

**BOISE CENTRAL DISTRICT  
URBAN RENEWAL PROJECTS I AND II  
IDAHO R-4 AND R-5  
URBAN RENEWAL AGENCY OF BOISE CITY  
BOISE, IDAHO**

**2007 AMENDED AND RESTATED  
URBAN RENEWAL PLAN  
JUNE 2007**

Ordinance No. 6576  
Adopted on June 26, 2007  
Effective July 23, 2007, publication



# 2007 CENTRAL DISTRICT URBAN RENEWAL PLAN

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Exhibit A	City Council Resolution No. 7995 Designating a Certain Described Area of Boise City as a Downtown Improvement Area
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#### Attachments

Attachment No. 1: Description of Revised Project Area and Existing Revenue Allocation Area Boundaries

Attachment No. 2: Revised Project Area and Existing Revenue Allocation Area Map

Attachment No. 3: Planning Documents, consisting of the following:

#### Attachment No. 3A

Boise Downtown Urban Design Plan, Volume 1: Framework Master Plan and Design Guidelines, adopted April 1, 1986;

#### Attachment No. 3B

Boise Downtown Urban Plan, Volume 2: Public Capital Improvements Projects, accepted April 1, 1986;

#### Attachment No. 3C

Boise Downtown Redevelopment Project Parking Plan, accepted October 1986;

#### Attachment No. 3D

[Reserved]

#### Attachment No. 3E

Boise Downtown Development Strategy, accepted February 1987, as amended in June 1990 and July 1994;

Attachment No. 3F

Downtown Boise Streetscaping Standards - 2007, approved by the Agency pursuant to Resolution No. 1090 dated March 12, 2007 or as hereafter amended; and

Attachment No. 3G

Downtown Boise Elements of Continuity – 2007, approved by the Agency pursuant to Resolution No. 1090 dated March 12, 2007 or as hereafter amended.

Attachment No. 4: Map Depicting Current Zoning Within Project Area and Revenue Allocation Area

Attachment No. 5: Statement of Objectives, Costs and Tax Impact

Attachment No. 5A: Economic Pro Forma;

Attachment No. 5B: Tax Impact;

Attachment No. 5C

Table 5C: Urban Renewal Activities Undertaken Using Federal Urban Renewal Funds and CDBG Funds 1967-2003;

Attachment No. 5D

Table 5D: Bonds Issued to Finance Parking Garages in the Central Public Parking System; and

Attachment No. 5E

Table 5E: Urban Renewal Activities Funded by Revenue Allocation Funds (Other than Public Parking Garages).

**BOISE CENTRAL DISTRICT  
2007 AMENDED AND RESTATED  
URBAN RENEWAL PLAN**

**BOISE REDEVELOPMENT AGENCY**

**Section 100 INTRODUCTION**

This is the Boise Central District 2007 Amended and Restated Urban Renewal Plan (the “Plan” or “2007 Amended Plan”) for the Boise Central District Redevelopment Project (the “Project”) in the City of Boise, (the “City”), County of Ada, State of Idaho, and consists of the text and Attachments Nos. 1 through 5 (collectively the “Attachments”) which are listed at the conclusion of this Section 100; Exhibit A: Boise City Council Resolution No. 7995, a resolution designating a certain described area of Boise City as Downtown Improvement Area; and the Appendix.

Attachment No. 3 contains several planning documents which generally describe the overall Project and identify certain specific public and private capital improvement projects. Because of the changing nature of the Project, these documents, by necessity, must be dynamic and flexible. The Redevelopment Agency of the City of Boise (the “Agency”) anticipates that these documents will be modified as circumstances warrant. Any modification, however, shall not be deemed as an amendment of this Plan. No modification will be deemed effective if it is in conflict with this Plan. The planning documents are generally illustrative, do not constitute specific portions of the Plan, and are not deemed part of the Plan. Provided, however, prior to the adoption of any proposed modification to the planning documents, the Agency shall notify the City and publish a public notice of such proposed modification at least thirty (30) days prior to the consideration of such proposed modification, thus providing the City and any other interested person or entity an opportunity to comment on said proposed modification. The planning documents apply to redevelopment activity within the Project Area as described herein. In the event of any conflict between this Plan and the planning documents in Attachment No. 3, the provisions of this Plan shall control.

The Attachments to this Plan are identified as follows:

Attachment No. 1: Description of Revised Project Area and Existing Revenue Allocation Area Boundaries

Attachment No. 2: Revised Project Area and Existing Revenue Allocation Area Map

Attachment No. 3: Planning Documents, consisting of the following:

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Table 5D: Bonds Issued to Finance Parking Garages in the Central Public Parking System; and

Attachment No. 5E

Table 5E: Urban Renewal Activities Funded by Revenue Allocation Funds  
Other than Public Parking Garages.

These documents have been separately prepared and separately considered and approved by the Agency. This 2007 Amended Plan was prepared by the Agency pursuant to the State of Idaho (Idaho Urban Renewal Law, Chapter 20, Title 50, Idaho Code as of this date, the “Law”), the Local Economic Development Act (Chapter 29, Title 50, Idaho Code as of this date, the “Act”), the Idaho Constitution, and all applicable local laws and ordinances.

The Agency is now known as the Capital City Development Corporation.

References to the Project Area and to the Revenue Allocation Area (“Revenue Allocation Area”) in this 2007 Amended Plan are to the area described in Attachment No. 1 and depicted in Attachment No. 2.

The proposed redevelopment of the Project Area as described in this Plan conforms to the 1997 Boise City Comprehensive Plan (the “1997 Comprehensive Plan”) adopted by the Boise City Council (“City Council”) on January 21, 1997 (Ordinance No. 5775).

This Plan provides the Agency with powers, duties and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the area within the boundaries of the Project (the “Project Area”). Because of the long-term nature of this Plan, and the need to retain in the Agency flexibility to respond to market and economic conditions, property owner and developer interests and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of any area within the Project Area, nor does this Plan present specific proposals in an attempt to solve or alleviate the concerns and problems of the community relating to the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions will be proposed, and by which tools are provided to the Agency to fashion, develop, and proceed with such specific plans, projects, and solutions.

The term “Project” is used herein to describe the overall activities defined in this Plan. Reference is specifically made to Idaho Code Section 50-2018(10) for the various activities contemplated by the term “Project.” Such activities include both private and public development of property within the Urban Renewal Area. The term “Project” is not meant to refer to a specific activity or development scheme.

Any allowed uses or activities described herein by either the Agency or other public entities or private entities shall be deemed examples only. Any use allowed by the Boise City Zoning Ordinance (Title 11 of the Boise City Code) as it now exists or is hereafter amended

(“Boise City Zoning Ordinance”) which meets the objectives of this Plan shall be deemed allowed.

The purposes of the Law will be attained through, and the major goals of this Plan are:

- a. Eliminating environmental deficiencies in the Project Area, including, among others, obsolete and aged building types, substandard alleys, and deteriorated public improvements.
- b. Assembling land into parcels suitable for modern, integrated development with improved pedestrian and vehicular circulation in the Project Area.
- c. Planning, redesigning, and developing undeveloped areas which are stagnant or improperly utilized.
- d. Encouraging use of the City’s geothermal resource.
- e. Strengthening retail and other commercial functions in the downtown area.
- f. Strengthening of the economic base of the Project Area and the community by the installation of needed site improvements to stimulate new commercial expansion, employment, and economic growth.
- g. Providing adequate land for parks, plazas and open spaces.
- h. Establishing and implementing performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project.
- i. Providing housing within the downtown core area.
- j. Addressing transportation and parking needs through street improvements, traffic demand management, intelligent transportation systems, transit, and parking facilities and the expansion of a system of bicycling- and pedestrian-oriented corridors in the Project Area.
- k. Strengthening the tax base by encouraging private development thus increasing the assessed valuation of properties within the Revenue Allocation Area and the Project Area as a whole, and benefiting the various taxing districts in which the Urban Renewal Area is located.

## **Section 101 General Procedures of the Agency**

Under the Law, the Agency is governed by the Idaho Open Meeting Law, the Public Records Act, the Ethics in Government Act, financial reporting requirements under Idaho Code Section 67-450B, and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code.

Generally, the Agency shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision. Whenever in this Plan it is stated that the Agency may modify, change, or adopt certain policy statements or contents of this Plan not requiring a formal amendment to the Plan as required by the Law or the Act, it shall be deemed to mean a consideration by the Board of such policy or procedure, duly noticed upon the Agency meeting agenda, considered by the Agency at an open public meeting, and adopted by a majority of the members present, constituting a quorum, unless any provision herein provides otherwise.

## **Section 102 Conformance with Federal Regulations**

Beginning in the late 1960s, the Agency received a series of federal loans and grants to undertake redevelopment of two urban renewal project areas in downtown Boise (Idaho R-4 and R-5). These two areas were later consolidated into the Central Urban Renewal District. For the most part, the Agency used the federal funds received to acquire ten city blocks in the project areas for the purpose of undertaking a major retail project.

With passage of the Housing and Community Development Act of 1974, as amended (“Community Development Act”), the federal government created the Community Development Block Grant (“CDBG”) Program as a successor program to the federal urban renewal program. The regulations governing the CDBG program included provisions for the transfer of unused funds, assets purchased with these funds and program income derived from assets acquired through the federal urban renewal program to the CDBG program.

In 1979, the City, the Agency, and the United States Department of Housing and Urban Development (“HUD”) entered into a closeout agreement affecting a financial settlement of urban renewal projects with HUD. At the time of the closeout agreement, the Agency had not completed all of the activities anticipated by the Plan, and the agreement provided a means of continuing implementation of urban renewal activities. By virtue of the agreement, all federal funds previously committed to the Agency were reserved by HUD for use by the City in its CDBG program. Since 1979, the Agency has been a subrecipient of CDBG funds derived from unexpended urban renewal funds and program income held by the City for use by the Agency. Most of the program income has been generated from the Agency’s sale of properties acquired using federal funds. The Agency has received funds for urban renewal activities such as installing streetscapes, building the Grove Plaza and the Grove Street parking garage, undergrounding and relocating utilities, and street reconstruction in the Project Area.

In using CDBG funds for implementation of the Plan, the Agency has acted under the authority of the Community Development Act. Therefore, all federal funds currently designated for use by the Agency shall be spent in accordance with the applicable regulations implementing the Community Development Act. As a subrecipient of CDBG funds the Agency must comply with various federal regulations concerning the CDBG program, *inter alia*, Section 106 of the Historic Preservation Act of 1966.

### **Section 103 Conformance with Idaho Urban Renewal Law**

The laws of the State of Idaho allow for an Urban Renewal Plan to be submitted by any interested person or entity in an area certified as an Urban Renewal Area by the Boise City Council. The Boise Central District Urban Renewal Area Plan was certified by the Council on May 22, 1967 (the “1967 Plan”).

In accordance with the Law, the 1967 Plan was submitted to the Boise City Planning & Zoning Commission by the City Council. After consideration of the 1967 Plan, the Commission filed a resolution with the City Council stating that the 1967 Plan was in conformity with A Policy for the Boise Metropolitan Area.

In accordance with the Law, the Agency proposed the 1987 Boise Central District Amended and Restated Urban Renewal Plan (the “1987 Amended Plan”) to the City Council by Resolution No. 527 on June 11, 1987, and the City Council submitted the 1987 Amended Plan to the Boise City Planning & Zoning Commission. After consideration of the 1987 Amended Plan, the Commission filed a resolution dated June 3, 1987 with the City Council stating that the 1987 Amended Plan was in conformity with the Boise Comprehensive General Plan.

Pursuant to the Law, the City Council, having published due notice thereof, a public hearing was held on the 1987 Amended Plan. Notice of the hearing was duly published in a newspaper having general circulation. The City Council adopted the 1987 Plan on August 18, 1987, by Ordinance No. 5026.

In accordance with the Law, the Agency proposed the 1994 Boise Central District Amended and Restated Urban Renewal Plan (the “1994 Amended Plan”) to the City Council by Resolution No. 676 on October 27, 1994, and the City Council submitted the 1994 Amended Plan to the Boise City Planning & Zoning Commission. After consideration of the 1994 Amended Plan, the Commission filed a resolution dated November 7, 1994 with the City Council stating that the 1994 Amended Plan was in conformity with the Boise City Metro Plan.

Pursuant to the Law, as amended, and the local Economic Development Act, the City Council having published due notice thereof, a public hearing was held on the 1994 Amended Plan. Notice of the hearing was duly published in a newspaper having general circulation. The City Council adopted the 1994 Amended Plan as amended on December 6, 1994, by Ordinance No. 5597.



In accordance with the Law, the Agency proposed the 2007 Amended Plan to the City Council by Resolution No. 1090 on March 12, 2007, and the City Council submitted the 2007 Amended Plan to the Boise City Planning & Zoning Commission. After consideration of the 2007 Amended Plan, the Commission filed a resolution dated April 23, 2007 with the City Council stating that the 2007 Amended Plan was in conformity with the 1997 Comprehensive Plan.

Pursuant to the Law, the City Council having published due notice thereof, a public hearing was held on the 2007 Amended Plan dated June 5, 2007. Notice of the hearing was duly published in a newspaper having general circulation. The City Council adopted the 2007 Amended Plan as amended on June 26, 2007, by Ordinance No. O-50-07.

## **Section 104 Summary of Local Urban Renewal Activities**

### **Section 104.01 Changes to Previous Urban Renewal Plans**

Because of certain federal urban renewal regulations, two urban renewal plans existed between the late 1960s and 1987, even though the contents and substance of the plans were virtually the same. Two project areas were identified, adjacent to each other. Because of the change in 1979 from operating under the federal urban renewal regulations to CDBG regulations, there was no necessity to maintain the distinction between the project areas. In the 1987 Plan this distinction was eliminated.

Another remnant of the urban renewal regulations is the previous distinction between federally assisted and non-federally assisted areas in the overall project area. Presumably all of the regulations and standards of previous urban renewal plans, including acquisition, would apply in the non-federally aided jurisdiction, but no federal funds were available to complete those activities. This distinction is no longer significant, because of the change from urban renewal to CDBG program jurisdiction.

Under the previous plans, the non-federal aid area was subject to the design review aspects of the plan. The City Council granted the Agency design review authority over the Project Area as it existed on January 2, 1985 with adoption of Ordinance No. 4816. This designation was reconfirmed by Ordinance No. 5233 adopted May 8, 1990, Chapter 7, Title 11, Boise City Code. On March 30, 1999, the City Council adopted Ordinance No. 5907 which changed the designation of design review authority for the Project Area from the Agency to the City, and required that applications for design review approval in the Downtown Design (“DD”) overlay zoning district shall include written comments from the Agency (Boise City Zoning Section 11-07-02.01).

The City Council passed amendments to the Metro Plan affecting the Project Area on May 25, 1993 in form of the 1993 Downtown Boise Plan (Ordinance No. 5464). Those changes are summarized as follows:

*The purpose of the 1993 Downtown Boise Plan is to preserve and enhance the strengths of businesses in and around the Central Business District by providing guidance for future growth and development in the downtown area. The plan promotes downtown as a dynamic and viable employment, business, and service center for the region by emphasizing its economic and cultural strengths. The plan also promotes downtown's potential to be a desirable residential neighborhood. [Based on Executive Summary to 1993 Downtown Boise Plan]*

As a result of the adoption of the 1993 Downtown Boise Plan, the City Council passed Ordinance No. 5464 on June 29, 1993 which established the Central Business or C-5 District ("C-5 District") classification. The purpose of the C-5 District was stated as follows:

*Purpose: It shall be the purpose of the Central Business or C-5 District classification to establish a distinct zone regulated to address the needs of the City's Central Business District and to provide for activities conducive to a compact concentrated urban downtown commercial center. [Boise City Zoning Ordinance, Section 11-4-06.06]*

The City Council adopted the 1997 Comprehensive Plan by Ordinance No. 4775, effective January 21, 1997. The 1997 Comprehensive Plan includes an Objective 17 in Chapter 8: Land Use that pertains to the Downtown Planning Area overall and to the Project Area in particular. Policies contained in the 1993 Downtown Boise Plan were incorporated into the 1997 Comprehensive Plan in a summarized form, and the 1993 Downtown Boise Plan has been incorporated into the 1997 Comprehensive Plan by reference.

Land use policies in the 1997 Comprehensive Plan for the Downtown planning area are summarized below:

- a. Downtown shall be acknowledged as the civic, economic and cultural center of the Boise City Planning Area. It shall continue to develop with a concentrated, higher density Central Business District (CBD) and integrated subdistricts.
- b. Downtown shall continue to develop with a traditional mix of uses including retail, office, civic, cultural, entertainment and residential.
- c. The residential component of Downtown shall be given particular emphasis to encourage living opportunities within walking distance of the Downtown employment center.

- d. Downtown shall continue to house the administrative offices of local, State and Federal Government, the County Courthouse and other existing social service providers.
- e. Adaptive reuse of the Downtown area's historic buildings shall be promoted.
- f. Additional civic open space facilities shall be incorporated into the Downtown environment.
- g. Strip commercial, auto-intensive uses shall not be allowed in the Downtown CBD (west of Americana).
- h. A strategy plan shall be prepared to provide a distinct identify for the area around South 8<sup>th</sup> Street as a cultural district.
- i. Downtown shall continue to develop with a framework of streets, paths and open spaces that build on existing networks and strengthen connections to the Boise River and between subdistricts.
- j. Street level pedestrian activity shall be specifically enhanced through the design and orientation of new buildings and parking facilities.
- k. Downtown shall continue to improve as a transit destination.
- l. New parking facilities in the Downtown shall be located in structures whenever possible. New surface parking shall be located in block interiors or buffered to avoid exposure to the street frontage.
- m. Boise City's parking code shall incorporate maximum as well as minimum requirements for parking and shall facilitate shared parking.
- n. Neighborhoods adjacent to Downtown shall be protected from parking spill-over, and creation of peripheral parking lots for employees with shuttle service to downtown shall be considered.
- o. The Near North End shall be protected from excessive parking lot and office development.

Under the Law and Act and previous Urban Renewal Plans, certain changes or amendments which were substantive in nature required consent of any property owner who had previously acquired real property from the Agency if his property interest is substantially affected by the proposed modification. While this current Plan is substantially different in form, the overall substance of land use, purpose, and interest is similar to all plans previously adopted.

Section 303.04 provides a listing of the Disposition and Development Agreements (“DDAs”) between the Agency and property owners who acquired property from the Agency, and the current status of these DDAs. Consent to changes in the Plan is no longer required from property owners who have received or who are eligible to receive a certificate of completion from the Agency, or with whom the Agency has executed a termination agreement for the DDA for such property.

Previously, substantial changes were regarded as revisions in project boundaries, land uses permitted, acquisition of properties not designated for acquisition, structures feasible for rehabilitation, and other changes which would violate the objectives of previous plans. The 2007 Amended Plan revises project boundaries in order to align the 1965 Project Area with the Revenue Allocation Area established for the Central District in 1987 as provided in Idaho Code 50-2904. There has been no change in land uses permitted other than to recognize the provisions of the Boise City Zoning Ordinance; thus the text of this Plan does not violate any of the objectives of previous plans.

A public meeting regarding the 2007 Amended Plan before the Agency was held on February 12, 2007, with public notice published on January 30, 2007. Consideration of the 2007 Amended Plan by the Agency was continued to March 12, 2007, with public notice of the continuation published on March 5, 2007. A public hearing before the City Council was held on June 5, 2007 to invite comment from property owners on the 2007 Amended Plan, with public notice published on May 4 and May 19, 2007. Community meetings were held on August 10, 2006 and on January 6, 2007, with notice sent by first class mail to property owners on record with the Ada County Assessor in the Central District, also to invite comment.

## **Section 104.02            History of Agency Activities**

### **a.        Activities Undertaken with Federal Funds**

Since adoption of the original Plan in 1967, the Agency has embarked on a comprehensive program of activities to improve the Project Area. Between 1967 and 1979, these activities were undertaken by the Agency using a combination of loans and grants made available under the federal urban renewal program administered by HUD. In 1974, the CDBG program replaced the federal urban renewal program, and in 1979, the Agency entered into a closeout agreement with the City and HUD that transferred unused urban renewal funds, and any program income derived from the use of these funds, from the Agency to the City for use in the City’s CDBG program. Since 1979, the City has more or less reserved these funds for completion of urban renewal activities in the Project Area. The Agency has received funding allocations to continue urban renewal activities and to make progress toward completion of the Plan by way of cooperative agreements with the City.

**Table 5C** in Attachment No. 5 summarizes the activities undertaken using federal urban renewal funds and CDBG funds, and if available, the direct private investment prompted by the Agency’s use of these funds. The primary use of these funds has been for land acquisition and

either clearance of existing buildings to create building sites for new development or for renovation of existing buildings for new uses. In some cases, land acquisition resulted in sites for new public facilities including the Boise City Hall, the former Ada County Administration Building, Ninth Street Garage and the Grove Plaza. Federal funds were also used for street, streetscaping and transit improvements, and to a limited degree, public artworks.

**b. Activities Undertaken with Revenue Allocation**

By the early 1980s, it became apparent that a new funding mechanism was needed for urban renewal and economic development in Idaho communities. In 1987, the Idaho State Legislature passed a precursor to the Act, applicable to the Agency, which allowed the Agency to create a revenue allocation area. Subsequently in 1988, this authority was extended to all cities in Idaho. In 1990, the distinction between the Agency and other cities was repealed with all cities now operating under the Act. Revenue allocation areas may be created for the purposes stated in Idaho Code Section 50-2902, which are summarized below as they pertain to urban renewal activities:

- (1) Assist in financing urban renewal plans and encourage private development in urban renewal areas;
- (2) Prevent or arrest the decay of urban areas due to the inability of existing financing methods to promote needed public improvements;
- (3) Encourage taxing districts to cooperate in the allocation of future tax revenues arising in urban areas in order to facilitate the long-term growth of their common tax base; and
- (4) Encourage private investment within urban areas.

In 1987, the City approved a Revenue Allocation Area that covered ten (10) of the original eighteen (18) blocks in the Project Area. The extent of this Revenue Allocation Area is shown in Attachment No. 2. The Agency has invested revenue allocation primarily in financing public parking garages in the Central Public Parking System and streetscape improvements.

Prior to December 2003, the Central Public Parking System consisted of Grove Street, Ninth Street, Bannock Street, Capitol Terrace, Eastman, Boulevard, and City Centre parking garages. Grove Street was the first garage built in the original 1967 Project Area; parking revenue bonds were used to finance its construction. This garage predated the authorization of revenue allocation in Idaho State Code in 1987. The second garage was the Ninth Street Garage built in 1988 using CDBG funds. Neither of these two garages have outstanding debt at this time, but the revenue derived from monthly and hourly parking customers using these garages is pledged toward the retirement of the debt for the Central Public Parking System. Between 1988 and 1998, the Agency issued a series of bond issues to finance construction of five of the six

remaining public parking garages in the Central Public Parking System using both revenue allocation and parking revenue funds.<sup>1</sup>

The Grove Street Garage is located within the boundaries of the Project Area as this area existed prior to this most recent amendment in 2007. The Grove Street Garage remains a part of the Central Public Parking System for purposes of retiring the outstanding debt.

At present, revenue collected from monthly and hourly parking customers is sufficient to pay for the operation and ordinary maintenance of the Central Public Parking System, which is now comprised of the Capitol Terrace, Eastman, Ninth Street, Boulevard, Grove Street and City Centre parking garages. Revenue allocation is required to pay for amortization of the long-term debt (bonds) issued to construct Capitol Terrace, Eastman, Boulevard and City Centre garages, and for major maintenance of all of the garages in the Central Public Parking System. In addition, a transfer payment of \$200,000 from Central District revenue allocation has been pledged toward retiring the debt on the Myrtle Street Garage, which is located in the River Myrtle-Old Boise District, since the service area for this garage extends into the Central District.

**Table 5D** in Attachment No. 5 shows the status of the bonds issued to build these garages including the annual payment for debt.

**Table 5E** in Attachment No. 5 shows the investment of Central District revenue allocation in activities other than public parking garages, which have included long-term planning and catalyst projects, streetscaping and public and performing arts.

### **c. Summary of Activities**

**Table 5C** in Attachment No. 5 illustrates that federal urban renewal funds and CDBG funds were used primarily for land and building acquisition for either site clearance and preparation of sites for new development or renovation of existing buildings for new uses; and major investments in infrastructure including \$6.68 million in street and transit improvements, streetscaping and the Grove Plaza and \$2.19 million in the Ninth Street Garage. Between 1967 and the mid 1980s, the Agency had the advantage of substantial federal funding and the program

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<sup>1</sup> Prior to December 2003, the Central Public Parking System included Grove Street, Ninth Street, Capitol Terrace, Bannock Street, Eastman, Boulevard and City Centre garages. Ninth Street Garage was constructed using CDBG funds and does not carry any specific bonded indebtedness, although the revenue derived from this garage is pledged to retirement of the debt carried by the Central Public Parking System. The Agency acquired the Bannock Street Garage in 1988 when the Agency exchanged property owned by the Agency on the southeast corner of 9<sup>th</sup> and Main streets and other consideration to the developer who owned the Bannock Street Garage. The Agency-owned site has since been developed with the Wells Fargo Bank Building. As a result, the Agency did not have to bond in order to build this garage, but the revenue from this garage was pledged to retirement of the debt carried by the Central Public Parking System. In December 2003, the Agency traded the Bannock Street Garage to a developer in a land exchange for the 1401 Idaho Street property, which is now owned by the Agency. The Bannock Street Garage has since been demolished and the site developed with the Banner Bank Building. The Capitol Terrace Garage was originally financed in 1988 through a parking system revenue bond anticipation note. In 1990, the Agency issued bonds which redeemed the note through a pledge of both parking revenue and revenue allocation funds.

income it generated for implementation of the 1967 Plan and subsequent plans. This funding source began to wane in the mid-1980s and was replaced by revenue allocation in 1987.

Beginning in 1988, the Agency embarked on expanding the Central Public Parking System by using current and projected revenue allocation to issue bonds for the construction of four public parking garages valued at \$19.5 million. **Table 5D** in Attachment No. 5 provides a list of these garages. The 1987 Plan envisioned issuance of approximately \$10.8 million in debt for the construction of \$12.5 million in parking facilities. The 1994 Plan anticipated the expenditure of an additional \$9.0 million for parking facilities or a total of approximately \$21.5 million for parking facilities over the life of the Plan. The Central Public Parking System made it possible for surface parking lots to be converted to private development sites and for the City to enact a set of tiered parking requirements that relieved developers from the necessity of providing parking in the Project Area. These changes allowed the Project Area to develop at an urban level of intensity with a marked increase in economic activity, which has brought prosperity and vitality to the downtown core. The most significant public investments have been completed in the Project Area, and have set the stage for sizeable investments of private dollars in new development and renovation and upgrading of existing buildings.

#### **Section 104.03            Purpose of Activities**

**Table 5A** in Attachment No. 5 includes an economic pro forma that estimates the projected revenues and expenditures by category that would occur between 1987 and the completion of the Project in 2017, as those estimates appeared in the 1987 Amended Plan and 1994 Amended Plan (see Attachment No. 5A). The Agency has not revised these estimates for projected revenues and expenditures for the 2007 Amended Plan other than to correct mathematical errors. Notations have been made as to where these corrections have been made. This description of activities, public improvements, and estimated costs is intended to create a framework for the Agency's activities. The Agency reserves the right to change amounts from one category to another as long as the overall total amount estimated is not substantially exceeded. The Agency also reserves the right to adjust the amount and timing of investments to reflect the amount and timing of revenues actually realized. Revisions in Attachment No. 5 will be made as part of the preparations for terminating the revenue allocation area in 2017 as provided for in this Plan (see Section 800).

## **Section 200 DESCRIPTION OF PROJECT AREA**

The boundaries of the Project Area are described in the “Description of the Revised Project Area and Existing Revenue Allocation Area Boundaries,” attached hereto as Attachment No. 1 and incorporated herein by reference, and are shown on the “Revised Project Area and Existing Revenue Allocation Area Map”, attached hereto as Attachment No. 2 and incorporated herein by reference.

The 1987 Project Area Boundaries (though not the Revenue Allocation Boundaries) were revised in 1994 by deletion of one-half block west of Ninth Street to Tenth Street, south of Front Street. This change was necessary to avoid an overlap between the Central District Urban Renewal Project Area and the River Street-Myrtle Street Urban Renewal Project Area, which was formed in 1994.

The 1994 Project Area Boundaries have been changed in this 2007 Amended Plan to align the 1994 Project Area with the Revenue Allocation Area established for the Central District Urban Renewal Project Area in 1987 as now provided in Idaho Code Section 50-2904. The blocks bounded by Front, Ninth, Tenth, and Jefferson streets, and the block bounded by Bannock, Eighth, Ninth and Jefferson streets were included in the 1994 Project Area Boundaries but excluded from the Revenue Allocation Area established for the Central District in 1987, which left these blocks without a revenue source for urban renewal activities. The blocks excluded from the Central District were included in the Project Area and the Revenue Allocation Area for the Westside Downtown Urban Renewal Project Area formed in 2001 to secure a revenue source for urban renewal activities. The 2007 Amended Plan eliminates the overlap between the Central District Urban Renewal Project Area and the Westside Downtown Urban Renewal Project Area.



**Section 300****PROPOSED REDEVELOPMENT ACTIONS****Section 301****General**

The Agency proposes to eliminate and prevent the spread of blight and deterioration in the Project Area by:

- a. Acquisition of certain real property;
- b. Demolition or removal of certain buildings and improvements;
- c. Provision for participation by property owners within the Project Area;
- d. Management of any property acquired by and under the ownership and control of the Agency;
- e. Provision for relocation assistance to displaced Project occupants, as required by law;
- f. Installation, construction, or reconstruction of streets, utilities, parking facilities, and other public improvements, including, but not limited to, a convention center and courthouse facility;
- g. Disposition of property for uses in accordance with this Plan;
- h. Redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- i. Rehabilitation of structures and improvements by present owners, their successors, and the Agency;
- j. Assembly of adequate sites for the development and construction of commercial facilities;
- k. To the extent allowed by law, lend or invest of federal funds to facilitate redevelopment; and
- l. Construction of foundations, platforms, and other like structural forms necessary for the provision or utilization of air rights and sites for buildings to be used for residential, office, commercial, retail, hotel and other uses permitted by the Boise City Zoning Ordinance and to provide utilities to the development site.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by law.

### **Section 302 Urban Renewal Plan Objectives**

Urban renewal action is necessary in the Project Area to combat problems of deteriorated or deteriorating conditions and economic obsolescence.

The Project Area consists of approximately ten (10) blocks within the Boise Central Business District. The area has had a history of declining tax base primarily attributed to: deteriorating structures; inadequate and inconvenient parking; and poorly maintained properties; abandoned railroad right-of-way; and other deteriorating factors.

This environment contrasted sharply with the growing economic and cultural strength of Boise City and the Ada County region for which the Boise Central Business District serves as the commercial and cultural center.

Hence, the Urban Renewal Plan for the Project Area is a proposal to provide innovative, imaginative, and contemporary residential, commercial, office, hotel and other facilities through redevelopment and as allowed by the Boise City Zoning Ordinance; to remove impediments to land disposition and development; as well as to achieve changes in land use. It is further designed to eliminate unhealthy, unsanitary, or unsafe conditions, and otherwise prevent the extension of blight and deterioration.

The streets to be vacated, or relocated, will create additional buildable area for residential, office, commercial, retail, hotel, or public use and other uses permitted by the Boise City Zoning Ordinance.

Air rights and subterranean rights may be disposed of for any permitted use within the Project Area boundaries.

Less than fee acquisition may be utilized by the Agency when and if necessary to promote redevelopment in accordance with the objectives of the Plan.

Temporary project improvements shall be provided to facilitate adequate vehicular and pedestrian circulation.

All existing alleys within the Project Area may be vacated to permit development as well as encourage variety and flexibility of design within the periphery blocks, subject to standards and policies imposed by Boise City and the Ada County Highway District (“ACHD”). Generally all alleys proposed for vacation within the Central District have been vacated with utility reservations.

The Project Area is part of a larger Downtown Improvement Area which the Boise City Council, pursuant to Resolution No. 7995, found, *inter alia*, to contain a substantial number of deteriorating buildings. A copy of Resolution No. 7995 is attached as Exhibit A and incorporated herein by reference. Activities by the Agency since 1994 have eliminated many of those conditions although those conditions provided justification for the Agency's activities.

A further objective of the Urban Renewal Plan is to acquire and clear land to be used for other public facilities, including a convention center and courthouse facility. During the term of this Plan, Boise City Hall and the Ada County Administration Building were developed within the Project Area. Ada County has now relocated its administrative facilities to the Courthouse Building within the River Myrtle-Old Boise Project Area. Boise City now occupies the former Ada County Administration Building. The Greater Boise Auditorium District has developed a convention center known as the Boise Centre on the Grove within the Project Area. Off-street parking and loading facilities will be developed to serve the new commercial complex within the Project Area. Land use in the Project Area will be modified to the extent that buildings currently vacant and land now devoted to scattered surface parking will be converted to residential, office, commercial, retail, hotel, public parking, public/semi-public uses and other uses as permitted by the Boise City Zoning Ordinance.

In coordination with the State Historical Society and the Boise City Historical Preservation Commission, consideration will be given to the preservation of structures of historic and architectural value within, or the moving of said structures outside, the Project Area boundaries.

### **Section 303    Redevelopment Agreements**

#### **Section 303.01            Owner Participation Agreements**

The Agency may allow for an existing owner of property to retain his property and/or structure subject to entering into an owner participation agreement ("OPA").

Each structure and building in the Project Area to be rehabilitated as a condition of the OPA between the Agency and the owner pursuant to this Plan will be considered to be satisfactorily rehabilitated, and the Agency will so certify, if the rehabilitated or new structure meets the following standards:

- a.     Executed OPA to meet conditions of Section 303.b. below and of the Agency.
- b.     Any such property within the Project shall be required to conform to all applicable provisions, requirements, and regulations of this Plan. Upon completion of any rehabilitation, each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which shall continue throughout an estimated useful life for a minimum of thirty (30) years.

- c. All such buildings or portions of buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City of Boise.
- d. It is the requirement of the Plan to remodel or improve facades and interior arrangements, and to remove or replace equipment and materials in order to achieve attractive and economically competitive facilities appropriate to a central business district.

In such OPAs, participants who retain real property shall be required to join in the recordation of such documents as may be necessary to make the provisions of this Plan applicable to their properties. Whether or not a participant enters into an OPA with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and an OPA, the real property or any interest therein may be acquired by the Agency and sold or leased for rehabilitation or development in accordance with this Plan.

The Agency may enter into such OPAs if it determines such participation is in the best interests of the Agency and the public.

### **Section 303.02            Status of Existing OPAs**

The Agency has previously entered into an OPA with the developer of the Sonna Building located at the northwest corner of Ninth and Main streets and developer of the Key Bank on the southwest corner of Idaho Street and Capitol Boulevard. The Agency hereby determines that these project owners are conforming owners and the activities required by the applicable OPA have been completed.

### **Section 303.03            Disposition and Development Agreements**

The Agency may sell, lease, or otherwise transfer property acquired by the Agency for the Project in accordance with Idaho State Code Section 50-2011 subject to such covenants, conditions and restrictions, including covenants running with the land, as the Agency may deem to be necessary or desirable to assist in preventing the development or spread of future slums or blighted areas or to otherwise carry out the purpose of the Act. The purchasers or lessees shall be obligated to devote such real property only to the uses specified in the Plan, and may be obligated to comply with such other requirements as the Agency may determine to be in the public interest as set forth in a disposition and development agreement (“DDA”).

#### **Section 303.04                      Status of Existing DDAs**

- a. Prior to 2007, the Agency had previously entered into DDAs with developers/owners who have now completed redevelopment projects and who have received or are entitled to certificates of completion. The Agency hereby determines that the owners of the following redevelopment projects are conforming owners under the terms of this Section 303.03:

- (1) Ada County
- (2) Alexander Building
- (3) Block 44, Lots 1 and 2 (Janss Corporation)
- (4) Boise City Hall
- (5) Broadbent Building
- (6) Egyptian Theatre
- (7) Fidelity Building
- (8) Idaho Building
- (9) Key Bank Building
- (10) Mode Building
- (11) One Capitol Center
- (12) Sonna Building
- (13) Statehouse Inn
- (14) U.S. Bank Tower (previously West One Bank)
- (15) Washington Mutual Tower (Clegg Investments)
- (16) Wells Fargo Bank (previously First Interstate Center)

The Agency has deemed that the owners of the redevelopment projects listed above have complied with the terms of this Plan.

- b. Similarly, since September 1, 1987, the Agency has entered into DDAs with developers/owners who have initiated but not yet completed redevelopment projects nor received a certificate of completion. These DDAs have been supplemented by omnibus implementation agreements and have, pursuant thereto and in the parties, reliance thereon, conveyed title for those redevelopment projects. The Agency, therefore, also determines that the developers/owners of those projects are and, so long as they develop according to those DDAs as so supplemented, will continue to be conforming owners under the terms of this Section 303.03. Those redevelopment projects are as follows:

- (1) Capital Terrace Retail Building (Roper Investment Company)
- (2) Front Street Condominiums, Units 1 and 2 (Greater Boise Auditorium District)

- c. The Agency has entered into termination agreements for certain DDAs with the now current owners of the affected properties, effectively indicating compliance with the Plan and that these properties are most appropriately regulated by the Boise City Zoning Ordinance, other applicable federal, state and local regulations and as provided by Section 303.04.d. below. These properties include:
- (1) Block 44, Lots 5 & 6, Boise City Original Townsite
  - (2) Block 44, Lots 3, 4, 7-12, Boise City Original Townsite
  - (3) Eastman Site (Boise Place)
  - (4) Front Street Condominiums, Unit 3 (which termination rights only have been granted specifically to Riverwalk LLC)
- d. Developers/owners who have entered into a DDA with the Agency regardless of the status of the DDA toward completion are still bound to the provisions of the covenants filed on the real property and any other contracted provisions unless a provision has otherwise been terminated by the Agency.

#### **Section 304 Cooperation with Public Bodies**

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. All plans for development of property in the Project Area by a public body shall be subject to Agency approval.

The Agency may impose on all public bodies the planning and Design Controls contained in this Plan to ensure that present uses and any future development by public bodies will conform to the requirements of this Plan. The Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements when such land, buildings, facilities, structures, or other improvements are or would be of benefit to the Project.

The Agency has participated with the Greater Boise Auditorium District for development of the Boise Centre on the Grove.

## **Section 305 Property Acquisition**

### **Section 305.01 Real Property**

Only as specifically authorized herein, the Agency may acquire, but is not required to acquire, any real property located in the Project Area where it is determined that the property is needed for construction of public improvements, should be acquired to eliminate or mitigate the deteriorated or deteriorating conditions, and as otherwise allowed by law. The acquisition shall be by any means authorized by law (including, but not limited to, the Law, the Act, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970). The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee, including structures and fixtures upon the real property, without acquiring the land upon which those structures and fixtures are located.

The Agency shall not acquire real property to be retained by an owner pursuant to an OPA if the owner fully performed under the agreement.

Generally, the Agency intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of the public improvements identified in this Plan or for the assembly of properties for the redevelopment of those properties to achieve the objectives of this Plan. Such properties may include properties owned by private parties or public entities.

It is in the public interest and is necessary in order to eliminate the conditions requiring redevelopment and in order to execute this Plan for the power of eminent domain to be employed by the Agency to acquire real property in the Project Area which cannot be acquired by gift, devise, exchange, purchase, or any other lawful method.

The Agency shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner unless:

- a. Such building requires structural alteration, improvement, modernization, or rehabilitation;
- b. The site or lot on which the building is situated requires modification in size, shape, or use;
- c. It is necessary to impose upon such property any of the controls, limitations, restrictions, and requirements of this Plan and the owner fails or refuses to execute an OPA in accordance with the provisions of this Plan; or
- d. The site or portion thereof is necessary for public improvements.

The purpose of this section is to allow the Agency to use its eminent domain authority to acquire properties necessary for the construction of public improvements or for acquisition of those sites that are deteriorated or deteriorating as described above.

Under the provisions of the Act, the urban renewal plan “shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area.” [Idaho Code Section 50-2018(1)] As project activities under this Plan have been substantially completed, the Agency does not anticipate any wide spread use of its property acquisition authority and has not identified any specific parcel or parcels for acquisition. The Agency reserves the right to determine which properties, if any, should be acquired. However, the Agency’s authority to invoke eminent domain to acquire real property for disposition to private parties for economic development is limited by House Bill 555 adopted by the 58<sup>th</sup> Idaho Legislature, Second Session, 2006, Session Law Chapter 96.

### **Section 305.02      Personal Property**

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, and where allowed by law, the Agency is authorized to acquire personal property in the Project Area by any lawful means.

### **Section 306      Property Management**

During such time such property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

### **Section 307      Relocation Provisions**

If the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Agency may also undertake relocation activities for those not entitled to benefit under federal law, as the Agency may deem appropriate for which funds are available. The Agency’s activities should not result in the displacement of families within the area. In the event the Agency’s activities result in displacement, the Agency will compensate such residents by providing reasonable moving expenses into decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families. For any other activity, the Agency will comply with the provisions of the Law regarding relocation.

The Agency reserves the right to extend benefits for relocation to those not otherwise entitled to relocation benefits as a matter of state law under the Act or the Law. The Agency may determine to use as a reference the relocation benefits and guidelines promulgated by the



federal government, the state government, or local government, including the Idaho Transportation Department. The intent of this section is to allow the Agency sufficient flexibility to award relocation benefits on some rational basis, or by payment of a lump sum amount on a per case basis. The Agency may also consider the analysis of replacement value for the compensation awarded to either owner occupants or businesses displaced by the Agency to achieve the objectives of this Plan. The Agency may adopt relocation guidelines which would define the extent of relocation assistance in non-federally-assisted projects and which relocation assistance to the greatest extent feasible would be uniform.

For displacement of families, the Agency shall comply with, at a minimum, the standards set forth in the Law. The Agency shall also comply with all applicable state laws concerning relocation benefits.

### **Section 308 Demolition, Clearance, and Building and Site Preparation**

#### **Section 308.01 Demolition and Clearance**

The Agency is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

#### **Section 308.02 Preparation of Building Sites**

The Agency is authorized (but not required) to prepare, or cause to be prepared, as building sites any real property in the Project Area owned by the Agency. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of streets, streetscapes, utilities, parks, plazas, playgrounds, parking facilities, a convention center, and other public improvements necessary to carry out this Plan. The Agency is also authorized (but not required) to construct foundations, platforms, and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, office, commercial, retail, hotel, and other uses allowed by the Boise City Zoning Ordinance.

### **Section 309 Real Property Disposition and Development**

#### **Section 309.01 General**

For the purposes of this Plan, the Agency is authorized to sell, lease, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho Code Section 50-2011. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding.

Real property acquired by the Agency may be conveyed by the Agency and, where beneficial to the Project Area, without charge to any public body as allowed by law. All real

property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

All purchasers or lessees of property acquired from the Agency shall be obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

## **Section 309.02                      Disposition and Development Documents**

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of deteriorating or deteriorated conditions, all real property sold, leased, or conveyed by the Agency, as well as all property subject to DDAs, is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the DDAs as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, deeds, contracts, agreements, and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such DDAs, or portions thereof, shall be recorded in the office of the Recorder of Ada County.

All property in the Project area is hereby subject to the restriction that there shall be no discrimination or segregation based upon age, race, color, disability/handicap, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed or subject to a DDA shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as required by law.

The land and/or air rights and subterranean rights acquired by the Agency shall be disposed of subject to a DDA between the Agency and the developers. The developers (including owner/participants) will be required by the DDA to observe the Land Use and Building Requirements provision of this Plan and to submit a Redevelopment Schedule satisfactory to the Agency. Schedule revisions will be made only at the option of the Agency.

In addition, the following requirements and obligations may be included in the DDA, as required by law or as determined in the Agency's discretion to be in the best interest of the Agency and the public.

It may be included that the developers, their successors, and assigns agree:

- a. A plan and time schedule for the proposed development shall be submitted to the Agency.
- b. The purchase or lease of the land and/or subterranean rights and/or air rights is for the purpose of redevelopment and not for speculation.
- c. The building of improvements will be commenced and completed as jointly scheduled and determined by the Agency and the developer(s).
- d. There will be no discrimination against any person or group of persons because of age, race, color, disability/handicap, creed, religion, sex, marital status, national origin, or ancestry, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises or any improvements erected or to be erected thereon, therein conveyed; nor will the developer himself or any person claiming under or through him establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy of tenants, lessees, sublessees, or vendees in the premises or any improvements erected, or to be erected thereon, therein conveyed. The above provision will be perpetual and will be appended to the land disposed of within the Project Area by the Agency.
- e. The site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Plan and for Design Review purposes.
- f. A bond or other surety will be provided acceptable to the Agency to ensure performance under the contract of the sale.
- g. Consideration will be given to businesses in the Project Area for lease or purchase of appropriate facilities.
- h. Rehabilitation of any existing structure must assure that the structure is safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which condition shall continue throughout an estimated useful life for a minimum of 30 years. All such buildings or portions of the buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City of Boise.

It is the requirement of the Plan to remodel or improve facades and interior arrangements, and to remove or replace equipment and materials in order to

achieve attractive and economically competitive facilities appropriate to a central business district.

- i. The developer will cooperate and participate in the Business Improvement District.

### **Section 309.03            Development by the Agency**

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct any publicly owned building, facility, structure, or other improvement, either within the Project Area, for itself or for any public body or entity, which buildings, facilities, structures, or other improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the buildings, facilities, structures, and other improvements identified in the Attachments, attached hereto and incorporated herein by reference, and may acquire or pay for the land required therefore.

The Agency may also prepare properties for development by renovation or other means as allowed by law. The Agency may also, as allowed by law, assist in the development of private projects.

In addition to the public improvements authorized under Idaho Code Sections 50-2007, 50-2018, and 50-2903(9), (13), and (14) and the specific publicly owned improvements identified in the Appendix of this Plan, the Agency is authorized to install and construct, or to cause to be installed and constructed, within or without the Project Area, for itself or for any public body or entity, for the benefit of the Project Area, public improvements and public utilities, including, but not limited to, the following:

- a. Overpasses and underpasses
- b. Parks, plazas, and pedestrian paths
- c. Playgrounds
- d. Parking facilities
- e. Landscaped areas
- f. Street and streetscaping improvements
- g. Water, sewer, and storm drainage facilities
- h. Telecommunications facilities
- i. Convention Center
- j. Courthouse facility
- k. Transit facilities

### **Section 309.04            Development Plans**

All development plans (whether public or private) shall be submitted to the Agency for approval and architectural review. All development in the Project Area must conform to City design review standards and those standards specified in Section 405, *infra*.

### **Section 310 Personal Property Disposition**

For the purpose of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

### **Section 311 Rehabilitation and Conservation**

The Agency is authorized to rehabilitate, renovate, and conserve, or to cause to be rehabilitated, renovated, and conserved, any building or structure in the Project Area owned by the Agency for preparation of redevelopment and disposition. The Agency is also authorized and directed to advise, encourage, and assist in rehabilitation and conservation of property in the Project Area not owned by the Agency. The Agency is also authorized to acquire, restore, rehabilitate, move, and conserve buildings of historic or architectural significance.

As necessary in carrying out this Plan, the Agency is authorized to move, or to cause to be moved, any standard structure or building or any structure or building which can be rehabilitated to a location within or outside the Project Area.

### **Section 312 Participation with Private Development**

Under the Law, the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Law if allowable under federal laws or regulations. The federal funds that may be available to the Agency are governed by regulations promulgated by HUD for the CDBG Program.

Under those regulations, the Agency may participate with the private sector in the development and financing of those private projects which will attain certain federal objectives.

The Agency may, therefore, use the federal funds for the provision of assistance to private for profit business, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms of support, for any other activity necessary or appropriate to carry out an economic development project.

The Agency may enter into contracts, leases, and agreements with the City, or other public body or private entity, pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code Section 50-2909 which may be made payable out of the taxes levied in Project Area and allocated to the Agency under subdivision (2)(b) of Section 50-2908 of the Act and Section 504 to this Plan or out of any other available funds.

### **Section 313 Fine Arts and Performing Arts Fund**

Prior to 2007, this Plan included a policy that developers who were subject to a DDA provide an amount equivalent to one-half of one percent (0.5%) of the original estimated amount of construction costs for improvements or buildings to be constructed on property purchased from the Agency for the purpose of providing works of art, and one-half of one percent (0.5%) of the original estimated amount of construction costs for improvements or buildings to be construction on property purchased from the Agency for the purpose of providing a fund for performing arts and entertainment. Each of these contributions was limited to no more than One Hundred Seventy-Five Thousand Dollars (\$175,000) from any one single developer for any one single redevelopment project.

This policy provided that in the event the Agency did not require, as part of the DDA, the contributions described above, upon completion of the redevelopment project, the Agency would dedicate one-half of one percent (0.5%) of the construction costs of the project (as defined above) for fine arts and one-half of one percent (0.5%) of the construction costs (as defined above) for the performing arts. Between 1978 and 2007, the Agency invested \$721,600 in public art, performing arts and arts-related activities in the Project Area as noted in Section 5C.6. of **Table 5C** and Section 5E.3 of **Table 5E** (see Attachment No. 5). This investment was augmented by \$563,875 in additional funds from partners including developers and the City, for a total of \$1,285,475. The 2002 Central District Fiscal Impact Study estimated that \$123.2 million in private sector investment has occurred in the Project Area as a result of a specific list of redevelopment projects. These projects are listed in **Table 5C** in Attachment No. 5.<sup>2</sup> Based on this amount of private investment, 1% of this amount would equal \$1,232,000, which is less than the amount that has been spent on public art, performing arts and arts-related activities in the Project Area. Additional funds for public art and performing arts have been invested in the River Myrtle-Old Boise and the Westside Downtown urban renewal districts.

In 2002, the Agency Board of Commissioners adopted a policy for funding cultural investments by Resolution No. 896 (“2002 Cultural Investment Policy”). This policy sets as a target that budgets for the Agency’s major capital projects include an amount equivalent to 1% of the hard construction cost, up to a maximum of \$200,000 for cultural investments subject to the availability of resources. The Board of Commissioners has made it a regular practice to determine if resources are available for cultural investments as part of the Agency’s annual budget.

### **Section 314 Agency Participation in Business Improvement District**

The success of the Project depends on a business improvement district to operate and maintain the public capital improvements. The City Council established the Downtown Boise Association (“DBA”) as a business improvement district on July 7, 1987 by Ordinance Nos. 5019 and 6212. The DBA is organized under the provisions of Chapter 26, Title 50, of the Idaho

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<sup>2</sup> The Boise Tower project, valued at \$62 million, has been excluded from the total since construction of this project has not been completed.

Code. The Agency voluntarily participates as a member of the DBA. The current boundaries of the DBA include the Project Area.

