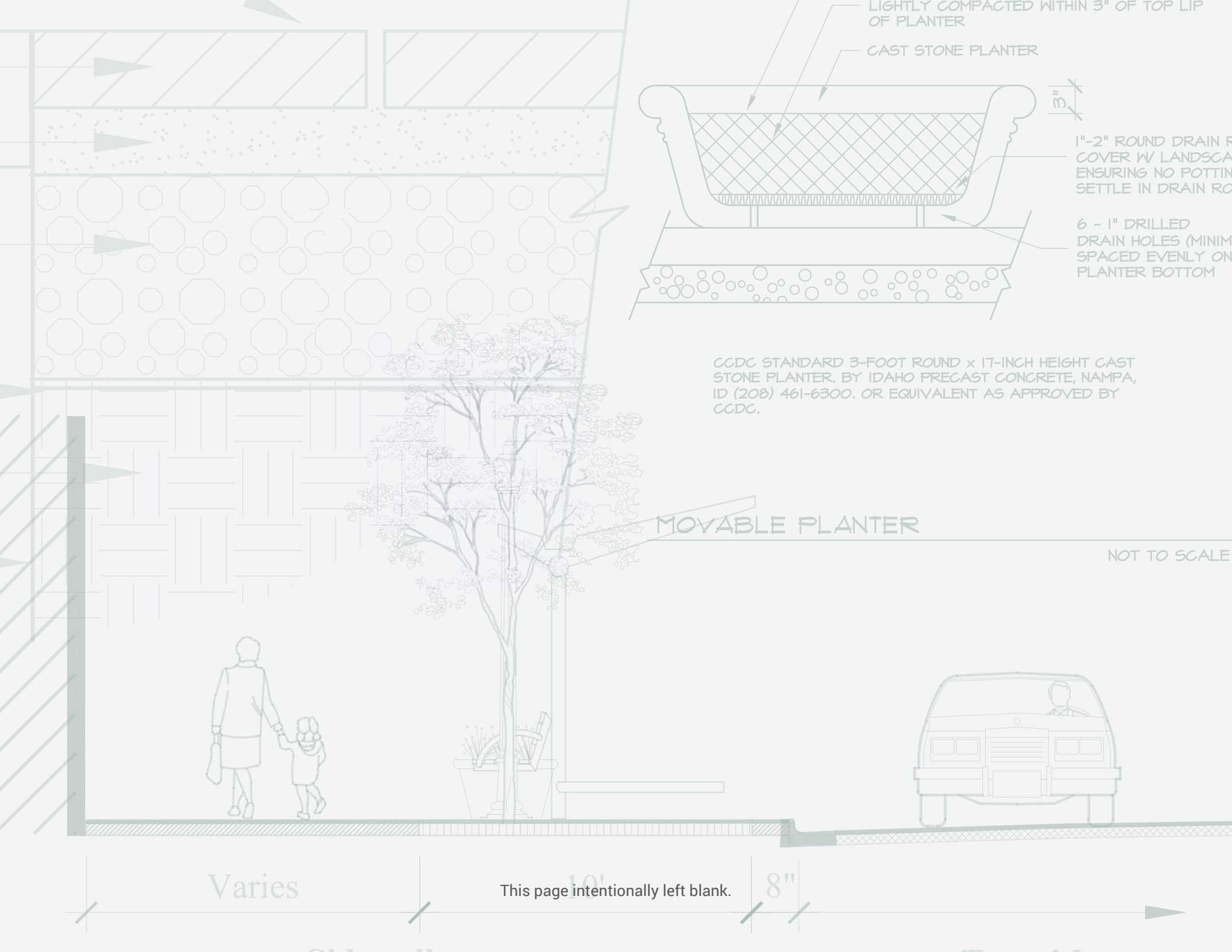


Find the Streetscape Type for Your Parcel

STREETSCAPE MAP TYPES

- 1 URBAN BRICK
- 2 URBAN CONCRETE W/ BRICK
- 3 URBAN CONCRETE
- 4 NEIGHBORHOOD
- 5 URBAN PARKWAY
- 6 CAPITOL BOULEVARD
- 7 FAIRVIEW-MAIN GREEN STREET
- SPECIAL
- PROPOSED STREET CONNECTIONS







2

Find the Standards for Your Streetscape Type

		page
Type 1	» Urban Brick	4-5
Type 2	» Urban Concrete w/ Brick	6-7
Type 3	» Urban Concrete	8-9
Type 4	» Neighborhood	10-11
Type 5	» Urban Parkway	12-13
Type 6	» Capitol Boulevard	14-15
Type 7	» Fairview-Main Green Street	16-17



Urban Brick Streetscape is generally located in business and mixed-use districts where there is a concentration of higher intensity development, ground floor retail, restaurants and entertainment uses, and on-street parking. It also may also be used with offices and housing at street level when such uses are located in business or mixed-use districts rather than neighborhoods. Urban Brick Streetscape is used to designate certain streets as focused on pedestrians and to create a visible network of comfortable people-oriented streets where significant attention is given to the aesthetic quality of the pedestrian environment. Brick is required on designated sidewalks in high activity centers such as the downtown core to create distinctive places for people to gather, live, work, shop, dine and socialize, where extra emphasis is desired to signify the importance of these focal points of people activity.

LANDSCAPE REQUIREMENTS

PAGE

- Street Trees 29

Class II trees in furnishing zone and in the same alignment as Historic Streetlights. Trees to be spaced approximately 28'-32' apart and installed in tree wells. Tree well root barrier required by ACHD. Coordinate planning and installation of trees with Boise City Community Forestry, (208) 608-7700.

HARDSCAPE REQUIREMENTS

PAGE

- Dry Laid Brick Pavers 20-24

Dry laid brick paver surface extends from curb to face of building. Pattern and color of brick varies by building frontage zone, pedestrian zone, furnishing zone, and curb zone.

- » Curb Zone: 1 soldier course (8" wide) of red dry laid brick.
- » Furnishing Zone: 4' wide. Dark brick dry laid pavers with single soldier course each side and ends with herringbone field.
- » Pedestrian Zone: Minimum 8' wide section of red brick dry laid pavers in herringbone pattern.
- » Building Frontage Zone: Minimum 8" wide row of dark brick dry laid pavers in soldier course pattern. Width varies and is determined by the irregularity of the building face.
- » Pedestrian Ramps at crosswalk per ACHD Standards.

- Suspended Paving Systems 26

Suspended Paving Systems (SPS) are required under the hardscape surface. Design to be determined by site specific conditions.

- Tree Grates and Frames 28

- » 4'x 8' cast iron tree grates and frames to be installed.

- Streetlights 32

- » Spacing: Approximately 56' - 64' spacing in same alignment as trees. Lights should be centered between trees and conflicts with trees to be avoided.
- » Installation: Coordinate with Boise City Public Works Department, (208) 384-3900.

SITUATIONAL FURNISHINGS

Number and location of furnishings will be determined by Boise City through its design review process, and may include:

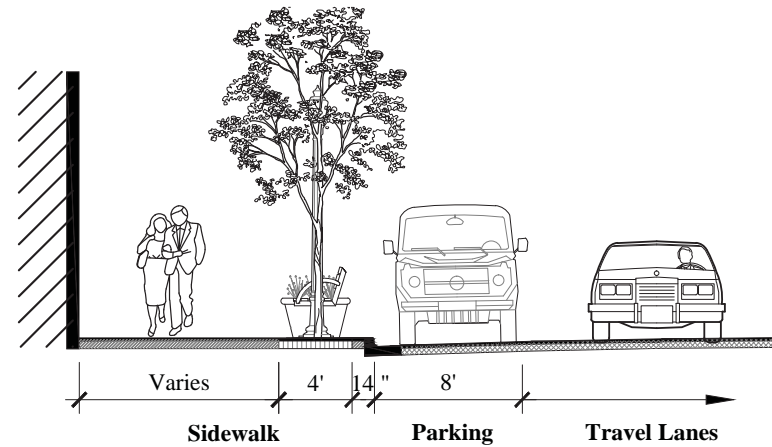
	PAGE
Bench	36-37
Litter Receptacle	38-39
Bike Rack	40-41
Movable Planters	44-45

Parking meters to be located per Boise City Parking Standards and placed to avoid conflicts with all other streetscape furnishings. Coordinate meter placement and accessible parking spaces with Boise City Parking Control, (208) 384-3700.

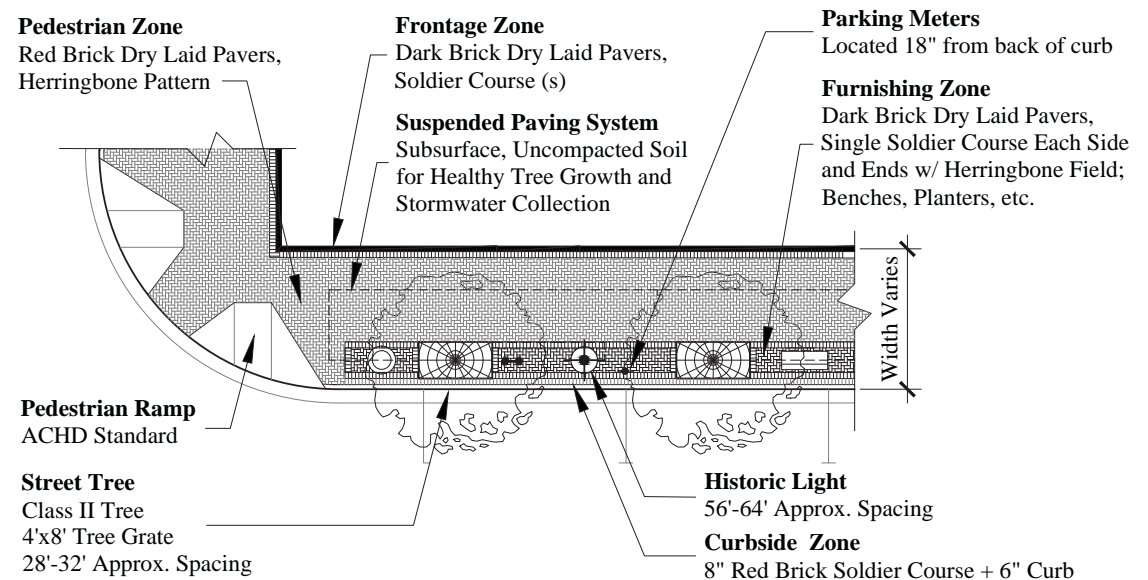
NOTE:

The dimensions of the pedestrian zone and frontage zone will vary with overall sidewalk width.

All furnishings, trees, and improvements in the street right-of-way will require approval by ACHD, (208) 387-6170.



TYPE 1 - URBAN BRICK STREETSCAPE SECTION



TYPE 1 - URBAN BRICK STREETSCAPE DETAIL PLAN

JBA 2015

Type 2 :: Urban Concrete with Brick

Urban Concrete with Brick Streetscape is generally located in business and mixed-use districts where there is a concentration of higher intensity development, ground floor retail, restaurants and entertainment uses, and on-street parking. It is designed for heavy pedestrian use and to be compatible with retail or similar uses in a dense urban environment.

Urban Concrete with Brick may also be used with offices and housing at street level when such uses are located in business or mixed-use districts rather than in neighborhoods.

LANDSCAPE REQUIREMENTS PAGE

- Street Trees 29

Class II trees in furnishing zone and in the same alignment as Historic Streetlights. Trees to be spaced approximately 28'-32' apart and installed in tree wells. Tree well root barrier required by ACHD. Coordinate planning and installation of trees with Boise City Community Forestry, (208) 608-7700.

HARDSCAPE REQUIREMENTS PAGE

- Modular Scored Concrete and Red Dry Laid Brick Pavers 20-23, 25

Modular scored concrete extends from building face to furnishing zone. Red dry laid brick pavers are used in the furnishing zone.

- » Curb zone: 8" concrete curb zone.
- » Furnishing zone: 4' wide. Red brick dry laid pavers; single soldier course on each side and ends with herringbone field.
- » Pedestrian zone: Minimum width of pedestrian zone is 8'. Concrete with trowel joint parallel and cross scores at 4' intervals. No parallel scores are made within 6" of the building foundation.
- » Pedestrian ramps at crosswalk per ACHD Standards.

- Suspended Paving Systems 26
Suspended Paving Systems (SPS) are required under the hardscape surface. Design to be determined by site specific conditions.

- Tree Grates and Frames 28
» 4'x 8' cast iron tree grates and frames to be installed. Corners of tree grates to align with sidewalk score lines.

- Streetlights 32
» Spacing: Approximately 56' - 64' spacing in same alignment as trees. Lights should be centered between trees and conflicts with trees to be avoided.
» Installation: Coordinate with Boise City Public Works Department, (208) 384-3900.

SITUATIONAL FURNISHINGS

Number and location of furnishings will be determined by Boise City through its design review process, and may include:

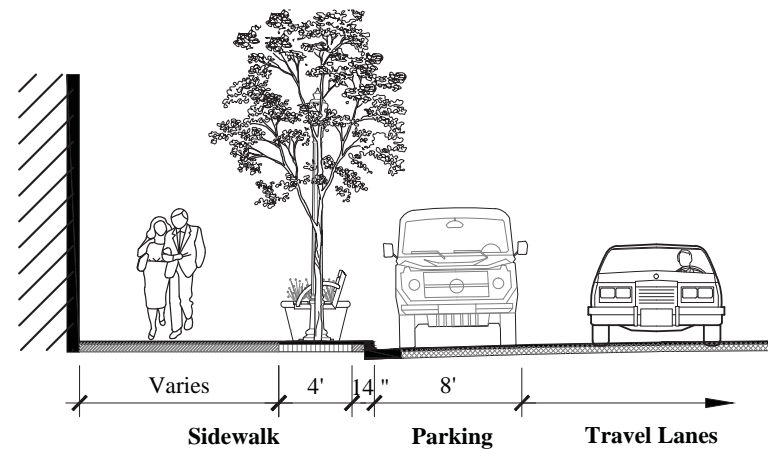
	PAGE
Bench	36-37
Litter Receptacle	38-39
Bike Rack	40-41
Movable Planters	44-45

Parking meters to be located per Boise City Parking Standards and placed to avoid conflicts with all other streetscape furnishings. Coordinate meter placement and accessible parking spaces with Boise City Parking Control, (208) 384-3700.

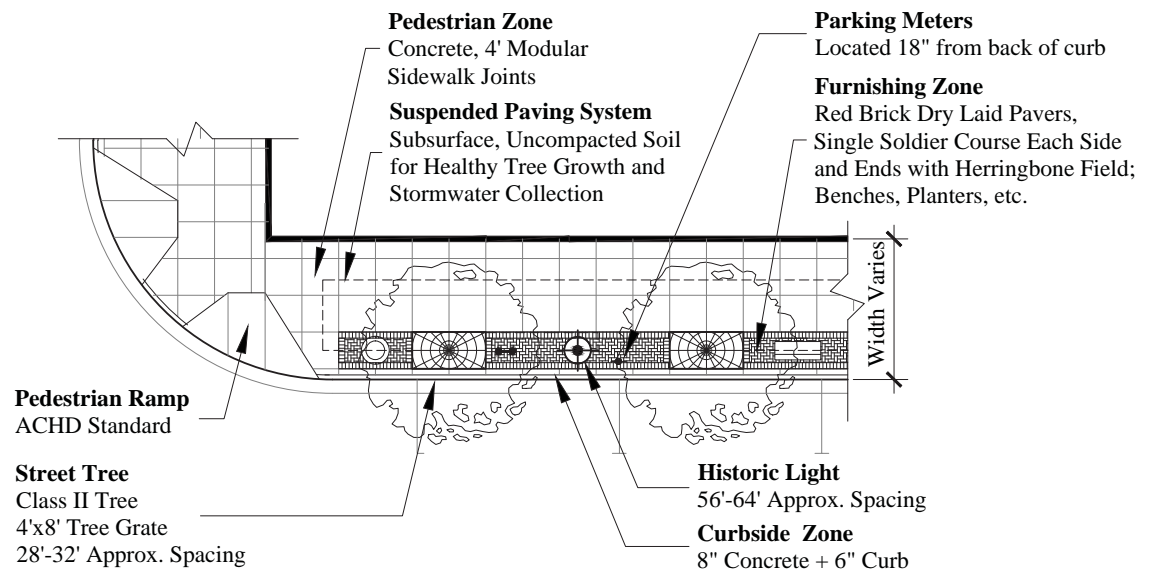
NOTE:

The dimensions of the pedestrian zone and frontage zone will vary with overall sidewalk width.

All furnishings, trees, and improvements in the street right-of-way will require approval by ACHD, (208) 387-6170.



TYPE 2 - URBAN BRICK/CONCRETE STREETSCAPE SECTION



TYPE 2 - URBAN BRICK/CONCRETE STREETSCAPE DETAIL PLAN

JBA 2015

Type 3 :: Urban Concrete

Urban Concrete Streetscape is generally located in business and mixed-use districts where there is a concentration of higher intensity development, ground floor retail, restaurants and entertainment uses, and on-street parking.

Urban Concrete is designed for heavy pedestrian use and to be compatible with retail or similar uses in a dense urban environment. It may also be used with offices and housing at street level when such uses are located in business or mixed-use districts rather than neighborhoods.

LANDSCAPE REQUIREMENTS PAGE

- Street Trees 29

Class II trees in furnishing zone and in the same alignment as Historic Streetlights. Trees to be spaced approximately 28'-32' apart and installed in tree wells. Tree well root barrier required by ACHD. Coordinate planning and installation of trees with Boise City Community Forestry, (208) 608-7700.

HARDSCAPE REQUIREMENTS PAGE

- Modular Scored Concrete 23, 25
 - » Curb zone: 8" concrete curb zone.
 - » Furnishing zone: 4' wide. Concrete in furnishing zone is scored in 2' intervals.
 - » Pedestrian zone: Minimum width of pedestrian zone is 8'. Concrete with trowel joint parallel and cross scores at 4' intervals. No parallel scores are made within 6" of the building foundation.
 - » Pedestrian ramps at per ACHD Standards.
- Suspended Paving Systems 26

Suspended Paving Systems (SPS) are required under the hardscape surface. Design to be determined by site specific conditions.
- Tree Grates and Frames 28
 - » 4'x 8' cast iron tree grates and frames to be installed. Corners of tree grates to align with sidewalk score lines.
- Streetlights 32-33
 - » Spacing: Approximately 56' - 64' spacing in same alignment as trees. Lights should be centered between trees and conflicts with trees to be avoided.
 - » Installation: Coordinate with Boise City Public Works Department, (208) 384-3900.

SITUATIONAL FURNISHINGS

Number and location of furnishings will be determined by Boise City through its design review process, and may include:

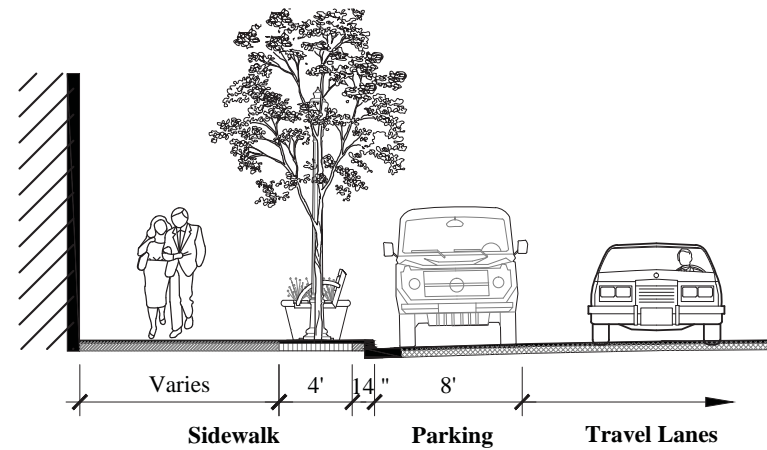
	PAGE
Bench	36-37
Litter Receptacle	38-39
Bike Rack	40-41
Movable Planters	44-45

Parking meters to be located per Boise City Parking Standards and placed to avoid conflicts with all other streetscape furnishings. Coordinate meter placement and accessible parking spaces with Boise City Parking Control, (208) 384-3700.