### **Section 315    Geothermal Resource**

The Agency shall include in any OPA or DDA entered into under the provisions of this Plan the following text for consideration of the use of the City's geothermal resource:

*The Developer/Owner Participant shall investigate the feasibility of using the City's geothermal resource for heating the development. The Developer/Owner Participant shall contact and discuss the use of this resource with the City Public Works Department. In the event the Developer/Owner Participant determines not to avail itself of this resource, which determination shall be in the Developer/Owner Participant's sole discretion, the Developer/Owner Participant shall provide the Agency with documentation explaining the reason for not using this resource and evidence of contact with the City Public Works Department.*

## **Section 400**

## **USES PERMITTED IN THE PROJECT AREA**

### **Section 401    Redevelopment Plan**

The Revised Project Area and Existing Revenue Allocation Area Boundaries and the Revised Project Area and Existing Revenue Allocation Map, attached hereto as Attachment Nos. 1 and 2 and incorporated by reference, describe the location of the Project Area boundaries. The proposed land uses to be permitted in the Project for all land—public, semi-public, and private—are as allowed by the Boise City Zoning Ordinance. The zoning designations applicable to the Project Area are shown in Attachment No. 4. This Plan and the Planning Documents in Attachment No. 3 *et al* provide guidance and general direction as to how the Project Area is expected to redevelop over the life of the Plan including the urban design elements intended to create a cohesive character and distinctive level of quality for this area. The Economic Pro Forma in Attachment No. 5A describes the public investments anticipated to be made in the Project Area, based on estimates of future revenue allocation that will be generated. To the extent these investments are feasible and are built, they will shape the nature of the Project Area and provide both a framework and a catalyst for private investment.

### **Section 402    Designated Land Uses**

Land uses in the Project Area shall conform to the applicable provisions of the Boise City Zoning Ordinance. The zoning classifications for the Project Area are shown and depicted in Attachment No. 4 and consist of Central Business, C-5 District with a “DD” overlay zoning district or an Historic Design (“HD”) overlay zoning district. Certain properties are also subject to the Capitol Boulevard Special Design District (“C”) overlay zoning district. The Agency acknowledges that the C-5 District allows for conditional uses subject to the conditions imposed by the City of Boise pursuant to the conditional use process.

### **Section 403    Other Land Uses**

#### **Section 403.01            Public Rights-of-Way**

The major public streets within the Project Area include Capitol Boulevard, Sixth Street, Eighth Street, Ninth Street, Bannock Street, Idaho Street, Main Street, Grove Street, and Front Street.

Additional public streets, alleys, and easements may be created in the Project Area as needed for proper development. Existing streets, alleys and easements may be abandoned, closed, or modified as necessary for proper development of the Project, in accordance with this Plan’s goals to maintain street character, encourage redevelopment and preservation of mid-block alleys and enhance pedestrian-oriented urban design are not substantially compromised and with any applicable policies and standards of ACHD regarding changes to dedicated rights-of-way.



Any vacation or relocation must be requested from ACHD or other agency having jurisdiction over the particular right-of way. It is recognized that ACHD has exclusive jurisdiction over all public rights-of-way within the Project Area, except for state highways. Nothing in this Plan shall be construed to alter the powers of ACHD pursuant to Title 40, Idaho Code.

Any changes in the existing interior or exterior street layout shall be in accordance with the 1997 Comprehensive Plan as hereafter amended, the objectives of this Plan, and the City's design standards; shall be effectuated in the manner prescribed by state and local law; and shall be guided by the following criteria:

- a. A balancing of the needs of proposed and potential new developments for adequate pedestrian and vehicular access, transit facilities, vehicular parking, and loading and unloading areas with the similar needs of any existing developments permitted to remain. Such balancing shall take into consideration the rights of existing owners and tenants under the rules for owner and tenant participation adopted by the Agency for the Project and any participation agreements executed hereunder;
- b. The objective that the street grid and system of mid-block alleys in the Project Area are substantially preserved;
- c. The requirements imposed by such factors as topography, traffic safety, and aesthetics; and,
- d. The potential need to serve not only the Project Area and new or existing developments, but to also serve areas outside the Project by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

#### **Section 403.02      Other Public, Semi-public, Institutional and Nonprofit Uses**

The Agency is also authorized to permit the maintenance, establishment or enlargement of public, semi-public, institutional, or nonprofit uses consistent with the provisions of the Boise City Zoning Ordinance. All such uses shall, to the extent possible, conform to the provisions of this Plan.

### **Section 403.03**

### **Interim Uses**

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan. However, any interim use shall comply with applicable local ordinances including the Boise City Zoning Ordinance and shall have an expiration date.

### **Section 403.04**

### **Nonconforming Uses**

Any use or structure occupying a building or land in the Project Area, which is classified by the Boise City Zoning Ordinance as nonconforming, may continue in accordance with the provisions of the Boise City Zoning Ordinance applicable to nonconforming uses. Additions, alterations, maintenance and repairs necessary to keep a nonconforming use in sound condition during the continuance shall be permitted in accordance with the Boise City Zoning Ordinance.

## **Section 404 General Controls and Limitations**

All real property in the Project Area is made subject to the controls and requirements of this Plan, except as otherwise provided in a specific agreement between the Agency and a property owner approved by the Agency Board of Commissioners. No real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

### **Section 404.01**

### **Construction**

All construction in the Project Area shall comply with all applicable state and local laws and codes in effect from time to time. In addition to applicable codes, ordinances, or other requirements governing development in the Project Area, the Agency Board of Commissioners has adopted specific Design Controls as defined in Section 405, to control and direct redevelopment activities in the Project Area. Additional design and development guidelines and standards may be adopted by the Agency Board of Commissioners from time to time or as part of a DDA or OPA.

### **Section 404.02**

### **Rehabilitation and Retention of Properties**

Any existing structure within the Project Area, subject to either a DDA or OPA and approved by the Agency for retention and rehabilitation shall be repaired, altered, reconstructed, or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

### **Section 404.03                      Limitations on Type and Dimensions of Buildings**

Except as set forth in other sections of this Plan, the type, size, height, setbacks and other dimensional aspects of buildings in the Project Area shall be as required by the Boise City Zoning Ordinance and applicable federal and state statutes, ordinances, and regulations.

### **Section 404.04                      Open Spaces, Landscaping and Streetscaping**

The amount of open space and landscaping to be provided on development sites outside of public rights-of-way in the Project Area shall be as required by the Boise City Zoning Ordinance. Streetscaping in public rights-of-way shall be substantially consistent with Attachment No. 3F. Streetscape Standards and Attachment No. 3G Elements of Continuity to this Plan and with any applicable policies and standards of ACHD or other applicable federal, state, or local standards.

### **Section 404.05                      Signs**

All signs shall conform to the Boise City Zoning Ordinance. Design of all proposed new signs shall be submitted to the Agency prior to installation for review and comment pursuant to the procedures of this Plan, except that the Agency may elect to waive review of signs by so notifying Boise City. The Agency may apply to the City for designation of a special sign district in part or all of the Project Area to allow for banners, alley signs, and the like.

### **Section 404.06                      Utilities**

The Agency shall require that all utilities be placed underground whenever physically and economically feasible.

### **Section 404.07                      Incompatible Uses**

No use or structure in the Project Area shall constitute a nuisance as defined by the Boise Municipal Code (Chapter 8-08 et al) or shall be in violation of Boise City regulations regarding noise (Chapter 6-20) or smoke (Chapter 4-03) or shall be determined by local or state regulations to be a hazard or to be incompatible with other uses or structures in the Project Area. No use or structure defined as a prohibited use or structure by the Boise City Zoning Ordinance shall be established in any part of the Project Area.

### **Section 404.08                      Nondiscrimination and Nonsegregation**

There shall be no discrimination or segregation based upon age, race, color, disability/handicap, creed, religion, sex, marital status, national origin, or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area.

## **Section 404.09            Subdivision of Parcels**

No parcel in the Project Area shall be subdivided except in compliance with the Boise City Subdivision Ordinance as it now exists or is hereinafter amended.

## **Section 404.10            Minor Variations**

Under exceptional circumstances, the Agency is authorized to permit a variation from the limits, restrictions, and controls established by this Plan. In order to permit such variation, the Agency must determine that:

- a.     The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;
- b.     There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;
- c.     Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
- d.     Permitting a variation will not be contrary to the objectives of this Plan or of the 1997 Comprehensive Plan as it now exists or hereafter is amended.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In permitting any such variation, the Agency shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of this Plan. Any variation permitted by the Agency hereunder shall not supersede any other approval required under City codes and ordinances.

## **Section 405    Design for Development**

This Plan and the related Attachments include objectives to create a coherent urban fabric, well-designed public and private improvements and a vibrant, attractive and prosperous environment in the Project Area. The Agency shall use the applicable design and development controls in Attachment Nos. 3A, 3D, 3F and 3G, and such other development and design controls adopted by the Agency Board of Commissioners from time to time (“Design Controls”) to set a high standard for the design and construction of public and private improvements in the Project Area. The Agency, other public agencies responsible for public improvements, and developers shall make every effort to design buildings, sites, public improvements and amenities at the highest level of quality in the Project Area; and to assure private and public improvements make

an enduring, positive contribution to the urban fabric in the Project Area. In those instances where the Agency has approval authority over plans for public and/or private improvements, the Agency shall only approve plans that are in substantial compliance with this Plan.

#### **Section 405.01     Design Review Applications**

The City Council adopted Ordinance No. 5907 on March 30, 1999, which designated Boise City as the design review authority over the Project Area, and required that applications within the DD district shall include written comments from the Agency (Boise City Zoning Ordinance Section 11-07-02.01). The Agency shall use the applicable Design Controls and such other development and design controls adopted by the Agency Board of Commissioners from time to time, in reviewing and providing comments on design plans submitted for development proposals and public improvements in the Project Area. The Agency shall be further guided by the Adopted Plans and Design Guidelines (Section 11-07-03.03) and the Design and Development Standards (Section 11-07-09.05) in the Boise City Zoning Ordinance.

The Agency shall also use the applicable Design Controls in reviewing and making comments on design review applications, sign plans, sign permits, and other development-related applications referred by Boise City to the Agency for comment when these applications relate to property in the Project Area but are outside the DD district.

#### **Section 405.02     Design Review Related to OPAs and DDAs**

The Plan authorizes the Agency to enter into OPAs and DDAs related to the development of property in the Project Area. The Agency shall apply the Design Controls as appropriate in reviewing and approving architectural, engineering, landscape, building, and site plans submitted to the Agency as a condition of any OPA or DDA.

#### **Section 405.03     Design Review Related to Public Improvements**

No new public improvements shall be constructed, and no existing public improvements shall be substantially modified, altered, repaired, or rehabilitated except in accordance with this Plan and the applicable Design Controls. Notwithstanding the provisions of this Section 405.03, it is recognized that ACHD has exclusive jurisdiction over all public rights-of-way within the Project Area, except for state highways. Nothing in this Plan shall be construed to alter the powers of ACHD pursuant to Title 40, Idaho Code. The Agency shall use the Design Controls as appropriate in approving plans for any agency-funded public improvements.

#### **Section 406     Off-Street Loading and Unloading**

Any development and improvements shall provide for off-street loading and unloading as required by the City ordinances as they now exist or are hereafter amended.

## **Section 407   Off-Street Parking**

All new construction in the Project Area shall provide off-street parking as required by the Boise City Zoning Ordinance, with consideration given to the economics of a shared parking regimen and the parking objectives as set forth in this Plan including Attachment No. 3A. Downtown Urban Design Plan—Framework Master Plan and Design Guidelines and Attachment 3C. Greater Downtown Boise Parking Study (1996).

## **Section 500 METHODS OF FINANCING THE PROJECT**

### **Section 501 General Description of the Proposed Financing Method**

The Agency is authorized to finance this Project with financial assistance from the City, State of Idaho, federal government, interest income, Agency bonds, donations, loans from private financial institutions, the lease or sale of Agency-owned property, or any other available source, public or private, public parking revenue, revenue allocation funds as allowed by the Act, including assistance from any taxing district or any public entity including, but not limited to, the Greater Boise Auditorium District.

The Agency is also authorized to obtain advances, borrow funds, and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from any other funds available to the Agency. The City, as it is able, may also supply additional assistance through City loans and grants for various public facilities.

The City or any other public agency may expend money to assist the Agency in carrying out this Project.

The Agency may also provide certain grants or loans to property owners, business owners, or others as allowed by law.

### **Section 502 Revenue Bonds**

Under the Law, the Agency is authorized to issue revenue bonds to finance certain public improvements identified in the Plan. Under this type of financing, the public entity would pay the Agency a lease payment annually which provides certain funds to the Agency to retire the bond debt. Another variation of this type of financing is sometimes referred to as conduit financing, which provides a mechanism where the Agency uses its bonding authority for the project, with the end user making payments to the Agency to retire the bond debt. These sources of revenues are not related to revenue allocation funds and may not be particularly noted in the Attachment No. 5, because of the pass-through aspects of the financing. Under the Act, the Attachment No. 5 focuses on the revenue allocation portion of the Agency's funding for accomplishing the Plan.

Revenue bonds typically are for a longer period of time than the 24-year period set forth in the Act. However, revenue bonds do not involve revenue allocation funds, but rather funds from the end users which provide a funding source for the Agency to continue to own and operate the facility beyond the term of the Plan as allowed by Idaho Code Section 50-2905(7).

Neither the members of the Agency nor any persons executing the bonds shall be liable personally on the bonds by reason of their issuance.

### **Section 503 Other Loans and Grants**

Any other loans, grants, guarantees, or financial assistance from the federal government, the State of Idaho, or any other public or private source will be utilized if available. The Agency intends to consider funding sources through Local Improvement Districts and for Business Improvements Districts, as authorized by state law. Neither the members of the Agency nor any persons executing such loans or grants shall be liable on the loans or grants by reason of their issuance.

### **Section 504 Revenue Allocation Financing Provisions**

The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, effective retroactively to January 1, 1987. These revenue allocation provisions shall apply to all taxing districts in which is located the Revenue Allocation Area described in Attachment Nos. 1 and 2 to this Plan. The Agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The Agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the initiation of the Project.

The Agency, acting by one or more resolutions adopted by its Board of Commissioners, is hereby authorized to apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred, or bonds issued by the Agency to finance or to refinance the Project Costs (as defined in Idaho Code Section 50-2903(12)) of one or more urban renewal projects.

Upon enactment of an ordinance by the governing body of the City of Boise, Idaho, finally adopting these revenue allocation financing provisions and defining the Revenue Allocation Area described herein as part of the Plan, there shall hereby be created a special fund of the Agency into which the County Treasurer shall deposit allocated revenues as provided in Idaho Code Section 50-2908. The Agency shall use funds solely in accordance with Idaho Code Section 50-2909 and solely for the purpose of providing funds to pay the Project Costs, including any incidental costs, of such urban renewal projects as the Agency may determine by resolution or resolutions of its Board of Commissioners.

A general statement of objectives, costs, tax impact, and other information required by Idaho Code Section 50-2905 is included in Attachment No. 5 to this Plan. This statement necessarily incorporates estimates and projections based on the Agency's present knowledge and expectations. The Agency is hereby authorized to modify the presently anticipated urban renewal projects and use of revenue allocation financing of the related Project Costs if the Board of Commissioners of the Agency deems such modification necessary or convenient to effectuate the general objectives of the Plan.



The Agency may also appropriate funds consisting of revenue allocation proceeds on an annual basis without the issuance of bonds. The Agency has also provided for obtaining advances or loans from the City or private entity in order to immediately commence construction of certain of the public improvements. Revenues will continue to be allocated to the Agency until the improvements identified in Attachment No. 5 are completely constructed or until any obligation to the City or other public entity or private entity are fulfilled. Attachment No. 5 incorporates estimates and projections based on the Agency's present knowledge and expectations concerning the length of time to complete the improvements. The activity may take longer depending on the significance and timeliness of development. Alternatively the activity may be completed earlier if revenue allocation proceeds are greater or the Agency obtains additional funds.

The revenue allocation proceeds are hereby irrevocably pledged for the payment of the principal and interest on the advance of monies or making of loans or the incurring of any indebtedness such as bonds, notes, and other obligations (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project in whole or in part.

The Agency is authorized to make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project.

Under the legislation adopted in 2000 by the 55<sup>th</sup> Idaho Legislature, 2<sup>nd</sup> Regular Session, effective July 1, 2000, revenue allocation authority is limited to twenty-four (24) years from the date the ordinance was passed by the City Council, except for those urban renewal plans which were adopted prior to 2000. The 1994 urban renewal plan established its duration through December 31, 2017. With this Amended and Restated Plan the duration of the Plan and revenue allocation authority remains through December 31, 2017, with no extension.

House Bill 1 adopted by the 58<sup>th</sup> Idaho Legislature convening in Special Session in August 2006 repeals the operation and maintenance property tax levy imposed by school districts. House Bill 1 also repeals Idaho Code Section 50-2908(2)(a)(iii) which required certain revenue allocation funds to be disbursed to school districts.

#### **Section 505    Rebate of Revenue Allocation Funds**

In any year during which the Agency receives revenue allocation proceeds, the Agency, as allowed by law, is authorized (but not required) to return or rebate to the other taxing entities identified in Attachment No. 5 of this Plan any revenue allocation funds previously pledged or committed for the purposes identified in the Plan. Under the Act, the Agency must first apply all such revenues for the payment of the projected costs of the Project identified and repayment of principal and interest on any moneys borrowed, indebtedness incurred, or bonds issued by the Agency and maintain any required reserve for payments of such obligation or indebtedness. Only to the extent revenues of the Agency exceed these obligations shall the Agency consider any rebate or return of revenue allocation funds to the other taxing entities. The Agency shall rebate such funds in a manner that corresponds to each taxing entity's relative share of tax revenues or

on the basis of extraordinary service requirements generated by the Project. All other taxing entities shall first receive any such rebate before such rebate shall be disbursed to the City.

Attachment No. 5 describes the Agency's financing plan for the Project. The Project will be financed, in part, through tax increment financing, using revenue allocation funds as allowed by the Act. The Agency anticipates that on an annual basis, tax increment, and other funds may be sufficient to satisfy the obligations incurred by the Agency, even though entire amount of revenue allocation funds must be pledged for the term of any bonds or other debts incurred by the Agency. Therefore, on an annual basis, the Agency will consider the rebate of funds, which funds, may not be revenue allocation funds, but other funds available to the Agency (*e.g.*, net parking revenues). The Agency also reserves the right to provide a tax increment rebate to any particular taxing entity which may be entitled to a levy rate increase by virtue of an approved levy election.

### **Section 506    Ten Percent Limitation**

Under the Act the base assessed valuation for all revenue allocation areas cannot exceed ten percent (10%) of the current assessed valuation for the entire City. The adjusted base assessment roll for the revenue allocation area created in 1987 for the Boise Central Urban Renewal District, including utilities and less any homeowner exemptions, is \$30,162,800 as of January 1, 2006. The base assessment roll for the revenue allocation area created in 2001 for the Westside Downtown Urban Renewal District, including utilities and less homeowner exemptions, is \$158,275,900 as of January 1, 2006. The base assessment roll for the revenue allocation area created in 1994 for the River Street-Myrtle Street Urban Renewal District, including utilities and less any homeowner exemptions, is \$147,619,700 as of January 1, 2006. The base assessment roll for the revenue allocation area created in 2004 for the parcels added to the River Street-Myrtle Street Urban Renewal District, which was then renamed the River Myrtle-Old Boise Urban Renewal District, including utilities and less homeowner exemptions, is \$6,468,800 as of January 1, 2006. The total adjusted base value for the four revenue allocation areas as of January 1, 2006 is \$342,527,200. The total assessed value for the City of Boise as of January 1, 2006 is \$15,921,349,299. The base assessment roll for the three Revenue Allocation Areas, as amended, does not exceed 10 percent of the assessed value for the City of Boise.

### **Section 507    Participation With Local Improvement Districts**

Under the Idaho Local Improvement District Code, Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts ("LIDs") for various public facilities, including, but not limited to, streets, curbs, gutters, sidewalks, drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the Agency reserves the authority to participate in the funding of local improvement district ("LID") facilities. This participation may include either direct funding to reduce the overall cost of the LID or to participate as an assessed entity to finance the LID project.

## **Section 508 Issuance of Debt and Debt Limitation**

Any debt incurred by the Agency as allowed by the Law and the Act shall be secured by revenues identified in the debt resolution or revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this Plan.

## **Section 509 Impact on Other Taxing Districts**

A specific delineation of tax dollars generated by revenue allocation upon each taxing district has not been prepared. The overall impact of the revenue allocation project is shown on Attachment No. 5B. Since the passage of House Bill 156 in 1995, taxing entities (except school districts) are constrained in establishing levy rates by a function of the amount each budget of each taxing district can increase on an annual basis. The amounts set forth in Attachment No. 5B in the column titled "Gross Revenue" would constitute the amounts distributed to the other taxing entities (including school districts) from the Revenue Allocation Area if there were no urban renewal project. Each individual district's share of that amount would be determined by its particular levy rate as compared to the other districts in any given year. Therefore, the impact of revenue allocation is more of a product of the imposition of House Bill 156. In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected in the next five to ten years, hence there would be lower increases in assessed valuation to be used by the other taxing entities. If the overall levy rate is less than as assumed, the Agency shall receive fewer funds from revenue allocation.

Attachment No. 5B is no longer an accurate representation of the tax impact of urban renewal on taxing entities because it was prepared prior to passage of House Bill 156 in 1995. The assessed value for each property in a Revenue Allocation Area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a Revenue Allocation Area is approved by a municipality, with periodic adjustments allowed by Idaho State Code. The increment value is the difference between the base assessed value and current assessed value in any given year while the property is in a Revenue Allocation Area. Under House Bill 156, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis. Taxing entities submit proposed budgets to the County Assessor, which budgets are required to comply with the limitations set forth in House Bill 156.

The County Assessor calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in the Revenue Allocation Area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the property values in the urban renewal districts that are not subject to revenue allocation and by properties outside Revenue Allocation Areas are distributed

to the other taxing entities. Properties in Revenue Allocation Areas are subject to the same levy rate as they would be outside a Revenue Allocation Area. The difference is how the revenue is distributed.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected in the next five to ten years, hence there would be lower increases in assessed valuation to be used by the other taxing entities. If the overall levy rate is less than as assumed, the Agency shall receive fewer funds from revenue allocation.

Legislation adopted by the Special Session in August of 2006, and the 1<sup>st</sup> Regular Session of the 59<sup>th</sup> Legislative Session, modifies real property tax policy within a revenue allocation area.

House Bill 1 passed in August of 2006, eliminated the operation and maintenance levy imposed by school districts and replaced those funds with appropriated state funds. The bill also repealed the school district payment from revenue allocation received by the urban renewal agency.

House Bill 79, became effective retroactive to January 1, 2007, upon the Governor's signature on March 21, 2007. House Bill 79 prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within the revenue allocation area until the revenue allocation authority is terminated. Therefore, any new construction within the Central District will no longer be available for inclusion by the taxing entities to increase their budgets. Therefore, less tax revenue will be available to those taxing entities.

## **Section 510 Phasing and Other Fund Sources**

The Agency anticipates funding only a portion of the entire cost of the public improvements shown on Attachment No. 5. Other sources of funds shall include developer contributions, federal and state funds, foundation funds, grants, and City participation. Agency participation shall be determined by the amount of revenue allocation funds generated.

## **Section 600    ACTIONS BY THE CITY**

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing blight. Actions by the City shall include, but not be limited to, the following:

- a.     Institution and completion of proceedings necessary for changes and improvements in private and publicly-owned property, rights-of-way, or public utilities within or affecting the Project Area.
- b.     Revision of zoning (if necessary) within the Project Area to permit the land uses and development authorized by this Plan.
- c.     Imposition whether necessary (by conditional use permits or other means) of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.
- d.     Provisions for administrative enforcement of this Plan by the City after development. The City and the Agency may develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.
- e.     Preservation of historical sites.
- f.     Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.
- g.     Institutional and completion of proceedings necessary for the establishment of a LID or business improvement district under Chapters 17 and 26, Title 50, Idaho Code.
- h.     Undertaking and completing of any other proceedings necessary to carry out the Project.
- i.     Administration of Community Development Block Grant and other state and federal grant funds that may be made available for the Project.
- j.     Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.

- k. The wavier of any hookup or installation fee for sewer, water, or other utility services for any facility owned by any public agency, including the Agency and facility.
- l. The wavier of any application or impact fee assessed by the City, if the City deems such wavier appropriate.
- m. Joint funding of certain public improvements and coordination with the City's arts programs.

The foregoing actions to be taken by the City do not constitute any commitment for financial outlays by the City.

## **Section 700 LONG-TERM MAINTENANCE & ENFORCEMENT**

### **Section 701 Maintenance of Public Improvements**

The Agency has not identified any commitment or obligation for long-term maintenance of the public improvements identified. The Agency will need to address this issue with the appropriate entity, public or private, who has benefited from or is involved in the ongoing preservation of the public improvement.

### **Section 702 Enforcement**

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by court litigation instituted by either the Agency or the City. Such remedies may include, but are not limited to, specific performance, damages, reentry, injunctions, or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions which are expressly for the benefit of owners of property in the Project Area may be enforced by such owners.

## **Section 800 DURATION OF THIS PLAN**

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan may be made effective, for thirty (30) years from the date of adoption of this Plan by the City Council through December 31, 2017, which date shall be deemed the termination date of the Plan, except for any revenue allocation proceeds received in calendar year 2018.

This Plan shall terminate no later than December 31, 2017, except for revenues which may be received in 2018. Either on January 1, 2017, or if the Agency determines to terminate the Plan earlier, on the earlier termination date:

- a. When the budget for Revenue Allocation Area, which is associated with the Project Area, indicates that all financial obligations have been provided for, the principal of and interest on such moneys, indebtedness, and bonds have been paid in full, or when deposits in the special fund or funds created under this Plan are sufficient to pay such principal and interest as they come due and to fund reserves, if any, or any other obligations of the Agency funded through revenue allocation proceeds shall be satisfied and the Agency has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Section 50-2908, Idaho Code, shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the affected taxing districts in which the Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the Agency under Section 50-2909, Idaho Code, shall thereupon terminate.
- b. In determining the termination date, the Plan shall recognize that the Agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the Plan.
- c. For the fiscal year that immediately predates the termination date, the Agency shall adopt and publish a budget specifically for the projected revenues and expenses of the Plan and make a determination as to whether the Revenue Allocation Area can be terminated before January 1 of the termination year pursuant to the terms of Section 50-2909(4), Idaho Code. In the event that the Agency determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by September 1, of the then-current year, the Agency shall adopt a resolution advising and notifying the City, the county auditor, and the State Tax Commission, recommending the adoption of an ordinance by the City for termination of the Revenue Allocation Area by December 31 of the current year and declaring a surplus to be distributed as described in Section 50-2909, Idaho Code, should a surplus be determined to exist. The Agency shall cause the ordinance to be filed with the office of the Recorder for Ada County and the Idaho State Tax Commission as provided in Section 63-215, Idaho Code.

As allowed by Idaho Code Section 50-2905(7), the Agency may retain assets or revenues generated from such assets as long as the Agency shall have resources other than revenue allocation funds to operate and manage such assets. The Agency may retain ownership of the several parking facilities which may be constructed in the Project Area, as parking revenues may be sufficient to provide the resources necessary for the Agency to retain those assets. Similarly,

the Agency may retain facilities which provide a lease income stream that will allow the Agency to meet debt service obligations, fully retire the facility debt, and provide for the continued operation and management of the facility.

For those assets which do not provide such resources or revenues, the Agency will likely convey such assets to the City, depending on the nature of the asset.

Upon termination of the Agency's revenue allocation authority to the extent the Agency owns or possesses any assets, the Agency shall dispose of any remaining assets by granting, conveying, or dedicating such assets to the City.

## **Section 900   PROCEDURE FOR AMENDMENT**

The Urban Renewal Plan may be further modified at any time by the Agency provided that, if modified after disposition of real property in the Project Area, the modifications must be consented to by the developer or developers or his successor or successors of such real property whose interest is substantially affected by the proposed modification. Where the proposed modification will substantially change the Plan, the modifications must be approved by the City Council in the same manner as the original Plan. Substantial changes for the City Council approval purposes shall be regarded as revisions in project boundaries; land uses permitted, land acquisition, and other changes which would substantially modify the objectives of this Plan.

## **Section 1000   SEVERABILITY**

If any one or more of the provisions contained in this Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void, shall be deemed separable from the remaining provisions in this Plan, and shall in no way affect the validity of the other provisions of this Plan.

## **Section 1100   PERFORMANCE REVIEW**

Under the Law, the Agency is required to file with the City, on or before March 31 of each year, a report of the Agency's activities for the proceeding calendar year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of such calendar year.



**2007 CENTRAL DISTRICT URBAN RENEWAL PLAN  
LISTING OF ATTACHMENTS**

Attachment No. 1: Description of Revised Project Area and Existing Revenue Allocation Area Boundaries

Attachment No. 2: Revised Project Area and Existing Revenue Allocation Area Map

Attachment No. 3: Planning Documents, consisting of the following:

Attachment No. 3A

Boise Downtown Urban Design Plan, Volume 1: Framework Master Plan and Design Guidelines, adopted April 1, 1986;

Attachment No. 3B

Boise Downtown Urban Plan, Volume 2: Public Capital Improvements Projects, accepted April 1, 1986;

Attachment No. 3C

Boise Downtown Redevelopment Project Parking Plan, accepted October 1986;

Attachment No. 3D

[Reserved]

Attachment No. 3E

Boise Downtown Development Strategy, accepted February 1987, as amended in June 1990 and July 1994;

Attachment No. 3F

Downtown Boise Streetscaping Standards - 2007, approved by the Agency pursuant to Resolution No. 1090 dated March 12, 2007 or as hereafter amended; and

Attachment No. 3G

Downtown Boise Elements of Continuity - 2007, approved by the Agency pursuant to Resolution No. 1090 dated March 12, 2007 or as hereafter amended.

Attachment No. 4: Map Depicting Current Zoning Within Project Area and Revenue Allocation Area

Attachment No. 5: Statement of Objectives, Costs and Tax Impact

Attachment No. 5A: Economic Pro Forma;

Attachment No. 5B: Tax Impact;

Attachment No. 5C

Table 5C: Urban Renewal Activities Undertaken Using Federal Urban Renewal Funds and CDBG Funds 1967-2003;

Attachment No. 5D

Table 5D: Bonds Issued to Finance Parking Garages in the Central Public Parking System; and

Attachment No. 5E

Table 5E: Urban Renewal Activities Funded by Revenue Allocation Funds (Other than Public Parking Garages).

## 2007 Amended Central District Plan

### ATTACHMENT NO. 1

#### Description of Revised Project Area and Existing Revenue Allocation Area Boundaries

August 12, 2005



#### AMENDED PROJECT AREA AND REVENUE ALLOCATION BOUNDARY OF THE CENTRAL URBAN RENEWAL DISTRICT BOISE, IDAHO

A tract of land consisting of approximately 34 acres being portions of the Boise City Original Town Site, Book 1 of Plats at Page 1, and a portions of Block 1 and lock 7 of the Davis Addition to Boise City records of Ada County. Said tract being completely bounded by the Westside and the River Myrtle-Old Boise Urban Renewal Districts is situated in a portion of Section 10, Township 3 North, Range 2 East, Boise Meridian, Boise City, Ada County, Idaho is more particularly described by record information as follows:

Commencing at the Section Corner common to Sections 3, 4, 9 and 10, of Township 3 North, Range 2 East, Boise Meridian, thence South 89°03'03" East 2708.35 feet along the line common to Sections 3 and 10 to a point, thence South 00°56'57" West 372.09 feet to the intersection of the Northeasterly Right-Of-Way line of West Bannock Street and the Northwesterly Right-Of-Way line of North 9th Street being the **POINT OF BEGINNING**; thence along said Northeasterly Right-of-Way of West Bannock Street,

South 55°18'00" East 840.00 feet to the Southeasterly Right-Of-Way line of North Capitol Boulevard; thence along said Southeasterly Right-Of-Way line of North Capitol Boulevard South 34°42'00" West 340.00 feet to the Northeasterly Right-Of-Way line of West Idaho Street; thence along said Northeasterly Right-Of-Way line of West Idaho Street South 55°18'00" East 380.00 feet to the Southeasterly Right-Of-Way line of North 6th Street; thence along said Southeasterly Right-Of-Way line of North 6th Street South 34°42'00" West 420.00 feet to the Southwesterly Right-Of-Way line of West Main Street; thence along said Southwesterly Right-Of-Way line of West Main Street North 55°18'00" West 380.00 feet to the Southeasterly Right-Of-Way line of North Capitol Boulevard; thence along said Southeasterly Right-Of-Way line of North Capitol Boulevard South 34°42'00" West 810.00 feet to the Southeasterly extension of the Southwesterly line of Lots 1 and 12 of Block 7 of the Davis Addition to Boise City, recorded at Book 2, Page 93 of Plats, thence along said extension and the Southwesterly line of Lots 1 and 12 of Block 7 and the Southwesterly line and its Northwesterly extension of Lots 1 and 12 of Block 1 of Davis Addition, recorded at Book 1, Page 2 of Plats; North 55°18'00" West 840.00 feet to the Northwesterly Right-Of-Way line of North 9th Street; thence along said Northwesterly Right-Of-Way line of North 9th Street North 34°42'00" East 1570.00 feet to the **POINT OF BEGINNING**.



# 2007 Amended Central District Plan

## ATTACHMENT NO. 2

### Revised Project Area and Existing Revenue Allocation Area Map



The logo consists of a stylized grid of squares. The top-left square is divided into four smaller squares. The top-right square is divided into four smaller squares. The bottom-left square is divided into four smaller squares. The bottom-right square is divided into four smaller squares. The word "BOISE" is written in a large, serif font to the right of the top two squares. Below "BOISE", the words "DOWNTOWN", "URBAN DESIGN", and "PLAN" are stacked vertically in a bold, sans-serif font.

# BOISE

## DOWNTOWN URBAN DESIGN PLAN

### VOLUME 1

### Framework Master Plan & Design Guidelines

ZIMMER·GUNSUL·FRASCA PARTNERSHIP  
DON MILES ASSOCIATES · PROJECT FOR PUBLIC SPACES, INC.



**BOISE DOWNTOWN URBAN DESIGN PLAN**

**Prepared for**

**BOISE REDEVELOPMENT AGENCY**

*Volume 1*

*Framework Master Plan and Design Guidelines  
Adopted by Boise Redevelopment Agency  
April 1, 1986*

Zimmer Gunsul Frasca Partnership  
Don Miles Associates/Project for Public Spaces  
Barton-Aschman Associates, Inc.  
Kirchner Moore & Company





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BRA Critical Path Analysis

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Redevelopment Project — December 12, 1985  
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Associates — April 1986

## **1.0 INTRODUCTION**

### **1.1 Background**

This downtown urban design plan focuses on an eight-block area in Boise's downtown renewal area. The study area is bounded by Capitol Blvd., Bannock Street, Ninth Street and Front Street. For 20 years this area had been reserved for development of a regional shopping center. Five master developers in succession have been under contract to the Boise Redevelopment Agency [BRA] during that period, but none was successful. In May 1985 the last of them resigned. The City removed its prohibition on development of regional shopping facilities elsewhere, and the BRA took a fresh look at the historical resources and development potential within the eight-block area. Proposals were invited from developers for all or part of the area.

In June 1985, BRA invited the American Institute of Architects' Regional/Urban Design Assistance Team [R/UDAT] to conduct a special study of Boise's downtown. R/UDAT convened in Boise in October. A vigorous four-day session produced a downtown concept plan which focused new developments and activities on the 'Eighth Street Mall': an open street dominated by pedestrian traffic. R/UDAT's report on its study and recommendations was printed in full in the Idaho Statesman, and gained wide support throughout the community.

The BRA invited developers to amend and resubmit their earlier proposals in the light of R/UDAT's recommendations. At about the same time, the BRA sought the assistance of urban design consultants to help them reconcile the R/UDAT recommendations with submitted development proposals. In particular, the BRA sought advice on the design and integration of public spaces and parking in the eight-block study area. A chronology of consultant tasks and activities is given in Appendix 1.

### **1.2 Purpose of the Downtown Urban Design Plan**

The ultimate purpose of this plan is to ensure that the eight-block study area is redeveloped in a manner consistent with its position at the center for downtown retail and commercial activity in the state capitol. To this end, the plan responds to three urban design objectives:

- o Develop a logical urban structure for the area which is consistent with the form and function of downtown Boise as a whole.
- o Develop guidelines for the design of both public and private developments to ensure quality, consistency and compatibility of design with historic structures and between new developments.
- o Develop a strategy for the implementation, operation and maintenance of streets and other public open spaces in the area.

In this document, framework master plans address the interplay of building mass and open space; circulation, parking and access; pedestrian movement and landscaping. Design guidelines address streets and other public open spaces, new and historic buildings. Implementation, operation and maintenance of public spaces are addressed in the context of 12 public capital improvement projects. These are designed to create a special, quality urban environment consistent with detailed design objectives developed in earlier sections of this urban design plan for downtown Boise.

## **2.0 FRAMEWORK MASTER PLAN**

The purpose of the framework master plan is to provide an overall design context for public and private improvements in the area. Not only should it ensure that adjacent developments function harmoniously together, it should also ensure that the study area develops in a way which is compatible with other parts of downtown Boise.

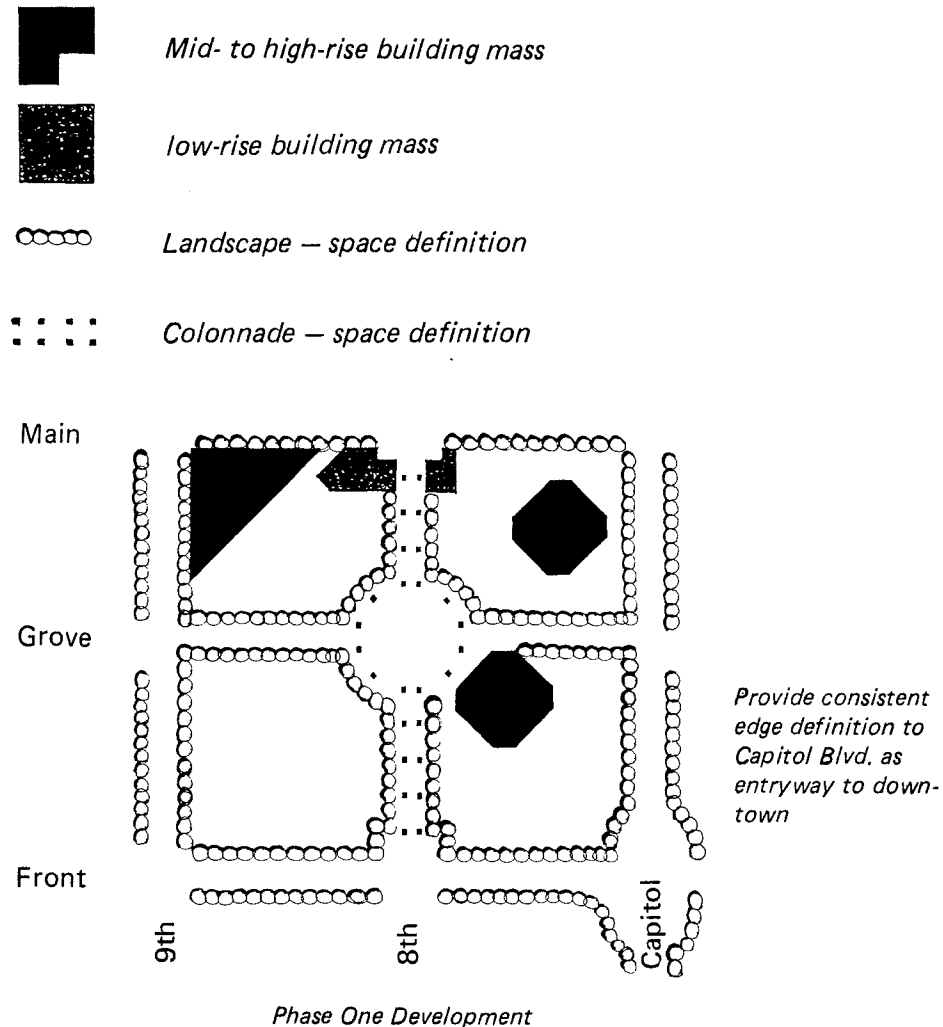
As the city continues to mature so the characteristics of its transportation system must be able to adapt to greater densities of development and increased levels of activity in the downtown. Opportunities for improved transit must therefore be recognized and preserved. Through-traffic must be routed more efficiently through the street system. Downtown streets and open spaces must be capable of accommodating larger numbers of people on foot.

Special assets of downtown Boise must be recognized and protected. These include access to the river, views of the mountains, the grand approach to the state capitol along Capitol Blvd., and numerous valued historic buildings.

The framework master plan is presented here as a series of plan diagrams and accompanying text which together encompass all the issues discussed above. Specific development projects within the area covered by the framework master plan need coordination at a more detailed level. That is the subject of the next section of the report entitled Design Guidelines.

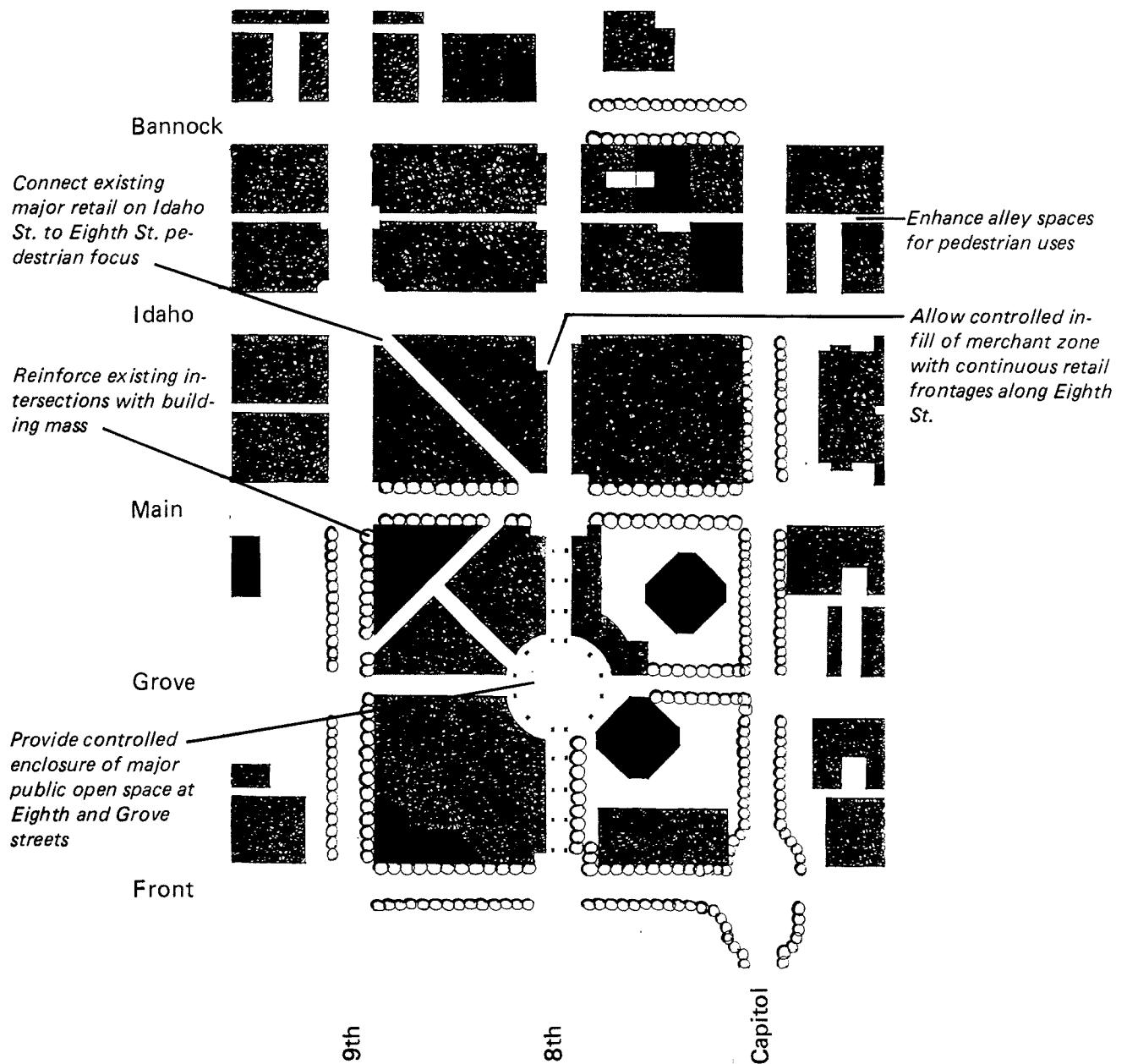
## 2.1 Building Mass and Open Space

This diagram illustrates the configuration and extent of open space between buildings at completion of development in the eight-block study area. Taller structures are shown black; low- and mid-rise structures are shown in a tone. Tree plantings will modify the containment of some open areas — as, for example, along Capitol Blvd., where the formal, axial



approach to the Capitol will be strengthened by avenue plantings wherever buildings do not define the street edge.

Within the eight-block study area, a hierarchy of open spaces can be recognized. Principal spaces along Eighth St. occur at the confluence of pedestrian traffic routes: streets, alleys,



and major building entrances. At Main and Idaho streets, pedestrians and vehicles will contribute to the general bustle of the retail center. Eighth Street will have no vehicular traffic (other than for service and emergency vehicles) between Main and Idaho, Idaho and Bannock streets.

South of Main St., Eighth St. will also become the exclusive domain of pedestrians, except for a small shuttle bus which will run between transit facilities on Main and Idaho to the north, and the Eighth Street Market, and other destinations to the south.

The major public open space will be located at the intersection of Eighth St. and the original alignment of Grove St. (restored for pedestrian access only). During early stages of development, the major public open space will be defined only by a colonnade of freestanding obelisks or columns. As development proceeds, building facades, trees and paving will reinforce the definition of the space. Ultimately it will mature into a primary focus of downtown activity. Alive with programmed events and performances, with strollers and vendors, it will become a favorite rendezvous spot for Boiseans and visitors alike.

An important feature of the framework master plan which is illustrated by this diagram is the maintenance and restoration of Boise's historic street pattern. This is important for several reasons, but especially because it ensures a proper fit with the surrounding urban fabric, and encourages access on foot to all parts of the area and its surroundings.



## **2.2 Circulation, Parking and Access**

The interplay between general traffic, transit and pedestrians is shown in this diagram. Service traffic will, for the most part, be restricted to general traffic streets and alleys but will have limited access to Eighth St.

Eighth St. will be designated an auto-free zone between Front St. and Bannock St.; North of Main St. it will become the focus of downtown retail activity, serviced by transit on Main and Idaho streets. A pedestrian-compatible shuttle vehicle will run on Eighth St. south of Main, linking the retail core with the Eighth Street Market and other attractions to the south.

Transit will share Main and Idaho streets with general traffic as a one-way couplet. These two streets clearly have the potential to become transit malls with special street and sidewalk treatments, and other amenities for waiting passengers. It may be appropriate to construct the segments of these malls between Capitol Blvd. and Ninth St. as a first phase, coordinated with adjacent private developments.

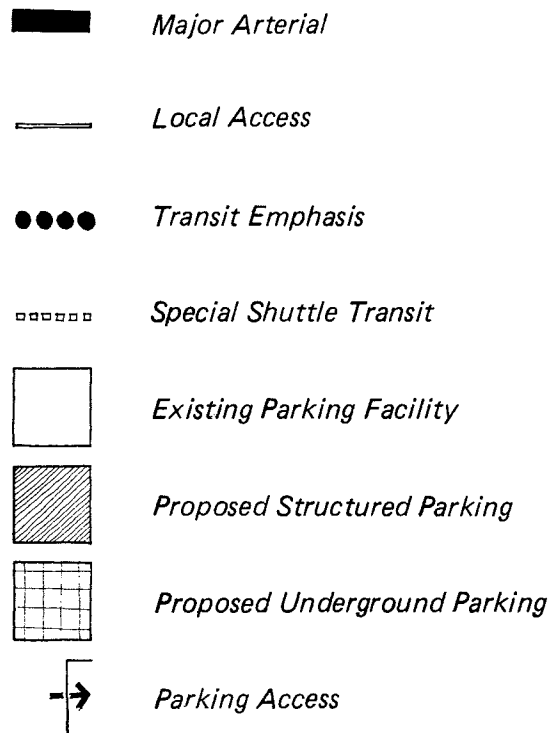
Short-term parking is a necessary complement to transit in supporting Boise's downtown retail core. Two parking structures north of Main St. will satisfy this need. They will be accessible from Capitol Blvd. between Main and Idaho streets, and from Bannock St. between Eighth and Ninth streets, respectively. Together these two structures will provide approximately 900 short-term parking spaces.

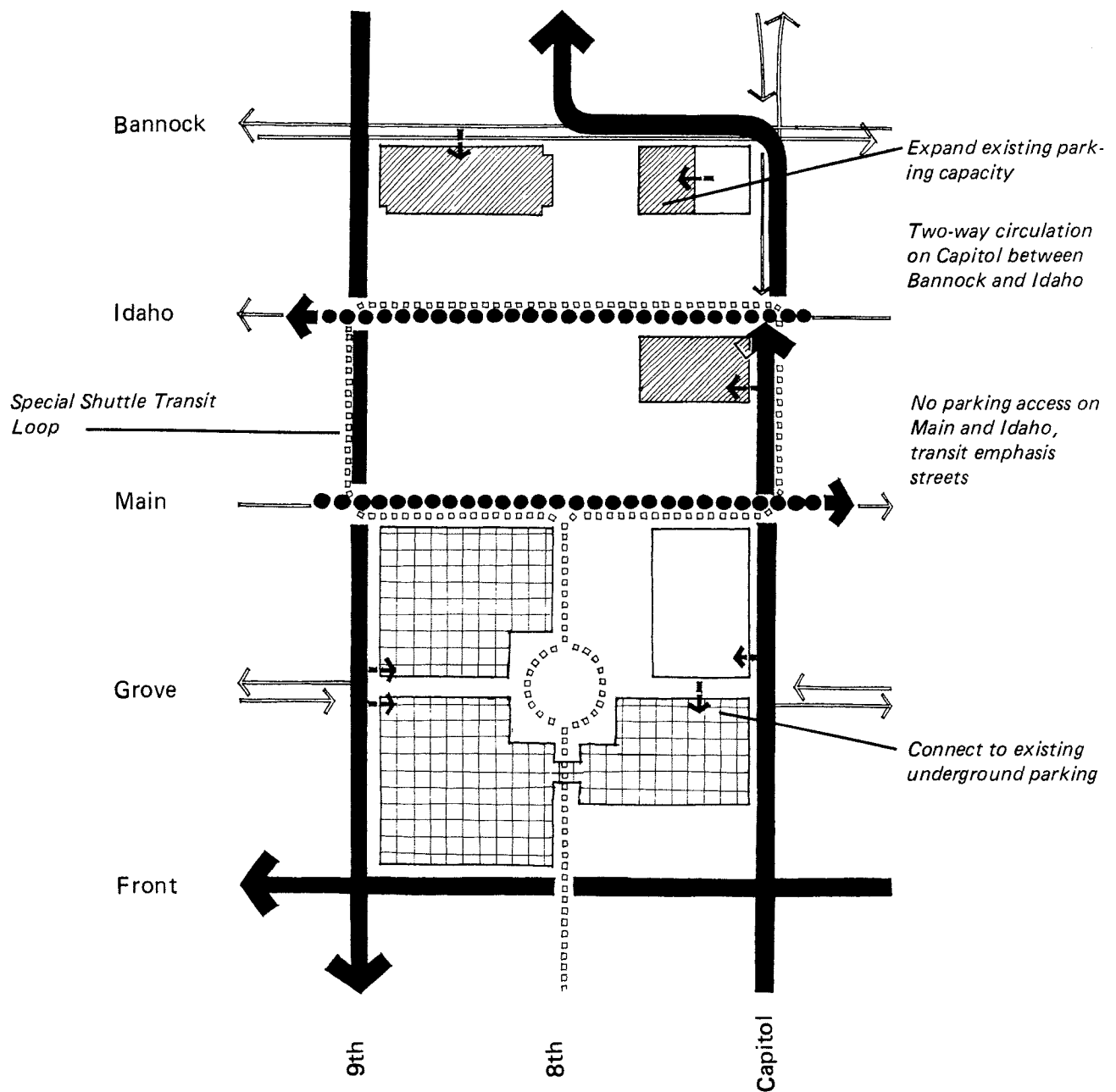
Long-term parking north of Main St. will be needed to support offices in restored historic buildings and in a new building on Bannock St. to the east of the Idaho Building. Available, unused parking nearby will supply some parking. Additional long-term parking will be provided in a new structure under the offices to be built next to the Idaho Building. This parking structure will be constructed as an extension to the existing structure on the corner of Bannock St. and Capitol Blvd. It may also include some short-term parking for visitors to the offices and for shoppers using adjacent retail.

South of Main St., parking will serve offices, the hotel and conference facilities, and some shops and restaurants. Most of this will be long-term parking, and much of it will be located underground. Access will be from Capitol Blvd. and from Ninth St.

Through-traffic will be concentrated on two one-way couplets. Northbound and southbound traffic will use Capitol Blvd. and Ninth St., respectively. Eastbound and westbound traffic will use Myrtle and Front streets. As soon as the east/west couplet becomes operable, the segment of Grove St. between Capitol Blvd. and Ninth St. can be removed. This section was realigned to run alongside Front St. in the early 1970's. Its removal will free land north of Front St. for development, and will permit substantial improvement of pedestrian access between segments of Eighth St. to the north and south.

Local access traffic will use all streets in, and surrounding, the eight-block study area except for Eighth Street. Grove St. to the east of Capitol Blvd. and west of Ninth St. may once again become two-way to ease local access. The original alignment of Grove St. between Capitol Blvd. and Ninth St. will be restored for pedestrian access only.





### 2.3 Pedestrian and Landscape System

An attractive and convenient pedestrian access system is essential to the vitality of the downtown. This diagram shows how pedestrian routes through the eight-block study area will link adjacent streets and alleys. The diagram also shows in schematic form how landscaping will be used to enhance pedestrian spaces, shape streets where buildings will not create an effective edge, and signal important events, such as the intersection of Capitol Blvd. and Front St. which will function as a major gateway to the downtown for those arriving from the south and east.

Eighth St. and Grove St. will be auto-free zones within the study area. The diagram indicates a series of public open spaces along Eighth St. Each space will be designed to accommodate a variety of activities of a type and scale suitable to its particular surroundings.

Spaces between Main and Bannock streets will be oriented to the interests and activity of shoppers using Boise's downtown retail core. Programmed seasonal events may be expected to include carol singers and an illuminated tree at Christmas time, street vendors and strolling entertainers during the drier months. Merchants will be encouraged to extend their activities into Eighth St., adding to the vitality of this bustling area. In the warmer months, cafes and restaurants will spill out onto the street.

The major public open space will be a colonnaded circus at the intersection of the two auto-free zones: Eighth St. and Grove St. It will be largely surrounded by office buildings with some shops and restaurants at street level. To the southwest will be a major hotel and the conference center. This central open space will be large enough to accommodate the Idaho Shakespeare Festival theatre. At other times, it



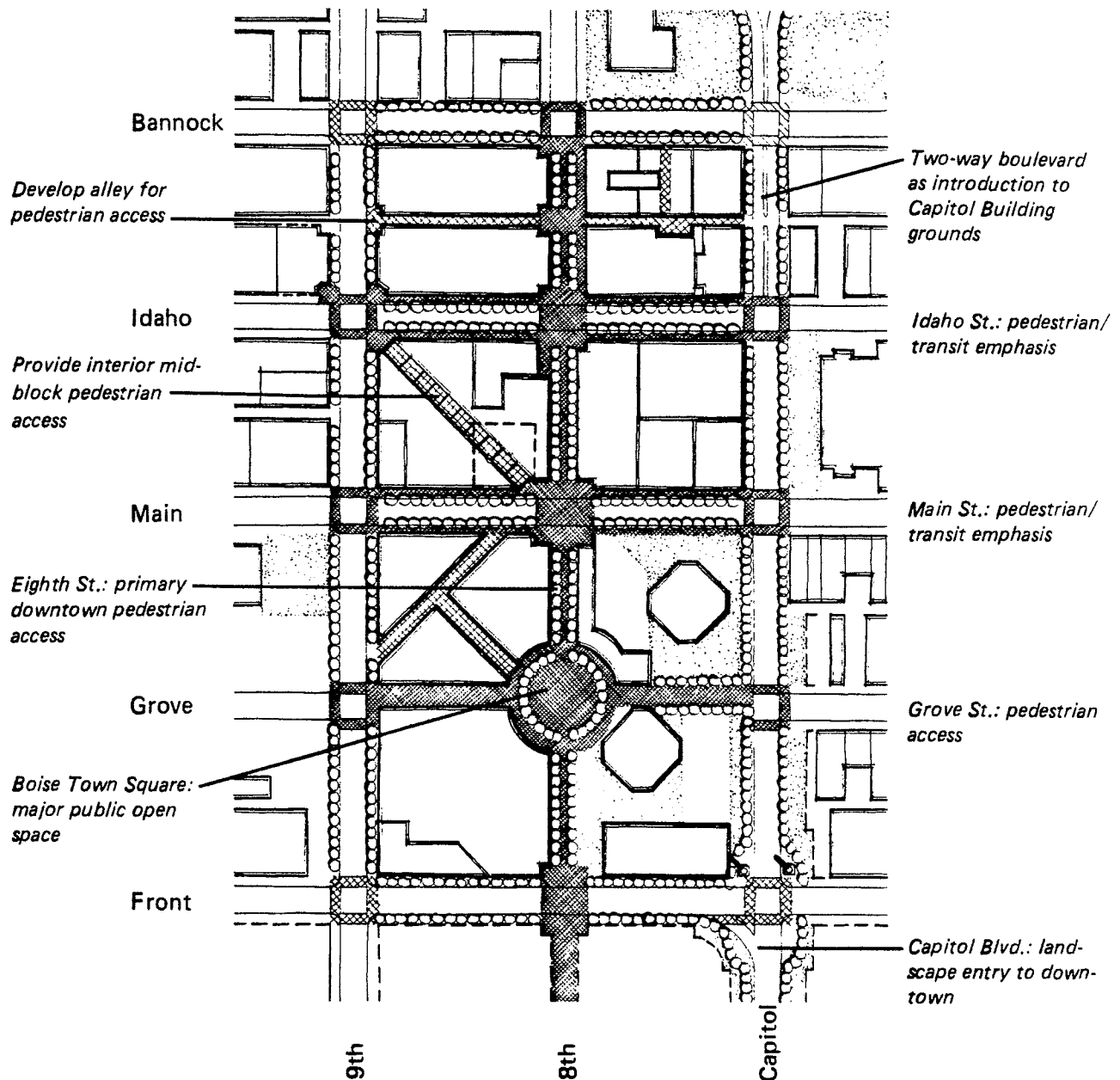
*Primary Pedestrian Circulation and Landscape Open Space*



*Secondary Pedestrian Circulation*



*Secondary Landscape Open Space*



will provide for lunch-time concerts, open air dance productions, and a variety of programmed and impromptu events.

During the winter, much of the space could be devoted to an ice rink. Around the year, it will be used as a place to meet people downtown; to eat a brown-bag lunch or to dally at one of the cafes and restaurants around its perimeter.

If the downtown is to function as an integrated whole, then safe and convenient pedestrian crossings over busy streets will be essential. As pedestrian activity is focused along the sidewalks throughout the downtown, streets must be crossed at grade. Subordinating pedestrian movement to vehicular flows through introduction of grade-separated crossings would be disastrous. It would have the effect of segmenting pedestrian activity in discrete sectors of the downtown, thereby denying the benefits of a downtown location for most uses. Consequently, the diagram emphasizes the importance of clear, convenient pedestrian crossings at every street intersection; with special emphasis on the intersection of Eighth and Front streets where serious dislocation of pedestrian movement currently occurs.

### **3.0 DESIGN GUIDELINES**

The purpose of design guidelines is to provide a common frame of reference for all construction and improvements in the study area. All elements of design which contribute to the appearance and successful functioning of the built environment are addressed. Adherence to these guidelines by the designers of buildings and open spaces in the study area will ensure the predictable evolution of a successful urban environment. An environment which is uniquely matched to the heritage and achievable ambitions of downtown Boise.

### 3.1 Public Open Spaces

#### Purposes

To provide a variety of public spaces which will be inviting, accessible, and specifically designed to serve those public activities which are to be encouraged in the downtown. These spaces should be located and oriented to be highly visible. They should provide an order for downtown redevelopment. Existing public spaces such as the Capitol Mall and the riverfront parks provide the foundation for this system. However, the streets themselves provide the most visible and populous elements in the open space system downtown. Considerable attention is therefore focused on street design in this section, and in sections 4.3 and 4.4.





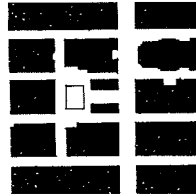
## Guidelines

### Places

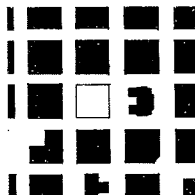
- o Design plazas to provide space, or a platform, for public activity on display. Plazas should be no larger than required by the activities they are projected to serve. One plaza may be designed as a focal point and principal downtown meeting place. Plazas should be linked via a network of sidewalks and other pedestrian areas.



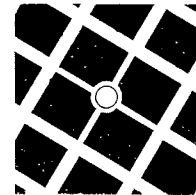
*Piazza San Marco*



*Rockefeller Center*

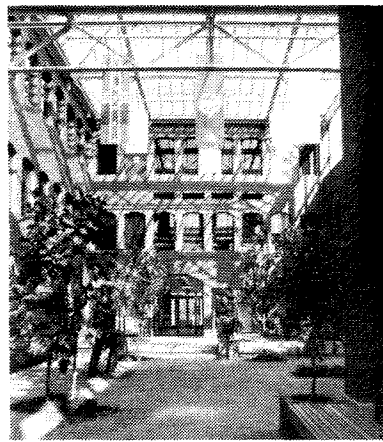
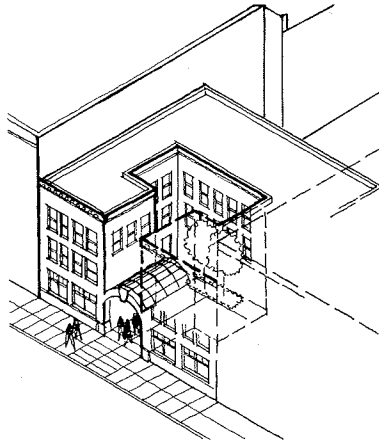


*Pioneer Sq. - Portland*



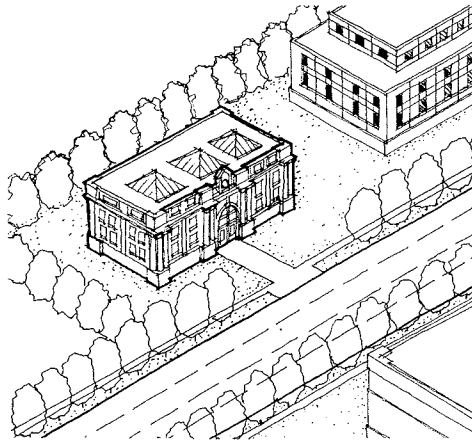
*Town Sq. - Boise*

- o Develop courtyards as open spaces within buildings to provide a public focus for building occupants.



*Open and Enclosed Courtyards*

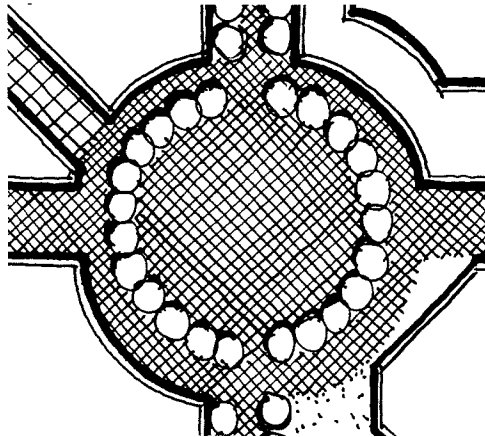
- o Encourage the development of introductory open spaces or "front yards" in the foreground of major institutional structures and at entries to downtown districts. Not all locations will be suitable for such spaces.



*Fronts Yards on Capitol Boulevard*

#### Scale

- o Develop public open spaces of a size and configuration appropriate to encourage the activities they are to accommodate. The nature of these activities will be related to size and uses of adjacent structures.
- o Develop a major public open space of approximately 30-40,000 square feet at Eighth and Grove streets to serve as a downtown focal point.



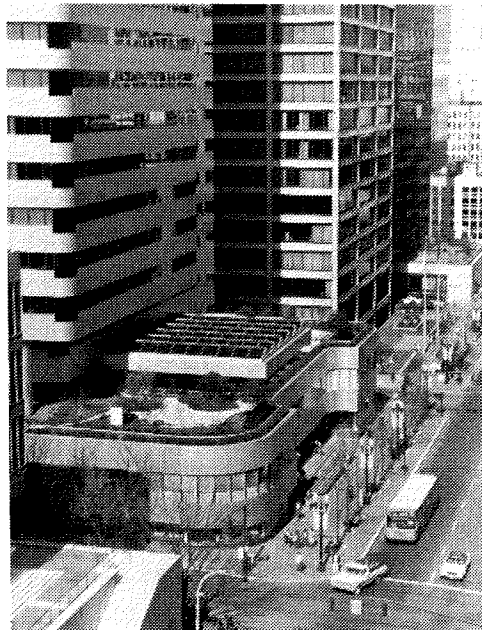
*Major Public Open Space*

- o Locate arcades as covered pedestrian streets to encourage consistent and intense pedestrian traffic regardless of weather. Discontinuous or improperly designed arcades can isolate ground-floor uses from the very pedestrian activity they are intended to serve.



*Interior Arcade*

- o Develop roof gardens as improved open space to be enjoyed by both building occupants and tenants of other buildings which overlook those gardens.



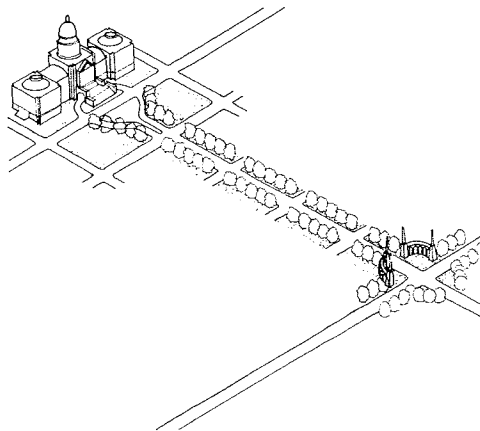
*Roof Garden*

- o Preserve parks as principal landscaped open spaces and natural refuges within the city.
- o Locate and interconnect parks to provide a regional system of landscaped open space.
- o Identify key streets to be established as visible channels of activity connecting adjacent districts and public open spaces.
- o Locate activities and access to them around intersections to reinforce the significance and presence of those intersections.



*Main and 10th Streets - Boise*

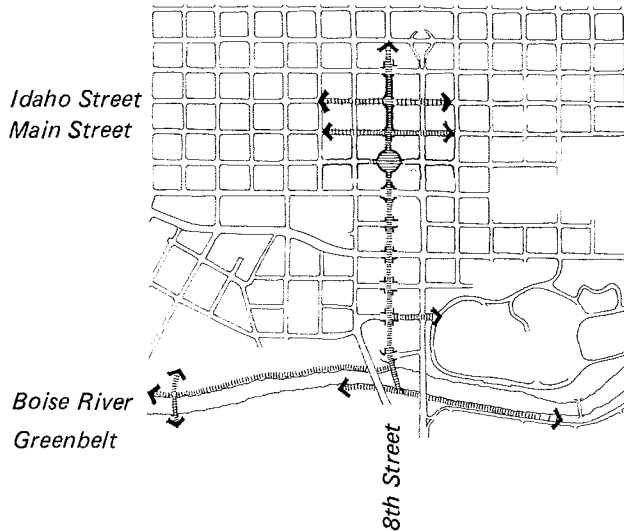
- o Establish gateways at important entries to downtown and downtown districts. Recognize and reinforce existing gateways.



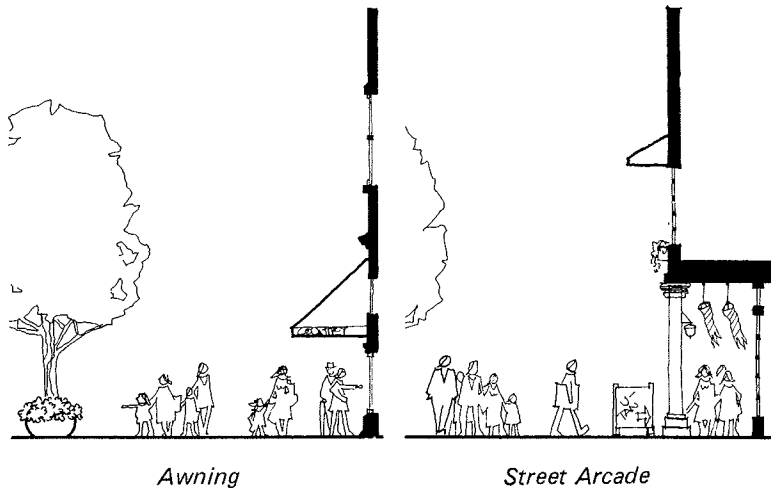
*Capitol Boulevard and Front Street - Boise*

### Pedestrian Links

- o Link the major public open space at Eighth and Grove streets to the primary downtown pedestrian system, the principal components of which are the Eighth Street auto-free zone, Main and Idaho streets.



- o Provide a minimum right-of-way of 40 feet between building fronts along the Eighth Street auto-free zone, with clear pathways of 10 feet adjacent to building walls or merchant zones which extend into the street.
- o Incorporate awnings, arcades and greenhouse extensions in the street wall of the Eighth Street auto-free zone.



- o Use trees and a freestanding colonnade to enclose and define the major public open space and Eighth Street auto-free zone south of Main Street in the early phases of development.
- o Incorporate lighting, signage and other pedestrian furnishings into the colonnade.



*Colonnade*

- o Provide safe, grade-level crossings for pedestrians using Eighth Street between Bannock and Myrtle streets. Extend the system of pedestrian paving and furnishings to encourage strong connection to areas south of Front and north of Bannock.

#### **Activity and Surrounding Uses**

- o Program, design and promote the major public open space to generate and accommodate active day, night and seasonal uses.



*Artquake - Portland*

*Neighborhood Fair*

- o Design spaces so that they can accommodate variations in intensity of activity and use. These will vary with the season, the time of day and week. Examples range from passive recreation like sunning, brown bag lunching and socializing to staged events like noon-time concerts and theater. Seasonal events like harvest festivals, Christmas programs and spring flower shows add to year-round vitality.
- o About the major public open space and Eight Street auto-free zone with pedestrian-oriented street-level uses that extend into the open spaces [sidewalk cafes, displays, etc.]. Provide visual access by use of clear glass windows at street level in surrounding buildings.
- o Encourage freestanding retail and food outlets near the confluence of major pedestrian flows. These will tend to enhance the vitality of nearby public spaces.



*Street Vendor*

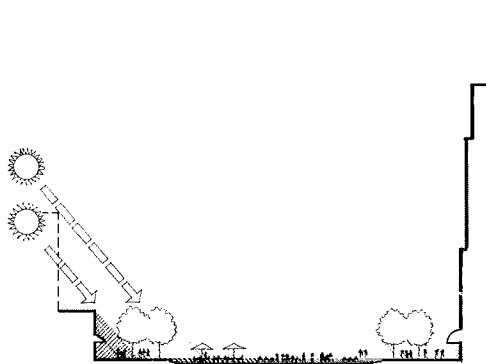
*Outdoor Cafe*

- o Integrate the Boise Visual and Performing Arts into the programming of public spaces. Consider their special needs in designing such spaces.

#### **Environmental Exposure**

- o Organize buildings and the spaces between them to provide the appropriate solar exposure during periods of peak pedestrian use.

- o Articulate the location and massing of structures adjacent to the major public open space to ensure that at least half of it is exposed to direct sunlight at noon on June 21. Trees, awnings and parasols can be used to provide shady spots in the summer.



*Solar Access and Solar Control*

- o Consider the impacts of building heights, configurations and juxtaposition on wind at ground level.

#### **Landscaping**

- o Use plant materials to define space, provide seasonal greenery, and a change of color and texture in public spaces.
- o Use deciduous trees to allow winter sun penetration and visibility of storefronts.
- o Plant trees on-grade in protective grates.
- o Select street tree species which reinforce the desired character of the streets they occupy.



*Harrison Boulevard - Boise*



- o Protect lawns and ground covers with curbs or seating walls.
- o Install and maintain all landscaping in a top quality condition.

### **Continuity**

- o Establish continuity of furnishings such as lights, paving, trees and signage with the overall downtown pedestrian and open space system.

### **Pedestrian Furnishings**

- o Enhance pedestrian emphasis streets and the major public open space by provision of elements for pedestrian comfort such as seating, drinking fountains, pedestrian lighting, signage and kiosks. Provide a flexible system of furnishings to extend continuity throughout the downtown.



*Movable Chairs*

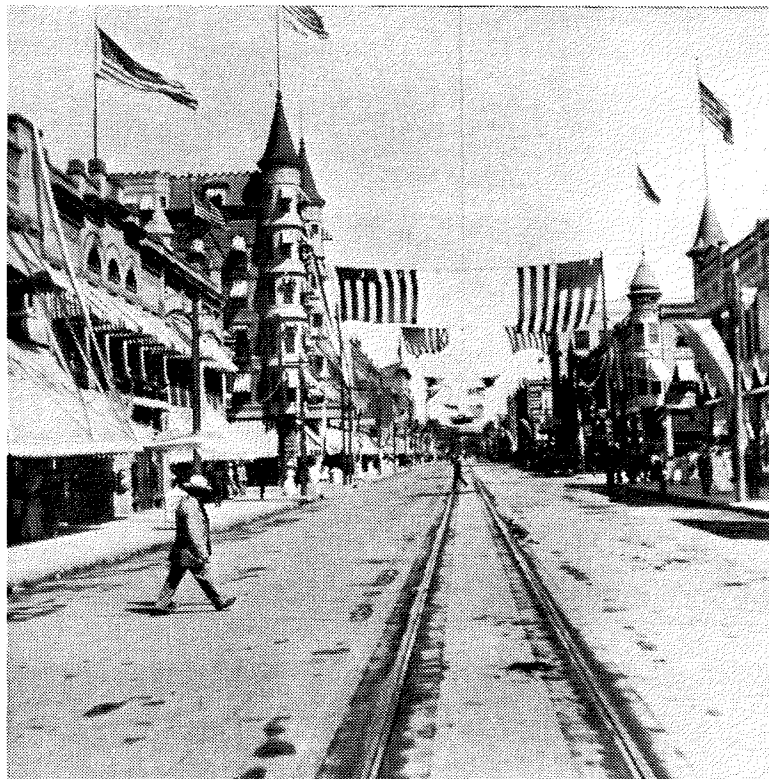
*Fixed Benches*

- o Make generous seating provisions in a variety of forms: benches and movable chairs; walls, steps and planter ledges.
- o Use paving materials to define activity areas and give visual continuity.
- o Provide "barrier-free" design throughout public spaces.

## 3.2 Streets

### Purpose

Streets determine the scale and organization of activity in a city. Guidelines for their development and maintenance should clarify how they accommodate a variety of transportation modes, how they look and how they feel. Streetscape guidelines should define how streets are enclosed by abutting structures. Guidelines should specify the functional requirements of appropriate street-level uses, street furniture and landscape elements, street uses, storefront development and weather protection.



## **Guidelines**

### **Street Classifications and Functions**

- o Provide for the redevelopment of all downtown streets to serve more effectively the activities for which they are designated.
- o Consider the moving, standing and access requirements of the five basic circulation modes accommodated: private, transit, and service vehicles, bicycles and pedestrians.
- o Preserve street rights-of-way to maintain the grid structure of the city.

### **Transit Streets**

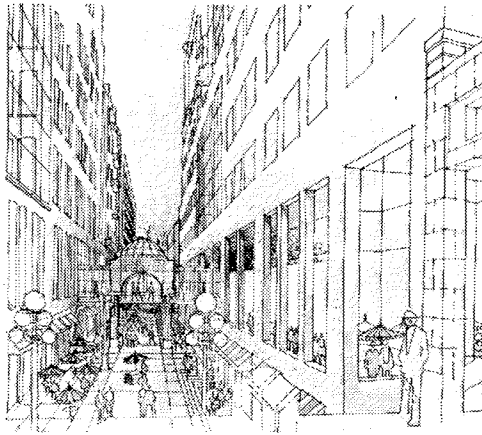
- o Establish operating and design standards for the following transit streets:
  - mixed traffic with or without exclusive transit lanes
  - transit malls; two-way streets and couplets
- o Establish design standards for transit stops and their immediate environs.



*Transit Mall*

### Alleys

- o Encourage the redevelopment and preservation of mid-block alleys. Use alleys to organize and promote full-block development by providing total service access and/or ancillary pedestrian spaces.



*Post Alley - Seattle*



*Alley - Boise*

### Service Access

- o Identify adequate truck drop-off and pickup areas near the entries of major buildings. (These may be distinct from required loading bays.)
- o Locate curb cuts for loading and parking so that they disrupt neither arterial traffic nor pedestrian circulation.
- o Design exclusive pedestrian streets so that limited service and emergency access can be accommodated.



*Truck Loading*

### Signage and Signalization

- o Develop coordinated standards for downtown signage and signalization.
- o Remove overhead highway signs from downtown streets.
- o Provide a comprehensive information system for short-term parking.



### Pedestrian Streets

- o Provide sufficient width for pedestrian walkways so that anticipated through-traffic volumes, and local pedestrian activity can be served.
- o Establish activity zones within each pedestrian street for through-traffic, window shopping, entry, vending, sitting, standing, landscaping, and street furniture.



*Sidewalk Use Zones*

- o Provide weather protection along key-pedestrian corridors.



*Awnings*

- o Bias the location of peak-pedestrian activity to capitalize on appropriate seasonal solar exposure.
- o Develop a land use pattern which encourages pedestrian trips along the pedestrian streets.
- o Provide a range of engineering standards for surface improvements (including drainage) which minimizes the scope of necessary reconstruction.



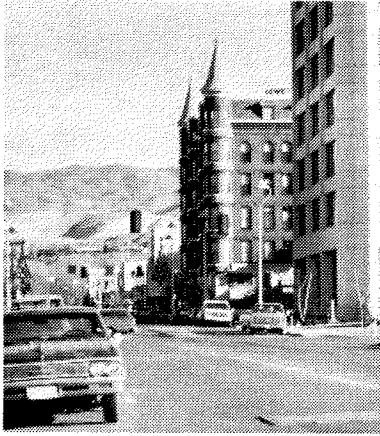
*Valley Gutter*

#### **Bicycle Routes**

- o Provide continuity between established bicycle routes.
- o Indicate by signage those pedestrian streets and spaces which are not suitable for shared use by cyclists.

### Views

- o Preserve key views along north/south street corridors by discouraging skybridges, overhead signage and other visual obstructions.
- o Reinforce views by establishing appropriate building setbacks which focus or expand important sightlines. These may be upper-story setbacks in some instances.



*Mountain Views*



*Capitol Boulevard*

### 3.3 Historic Buildings and Related Infill Developments

#### Purpose

To redevelop historic structures and districts in a manner which both preserves a heritage and stimulates downtown development. In a reluctant economy, the renovation of small-scale structures can provide continuity and intensification of downtown activity.





## Guidelines

### Renovation

- o Encourage renovation projects which improve the entire building for full occupancy.
- o Encourage building uses which capitalize on the character and configuration of the existing building, thereby minimizing potential conflicts with its architecture.
- o Identify and respect the distinguishing qualities of each historic building and its site.
- o Avoid "historicist" alterations which are alien to the original architecture of the building.
- o Disallow contemporary alterations and additions which destroy significant historical, architectural or cultural qualities of the original building. Ensure that modifications are compatible with the size, scale, proportion and character of the property and with the adjacent environment.



*Yamhill Market - Portland*

### Infill

- o Develop infill structures to be complementary to and compatible with adjacent buildings.
- o Consider elements of scale, proportion, materials, and relationship to neighboring structures and open spaces. The scale and rhythm of fenestration is particularly important, as is the continuity of cornices and belt courses.
- o Provide side-yard setbacks from existing historic structures to preserve adequate access to light and air.

### 3.4 New Building Development

#### Purpose

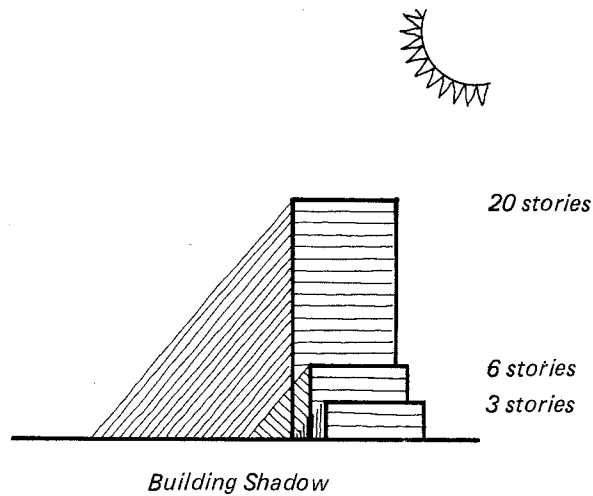
New buildings can have a profound influence on the character of downtown Boise. Guidelines should promote compatibility with valued historic buildings. New buildings have particular responsibilities in the ways in which they can help to define and animate streets. The guidelines specify a number of key elements in new buildings by which these responsibilities can be met.



## Guidelines

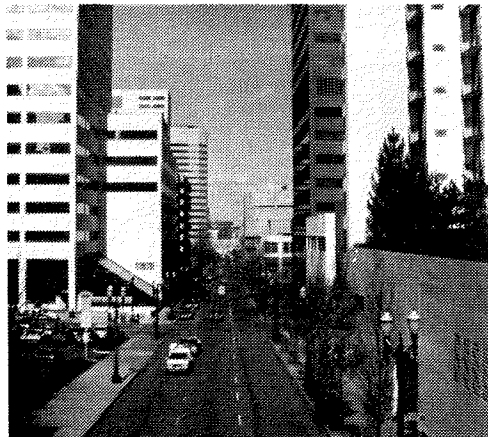
### Building Height and Configuration

- o Establish and adhere to a policy on building height and configuration based on the scale and orientation of the existing urban fabric and on a desired image of the downtown as an integrated whole.
- o Consider the impact of building height and configuration on the solar access of adjacent streets and public open spaces.



### Setbacks

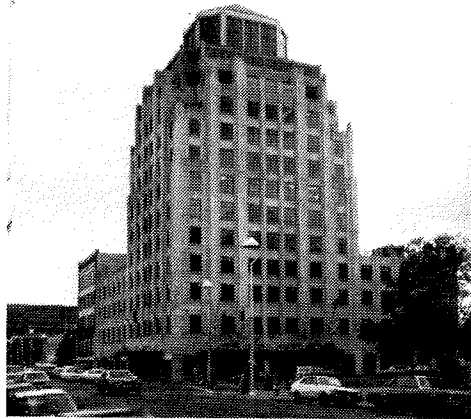
- o Maintain a recognizable enclosure of space along streets and around public open spaces.
- o Consider upper-level setbacks in tall buildings to preserve valued public views.



*Street Enclosure*

### Building Walls

- o Vary the character of the walls of multistory buildings. Differentiate between lower floors or base which relate to street-level pedestrian activity, the shaft or mid-level occupancies, and the rooftop which may become a prominent feature of the Boise skyline.



*IB&T Center - Boise*

- o Control building shapes and materials to minimize reflection of the sun into adjacent structures and public open spaces.



*Building Glare*

### Ground Floor Uses

- o Encourage ground-floor uses which tend to support an intensification of pedestrian activity, particularly along Eighth, Main and Idaho streets.
- o Develop the ground level with public spaces which encourage frequent communication between pedestrian activity within and outside the building.



*Fulton Market - N.Y.C.*

- o Encourage the design of flexible ground-level space which can readily accommodate a variety of uses in the life of the building.

### Building Entries

- o Locate major building entries for office and residential uses away from building corners to preserve their potential for retail development.



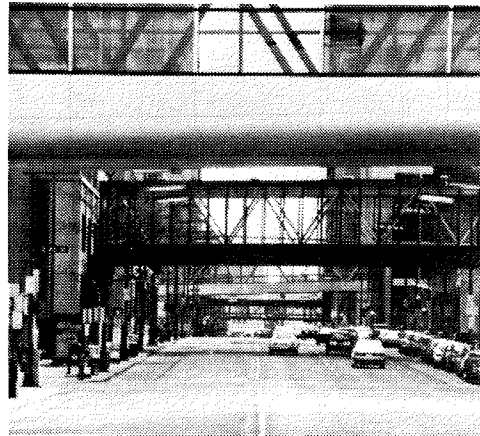
*Mid-block Office Entry*

### **Service, Loading, Drop-off and Pickup Areas**

- o Locate service, loading, drop-off and pickup areas to serve building functions efficiently so that they minimize disruption to major vehicular and pedestrian traffic patterns.

### **Skybridges**

- o Consider the potential of skybridges to diminish pedestrian activity at street level.
- o Recognize that skybridges may block valued views and disrupt the sense of continuity in a street.
- o Compensate for the lack of light and air beneath skybridges.



*2nd Avenue - Minneapolis*

### **Construction Impacts**

- o Schedule major construction to minimize its impact on existing downtown business activity.
- o Produce interim public "spaces" and events to celebrate and compensate for the disruption caused by new construction. Maintain and promote the vitality of downtown at all times.

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BOISE REDEVELOPMENT AGENCY

The logo consists of a stylized graphic on the left and text on the right. The graphic is a square divided into four quadrants by a thick white cross. The top-left quadrant is solid black. The top-right quadrant is black with a white horizontal bar near the top. The bottom-left quadrant is black with a white diagonal line from the top-left to the bottom-right. The bottom-right quadrant is black with a white circle in the center, surrounded by a dotted line. To the right of the graphic, the word "BOISE" is written in a large, bold, serif font. Below it, the words "DOWNTOWN", "URBAN DESIGN", and "PLAN" are stacked vertically in a smaller, bold, sans-serif font.

# BOISE

## DOWNTOWN URBAN DESIGN PLAN

### VOLUME 2

### Public Capital Improvement Projects

ZIMMER·GUNSUL·FRASCA PARTNERSHIP  
DON MILES ASSOCIATES · PROJECT FOR PUBLIC SPACES, INC.

2007 AMENDED  
CENTRAL DISTRICT PLAN

ATTACHMENT NO. 3B: PUBLIC CAPITAL  
IMPROVEMENT PROJECTS (4/1/1986)





BOISE DOWNTOWN URBAN DESIGN PLAN

Prepared for

BOISE REDEVELOPMENT AGENCY

March 1986

*Volume 2*

*Public Capital Improvement Projects  
Accepted by the Boise Redevelopment Agency  
April 1, 1986*

Zimmer Gunsul Frasca Partnership  
Don Miles Associates/Project for Public Spaces  
Barton-Aschman Associates, Inc.  
Kirchner Moore & Company

## **Preface to Volume 2**

Unlike the contents of Volume 1, the contents of this volume must be expected to change as development programs become more finite. In particular, construction budgets, based here on broad assumptions in lieu of detailed designs and surveys, will change quite markedly in some instances. For this reason, it has been decided to separate this segment of the consultants' findings as a separate volume: one which may be accepted but not formally adopted by the BRA.

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### VOLUME 2

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 Progress Report No. 1 — November  
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 BRA Critical Path Analysis

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Draft Design Guidelines — December 2, 1985  
 Major Public Open Spaces — December 11, 1985  
 Urban Design Analysis — Draft — January 7, 1986  
 Urban Design Master Plan — Draft January 7, 1986  
 Application of Goals and  
     Guidelines — January 17, 1986  
 Note of Meeting — January 20, 1986  
 Suggested Strategy/PCIP's — January 31, 1986  
 Outline of 14 PCIP's — January 27, 1986  
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#### **APPENDIX 3 — BARTON-ASCHMAN ASSOCIATES**

Parking Analysis from Downtown Boise  
 Redevelopment Project — December 12, 1985  
 Final Report by Barton-Aschman  
     Associates — April 1986

#### **4.0 PUBLIC CAPITAL IMPROVEMENT PROJECTS**

Twelve public capital improvement projects have been identified in the area bounded by Capitol Blvd., Bannock, Ninth and Front streets. Ten of these projects involve surface improvements and street furnishings, two involve provision of short-term parking.

Specific and detailed designs for the 12 public capital improvement projects have not been developed at this stage. However, typical design elements for streets and other public open spaces have been developed. These are based on the design guidelines given in Section 3.0 and illustrated in Section 4.3. Prototypical street sections have also been developed, to show how these elements might be used together in a manner which reflects the intent of the design guidelines. The prototypical street sections are collected in Section 4.4.

Sustained and effective operation and maintenance of public open spaces is essential to the success of the area as Boise's vital downtown core. Section 4.5 provides a model for a local district management program to achieve this.

#### **4.1 Project Descriptions**

A description of each project follows. A construction budget for each is based on assumptions concerning the quality and quantity of materials needed. These assumptions are explained in some detail in Section 4.2.

##### **Capitol Boulevard:**

Improvements in this project include sidewalks on four blocks along the west side of Capitol Blvd. between Front and Bannock streets and five intersections linking the study area to Old Boise. Improvements will include unit pavers on sidewalks and pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location.

The design of these improvements should be coordinated with plans to enhance the entire length of Capitol Blvd. Those plans may affect the species and location of street trees, placement of direction signs and traffic signals.

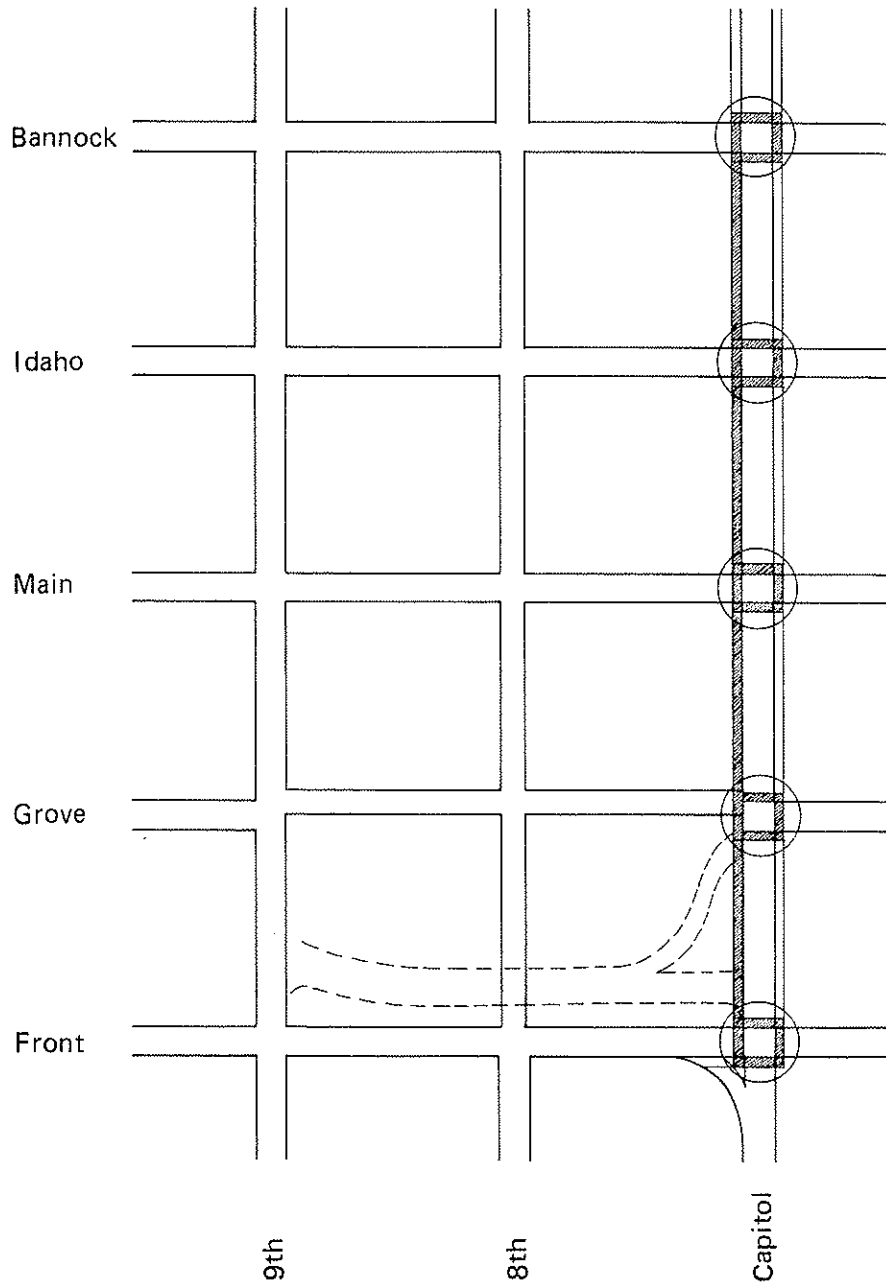
Excluded from construction budgets for this project are traffic signals, utilities, removal of the freeway-style direction signs which currently span the street, and roadway improvements other than surface improvements at intersections.

##### **Phasing:**

Ideally, all the project improvements described above should be implemented concurrently with improvements to the east side of the street. At a minimum, sidewalk improvements to one entire block frontage together with intersection improvements at both ends could be undertaken as a single phase. However, this should only be considered in conjunction with improvements to an adjoining east/west street.

##### **Budget:**

The construction budget for this project inclusive of all five intersections is \$738,000. Construction estimates are discussed in Section 4.2.



#### **Ninth Street:**

Project improvements include sidewalks on four blocks along the east side of Ninth St. between Front and Bannock streets, and the five intersections which link the study area to the west. Improvements will include unit pavers on sidewalks and pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location. Excluded from the project budget are traffic signals, utilities, and roadway improvements outside the identified intersections.

#### **Phasing:**

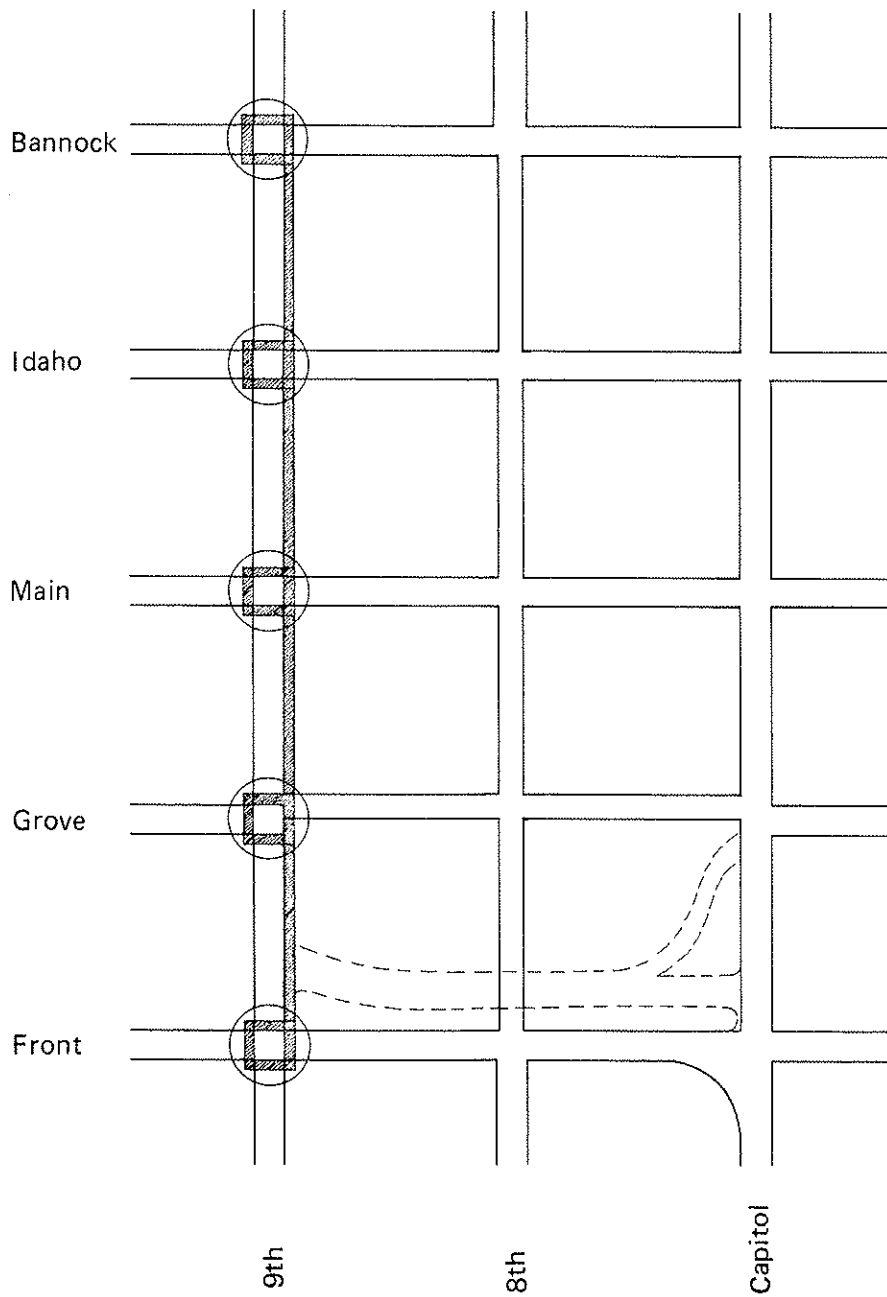
Improvements north of Main St. should occur as new frontaging developments or rehabilitation projects approach completion. Similar improvements to the west side of Ninth St. should be considered concurrently; especially if a strong relationship is anticipated between retail and parking facilities on both sides of the street.

South of Main St., improvements should be implemented as each block is developed. Implementation would therefore be simultaneous with improvement of adjacent east/west streets.

#### **Budget:**

The construction budget for this project inclusive of all five intersections is \$738,000. Construction estimates are discussed in Section 4.2.





**Bannock Street:**

Project improvements include sidewalks on two blocks along the south side of Bannock St. between Capital Blvd. and Ninth St. Also included are improvements to the three contiguous intersections which link the study area to the north. Improvements will include unit pavers on sidewalks and pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location. Excluded from the project budget are traffic signals, utilities and roadway improvements outside the identified intersections.

**Phasing:**

Improvement of either block and its contiguous intersections would be triggered by major redevelopment of frontaging property. If possible, construction should be concurrent with improvement of adjoining north/south streets.

**Budget:**

The construction budget for this project inclusive of all three intersections is \$432,000. Construction estimates are discussed in Section 4.2.



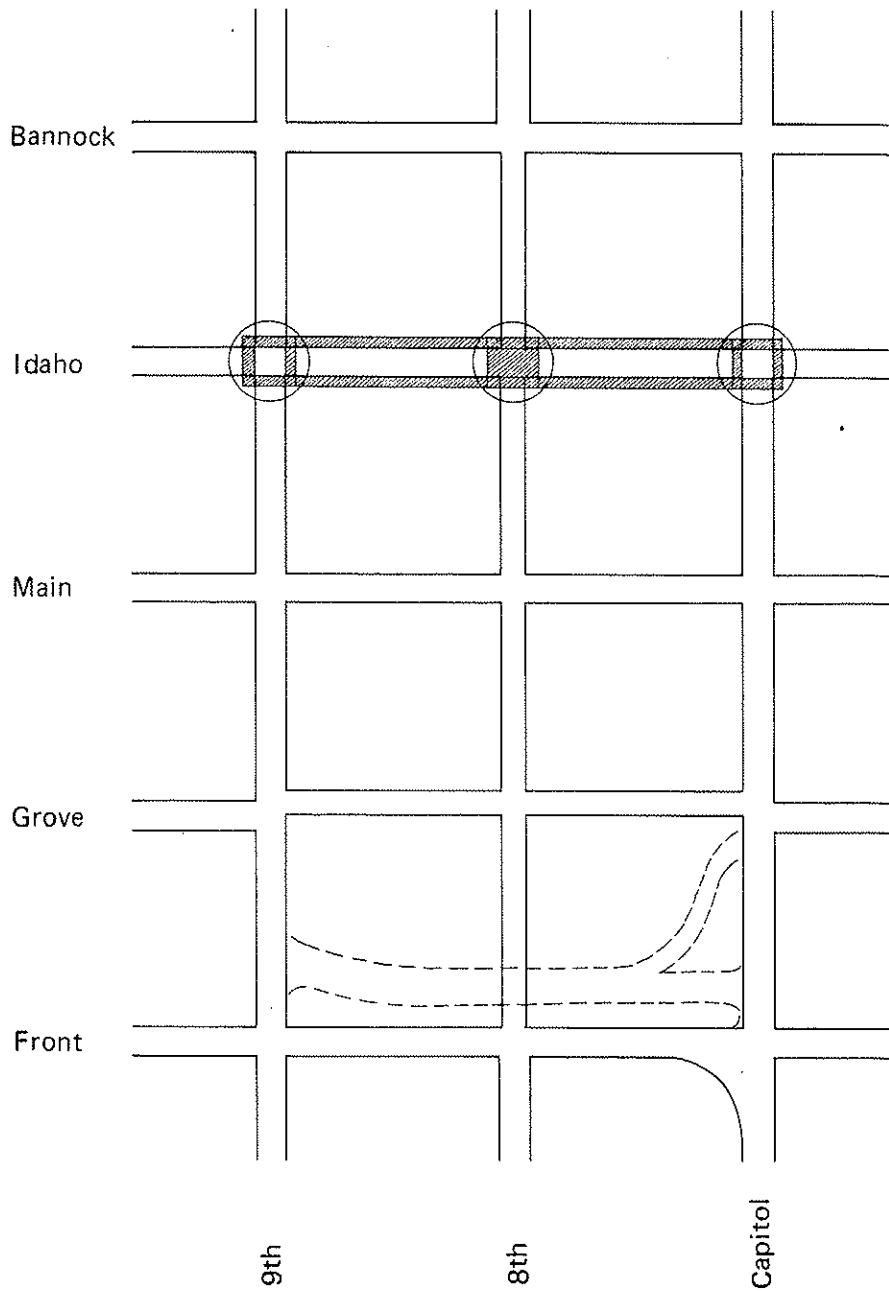
**Idaho Street:**

Project improvements include sidewalk improvements and roadway reconstruction between Capitol Blvd. and Ninth St., and intersection improvements at Capitol Blvd., Eighth and Ninth streets. Improvements will include unit pavers on sidewalks and pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location. Excluded from the project budget are traffic signals and utilities.