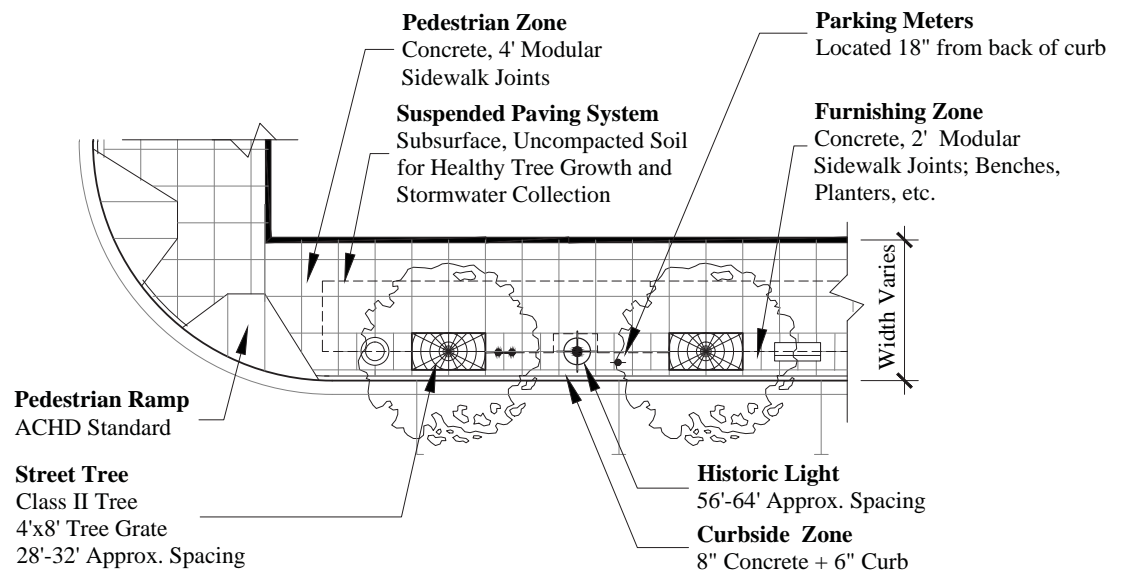
NOTE:

The dimensions of the pedestrian zone and frontage zone will vary with overall sidewalk width.

All furnishings, trees, and improvements in the street right-of-way will require approval by ACHD, (208) 387-6170.



TYPE 3 - URBAN CONCRETE STREETSCAPE SECTION



TYPE 3 - URBAN CONCRETE STREETSCAPE DETAIL PLAN

JBA 2015

Type 4 :: Neighborhood

The Neighborhood Streetscape is used in areas of downtown that have less intense development with a higher proportion of residential uses and more limited retail and office uses. It is designed to accommodate pedestrian traffic in locations where a residential neighborhood character is desired.

The distinguishing characteristic of this style of streetscaping is the use of softscape and street trees between the sidewalk and the street, rather than continuing the sidewalk surface to the curb. The intent of the neighborhood streetscape is to create a pleasant pedestrian environment and encourage walking as an alternative to using an automobile. The Neighborhood Streetscape is compatible with housing, office, and limited retail uses.

LANDSCAPE REQUIREMENTS

PAGE 54

- Street Trees: Class II trees in lawn strip in same alignment as Historic Streetlights. Where the lawn strip is at least 10' in width, Class III trees may be recommended or required depending on land use and other local conditions. Class II trees to be spaced approximately 30' apart, or 40' apart for Class III trees. Coordinate planning and installation of trees with Boise City Community Forestry, (208) 608-7700.
- Lawn Strip: The width of the lawn strip will vary according to local conditions but is at least 8' wide to allow for street trees. The lawn strip may be sodded with grass or other more water efficient plantings/xeriscaping.
- Landscape Zone (between building face and sidewalk): Turf or low shrubs are appropriate but design and materials may vary according to setback standards and conditions related to site, building, and use.

HARDSCAPE REQUIREMENTS

PAGE

- Concrete 23
 - » Curbside Walk: 18" wide concrete. Optional use to protect lawn.
 - » Pedestrian zone: Minimum width of pedestrian zone is 6'. Concrete with trowel joint parallel and cross scores at 4'-6" intervals.
 - » Pedestrian ramps at crosswalk per ACHD Standards.
- Streetlights 32-33
 - » Spacing: Approximately 60' separation and in same alignment as trees. Lights to be centered between trees and conflicts with trees should be avoided.
 - » Installation: Coordinate with Boise City Public Works Department, (208) 384-3900.

GREEN STREET OPTION

27

Bioretention planters or bioswales are an acceptable alternative to a conventional tree lawn or landscape strip. Bioretention facilities help to treat stormwater runoff from the street and adjacent areas, reducing pollutant discharge into the Boise River and providing street trees with some of the water they need. Bioretention facilities require different design from conventional tree lawns, including special soils and tree selection. Contact ACHD at (208) 387-6170 for details.

SITUATIONAL FURNISHINGS

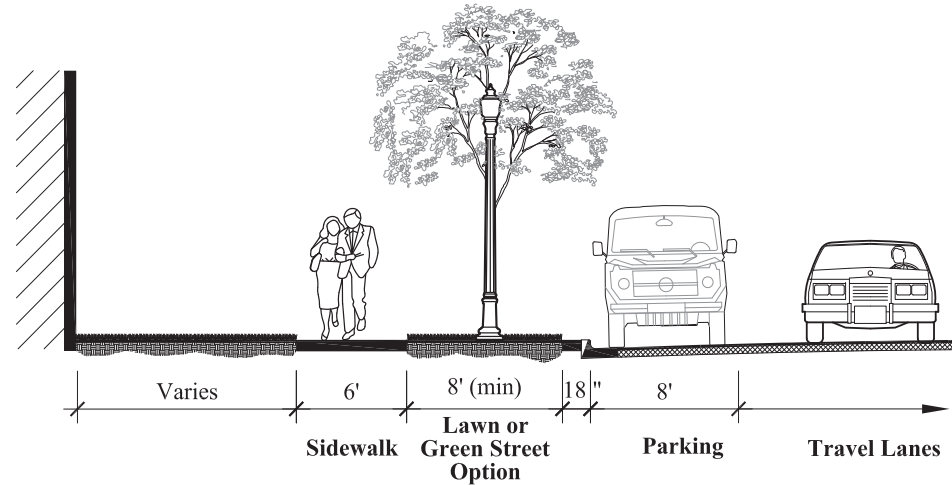
Number and location of furnishings will be determined by Boise City through its design review process, and may include:

	PAGE
Bench	36-37
Litter Receptacle	38-39
Bike Rack	40-41
Movable Planters	44-45

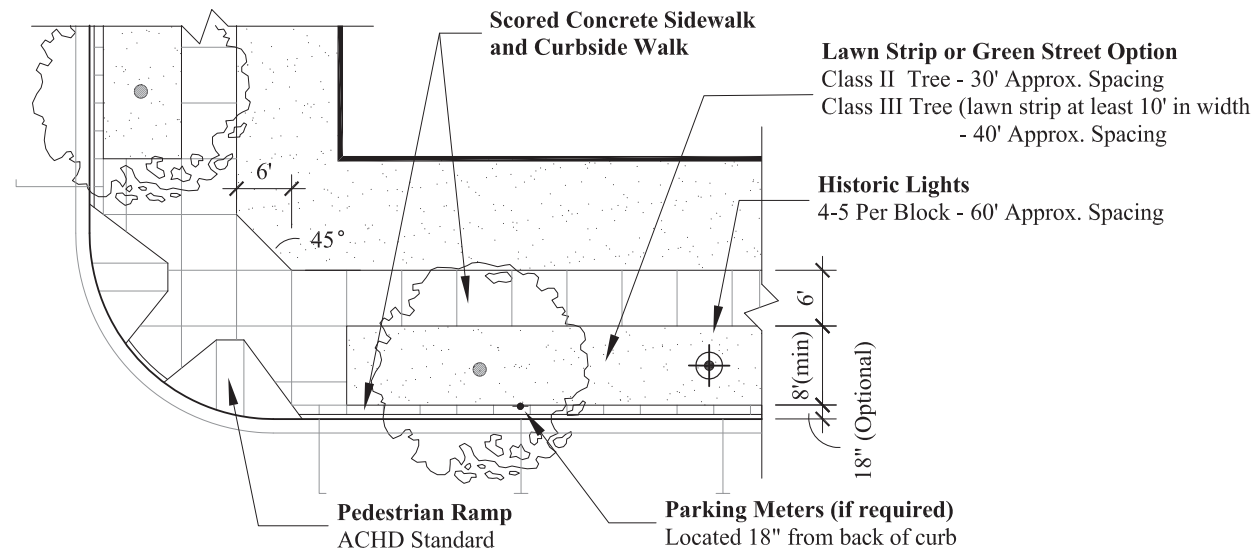
Parking meters to be located per Boise City Parking Standards and placed to avoid conflicts with all other streetscape furnishings. Coordinate meter placement and accessible parking spaces with Boise City Parking Control, (208) 384-3700.

NOTE:

All furnishings, trees, and improvements in the street right-of-way will require approval by ACHD, (208) 387-6170.



TYPE 4 - NEIGHBORHOOD STREETSCAPE SECTION



TYPE 4 - NEIGHBORHOOD STREETSCAPE DETAIL PLAN

JBA 2015

Type 5 :: Urban Parkway

The Urban Parkway Streetscape is used on major streets that carry higher volumes of traffic at faster speeds than is typical for the downtown core. The intent of using a parkway treatment is to provide beautification of significant streets such as State Street, Whitewater Park Boulevard, and the Connector and to create a comfortable pedestrian walking environment so that the streets serve pedestrians in addition to vehicles. The standards are established to provide a strong visual statement with a double rather than single row of street trees in tree lawn, adequate room for pedestrian movement, and a buffer between pedestrians and relatively heavy auto and truck traffic.

LANDSCAPE REQUIREMENTS PAGE 54-55

- **Street Trees:** Where the lawn strip is at least 10' in width, Class III trees may be recommended or required depending on land use and other local conditions. Trees to be spaced approximately 50', staggered rows where applicable. Coordinate planning and installation of trees with Boise City Community Forestry, (208) 608-7700.
- **Landscape Strip:** The width of the landscape strip will vary according to local conditions but is generally 10' minimum. Landscape strip to be planted with lawn or shrub plantings.
- **Landscape Zone (between building face and sidewalk):** Surface width behind sidewalk should be sufficient to accommodate a row of trees. Turf or low shrubs are appropriate but design and materials may vary according to setback standards and conditions related to site, building and use.

HARDSCAPE REQUIREMENTS PAGE

- **Concrete 23**
 - » Pedestrian Zone: Minimum width of Pedestrian Zone is 8' with 4' modular scored concrete.
 - » Pedestrian ramps at crosswalk per ACHD Standards.
- **Streetlights 32-33**
 - » Spacing: Approximately 100' spacing and in same alignment as trees. Lights to be centered between trees and conflicts with trees should be avoided.
 - » Installation: Coordinate with Boise City Public Works Department, (208) 384-3900.

GREEN STREET OPTION 27

Bioretention planters or bioswales are an acceptable alternative to a conventional tree lawn or landscape strip. Bioretention facilities help to treat stormwater runoff from the street and adjacent areas, reducing pollutant discharge into the Boise River and thereby providing street trees with some of the water they need. Bioretention facilities require different design from conventional tree lawns, including special soils and tree selection. Contact ACHD at (208) 387-6170 for details.

SITUATIONAL FURNISHINGS

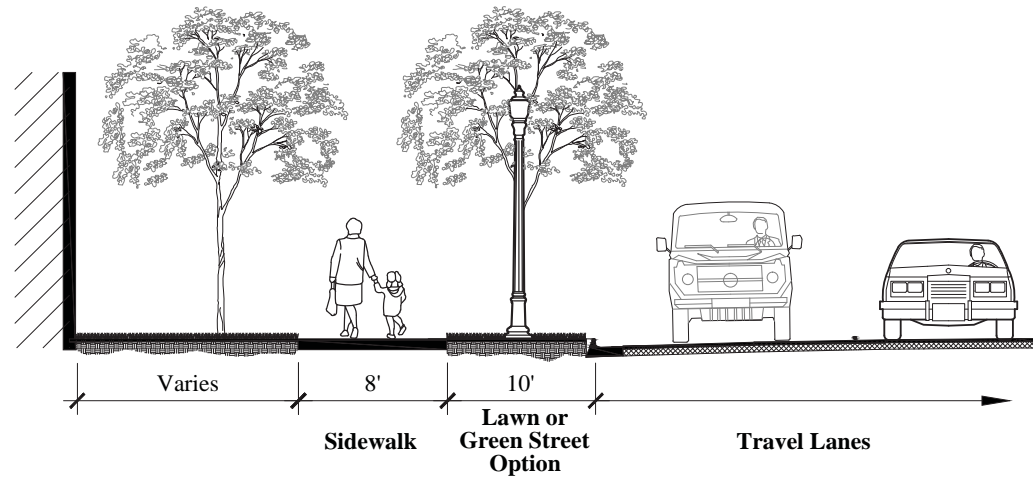
Number and location of furnishings will be determined by Boise City through its design review process, and may include:

	PAGE
Bench	36-37
Litter Receptacle	38-39
Bike Rack	40-41
Movable Planters	44-45

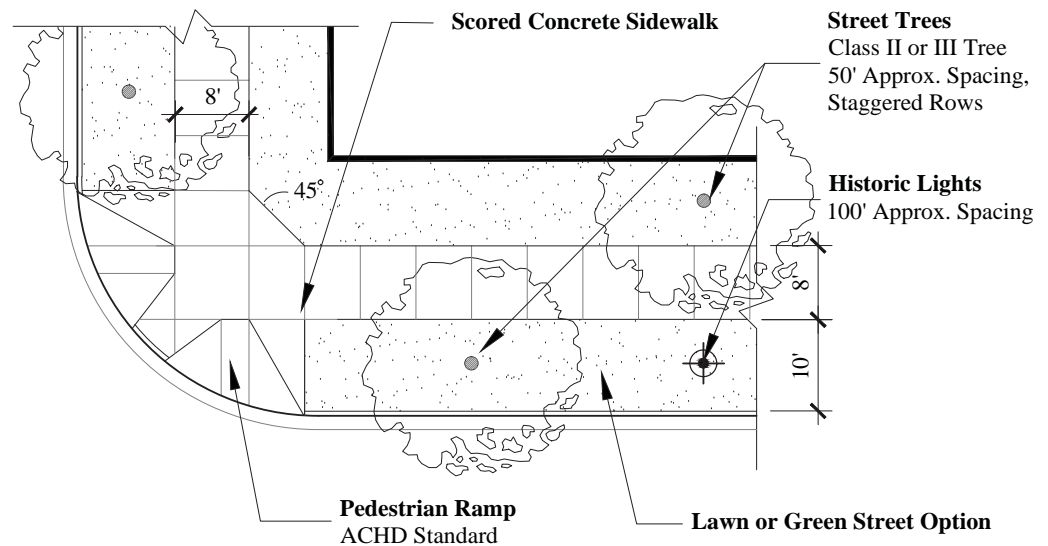
Parking meters to be located per Boise City Parking Standards and placed to avoid conflicts with all other streetscape furnishings. Coordinate meter placement and accessible parking spaces with Boise City Parking Control, (208) 384-3700.

NOTE:

All furnishings, trees, and improvements in the street right-of-way will require approval by ACHD, (208) 387-6170.



TYPE 5 - URBAN PARKWAY STREETSCAPE SECTION



TYPE 5 - URBAN PARKWAY STREETSCAPE DETAIL PLAN

JBA 2015

Type 6 :: Capitol Boulevard

Capitol Boulevard is one of the principal gateway streets in Boise. It links two of the most important historic buildings in the city - the State Capitol and the Boise Depot. Between these buildings lie a variety of uses that are of importance to the community, including cultural centers and parks, Boise State University, hotels, retail establishments, and restaurants. At Fulton Street, the uses along Capitol Boulevard make a distinct transition from university campus, regional parks, and institutional uses to the downtown core. This change in streetscape from urban parkway to urban hardscape with planters reflects that transition. Please refer to the Capitol Boulevard Streetscape Master Plan owned by Boise City PDS for additional details.

LANDSCAPE REQUIREMENTS

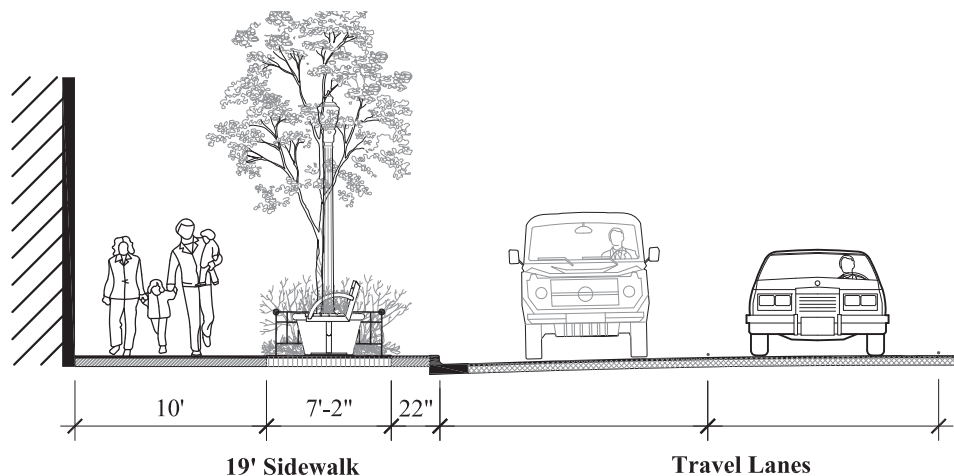
PAGE

- Street Trees 29
Class II trees in planters in same alignment as Historic Streetlights. Trees to be spaced approximately 30' apart and installed two per planter, approximately 6' from either end. Coordinate planning and installation of trees with Boise City Community Forestry, (208) 608-7700.
 - » Moraine Sweetgum (*Liquidamber styraciflua* 'Moraine') - 2.5" Cal. B&B
- Planters 15
7' 2" wide by 42" long planters, planted with trees and shrubs in accordance with the Capitol Boulevard Streetscape Master Plan. Plant quantities, types, & sizes, per planter are listed below and on the Capital Blvd. Planting Plan.
 - » (9) Karl Foerster Grass (*Calamagrostis x acutifolia* 'Karl Foerster') - 3 Gallon
 - » (10) Dwarf Fountain Grass (*Pennisetum alopecuroides* 'Hameln') - 3 Gallon
 - » (8) Coral Beauty Cotoneaster (*Cotoneaster dammeri* 'Coral Beauty') - 5 Gallon
 - » (34) Hidcote Superior English Lavender
(*Lavandula angustifolia* 'Hidcote Superior') - 3 Gallon

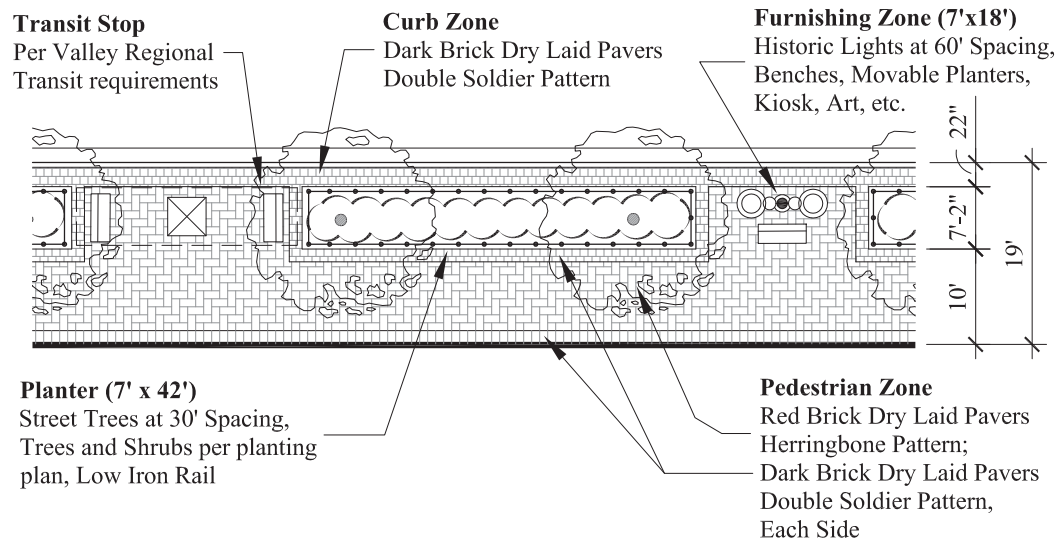
HARDSCAPE REQUIREMENTS

PAGE

- Dry Laid Brick Pavers 20-24
Dry laid brick paver surface extends from curb to face of building. Pattern and color of brick varies by building frontage zone, pedestrian zone, furnishing zone, and curb zone.
 - » Curb Zone: Double soldier pattern (16" wide) of dark brick behind 6" wide concrete curb.
 - » Planter Zone: Double soldier pattern (16" wide) of dark brick on all sides of planter frame; inclusive of Curb Zone.
 - » Furnishing Zone: Red dry laid pavers in a herringbone pattern continued from pedestrian zone between planters and planter zone pavers.
 - » Pedestrian Zone: Approximately 7'4" wide section of red brick dry laid pavers in herringbone pattern.
 - » Building Frontage Zone: Double soldier course pattern (16" wide) dark brick dry laid pavers.
 - » Pedestrian Ramps at crosswalk per ACHD Standards.
- Steel Railing 15
Steel railing around all planters per detail drawing. Powdercoat RAL 6009 dark green.
- Streetlights 32
 - » Spacing: Approximately 60' spacing in same alignment as trees and generally centered between planters.
 - » Installation: Coordinate with Boise City Public Works Department, (208) 384-3900.

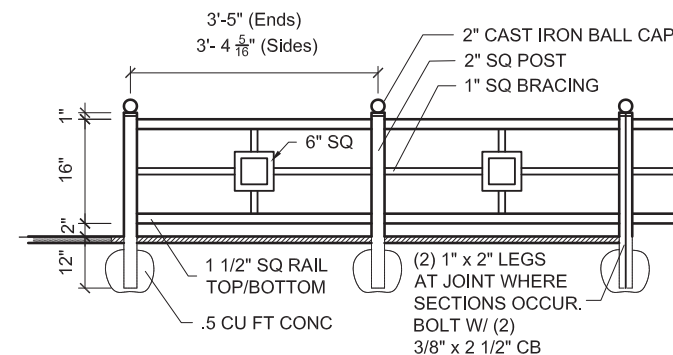


TYPE 6 - CAPITOL BOULEVARD SECTION

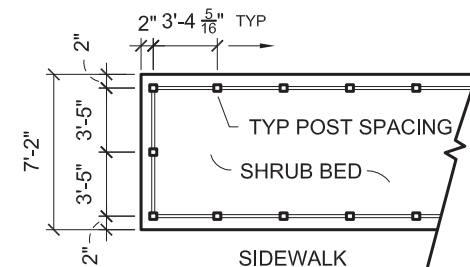


TYPE 6 - CAPITOL BOULEVARD DETAIL PLAN

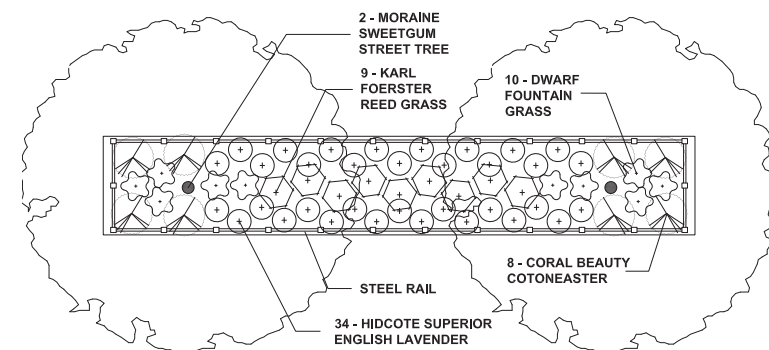
JBA 2015



CAPITOL BLVD PLANTER - SIDE ELEVATION



CAPITOL BLVD PLANTER - RAILING PLAN



CAPITOL BLVD PLANTER - PLANTING PLAN

Type 7 :: Fairview-Main Green Street

Fairview and Main Street will be a showcase for Green Stormwater Infrastructures (GSI) integration into Boise's streetscape environments. Through the use of bioretention planters, stormwater and street runoff will be captured within the streetscape right-of-way, treated and released into the groundwater. Refer to ACHD's Policy Manual Section 8200 - ACHD Stormwater Design Tools and Approved BMPs for stormwater design specifics.

LANDSCAPE REQUIREMENTS PAGE

- Street Trees 29

Class II trees in bioretention planters to be appropriate for bioretention planter conditions. Trees to be centered within bioretention planter area. Trees to be spaced approximately 52' apart. Coordinate planning and installation of trees with Boise City Community Forestry, (208) 608-7700.
- Bioretention Planter 17, 27

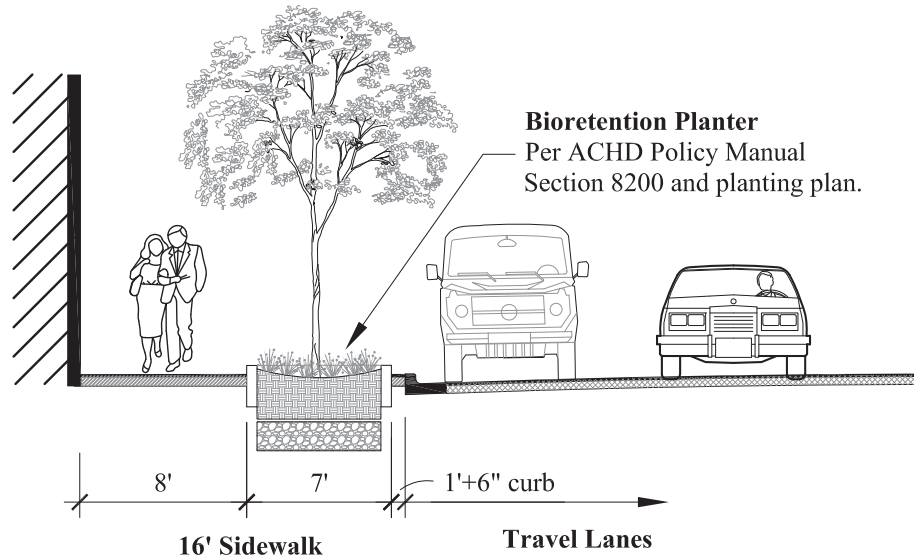
Design and soils per ACHD Policy Manual Section 8200 - ACHD Stormwater Design Tools and Approved BMPs. Bioretention planters to be planted according to the types, sizes, and spacing per the Fairview & Main Green Streets Planting Plan.
 - » Plant material subject to change and approval.
 - » Mulch for green street planters to be 1/2"-3/4" rock mulch (gray/tan in color) at a 3" depth.
 - » Plants to be irrigated by an automatic, underground, drip irrigation system,

HARDSCAPE REQUIREMENTS PAGE

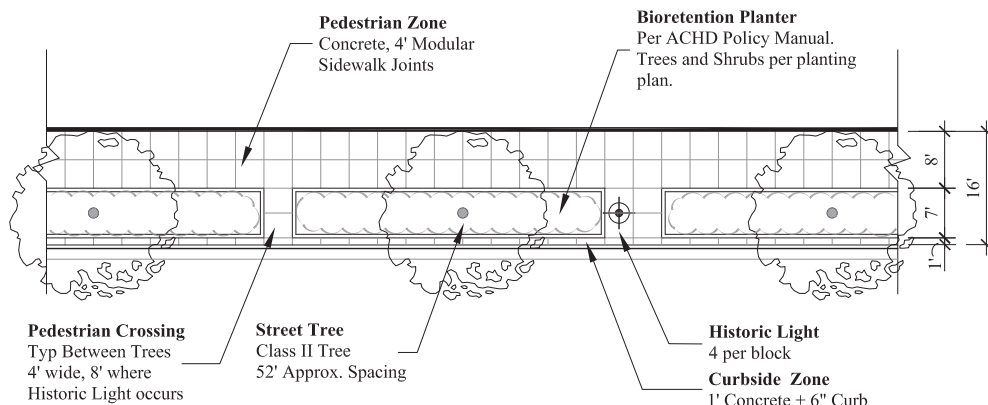
- Concrete 23
 - » Pedestrian Zone: Minimum width of Pedestrian Zone is 8' with 4' modular scored concrete.
 - » Pedestrian ramps at crosswalk per ACHD Standards.
- Streetlights 32-33
 - » Spacing: 4 per block and in same alignment as trees. Lights to be centered between trees adjacent to bioretention planter pedestrian crossing.
 - » Installation: Coordinate with Boise City Public Works Department, (208) 384-3900.

NOTE:

All furnishings, trees, and improvements in the street right-of-way will require approval by ACHD, (208) 387-6170.

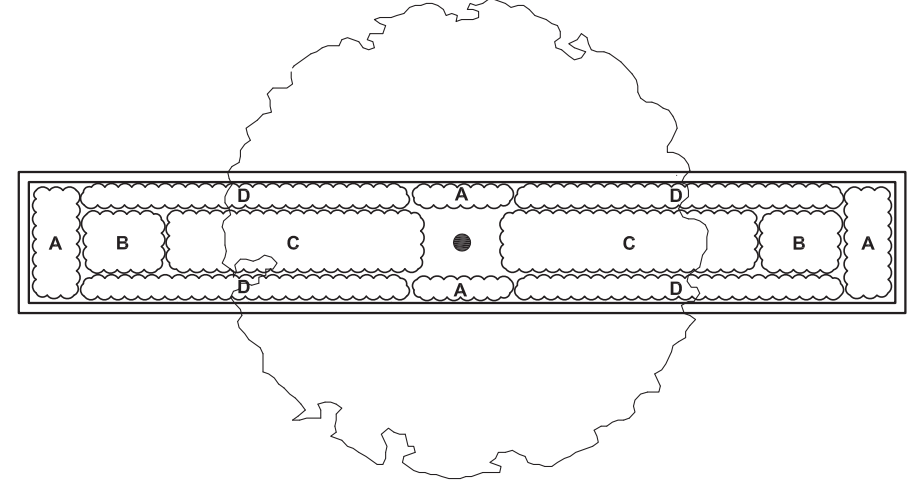


TYPE 7 - FAIRVIEW & MAIN GREEN STREETS STREETSCAPE SECTION



TYPE 7 - FAIRVIEW & MAIN GREEN STREETS DETAIL PLAN

JBA 2015



16TH - 22ND ST.

TREE - GREENSPIRE LINDEN
A - ARIZONA SUN BLANKET FLOWER
B - HUSKER RED PENSTEMON
C - FATAL ATTRACTION CONEFLOWER
D - BLUE OAT GRASS

TILIA CORDATA 'GREENSPIRE'
GAILLARDIA x GRANDIFLORA 'ARIZONA SUN'
PENSTEMON DIGITALIS 'HUSKER RED'
ECHINACEA PURPUREA 'FATAL ATTRACTION'
HELIOTRICHON SEMPERVIRENS

2.5" CAL B&B
1 GAL, 18" O.C.
1 GAL, 18" O.C.
1 GAL, 24" O.C.
1 GAL, 24" O.C.

22ND - 25TH ST.

TREE - AUTUMN PURPLE ASH
A - LAMBS EAR
B - BLACK-EYED SUSAN
C - CHEYENNE SKY SWITCHGRASS
D - RED CARPET PHLOX

FRAXINUS AMERICANA 'JUNGINGER'
STACHYS BYZANTINE
RUDBECKIA FULGIDA 'GOLDSTURM'
PANICUM VIRGATUM 'CHEYENNE SKY'
PHLOX SUBULATA 'SCARLET FLAME'

2.5" CAL B&B
1 GAL, 18" O.C.
1 GAL, 24" O.C.
1 GAL, 30" O.C.
1 GAL, 18" O.C.

25TH - 27TH ST.

TREE - EMERALD SUNSHINE ELM
A - STELLA D'ORO DAYLILY
B - VIOLA KLOSE SALVIA
C - LITTLE BLUESTEM
D - CREEPING GERMANDER

ULMUS PROPINQUA 'JFS-BIEBERICH'
HEMEROCALLIS 'STELLA D'ORO'
SALVIA NEMOROSA 'VIOLA KLOSE'
SCHIZACHYRIUM SCOPARIUM
TEUCRIUM AROANIUM

2.5" CAL B&B
1 GAL, 24" O.C.
1 GAL, 18" O.C.
1 GAL, 24" O.C.
1 GAL, 24" O.C.

27TH - WHITEWATER BLVD

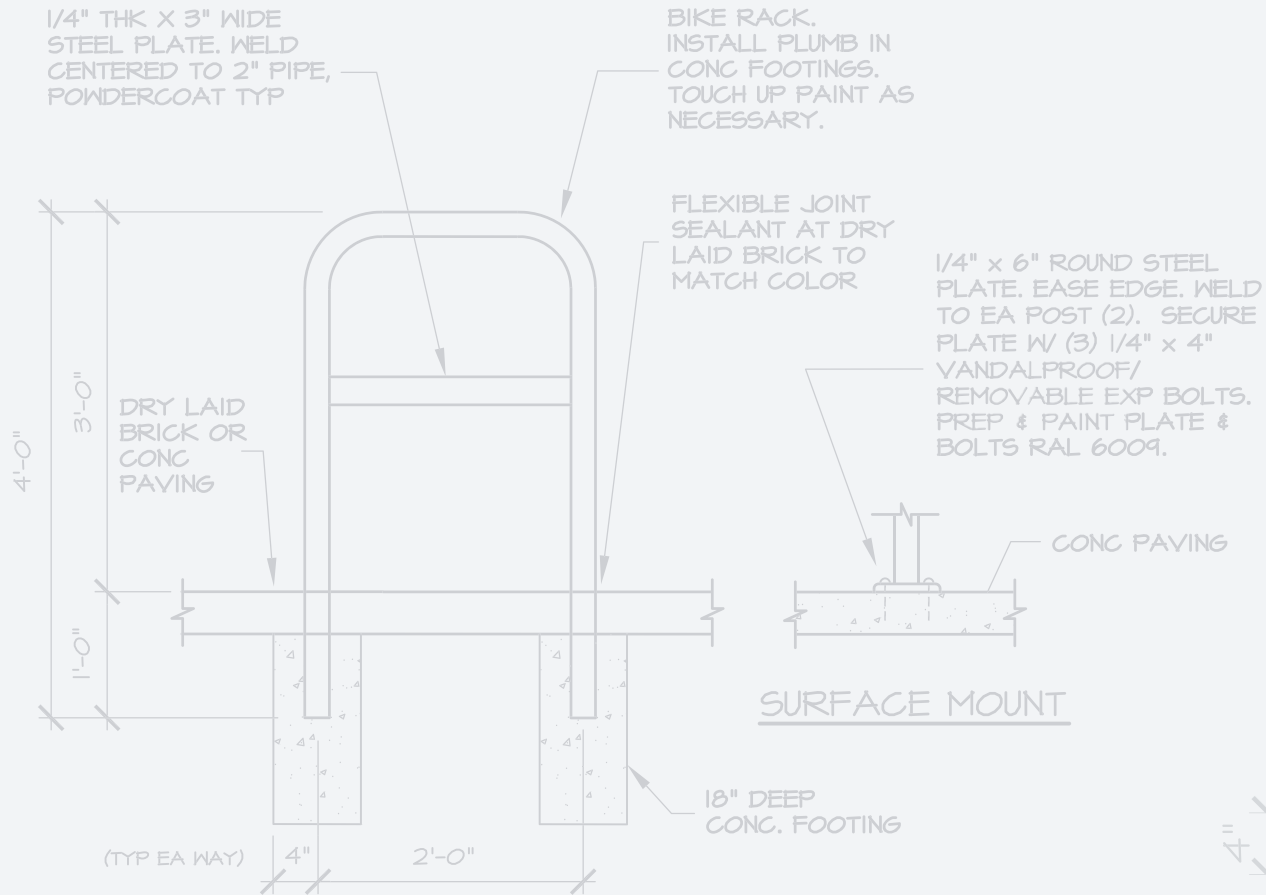
TREE - MORAINNE SWEETGUM
A - SNOW-IN-SUMMER
B - SUNSET CONEFLOWER
C - KARL FORESTER REED GRASS
D - ZAGREB COREOPSIS

LIQUIDAMBER STYRACIFLUA 'MORAINNE'
CERASTIUM TOMENTOSUM
ECHINACEA PURPUREA 'SUNSET'
CALAMAGROSTIS x ACUTIFOLIA 'K.F.'
COREOPSIS VERTICILLATA 'ZAGREB'

2.5" CAL B&B
1 GAL, 18" O.C.
1 GAL, 24" O.C.
1 GAL, 30" O.C.
1 GAL, 18" O.C.

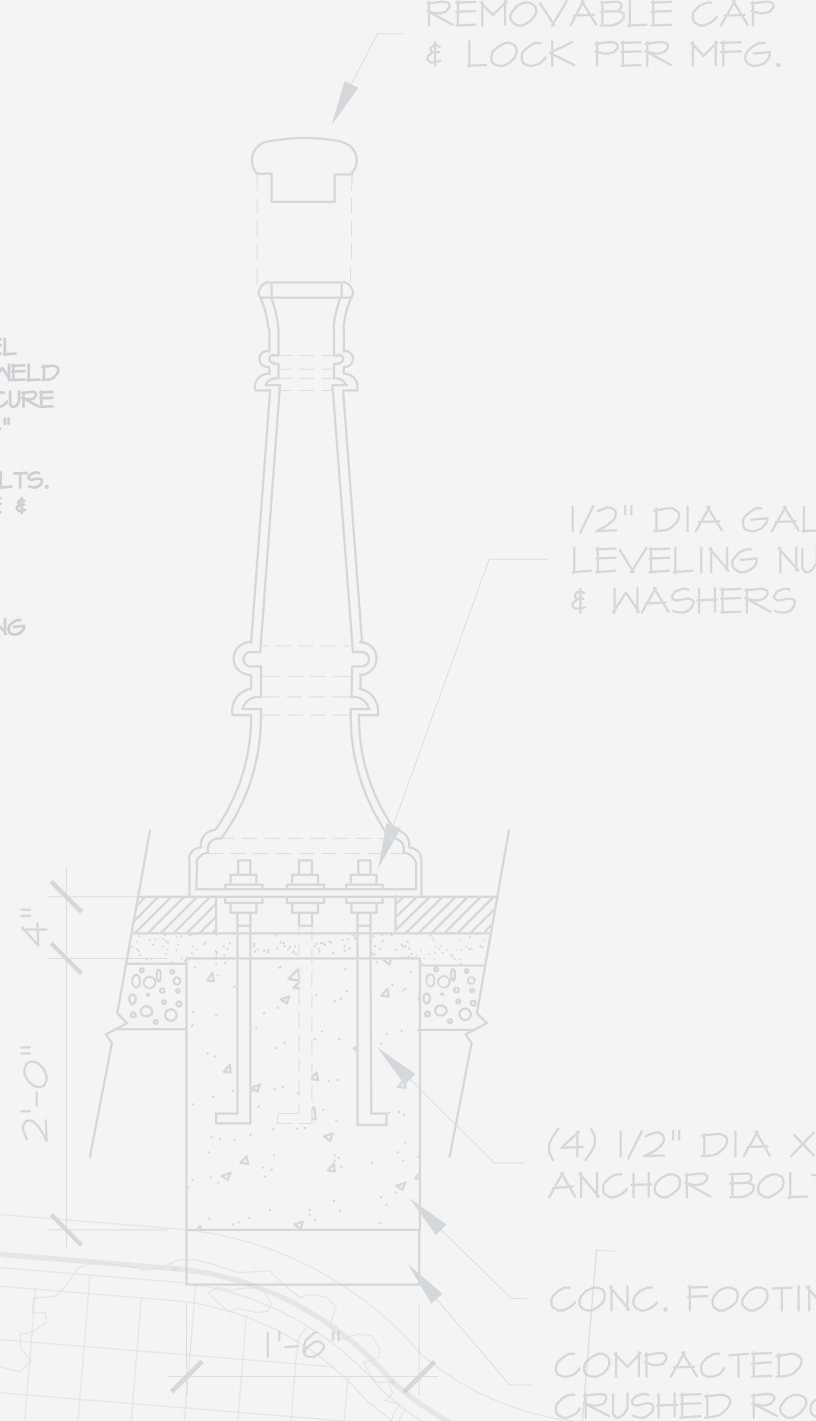
TYPE 7 - FAIRVIEW & MAIN GREEN STREETS PLANTING PLAN

JBA 2015



DIRECT BURY

NOTE:
BIKE RACK TO BE 2" ROUND SCH 40 STEEL PIPE;
BEND TO FORM & DIMENSIONS AS SHOWN.
POWDERCOAT RAL-6009.