Idaho St. has the potential to become a transit mall. If it does, then bus shelters, other passenger facilities, and perhaps bus pull-outs will be required. These may substantially increase construction costs, and have been excluded from construction estimates for this project. It should be noted, however, that substantial savings could be made if a decision to develop this street as a transit mall were reached before any improvements are implemented.

**Budget:**

The construction budget for this project inclusive of all three intersections is \$965,000. Construction estimates are discussed in Section 4.2.



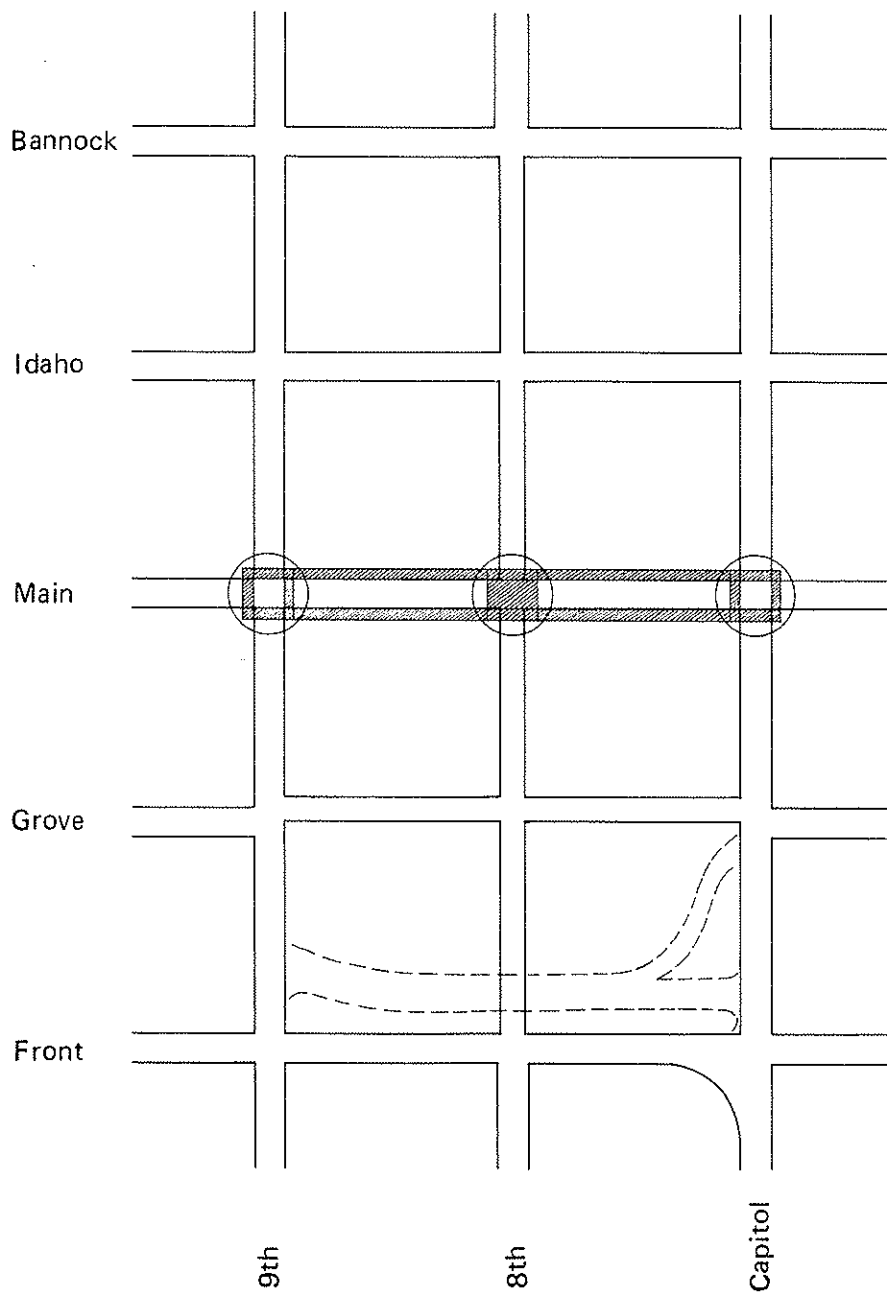
**Main Street:**

Project improvements include sidewalk improvements and roadway reconstruction between Capitol Blvd. and Ninth St., and intersection improvements at Capitol Blvd., Eighth and Ninth streets. Improvements will include unit pavers on sidewalks and pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location. Excluded from the project budget are traffic signals and utilities.

Main St. has the potential to become a transit mall. If it does, then bus shelters, other passenger facilities, and perhaps bus pull-outs will be required. These may substantially increase construction costs, and have been excluded from construction estimates for this project. It should be noted, however, that substantial savings could be made if a decision to develop this street as a transit mall were reached before any improvements are implemented.

**Budget:**

The construction budget for this project inclusive of all three intersections is \$965,000. The construction estimates are discussed in Section 4.2.



**Grove Street Auto-Free Zone:**

Restoration of Boise's original street grid along Grove St. between Capitol Blvd. and Ninth St. is the subject of this project. The right-of-way would be restored for pedestrian use only as an auto-free zone. It would give access to the major public open space from east and west. The project includes surface improvements at the intersections of the restored right-of-way with Capitol Blvd. and Ninth St.

Improvements will include unit pavers throughout the auto-free right-of-way and at pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location. Excluded from the project budget are traffic signals, utilities and roadway improvements outside the identified intersections.

**Phasing:**

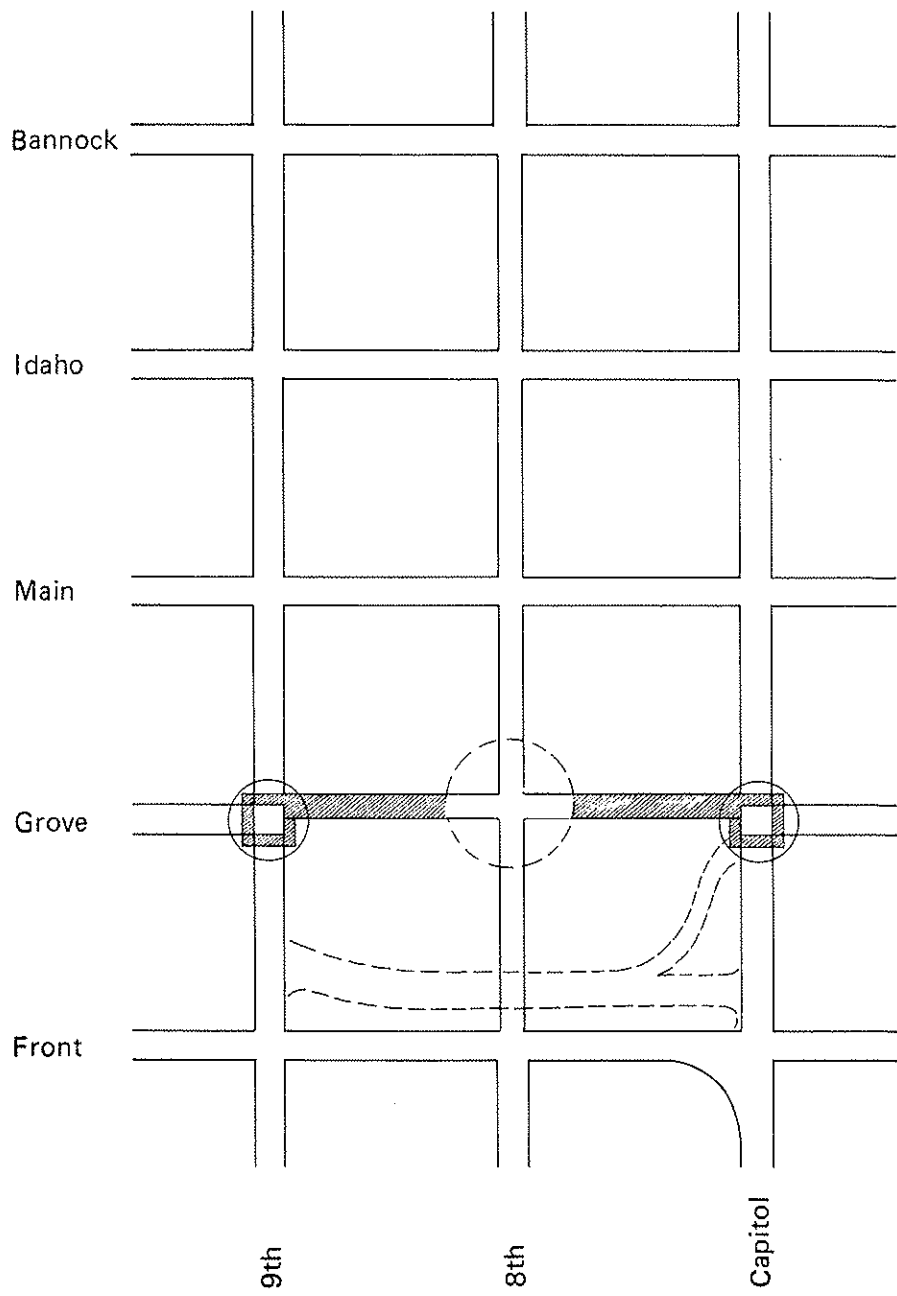
The project excludes that part of the restored right-of-way which crosses the major public open space. If implementation of this project precedes construction of the open plaza, then a temporary surface link may be necessary.

The project falls into two separate parts: east of Eighth St. and west of Eighth St. Each of these should be constructed with frontaging development together with improvements on Capitol Blvd. or Ninth St.

**Budget:**

The construction budget for this project is \$647,000 inclusive of intersections with Capitol Blvd. and Ninth St., but exclusive of any work within the major public open space. Construction estimates are discussed in Section 4.2.





**Front Street:**

Project improvements include sidewalks on two blocks along the north side of Front St. between Capitol Blvd. and Ninth St. Also included are surface improvements to the three contiguous intersections which link the study area to the south. Improvements will include unit pavers on sidewalks and pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location. Excluded from the project budget are traffic signals, utilities and roadway improvements outside the identified intersections.

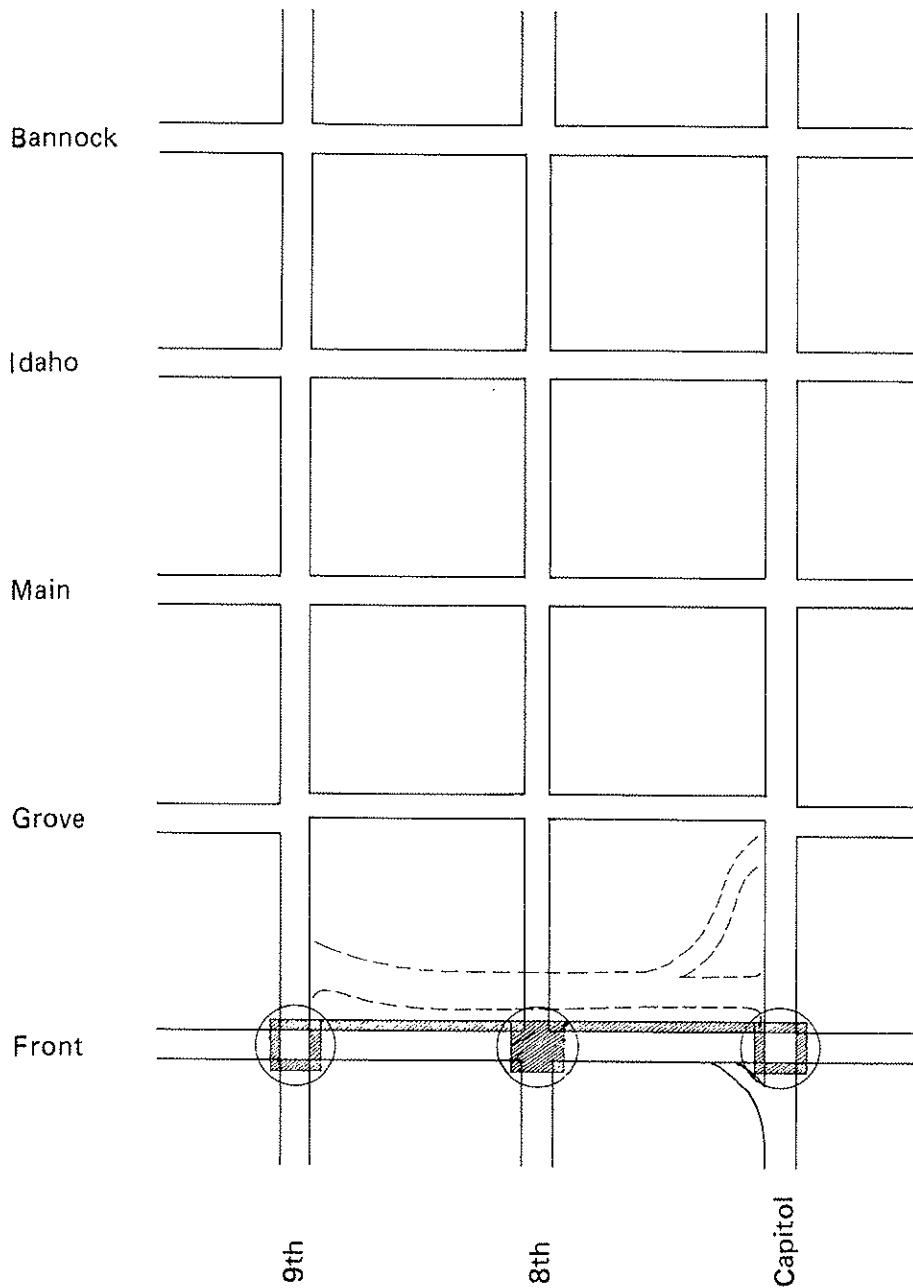
**Phasing:**

Improvements to Front St. will occur with redevelopment of the two blocks to the north. That cannot occur until the through-traffic couplet of Myrtle St. and Front St. are in operation, and the serpentine section of Grove St. between Capitol Blvd. and Ninth St. has been removed.

A minimum first phase of construction would include both sidewalks and the intersection with Eighth St.: an extremely important pedestrian crossing place. Unless adjacent sidewalk and intersection improvements on Capitol Blvd. and Ninth St. have already been implemented, these too would be triggered by development of the blocks concurrently crossed by Grove St.

**Budget:**

The construction budget for this project is \$432,000 inclusive of all three intersections. Construction estimates are discussed in Section 4.2.



### **Eighth Street:**

This is the most substantial public capital improvement project proposed for the area. The whole of Eighth St. between Front St. and Bannock St. would become an auto-free zone. The entire street would be paved and furnished as a pedestrian domain, although limited access by wheeled vehicles would be permitted to parts of it as described in Sections 2.2 and 2.3.

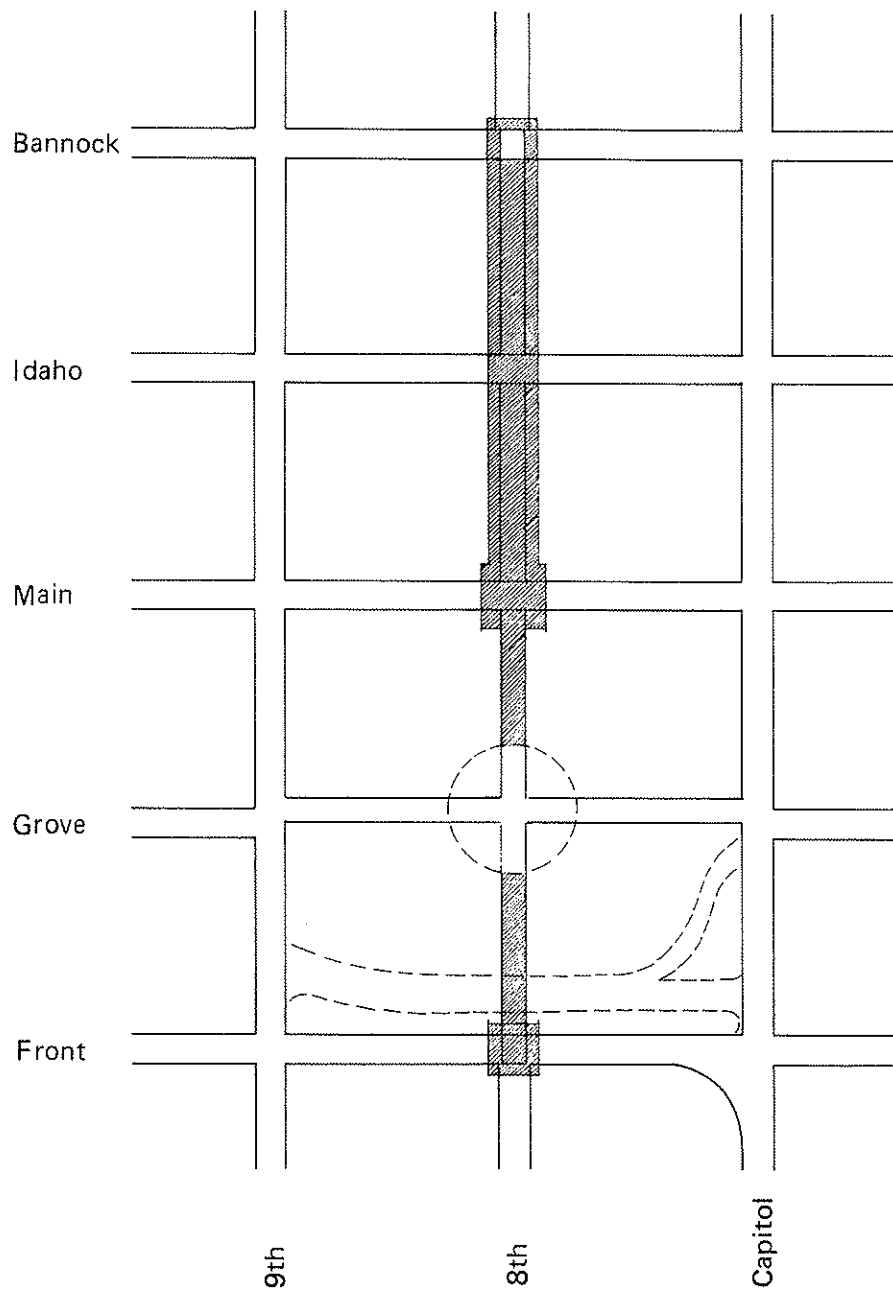
Improvements will include unit pavers throughout the auto-free right-of-way and at pedestrian crossings, provision of street trees, iron tree grates, light standards and street furniture appropriate to each specific location. Excluded from the project budget are traffic signals, utilities and roadway improvements outside the identified intersections.

Eighth St. will have a distinctly different character north and south of Main St. To the north, the existing 80' right-of-way will be retained, although merchants will be permitted to extend merchandising activities and structures into the street (see Sections 3.2, 4.3 and 4.4). Paving and street furnishings will be provided for the full width of the street. The special significance of pedestrian crossings at Main and Idaho streets will be signified by extending unit paving across the roadways for the full width of the Eighth St. right-of-way.

South of Main St. the right-of-way will be reduced to 40'. Initially it will be defined only by street trees, light standards, and a colonnade of obelisks or columns. These will continue around the major public open space, which is described as a separate public capital improvement project. South of that colonnaded open space, the Eighth St. auto-free zone will continue as a 40'-wide pedestrian street, terminating at Front St. at a wide, paved surface crossing for pedestrians and a small shuttle bus.

### **Phasing:**

Improvements on Eighth St. north of Main St. should be constructed in a single phase, timed for completion with the first major developments fronting onto it. The segment between Main St. and the Grove St. auto-free zone should be completed with the first phase of adjacent development. The southernmost sector of Eighth St., between the major public open space and front St. (including the pedestrian crossing) should be constructed as soon as Grove St. has been removed.



**Budget:**

The construction budget for the segment of Eighth St. north of Main St., inclusive of surface improvements to intersections at Bannock, Idaho and Main [part] streets is \$1,300,000. The segment south of Main St. including surface improvements to the intersection with Front and Main [part] streets, but excluding the major public open space is \$845,000. The total budget sum is \$2,145,000. These construction estimates are discussed in Section 4.2.

**Grove Street Removal:**

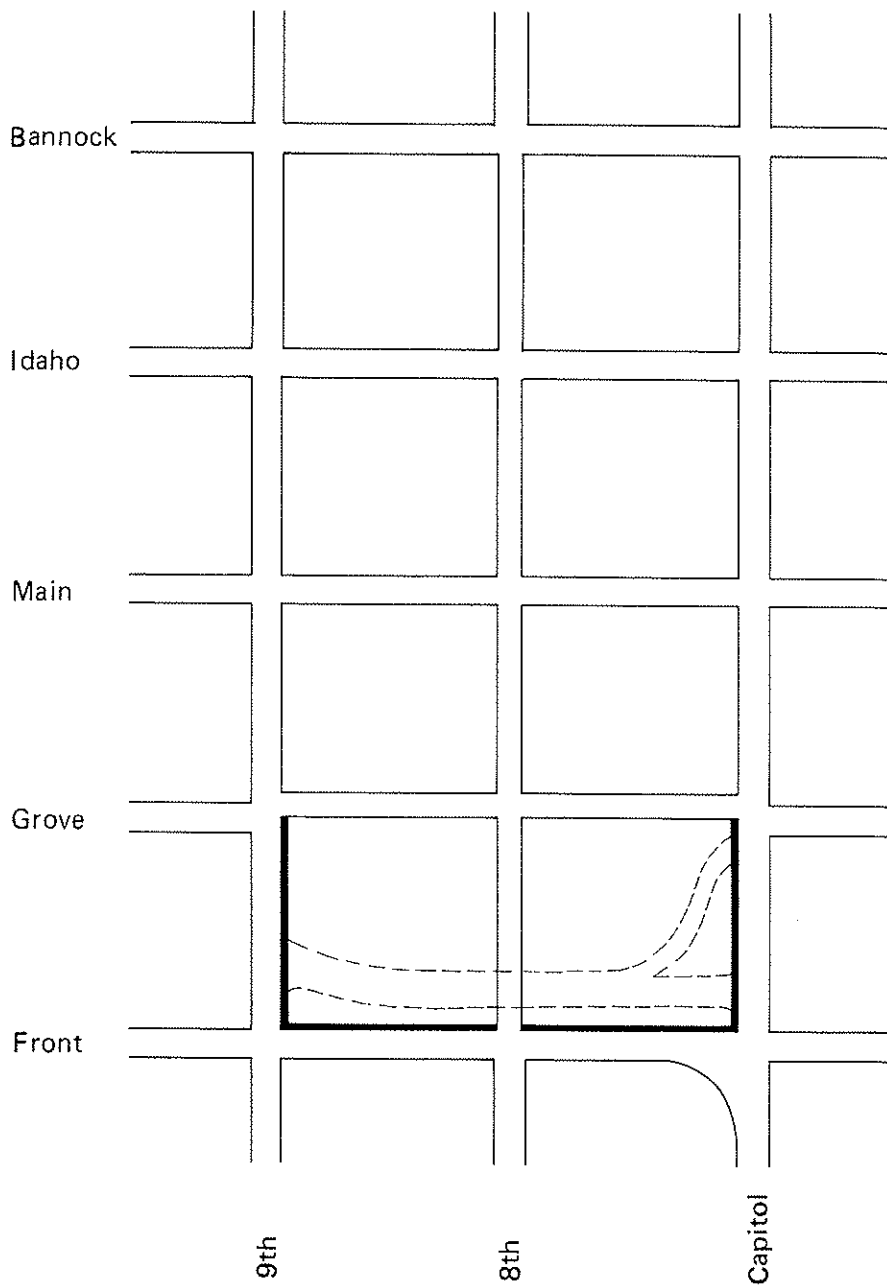
The serpentine segment of Grove St. between Capitol Blvd. and Ninth St. will become obsolete when the Myrtle/Front St. couplet comes into operation. Removal of the redundant roadway will create an opportunity for substantial new development between the Grove St. auto-free zone (the historic alignment of Grove St.) and Front St. The Eighth St. auto-free zone will then be extended south to Front St., where a safe and convenient pedestrian crossing will provide access to the Eighth Street Market and other destinations including the riverfront.

The project includes breaking up and removal of the redundant roadway and regrading of the site. Relocation of utilities is a cost attributable to site preparation for development, and is therefore excluded from this project.

**Phasing:**

The benefits of this project cannot be enjoyed until the segment of Eighth St. between the major open space and Front St. is ready for construction. That in turn is dependent on development of one or other of the adjacent blocks. Implementation of this project should therefore be timed to proceed with site preparation for development on the site of the existing roadway.

**Budget:** \$200,000.



### **Major Public Open Space Between Main and Front Streets:**

This multipurpose, 200-foot diameter open space will be defined at first by a ring of columns and street trees, and later by buildings. Like the other public capital improvement projects, it has not been designed in any detail, although design elements are reviewed in the following sections, and design guidelines were given in Section 3.1. For the purposes of construction budget estimating, it has been assumed that the entire circus would be paved with unit pavers, and that street trees, light standards and other street furniture would be provided.

### **Phasing:**

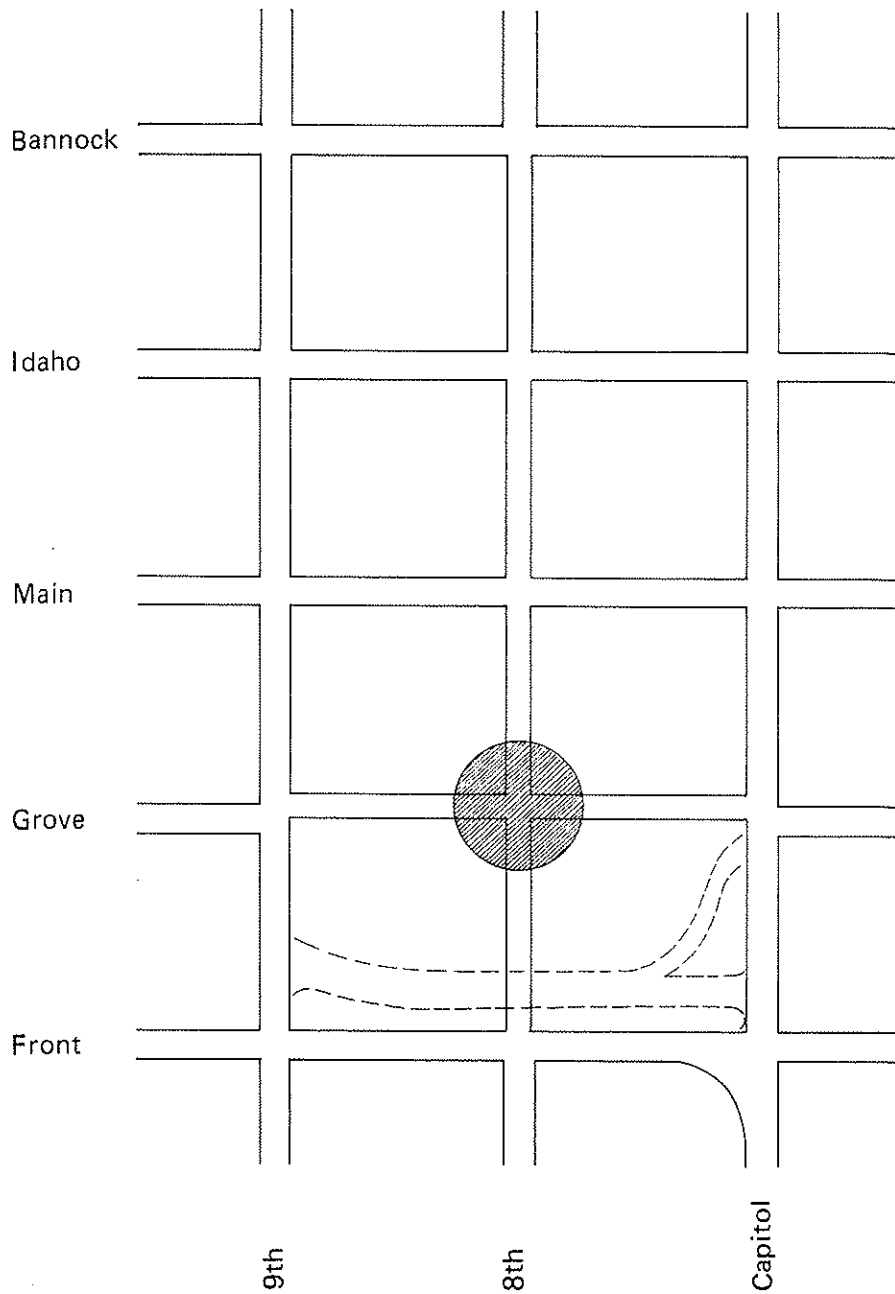
As an initial phase, triggered by the first phase of construction on the block to the northwest, the circus and its approaches along the restored Grove St. right-of-way, and along Eighth St. from Main St. would be lined with street trees. The circus itself might be cleared and seeded with grass at this stage, or might receive some other temporary surface treatment.

The framework master plan strongly encourages development of buildings along both sides of Eighth St. between Main and Front streets, to strengthen the urban character of this space, which is to be identified with the very heart of the city. When such enclosing development occurs, full improvement of Eighth St. can be completed between Main St. and the public open space, then all the way to Front St. Completion of the major open space should be concurrent with completion of the segment of Eighth St. linking it to Main St.

### **Budget:**

The construction budget for the major open space, excluding interim surface treatments is \$880,000. Construction estimates are discussed in Section 4.2





### **Public Parking North of Main:**

Short-term parking is essential to support the downtown retail core in Boise today. Projected parking needs are detailed in Table 4.2.1 near the end of this section. Of 970 spaces needed, at least 770 can be expected to be constructed on site (Table 4.2.4). Of these, 700 are projected to be short-term spaces. Two sites are recommended as suitable locations for short-term parking structures, provided that retail and service activities occupy the first floor street frontages of both.

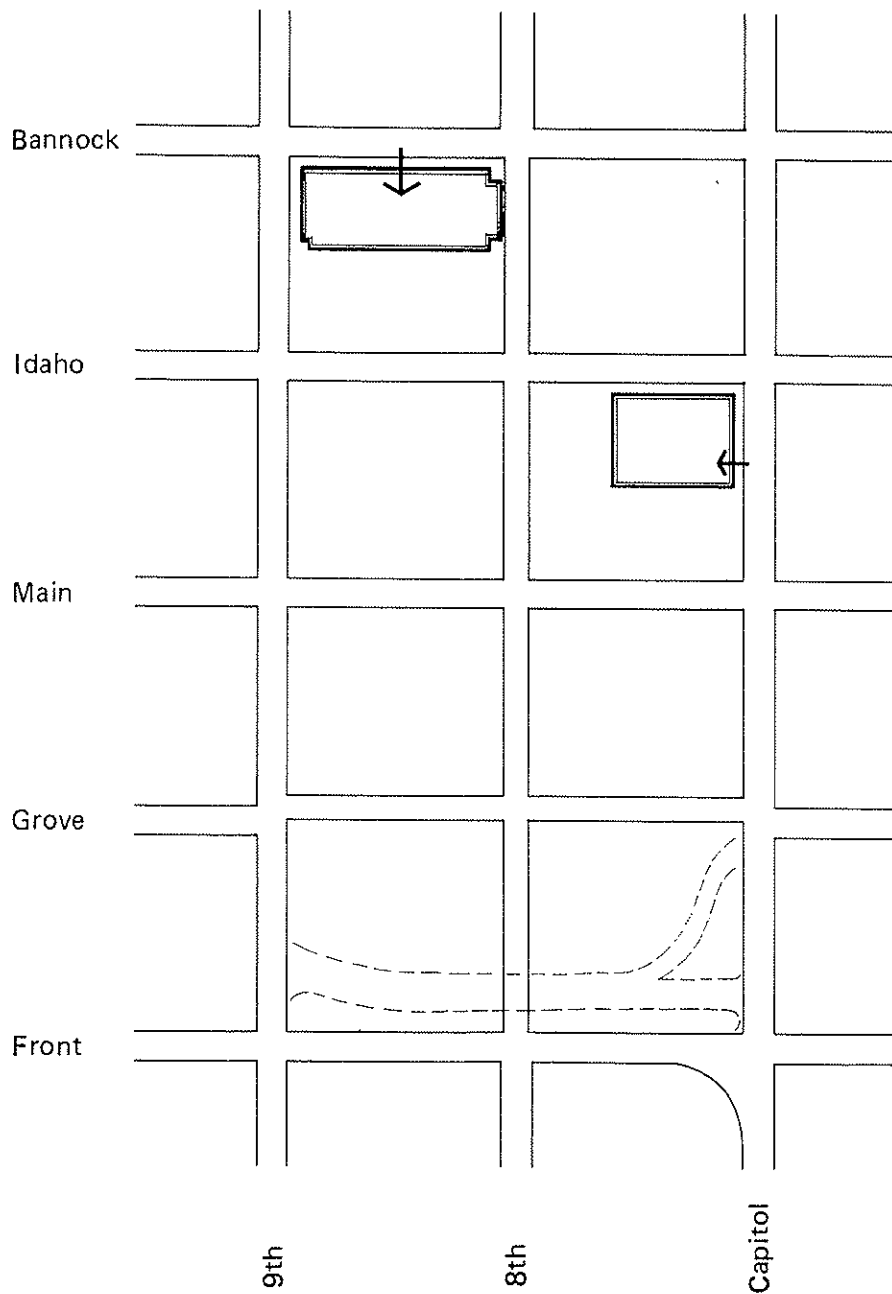
The half block [300'x120'] fronting Bannock, Eighth and Ninth streets is recommended for a five-story structure to accommodate up to two-thirds of projected demand. A slightly smaller site [200'x120'] north of the Egyptian Theater, fronting on Capitol Blvd. and Idaho St. is recommended for a four-story structure to accommodate short-term spaces. In all, 700 short-term and 270 private long-term spaces should be capable of being accommodated north of Main St. Parking need not be limited to the two sites identified, but any other parking constructed north of Main St. should be within the footprint of the building it serves, or that of an adjacent building.

### **Phasing:**

The structure on Bannock St. should be constructed concurrently with major retail development and improvements to the rest of the block and on the block to the south. The structure on Capitol Blvd. and Idaho St. should be constructed with development of the rest of the block west of the Egyptian Theater.

### **Budget:**

Construction budgets for these two parking structures are based on \$5,000 per parking space. The combined budget is therefore \$4,850,000 for 970 parking spaces. The budget for 700 public short-term space is \$3,500,000. Further discussion of these numbers follows later in this section.



### **Public Parking South of Main:**

Parking south of Main will primarily serve new office developments, a hotel and conference center. During normal working hours, many of these parking spaces will be occupied by commuters. Approximately 15% of the spaces will be needed for use by visitors to businesses. Of a projected 1,150 spaces needed to serve new development south of Main St, at least 740 can be expected to locate on site (Table 4.2.4). Of these, 280 will be designated for short-term use only. It is recommended that these short-term spaces be provided as public parking spaces.

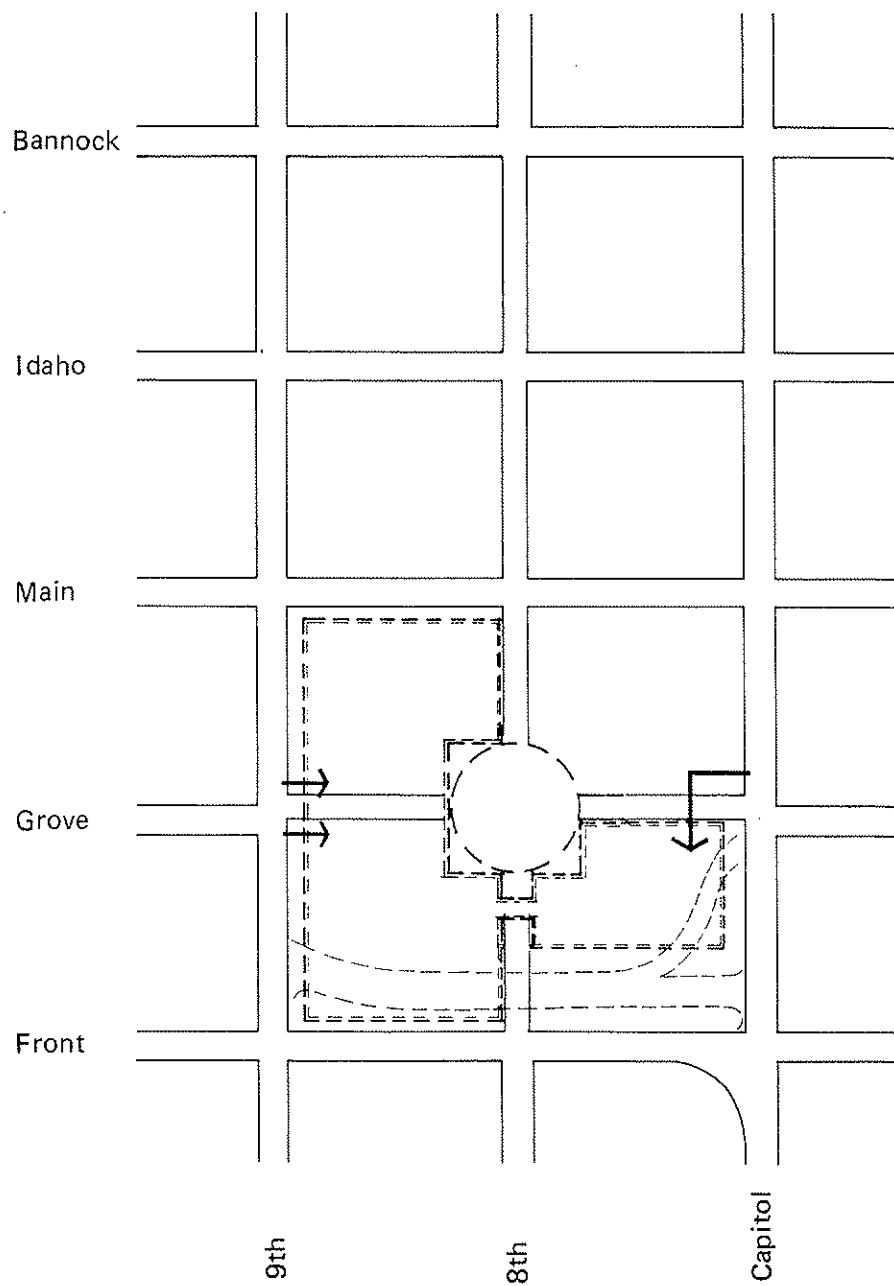
In order to secure the major public open space in a carefully designed enclosing urban environment, it is recommended that as many parking spaces as practicable be located below grade. This would include all the short-term spaces referred to above as well as a substantial number of long-term [commuter] spaces. All of these spaces would be available during evenings and weekends to those attending activities in the major public open space. Any other parking constructed south of Main should be located underground, or within the footprint of the building they serve. Otherwise, it should be constructed off-site.

### **Phasing:**

Since 75% of the underground parking would be located under buildings, construction must clearly be phased with those buildings. Prior to such construction, surface parking could occupy parts of the four-block area outside designated pedestrian zones: the major public open space, Eighth St. and the restored section of Grove St.

### **Budget:**

280 short-term, underground parking spaces would be provided at a budgeted construction cost of \$8,000 per space, totaling \$2,240,000. An additional 460 long-term parking spaces would also be located underground. The cost differential with above-grade structured parking is budgeted at \$3,000 per space, or \$1,380,000 for 460 spaces. The total extra construction cost for 760 spaces would therefore be \$2,220,000. The total budget for this public capital improvement project would therefore be \$3,620,000. Further discussion of these figures can be found in Section 4.2.



## **4.2 Budget Estimates of Construction Cost**

A primary objective for the BRA is to secure quality redevelopment of the eight-block study area in a timely manner. Twelve public projects have been recommended to promote this objective.

Another important objective is to use BRA resources in ways which will leverage maximum funding from public and private sources for implementation of these projects. This has been the subject of a study by Kirchner Moore & Co./Idaho First National Bank.

Implementation of these projects would be coordinated with substantial private development of adjacent sites. Phasing of all 12 public capital improvement projects is discussed in Section 4.1. Of those projects, 10 are for streets and other public open spaces and two are for parking facilities.

Since detailed designs have not yet been developed for any of the public capital improvement projects, it has been necessary to generate typical costs for each type of improvement.

### **Sidewalks:**

For sidewalk costs, a generic street plan was developed. This included curbs, brick pavers, trees with iron tree grates, light standards, benches, planters, drinking fountains, newsstands and litter receptacles. All of these items were disposed with a frequency appropriate to downtown Boise. Using current unit costs, an aggregate cost for the entire project was developed. This was then divided by the total area of sidewalk in the project to arrive at an all-inclusive improvement cost of \$28 per square foot. This figure is exclusive of signs and traffic signals, transit improvements [bus shelters, etc.], utilities and all underground work.

### **Intersections:**

Most of the 16 street intersections included in the public capital improvement projects are similar in design and dimensions. A prototype was developed with pedestrian crossings on all four converging streets. Costs were prepared for demolition and regrading of the existing roadway at the intersection. Construction costs were also prepared for provision of a concrete sub-base and curbs, unit pavers on crosswalks, and asphalt or concrete paving on the remaining roadway surface. Divided by the total area of the intersection, the

aggregate cost yielded a typical cost of \$16 per square foot. This figure is exclusive of sidewalks, signs and traffic signals, utilities and all other underground work.

#### **Roadways:**

Roadway construction costs were only used in budgets for Main St. and Idaho St. Improvement and perimeter roads round the eight-block study area was considered to be outside the scope of BRA responsibilities. However, it should be noted that some regrading of those streets may be necessary to accommodate improved intersections and sidewalks.

Roadway costs were estimated to include demolition and regrading of the existing roadway, sub-base preparation and asphalt paving. A construction budget of \$6 per square foot was thus derived. This figure excludes traffic signs and signals, special paving and other costs which might be associated with designation of either street as a transit mall, drainage, utilities and other underground work.

#### **Construction Budgets:**

Using the all-inclusive figures of \$28 SF for sidewalk improvements, \$16/SF for street intersections, and \$6/SF for roadway improvements, construction budgets were prepared for each public capital improvement project. Totals have been rounded to the nearest \$1,000.

The gross construction budget for each improvement includes all associated street intersections. The net budget excludes half of these, since all intersections are shared by two separate improvement projects. Net budgets of all the projects can thus be added together without double-counting any intersection improvement costs.

### Computation of Construction Budgets:

#### Capitol Blvd.

5 Intersections	$32,000 \text{ SF} \times \$8.50 =$	272,000
Sidewalks	$16,640 \times \$28 =$	466,000
		<u>\$738,000</u>

#### No Roadway Costs

Gross:	\$738,000
Net: (½ of Intersections)	\$602,000

#### Ninth Street

5 Intersections	$32,000 \text{ SF} \times \$8.50 =$	272,000
Sidewalks	$16,640 \text{ SF} \times \$28 =$	466,000
		<u>\$738,000</u>

#### No Roadway Costs

Gross:	\$738,000
Net: (½ of Intersections)	\$602,000

#### Bannock Street

3 Intersections	$19,200 \text{ SF} \times \$8.50 =$	163,000
Sidewalks	$9,600 \text{ SF} \times \$28 =$	269,000
		<u>\$432,000</u>

#### No Roadway Costs

Gross:	\$432,000
Net: (½ of Intersections)	\$350,000

#### Idaho Street

3 Intersections	$19,200 \text{ SF} \times \$8.50 =$	163,000
Sidewalks Both Sides	$24,000 \text{ SF} \times \$28 =$	672,000
Roadway	$21,600 \text{ SF} \times \$6 =$	130,000
		<u>\$965,000</u>

Gross:	\$965,000
Net: (½ of Intersections)	\$883,000



**Main Street**

3 Intersections	$19,200 \text{ SF} \times \$8.50 =$	163,000
Sidewalks Both Sides	$24,000 \text{ SF} \times \$28 =$	672,000
Roadway	$21,600 \text{ SF} \times \$6 =$	130,000
		<u>\$965,000</u>

Gross:	\$965,000
Net: (½ of Intersections)	\$883,000

**Grove Street Auto-Free Zone**

2 Intersections	$12,800 \text{ SF} \times \$8.50 =$	109,000
Sidewalks	$19,200 \text{ SF} \times \$28 =$	538,000
		<u>\$647,000</u>

**No Roadway Costs**

Gross:	\$647,000
Net: (½ of Intersections)	\$592,000

**Front Street**

3 Intersections	$19,200 \text{ SF} \times \$8.50 =$	163,000
Sidewalks	$9,600 \text{ SF} \times \$28 =$	269,000
		<u>\$432,000</u>

**No Roadway Costs**

Gross:	\$432,000
Net: (½ of Intersections)	\$350,000

**Eighth Street**

Sidewalks North of Main	$41,600 \text{ SF} \times \$28 =$	1,165,000
Sidewalks South of Main	$27,200 \text{ SF} \times \$28 =$	762,000
4 Intersections	$25,600 \text{ SF} \times \$8.50 =$	218,000
		<u>\$2,145,000</u>

**No Roadway Costs**

Gross:	\$2,145,000
Net: (½ of Intersections)	\$2,035,000

#### **Grove Street Removal**

Demolition and removal of road surface

60,000 SF @ \$2.33 = 140,000

Regrading, compaction and temporary surface

60,000 SF @ \$1 = 60,000

\$200,000

Excludes: Relocation of the irrigation canal and utilities changes to traffic signals and signs.

#### **Major Public Open Space Between Main and Front Streets**

Sidewalk space (including columns in lieu of other street furniture)

31,400 SF @ \$28 = \$880,000

Excludes: Special features such as fountains and sculptures.

#### **Parking:**

Parking is an issue of fundamental importance. Three issues to be resolved are:

- o How much parking should be provided or permitted?
- o Where should it be located?
- o To what extent should BRA resources be used to subsidize parking costs?

Studies by Barton-Aschman Associates indicate that a surplus of public, off-street, long-term parking space exists on sites near the eight-block study area. They recommend that some of this surplus be used to accommodate parking which will be displaced by development, still leaving a significant margin of surplus spaces for subsequent use by developments which may occur outside the study area.

Efficiencies through shared-use of parking facilities can be achieved in a mixed development of downtown concentrations. Taking advantage of these efficiencies, Barton-Aschman has developed projections of parking requirements for proposed land uses. The tables which follow are modeled on work by Barton-Aschman Associates. Table 4.2.1 gives park-

ing requirements for projected development north of Main St. and derives comparative construction and land costs. Table 4.2.2 gives similar information for the four blocks south of Main St. Table 4.2.3 summarizes budget costs developed in the preceding tables.

**Table 4.2.1: Parking North of Main Street**

		Suburban	Downtown Freestanding	Downtown Mixed	Short-term Only Downtown Mixed
Parking Office: 150,000 SF	@ 3.5 =	525	@ 2.5 =	375	300
Required Retail: 210,000 SF	@ 4 =	840	@ 4 =	840	650
Theater: 250 seats	@ 0.3 =	75	@ 0.25 =	60	20
		<u>1,440</u>		<u>1,225</u>	<u>970</u>
					<u>700</u>
Parking Area SF		1,440 x 350 SF <u>504,000</u>	1,225 x 300 SF <u>367,500</u>	970 x 300 SF <u>291,000</u>	700 x 300 SF <u>210,000</u>
Land Area SF		Surface 504,000	One structure footprint 300 x 120 One structure footprint 200 x 120 60,000	60,000	60,000
Land Costs		@ \$4/SF \$4,166,000	@ \$17.50/SF \$1,050,000	@ \$17.50/SF \$1,050,000	@ \$17.50/SF \$1,050,000
Construction Cost		1,440 x \$1,500/Sp <u>\$2,160,000</u>	1,225 x \$5,000/Sp <u>\$6,125,000</u>	970 x \$5,000/Sp <u>\$4,850,000</u>	700 x \$5,000/Sp <u>\$3,500,000*</u>
Total Cost		\$4,176,000	\$7,175,000	\$5,900,000	\$4,550,000

\*Direct construction cost of short-term parking recommended for funding through BRA.

**Table 4.2.2: Parking South of Main Street**

		Suburban	Downtown Freestanding	Downtown Mixed	Short-Term only Down- town Mixed
Parking Required	Office: 350,000 SF Retail: 50,000 SF Hotel: 300 room Conference: 83,000 SF	@ 3.5 = 1,225 @ 4 = 200 @ 1 = 300 @ 4 = 330 <u>2,055</u>	@ 2.5 = 875 @ 4 = 200 @ 1 = 300 @ 4 = 330 <u>1,705</u>	745 130 75 200 <u>1,150</u>	110 130 10 30 <u>280</u>
Parking Area SF		2055 x 350 SF <u>719,250 SF</u>	1705 x 300 SF <u>511,500 SF</u>	1150 x 300 SF <u>345,000 SF</u>	280 x 300 SF <u>84,000 SF</u>
Land Area SF		719,250 SF Surface	Assume all 4-story structures . . . 127,875 SF	86,250 SF	21,000 SF
Land Cost		@ \$4/SF \$2,877,000	127,875 x \$17.50 <u>\$2,238,000</u>	86,250 x \$17.50 <u>\$1,509,000</u>	21,000 x \$17.50 <u>\$368,000</u>
Construction Cost		2055 x \$1,500/Sp <u>\$3,083,000</u>	1705 x \$5,000/Sp <u>\$8,525,000</u>	1150 x \$5,000/Sp <u>\$5,750,000</u>	280 x \$5,000/Sp <u>\$1,400,000*</u>
Total Parking Costs		\$5,960,000	\$10,763,000	\$7,259,000	\$1,768,000

\*Direct construction cost of short-term parking recommended for funding through BRA.

#### Underground Parking South of Main Street:

It has been stated by those proposing development south of Main that it will be necessary to remove a substantial depth of fill from the site prior to construction. This will present the opportunity to construct a single level of parking below grade over much of the site. The plan which accompanies the public capital improvement project 'Public Parking South of Main' is a schematic indication of how a single-level underground garage might take advantage of this. A configuration is shown which would permit efficient use of space with construction phased in relation to building footprints as currently conceived. Approximately 740 cars could be parked in this facility. 25% of the garage would be outside the footprints of new buildings. Land area for these would be the same as calculated for parking structures in Table 4.2.2 (downtown mixed).

Construction of parking below grade rather than using an above grade structure would clearly be more expensive. An accurate assessment of this cost difference cannot be made until details of soil conditions and construction requirements are known. In the absence of this information, Barton-Aschman Associates has estimated that underground parking spaces would cost approximately \$3,000 more than structured spaces, exclusive of excavation costs.

The total extra cost associated with building 740 car spaces below grade as described above is thus estimated at \$2,220,000. Of this, \$840,000 would be attributable to short-term parking, assuming that all 280 spaces would be located below grade. To meet the total projected parking need of 1,150 spaces, 410 spaces would have to be accommodated in an above-grade structure on-site, or at an off-site location. Adherence to the Design Guidelines [Section 3] will ensure appropriate design and use of street-level space below such structures. An additional proviso is recommended: that all above-grade parking be accommodated within the footprints of proposed buildings. This would ensure protection of the investment made in below-grade parking for the purpose of creating an auto-free environment around the major public open spaces.