BIKE RACK

NOT TO SCALE

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BOLLARD: 1890 SERIES CAST IRON FIXED AND REMOVABLE BOLLARD BY CANTURBURY INTERNATIONAL



3

Find the Specifications for Your Streetscape Type

STREETSCAPE SPECIFICATIONS:		PAGE	SITUATIONAL FURNISHINGS CONT...		PAGE
Brick and Concrete Paving		20-23	Bike Rack		40-41
Paving Patterns		24-25	Bike Corral		42-43
Suspended Paving System		26	Movable Planter		44-45
Bioretention Planter & Bioswale		27	Tree Guard		46
Tree Grate & Frame		28	Table		47
Tree Well & Tree Planting		29	Bollard		48-49
Trench Drain & Grate		30-31	Transit Shelter		50-51
Streetlight		32-33	Drinking Fountain		52-53
SITUATIONAL FURNISHINGS SPECIFICATIONS:			LANDSCAPE SPECIFICATIONS:		
Public Art		34-35	Landscape Installation		54
Bench		36-37	Tree and Shrub Plantings		55
Litter Receptacle		38-39			

Pavers are used in a variety of ways to define various functional areas of the sidewalk. These areas usually include a building zone along the base of building (dark); a pedestrian zone (red); the furnishing zone for such items as street trees and tree grates, benches and historic lighting (dark); and the curb zone along the street edge (red). Refer to paving pattern details for specific brick layout design.

Permeable paver furnishing zone is optional, subject to approval by ACHD, and may require a geotechnical investigation.

Basis for Design:

BRICK PAVER ORDER INFORMATION:

2-1/4" thick x 4"x 8" wirecut brick paver with spacing lug. Local representative: The Masonry Center, (208) 375-1362.

Red pavers to be No. 46 Medium Ironspot Blend.

Dark pavers to be Manganese Ironspot.

Equivalent may be substituted as approved by Boise City.



No. 46 Medium
Ironspot Blend



Manganese Ironspot



DESCRIPTION

The work consists of furnishing and installing dry laid pavers including crushed rock base, bedding material, and joint filler. If settlement greater than 1/2" occurs within one year after installation, the brick must be adjusted to finish grade plus 1/4".

MATERIAL

- **Base Course:** Aggregate for crushed rock base shall be 3/4-minus in accordance with Idaho Standards for Public Works Construction (ISPWC), latest edition.
- **Bedding Material:** Material used as bedding layer for the paver shall be well-graded, non-plastic sand, ASTM C33 or 5/16" clean crushed chip gravel.
- **Joint Filler:** Material used for joint filler shall be well graded, non-plastic sand, ASTM C33, or fine #70 silica sand joint filler.
- **Brick Paver:** Pavers dimensions shall be 2-1/4" thick x 4" x 8" wirecut brick paver with spacing lug size by Endicott Clay Products Company, Fairbury, Nebraska, or equal. Red Brick Pavers shall be No. 46 Medium Ironspot Blend. Dark Brick Pavers shall be Manganese Ironspot.

INSTALLATION

Crushed Rock Base:

Place base course material in 6 inch lifts to a depth whereby the finished surface will conform to the design grades and dimensions with proper allowance for the paving. Compact to 95 percent of the maximum relative density. The final result shall be an unyielding course, free from irregularities, with a smooth, tight, even surface, true to gradient. Maintain the surface of the base course until it is paved or until final acceptance. If ruts, soft spots or other damage occur before such time, the surface should be repaired. Excess moisture or frost in the sub-base, or base course, will be cause for suspending work until normally dry working conditions are restored, and compaction achieved.

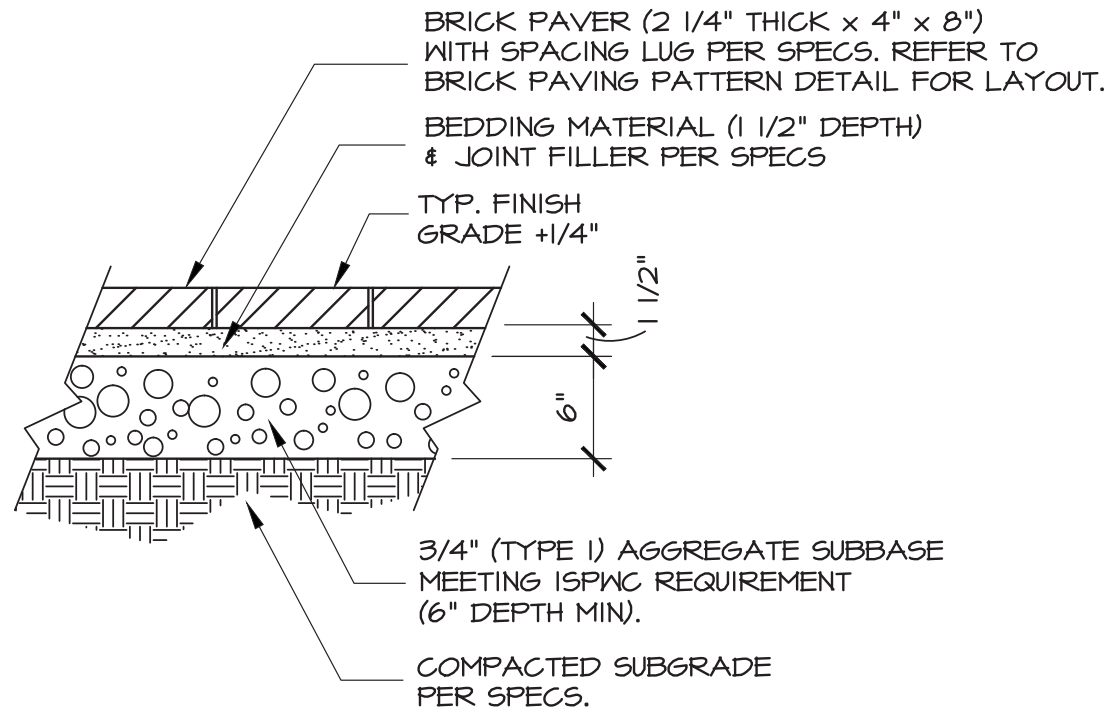
Bedding Material:

Spread a 1" layer of bedding material evenly over the area to be paved and thoroughly water-settle it into the base course. Add material where necessary and achieve 95 percent compaction, to specified lines and grades, less the paver thickness, plus 1/4". Apply a thin layer of bedding material evenly over the area to be paved in preparation for placing the brick. Level bedding material with a screed to specified lines and grades. Under no circumstances should final material bedding be compacted or walked upon after screeding.

Laying Pavers:

Verify paving pattern prior to proceeding. Lay pavers from inside curb face, parallel, toward building face. Make final brick cuts at building face. Maintain continuous protection of surface from pedestrian traffic until joint filler application in complete. Fill edge gaps with standard edge pieces or with pavers cut to fit. The pavers shall be cut to a straight even surface without cracks or chips. Joints or gaps shall not exceed 1/8". Evenly brush joint filler over entire surface. Mechanically vibrate the surface with a plate vibrator. Use plywood sheeting to protect brick. After vibration the brick surface shall be true to grade, plus 1/4", and shall not vary by more than 1/8" when tested with a 3' straight edge at any location on the surface. Brush joint filler over surface once again, and then brush away and remove excess sand until site is left clean.

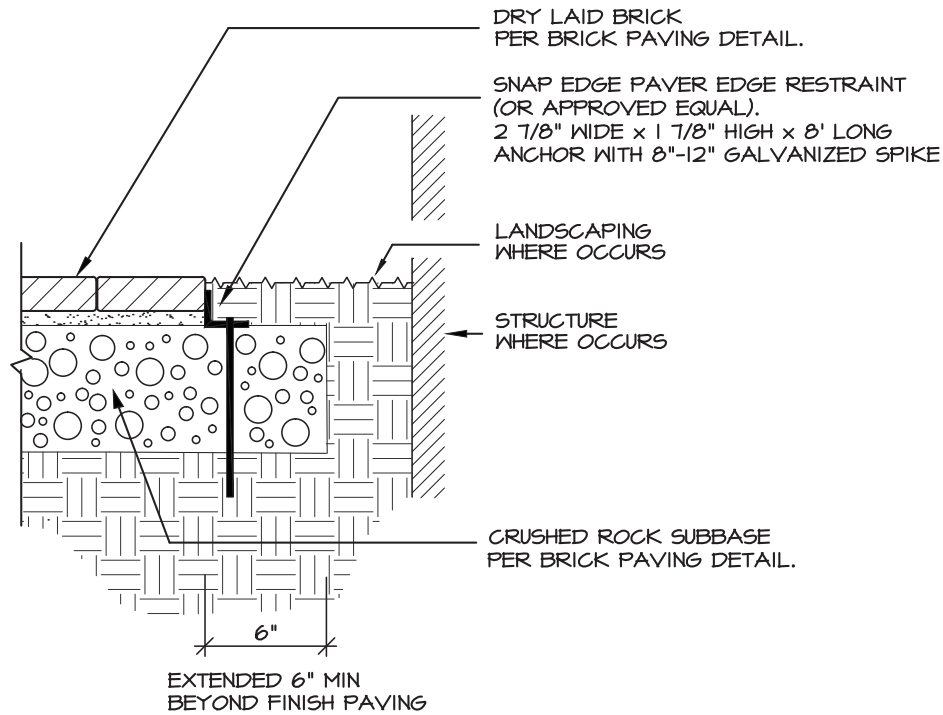
Optional permeable paver installation in furnishing zone to be determined on a specific site basis; subject to approval by ACHD and may require a geotechnical investigation. Permeable Pavers to be installed per Interlocking Concrete Pavement Institute (ICPI) Tech Spec 18 - Construction of Permeable Interlocking Concrete Pavement Systems Specifications and Standards



BRICK AT TRAFFIC RATED SIDEWALK SECTIONS TO
BE MORTARED IN PLACE ON 6" CONCRETE SLAB

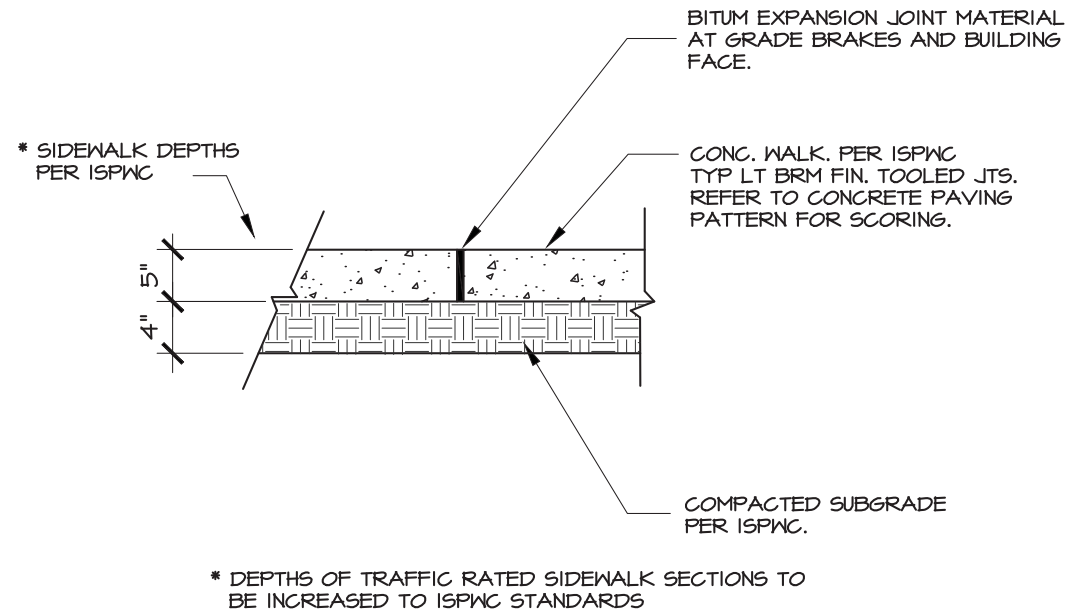
SIDEWALK DRY LAID BRICK PAVING

NOT TO SCALE



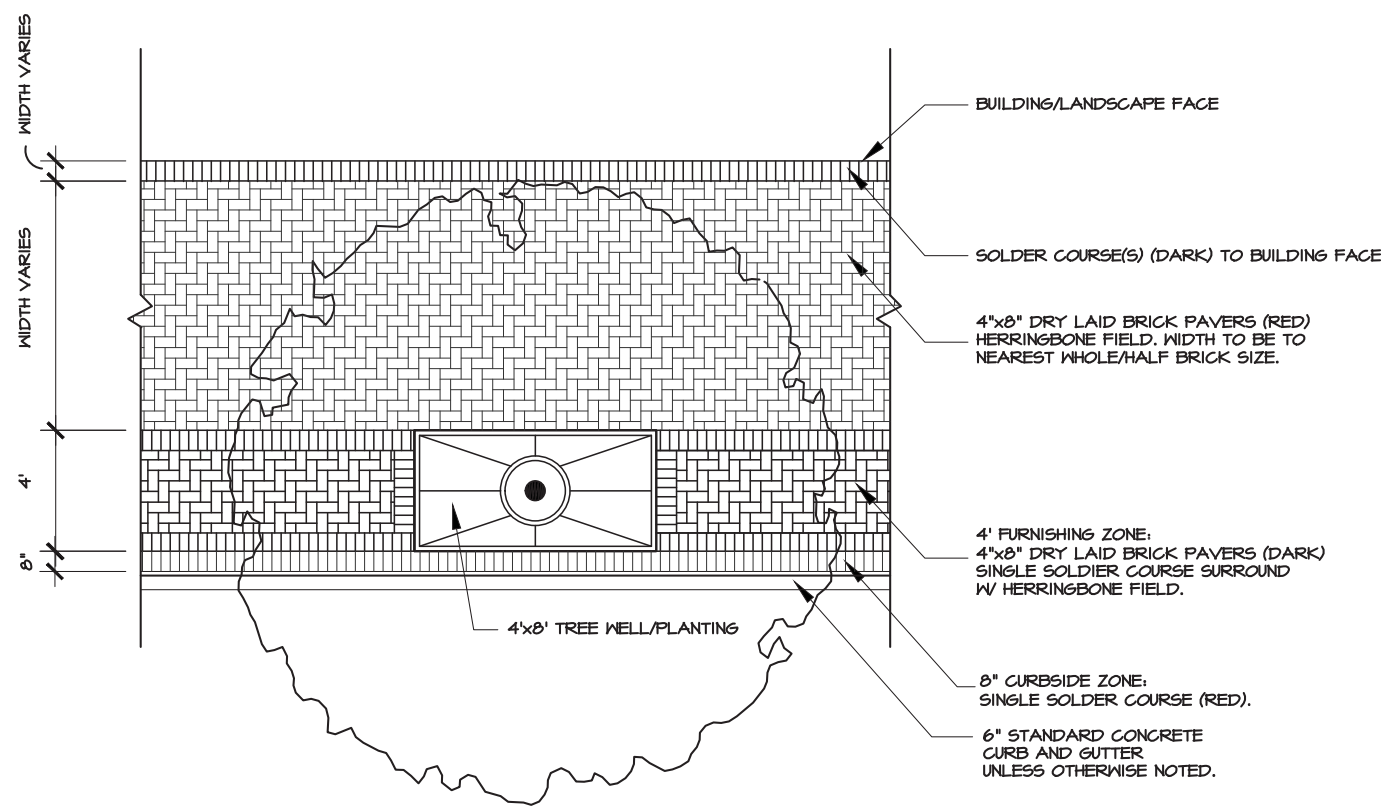
DRY LAID BRICK EDGING

NOT TO SCALE

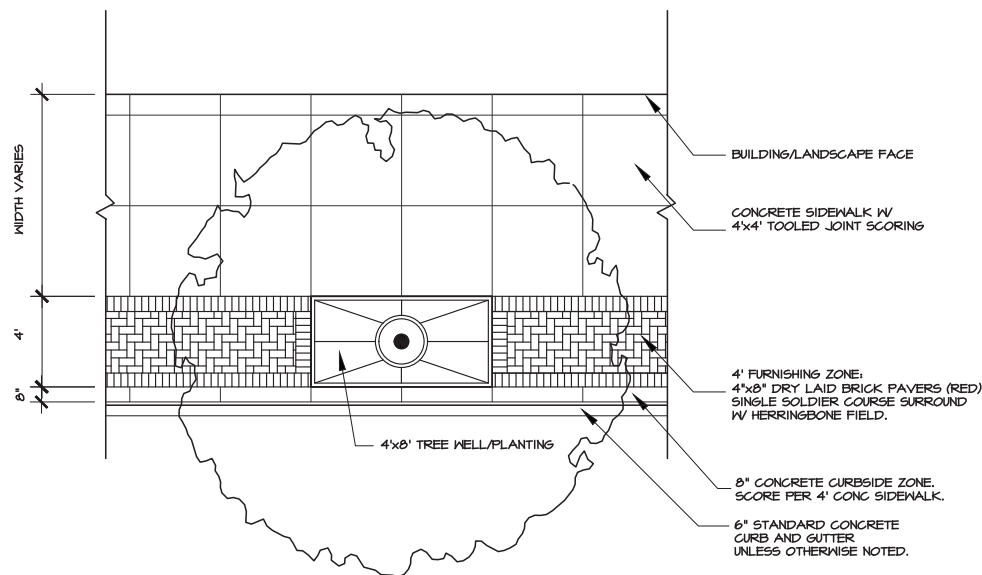


SIDEWALK CONCRETE PAVING

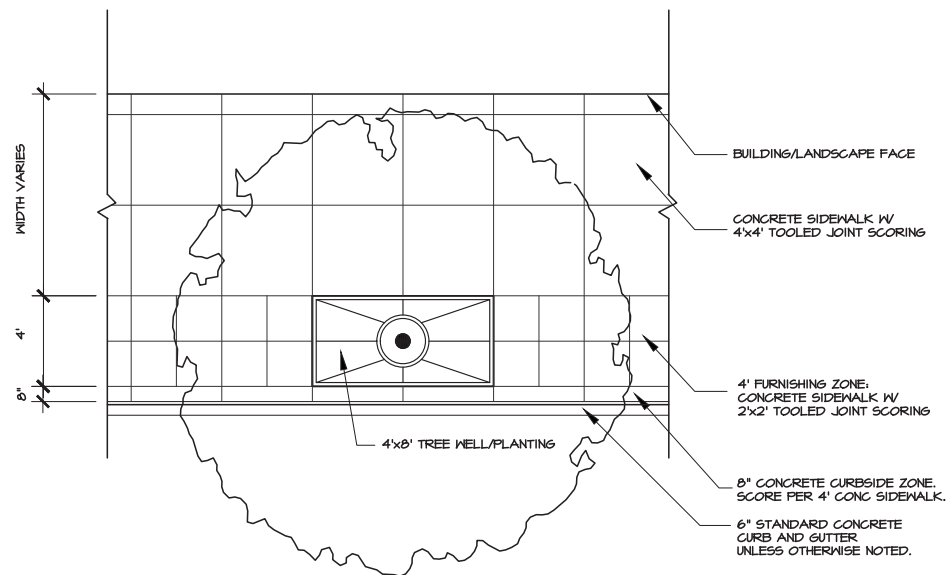
NOT TO SCALE



URBAN BRICK PAVING PATTERN
NOT TO SCALE



URBAN BRICK/CONCRETE PAVING PATTERN
NOT TO SCALE



URBAN CONCRETE PAVING PATTERN
NOT TO SCALE

Streetscape designs are to incorporate a suspended paving system. Suspended paving systems, also referred to as Stormwater Tree Cells, provide uncompacted subsurface soil to support healthy tree canopies and essential area within the right-of-way for stormwater collection in the urban environment.