**Table 4.2.3: Summary of Parking Budgets**

	North of Main Structured Parking	South of Main Structured Parking	South of Main Extra Under- ground Costs	Total	% of Total
Total Cost of Parking	\$5,900,000	\$7,259,000	\$2,220,000	\$15,379,000	100%
Number of Spaces	970	1,150	740	2,120	
Construction Costs Only	\$4,850,000	\$5,750,000	\$2,220,000	\$12,820,000	83%
Short-Term Parking Only	\$4,700,000	\$1,768,000	\$ 840,000	\$ 7,308,000	48%
Number of Spaces	700	280	280	980	
Construction Costs Only	\$3,500,000	\$1,400,000	\$ 840,000	\$5,740,000	37%
Extra Cost of Downtown Mixed Parking Costs over Suburban Parking Costs	\$5,900,000 - 4,176,000	\$7,259,000 - 5,960,000	N.A.	\$ 3,023,000	20%
Total Construction Costs for all Short-Term Parking:				\$ 5,740,000	37%
Extra Construction Costs for 460 Long-Term Underground Spaces:				1,380,000	9%
Total:				\$ 7,120,000*	46%

\*Total of costs recommended for funding through BRA. This comprises short-term parking construction \$3,500,000 north of Main St. and \$3,620,000 construction costs south of Main St.

The above table draws together numbers and budgets from Tables 4.2.1 and 4.2.2, and from the text relating to underground parking. It is interesting to note that the extra costs associated with developing downtown versus the suburbs equates to less than half the cost of all short-term parking construction plus the extra construction costs associated with building 740 parking spaces below grade.

Some assumptions have been made in arriving at parking budgets which may change as development programs are finalized. For example, parking north of Main St. is ascribed to two specific parking structures for the purpose of estimating land costs. This does not preclude location of some spaces elsewhere: as, for example, between the Idaho Building and the existing parking structure to the east, at the corner of Capitol Blvd. and Bannock St.

The budget costs derived in the tables are intended only to indicate the order of magnitude of construction and land costs involved. Precise cost estimates can be generated when development programs for the area have been finalized.

### On-Site Parking Priorities

Parking users in the development area can be classified into five categories:

- o Long-term parkers who need frequent access to their cars. On-site parking is important.
- o Long-term parkers who are sufficiently senior to 'demand' on-site parking. The size of this class varies with the expectations of each market. Its particular relevance is to the marketability of a development.
- o Long-term parkers not included in either of the above categories. These people use car pools or public transit in many cities, and may be expected to shift to those modes in Boise in the future. Meanwhile, this category can be assigned to off-site parking locations.
- o Long-term parkers whose place of work is outside the eight-block development area. These are prime candidates for relocation elsewhere.
- o Short-term parkers making shopping or business visits to the area. These are vital to the economic success of development and have a priority claim to on-site parking.

In Boise, the first two categories apply mainly to office workers, and aggregate a demand of approximately 0.4 spaces/1,000 SF floor space. Short-term parking demand is estimated as 100% of required retail parking and 15% of required parking for all other uses. (Required parking here refers to that category in Tables 4.2.1 and 4.2.2). If developers choose to provide parking in excess of required ratios, it may be assumed that it will be primarily for long-term use. Parking requirements from Tables 4.2.1 and 4.2.2 can thus be disaggregated as shown in Table 4.2.4 below.

**Table 4.2.4: Summary of 'Essential' On-Site Parking**

Use	Ratio	Total	Short-Term	Long-Term On-Site	Total On-Site	Long-Term Off-Site
North of Main:						
Office	150,000 @ 2.0	300	45	60	105	195
Retail	210,000 @ 3.1	650	650	0	650	0
Theater	250 seats @ 1/12.5 st.	20	5	10	15	5
Totals		970	700	70	770	200
South of Main:						
Office	350,000 @ 2.12	745	110	300	410	335
Retail	50,000 @ 2.6	130	130	0	130	0
Hotel	300 room @ 1/4 rm*	75	10	65*	75	0
Conference	83,000 @ 2.4	200	30	95**	125	75
Totals		1,150	280	460	740	410

\* Shared use of office spaces brings this up to 1 space/room.

\*\*The number of on-site spaces has been increased to take up available underground parking as currently projected (740 spaces).



Table 4.2.4 suggests that 200 spaces north of Main and 410 spaces south of Main could be located off site. Since these spaces will be privately developed, the choice of where they should be located is left with the developers — except insofar as that decision is affected by the framework master plan and design guidelines, and except that if developers choose to locate these or other additional spaces on site, they should be accommodated within the footprints of the buildings they serve or in one of the designated parking structures.

Approximately 500 vehicles which currently use surface parking in the eight-block study area would be displaced to surplus long- and short-term parking within two blocks distance. (For a detailed breakdown of surplus and displaced parking numbers, see Appendix 3 'Parking Analysis for Boise Downtown Redevelopment Project' by Barton-Aschman Associates, December 12, 1985.)

Operation and maintenance costs associated with private parking are generally accounted for in the rent structure of the accommodations they serve. This is true of suburban and downtown development. To subsidize these costs either directly or indirectly would therefore give a development an inequitable advantage over developments outside the study area which would not be so favored. Put more bluntly, public funding used to offset operation and maintenance costs for long-term parking serving developments within the study area would be tantamount to subsidizing rents with public funds. It is therefore recommended that BRA funding should not be used to offset operation or maintenance costs of any private parking.

If all short-term parking were funded by the BRA, then it would remain in public ownership. The public sector would therefore be responsible for its operation and maintenance. It may make sense to oversize such public parking facilities to accommodate short-term parking for future development. In that case, parking spaces which are surplus to current short-term needs could be leased out for long-term parking. They would, of necessity, be leased at competitive market rates. Any revenue shortfall would have to be accommodated in the operation and maintenance budget for the facility as a whole. Conversely, if the BRA chose to lease private spaces for public, short-term use, it should do so at competitive market rates. In that instance, the private owner would be responsible for any revenue shortfall.

### Recommendations for BRA Funding of Parking:

It is recommended that the BRA use a portion of its resources to leverage public and private funding to pay for construction, maintenance and operation of all short-term parking identified in Table 4.2.4, and for the extra costs (other than site excavation) associated with constructing on-site parking spaces south of Main St. underground. The budget for construction work (from Table 4.2.3) totals \$7,120,000. This is equivalent to 46% of the construction budget for all required parking. The financial consultant is examining alternative scenarios for funding these construction costs, and associated operation and maintenance costs.

It is recommended that BRA funding should not be used to finance construction, operation or maintenance of long-term parking. The reasons for this are threefold:

- o such funding would give developers within the study area an unfair advantage—at public cost—over developers elsewhere in downtown Boise.
- o anything that amounted to a public subsidy for long-term parking would be antithetical to the efforts of the transit system, which is also supported by public funding.
- o provision of short-term parking would fully offset all extraordinary parking costs associated with development in downtown Boise versus development in the suburbs (see Table 4.2.3).

As all long-term parking is to be funded by the developers of the floor space served, they are free to decide whether to locate it on site or at a remote location. If located on site, besides meeting stipulations of the framework master plan (Section 2.2) and design guidelines (Section 3.0), parking should be located underground or within the footprint of the buildings served (or the two parking structures identified north of Main St.). It is recommended that the BRA should not contribute to the funding of such parking, for the reasons given above.

Summary of Construction Budgets:

	\$ Gross †	\$ Net †
Capitol Boulevard	738,000	602,000
Ninth Street	738,000	602,000
Bannock Street	432,000	305,000
Idaho Street	965,000	883,000
Main Street	965,000	883,000
Grove Street Auto-Free Zone	647,000	592,000
Front Street	432,000	350,000
Eighth Street	2,145,000	2,035,000
Grove Street Removal	200,000	200,000
Major Public Open Space	880,000	880,000
Parking: North of Main*	4,850,000	4,850,000
Parking South of Main*	7,970,000**	7,970,000**
Total		\$20,197,000

†Gross construction budgets include all intersections associated with each project. Since each intersection is included in two projects, half of this cost is excluded from the net figure.

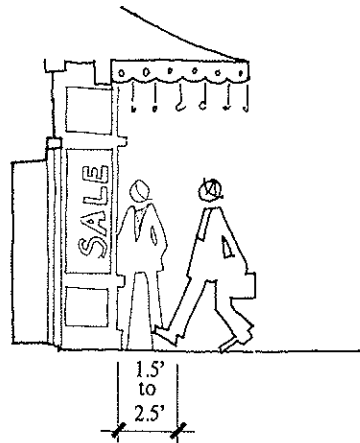
\*From Table 4.2.3. The shares of these budgets recommended for funding with BRA participation are \$3,500,000 north of Main and \$3,620,000 south of Main. These total \$7,120,000 or 46% of total parking costs.

\*\*\$2,200,000 of this figure represents extra construction costs for building 740 spaces underground instead of in an above-grade structure.

### 4.3 Right-of-Way Zones

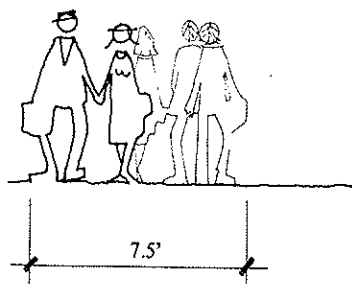
Appropriate and efficient design of streets requires a clear understanding of the spatial needs of all the activities that are to be accommodated within them. In this section, the characteristics of street activities are described, and the zones within which those activities take place are dimensioned.

#### Building Frontage Zone



- FUNCTION:** Window shopping, building entry; building projects
- WIDTH:** 1.5' to 2.5'
- CAPACITY:** Not applicable
- COMMENTS:** Zone set aside to accommodate building-related pedestrian functions which tend to slow through-pedestrian traffic. Zone should discourage use as area to attract and shelter street vendors and transients.

#### Walkway Zone



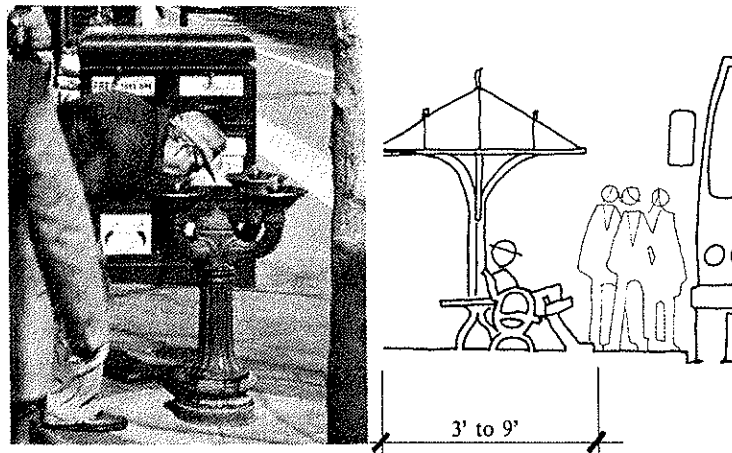
**FUNCTION:** Through-pedestrian traffic

**WIDTH:** 7.5'

**CAPACITY:** 900-1,800 pedestrians/hour at C Level of service. Sufficient for one couple to pass another person comfortably.

**COMMENTS:** Unimpeded flow requires an absence of barriers, objects, major intersecting pedestrian movements and at least an 18-inch separation from parallel and continuous vertical surfaces.

#### Pedestrian Furnishings Zone



**FUNCTION:** Location of fixed objects [street trees, furniture, light standards, transit shelters, etc.]

**WIDTH:** 3' to 9' (depending on function of street)

**CAPACITY:** Not applicable

**COMMENTS:** Zone to receive fixed objects supporting pedestrian and vehicular use of the right-of-way. Generally to be located outside of building vaults and inside utility alignments. Clear area at curb is additional to this zone.

### Curb Zone



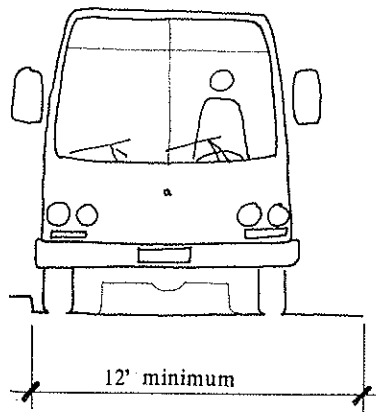
**FUNCTION:** Clear zone between furnishings core and adjacent vehicular ROW

**WIDTH:** 1.5' to 5'

**CAPACITY:** Varies

**COMMENTS:** Width and character varies according to the nature of activities accommodated in the adjacent "Furnishings" and vehicular zones. Serves loading and unloading of people and goods.

### Transit Zone



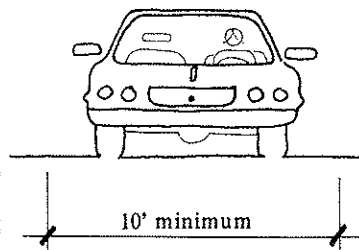
**FUNCTION:** Exclusive occupancy by transit vehicles

**WIDTH:** 12' minimum per lane

**CAPACITY:** 125x40' buses/hour with one lane, 180x40' buses per hour with 2 lanes (varies according to signal sequence)

**COMMENTS:** Two lanes provide more operational flexibility than capacity indicates. Preferred minimum curb-to-curb width is 26' for bus-only street

#### Mixed Vehicle Zone



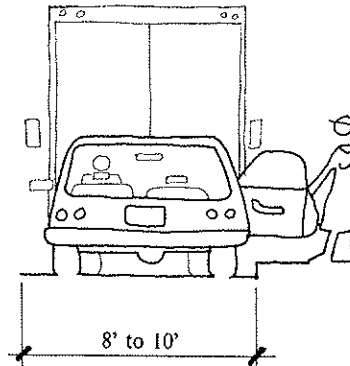
**FUNCTION:** Occupancy by private and service vehicles

**WIDTH:** 10' minimum per lane

**CAPACITY:** 400 to 600 vehicles per hour at D Level of service

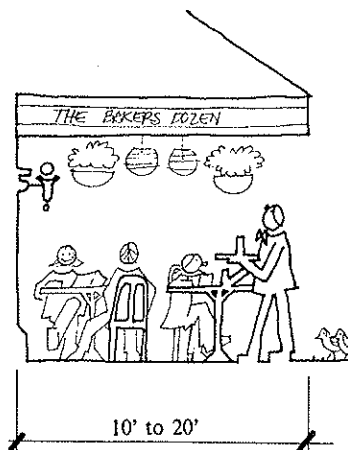
**COMMENTS:** Capacity varies according to pedestrian volumes, auto/truck mix, turning movements, and signalization

### Loading/Drop-Off Zone



- FUNCTION:** Provision of access for vehicles with destination at subject block
- WIDTH:** 8' to 10'
- CAPACITY:** 10 curb loading spaces per 320' block, 8 per 240' block; or access to two curb cuts per block
- COMMENTS:** Provides access for vehicles requiring immediate access to block activity

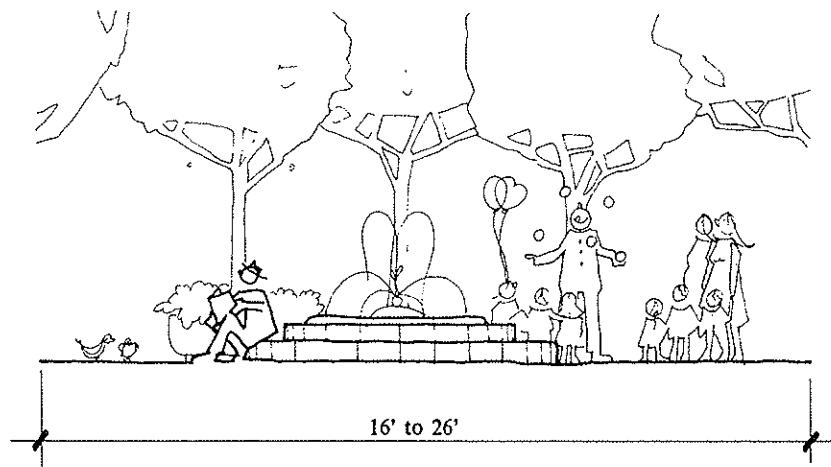
### Merchant Zone





- FUNCTION:** Allow expansion of adjacent retailing uses into ROW
- WIDTH:** 10' for existing buildings on Eighth St.; 20' for new buildings on Eighth St. (But see minimum length criteria in Section 4.4: 'Eighth Street Between Bannock Street and Main Street'.)
- CAPACITY:** Varies
- COMMENTS:** Width and character varies according to the nature of adjacent retail uses. Can accommodate permanent architectural extensions

#### Central Activity Zone



- FUNCTION:** Allow street vendors as well as public recreational facilities
- WIDTH:** 16' to 26' on Eighth St.
- CAPACITY:** Varies
- COMMENTS:** Character varies according to uses; primary uses are oriented to public pedestrian open space

#### 4.4 Prototypical Street Sections

Streets are the most visible public open spaces in the City. The space they provide is a resource which needs to be carefully planned if optimal use is to be made of it. Section 4.3 examined the spatial needs of different street activities. In this section, those activity zones are assembled into prototypical sections for each of the streets in the study area.

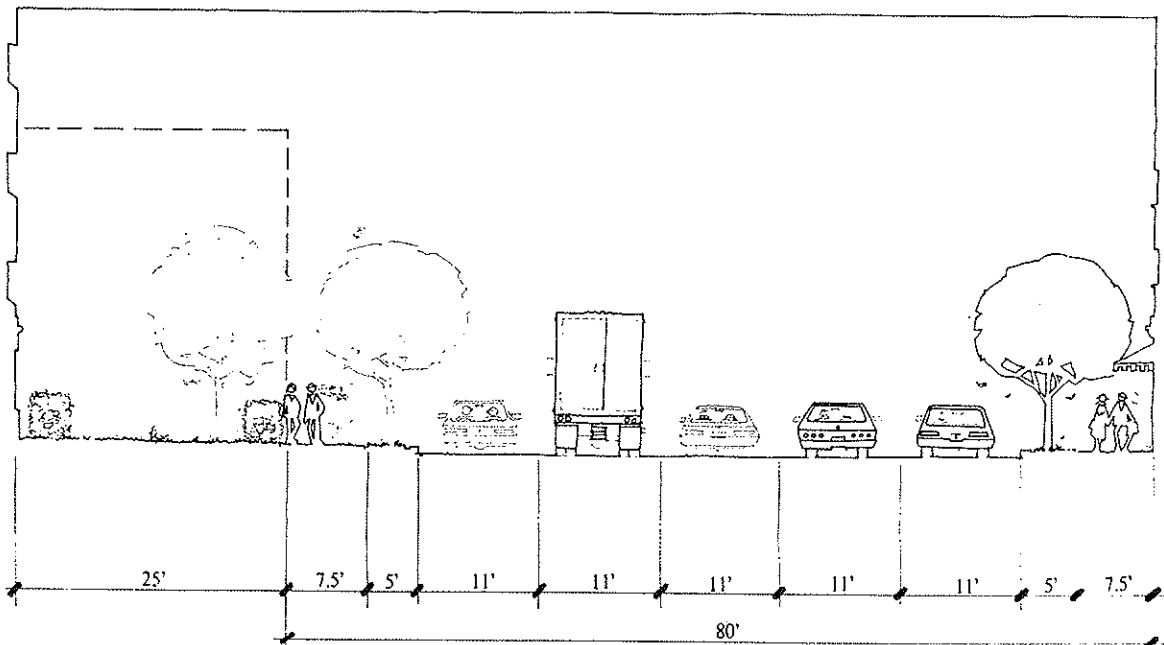
##### Five-Lane Boulevard [Symmetrical] :

Potential application: Capitol Boulevard

A special design committee is developing concepts for the full length of Capitol Blvd. Their recommendations may be expected to specify tree locations and species, setbacks, sign controls, median design (if any), and special design treatments at key locations.

It is recommended that to be consistent with the established, urban character of this part of Capitol Blvd., setbacks be observed:

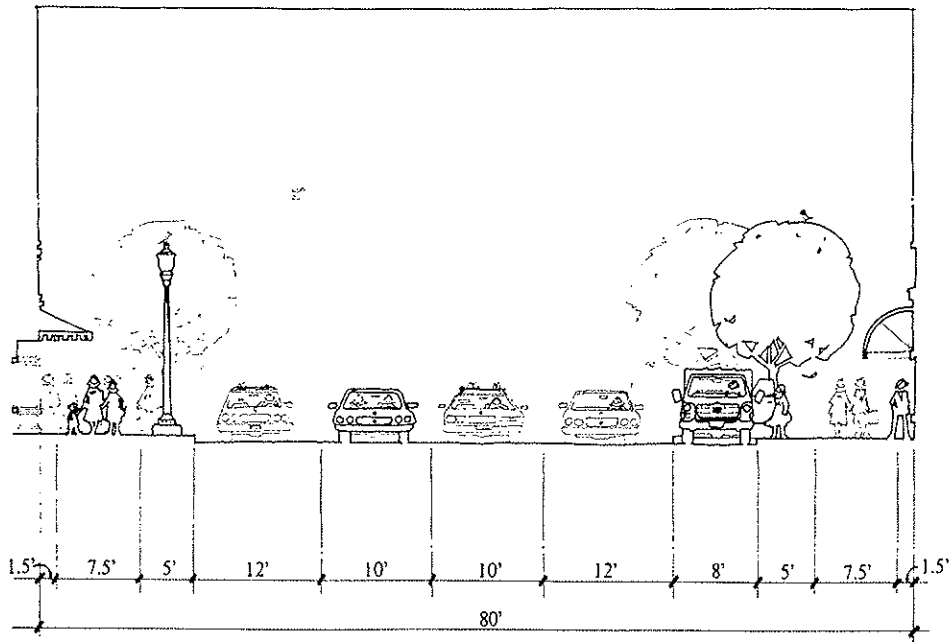
- o North of Main St.: new structures on either side of Capitol Blvd. should abut the sidewalk. No setbacks for buildings up to three stories or 45' height; set back taller buildings by 25' above that height.
- o South of Main St.: all new structures set back 25' from the sidewalk for a landscaped front yard.



#### Four-Lane Street [Asymmetrical] :

Potential application: Ninth Street, Bannock Street, Front Street

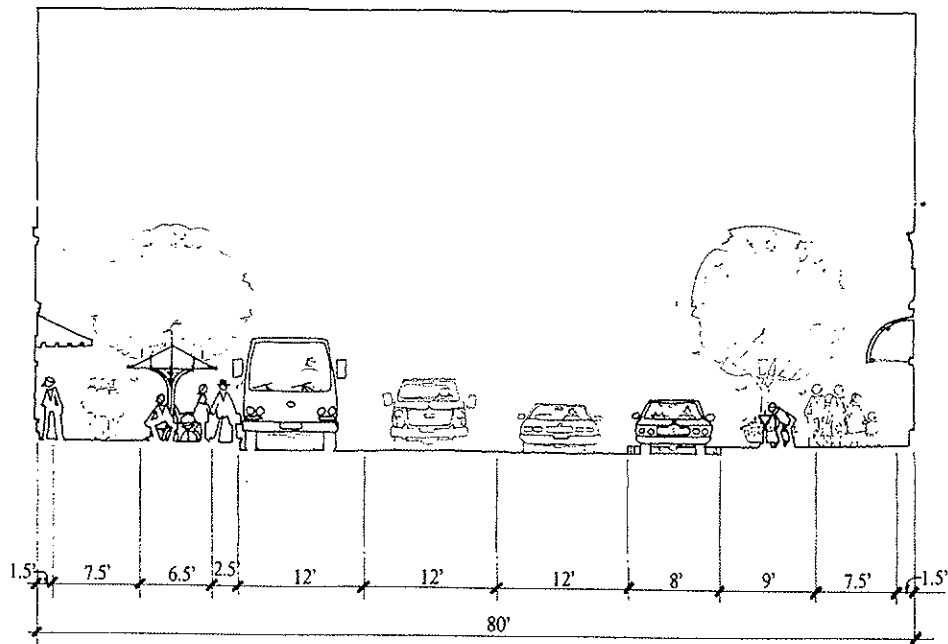
- o The section shows a four-lane, one-way street with a loading/drop-off zone beside the left hand lane.
- o The light standard shown is typical of Boise's single lamp style. Consistent use of one design would strengthen the sense of continuity between these and other streets throughout the downtown.



### Three Lane [Asymmetrical] :

Potential applications: Idaho Street, Main Street

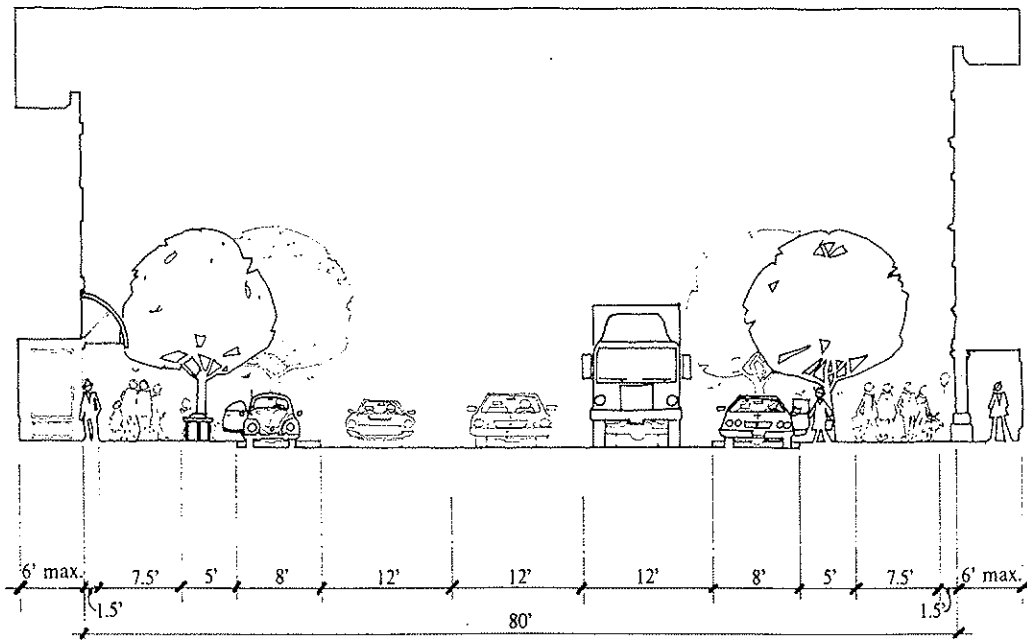
- o If these streets are used for transit, the wide, right-hand lane could be reserved for buses.
- o Two lanes would be available for mixed traffic with a loading/drop-off zone beside the left lane.
- o Where these streets cross Eighth St., they would narrow to two lanes of moving traffic in order to improve the convenience and safety of pedestrians.



### Three Lane [Symmetrical] :

Potential applications: Idaho Street, Main Street

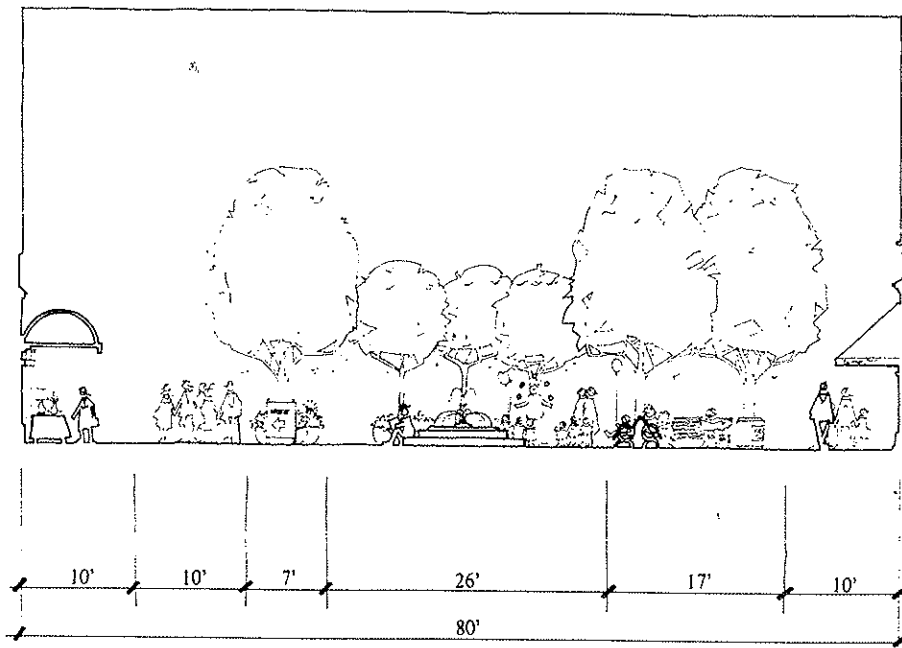
- o A one-way or two-way street with loading/drop-off zones on both sides.



### Eighth Street between Bannock Street and Main Street:

Potential applications: immediately north or south of street intersections. Between two historic buildings where the full street width needs to be preserved.

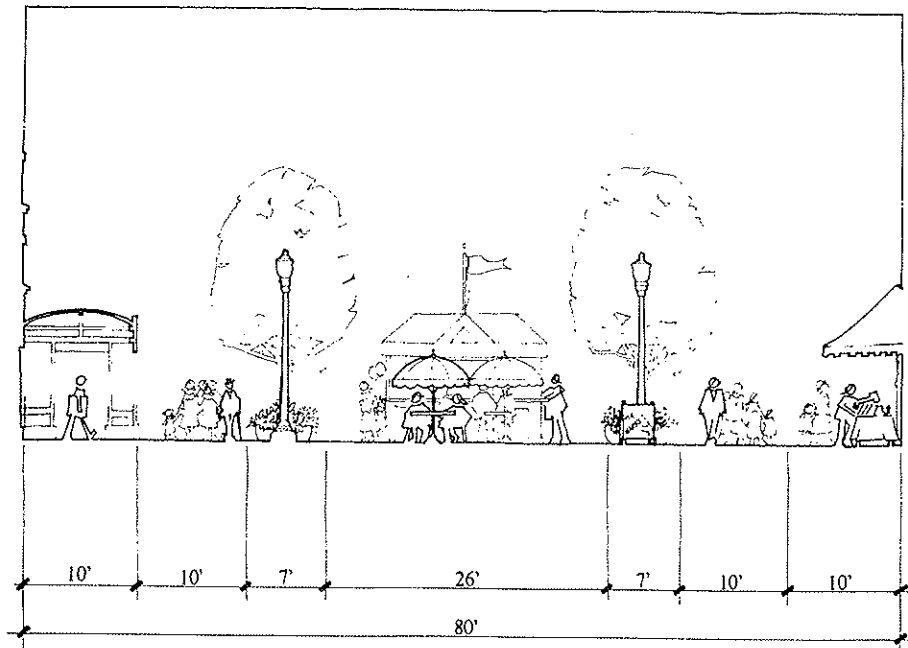
- o Small fountain with sculpture and seat-walls near a grove of flowering trees and other specimen plantings in the central activity zone. The fountain should be a low and inviting feature.
- o The canopy of flowering trees should be high enough to walk under.
- o The double row of trees on the right is shown as an option for the merchant zone. The walkway zone would move to the street wall.



### Eighth Street Between Bannock Street and Main Street:

Potential applications: between intersections. This section shows a number of options for the auto-free zone.

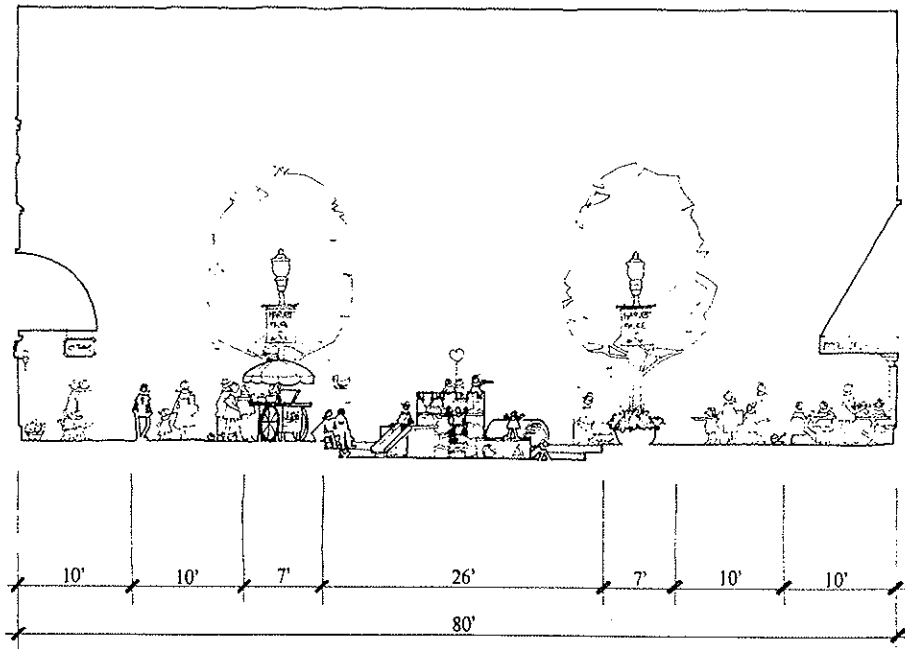
- o Glazed extensions into the merchant zone from new buildings would have an indoor/outdoor character.
- o The merchant zone fronting existing or new buildings could accommodate tables, chairs and movable displays. The merchant zone would be paved as a continuation of the sidewalk. 'A' frame signs could be placed in the pedestrian furnishings zone.
- o Outdoor cafes could occupy some parts of the central activity zone.
- o Light standards would be of a consistent design throughout the downtown, providing an important element of continuity.
- o High canopy deciduous trees should be selected. Species with relatively transparent foliage are preferred since they would preserve the visibility of street fronts and interfere minimally with street lighting.



### Eighth Street Between Bannock Street and Main Street:

Potential application: at a single location in the central activity zone away from street intersections.

- o A children's play area should be contained and highly visible, but with a sufficiently low profile to maintain sightlines across the street.
- o Perimeter steps and low containing walls would provide informal seating.
- o A push-cart vendor is shown in a space in the pedestrian furnishing zone. Without such spaces, they may block sidewalks instead.





## Eighth Street Between Bannock Street and Main Street:

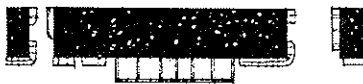
Potential applications: continuous new building frontages.

- o New buildings could extend up to 20 feet into the street with structures no more than two stories or 30 feet high. They should be highly transparent and should be arranged to interfere as little as possible with the flow of pedestrians along street fronts.

0' to 5'  
No minimum length



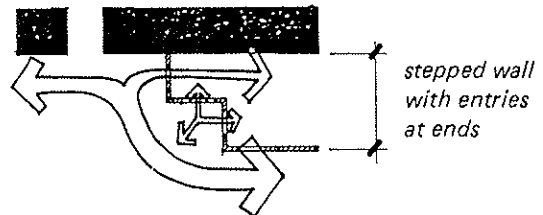
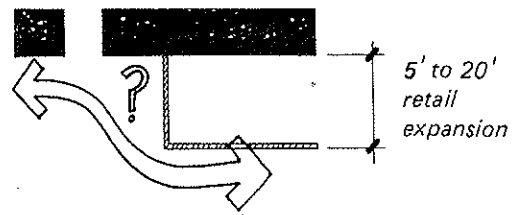
5' to 10'  
60' minimum length



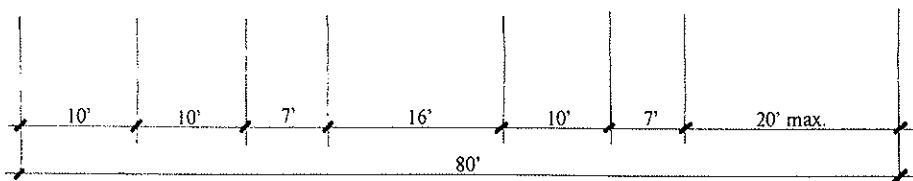
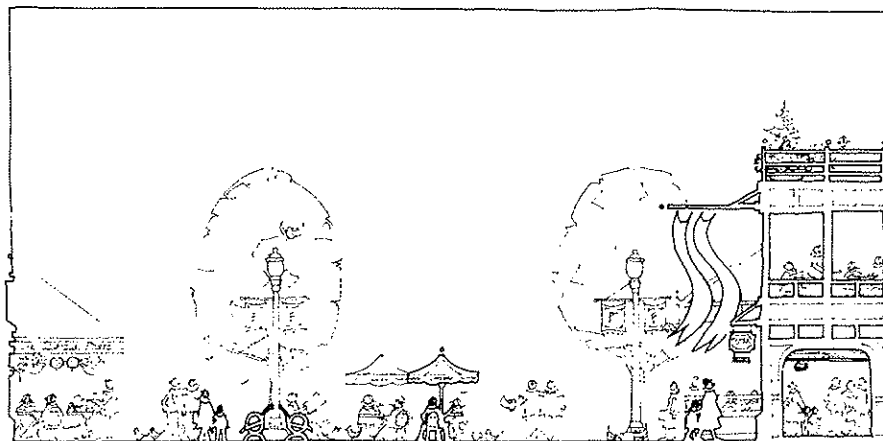
10' to 20'  
120' minimum length



Permanent retail extensions  
(Plan views)



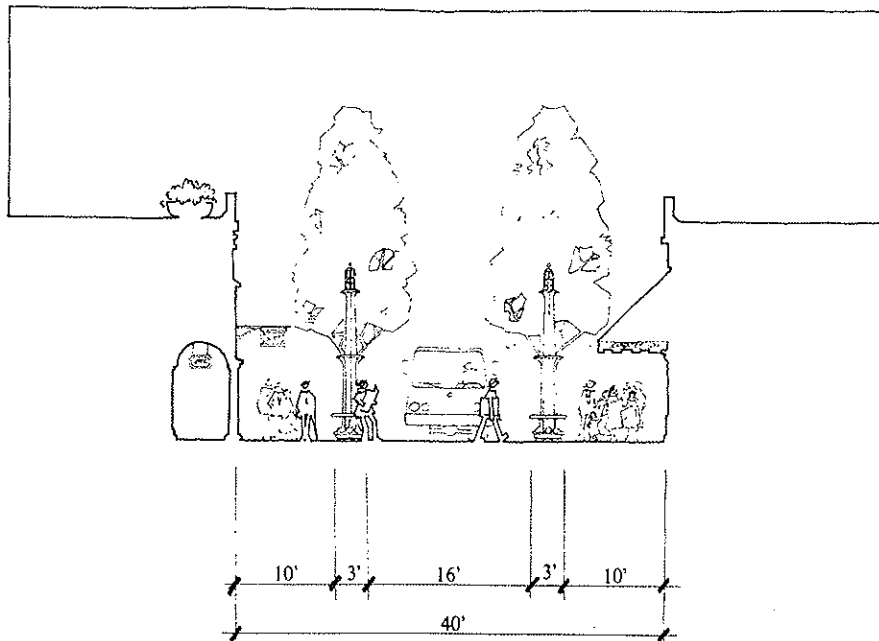
Avoid floor plans with unusable exterior spaces  
(Plan views)



### Eighth Street Between Main Street and Front Street:

Potential application: north and south of the major public open space.

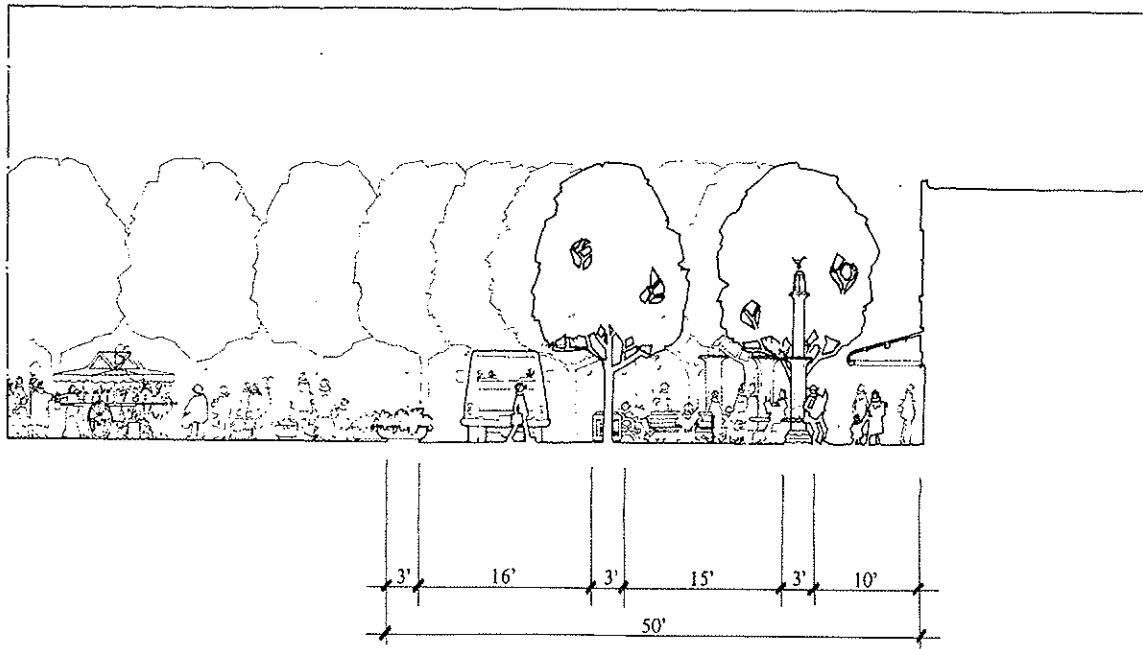
- o Buildings with continuous arcades or projecting awnings would extend 20 feet into the street to create an unbroken street wall on both sides of a 40 foot wide right-of-way.
- o Buildings would set back to the original 80 foot right-of-way above two stories or 30 feet.
- o Colonnade lanterns would alternate with columnar trees. The change from the usual style of light standard would signify the special nature of this street and the major public open space.
- o A small shuttle bus could run on the central part of this paved auto-free zone.



### Eighth Street at the Major Public Open Space:

Potential application: the perimeter of the major public open space.

- o Continuous two-story building walls running from Eighth St. to restored Grove St. would enclose the public open space, giving it spatial definition.
- o The colonnade to the north and south would be continued around the open space.
- o A double ring of trees would define a special zone for sidewalk cafes, vendors and other activities.
- o Clear space would be maintained within the inner ring of trees for circulation of a small shuttle bus.
- o The central area of the circus would be kept free of permanent obstructions so that a variety of spectacles and activities can be programmed there.



#### **4.5 Operation, Maintenance and Programming of Streets and Other Public Open Spaces**

In order to exact the full benefit from improved streets and other public open spaces in the eight-block study area, a comprehensive organization of maintenance and the programming of events and attractions will be necessary. This section presents a model for a management program to be administered by a non-profit association with the representation of businesses in and around the study area. This model draws upon the experience of a variety of management strategies already employed by civic organizations across the United States. These were studied in a nationwide survey of 200 downtown organizations documented by Project for Public Spaces.

The model proposed is similar in its approach to the Denver Mall Management Program. In Denver, the Denver Partnership, a private sector organization, together with a Board of Directors with public and private representation, operates the mall management district. This is a special tax assessment district and extends several blocks beyond the 16th Street Mall. The Denver 16th Street Mall Management Program has resulted in superior maintenance of the mall, a vibrant events program, a coordinated and well-designed vending program and streetscape improvements such as banners, tables and chairs and kiosks. The Mall Management Program also provides a "client group" to monitor business and transportation functions of the mall and to consider ongoing development and improvements.

There are special opportunities and constraints which should be considered in formulating a management program for Boise. These considerations include climate [snow removal], special local events [Idaho Shakespeare Festival] and the coordinated and comprehensive approach being taken to downtown development. This approach enhances the opportunity for public space management, and coordinated retail hours and promotions by the management association.

#### **The Downtown Eighth Street Management Program — A Model:**

##### **District Organization:**

The Downtown Eighth Street Management District would be a special benefit and assessment district created for the continuing care, operation, maintenance, security, repair and re-

placement, capital improvements and management of Eighth St. and the proximate public areas and business district. Additionally, the Management District would promote uses considered to be publicly beneficial, such as parking, transit, residential, retail and services, recreational, and arts, entertainment, and cultural activities.

The Management District should be initially constituted for a period of 15 years, with the possibility of 15-year extensions, if supported by a majority of properties within the District.

The special benefit area, shown in the map, would be divided into four zones. Zone 1 would consist of properties within the 8-block urban renewal district. Zone 2 would consist of properties within the four blocks south of Front St. which lie east and west of Eighth St. Zone 3 would comprise of blocks which abut the 8-block renewal area on the west, north and east. Zone 4 would border Zone 3. It is anticipated that expansion of the special benefit area may occur in the future as the result of a benefit study which may be commissioned after the completion of the programmed improvements.

A non-profit general management organization should be created to perform the management and technical services of the District. The activities of this organization would be supported by revenues of the special assessment district and by contributions, grants and perhaps by existing and future arts assessment programs. Initially this organization should have an executive director and two full-time employees (a secretary and a promotions and special events coordinator).

#### **Board of Directors:**

A Board of Directors for the District should be appointed by the Mayor to serve 3-year terms. The Board should consist of five members. One member of the Board should be from the public sector while the remaining four members should be representative of the downtown community and property owners. The Board should be assisted by a Board of Advisors with representatives from the City Council, the downtown merchant, development and residential communities, Boise Urban Stages, the Boise Police Department, the non-profit management organization, and others as appropriate.

### **Annual Budgeting Process:**

The annual budget for the District should be recommended each fall by the Board and submitted to the City Council for approval in the form of an annual assessing ordinance. A public hearing should be held by the council to consider requests for exemption from the assessment for reason of hardship.

### **Apportionment Formula**

An apportionment formula should be used to determine the annual contribution of each property toward the annual budget established for the current year. Properties located within Zone 1 would pay 54% of the budget while Zones 2 and 4 would pay 13% and Zone 3 would pay 20% (see attached map). The annual special assessment charges for properties within each District zone should be based upon square-footage-of-land-area contained in each property. Square-footage-of-land-area should be used because of its simplicity and straightforwardness and predictability in terms of future years. (See Implementation Considerations for a discussion of revenues and costs.)

### **Expansion and Modification**

The boundaries of the Special Benefit and Assessment District may expand and the apportionment formula may change. It is assumed that with further development, public improvements and transit access to Eighth St. south of Myrtle St., the District may expand southward. It may be beneficial to expand the District to include other retail areas within the downtown.

### **Management and Technical Support Services**

The non-profit management organization should perform and oversee many important management functions. Initially design services (for facade and storefront design, vending, etc.) may be contracted to a consultant. Initial in-house service might include the management of promotions and special events, maintenance and landscaping, capital replacement and repair, security, planning, public space use and centralized retailing programs. The Executive Director of the non-profit management program should work closely with the District Board and should be responsible for the preparation of budgets, annual reports, minutes, planning proposals and studies, programs and design documents. The non-profit

management organization should prepare ordinances for consideration by the City Council for events programming and vending. The non-profit management organization's program should coordinate closely with public agencies. The non-profit management organization is a central clearing house for promotional materials, event scheduling, and vending and street uses within the District.

A shortcoming of the Denver Mall Management District is the omission of retail management from the list of functions established by ordinance. Denver is currently working under a HUD-funded, centralized retail management program sponsored by the International Downtown Association to rectify the problem.

Centralized retail management is an important way for downtown Boise to compete with regional suburban shopping centers for a share of the marketplace. Centralized retail management may include coordinated store hours and joint advertising within certain areas of the District.

#### **Maintenance and Landscape Services**

The care of public spaces within the District is of paramount concern. The non-profit management organization would oversee the contracting and performance of services for the upkeep of the District's streetscape elements, litter control, garbage collection, cleaning, sweeping, landscape maintenance and seasonal plantings.

It is assumed that street maintenance [curb-to-curb] would be the responsibility of the City on all trafficked streets within the District.

Beginning at 5 a.m., a cleaning crew consisting of four persons (a crew chief and three laborers) would sweep, scrub, perform general trash pickup and removal on a daily basis throughout the entire District. This crew would be responsible for special cleanup after events, setting up and dismantling stages, banners and other equipment needed for special activities, and for snow removal. Scheduling would be adjusted in response to special needs and programming.

A hose-down/scrub crew made up of two people would hose down large areas with a fire hose connected to fire hydrants between the hours of 10 p.m. to 6 a.m. once a week.

A landscaping crew of two people would water, fertilize, trim, prune, plant and generally maintain the District's trees, flowers and shrubs as needed on weekdays between 7 a.m. to 3 p.m.

The costs of these services and methods of funding are outlined below.

### **Capital Replacement and Repair**

The public spaces of the District will need repair and enhancement if the District is to remain as attractive as possible. Major repair work such as repainting, repaving, etc. should be contracted out. Replacement features should match the original design features of the District.

It is assumed that lighting would be maintained by a public authority.

A repair crew consisting of two persons should make needed minor repairs within the District as needed on weekdays between 7 a.m. and 3 p.m.

### **Vending and Special Events**

The promotions and events coordinator of the non-profit management organization should supervise vending and special events programs.

It is recommended that the management organization receive special arts funding for arts programs.

To facilitate programming in public areas, it may be desirable for the non-profit management organization to administer the one-half-of-one-percent endowment fund for the performing arts and entertainment within the District.

### **Capital Improvements**

New features which enhance the District should be well-designed to harmonize with the established theme of the District under outside design and construction contracts.



## Security

Special precautions should be taken to ensure that people perceive the District as being safe. A joint effort and program is recommended between the Boise Police Department and the non-profit mall management organization. It is recommended that the Police Department develop with the non-profit management organization, a special security program for the District. This program may include motor scooter or equestrian patrol units which would facilitate the surveillance of pedestrian areas.

It is recommended that two "street coordinators" (working split shifts, to cover weekends and/or special events) be used within the District. These persons may be former police officers, fire fighters, para-medics or other persons specially trained in dealing with the public and emergencies. These "street coordinators" would be unarmed and wear identifiable uniforms, walk in active areas throughout the District, give information, monitor sanitation and maintenance and act as a security presence by being extra "eyes and ears" on the street. The street coordinators would report problems to the Police Department and the non-profit management organization office using a portable communication system but would not themselves directly intervene.

Finally, it is recommended that all operators in the public spaces [vendors, maintenance workers, etc.] receive ongoing special training in dealing with the public to maintain the best possible public perception of the District. Furthermore, it is recommended that all maintenance and landscaping crews wear coordinated uniforms to make their presence visible and thereby increasing the perception of security within the District.

## Revenues

The funds collected from the special benefit district would in part pay for the costs of the management and maintenance program. It is assumed that the City also would contribute to the costs of these services. Two options (each with a sub-option) exist and the cost-effectiveness of them should be reviewed by the management organization.

- o The City could provide regular sanitation and maintenance services to the District, and the management or-

ganization would contract out for additional services to a private contractor or hire their own personnel.

- o The management organization would receive payment from the City in lieu of City services, and these organizations would contract all duties out to a private contractor or hire their own personnel.

The properties within the District could be taxed at the following rates to raise the following additional revenues under the special benefit district (figures are approximate):

Zone 1: eight blocks		
622,000 SF @ \$0.56/SF =	\$348,300	53%
Zone 2: Four blocks		
312,000 SF @ \$0.28/SF =	\$ 87,400	13%
Zone 3: thirteen blocks		
972,000 SF @ \$0.14/SF =	\$136,100	21%
Zone 4: seventeen blocks		
1,260,000 SF @ \$0.07/SF =	\$ 88,200	13%
Total annual revenue =	<u>\$660,000</u>	100%

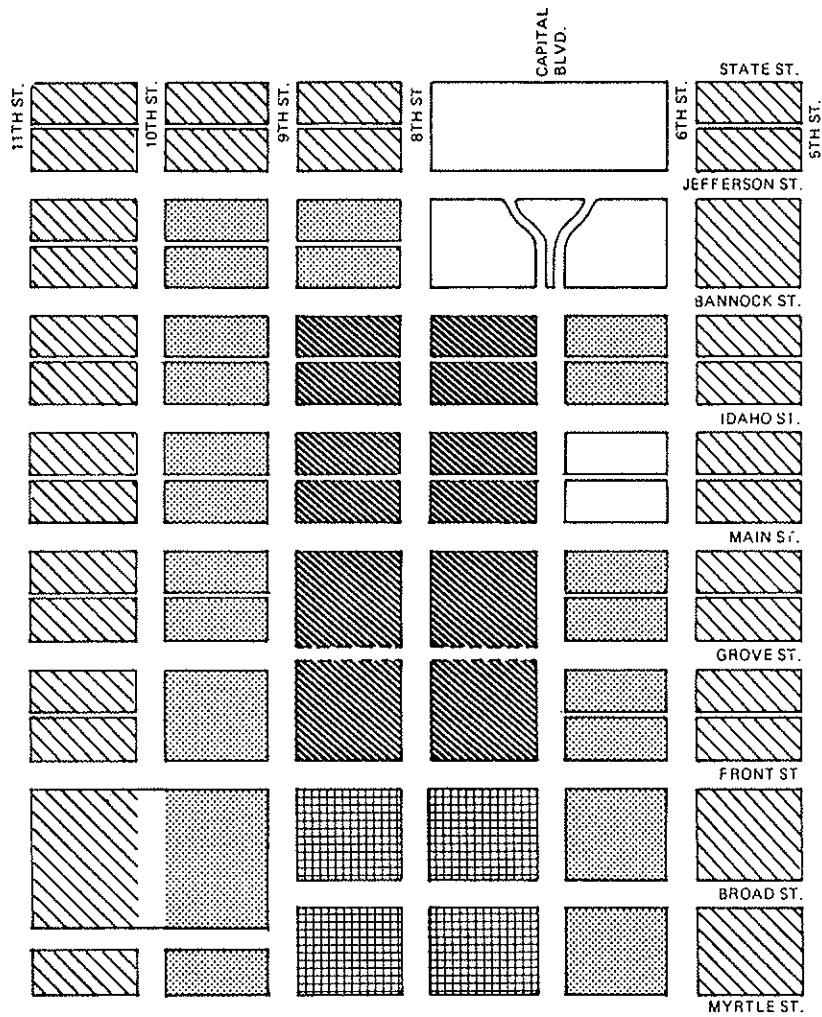
The above revenues would be augmented by city-funded services and by the endowment fund for the performing arts and entertainment.

#### Expenses — Preliminary Budget:

Management and Technical Services	\$150,000
Maintenance and Landscape	200,000
Capital Repair and Replacement	50,000
Security	60,000
Special Events	50,000
Promotions	50,000
Consultant Services	50,000
Capital Improvements	50,000
	<u>\$660,000</u>

#### City-Funded District Services:

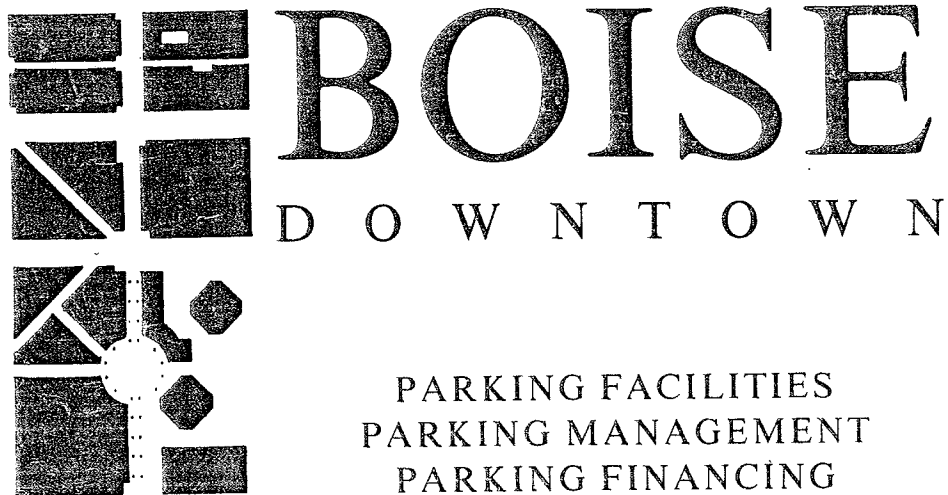
Police  
Electricity  
Street Lighting Maintenance  
Street (curb-to-curb) Maintenance  
Water  
Transit Operations and Maintenance  
Other City Expenses



**SPECIAL BENEFIT AREA AND ZONES**  
 (Proposal for discussion only)

Percent of Annual Budget		
	Zone 1	54%
	Zone 2	13%
	Zone 3	20%
	Zone 4	13%





DOWNTOWN REDEVELOPMENT PROJECT  
PARKING PLAN

OCTOBER 1986

BOISE REDEVELOPMENT AGENCY

2007 AMENDED  
CENTRAL DISTRICT PLAN

ATTACHMENT NO. 3C:  
REDEVELOPMENT PROJECT PARKING  
PLAN (OCTOBER 1986)



PUBLIC PARKING  
FACILITIES PROPOSAL

Prepared For:  
BOISE REDEVELOPMENT AGENCY

Prepared By:  
HUMMELL LA MARCHE & HUNSUCKER ARCHITECTS, P.A.  
BARTON-ASCHMAN ASSOCIATES, INC.  
ZIMMER GUNSUL FRASCA PARTNERSHIP  
DON MILES ASSOCIATES/PPS  
JENSEN-BELTS ASSOCIATES  
CH2M-HILL

October, 1986





## INTRODUCTION

The Boise Redevelopment Agency (BRA) has selected developers to redevelop eight blocks of downtown Boise. The site, bounded by Bannock Street, Capital Boulevard, Front Street, and Ninth Street, will contain the following land-uses:

Retail	260,000 square feet
Office	500,000 square feet
Theater	250 seats
Hotel	300 rooms
Convention Center	40,000 square feet exhibit space
	30,000 square feet support services

As part of the redevelopment process, the BRA has proposed to provide short-term parking to serve the entire development. Further, BRA has offered to pay the difference between underground parking and above-grade structured parking for the project components south of Main Street. This offer has been made in order to accomplish the urban design goals of the redevelopment area.

## PARKING NEEDS

In April, 1986, Barton-Aschman Associates, Inc., prepared a parking report projecting the parking needs of the redevelopment project. The results of the parking needs analysis are shown in Table 1. As of the April, 1986 development plans, it was calculated that a total of 2,120 parking spaces would be needed to accommodate the parking from the proposed development. This level assumes that shared parking would take place among the retail, office and hotel portions of the development. It also assumes that only a

TABLE 1  
BOISE DOWNTOWN REDEVELOPMENT PROJECT  
PARKING NEEDS AS OF APRIL 1986 DEVELOPMENT PLAN

	SPACES REQUIRED(1)			<u>Total</u>
	<u>Long Term(2)</u>	<u>Short Term</u>	<u>Hotel/ Convention Center(3)</u>	
North of Main	270	700	0	970
South of Main	<u>700</u>	<u>250</u>	<u>200</u>	<u>1,150</u>
TOTAL	970	950	200	2,120

NOTES:

- (1) Assumes shared parking among retail, office and hotel uses.
- (2) Assumes all long-term parking is accommodated within the 8-block project area.
- (3) Assumes the bulk of the Convention Center parking is provided south of Front Street.

portion of the Convention Center parking demand would be accommodated within the eight-block project area. The remaining Convention Center parking demand would be provided either in a parking structure or in surface parking lots south of Front Street.

Since the April, 1986 report was prepared, more specifics on the developments both north and south of Main have been prepared by the project area developers. Thus, it is possible at this time to update the 2,120-space parking need projection shown in Table 1.

#### South of Main

The Oppenheimer Development Company (ODC) project has been proposed as a 182,000 square foot office building. The developer has indicated that the project parking demand would be satisfied with a total parking supply of 212 spaces. Of this total, 157 would accommodate long-term employee parking while an additional 20 long-term spaces would be needed for reserved parking (i.e., specific name on a single space). In addition, 35 parking spaces would be required to accommodate visitors to the ODC development.

The Moore Financial Development project -- the Idaho First Terrace Building -- would require a total of 310 spaces. Of this total, 264 spaces would be allocated to the Idaho First Terrace office building, and 46 spaces to the retail development within the Idaho First Terrace Building and the retail along Eighth Street.

Additional retail along Eighth Street would approximate 50,000 square feet of development. At the peak parking demand portion of the day (2:00 PM on a weekday afternoon), the Eighth Street retail would generate the need for approximately 146 parking spaces. Likewise, the 300-room hotel would

require approximately 74 parking spaces during this midafternoon time period, assuming the meeting room/banquet facilities were not fully utilized that day.

If a daytime function were taking place within the Convention Center, then all 200 of the "premium" parking spaces within the project area could be utilized by Convention Center visitors.

Thus the revised parking demand for the portion of the redevelopment project south of Main Street can be summarized as follows:

ODC	212 spaces
Idaho First Terrace	310 spaces
Retail	146 spaces
Hotel/Convention Center	<u>274 spaces</u>
Total	942 spaces

Comparing this number to the total shown in Table 1 for the "south of Main Street" area indicates that the projected parking need has decreased by approximately 200 spaces since the April, 1986 report.

#### North of Main

The total parking need projection of 970 spaces still looks appropriate for the development levels planned. However, 50 of the spaces allocated to retail should be earmarked as long-term spaces to accommodate retail employees.

### Revised Parking Needs

Table 2 shows results of the parking needs analysis based on the most recent land-use plans available for the eight-block project area. The total demand (1,922 versus 2,120) decreased by approximately 200 spaces as a result of the office developers south of Main Street reducing their on-site parking needs.

A total of 1,922 parking spaces would be required to meet the total eight-block project area parking demand based on the most recent development plans.

### PROPOSED PARKING SUPPLY

A number of different locations within the eight-block project area were tested as potential parking supply sites. In all, 23 parking lot/garage alternatives were tested on 12 different sites in and adjacent to the project area in an attempt to balance supply/demand and the likely level of available funding.

A total of six locations were recommended for parking structures or underground garages. The proposed parking supply locations and allocation of parking spaces are shown in Table 3.

A total of 1,999 parking spaces can be provided in the six parking facilities recommended. North of Main Street, two above-grade parking structures are proposed to accommodate 872 parking spaces. South of Main Street, three underground parking structures and one above-grade structure would be provided to accommodate 1,127 vehicles.

TABLE 2

REVISED PARKING NEEDS BASED ON SEPTEMBER 1986 DEVELOPMENT PLANS  
BOISE DOWNTOWN REDEVELOPMENT PROJECT

	SPACES REQUIRED			<u>Total</u>
	<u>Long Term</u>	<u>Short Term</u>	<u>Hotel/ Convention Center</u>	
North of Main	320	650		970
South of Main	177	35		
ODC	229	35		
IFT		46		
IFT retail		146		
8th Street retail	74		200	
Hotel/Convention Center				
South Subtotal	490	262	200	952
GRAND TOTAL	810	912	200	1,922

TABLE 3  
PROPOSED PARKING SUPPLY  
BOISE DOWNTOWN REDEVELOPMENT PROJECT

<u>Facility</u>	<u>Total Spaces Provided</u>	<u>Parking Levels</u>		<u>Ground Floor Retail</u>
		<u>Under</u>	<u>Above</u>	
Bannock/8th (SW quad)	523	0	4	21,500 sf
Capitol/Idaho (SW quad)	349	0	5	16,400 sf
ODC	184	1	-	-
IFT	195	1	-	-
Hotel	243	1	-	-
Front-8th/9th	505	0	3-1/2	-
	1,999			

Summary

<u>Location</u>	<u>Spaces Provided</u>	<u>Spaces Required</u>	<u>Difference</u>
North of Main	872	970	( 98)
South of Main	1,127	952	175
	1,999	1,922	77

When the proposed parking supply is compared to the 1,922-space parking need described above, it can be seen that 77 "extra spaces" are included in the proposed supply; however, it can also be seen that the supply proposed north of Main is 98 spaces short of the 970-space target. This means that some of the long-term parking demand generated north of Main will have to be satisfied by spaces located south of Main. As more definitive plans are provided for the specific developments north of Main Street, parking spaces could be eliminated from the Front/Eighth-Ninth garage. By the same token, the "shortage" north of Main Street could be satisfied by increasing the Capitol/Idaho garage by one level if the parking experience of the early north-of-Main development phases demands it.

#### DESCRIPTION OF INDIVIDUAL PARKING FACILITIES<sup>(1)</sup>

##### Bannock/Eighth Structure

##### Alternative A - 200' x 122'

One alternative for the Bannock garage is a combination sloping-floor/split-level facility with a footprint of 200 feet along Bannock Street and 122 feet along Eighth Street. Two parking bays would be provided. The bay adjacent to the alley would be a sloping floor bay while the bay adjacent to Bannock Street would be flat. These bays would be connected by short ramps located at both the east and west ends of the garage. A total of 13,000 square feet of retail will be provided on the ground level with frontage along both Bannock and Eighth Streets.

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(1) Illustrations of the proposed garage layouts may be found in the Appendix of this paper.



Six levels of parking could be provided above the retail space in order to provide a total parking garage capacity of 464 spaces.

Access to the Bannock garage will be off Bannock Street between Eighth and Ninth Streets.

The parking garage described above allows the retention of the two existing buildings located in the southeast quadrant of Ninth Street and Bannock Street.

#### *Alternative B - 300' x 122'*

An alternate design was tested for the Bannock site which used the entire half-block north of the alley, resulting in a 300-foot-long by 122-foot-wide footprint. The garage designed under this scenario was a two-bay sloping-floor garage. While this design required the removal of the two buildings at the southeast corner of Ninth/Bannock, it did allow a larger parking supply on fewer number of parking floors. A total of 523 parking spaces could be provided in four floors of parking above the retail rather than the six floors as proposed in the 200-foot-long garage. In addition, approximately 21,500 square feet of retail space along Bannock, Eighth and Ninth Streets could be provided in this alternate design.

#### *Comparison of Bannock Alternatives*

While either of the two Bannock Street garage designs are indeed acceptable for retail parking, it should be pointed out that there are a number of trade-offs that need to be considered in deciding between the two proposed designs.

Table 4 highlights some of the more significant differences between the two Bannock Street garage alternatives. Because of the smaller footprint of Alternative A, the 200-foot-long structure requires two additional parking levels in order to approximate the total parking supply provided by Alternative B (the 300-foot-long structure).

The additional height required under Alternative A will have both visual and parking operational impacts. Table 4 shows that Alternative A provides 77 parking spaces per level, which means that retail customers will have to search through more and higher parking levels in order to find a parking space. In addition, experience shows that retail customers are reluctant to use spaces above the fifth level of a parking structure, which means that in the case of the two Bannock alternatives, the top two levels of Alternative A would not be seen as prime customer parking spaces. Therefore, Alternative A would provide a total of 310 prime customer spaces which, when added to the 349 spaces in the Capitol/Idaho garage, means that the 650-space short-term parking demand north of Main Street can only be met by having some retail parking occur above the fifth level of either of these two garages (i.e. in less than "prime" customer spaces.)

The major advantages of Alternative A over Alternative B fall in the area of urban design and land-use impacts. Alternative A allows the retention of the existing two buildings on the southeast quadrant of Ninth and Bannock. These buildings presently house retail tenants on the ground floor along Eighth Street. As shown in Table 4, more existing ground floor retail and obviously more total building square footage would be lost if Alternative B was selected. Some concern has been expressed, however, by the developer of this area as to whether or not the two buildings that would remain under Alternative A would be financially feasible from a rehabilitation and reuse standpoint. Financial considerations aside, however, these two buildings do

TABLE 4  
COMPARISON OF BANNOCK PARKING STRUCTURE ALTERNATIVES

	<u>Alternative A</u>	<u>Alternative B</u>
<u>Parking</u>		
Dimensions	200' x 122'	300' x 122'
Parking Supply	464 spaces	523 spaces
Parking Levels Above Retail	6	4
Ramp Grade	6%	5.2%
Spaces per Level	77	133
Prime Customer Spaces*	310	523
<u>Retail</u>		
New Retail Space	13,000 S.F.	21,500 S.F.
Status of Jordan and Standard Buildings	Retained	Demolished
Existing Ground Floor Retail Lost	20,000 S.F.	32,200 S.F.
Total Existing Space Lost	20,000 S.F.	52,950 S.F.
<u>Cost</u>		
Construction Cost (Parking & Retail)	\$3.09 million	\$2.86 million
Construction Cost (Parking Only)	\$2.71 million	\$2.63 million
Cost/Space (Parking Only)	\$5,180	\$5,670

\*Number of parking spaces on levels 1-4 of garage. Spaces above the fourth level are usually not suitable for retail customers because of long search patterns required.

have potential historic impacts, and they could even be utilized as sites for some of the civic and cultural uses proposed for the downtown area (museums, science exhibits, art exhibits, etc.).

From an urban design standpoint, there are also trade-offs between the two alternatives. While the 300-foot-long structure would be 20 feet less in height, it would take up the entire north half of the block along Bannock Street, and it would result in two full blocks of parking structure along Bannock (between Eighth and Ninth and between Ninth and Tenth). Alternative A, on the other hand, would require a 20-foot higher parking structure, but it would retain the two existing buildings so that the skyline would be more varied.

In terms of construction cost for the parking portions of the structures (i.e., excluding the retail costs), Alternative A could be constructed for approximately \$80,000 less than Alternative B. Since Alternative B actually provides a slightly larger parking supply, the cost per space for providing parking in the Alternative B garage design would be approximately \$500 per space less than under Alternative A.

In summary, the 300-foot-long parking structure described under Alternative B provides slightly more total parking spaces but substantially more prime customer spaces than does Alternative A. Because of its more efficient parking design, it provides these spaces at a lower cost than could be provided under the Alternative A design. The Alternative B design, however, accomplishes these parking and cost advantages at the expense of some downtown land-use and urban design considerations which should be taken into account in the comparison of the two alternatives.

For the purposes of developing the parking facilities program, the parking

structure under Alternative B will be included as the recommended choice. Should the Board decide to select the Alternative A parking structure, minor adjustments to the parking program could be made and the basic proposal carried forward.

#### Capitol/Idaho Parking Structure

The Capitol parking garage has been planned as a two-bay combination sloping-floor/split-level garage with a clear-span structural design. Retail space will be provided at grade, and five levels of parking will be provided above the retail facility. Access to the above-grade parking will be from Capitol Boulevard.

A total of 16,400 square feet of retail can be provided on the ground level along Idaho with 60 feet of frontage along Capitol Boulevard.

The capacity of the site as proposed is 349 parking spaces.

#### ODC Underground Parking Garage

One level of underground parking has been proposed under the Oppenheimer Development Company site. A short-span structural system will be used so there will be columns within the parking areas near the back of parking spaces. The short-span structure has been proposed in order to minimize the cost of the underground parking facility south of Main Street.

The capacity of the site would be 184 parking spaces including parking under the building footprint.

One access point to the parking structure will be provided off Ninth Street

in the vicinity of the Grove Street alignment.

The Ninth Street access will also handle truck/service access to the ODC building, and thus special height requirements in the entrance area have been taken into account in the parking garage design.

The footprint of the parking area extends under the Eighth Street sidewalk on the east and under the Grove Street alignment on the south. These extensions recognize the limitations of the Eighth Street Major Public Open Space design treatments.

Provisions have been made for future connection to the hotel parking structure south of the ODC facility.

#### Idaho First Terrace

The IFT parking facility has also been designed as a one-level underground facility. The design calls for an L-shaped parking garage located along Capitol Boulevard on the east and Front Street on the south. The single flat-floor parking level will be served by an external ramp along the north and west side of the parking garage.

One access point will be provided off Capitol Boulevard, and it will also serve the truck docks for the new Idaho First Terrace building.

Again, a short-span structural system will be used in order to minimize the cost of the parking structures.

The parking level would provide 195 parking spaces. A possible connection to the hotel parking garage on the east has been located so as to not

disrupt the Phase 1 improvements for the Major Public Open Space.

A possible refinement of the IFT garage could be the relocation of its access point southerly in order to avoid conflicts with the existing access to the Idaho First Plaza garage. No significant loss of spaces or major design changes are anticipated as a result of this refinement.

#### Hotel Structure

One level of parking has been proposed under the hotel/Convention Center. A short-span structural system is proposed in order to carry the Convention Center floor loadings above the parking facility.

Access to the underground facility will be from the hotel entrance area and directly from Ninth Street. The area would also be served by the Ninth Street entrance to the ODC parking structure.

The capacity of the hotel parking structure is 243 spaces.

#### Front/Eighth-Ninth

A two-bay garage south of Front Street between Eighth and Ninth Streets could provide 505 spaces in 3-1/2 levels above grade -- Three levels along Front Street and a fourth level along the south bay of the garage.

Access to the structure would be from Ninth Street on the west and from Front Street near the northeast corner of the garage. No access has been proposed from Eighth Street in order to respect the pedestrian nature of the Eighth Street corridor.

This garage would serve long-term parking from the redevelopment projects, and its parking supply would be available to serve late afternoon and nighttime parking demand from the Convention Center and from the Eighth Street Market area.

#### SUMMARY

Based on the latest development plans available, the eight-block redevelopment project area would require 1,922 parking spaces in order to meet all parking demands on site. This parking requirement assumes that shared parking among the office, retail, theater, and hotel/Convention Center uses takes place.

Six locations have been selected and preliminary designs prepared which indicate that 1,999 parking spaces can be provided. As the development plans north of Main Street become more detailed, the size of the Capitol/Idaho garage could be adjusted so that the proposed supply more closely matched the projected demand. Given the status of these designs at this time, however, it seems prudent to continue planning on the basis of the 1,999 total spaces.

The two garages north of Main Street will provide clear-span parking bays, and retail spaces will be provided on the ground floor.

The underground parking facilities have been proposed as one-level facilities to be located on three of the four blocks south of Main Street in order to increase the efficiency of the parking space, reduce costs, and allow for interconnection among the three parking structures. An above-grade parking structure is proposed south of Front Street to provide long-term parking opportunities for the project area.



PUBLIC PARKING  
MANAGEMENT PLAN

Prepared For:  
BOISE REDEVELOPMENT AGENCY

Prepared By:  
HUMMELL LA MARCHE & HUNSUCKER ARCHITECTS, P.A.  
BARTON-ASCHMAN ASSOCIATES, INC.  
ZIMMER GUNSUL FRASCA PARTNERSHIP  
DON MILES ASSOCIATES/PPS  
JENSEN-BELLIS ASSOCIATES  
CH2M-HILL

October, 1986



## INTRODUCTION

There are two issues in parking management that need to be addressed. First, overall management of the entire 1,999-space parking supply must be determined so that the six structures indeed operate as one parking system. Secondly, the individual developers within the project area are concerned regarding the allocation and the location of short- and long-term parking spaces.

## OVERALL MANAGEMENT

Five basic management alternatives were evaluated for the project area parking facilities:

1. BRA/City operation;
2. Downtown Improvement District;
3. Downtown/project area parking district;
4. BRA-owned/private parking operator hired;
5. Independent, private parking facilities.

Of the above choices, the two that provided the greatest benefit to the BRA and the project developers are Alternatives 2 and 4. It is recommended that the project parking facilities be built under Alternate 4 with the management of the system evolving into Alternate 2 over time.

In the initial phases of development, BRA should own and develop the garages and hire a private parking operations firm to operate the facilities on a day-to-day basis. This alternative has the advantage of allowing the parking facilities to be built under public financing bonds, which have more favorable interest rates than private financing. The hiring of a parking

operator means that BRA does not have to hire a large staff on the public payroll to operate the garages. It also means that experienced operating staff will be running the parking facilities sooner than if BRA tried to hire their own staff and train them as parking operators.

On the disadvantage side, some of the project parking revenues will have to be spent to pay the fee of the private operator, but similar expenditures would have to be allocated to operations even if the BRA or City operated the parking facilities (Alternate 1 above).

Another disadvantage of hiring an operator would be the apparent loss of control of the day-to-day operating decisions. This could be minimized by clearly delineating the operating conditions of the structures in the contract negotiated with the parking operator.

Ideally, the parking system control would evolve out of BRA's hands and into the hands of the system users -- the developers, owners, and tenants of the eight-block project area.

It is recommended a provision be made for the formation of a Downtown Improvement District which would be empowered to collect the annual fees from the downtown developers, hire and monitor the parking operator, set the parking rates in competition with other downtown parking facilities, and collect/disburse the parking fees from system users.

The Downtown Improvement District could begin with just the responsibility for the eight-block parking facility and could later be expanded to include the maintenance and programming of the Major Public Open Space. The support of the Major Public Open Space could require financial assessments beyond the parking collections. The parking revenues, however, should be earmarked

to support the maintenance and operation of the parking facilities and to pay off the bonds used to build the facilities. Thus, if a Downtown Improvement District is formed, separate accounts should be kept for the parking facilities and for the support of the Major Public Open Space.

#### SPACE ALLOCATION

The allocation of spaces depends on the short- versus long-term demand in the area of each of the individual parking facilities. Based on the development programs now being planned, Table 1 shows a proposed parking space allocation for each of the six parking facilities.

To the extent possible, long-term and short-term parking would be separated by floors in each of the six parking facilities in order to facilitate the control of these spaces. In the Front, Hotel, ODC, and IFT parking facilities, there is the opportunity to provide premium long-term parking in spaces that are sheltered from the weather. In the Front, Bannock and Capitol parking facilities, rooftop long-term parking will be available, and the monthly parking rates for these spaces could be slightly less than that for the premium long-term spaces.

Table 2 shows that the division of long-term and short-term parking spaces by floors within the north-of-Main parking facilities can come very close to meeting the north area short-term parking needs described in the Public Parking Facilities Proposal. Likewise, the short-term parking demand south of Main is met for both the office and retail uses by assigning the spaces in the ODC and IFT structures to short-term parking. The Hotel structure would be used for daytime hotel use as well as long-term employee parking for the ODC and IFT buildings. The Front Street structure would be utilized to

TABLE 1  
MID-DAY PARKING SPACE ALLOCATION  
BOISE DOWNTOWN REDEVELOPMENT PROJECT

Area	Facility	Floor	Number of Spaces			User
			Long Term	Short Term	Hotel/ Convention Center	
North of Main	Bannock	G-1-2-3 4	132	391		Retail Visitor Employee
	Capital	1-2-3-4 5	76	273		Retail Visitor Employee
	North Subtotal		208	664		
South of Main	ODC	1		35		ODC Visitor
		1		121		Retail Visitor
		1	28			ODC Reserved
	IFT	1		25		Retail Visitor
		1		35		IFT Visitor
		1		46		IFT/8th St Retail
		1	69			IFT Employee
		1	20			IFT Reserved
	Hotel	1	80			Hotel Mid-day Use
		1	81			IFT Employee
		1	82			ODC Employee
	Front	G-1			200	Convention Center
		G-1		52		Unallocated Hourly Parking
		2-3-4	116			North-of-Main Employee
		2-3-4	73			ODC Employee
		2-3-4	64			IFT Employee
South Subtotal		613	314	200		
GRAND TOTAL		821	978	200		

TABLE 2  
COMPARISON OF SHORT/LONG-TERM NEED VS. SUPPLY  
BOISE DOWNTOWN REDEVELOPMENT PROJECT

	Long Term			Short Term			Hotel/Convention Center		
	<u>Supply</u>	<u>Required</u>	<u>Difference</u>	<u>Supply</u>	<u>Required</u>	<u>Difference</u>	<u>Supply</u>	<u>Required</u>	<u>Difference</u>
North of Main	208	320	-112	664	650	+14	0	0	0
South of Main	<u>613</u>	<u>490</u>	<u>+123</u>	<u>314</u>	<u>262</u>	<u>+52</u>	<u>200</u>	<u>200</u>	<u>0</u>
	821	810	+11	978	912	+66	200	200	0

satisfy the remaining long-term parking demand from the project area and to serve the Convention Center daytime demand.

It should be noted that Table 1 is titled "Midday Parking Space Allocation" because during the evening hours and on weekends, the allocation of parking spaces would be somewhat different. In the evening hours, for example, hotel valet parking may spill over into the short-term parking areas in the ODC and the IFT garages. Since these long-term hotel parkers are typically gone before 9:30 AM, there would be no time conflict with the retail users, who don't begin using those short-term spaces until after 9:30 AM. Likewise, on the weekends, retail parkers would be allowed to park in the monthly employee parking areas.

#### PARKING SPACE CONTROL

The allocation of spaces shown in Table 1 is only valuable if there is some way to indeed control short- and long-term parking to the specified parking levels. The following paragraphs describe the typical operation of the individual structures.

#### Bannock Garage

The fourth floor of the Bannock facility would be marked "Monthly Parking Only Monday Through Friday." When an employee purchased a monthly parking sticker for the Bannock garage, he would be required to register his license plate with the parking operator. He would be sold a computer card that allowed him unlimited access to the Bannock Street garage for that month.

Periodic checks of Floors 1 through 3 would be made by the parking operator using a hand-held computer in order to assure that long-term vehicles do not



park in the short-term spaces. Two warnings could be issued to monthly employees found parked in the wrong areas, and continued violation would result in that individual not being allowed to purchase a monthly parking pass the next month.

Short-term office or retail visitors would take a time-stamped ticket on the way into the garage, and they would be directed to park in any space on Floors 1 through 3. If the visitor gets his ticket validated at a participating retail or office building, then the amount paid for parking would be reduced by the amount of time validated. Validation stickers would be sold to retail establishments and offices within the project area so that they could essentially provide free parking for their visitors, should they so desire. The visitor would present his parking ticket to the cashier upon exiting the garage, and he would pay in cash for any parking time not validated by area retail or office buildings.

#### Capitol Garage

The operation of the Capitol garage would be similar to the Bannock operation described above.

#### ODC Garage

The ODC underground facility would be divided into short-term parking in the majority of the area north of the entrance ramp and long-term reserved employee parking under the ODC building footprint. The ODC garage would have 35 spaces located near the ODC elevators marked as "Reserved for ODC Building Visitors." The remainder of the spaces on the first floor of the facility (except the spaces under the building) would be marked as visitor or customer parking spaces. Under the building footprint, approximately 28

spaces would be marked as reserved spaces with each individual space marked "Reserved for \_\_\_\_\_."

Parking in the visitor parking area would be closed until 9:00 AM every morning in order to force monthly south parkers to the Hotel structure or to the area under the building.

#### Idaho First Terrace Parking

The IFT parking facility would work much the same way as the ODC operation described above. The east/west portion of the L-shaped garage would be closed until 9:00 AM in order to force monthly parkers to the Hotel or Front Street structures or to those IFT spaces marked "Monthly Parking Only, Monday through Friday."

#### Hotel Parking

The hotel parking structure would be used for hotel, restaurant, and meeting-room short-term parking as well as for long-term parking from the ODC and IFT buildings.

Beginning in the late afternoon, the hotel valets would use the 80 spaces allocated to the hotel in order to park hotel guest vehicles. Upon filling the hotel/Convention Center facility, hotel valets would use the short-term visitor parking areas in both the ODC and IFT facilities.

#### Front Street Structure Parking

The first two levels of the Front Street structure would be utilized by Convention Center parking and by any overflow short-term demand generated in

the project. The upper levels of the parking facility would be signed "Monthly Parking Only" with control strategies similar to the Bannock Street structure.

#### PARKING CONTROL EQUIPMENT

In order to accomplish the parking control scheme described above, the parking facilities must include parking control equipment sophisticated enough to control vehicles entering and exiting the facilities and monitor the daily and monthly parking expenditures. The parking control system should include equipment that will accommodate multimonthly card system reading features. This will allow monthly parking cards to be utilized by employees of a variety of commercial facilities, and it will provide these employees access to specific areas within the parking system and exclude them from other areas. In addition, the short-term parking areas should be provided with equipment that allows for automatic ticket readers and fee calculation based on the rate established for each particular facility.

Parking control equipment for the entire system should be computerized to the extent that revenue and parker transactions are recorded automatically and available for transfer to a central computing system. All of the parking revenue control system equipment should be compatible and similar in order to provide for ease of maintenance and operation. A parking revenue control system such as that described above would provide sufficient transaction recording to allow a convenient audit trail and control activities to take place. This type of system will minimize the loss of revenue due to cheating in the system, and it will provide a means of monitoring the long-term and short-term demand in each of the parking facilities.

## SUMMARY

By limiting certain floors or specific zones within each floor in the six parking facilities to long-term parking only, a separation between long-term and short-term parkers can be accomplished, and the appropriate number of short-term parking spaces can be allocated both north and south of Main Street. The visitor spaces have been assigned to those locations easiest to reach because these spaces experience a much higher turnover each day.

In an effort to reduce the size and cost of the parking structures north of Main, the total parking supply north of Main does not equal the 970-space demand estimate. Instead, approximately 120 long-term spaces generated north of Main Street have been assigned to the Front Street parking structure.

Premium monthly long-term spaces can be provided which are protected from the weather. Rooftop employee parking will be available in the Front, Bannock and Capitol garages.

PARKING FINANCING PLAN

Prepared For:  
BOISE REDEVELOPMENT AGENCY

Prepared By:  
HUMMELL LA MARCHE & HUNSUCKER ARCHITECTS, P.A.  
BARTON-ASCHMAN ASSOCIATES, INC.  
ZIMMER GUNSUL FRASCA PARTNERSHIP  
DON MILES ASSOCIATES/PPS  
JENSEN-BELITS ASSOCIATES  
CH2M-HILL

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## BASIC CONCEPT

The Boise Redevelopment Area will build all 1,999 parking spaces to serve the eight-block redevelopment project area. These parking spaces will be built in six separate structures using 8.5 percent 20-year bonds to pay for the initial construction.

The BRA will pay the construction costs and financing costs for the short-term visitor spaces within the project area. The developers will pay an amount equivalent to the construction costs and financing costs for above-grade parking for long-term employee parking. The BRA will pay the difference between the construction and financing costs for above- and below-grade parking.

The BRA will allow each developer to pay his share of the long-term parking costs on an annual basis based upon the required level debt service to retire the parking bonds. This level debt service will be reduced for each developer by the average amount of projected parking revenue calculated over the life of the parking bonds.

The BRA parking proposal as described above offers the project area developers significant incentives to participate in the parking program. The most important of these from the developers' standpoint are:

1. Public financing will be used to construct the parking facilities, which means a savings in interest rates as compared to private financing.

2. The developers will be allowed to pay for their parking on an annual basis rather than as a lump-sum up-front cash payment, which means a much better cash-flow position for the developers.
3. The capital cost of providing parking is being offset by the revenues generated by the parking facility.
4. By estimating the average annual revenue versus average annual maintenance/operating costs, BRA is bearing the burden of maintenance and operating costs in the early years of the parking system when revenues are generally lower as the trade area develops.
5. By basing the developers' cost share on projections, BRA is assuming all the risk in terms of the number of annual vehicles parked in the system and the level of parking fees that can be collected.

#### ALLOCATION OF SPACES

Since the garages are being built with public financing, they must be operated as public facilities available to the general public on a first-come, first-served basis. To the extent that the developers want spaces allocated to their specific buildings, these buildings must be willing to purchase the appropriate number of monthly parking stickers each month and resell them to employees within the building. This procedure has been found to meet the criteria for "public parking" in other municipally financed garages. To the extent that any individual building does not purchase its allocation of monthly spaces in any given month, these spaces would be made available to the general public. Unallocated spaces would lose their



priority the next month, and tenants would have to go onto a waiting list for available spaces. For example, if Building "A" paid the capital or construction costs for 50 spaces but chose to rent only 45 spaces after opening, the remaining five spaces would be offered to the public. If rented to the public, Building "A" tenants could not show up the next month and demand that the general public be removed from those spaces in order to allow the Building "A" tenants to rent them again. The Building "A" tenants would go onto a waiting list for those spaces.

It should be emphasized that the decision not to rent allocated spaces in any given month does not relieve the developer from the responsibility to continue his capital cost contribution for those spaces.

Likewise, developers that desire to have short-term parking allocated to specific buildings must be willing to purchase hourly validation stickers for short-term parkers within those spaces.

#### CONSTRUCTION COSTS

Table 1 shows the basic construction cost for each of the five parking facilities proposed as a part of the parking system. These costs include basic construction costs plus a 10 percent contingency. The construction costs also include an allocation of \$100,000 per parking structure for parking revenue control equipment.

An optional item has been added to the parking construction costs in the form of chloride prevention. A calcium nitrate additive to the parking garage concrete and an epoxy coating on the steel reinforcing bars have been added to the cost in order to decrease the long-term maintenance costs of the facilities. These two items add fifty five cents per square foot of

TABLE 1  
PARKING CONSTRUCTION COSTS  
BOISE DOWNTOWN REDEVELOPMENT PROJECT

Facility	Number of Spaces	Costs		Total	Parking Cost per Space <sup>(1)</sup>
		Parking Construction	Retail Construction		
Bannock	523	\$ 2,708,600	\$385,600	\$ 3,094,200	\$5,180
Capitol	349	2,078,100	289,300	2,367,400	5,950
ODC & Hotel	427	4,472,700	0	4,472,700	10,475
IFT	195	2,014,400	0	2,014,400	10,330
Front	505	2,920,700 <sup>(2)</sup>	0	2,920,700	5,785 <sup>(2)</sup>
TOTAL	1,991	\$14,194,500	\$674,900	\$14,869,400	

(1) Excludes retail costs.

(2) Includes land cost.

construction to the basic construction costs, but it is recommended that these two construction techniques be seriously considered by the ERA. Other parking facilities in northern climates where salt is used on the roadways have been experiencing serious maintenance problems as a result of corrosion damage. These improvements add approximately \$200 per space to the initial construction costs of the facility, but they may dramatically postpone the need for major repair work.

As can be seen in Table 1, the total cost of providing the 1,999 parking spaces within five parking facilities will be \$14,869,400. Of this total, approximately \$1.2 million is allocated to land cost for purchase of the Front Street structure site and costs associated with development of the retail space in the two garages north of Main.

#### BOND SIZE

The construction costs shown in Table 1 will require a bond issue of \$20.7 million. Table 2 shows that to the basic construction cost, the following elements have been added:

1. 5 percent bond expense;
2. 6 percent design fee;
3. 2.5 percent construction fees and testing;
4. One-year debt service reserve.

In addition, a 2 percent bond discount has been assumed based on public bond financing.

A 20-year bond at 8.5 percent interest rate will require a level debt payment of \$2,191,530.

10/20/86

## PARKING ANALYSIS:BOISE

TABLE 2  
BOND SIZING ANALYSIS  
FOR 1,999-SPACE SYSTEM

## BOISE DOWNTOWN REDEVELOPMENT PROJECT

	Bond Starting Balance	Down Pmt Starting Balance	Total Starting Balance	Interest Earned 7.00%	Immediate	Interest 8.50%	Construction Related	TOTAL	Ending Balance
2191531	20,739,200	0	20739200	---	1679804	0	0	1679804	\$19,059,396
2191515									
Month									
0		0	19059396	111180	0		206651	206651	\$18,963,925
1		0	18963925	110623	0		826602	826602	\$18,247,946
2		0	18247946	106446	0		1446554	1446554	\$16,907,839
3		0	16907839	98629	0		1653204	1653204	\$15,353,263
4		0	15353263	89561	0		2066505	2066505	\$13,376,318
5		0	13376318	78029	0	881416	2066505	2947921	\$10,506,426
6		0	10506426	61287	0		2060290	2060290	\$8,507,423
7		0	8507423	49627	0		1864516	1864516	\$6,692,533
8		0	6692533	39040	0		1243011	1243011	\$5,488,562
9		0	5488562	32017	0		826602	826602	\$4,693,976
10		0	4693976	27382	0		616844	616844	\$4,104,514
11		0	4104514	23943	0	881416	660349	1541765	\$2,586,691
12		0	2586691	15089	0		0	0	\$2,601,780
13		0	2601780	15177	0		0	0	\$2,616,957
14		0	2616957	15266	0		0	0	\$2,191,515
15		0							
TOTAL				873294	1679804	2203540	15537635	19420979	
SUMMARY OF PROJECT COSTS									
Immediate Payout	549000	Pay each 6 months	1-15	Retained Reserves	Construction Related Payout	Amount	Mo	% per mo.	
Site Construction & Eqmnt.						206,651	0	---	
Design Fee			14320400			826,602	1	0.0133	
Other (Contingency)			859225			1,446,554	2	0.0532	
Const. Insp. & Testing			358010			1,653,204	3	0.0931	
Bond Expense						2,066,505	4	0.1064	
R & R Reserve						2,066,505	5	0.1330	
Debt Service Reserve						2,060,290	6	0.1326	
Interest During Cons.			2203540	2191531		1,864,516	7	0.1200	
Bond Discount	414784					1,243,011	8	0.0800	
						826,602	9	0.0532	
						616,844	10	0.0397	
						660,349	11	0.0425	
							12	---	
							13	---	
							14	---	
							15	---	
Total	1679804	2203540	15537635	2191531			tot	1.0000	15,537,635

SUMMARY OF BOND PARAMETERS			
Bond Term (years).....	20		
Interest Cost (percent)...	8.50%		
Interest Earned(percent)..	7.00%		
Bond Discount (percent)...	2.00%		
Down Payment .....	\$0		
BOND ISSUE SIZE AND ANNUAL PAYMENT			
Bond Issue.....	\$20,739,200		
Level Debt Payment.....	\$2,191,531		

A separate analysis was performed to isolate the costs of providing above-grade parking structures in downtown Boise, and it was found that above-grade parking in downtown Boise would require a level debt payment of \$1,110 per space per year over the life of the 20-year bond in order to cover the construction costs. This is the amount that developers would be charged to construct long-term parking downtown (less the adjustments due to the revenue stream, which will be described below).

#### OPERATION AND MAINTENANCE COSTS

Table 3 shows a summary of the estimates for annual operation and maintenance costs for the six parking facilities. Basic operation and maintenance costs have been calculated at \$130 to \$140 per year for the above-grade and below-grade structures, respectively. These costs pay operating staff salaries, security, cleaning, restriping, utilities, etc.

Table 3 also shows a \$40 - \$50 per space per year recommended allocation to an extraordinary repair and reserve fund. This would build into the annual budget a sinking fund earmarked for major repair.

The cashiering estimate has been based upon the individual usage patterns within the specific facilities. Most ramps have been calculated assuming cashiers available from 6:00 AM to 8:00 PM either five or six days per week, depending on the predominant usage pattern within the facility. The hotel/Convention Center garage has been assumed to have a cashier 12 hours per day seven days per week, which explains its higher cashiering costs.

The average cost per space for maintenance and operations is \$230.

TABLE 3  
 MAINTENANCE AND OPERATING COSTS  
 BOISE DOWNTOWN REDEVELOPMENT PROJECT

MAINTENANCE/OPERATING COSTS PER PARKING SPACE				
<u>Facility</u>	<u>General Maintenance and Operation</u>	<u>Extraordinary Repair Reserve Fund</u>	<u>Cashiering</u>	<u>Total</u>
Bannock	\$130	50	42	\$222
Capital	130	50	45	225
O.D.C.	140	40	50	230
I.F.T.	140	40	47	227
Hotel	140	40	77	257
Front	130	50	42	222
Average cost/space:				\$230

## PARKING SYSTEM REVENUES

The parking system will generate revenues from the parking users -- both long-term and short-term.

Monthly parking fees have been assumed to reach an average of \$50 per space per month by 1988 and then increase by \$5 per month for each of the next four years. After 1991, it has been assumed that monthly parking fees would increase at the rate of 3 percent per year.

Short-term parking has been assumed to be 75 cents per hour with a \$3.50 maximum per day as of 1988. Again, these costs are assumed to escalate at the rate of 3 percent per year.

Event/Convention Center parking has been assumed at a flat rate of \$2, and visitors/guests to the hotel have been assumed to generate an average of \$3 per day in parking fees.

## FINANCIAL PERFORMANCE

Table 4 shows the estimated financial performance of the six parking facilities from 1988 to the year 2006. As can be seen, the revenue per space increases annually as a result of higher parking usage as the garages are built and as a result of increasing parking fees. The \$230 per year maintenance and operating expense per stall decreases over time from approximately 50 percent of the gross revenue to approximately one third of gross revenue.

Net revenue from parking fees before taxes averages \$1,098,520. This calculates to an annual net income of \$550 per space.



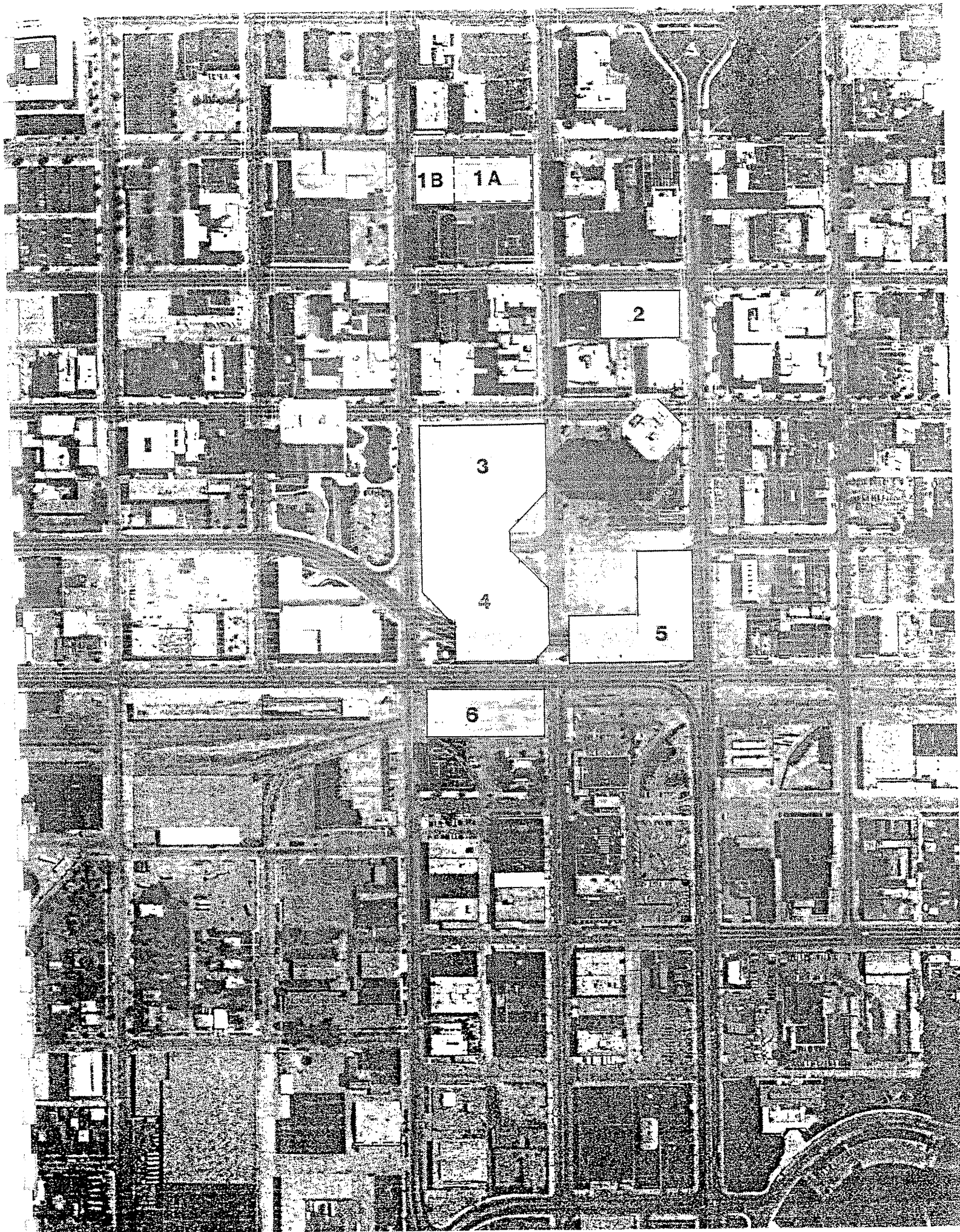


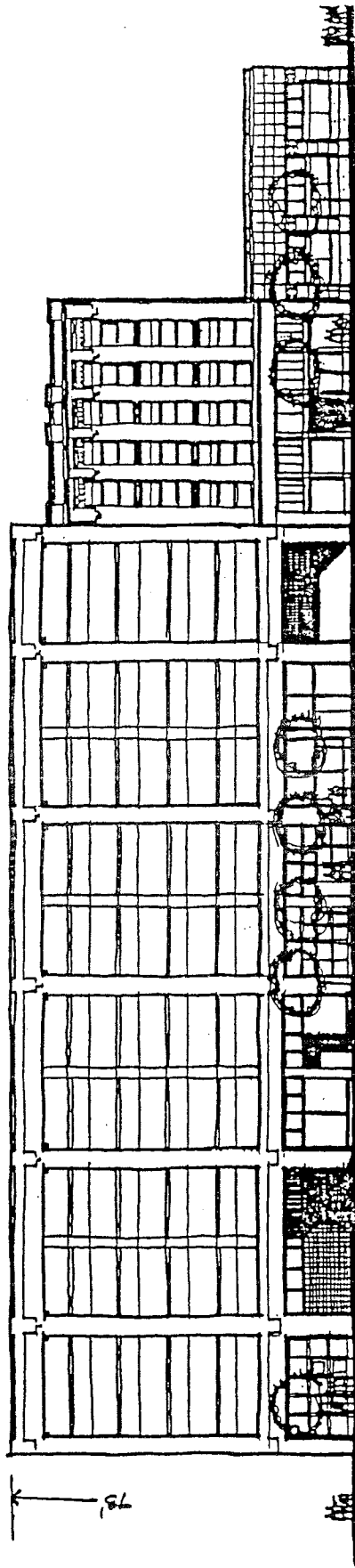
#### DEVELOPER ALLOCATION

The annual cost to retire the debt payment for above-grade long-term parking facilities in downtown Boise is \$1,110 per space. According to BRA's cost-sharing formula, this amount will be reduced by \$550 per space to account for the net income of the system. Thus the developers within the project area would be assessed \$560 per space per year for the 20-year life of the bonds for each long-term parking space provided to serve that development.