Suspended paving systems should be designed to incorporate stormwater capture except where basements, vaults, or similar structures would create concerns with infiltrating stormwater. Where stormwater capture is a component of the suspended paving system, it should be designed to meet the performance standards set forth by ACHD and Boise City Public Works.

Basis for Design:

SUSPENDED PAVING SYSTEM ORDER INFORMATION:

DeepRoot Silva Cells 1-800-458-7668. Designed and installed per manufacturer's recommendations. Uncompacted soil volumes to be 500 cubic feet minimum per tree, or as required for stormwater management. Provide drip irrigation to cover entire modular suspended paving system. Optimal design to install suspended paving systems in a continuous fashion to provide shared soil volumes for street tree plantings to the greatest extent practicable. Soils to be per ACHD Bioretention Soil Media specifications. Coordinate drawings with ACHD to incorporate stormwater management into system.

Equivalent may be substituted as approved by Boise City and ACHD.





Bioretention Planter Example



Bioretention Swale or Bio-Swale Example

GREEN STREET OPTION

Bioretention planters and bioswales are an acceptable alternative to a conventional tree lawn or landscape strip. Bioretention facilities help to treat stormwater runoff from the street and adjacent areas, thereby reducing pollutant discharge into the Boise River and providing street trees with some of the water they need. Bioretention facilities require different design from conventional tree lawns, including special soils and tree selection. Contact ACHD at (208) 387-6170 for details.

DEFINITIONS:

BIORETENTION PLANTERS have vertical sidewalls and are often narrow and rectangular in shape. The walls allow bioretention planters to maximize the amount of stormwater retained within a small footprint. These facilities promote infiltration, storage, filtration, and attenuation of peak flows and volumes generated by specified storm events. The soil mix and plant species to be designed to remove targeted pollutants from stormwater.

BIORETENTION SWALES or BIO-SWALES are long, fairly shallow depressions that often use a curved or sinuous form to convey and slow water. They have a porous filter medium (usually soil-based) and are planted with native or non-native grasses and other vegetation. They work to treat stormwater by slowing and infiltrating flow and create an environment for plant uptake of pollutants. They enhance landscape aesthetics.

Street trees are selected to provide visual continuity along a single block face by using the same species. When planting new street trees, the trees should be the same species, of a similar caliper (trunk size), and placed at a consistent and even spacing within the block face. When replacing a sick or dead tree, the new tree should be the same species of the other street trees on the block unless otherwise specified, and it should be the largest caliper appropriate to facilitate continuity along the block face. Consult Boise City Community Forestry for tree species and before you plant, prune, or remove a tree, (208) 608-7700.

Grates shall be natural finish without powdercoating or paint. Grates shall meet ADA standards. In some cases, 6'x6' cast iron tree grates might be required to match existing.

Trees planted in tree well locations are to be incorporated with the suspended paving systems unless otherwise approved. See page 26 for Suspended Paving System description.

Basis for Design:

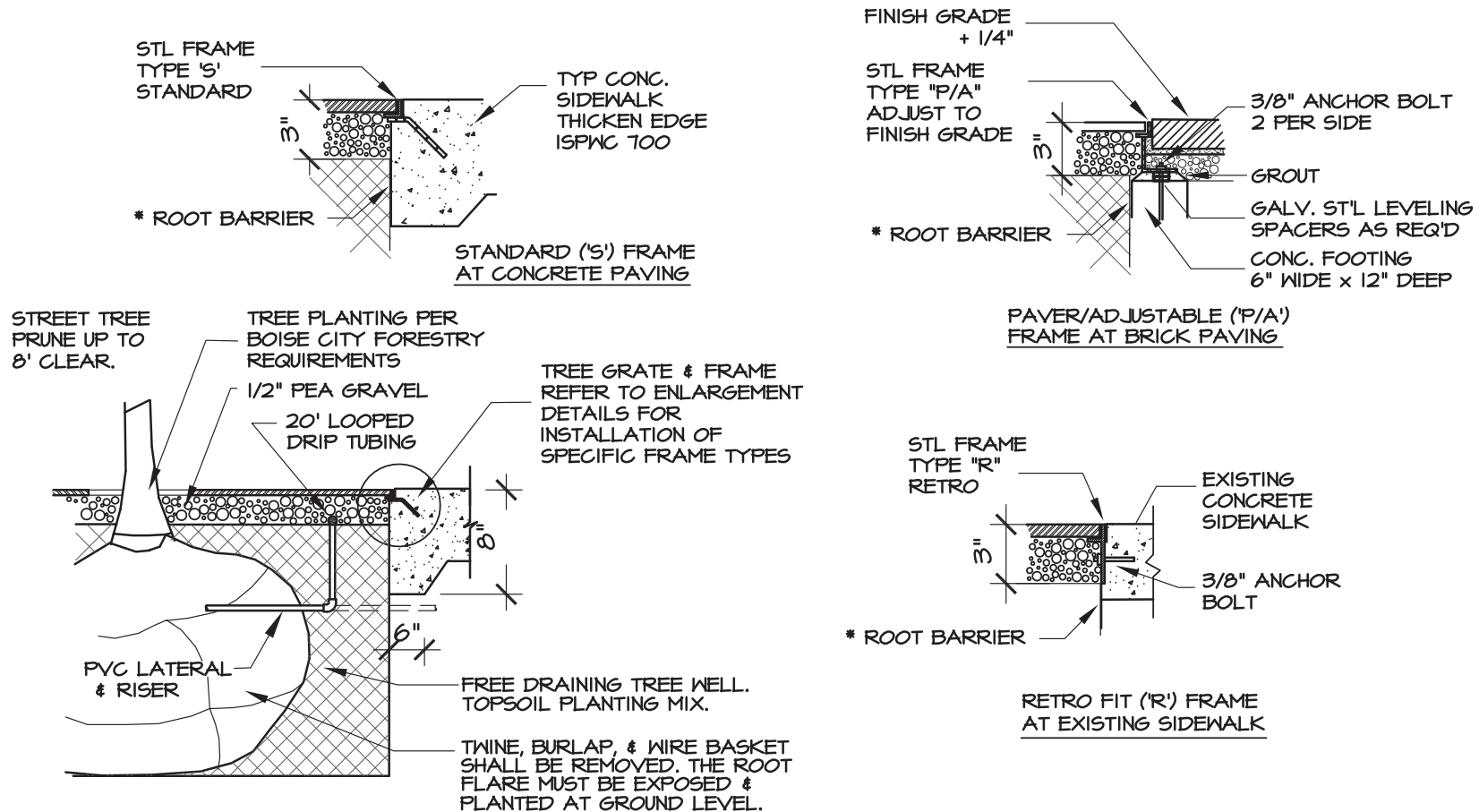
TREE GRATE AND FRAME ORDER INFORMATION:

4' x 8' tree grates and frames. To be "Kiva" cast iron with natural raw finish by Urban Accessories. ADA compliant. Frames to be specified per surrounding paving type. All frames to have cross bars for frame support. Regional representative is Northwest Recreation, (877) 248-7770.

West End Tree Grates to be approved by Boise City.

Equivalent may be substituted as approved by Boise City.





* INSTALL BIOBARRIER ROOT BARRIER (OR APPROVED EQUAL) THAT EXTENDS 18" BELOW THE SUB GRADE ON THE SIDEWALK SIDE AND 24" BELOW THE SUB GRADE ON THE CURB SIDE.

4'x8' TREE GRATES AND FRAMES TO BE 'KIVA' CAST IRON WITH NATURAL RAW FINISH BY URBAN ACCESSORIES (OR EQUIVALENT AS APPROVED BY BOISE CITY). ADA COMPLIANT. FRAMES TO BE SPECIFIED PER SURROUNDING PAVING TYPE. ALL FRAMES TO HAVE CROSS BARS FOR FRAME SUPPORT.

CONTACT BOISE CITY FORESTRY (208) 608-7700 PRIOR TO PLANTING TO OBTAIN TREE PLANTING METHOD APPROVAL.

TREE WELL LOCATIONS TO BE INCORPORATED WITH THE SUSPENDED PAVING SYSTEMS UNLESS OTHERWISE APPROVED. REFER TO SUSPENDED PAVING SYSTEM DESCRIPTION FOR ADDITIONAL INFORMATION.

TREE WELL SECTION

NOT TO SCALE

Trench grates may be used for trench drains that extend across sidewalk from building face to curb where other means of discharge conveyance, such as a direct pipe connection, are not feasible. These grates should be cast iron in the "RC" pattern, as manufactured by Urban Accessories.

Other trench grates may be approved by Boise City.

Basis for Design:

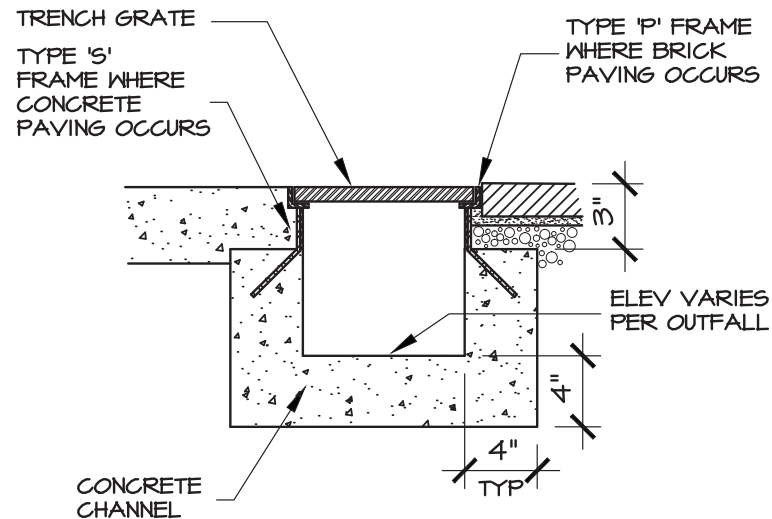
TREE GRATE ORDER INFORMATION:

All trench grates to be 'RC' pattern. Grate and frame to be cast iron in natural raw finish by Urban Accessories. ADA compliant. Width as required for proper water flow. Frames to be specified per surrounding paving type. Regional representative is Northwest Recreation, (877) 248-7770

West End Trench Grates to be approved by Boise City.

Equivalent may be substituted as approved by Boise City.





ALL TRENCH GRATES TO BE 'RC' PATTERN. GRATE & FRAME TO BE CAST IRON IN NATURAL RAW FINISH BY URBAN ACCESSORIES (OR APPROVED EQUIVALENT AS APPROVED BY BOISE CITY). WIDTH AS REQUIRED FOR PROPER WATER FLOW. FRAMES TO BE SPECIFIED PER SURROUNDING PAVING TYPE.

INSTALL GRATE FRAME WITH FLAT BAR RETAINER AT THE END OF THE TRENCH DRAIN AT THE CURB. IF FRAME DOES NOT HAVE STOP BAR, WELD STEEL FLAT BAR RETAINER TO END OF GRATE FRAME AT CURB.

TRENCH DRAIN AND GRATE

NOT TO SCALE

Historic Streetlights to be placed centrally in the furnishing zone, and location and spacing shall be approximately 56'-64' apart (or as approved by Boise City Public Works Department) and in same alignment as trees. Lights to be centered between trees and conflicts with trees should be avoided. Historic Boise cast aluminum light poles with duplex outlets to be used. Provide separate 110v circuit for duplex outlet located at the top of luminaire.

Historic lights shall be equipped with a fixed top bracket, bolt-on banner arm, and lower eyelet. The banner arm shall be located 4" below top of pole and eyelet placed 51" below the arm, generally perpendicular to and facing the sidewalk. Some exceptions can be made for trees and other interfering infrastructure.

- All metal shall be powder coated green RAL 6009.
- Contact the Boise Public Works Municipal Lighting Technician at (208) 384-3900 for approval from Boise City.
- Contact the Downtown Boise Association (DBA) at (208) 385-7300 to learn more about the 24X50" banner program.

HISTORIC STREETLIGHT ORDER INFORMATION:

Use the following link: <http://publicworks.cityofboise.org/development-permits-or-requirements/> and select "Street Light Design Standards" or "Street Light Design Checklist".



West End streetlights to be placed centrally in the furnishing zone and location and spacing shall be approximately 56'-64' apart (or as approved by Boise City Public Works Department), and in same alignment as trees. Lights to be centered between trees and conflicts with trees should be avoided.

Contact Boise Public Works Municipal Lighting Technician at (208) 384-3900 for approval from Boise City.

Basis for Design:

WEST END STREETLIGHT ORDER INFORMATION:

Antique Street Lamps 1-800-410-8899

EPAX Eurotique Aluminum Pole Series. 12' Ht, 4" dia shaft, Tenon for Arm
EAL4, Natural Aluminum Finish. EPAX 12 S4 3-3/8T8 DNA

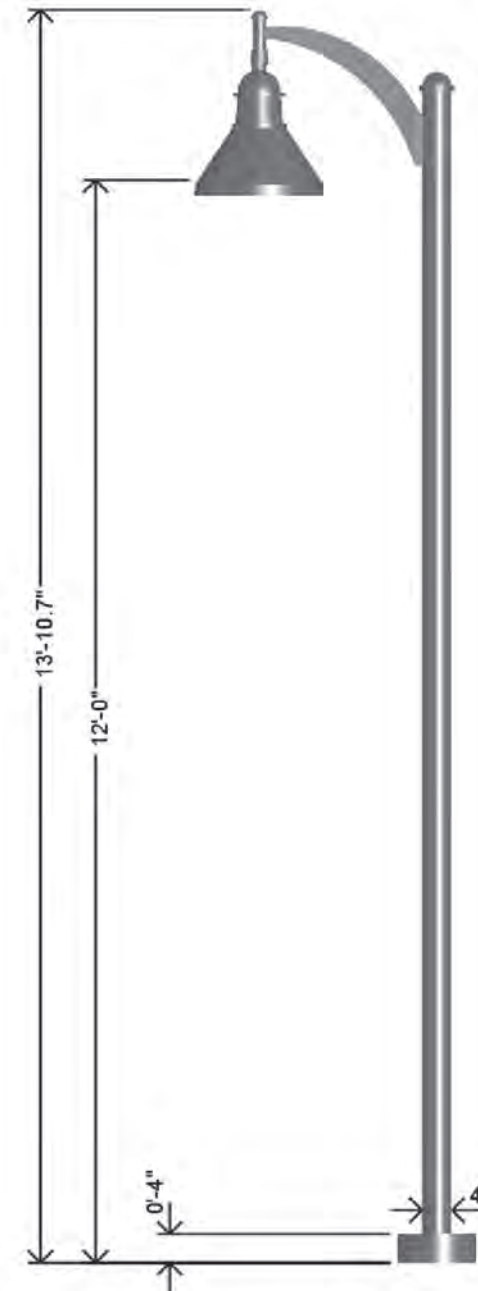
Eurotique Arms, One Luminaires, Natural Aluminum Finish

EAL4/1 DNA

Munich Pendant LED, Ringed Ballast Housing, 49 LED 350MA Source &
Wattage, 4K Color Temp,

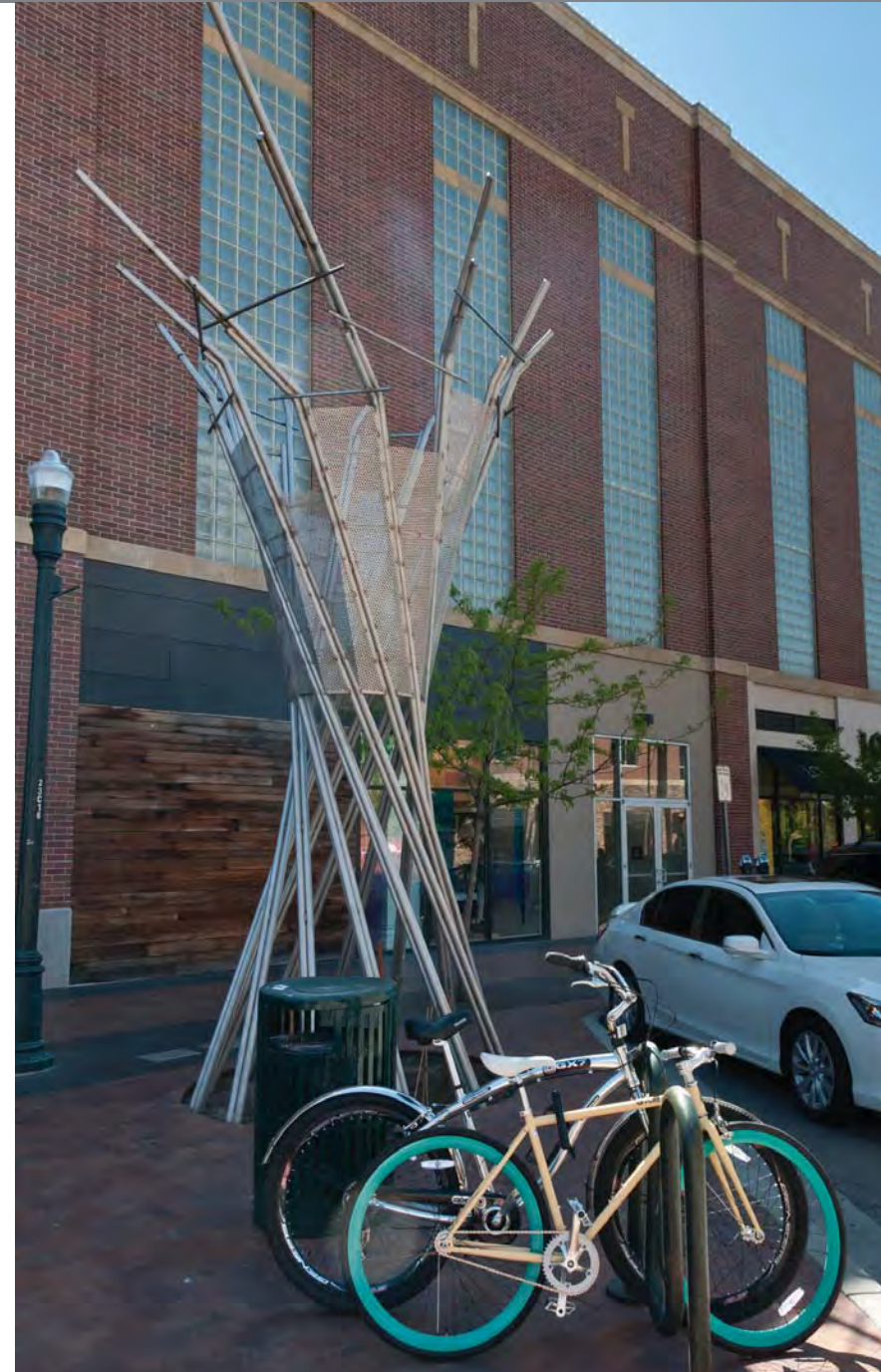
Glass- Clear Flat Lens, MVOLT Voltage, Type III Distribution, with Surge
Protection Device, Natural Aluminum Finish

EML17 RT 49LED350MA 4K GCF MVOLT R3 SPD DNA



Public art is an art installation in the right-of-way or a public easement funded and/or maintained by a public agency. Public art enhances the downtown environment, offers social and educational opportunities, and promotes tourism. It can also be used to celebrate local artists and discourage vandalism. Capital City Development Corporation (CCDC) funds public art downtown on an ongoing basis, including standalone installations, installations with streetscape improvements, and innovative programs such as the traffic box art wraps.