APPENDIX A

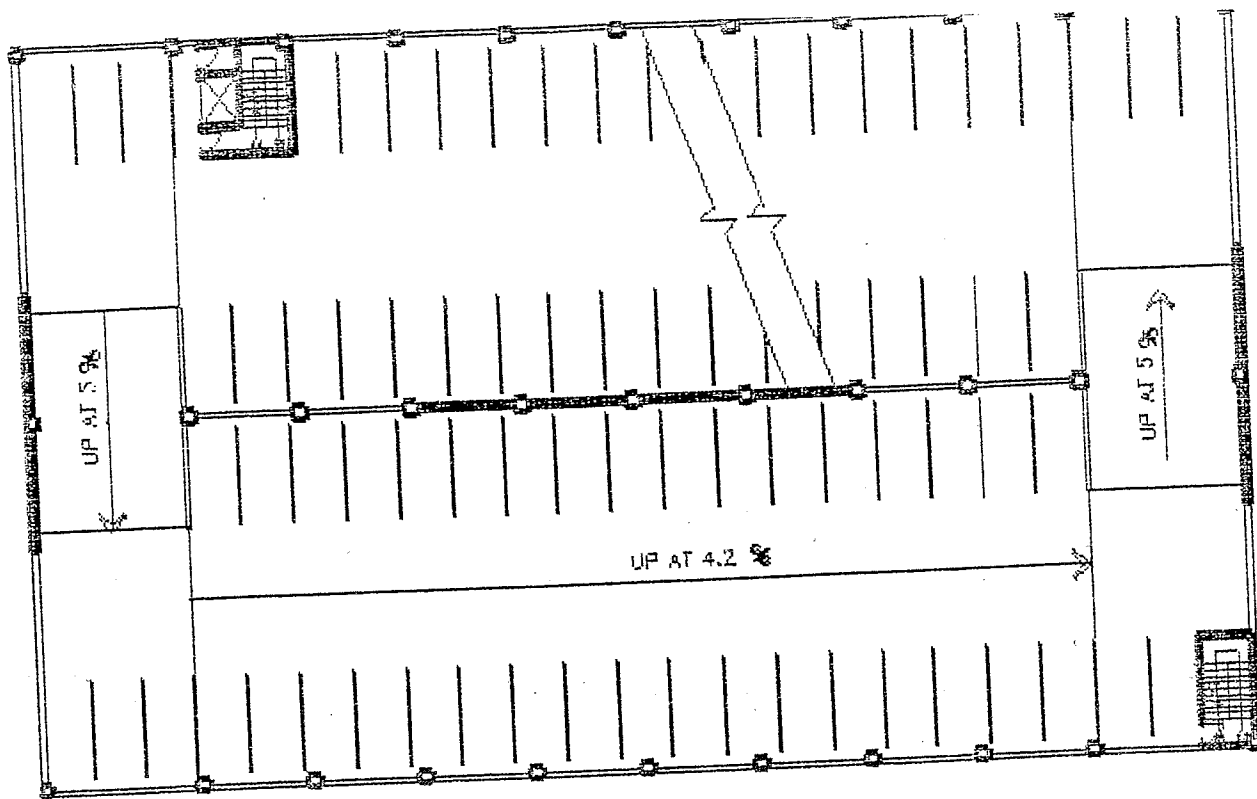
PARKING STRUCTURE FLOOR PLANS



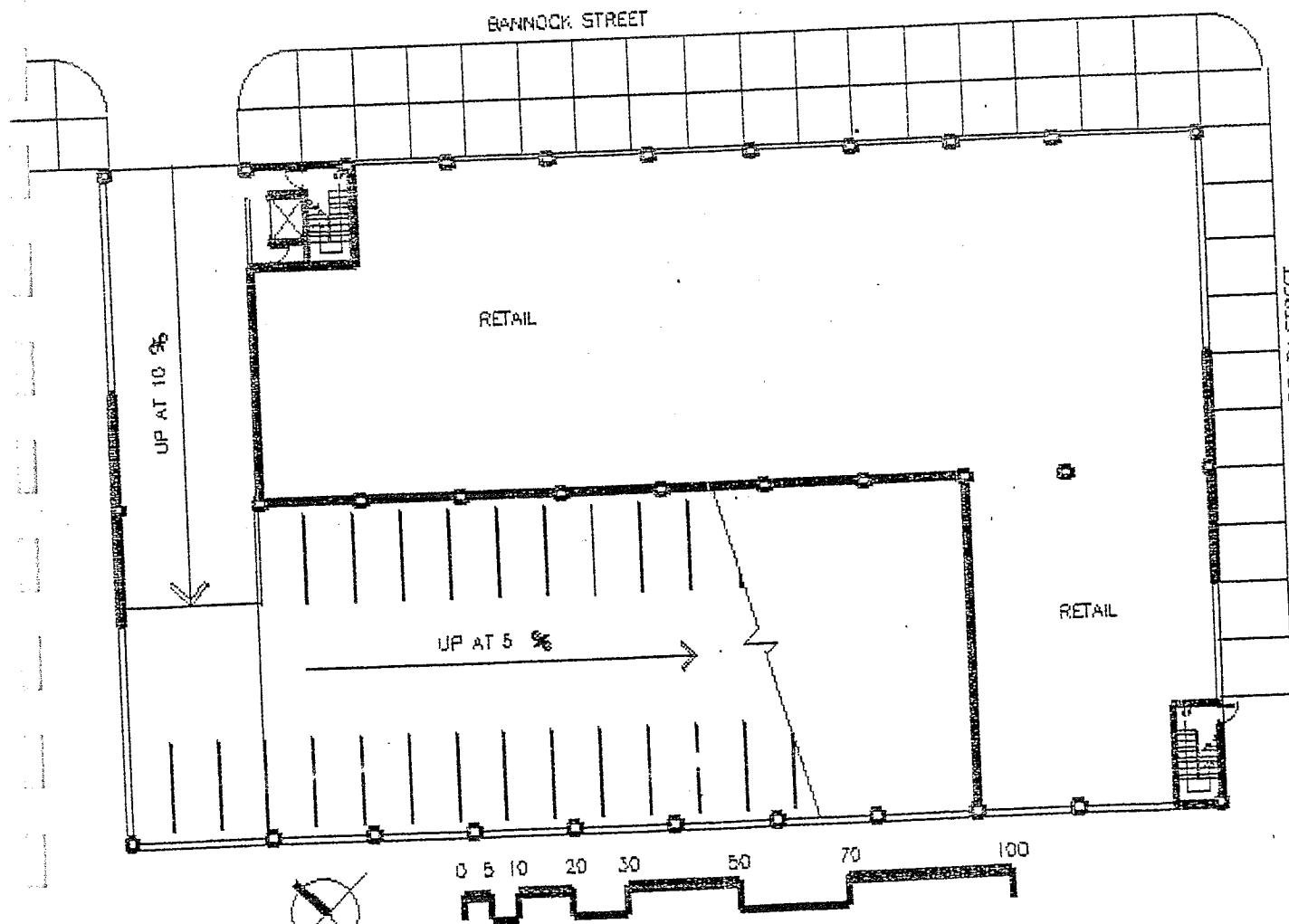


BANNOCK ST. 200 FT. GARAGE





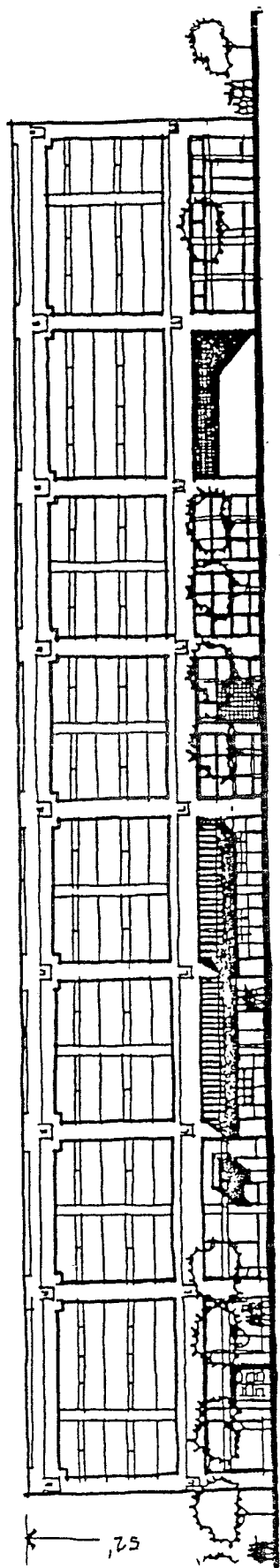
SECOND THRU SIXTH LEVELS



RETAIL LEVEL

BANNOCK ST. 200 FT. GARAGE

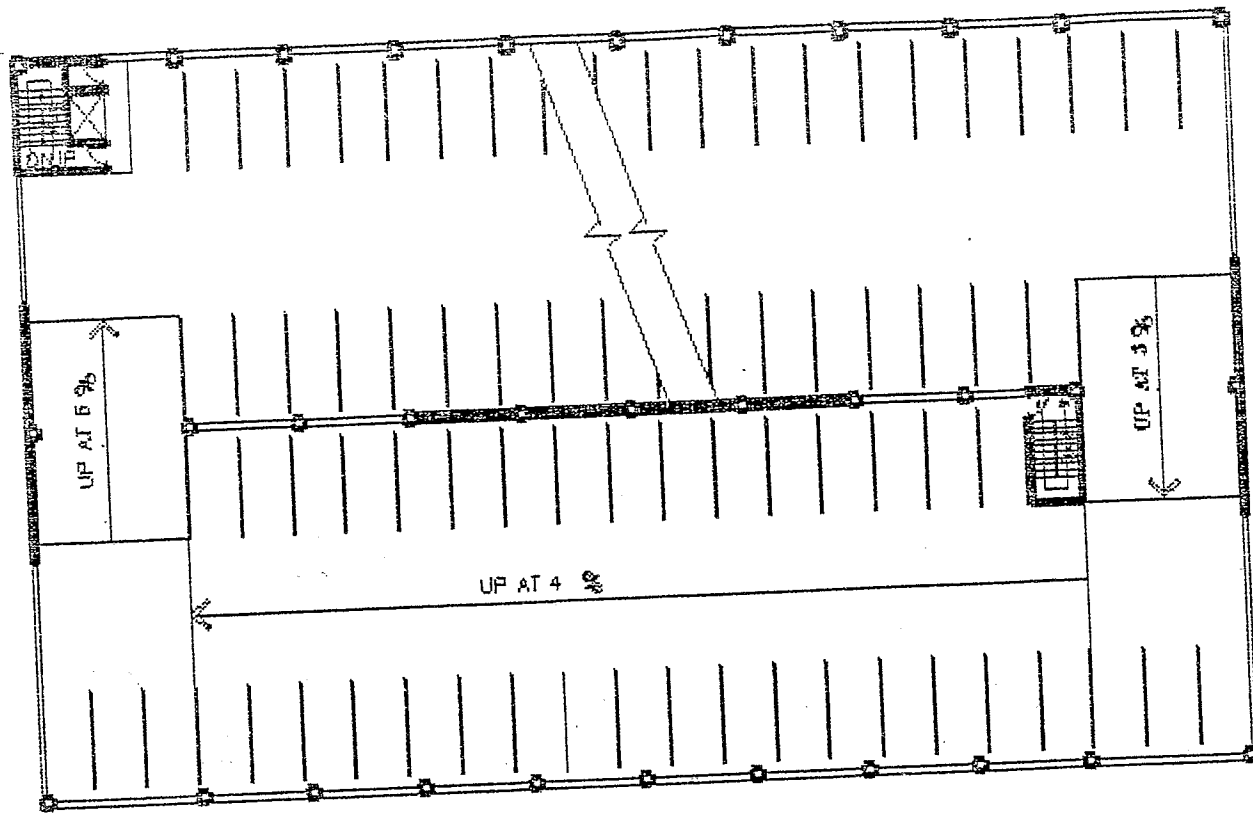
1A



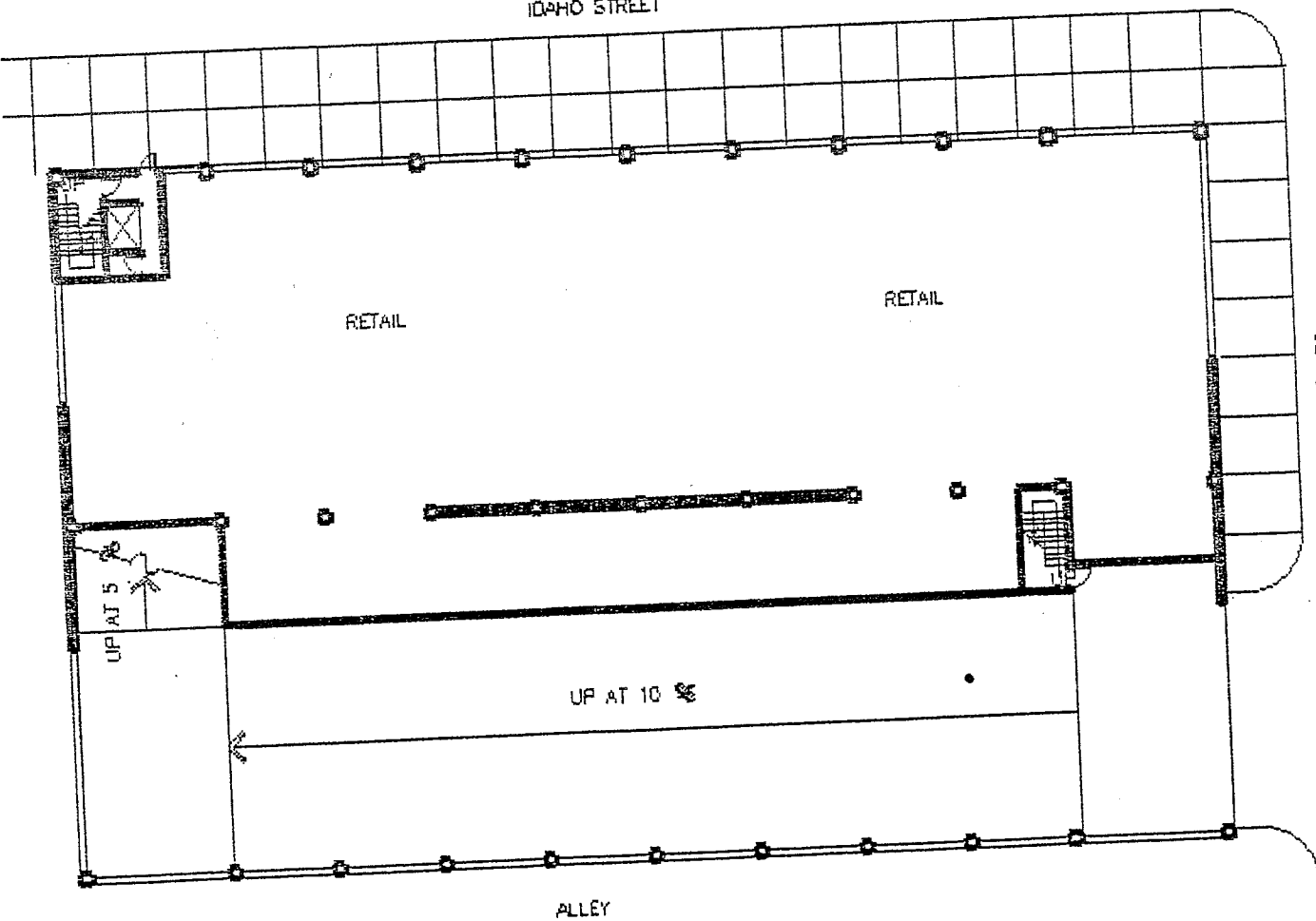
BANNOCK ST 300 FT. GARAGE



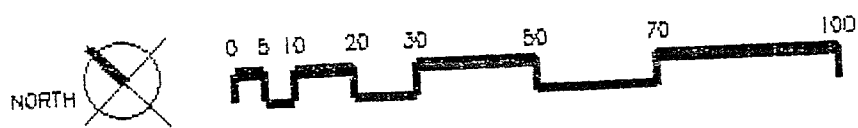
52'



SECOND THRU SIXTH LEVELS



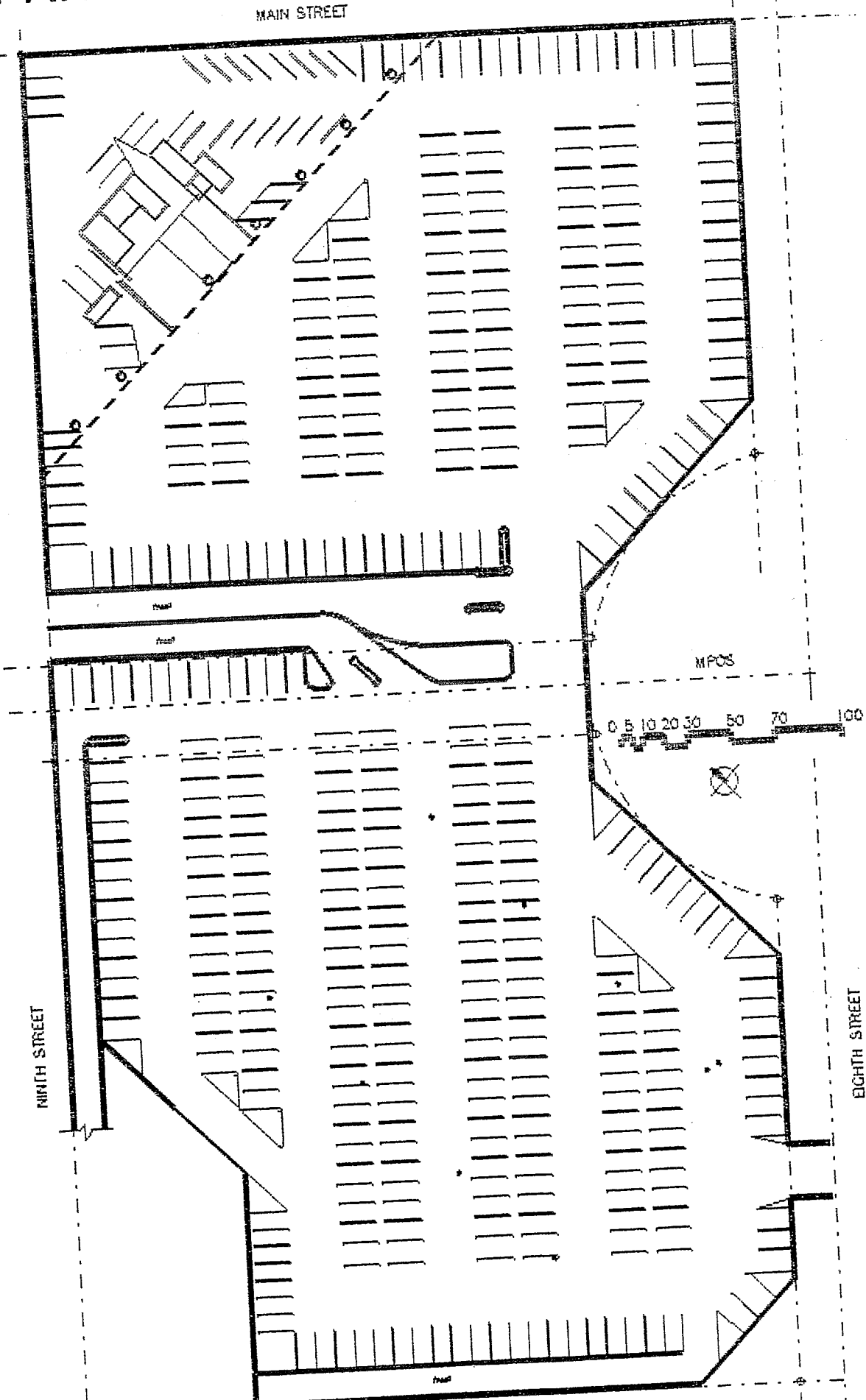
RETAIL LEVEL



CAPITOL ST. GARAGE

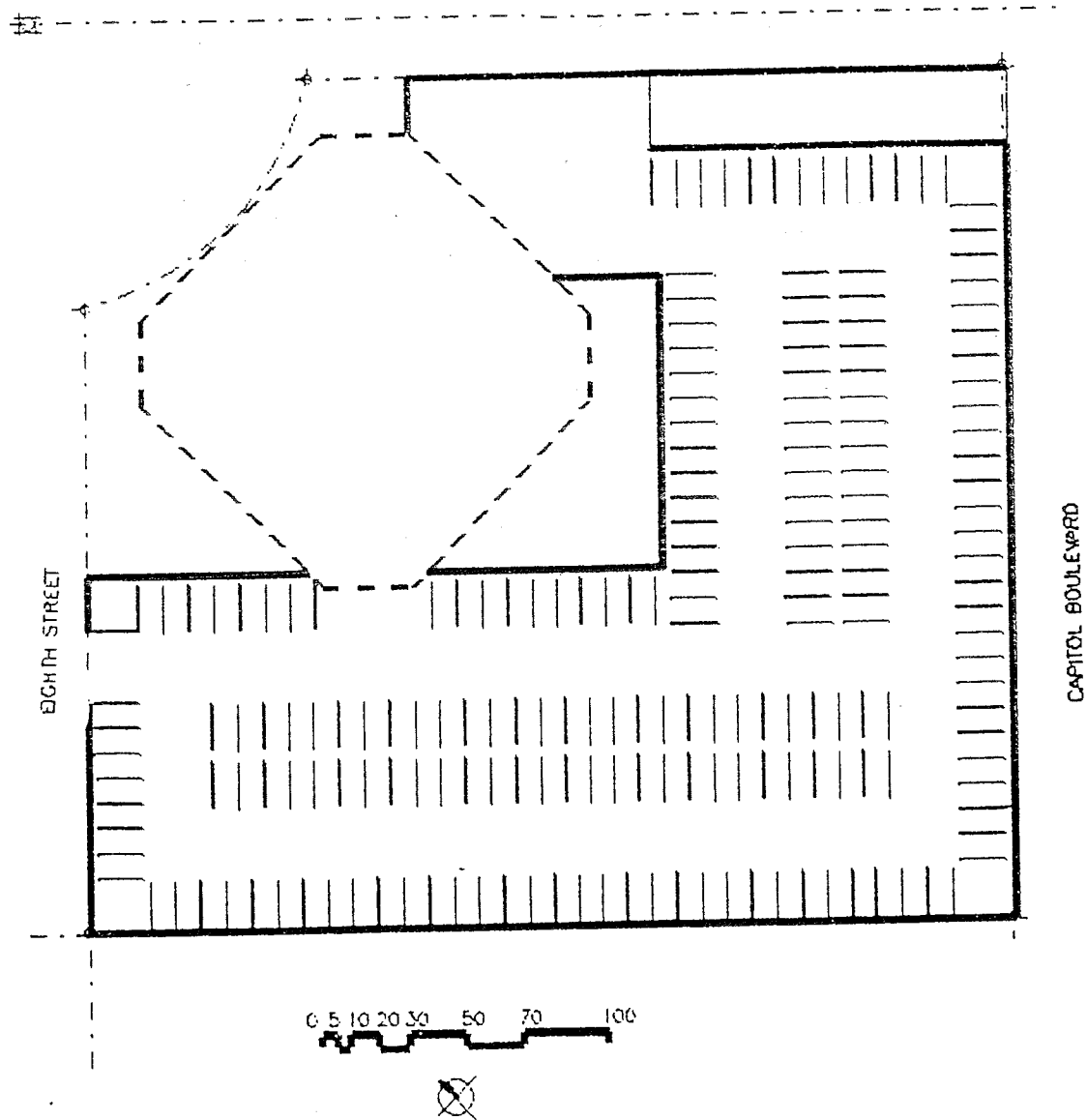
# DC PARKING GARAGE - 184 PARKING SPACES

3



4





# IDAHO FIRST TERRACE PARKING GARAGE

195 PARKING SPACES



**2007 Amended Central District Plan**

**ATTACHMENT NO. 3D  
[RESERVED]**

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# Development Strategy

## Boise Central District

Adopted February 1987  
Second Amendment July 1994

CAPITAL CITY DEVELOPMENT CORPORATION  
Post Office Box 987  
Boise, Idaho 83701-0987  
(208) 384-4264 ♦ (208) 384-4267 FAX



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# I. BACKGROUND, PURPOSE, AND METHODOLOGY

In July, 1990, the Capital City Development Corporation ("CCDC") modified its adopted *Development Strategy* to adjust to a number of changes in the project area, e.g. completed projects and new development opportunities. The *Development Strategy* was originally prepared in April, 1986. It was intended to guide the CCDC in its implementation of the *Urban Renewal Plan, Boise Central District Urban Renewal Projects I and II, Idaho R-4 and R-5*, and the *Framework Master Plan*. The latter document was created as the design context against which development activity could be measured.

Nearly four years later, the CCDC has determined to once again revisit the *Development Strategy* for the purpose of reconciling development expectations with changed circumstances. These changes include:

- Sale and conversion of the Mode Building to a mixed use development;
- Initiation of construction of an 11-story, mixed-use development on Parcel 3-5 with a heavy residential component;
- Recent interest in vertical expansion of the Capitol Terrace retail building;
- Potential development of a mixed-use, high rise project on the Eastman site with a heavy residential component;
- Potential inclusion of a 40,000 sq. ft. event center with the proposed hotel project on Block 22; and
- Interest in a more flexible development approach to the Union Block Building.

This revision of the *Development Strategy* addresses the impact of completed projects and development opportunities and attempts to refine CCDC strategies for remaining developable sites. Both the *Framework Master Plan* and the *Development Strategy* are planning documents and should be considered dynamic and flexible. Both are recognized in the *Urban Renewal Plan* ("Plan") as such and subject to modification by the CCDC without *Plan* amendment.

The format for this modification alters very little from the 1990 revision. In place of Phase I and Phase II activities, the terms "completed development activities" and "additional development activities" have been substituted, respectively. It should be noted that assumed land uses and square footages for "additional development activities" are estimated for parking planning purposes only and do not necessarily identify CCDC policy for these specific sites. These sections (II.B. and III.B.) are followed by narrative statements that more accurately reflect CCDC development policy (II.C. and III.C.).

Additionally, the CCDC is currently engaged in the necessary planning for a possible new or expanded redevelopment area in the River Street and Myrtle Street districts, directly south of the current project. Should this eventuality occur, some revision of the southern boundary of the current redevelopment area may be appropriate with corresponding changes to the *Urban Renewal Plan* and *Development Strategy*.

## II. LAND USE STRATEGY NORTH OF MAIN STREET

The general land use policies remain unchanged north of Main Street — historic renovation of structures that meet physical and economic feasibility requirements with in-fill development designed to complement the historic buildings and maximize retail opportunities. Retail and related uses are to remain a primary emphasis along Eighth and Idaho Streets. New parking structures, located mid-block on Blocks 2 and 3, serve the parking needs of existing and new retail, office, and residential uses north of Main, with the exception of long-term parking for the Key Financial Center and the Idaho Building, which have separate parking facilities. The garage facilities are designed to be user friendly and retain retail opportunities at grade level.

A block by block description of development activity north of Main is provided below, identifying completed development activities and anticipated development activity. To ensure consistency with the 1987 *Development Strategy* and the 1990 revision, the south one-half of Block 45 has been included since the CCDC's Downtown Public Parking System serves The Bon Marche department store. All square footages are gross building areas.

For convenience, blocks have been renamed as follows:

Block 45 (south half)	Bon Block
Block 44	Mode Block
Block 43	Fidelity Block
Block 2	Eastman Block
Block 3	Egyptian Block

### A. COMPLETED DEVELOPMENT ACTIVITIES (NORTH OF MAIN)

#### I. Bon Block

- A. Continued operation of The Bon Marche department store
  - 79,000 sq. ft. retail (existing)
  - Street reconstruction on Idaho Street

#### II. Mode Block

- A. Major renovation of the Mode building
  - 29,000 sq. ft. retail (existing)
  - 20,000 sq. ft. retail (removed)
  - 12,000 sq. ft. office (new)
- B. Cosmetic improvements on remaining Block 44 buildings
  - 48,000 sq. ft. retail (existing)
- C. Street reconstruction around entire block
- D. Street improvements of Eighth and Idaho Streets

### III. Fidelity Block

- A. Historic renovation of the Idaho Building, Life Insurance Building, and public open space
  - 13,000 sq. ft. retail (new)
  - 11,000 sq. ft. office (removed)
  - 7,000 sq. ft. office (new)
  - 29,000 sq. ft. residential; 49 du (new)
  - 60 parking stalls (new)
- B. Historic renovation of the Fidelity Building
  - 8,000 sq. ft. retail (existing)
  - 7,000 sq. ft. office (new)
- C. Major renovation of the Key Financial Center Building (700 Idaho Tower)
  - 150,000 sq. ft. office (existing)
  - 141 parking stalls (existing)
- D. Street reconstruction around entire block
- E. Streetscape improvements around entire block

### IV. Eastman Block

- A. Historic renovation of the Alexander Building
  - 6,000 sq. ft. retail (new)
  - 8,000 sq. ft. office (new)
- B. Historic renovation of the Broadbent Building
  - 5,000 sq. ft. retail (existing)
  - 6,000 sq. ft. office (existing)
- C. Continued operation of the Simplot Building
  - 8,000 sq. ft. retail (existing)
  - 24,000 sq. ft. office (existing)
- D. Street reconstruction around entire block
- E. Streetscape improvements around entire block
- F. Construction of Eastman parking garage
  - 404 stalls
  - 8,000 sq. ft. retail (new)
  - 15,000 sq. ft. retail (removed)
  - 6,000 sq. ft. office (removed)

### V. Egyptian Block

- A. Construction of Capitol Terrace retail building including at-grade retail in adjacent garage
  - 63,000 sq. ft. retail (new)
  - 17,000 sq. ft. retail (removed)
- B. Continued operation of the Egyptian Theatre
- C. Construction of Capitol Terrace parking garage
  - 496 total stalls

- D. Construction of U. S. Bank Capitol Plaza building on parcel 3-5
  - 16,000 sq. ft. retail (new)
  - 51,000 sq. ft. office (new)
  - 52,000 sq. ft. residential; 32 du (new)
- E. Street reconstruction around entire block.
- F. Streetscape improvements around entire block

**TABLE 1 - COMPLETED DEVELOPMENT ACTIVITY NORTH OF MAIN STREET**

LOCATION	RETAIL GSF			OFFICE GSF			RESIDENTIAL DU		
	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL
Bon Block	79,000	0	79,000	0	0	0	0	0	0
Mode Block	96,000	(20,000)	76,000	0	12,000	12,000	0	0	0
Fidelity Block	23,000	(2,000)	21,000	150,000	3,000	153,000	0	49 du	49 du
Eastman Block	28,000	(1,000)	27,000	30,000	2,000	32,000	0	0	0
Egyptian Block	17,000	62,000	79,000	0	51,000	51,000	0	32 du	32 du
<b>TOTAL</b>	<b>243,000</b>	<b>39,000</b>	<b>282,000</b>	<b>180,000</b>	<b>68,000</b>	<b>248,000</b>	<b>0</b>	<b>81 du</b>	<b>81 du</b>

## B. ADDITIONAL DEVELOPMENT ACTIVITY (NORTH OF MAIN)

- I. Bon Block
  - A. No further development activity assumed
- II. Mode Block
  - A. Block 44; renovation of three levels of McCarty Building; removal of Standard Building and in-fill with two-level structure
    - 6,000 sq. ft. retail (new)
    - 24,000 sq. ft. office (new)
  - B. Streetscape improvements on Bannock and Ninth Streets
- III. Fidelity Block
  - A. Historic renovation of the Union Block Building
    - 15,000 sq. ft. retail (new)
    - 15,000 sq. ft. office (new)
- IV. Eastman Block
  - A. Development of mixed use project on old Eastman Building site and southerly 60 feet of Boise City National Bank site
    - 25,000 sq. ft. retail (new)
    - 3,000 sq. ft. retail (removed)
    - 50,000 sq. ft. office (new)
    - 9,000 sq. ft. office (removed)
    - 50,000 sq. ft. residential; 75 du (new)
    - 75 parking stalls (new)
  - B. Historic renovation of the Boise City National Bank (Simplot) Building
    - 5,000 sq. ft. retail (existing)
    - 15,000 sq. ft. office (existing)
- V. Egyptian Block
  - A. Vertical expansion atop Capitol Terrace retail building
    - 60,000 sq. ft. office (new)

**TABLE 2 - ADDITIONAL DEVELOPMENT ACTIVITY ANTICIPATED NORTH OF MAIN STREET**

LOCATION	RETAIL GSF			OFFICE GSF			RESIDENTIAL DU		
	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL
Bon Block	79,000	0	79,000	0	0	0	0	0	0
Mode Block	76,000	6,000	82,000	12,000	24,000	36,000	0	0	0
Fidelity Block	21,000	15,000	36,000	153,000	15,000	168,000	49 du	0	49 du
Eastman Block	27,000	22,000	49,000	32,000	41,000	73,000	0	75 du	75 du
Egyptian Block	79,000	0	79,000	51,000	60,000	111,000	32 du	0	32 du
<b>TOTAL</b>	<b>282,000</b>	<b>43,000</b>	<b>325,000</b>	<b>248,000</b>	<b>140,000</b>	<b>388,000</b>	<b>81 du</b>	<b>75 du</b>	<b>156 du</b>

The projected net increase in additional development activity is 43,000 sq. ft. for retail, 140,000 sq. ft. for office, and 75 residential dwelling units. These assumptions are primarily based upon developer proposals. They include renovation of the McCarty Building, in-fill development on the Standard Building site, historic renovation of the Union Block building, a major mixed use project on the Eastman site, renovation of the Simplot Building, and vertical expansion atop Capitol Terrace.

### **C. CCDC POLICY FOR REMAINING DEVELOPMENT OPPORTUNITIES (NORTH OF MAIN)**

The following parcel-by-parcel discussion attempts to delineate CCDC development strategies for each of the remaining sites north of Main Street. It should be understood that the primary purpose in this exercise is to identify the minimum development potential for each site to ensure that urban densities can be created and street activity levels can be enhanced as envisioned in the *Framework Master Plan*. As previously mentioned, these minimum densities may differ from the projections used above to calculate parking requirements.

#### **Major Project on Mode Block**

It continues to be a CCDC policy to accommodate a major development activity north of Main (e.g., major department store) that would require a full block footprint. The Mode Block presents the fewest physical impediments to such a development, since it contains no structures on the National Register of Historic Places and no significant new construction is anticipated with the current development program. For that reason, both Mode Block Disposition and Development Agreements (DDAs) include specific provisions for reacquisition by the CCDC. However, it should be noted that the Janss Corporation's continuing capital investment on the block and the recent decision to substantially renovate the Mode Building for a second time renders this possibility less and less likely.

#### **Urban Densities on Idaho Street**

Any proposed new construction on Idaho Street must be at least two levels in height. This objective responds to a developer proposal to remove existing structures on the Mode Block and replace them with single level retail. Such an action is deemed by the CCDC as an inappropriate development response to this site that does not adequately consider long-term downtown land use densities and the need to concentrate urban activity.

#### **Historic Renovation of the Union Block Building**

Retention of the Union Block Building and its return to an economically viable position in the downtown urban fabric remains a CCDC objective. This position is based upon the structure's unique facade, second level loft area, and the community identity the building enjoys. However, the CCDC recognizes that the building's poor structural condition and asbestos removal problem renders its renovation potential difficult in the current market and that its current vacant status creates a vacuum in street-level activity on Idaho Street. In order to move the project forward, CCDC will entertain proposals for redevelopment with less than full historic renovation to determine if an alternative approach may be feasible. Should the CCDC accept a proposal, however, full compliance with the adopted Memorandum of Understanding on historic preservation would be required.



### Urban Density and Land Use on the Eastman Site

The CCDC has identified the site of the Eastman Building, destroyed by fire in January 1987, as a key location in the redevelopment of downtown Boise. Recent developer interest in the site reinforces this view. As such, the CCDC desires the maximum development possible, subject to *Design Guidelines* requirements for compatibility with adjacent structures. At a minimum, the CCDC strongly encourages a building mass of at least six levels of new construction, which equates to the height of the original Eastman Building. Such a structure would take full advantage of all levels of the adjacent Eastman parking garage and screen the unsightly south facade of the Boise City National Bank (Simplot) Building. Further, the site's location on the Eighth Street retail corridor demands retail use at-grade. Above grade, the project could include any combination of retail, office, or residential use with the possible inclusion of parking decks. The CCDC recognizes that the actual redevelopment potential depends on various market factors and that a reconsideration of this density objective may be necessary if warranted by market conditions.

### Increased Size of the Eastman Site

The CCDC is encouraging developer use of an increased foot print on the Eastman site. On the north, the alley has been vacated and the southerly wing of the Boise City National Bank (Simplot) Building may be removed in a manner to allow extension of the building footprint approximately 42 feet to the north. Such an extension will have to consider alley utility easements and appropriate historic effects on the Boise City National Bank (Simplot) Building. Additionally, street reconstruction has provided for another ten foot extension east into the old Eighth Street right of way.

### Bon Lot Development

In 1978, this property was sold by the Agency to First Security Bank for construction of a new office building, adjacent to the then newly constructed First Security parking garage. The project was never initiated and the current owner is interested in selling the property. The CCDC still retains the right to enforce the development agreement in the future. The CCDC would like to see the property developed as an office or mixed use project with ground floor retail. It is assumed that the adjacent First Security garage would serve any development on the site. Since this garage is not included as a system facility, the proposed project was not assumed in Sections II.B. or IV.A. for parking planning purposes.

### III. LAND USE STRATEGY SOUTH OF MAIN STREET

South of Main Street, the historic urban fabric was eliminated in the 1970s with the demolition of all structures; the vacation of Eighth and Grove Streets; and the relocation of major utilities. Within the four blocks of substantial development activity (8, 9, 21, and 22), the CCDC's design team determined that a four quadrant super-block centered around a central plaza would best provide the optimum land use opportunities for the area. The West One Plaza office tower on Block 8 serves to set the pattern for larger-scale contemporary development. The original right of way corridors were reinstated with pedestrian walkways that radiate from the central plaza. It should be noted that the *Design Guidelines*, established in the *Framework Master Plan* to ensure a truly urban environment, also apply south of Main. Therefore, development activity should energize street level activity.

In addition to the four block quadrant, the south of Main area also includes Block 10 (One Capital Center), Block 20 (Statehouse Inn), and the north half of Block 1 of the Davis Addition south of Front Street, since they contain major land use constituents served by the Downtown Public Parking System. The Grove Street garage on Block 20 also serves uses within the four-block quadrant, as does the Front Street surface lot on Block 1, Davis Addition. For convenience, blocks have been labeled as follows:

Block 10	One Capital Center Block
Block 9	First Interstate Center (FIC) Block
Block 8	West One Block
Block 20	Statehouse Inn Block
Block 21	Convention Center Block
Block 22	Hotel Block
Block 1 Davis Add. (north half)	Foster Block

#### A. COMPLETED DEVELOPMENT ACTIVITIES (SOUTH OF MAIN)

##### I. One Capital Center Block

- A. Continued operation of One Capital Center office tower
  - 220,000 sq. ft. office (existing)
  - 70 surface parking stalls

##### B. Reconstruction of Ninth Street

##### II. FIC Block

- A. Construction of FIC office tower and Grove Court Plaza
  - 174,000 sq. ft. office (new)
  - 10,000 sq. ft. retail (new)
- B. Construction of Ninth Street parking garage
  - 199 total stalls
- C. Construction of The Grove, and North and West Grove extensions
- D. Street reconstruction on Ninth and Main Streets
- E. Streetscape improvements on Ninth and Main Streets and installation of North Grove extension

### III. West One Block

- A. Continued operation of West One Plaza
  - 266,000 sq. ft. office (existing)
  - 240 parking stalls (existing)
- B. Street reconstruction on Main Street and Capitol Boulevard
- C. Streetscape improvements on Main Street and North Grove extension

### IV. Statehouse Inn Block

- A. Continued operation of Statehouse Inn hotel and expansion of restaurant facilities
  - 85 rooms (existing)
  - 3,000 sq. ft. retail (existing)
  - 4,000 sq. ft. retail (new)
- B. Continued operation of Grove Street garage
  - 546 stalls (existing)
- C. Street reconstruction on Front and Ninth Streets

### V. Convention Center Block

- A. Construction of Boise Centre on the Grove
  - 86,000 sq. ft. convention center (new)
  - 1,000 sq. ft. retail (new)
- B. Construction of South Grove extension and Front Street pedestrian crossing
- C. Street reconstruction and streetscape improvements on Ninth and Front Streets

### VI. Hotel Block

- A. Street reconstruction on Front Street and Capitol Boulevard
- B. Installation of South Grove extension and Front Street pedestrian crossing

### VII. Foster Block

- A. Acquisition of northerly portion of block for Boise Centre expansion opportunity
  - 39,000 sq. ft. parcel
  - 85 stalls temporary parking
  - 3,000 sq. ft. retail (existing)
- B. Street reconstruction of Front Street and Front Street pedestrian crossing

**TABLE 3 - COMPLETED DEVELOPMENT ACTIVITY SOUTH OF MAIN STREET**

LOCATION	RETAIL GSF			OFFICE GSF			HOTEL/CONVENTION FACILITIES GSF		
	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL
One Capital Center Block	0	0	0	220,000	0	220,000	0	0	0
FIC Block	0	10,000	10,000	0	174,000	174,000	0	0	0
West One Block	0	0	0	266,000	0	266,000	0	0	0
Statehouse Inn Block	3,000	4,000	7,000	0	0	0	85 rms/3,000	0	85 rms/3,000
Convention Center Block	0	1,000	1,000	0	0	0	0	86,000	86,000
Hotel Block	0	0	0	0	0	0	0	0	0
Foster Block	3,000	0	3,000	0	0	0			
<b>TOTAL</b>	<b>6,000</b>	<b>15,000</b>	<b>21,000</b>	<b>486,000</b>	<b>174,000</b>	<b>660,000</b>	<b>85 rms/3,000</b>	<b>86,000</b>	<b>85 rms/89,000</b>

## **B. ADDITIONAL DEVELOPMENT ACTIVITY (SOUTH OF MAIN)**

- I. One Capital Center Block
  - A. No further development activity assumed
- II. FIC Block
  - A. No further development activity assumed
- III. West One Block
  - A. Parcel E retail development
    - 10,000 sq. ft. retail (new)
  - B. Streetscape installation on Capitol Boulevard
- IV. Statehouse Inn Block
  - A. Expansion of hotel project (Statehouse Inn)
    - 11,000 sq. ft. 22 rooms (new)
- V. Convention Center Block
  - A. Expansion of Boise Centre on the Grove
    - 11,000 sq. ft. addition (new)
- VI. Hotel Block
  - A. Construction of full service hotel and event center
    - 125,000 sq. ft. 250 rooms/suites (new)
    - 26,000 sq. ft. meeting room (new)
    - 5,000 seat arena or 25,000 sq. ft. exhibition hall (new)
    - 16,000 sq. ft. retail (new)
  - B. Construction of hotel parking structure
    - 200 total stalls (new)
  - C. Streetscape improvements on Front Street and Capitol Boulevard
  - D. East Grove walkway extension to Capitol Boulevard
- VII. Foster Block
  - A. Construction of additional public parking structure
    - Size undetermined
    - 3,000 sq. ft. retail (removed)
    - 5,000 sq. ft. retail (new)

**TABLE 4 - ADDITIONAL DEVELOPMENT ACTIVITY ANTICIPATED SOUTH OF MAIN STREET**

LOCATION	RETAIL GSF			OFFICE GSF			HOTEL ROOMS/ CONVENTION FACILITIES GSF		
	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL	EXISTING	NET NEW	TOTAL
One Capital Center Block	0	0	0	220,000	0	220,000	0	0	0
FIC Block	10,000	0	10,000	174,000	0	174,000	0	0	0
West One Block	0	10,000	10,000	266,000	0	266,000	0	0	0
Statehouse Inn Block	7,000	0	7,000	0	0	0	85 rms/3,000	22 rms	107 rms/3,000
Convention Center Block	1,000	0	1,000	0	0	0	86,000	11,000	97,000
Hotel Block	0	16,000	16,000	0	0	0	0	250 rms/51,000*	250 rms/51,000*
Foster Block	3,000	2,000	5,000	0	0	0	0	0	0
<b>TOTAL</b>	<b>21,000</b>	<b>28,000</b>	<b>49,000</b>	<b>660,000</b>	<b>0</b>	<b>660,000</b>	<b>85 rms/89,000</b>	<b>272 rms/62,000</b>	<b>357 rms/151,000</b>

\*Converts to 5,000 seat arena

### C. CCDC POLICY FOR REMAINING DEVELOPMENT OPPORTUNITIES (SOUTH OF MAIN)

South of Main, several development opportunities merit special CCDC attention. The following descriptions seek to identify CCDC land use strategies and minimum development standards for the sites.

#### Retail Development on Parcel E

By its nature, a surface parking lot does not meet the test of urban density. It does not provide the sense of enclosure necessary to enhance pedestrian interaction between the street and the adjacent land use; nor is it an efficient or economical method of accommodating parking in an urban environment. For these reasons, the *Framework Master Plan* calls for the construction of various above-grade and below-grade structures to provide for the parking needs of the project area. Parcel E is a surface parking lot located in a key position in the project area. Clearly a retail or service retail structure on the site would better implement several CCDC goals: street-edge definition of the intersection of Eighth and Main Streets; retail emphasis on the Eighth Street retail corridor complementary to the adjacent Grove Court Plaza; and street-edge definition of the northeast quadrant of The Grove. The CCDC acknowledges, however, that the surface lot is owned by a private entity (West One Bank) and that the current customer parking must be accommodated elsewhere should the site be more intensively developed. The CCDC will continue to strive to achieve the objectives of the *Framework Master Plan* and work with West One to create a higher urban density for the site.

#### Block 22 Development

The CCDC has identified the appropriate Block 22 development to be a high quality, full service, convention center headquarters hotel with 250 or more rooms/suites and sufficient meeting room/ballroom space to complement convention, meeting, and exhibition activities at the adjacent Boise Centre on the Grove. The CCDC further encourages additional uses on the site to maximize development density and increase the ability of the downtown core to attract customers and visitors. Such additional uses include, but are not limited to, any and all uses allowed or conditionally allowed under the C-5 zoning classification of the Boise City Zoning Ordinance. The actual use will be depend on various market factors and the ability to achieve objectives contained within the *Urban Renewal Plan* and *Framework Master Plan*. The CCDC reaffirms its long-held position that a full service, first class hotel adjacent to the convention center is paramount to assure continued viability of the convention center and to create the necessary activity to assist retail development in the project area. With regard to design, special attention should be paid to the development's interface with The Grove and the South Grove extension to ensure that a pedestrian intensive edge is created.

### Convention Center Expansion

The DDA with the Greater Boise Auditorium District ("GBAD") acknowledged the potential for Boise Centre expansion and identified three options for it to occur. A single expansion scenario has been assumed for parking planning purposes which draws upon components of the defined options:

- An 11,000 sq. ft. additional meeting room space level atop the southerly portion of the existing facility on Block 21; and
- A 33,000 sq. ft. exhibition hall south of Front Street on the railroad property, with a 5,000 sq. ft. retail footprint along the Eighth Street frontage.

With the proposed event center project on the Hotel Block, it may be possible to fully accommodate future exhibition hall needs, freeing up additional property on the Foster Block for other purposes. This scenario has been assumed for the parking calculations in Section IV, however, the ultimate selection of an appropriate Boise Centre expansion option will be determined by GBAD.



**TABLE 5 - COMPLETED AND ADDITIONAL DEVELOPMENT ACTIVITY  
ANTICIPATED NORTH AND SOUTH OF MAIN STREET**

	RETAIL GSF	OFFICE GSF	RESIDENTIAL DU	CONVENTION GSF	HOTEL RM
<b>NORTH OF MAIN</b>					
Bon Block	79,000	0	0	0	0
Mode Block	82,000	36,000	0	0	0
Fidelity Block	36,000	168,000	49	0	0
Eastman Block	49,000	73,000	75	0	0
Egyptian Block	79,000	111,000	32	0	0
SUBTOTAL	325,000	388,000	156	0	0
<b>SOUTH OF MAIN</b>					
One Capital Center Block	0	220,000	0	0	0
FIC Block	10,000	174,000	0	0	0
West One Block	10,000	266,000	0	0	0
Statehouse Inn Block	7,000	0	0	3,000	107
Convention Center Block	1,000	0	0	97,000	0
Hotel Block	16,000	0	0	51,000*	250
Foster Block	5,000	0	0	0	0
SUBTOTAL	49,000	660,000	0	151,000	357
TOTAL	331,000	1,062,000	156	151,000	357

\*Converts to 5,000 seat arena

## IV. PARKING NEEDS AND RECOMMENDED SUPPLY

This section calculates the estimated parking demand based upon the existing and projected land use assumptions of Sections II and III. It further identifies a recommended parking program to meet the projected demand both north and south of Main Street.

### A. NORTH OF MAIN STREET

Table 5 identifies the block by block projections of land use for the five blocks north of Main Street. The existing occupied space includes 282,000 sq. ft. of retail, 248,000 sq. ft. of office, and 81 residential dwelling units. With the anticipated projects, projected land use north of Main is intensified to 325,000 sq. ft. of retail, 388,000 square feet of office, and 156 residential dwelling units. As identified in Section II, these increases are based upon an assumed renovation of the Simplot, McCarty, and Union Block buildings, a new mixed use project on the Eastman Site, and vertical expansion atop Capitol Terrace. They do not assume a major development on the Mode Block, nor development of the Price lot.

Table 6 calculates the land use assumptions to factors of parking demand to determine required parking. This number is then reduced by the existing and anticipated supply to identify net demand.

The results of the calculation indicate that supply and demand totals are very close north of Main, assuming full development adjusted by an eighty-five percent (85%) occupancy rate. (Obviously a great deal of interchange takes place between the land uses and parking facilities within the north of Main area, and the land uses and parking facilities on adjacent blocks. For purposed of this planning exercise, this exchange is assumed to be equal.)

### B. SOUTH OF MAIN

Table 7 identifies the land use assumptions and projected parking supply and demand on the seven block area south of Main Street. South of Main parking requirements assume additional development of several projects that increase the demand:

- Increase in rooms at Statehouse Inn
- Development of retail structure on West One site
- Convention center expansion north and south of Front Street; and
- A new hotel/event center facility on Block 22

Table 7 identifies an increased demand of 350 spaces from anticipated activities; yet the parking supply is reduced by 122 spaces due in large part to the loss of the Block 22 surface lot. As a result, the anticipated net demand is calculated at 307 spaces over supply. It must be acknowledged, however, that this figure assumes that all described development occurs and does not consider the space-saving advantages of shared parking. Nevertheless, the calculation points

out the need for an additional parking structure south of Main when further development occurs. An appropriate location has not been determined at this time, but consideration should be given to the overflow parking demands within the south of Main area, the parking needs of the 8th Street Marketplace, and the future parking demand associated with potential development along the Broadway-Chinden corridor. Additional consideration should be given to an interim parking program that will offset the loss of Block 22 parking before a new garage can be built. Vacant lots along the Broadway-Chinden corridor should be considered for this purpose.