Developers may propose a public art installation as an alternative component of a streetscape project. Any public art installation is subject to approval by Boise City (Arts & History and Planning & Development Services). Reimbursement by CCDC for a public art installation is subject to approval of a formal participation agreement by the CCDC Board, usually considered after the necessary approvals have been granted by the city. Art must be dedicated to the public prior to the granting of reimbursement by CCDC or the maintenance is undertaken by the city. A developer considering incorporating a public art installation as part of a streetscape improvement downtown should contact Boise City Department of Arts & History, (208) 433-5670 as early in the process as possible.





Benches are used in various configurations in the pedestrian furnishing zone. The typical length for benches is 4'. Lengths greater than 4' shall not be used without intermediate armrests or Boise City approval.

Benches have cast iron ends with wooden slats. All wood must be smooth finished and treated with Minwax Red Mahogany stain and penetrating sealer. A wood alternative for the slats may be used with approval from Boise City.

Location in the furnishing zone shall be as approved by Boise City or as shown on a streetscape plan approved by Boise City.

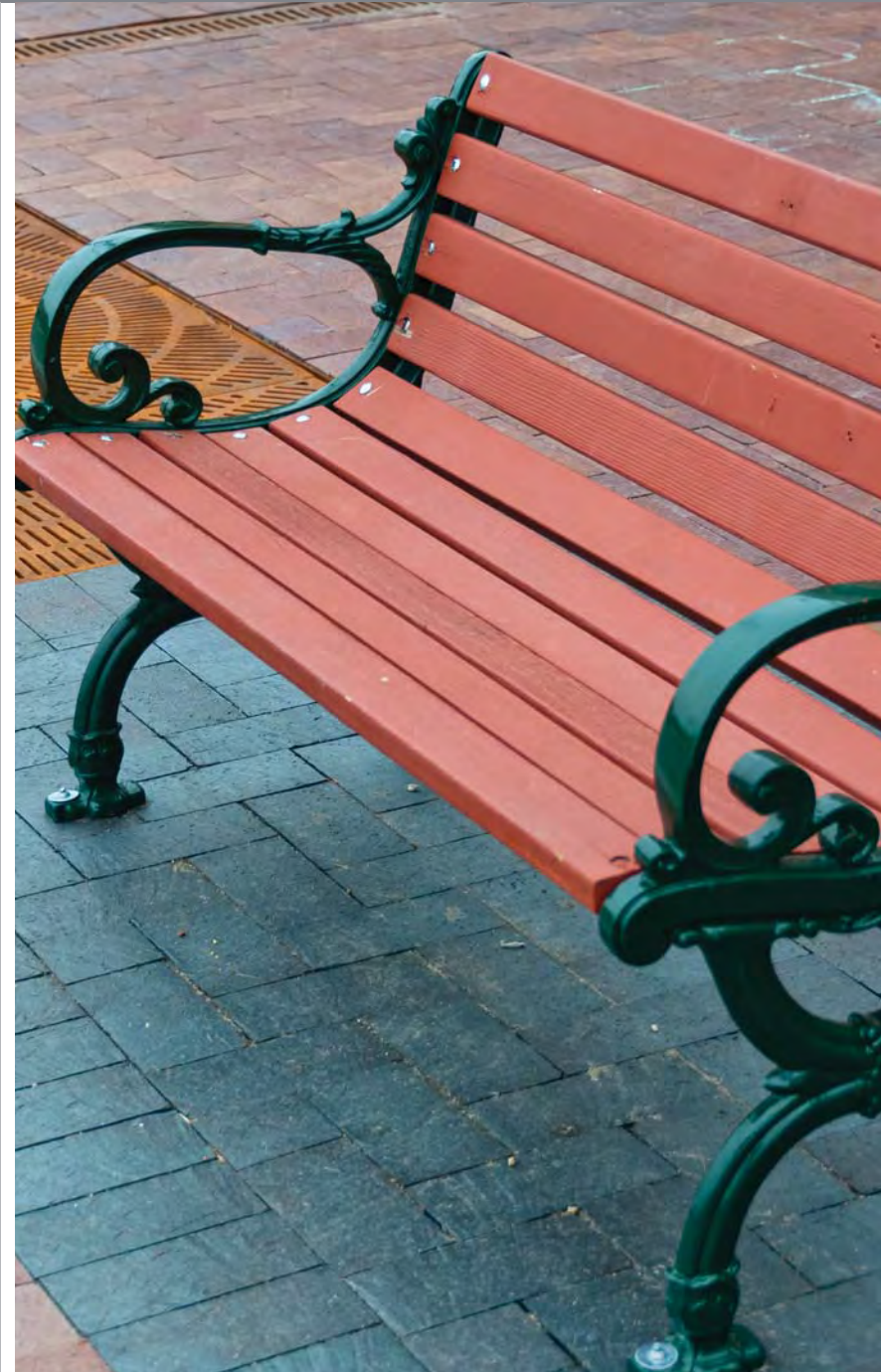
Surface mount with 1/2" x 2" expansion bolts.

Basis for Design:

BENCH ORDER INFORMATION:

4 foot length, cast iron with wooden or recycled slats color - walnut . "Model C-10" by Victor Stanley, Inc., Dunkirk, MA, (301) 855-8300. Color RAL 6009.

Equivalent may be substituted as approved by Boise City.





Benches are used in various configurations in the pedestrian furnishing zone. The typical length for benches shall be 4'. Lengths greater than 4' shall not be used without intermediate armrests.

Location in the furnishing zone shall be as approved by Boise City or as shown on a streetscape plan approved by Boise City.

Surface mount with 1/2" x 2" expansion bolts.

Basis for Design:

WEST END BENCH ORDER INFORMATION:

4' or 6' Schenley bench with back. 6' to have center arm.

Keystone Ridge 1-800-284-8208. Color to be Silver. Bolt in place.

Equivalent may be substituted as approved by Boise City.

Litter receptacles should be placed near seating areas and street corners where there is a high volume of pedestrian traffic. Location in the furnishing zone shall be as approved by Boise City or as shown on a streetscape plan approved by Boise City.

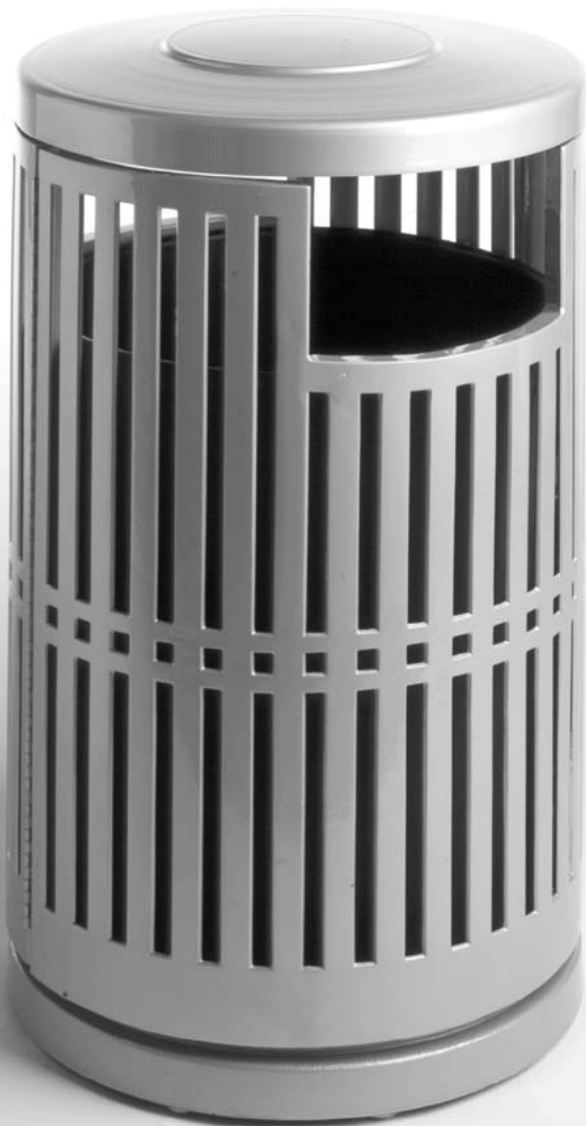
Basis for Design:

LITTER RECEPTACLE ORDER INFORMATION:

Chase Park model, side opening, with 36 gallon black polyethylene liner by Landscape Forms, Kalamazoo, MI. (800) 521-2546. Powdercoat color Ivy AG with graffiti resistant clearcoat. Surface mount with 3/8" anchor bolts (provided).

Equivalent may be substituted as approved by Boise City.





Litter receptacles should be placed near seating areas and street corners where there is a high volume of pedestrian traffic. Location in the furnishing zone shall be as approved by Boise City or as shown on a streetscape plan approved by Boise City.

Basis for Design:

WEST END LITTER RECEPTACLE ORDER INFORMATION:

Chase Park model, side opening, with 36 gallon black polyethylene liner by Landscape Forms, Kalamazoo, MI. (800) 521-2546. Powdercoat color Silver AG with graffiti resistant clearcoat. Surface mount with 3/8" anchor bolts (provided).

Equivalent may be substituted as approved by Boise City.

Bicycle racks should be located in the pedestrian furnishings zone at locations throughout areas which attract cyclists. Bike racks should be a “single bend”. Location in the furnishing zone shall be as approved by Boise City or as shown on a streetscape plan approved by Boise City.

Bike racks within the 4’ wide furnishing zone are to be placed parallel with the adjacent street. In areas where furnishing zone may be 6’ or wider and outside of the pedestrian zone, bike racks may be placed perpendicular with the adjacent street.

Basis for Design:

BIKE RACK ORDER INFORMATION:

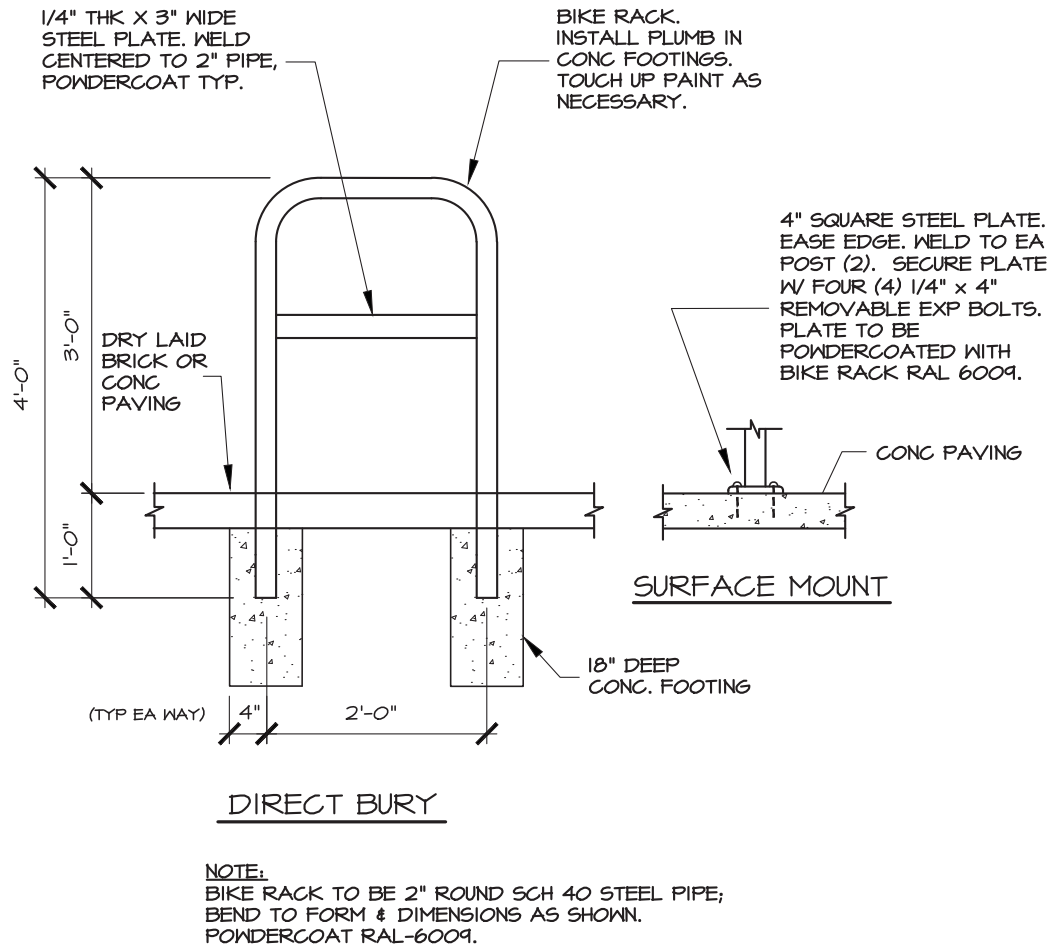
‘Single Bend’ bike rack. From KB Fabrication and Welding Inc. (208) 898-9353.

Color RAL 6009.

West End Bike Rack to be same style: Finish to be galvanized.

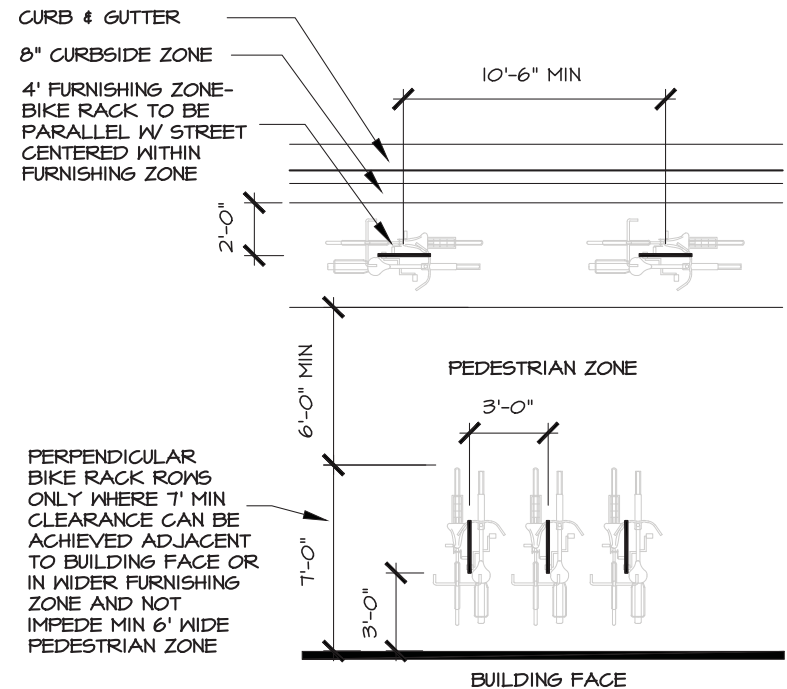
Equivalent may be substituted as approved by Boise City.





BIKE RACK

NOT TO SCALE



BIKE RACK SPACING

NOT TO SCALE

Bicycle corrals are multi-bike parking structures which are placed in a standard parking space next to a sidewalk and curb. The advantages of corrals are that they can hold up to 20 bicycles in areas where there is high demand for bike parking, they free up valuable sidewalk space, and they are typically situated in highly visible areas so as to discourage theft and vandalism. The corrals are made locally and can be easily moved as the need arises.

Capital City Development Corporation (CCDC) will consider requests to provide and install bike corrals on a case by case basis. Requests should be submitted in writing from property owners, businesses, and/or residents adjacent to the proposed corral site. Location of corrals are subject to approval by Boise City and ACHD.

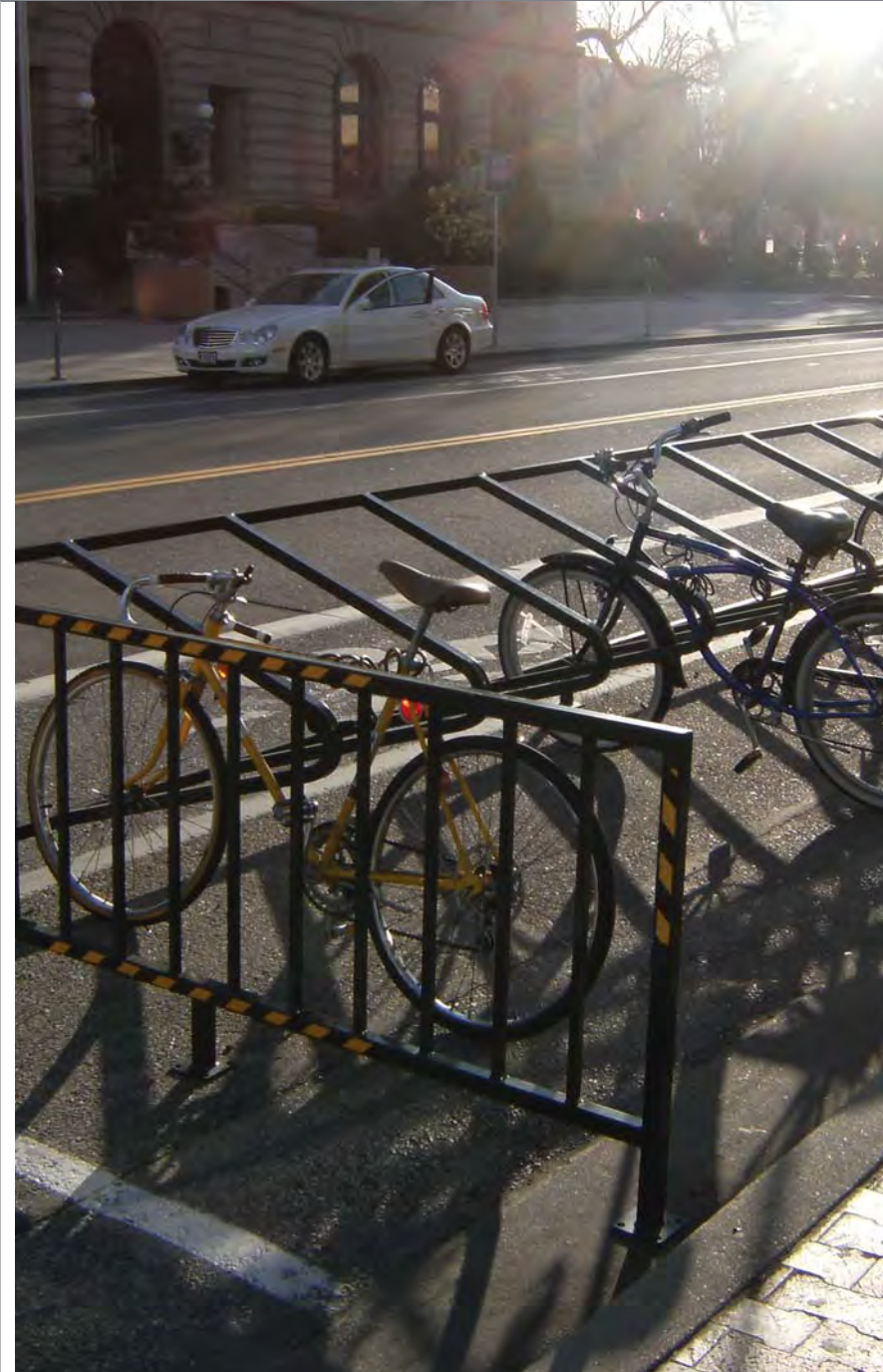
Basis for Design:

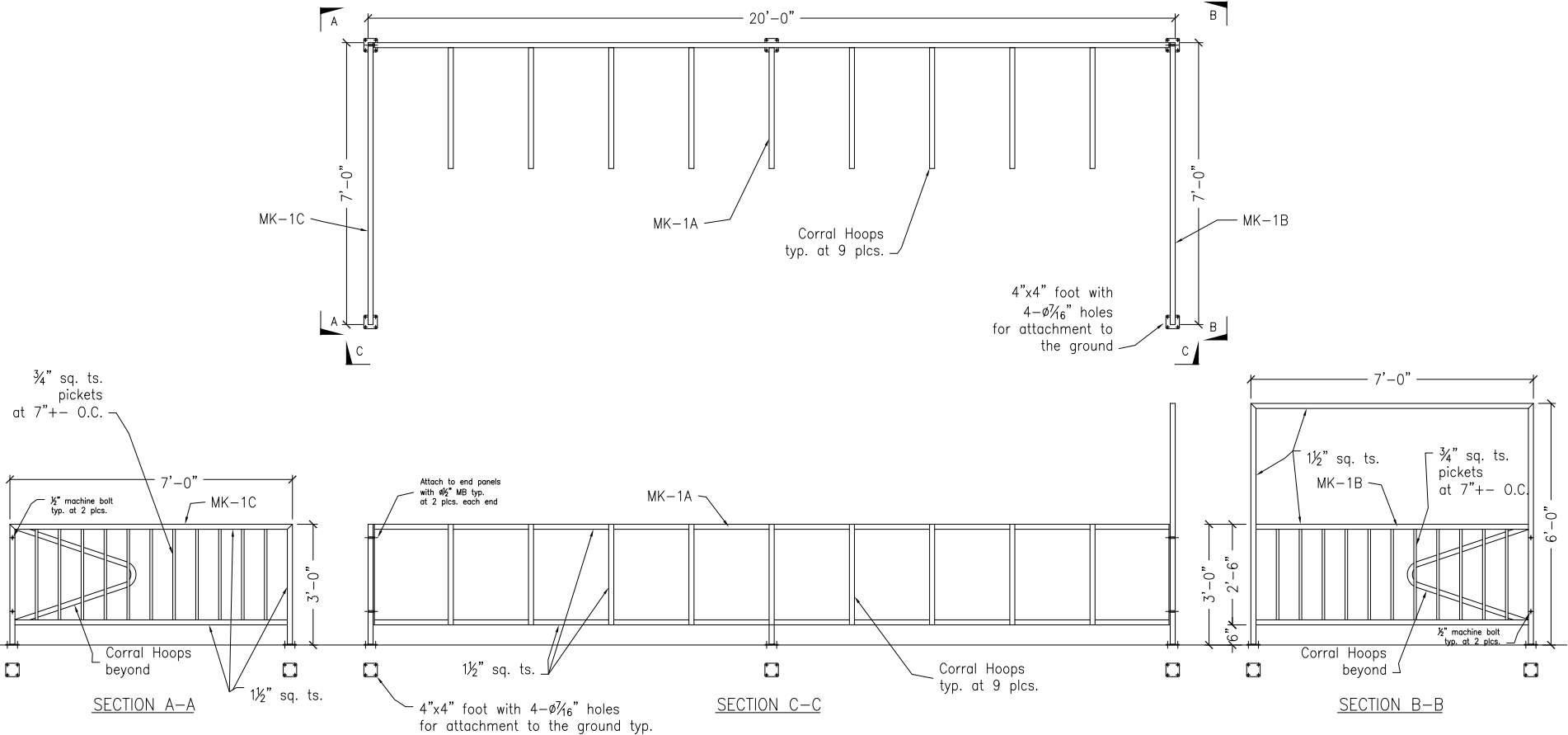
BIKE CORRAL ORDER INFORMATION:

Contact CCDC, (208) 384-4264 for order information.

Color RAL 6009.

Equivalent may be substituted as approved by Boise City.





Movable planters shall be 3' in diameter and 17" high or as approved by Boise City. Location in the furnishing zone and spacing shall be as approved by Boise City or as shown on a streetscape plan approved by Boise City.

The Downtown Boise Association (DBA) manages the flower program for the downtown Boise business improvement district (South of State Street, north of Myrtle Street, east of 13th and west of 5th Street). Planters are filled with flowers from May through early November and are funded by the Business Improvement District assessments after the first year's assessments are paid by the property owner.

Contact the DBA for details about flower planting program, (208) 385-7300.

Basis for Design:

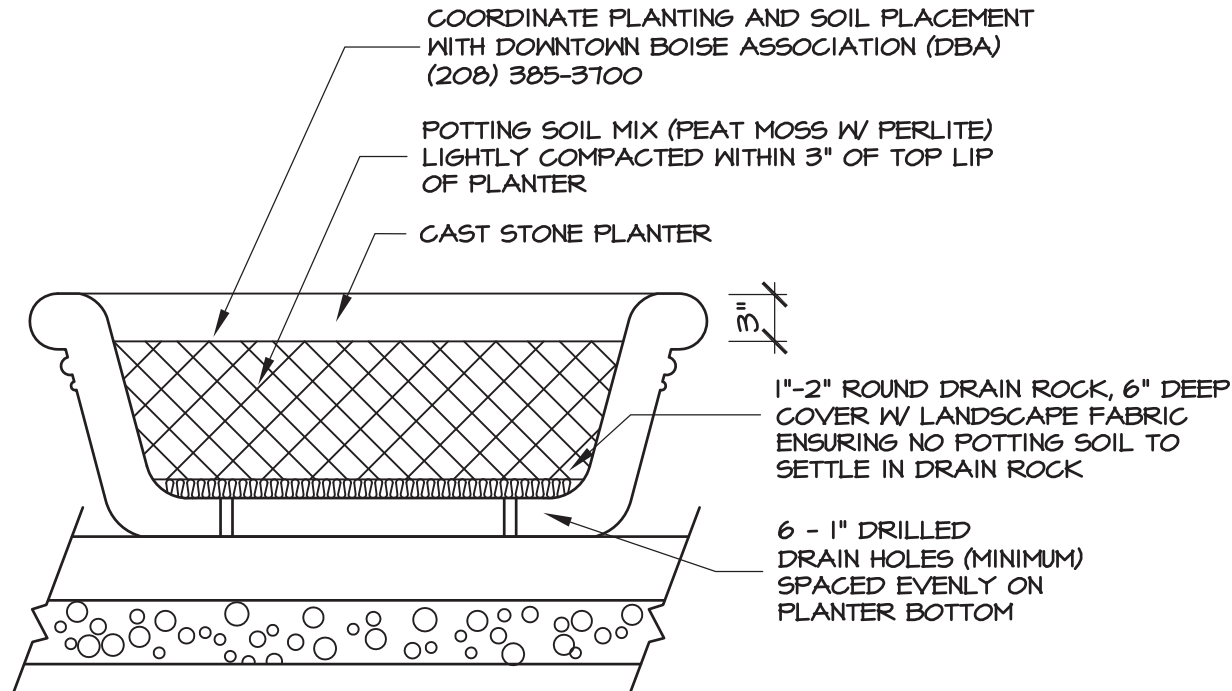
MOVABLE PLANTER ORDER INFORMATION:

Standard 3' round x 17" height cast stone planter by Idaho Precast Concrete, Nampa, ID (208) 461-6300.

West End Movable Planter to be approved by Boise City.

Equivalent may be substituted as approved by Boise City.





3-FOOT ROUND x 17-INCH HEIGHT CAST STONE PLANTER.
BY IDAHO PRECAST CONCRETE, NAMPA, ID (208) 461-6300.
OR EQUIVALENT AS APPROVED BY BOISE CITY.

MOVABLE PLANTER

NOT TO SCALE

Tree guards are purchased by CCDC and installed on new trees in high pedestrian and bike traffic areas to protect the trees from bikes and vandalism until they are established.

Contact CCDC, (208) 384-4264 for installation.

Basis for Design:

TREE GUARD ORDER INFORMATION:

RR model tree guard by Urban Accessories, Tacoma, Washington. Color to be RAL 6009. Regional representative is Northwest Recreation, (877) 248-7770.



Table

Situational Furnishings

Tables are used in strategic locations to enhance the urban experience. Boise City to approve location and layout.

Basis for Design:

TABLE ORDER INFORMATION:

Steelsites Series SPCT-30 Steel Square Cafe Table (30") and FTRS-24 Steel Scroll Seats (24" wide) without backs, RAL 6009, surface or in ground mount.

Victor Stanley, (301) 855-8300.

West End Table to be approved by Boise City.

Equivalent may be substituted as approved by Boise City.



Bollards should be used to define special areas and to enhance pedestrian safety at vehicular crossings. They may also be used along the curbside edges of sidewalks on high volume streets to promote a greater sense of safety for pedestrians.

Basis for Design:

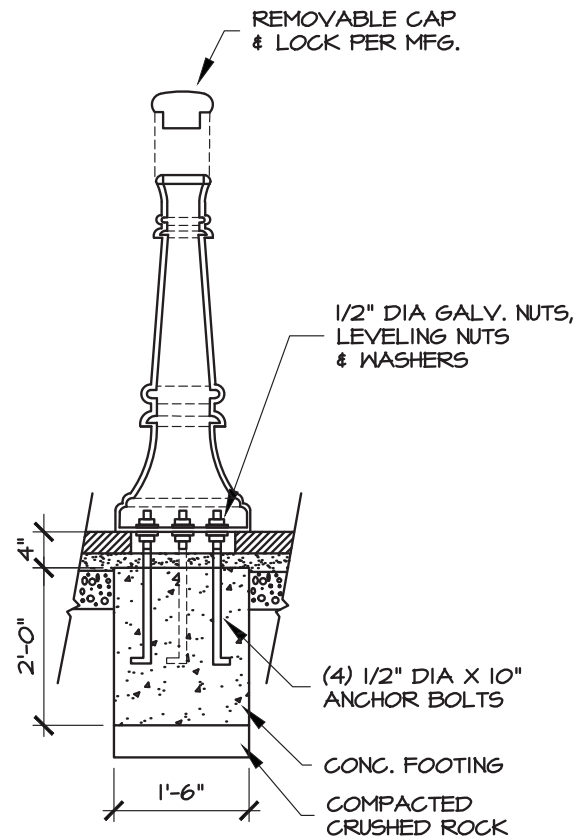
BOLLARD ORDER INFORMATION:

1890 Series cast iron fixed and removable bollard by Canturbury International, Los Angeles, CA (800) 935-7111. Color RAL 6009.

West End Bollard to be approved by Boise City.

Equivalent may be substituted as approved by Boise City.





BOLLARD: 1890 SERIES CAST IRON FIXED AND REMOVABLE BOLLARD BY CANTURBURY INTERNATIONAL, SHERMAN OAKS, CA (800) 935-7111.

BOLLARD

NOT TO SCALE

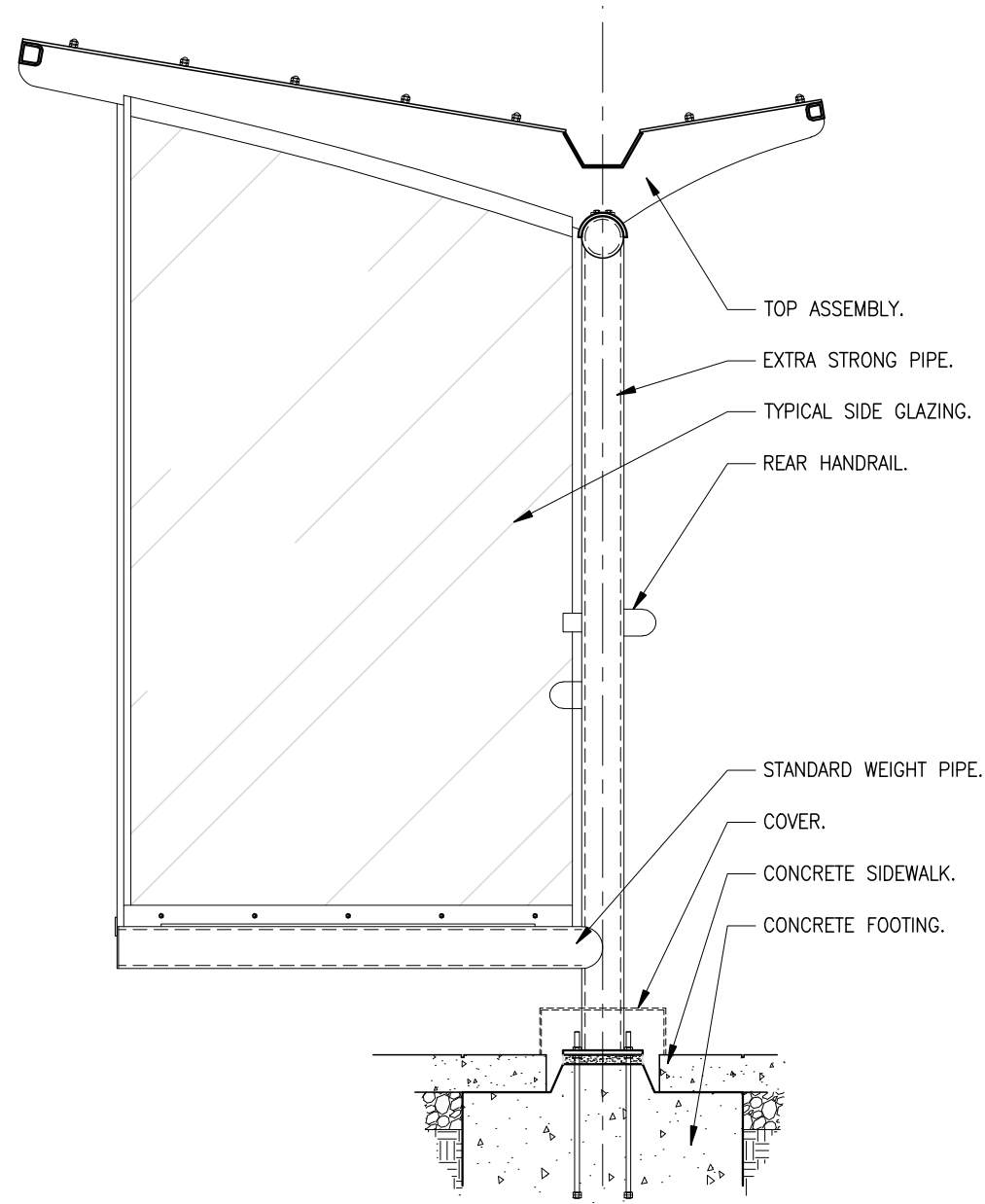
The design standard for the transit shelters that are located in the Downtown Boise Transit Mall was revised in 2009 and replaces the original design standard established in 1986.

The same design standard should be used for transit shelters in the downtown area. Placement and installation are approved by Valley Regional Transit.

TRANSIT SHELTER ORDER INFORMATION:

Contact Valley Regional Transit, (208) 258-2705.





Refer to Valley Regional Transit Bus Stop Location and Transit Amenities Development Guidelines for transit shelter requirements and details.

Drinking fountains should be used in the pedestrian furnishings zone in areas of high pedestrian activity.

Basis for Design:

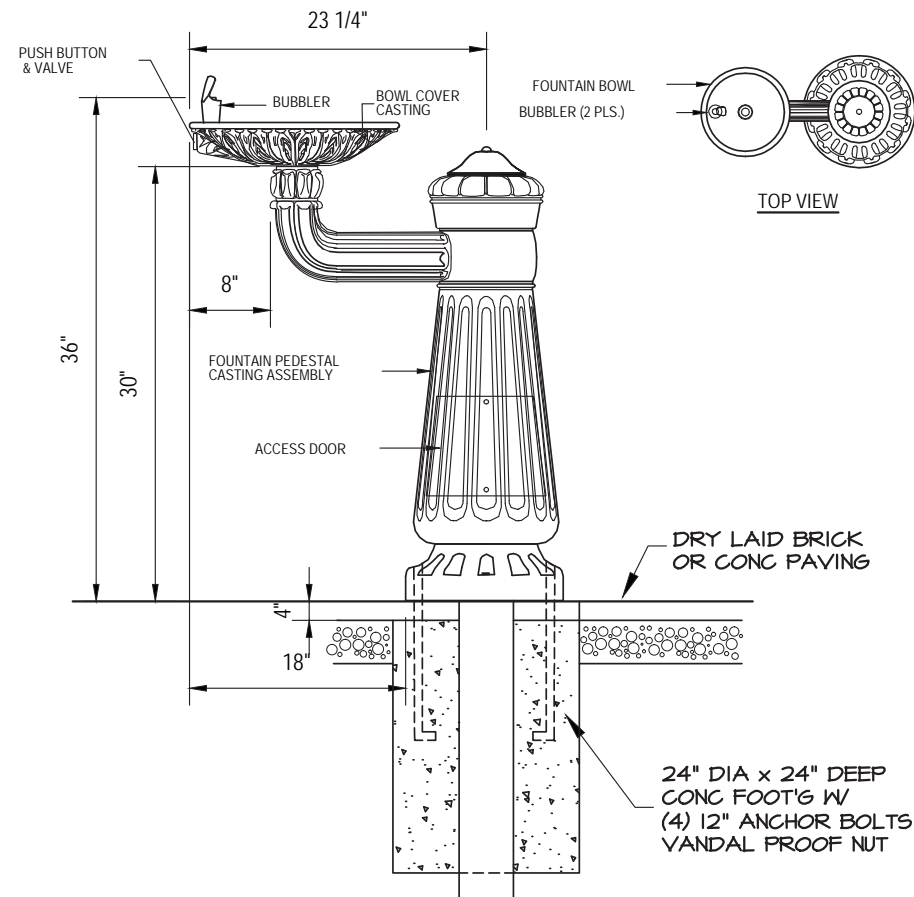
DRINKING FOUNTAIN ORDER INFORMATION:

1890 Series cast iron pedestal drinking fountain by Canterbury International.
1(800) 935-7111

Domestic water hookup and freeze-proof installation per manufacturer details and prevailing code.

Equivalent may be substituted as approved by Boise City.





NOTES:

1. DRINKING FOUNTAIN WITH CAST IRON PEDESTAL TO BE MODEL 1890 BY CANTERBURY INTERNATIONAL (800) 935-7111. PAINT RAL 6009.
2. PROVIDE/INSTALL APPROVED FREEZEPROOF STOP & WASTE AND ALL SUPPLY & DRAIN PER I.S.P.N.C.

DRINKING FOUNTAIN

NOT TO SCALE

STREET TREES

Trees must be approved by Boise City Community Forestry. A Boise City Forester will approve the caliper classification (size) and species appropriate to each project. Street trees must have a 2-1/2" minimum trunk diameter at the time of installation, be balled and burlapped, and be well formed with no branches below 8' height in pedestrian use areas. Trees must be nursery grown and installed by a qualified landscape professional. Planting soil must be a well draining blend of pH balanced topsoil and composted amendments. Remove twine and pull back burlap to expose root flare. Plant exposed root flare at finish grade. Street trees must be watered from an automatic irrigation system, with drip tubing for tree wells, and pop-up sprinklers for trees in lawn strips. Boise City Community Forestry requires a tree planting demonstration during first tree installation to obtain planting method approval, (208) 608-7700.

LANDSCAPE IRRIGATION

All street trees and landscaping must be watered with an automatic underground drip irrigation system. Hookup must be in compliance with local plumbing codes for protection of the domestic water supply. The system must be designed and installed by a qualified landscape professional utilizing water conservation techniques. All supply piping under paved surfaces must be inside rigid conduit and all valves in the public right-of-way must be in traffic rated boxes. The system must include provision for winterization.

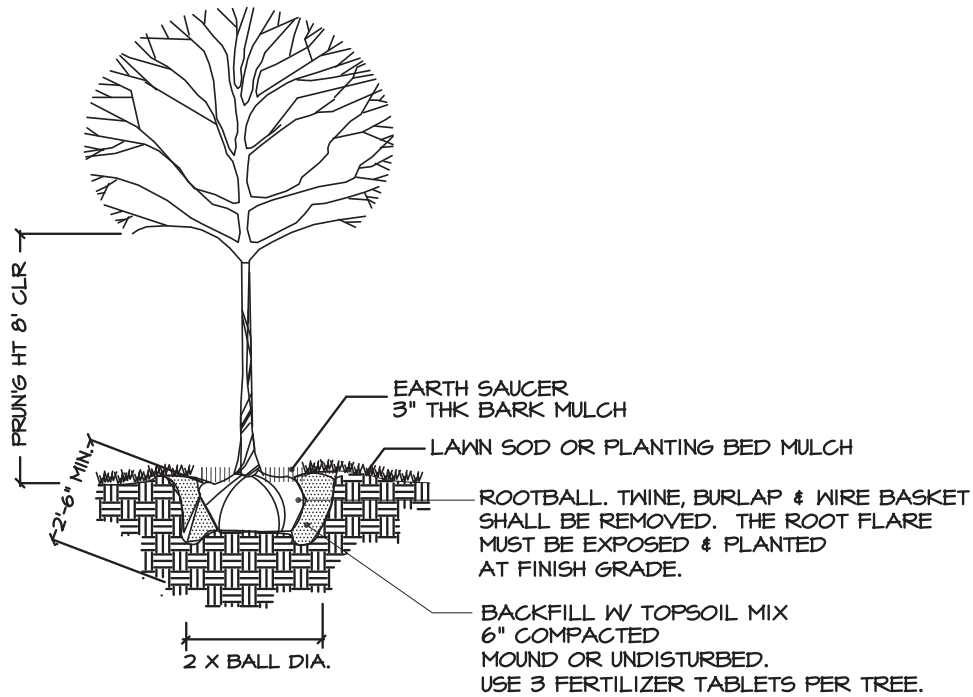
Irrigation systems will be installed on the adjacent property owners water line. Property owner is responsible for all yearly maintenance, operation, and repair of the irrigation system, including spring start-up, seasonal monitoring, and winterization of the system.

LAWN SOD

Provide lawn sod composed of 80% Bluegrass varieties and 20% Perennial Ryegrass, delivered from a certified sod grower at the time of planting. Preparation of the planting soil will consist of placing a 6" well draining blend of pH balanced topsoil and composted amendments. The soil must not be saturated or frozen. Install the sprinkler irrigation for complete coverage either before or after soil preparation, and finish grade the surface from sidewalk to curb elevation minus 1-1/2" to account for the sod thickness. Lightly moisten the soil surface. Lay the sod in unbroken strips with tight joints, fertilize, and irrigate thoroughly.

PLANTS

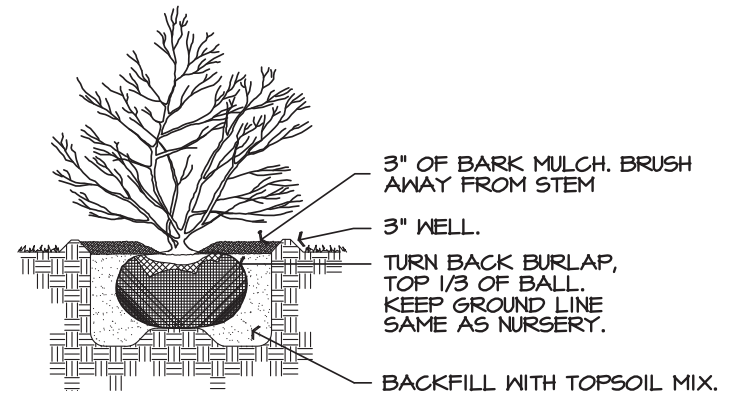
Provide plants that are hardy to USDA Plant Hardiness Zone 5 and are of drought-tolerant varieties with varying seasonal interest. Provide shrubs that comply with recommendations and requirements of ANSI Z60.1 "American Standard for Nursery Stock". Provide 1 gallon or larger container shrubs not less than minimum number of canes required by ANSI Z60.1 for type and height of shrub. Height to be no more than 3' within ROW. Mulch for planting beds shall be 3" thick medium ground bark mulch, free of splinters, consistent in appearance, and shall contain no toxic substance detrimental to plant life.



CONTACT BOISE CITY FORESTRY (208) 608-7100 PRIOR TO PLANTING TO OBTAIN TREE PLANTING METHOD APPROVAL.

TREE PLANTING IN LAWN OR PLANTING BED

NOT TO SCALE



NOTE: DIG HOLE TWICE THE SIZE OF ROOTBALL.

SHRUB PLANTING

NOT TO SCALE

TRENCH GRATE

CONCRETE
PAVING
(WHERE
OCCURS)

TYPE 'P' FRAME

DRY LAID
BRICK PAVING
(WHERE OCCURS)

ELEV VARIES
PER OUTFALL

CONCRETE
CHANNEL

BLDG FACE

JOINT SEALANT

ALL TRENCH GRATES TO BE 'RC' PATTERN.

GRATE & FRAME TO BE CAST IRON BY URBAN ACCESSORIES.
REGIONAL REPRESENTATIVE: NORTHWEST RECREATION (877-248-7770)

PAVING (BRICK OR CONCRETE)
PER PLANS

BITUMINOUS
JOINT FILLER

TRENCH DRAIN AND GRATE

NOT TO SCALE

PRUNING HT 6' CLR

2'-6" MIN.

TYP CONC SIDEWALK
PER ISPCA 700

BRICK PAVEMENT

SAND BASE &
JOINT FILLER

FINISH
GRADE 1/4"

EARTH SURFACE
3" THK

LAWN

2 X BALL DIA.

CRUSHED ROCK
SUBBASE

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FACE

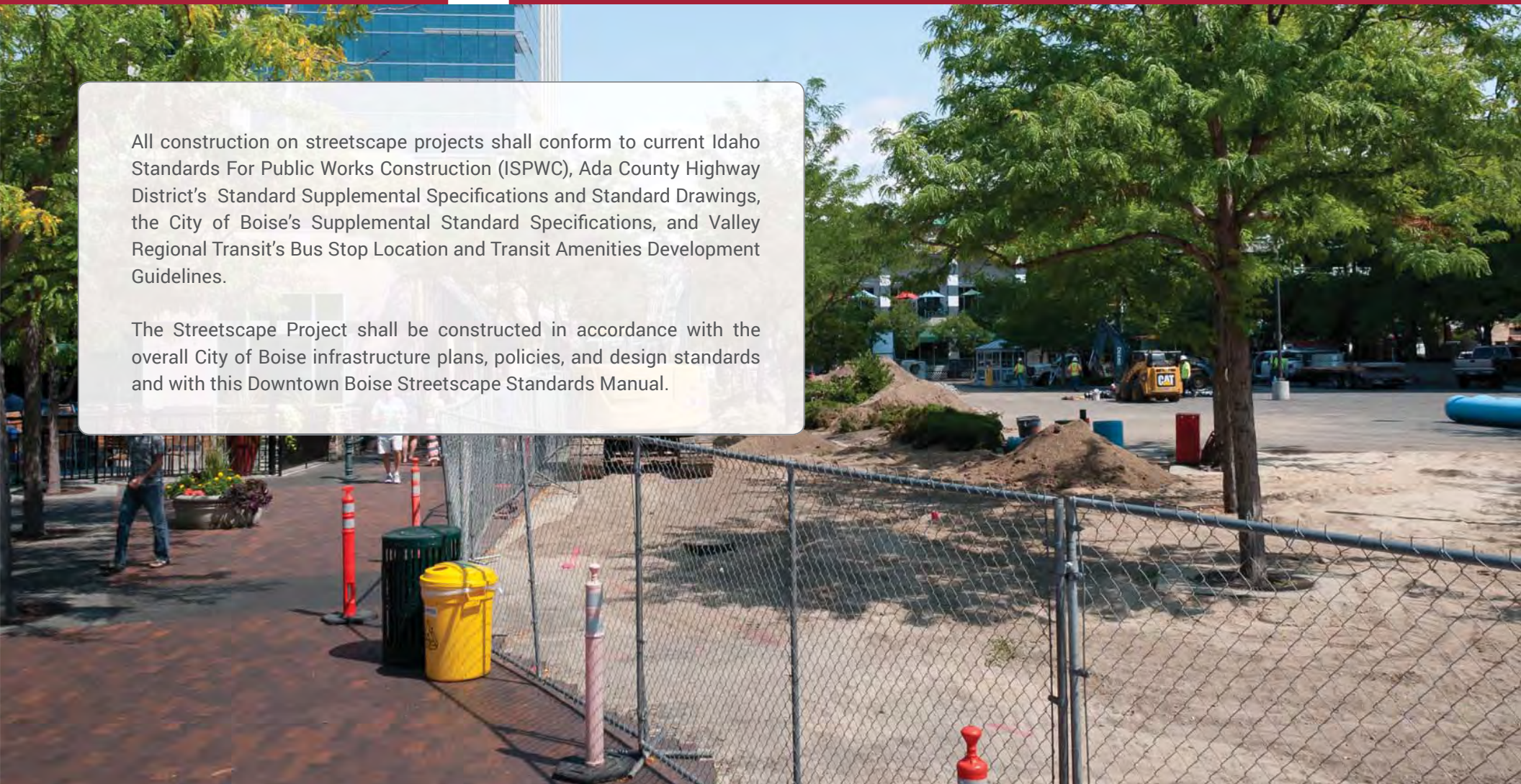


4

Find the Quality Control Standards & Conditions for Your Streetscape Project

All construction on streetscape projects shall conform to current Idaho Standards For Public Works Construction (ISPWC), Ada County Highway District's Standard Supplemental Specifications and Standard Drawings, the City of Boise's Supplemental Standard Specifications, and Valley Regional Transit's Bus Stop Location and Transit Amenities Development Guidelines.

The Streetscape Project shall be constructed in accordance with the overall City of Boise infrastructure plans, policies, and design standards and with this Downtown Boise Streetscape Standards Manual.



General Requirements

CONSTRUCTION COORDINATION

- The Developer shall schedule and attend:
 - » The Contractor shall coordinate construction with CenturyLink, United Water Idaho, Boise City Public Works Department, ACHD (signal interconnect), Idaho Power Company, and Intermountain Gas Company. Extreme care must be maintained when working in the vicinity of utility lines. The Contractor shall retain and protect all utilities, including electrical facilities, within the project limits not specifically identified for abandonment or relocation.
 - » The Contractor shall coordinate with these utilities, with ACHD and/or ITD, and their contractors as applies and Valley Regional Transit as needed, and keep them informed of the schedule and any pertinent changes.
- Working Hour Traffic
 - » Avoid disturbance of rush hour traffic between 7-9am and 4-6pm on all fronting streets.
 - » The Contractor will be required to obtain Right-Of-Way Permits from Ada County Highway District (ACHD) and/or Idaho Transportation Department (ITD) if needed. Contractor shall coordinate all work on active transit routes with Valley Regional Transit (VRT) through the construction schedule.

CONTACT INFORMATION

CCDC Participation Program	Capital City Development Corp. (208) 384-4264
Streetlight Coordination	Boise City Public Works Dept. Municipal Lighting Technician (208) 384-3900 / 388-4719
Parking Meter Coordination	Boise City Parking Control (208) 384-3700
Street Tree Coordination	Boise City Community Forestry (208) 608-7700 bpr@cityofboise.org
Movable Planter Coordination	Downtown Boise Association (208) 385-3700
Transit Stops and Shelters	Valley Regional Transit (208) 258-2705
Fire Hydrants	Boise City Fire Department (208) 570-6500
Work within Rights-of-Way	Ada County Highway District Development Services Dept. (208) 387-6170
Telephone	CenturyLink Communications (208) 385-2903
Electric	Idaho Power Company (208) 388-6320
Gas	Intermountain Gas Company (208) 377-6846 customerservice@intgas.com
Water Service, Valves	United Water Idaho (208) 362-7355 / 362-7329

CONSTRUCTION SCHEDULE

In order to minimize impacts on existing businesses under renovation the Contractor shall conduct his operation to meet the following schedule restrictions:

- The Contractor shall restrict parking space closure to four spaces at any given time and only as authorized by Boise City, (208) 384-3700.
- Projects Administered by a Developer: The Contractor and construction operation shall not prevent access to occupied businesses during business hours. Pedestrian access shall be provided to business during business hours, and in a safe direct manner at all times during construction. If it is necessary to interrupt access to any business, the Contractor shall coordinate as necessary with the affected business and the developer.
- Projects Administered by CCDC: The Contractor and construction operation shall not prevent access to occupied businesses during business hours. Pedestrian access shall be provided to business during business hours, and in a safe direct manner at all times during construction. If it is necessary to interrupt access to any business, the Contractor shall obtain written permission from the affected business, and notify the CCDC Project Manager, (208) 384-4264.
- It is the Contractor's responsibility for material pickup, delivery, and transport to the site.
- The Contractor is responsible for providing water, electrical, and sanitary facilities for workers and construction activities.
- If the project has received a Streetscape Grant from CCDC (explained below), the Contractor shall provide developer with itemized invoices for the items on the cost estimate submitted with the grant application.
- The Contractor shall coordinate all work zone effects on transit routes or stops with Valley Regional Transit at least two weeks prior to project commencement if route detours are needed and 48 hours prior to project commencement if construction will occur in the Right-of-Way where routes operate.

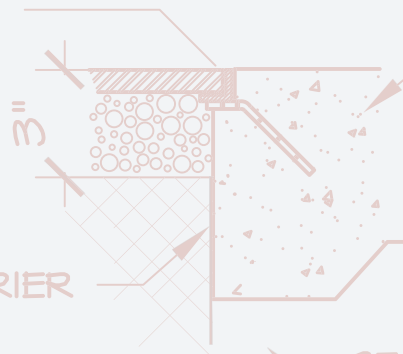
CONDITIONS OF GRANT PAYMENT (IF APPLICABLE)

In accordance with the Capital City Development Corporation (CCDC) Streetscape Grant Agreement:

- The Developer submits a Letter of Completion with invoices or receipts of streetscape work within thirty days of completion of the Streetscape Project.
- CCDC performs a final streetscape inspection.
- CCDC reviews and approves invoices. Grant is paid in accordance with the approved participation agreement.
- Go to www.ccdcboise.com for a streetscape grant application or call, (208) 384-4264.
- Coordinate Historic Streetlight installation with the Street Light Technician at Boise City Public Works, at least five working days prior to disruption of streetlights or circuits.
- All contract and adjacent areas impacted by construction shall be thoroughly cleaned at the completion of work.
- The Contractor is responsible for obtaining permits, and calling for relevant permit inspections.
- The Contractor is responsible for paying for storage facilities during construction.

CONTRACTOR'S RESPONSIBILITIES

FRAME & GRATE
PER PLAN. TYPE 'S'
STANDARD



TYP CONC.
SIDEWALK
THICKEN EDGE
ISPWC 700

* ROOT BARRIER

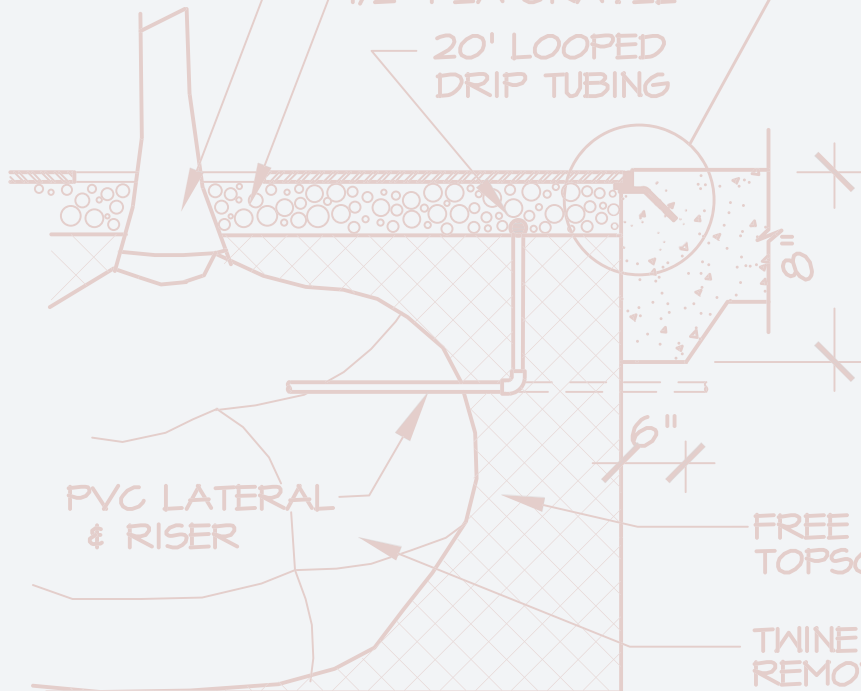
STANDARD ('S') FRAME
AT CONCRETE PAVING

STREET TREE
RUNE UP TO
CLEAR.

TREE PLANTING

1/2" PEA GRAVEL

20' LOOPED
DRIP TUBING



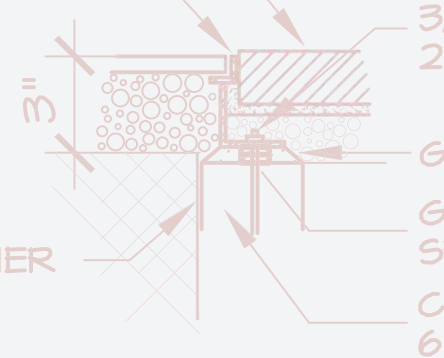
PVC LATERAL
& RISER

FREE DRAINING TREE WELL.
TOPSOIL PLANTING MIX.

TWINE & BURLAP SHALL BE
REMOVED. THE ROOT FLARE
MUST BE EXPOSED & PLANTED
AT GROUND LEVEL.

FINISH GRADE
+ 1/4"

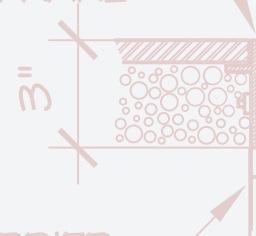
STL FRAME
TYPE "P/A"
ADJUST TO
FINISH GRADE



* ROOT BARRIER

PAVER/ADJUSTABLE ('P/A')
FRAME AT BRICK PAVING

TYPE "R"
RETRO
FRAME



EXISTING
CONCRETE
SIDEWALK

3/8" ANCHOR
BOLT

* ROOT BARRIER

RETRO FIT ('R') FRAME
AT EXISTING SIDEWALK

* INSTALL BIOBARRIER ROOT BARRIER (OR APPROVED EQUAL) THAT EXTENDS 18" BELOW THE FINISH GRADE ON THE SIDEWALK SIDE AND 24" BELOW THE SUB GRADE ON THE CURB SIDE.

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INSTALL CIP 4'x8' TREE GRATES AND FRAMES. TO BE "KIVA" BY URBAN ACCESSORIES.

LEGAL DISCLAIMER

The Streetscape Project shall be constructed in accordance with the overall City of Boise ("City") infrastructure plans, policies, and design standards and with the applicable portions of the Downtown Boise Streetscape Standards. Upon adoption by the Capital City Development Corporation (CCDC) Board of Directors, this Downtown Boise Streetscape Standards & Specifications Manual will supersede previous versions of the Downtown Boise Streetscape Standards and Downtown Boise Elements of Continuity as follows:

- For streetscapes in the Central District, this manual will supersede Attachments No. 3F and 3G to the 2007 Amended and Restated Central District Urban Renewal Plan, adopted by the CCDC Board of Commissioners on March 15, 2007 by Resolution No. 1090 and by the Boise City Council on June 26, 2007 by Ordinance No. 6576; or as subsequently amended by CCDC Board of Commissioners.
- For streetscapes in the River Myrtle-Old Boise District, this manual will supersede Attachments No. 3B and 3C to the River Myrtle-Old Boise Urban Renewal Project Plan, adopted by the CCDC Board of Commissioners on August 23, 2004 by Resolution No. 1002 and by the Boise City Council on November 30, 2004 by Ordinance No. 6362; or as subsequently amended by CCDC Board of Commissioners.
- For streetscapes in the Westside Downtown District, this manual will supersede part of the Attachment No. 3 to the Westside Downtown Urban Renewal Project Plan (Westside Downtown Framework Master Plan - Section II: Design Standards), adopted by the CCDC Board of Commissioners on October 15, 2001 by Resolution No. 861 and by the Boise City Council on December 4, 2001 by Ordinance No. 6108; or as subsequently amended by CCDC Board of Commissioners.

Throughout this document, references are made to certain equipment, materials, or furnishings. Such items may be substituted by equivalent items as shall be approved in writing by Boise City, in consultation with CCDC as appropriate.