**TABLE 6 - PARKING SUPPLY AND DEMAND NORTH OF MAIN STREET**

EXISTING DEMAND		SPACES
Retail	282,000 sq. ft. x 2.7 spaces per 1,000 sq. ft.	761
Office	248,000 sq. ft. x 2.0 spaces per 1,000 sq. ft.	496
Residential	81 units x 1.0 spaces per unit	81
TOTAL DEMAND		1,338
ADJUSTED DEMAND	1,338 spaces x .85 occupancy	1,137
EXISTING SUPPLY		
On-street and Surface Lots		134
Bannock Garage		223
Capitol Terrace Garage		496
Idaho Building Garage		60
Key Financial Center Garage		141
Eastman Garage		404
TOTAL SUPPLY		1,317
EXISTING ADJUSTED NET DEMAND		
1,137 spaces - 1,317 spaces		(180)

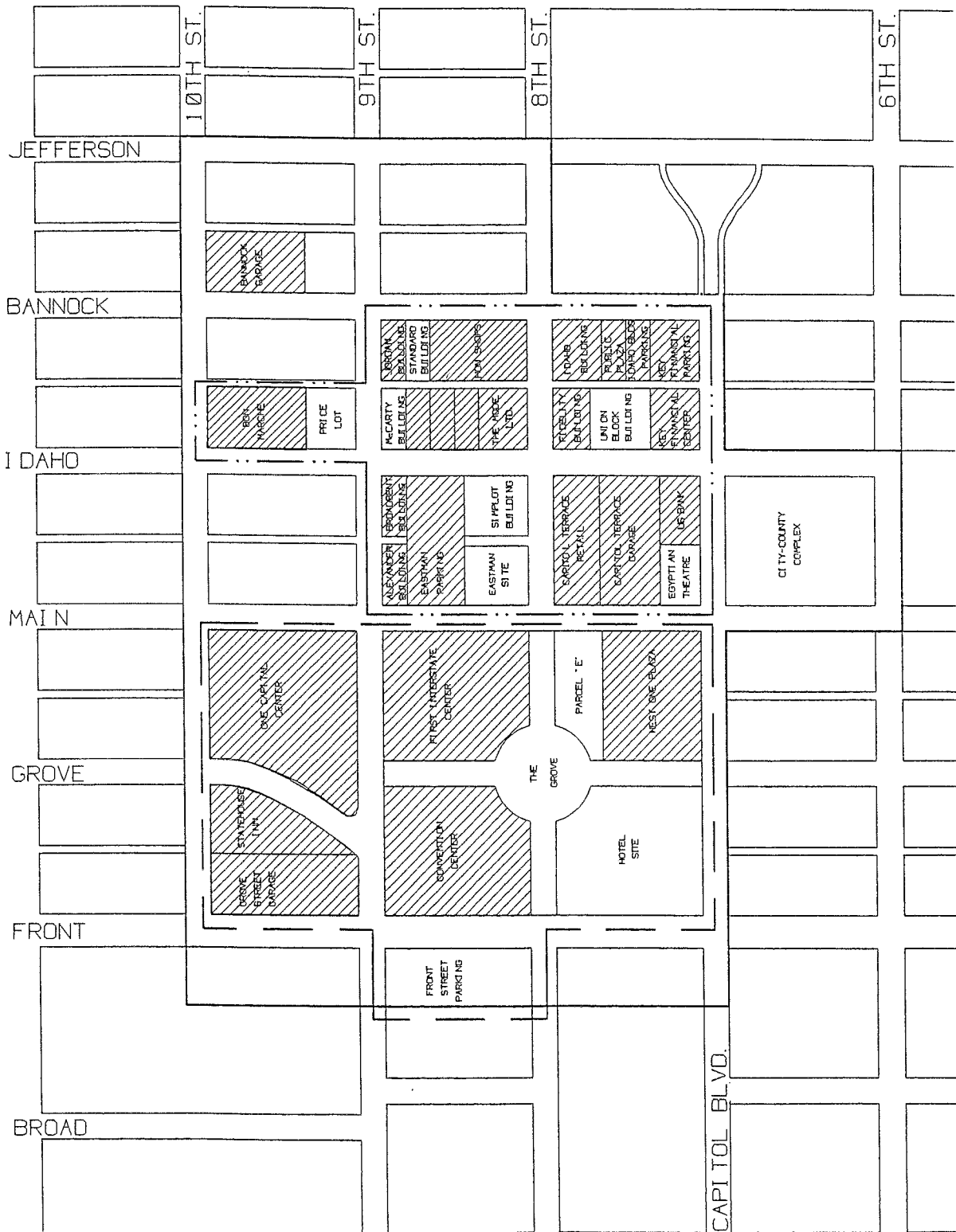
EXISTING AND ANTICIPATED DEMAND		SPACES
Retail	325,000 sq. ft. x 2.7 spaces per 1,000 sq. ft.	878
Office	388,000 sq. ft. x 2.0 spaces per 1,000 sq. ft.	776
Residential	156 units x 1.0 spaces per unit	156
TOTAL DEMAND		1,810
ADJUSTED DEMAND	1,810 spaces x .85 occupancy	1,539
EXISTING AND ANTICIPATED SUPPLY		
On-street and Surface Lots		134
Bannock Garage		223
Capitol Terrace Garage		496
Idaho Building Garage		60
Key Financial Center Garage		141
Eastman Garage		404
Eastman Site		75
TOTAL SUPPLY		1,533
EXISTING AND ANTICIPATED ADJUSTED NET DEMAND		
1,539 spaces - 1,533 spaces		6

**TABLE 7 - PARKING SUPPLY AND DEMAND SOUTH OF MAIN STREET**

EXISTING DEMAND		SPACES
Retail	21,000 sq. ft. x 2.7 spaces per 1,000 sq. ft.	57
Office	660,000 sq. ft. x 2.0 spaces per 1,000 sq. ft.	1,320
Convention Center	86,000 sq. ft. x 1.0 spaces per 500 sq. ft.	172
Hotel	85 rooms x 1.0 spaces per unit	85
TOTAL DEMAND		1,634
ADJUSTED DEMAND	1,634 spaces x .85 occupancy	1,389
EXISTING SUPPLY		
On-street and Surface Lots		191
Grove Street Garage		546
Ninth Street Garage		199
West One Garage		240
Block 22 Lot		220
Front Street Lot		85
TOTAL SUPPLY		1,481
EXISTING ADJUSTED NET DEMAND		
1,389 spaces - 1,481 spaces		(92)

EXISTING AND ANTICIPATED DEMAND		SPACES
Retail	49,000 sq. ft. x 2.7 spaces per 1,000 sq. ft.	132
Office	660,000 sq. ft. x 2.0 spaces per 1,000 sq. ft.	1,320
Convention Center	151,000 sq. ft. x 1.0 spaces per 500 sq. ft.	302
Hotel	357 rooms x 1.0 spaces per unit	357
TOTAL DEMAND		2,111
ADJUSTED DEMAND	2,111 spaces x .85 occupancy	1,794
EXISTING AND ANTICIPATED SUPPLY		
On-street and Surface Lots		89
Grove Street Garage		546
Ninth Street Garage		199
West One Garage		240
Hotel Garage		200
Front Street Lot		85
TOTAL SUPPLY		1,359
EXISTING AND ANTICIPATED ADJUSTED NET DEMAND		
1,794 spaces - 1,359 spaces		435

## MAP 1



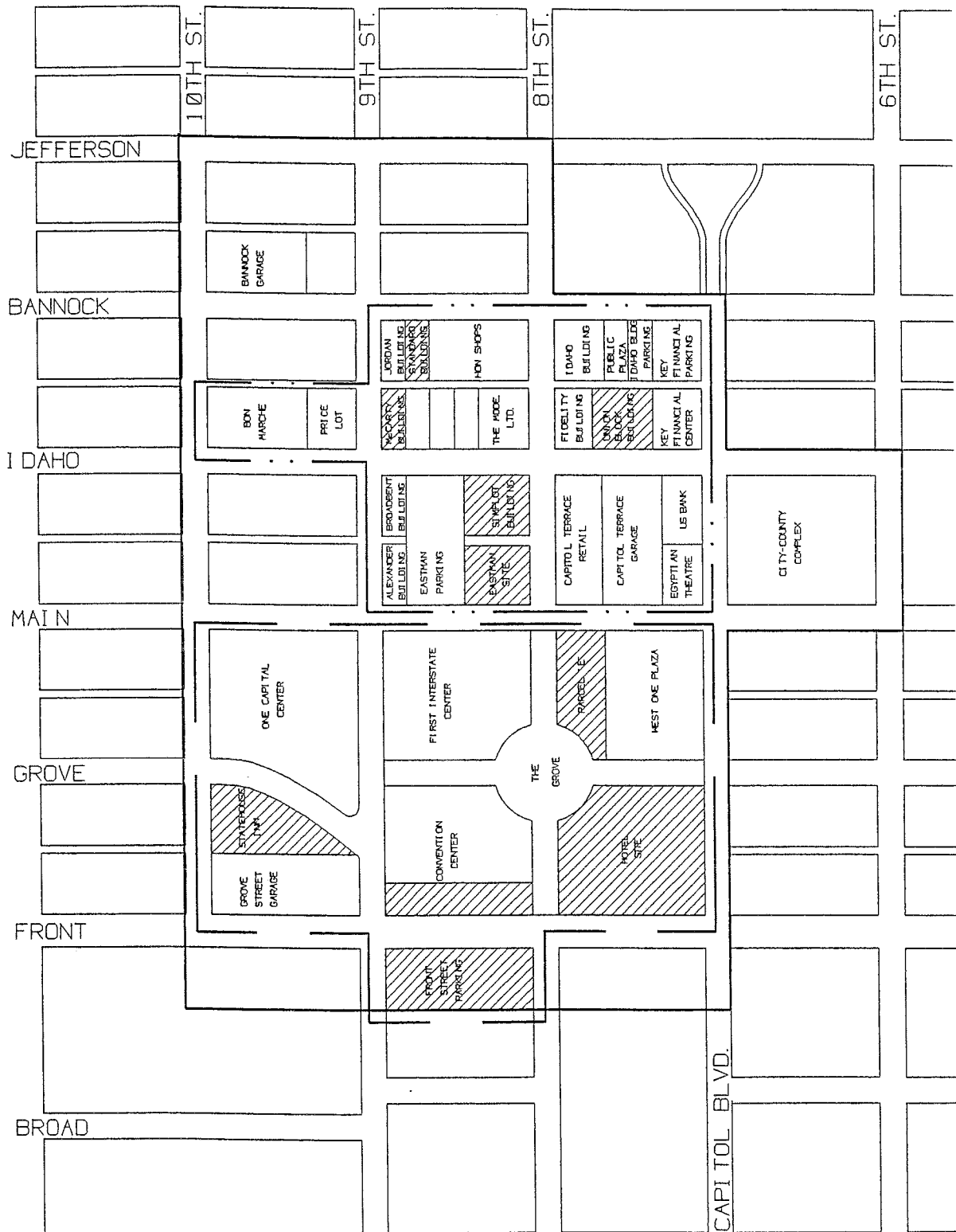
URBAN RENEWAL AREA \_\_\_\_\_

NORTH OF MAIN \_\_\_\_\_

SOUTH OF MAIN \_\_\_\_\_

# MAP 2

## ADDITIONAL DEVELOPMENT ACTIVITIES



URBAN RENEWAL AREA —————

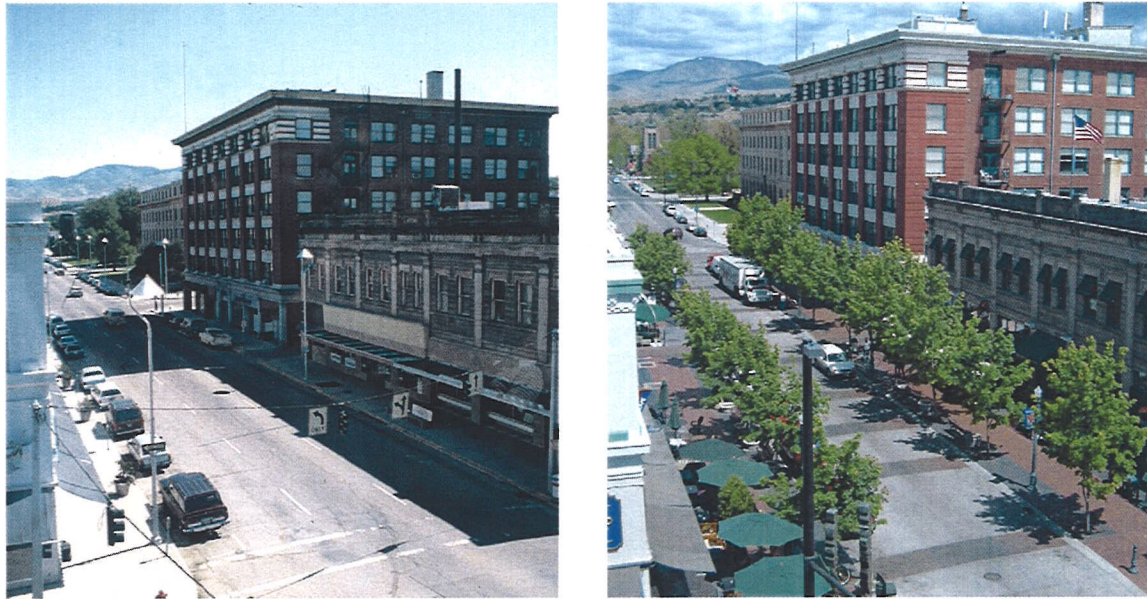
NORTH OF MAIN - - - - -

SOUTH OF MAIN . . . . .





## Downtown Boise Streetscape Standards – 2007



How street rights-of-way are constructed and improved is critical. Streets and sidewalks are key to the livability, vitality and identity of downtown. Well designed streets and sidewalks add value and act as a catalyst to the development of private property. They provide the setting for land use. The capacity of the street and sidewalk to carry car and pedestrian traffic determines, in part, the land uses appropriate for that street. Sidewalk width, street lights and other amenities affect pedestrian activity and aesthetic quality and thus help to determine how adjoining private land is developed and used. The improvements made to streets and sidewalks can be applied deliberately and strategically to influence land use.

The streetscape is that part of the street right-of-way between the face of the curb and the building. Since the mid 1980s much effort has been made to invest in downtown Boise's streetscapes. These highly visible improvements have been instrumental to the success of the downtown core. The streetscapes have provided a setting for community events, for the development of adjoining private property, and for the everyday interaction of visitors and those who frequent downtown. The brick, street lights, trees and other elements of the streetscape have established an identity for the downtown core.

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With nearly twenty years of experience in improving streetscapes in downtown, CCDC has developed standards for several streetscape types. The streetscape standards consist of three components: the streetscape character map, the streetscape standards text, and the streetscape diagrams.

The streetscape character map provides a specific plan for the improvement of streetscapes within the boundaries of the adopted urban renewal districts. The map determines the particular streetscape type to be applied to each street. The arrangement of the streetscape types on the map is consistent with the urban renewal plans and particularly with planned land uses and pedestrian routes. For example, the *neighborhood street* type applies to those areas where housing is emphasized, and the *urban-brick* type applies to important pedestrian routes and to the downtown core. Minor exceptions may be appropriate depending on the nature and scope of adjoining development or other conditions.

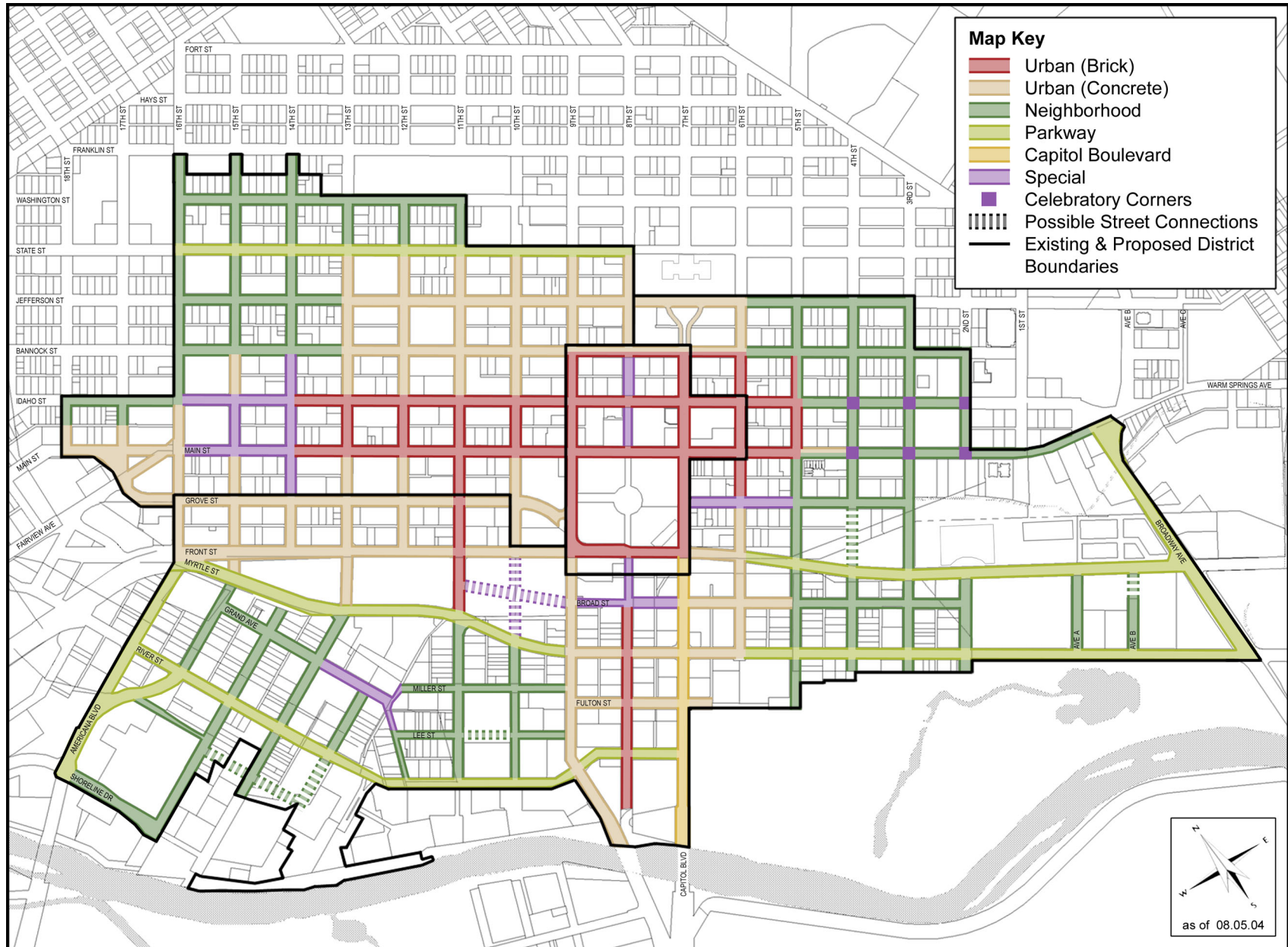
The standards for each streetscape type are depicted in the streetscape diagrams and supporting streetscape standards text. A streetscape diagram and text are also provided for the wide urban-brick type. The diagrams and text depict the surface materials, furnishings, and tree class and installation for each street type. The standards for *special street* are presented as a prototype. The actual roadway and streetscape design will be addressed at the time the specific project is being designed. Participation in the design process by affected agencies and other stakeholders is anticipated. With few exceptions, the standards for other streetscape types are to be followed rigorously with some variation permitted based on local conditions and circumstances.

The plan for streetscapes will be implemented by improvements tied to the development of adjoining property or by streetscape improvement projects independent of any adjoining development. As noted in the streetscape standards text, some variation in how the standards are applied may be appropriate to account for local conditions.

## **Contents:**

<b>Streetscape Character Map</b>	<b>3</b>
<b>Wide Urban Sidewalk – Concrete</b>	<b>4</b>
<b>Narrow Urban Sidewalk – Concrete</b>	<b>6</b>
<b>Urban Sidewalk – Brick</b>	<b>8</b>
<b>Neighborhood Streetscape</b>	<b>10</b>
<b>Urban Parkway</b>	<b>12</b>
<b>Capitol Boulevard Streetscape</b>	<b>14</b>
<b>Special Street</b>	<b>16</b>
<b>Celebratory Corner</b>	<b>18</b>
<b>Transit Stop – Streetscape</b>	<b>20</b>

## Streetscape Character





## **Wide Urban Sidewalk – Concrete**

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**Description:** Urban sidewalks are 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. They are designed for heavy pedestrian use and to be compatible with retail or similar uses in a dense urban environment. They 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.

### **Surfaces:**

- Concrete sidewalk extends from face of building to curb.
- Total width of wide urban sidewalk is 16' or greater and includes a curb zone between curb and tree grate.
- Concrete in pedestrian zone with parallel and cross scores at 4' intervals. No parallel scores are made within 6" of building foundation. Concrete in Furnishing and curb zone is scored in 2' intervals.

### **Furnishings:**

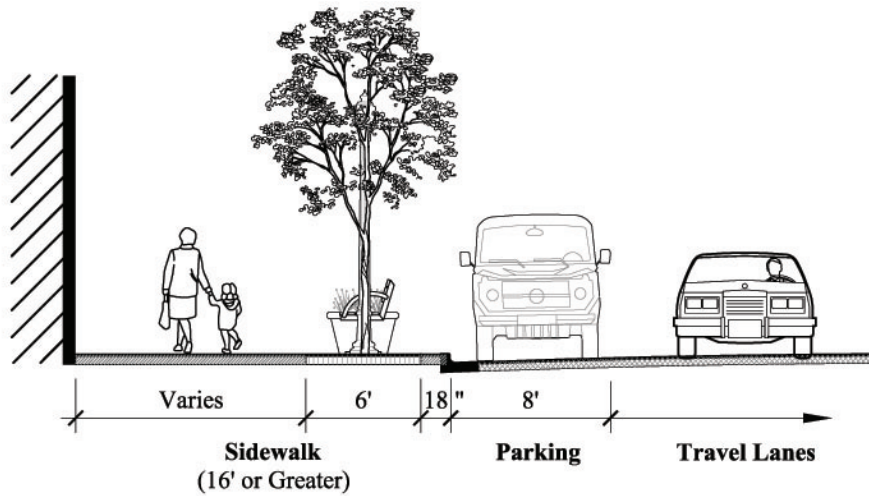
- Historic street lights with approximately 60' separation and in same alignment as trees. Lights should be centered between trees and conflicts with trees should be avoided.
- Benches, trash receptacles, bicycle racks and other furnishings shall conform to "Elements of Continuity."

### **Street Trees:**

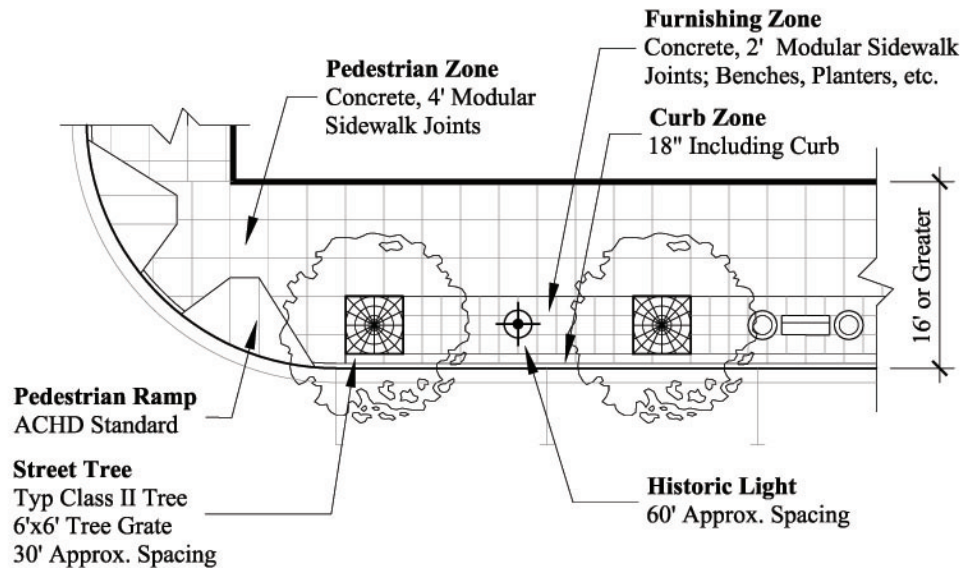
- Class II trees in furnishing zone and in same alignment as historic street lights. Trees spaced approximately 30' apart and installed in 6' x 6' tree grate. Where block faces are developed with storefront-style retail, trees should be spaced so they coordinate with the typical storefront width of 25' and fall on the property line between storefronts. The purpose of this standard is to improve visibility of signage on the storefronts while also retaining street trees at a consistent spacing along the block face.
- Tree species may be limited to the Class I type within 15' of overhead power lines.
- Coordinate planning and installation of trees with Boise Community Forestry.

### **Note:**

- Some variation in how these standards are applied may be appropriate to account for local conditions.
- Furnishings and street trees shall meet Ada County Highway District sight distance requirements.
- All furnishings, trees and improvements in the street right-of-way require a license agreement and/or other form of approval by the Ada County Highway District.



**WIDE URBAN SIDEWALK (CONCRETE) SECTION**  
NOT TO SCALE



**WIDE URBAN SIDEWALK (CONCRETE) DETAIL PLAN**

SCALE 1"=20' 8/04 JBA

## ***Narrow Urban Sidewalk – Concrete***

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**Description:** Urban sidewalks are 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. They are designed for heavy pedestrian use and to be compatible with retail or similar uses in a dense urban environment. They 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.

The Narrow Urban Sidewalk is an alternate design to the wide urban sidewalk to be applied in areas where the existing sidewalk, from building to face of curb, is less than 16' and where decreasing the width of the roadway (relocating the curb) is not appropriate or feasible.

### **Surfaces:**

- Concrete sidewalk extends from face of building to curb.
- Concrete in pedestrian zone with parallel and cross scores at 4' intervals. No parallel scores are made within 6" of building foundation. Concrete in Furnishing zone is scored in 2' intervals.
- There is no curb zone under typical narrow concrete sidewalk conditions.
- Total width of the Narrow Urban Sidewalk is less than 16'.

### **Furnishings:**

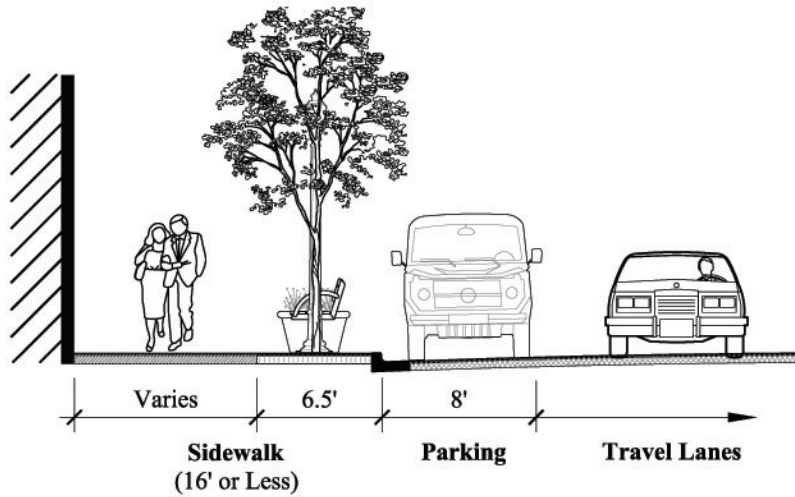
- Historic street lights with approximately 60' separation and in same alignment as trees. Lights should be centered between trees and conflicts with trees should be avoided.
- Benches, trash receptacles, bicycle racks and other furnishings shall conform to "Elements of Continuity."

### **Street Trees:**

- Class II trees in furnishing zone and in same alignment as historic streetlights. Trees spaced approximately 30' apart and installed in 6' x 6' tree grate. 4' x 8' tree wells and grates shall be used where necessary to maintain a minimum 8' pedestrian zone. Where block faces are developed with storefront-style retail, trees should be spaced so they coordinate with the typical storefront width of 25' and fall on the property line between storefronts. The purpose of this standard is to improve visibility of signage on the storefronts while also retaining street trees at a consistent spacing along the block face.
- Tree species may be limited to the Class I type within 15' of overhead power lines.
- Coordinate planning and installation of trees with Boise Community Forestry.

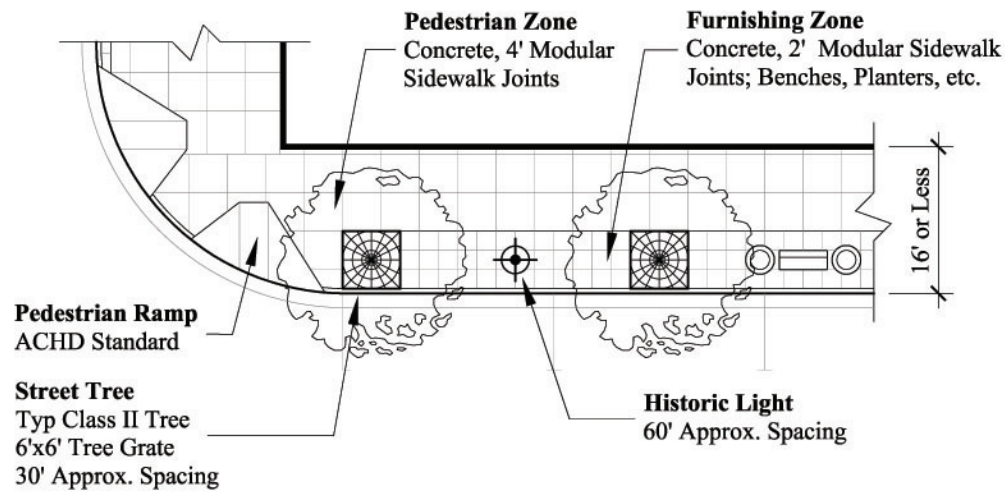
### **Note:**

- Some variation in how these standards are applied may be appropriate to account for local conditions.
- Furnishings and street trees shall meet Ada County Highway District sight distance requirements.
- All furnishings, trees and improvements in the street right-of-way require a license agreement and/or other form of approval by the Ada County Highway District.



### **NARROW URBAN SIDEWALK SECTION**

NOT TO SCALE



### **NARROW URBAN SIDEWALK DETAIL PLAN**

SCALE 1"=20'

8/04 JBA

## ***Urban Sidewalk – Brick***

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**Description:** Urban sidewalks are 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. They are designed for heavy pedestrian use and to be compatible with retail or similar uses in a dense urban environment. They 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.

The Urban Sidewalk – Brick 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 street rights-of-way 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.

### **Surfaces:**

- Dimensions of pedestrian zone and furnishing zone are same as those for the urban sidewalk with concrete.
- Dry laid brick paver surface extends from curb to face of building.
- Pattern of brick varies by building frontage zone, pedestrian zone, furnishing zone, and curb zone.
- 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 Zone: Minimum 8' wide section of red brick dry laid pavers in herringbone pattern.
- Furnishing Zone: Width of zone corresponds with width of tree well and grate but generally 6'. Dark brick dry laid pavers with single soldier course each side with herringbone field.
- Curbside Zone: 1 ½ soldier courses of red dry laid brick where applicable.
- Pedestrian ramps at crosswalk are typically concrete.

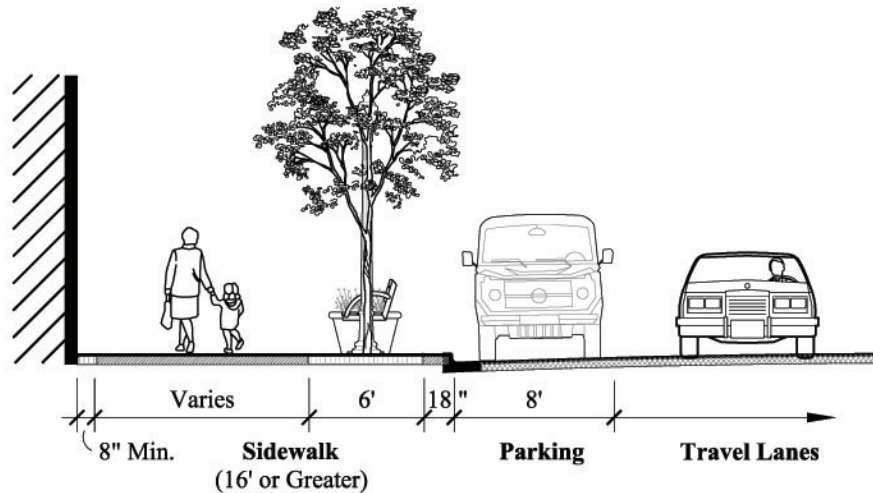
### **Furnishings:**

- Furnishings for brick sidewalk same as concrete sidewalk; however, the extent to which furnishings are applied will generally increase with the amount of pedestrian activity.
- Historic street lights with approximately 60' separation and in same alignment as trees. Lights should be centered between trees and conflicts with trees should be avoided.
- Benches, trash receptacles, bicycle racks and other furnishings shall conform to "Elements of Continuity."

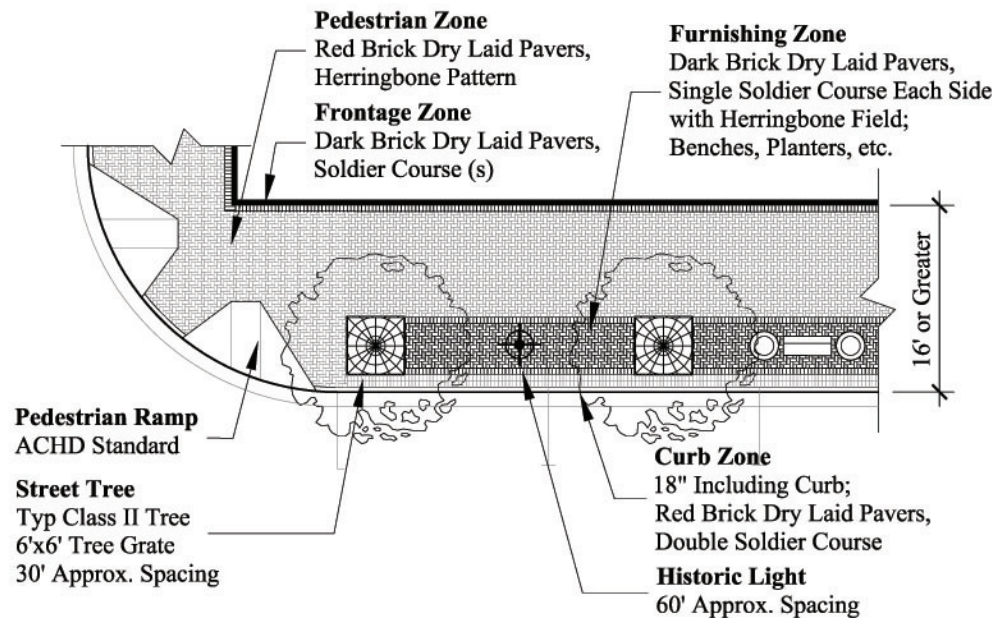
### **Street Trees:**

- Application of trees is same as it is for the Urban Sidewalk Concrete type.
- Class II trees in furnishing zone and in same alignment as historic street lights. Trees spaced approximately 30' apart and installed in 6' x 6' tree grate. Where block faces are developed with storefront-style retail, trees should be spaced so they coordinate with the typical storefront width of 25' and fall on the property line between storefronts. The purpose of this standard is to improve visibility of signage on the storefronts while also retaining street trees at a consistent spacing along the block.





**WIDE URBAN SIDEWALK (BRICK) SECTION**  
NOT TO SCALE



**WIDE URBAN SIDEWALK (BRICK) DETAIL PLAN**

SCALE 1"=20'

8/04 JBA

- Tree species may be limited to the Class I type within 15' of overhead power lines.
- Coordinate planning and installation of trees with Boise Community Forestry.

**Note:**

- The urban sidewalk with brick, like its concrete counterpart, may be applied in both wide and narrow sidewalk conditions. Variations in the dimensions of the pedestrian zone, furnishing zone, tree wells and grates may apply.
- Furnishings and street trees shall meet Ada County Highway District sight distance requirements.
- All furnishings, trees and improvements in the street right-of-way require a license agreement and/or other form of approval by the Ada County Highway

## ***Neighborhood Streetscape***

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**Description:** 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 substantial pedestrian traffic in locations where a residential neighborhood character is desired. The distinguishing characteristic of this style of streetscaping is the use of tree lawns 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.

### **Surfaces:**

- 6' concrete sidewalk separated from curb and roadway by a lawn strip.
- The width of the lawn strip will vary according to local conditions but is generally 8' to 12'. A minimum width of 6' is generally required for street trees.
- The lawn strip consists of turf; topsoil augmentation may be needed for new turf where it has not recently existed.
- Modular scored concrete and/or an 18" concrete curbside walk may be required depending on local conditions and placemaking efforts. The purpose of the curbside walk is to protect the lawn strip and provide a more sustainable surface in areas of high pedestrian traffic or high turnover of on-street parking spaces.
- Surface treatment inside of the sidewalk will vary depending on building setbacks, use, and other conditions.

### **Furnishings:**

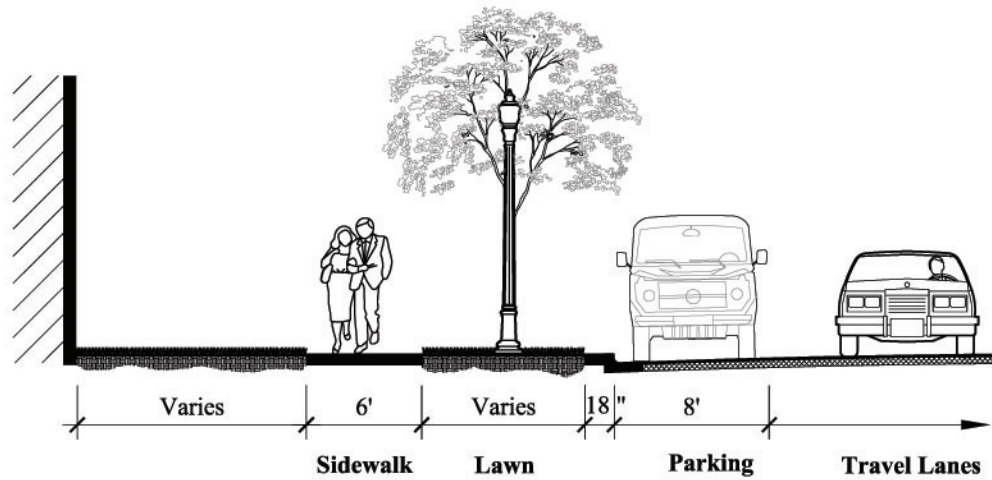
- Historic street lights approximately 4 per block and in same alignment as trees. Lights should be centered between trees and conflicts with trees should be avoided. Under most conditions, lights are to be aligned in the center of the lawn strip.

### **Street Trees:**

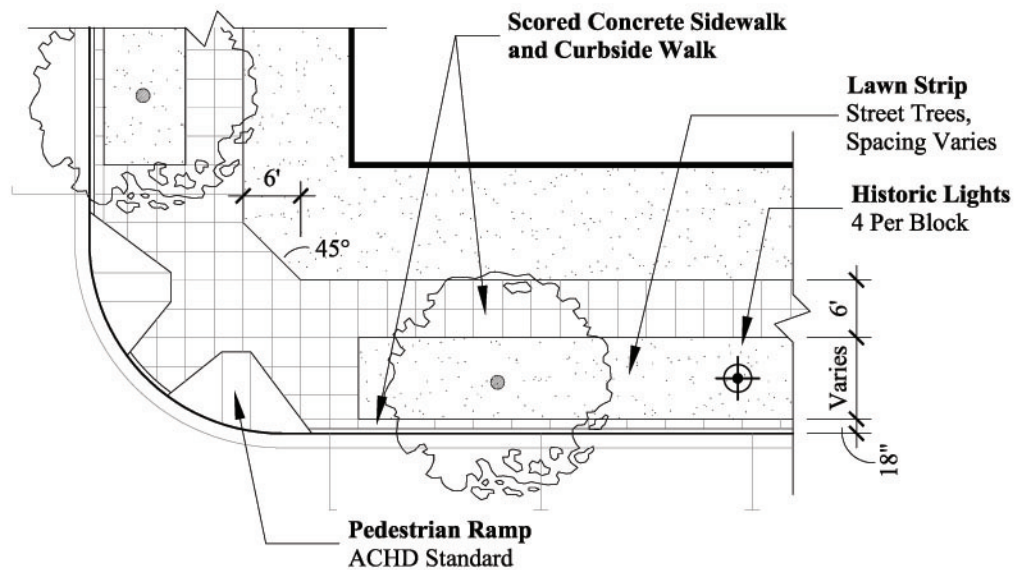
- Class II trees in furnishing zone and in same alignment as historic streetlights. Where the lawn strip at least 10 feet in width, Class III trees may be recommended or required depending on land use and other local conditions. Tree spacing depends on species and size at maturity.
- Tree species may be limited to the class I type within 15' of overhead power lines.
- Coordinate planning and installation of trees with Boise Community Forestry.

### **Note:**

- Some variation in how these standards are applied may be appropriate to account for local conditions.
- All furnishings, trees and improvements in the street right-of-way require a license agreement and/or other form of approval by the Ada County Highway District.



**NEIGHBORHOOD STREET SECTION**  
NOT TO SCALE



**NEIGHBORHOOD STREET DETAIL PLAN**  
SCALE 1"=20'

8/04 JBA

## ***Urban Parkway***

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**Description:** The Urban Parkway treatment 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 and the Connector and to also create a comfortable pedestrian walking environment so the streets serve not only vehicles but also people. The standards are established to provide a strong visual statement, a double rather than single row of street trees, adequate room for pedestrian movement, and a buffer between pedestrians and relatively heavy auto and truck traffic.

### **Surfaces:**

- 8' lawn strip between sidewalk and curb.
- 8' concrete sidewalk with scores or joints.
- 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.

### **Furnishings:**

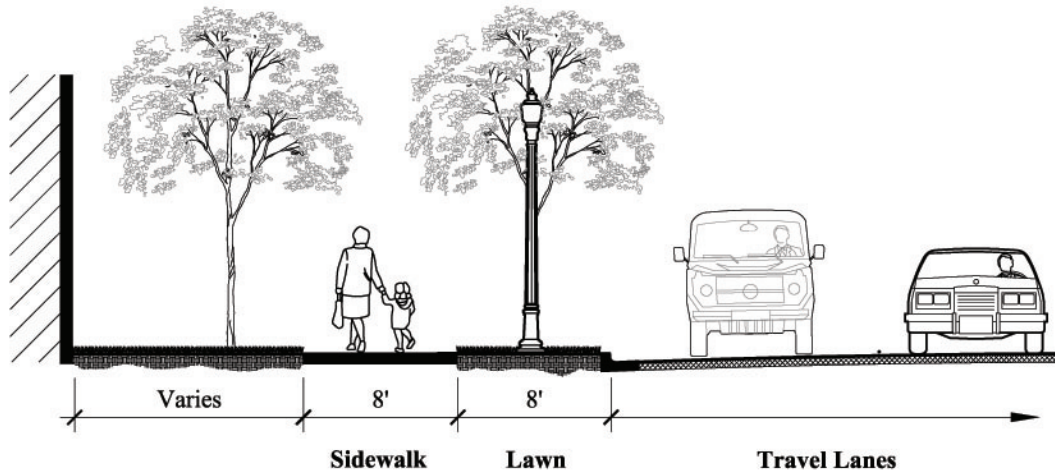
- Historic street lights with approximately 90' separation, located in lawn strip and aligned with trees 3' from sidewalk and 5' from curb.
- Other furnishings generally limited to trash receptacles and news boxes near corners. Benches and other furnishings may be appropriate depending on local conditions.

### **Street Trees:**

- Class II trees in lawn strip between sidewalk and curb spaced approximately 45' apart. Where the lawn strip at least 10 feet in width, consider the use of Class III trees in consultation with Boise Community Forestry. Trees in tree lawn are aligned to be closer to sidewalk than curb to prevent conflicts with vehicular traffic. Same species of tree behind sidewalk, also spaced approximately 45' apart. Tree species may be limited to the Class I type within 15' of overhead power lines.
- Coordinate planning and installation of trees with Boise Community Forestry.

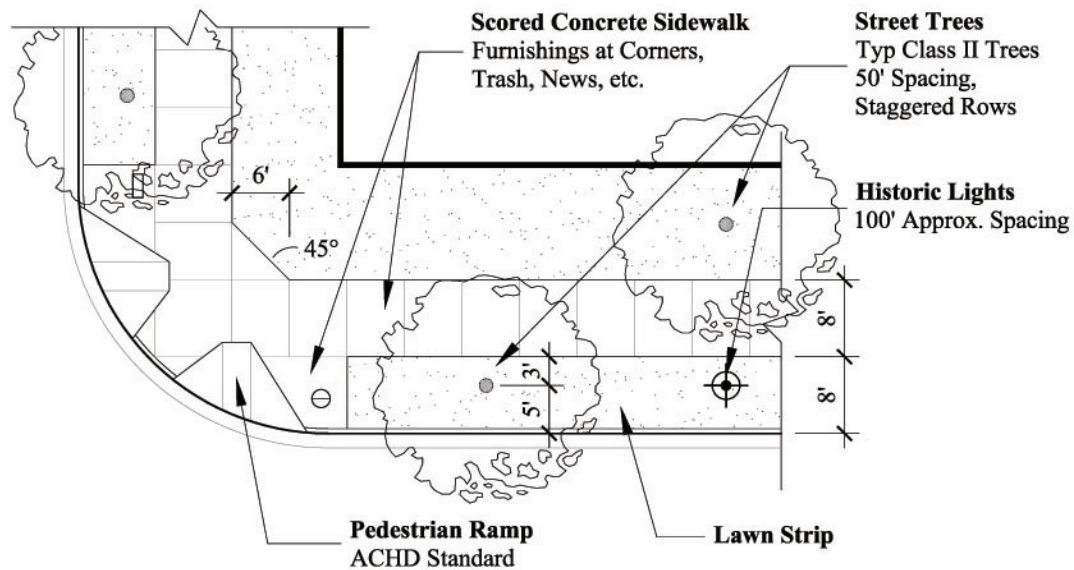
### **Note:**

- Furnishings and street trees shall meet Ada County Highway District sight distance requirements.
- Some variation in how these standards are applied may be appropriate to account for local conditions.
- All furnishings, trees and improvements in the street right-of-way require a license agreement and/or other form of approval by the Ada County Highway District.



### URBAN PARKWAY SECTION

NOT TO SCALE



### URBAN PARKWAY DETAIL PLAN

SCALE 1"=20'

8/04 JBA

## ***Capitol Boulevard Streetscape***

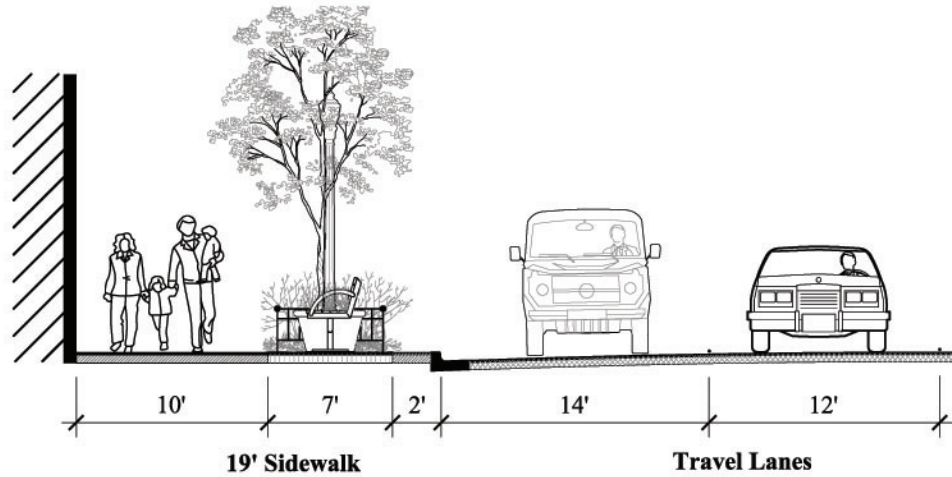
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### **Description:**

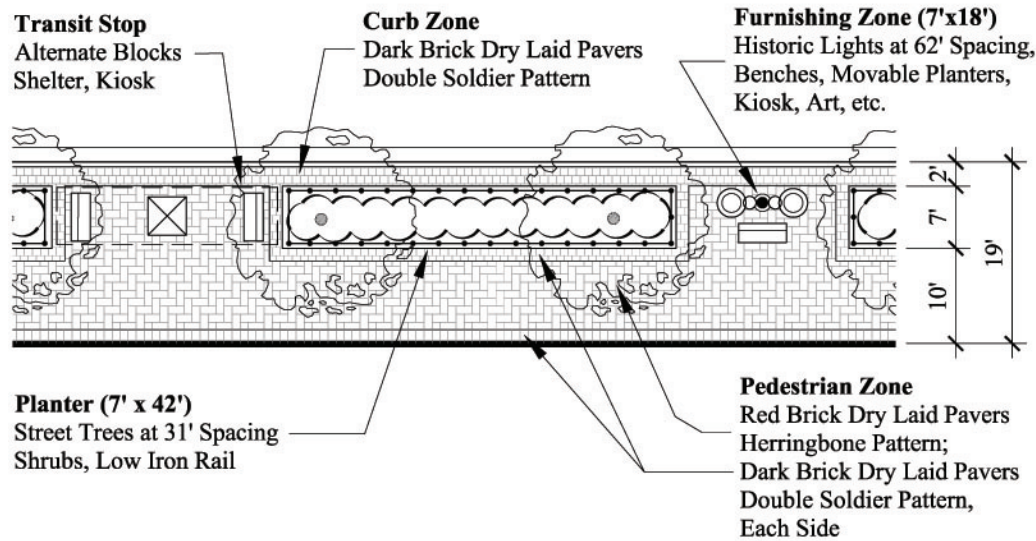
The Capitol Boulevard designation applies to that part of Capitol Boulevard within the Central Corridor section of the *Capitol Boulevard Special Design District* as described in section 11-07-09 of the Boise City Code which provides standards for the special district. The standards in the streetscape diagram are consistent with Capitol Boulevard's function as the gateway to Downtown Boise and with the purpose of the Capitol Boulevard Special Design District, which is in part to transform Capitol Boulevard into a true boulevard, to encourage pedestrian and bicycle use of the boulevard, and to strengthen the visual tie between the Boise Depot and the State Capitol.

While these street standards are being prepared, Boise City is considering modifications and refinements to the standards in section 11-07-09 of the code for Capitol Boulevard. The corresponding streetscape diagram represents the proposal being considered by Boise City at the time these standards are being prepared. The streetscape diagram will be modified as necessary to reflect the standards adopted by Boise City. In either case, improvements to Capitol Boulevard will be subject to the standards in section 11-07-09 of the Boise City Code.





**CAPITOL BOULEVARD SECTION**  
NOT TO SCALE



**CAPITOL BOULEVARD DETAIL PLAN**  
SCALE 1"=20'

8/04 JBA

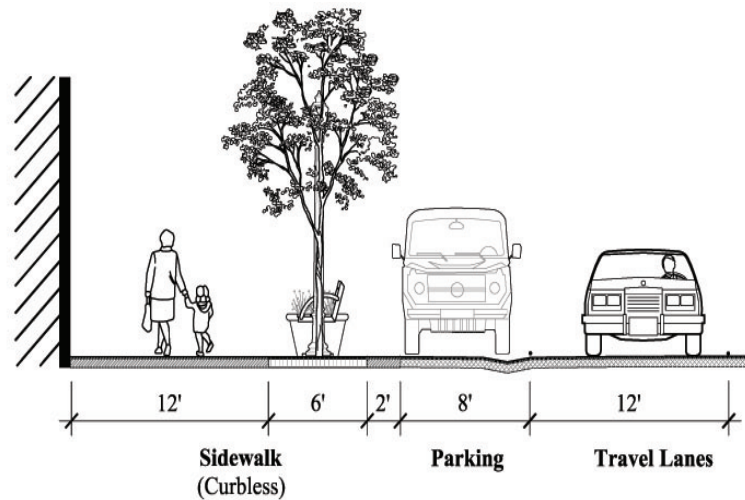
## ***Special Street***

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**Description:** The Special Street designation is used for particular street segments where an extraordinary pedestrian emphasis and placemaking effort is planned and warranted. A special street may function as both a street and also as a public space for sidewalk cafes, street fairs, festivals, cultural and special events. The best examples in downtown Boise are 8<sup>th</sup> Street between Bannock and Main and the Basque Block on Grove between Capitol Boulevard and 6<sup>th</sup> Street. It may be open or closed to vehicular traffic, or may be designed to allow temporary traffic closures. Each special street is expected to have a unique design often celebrating a particular theme.

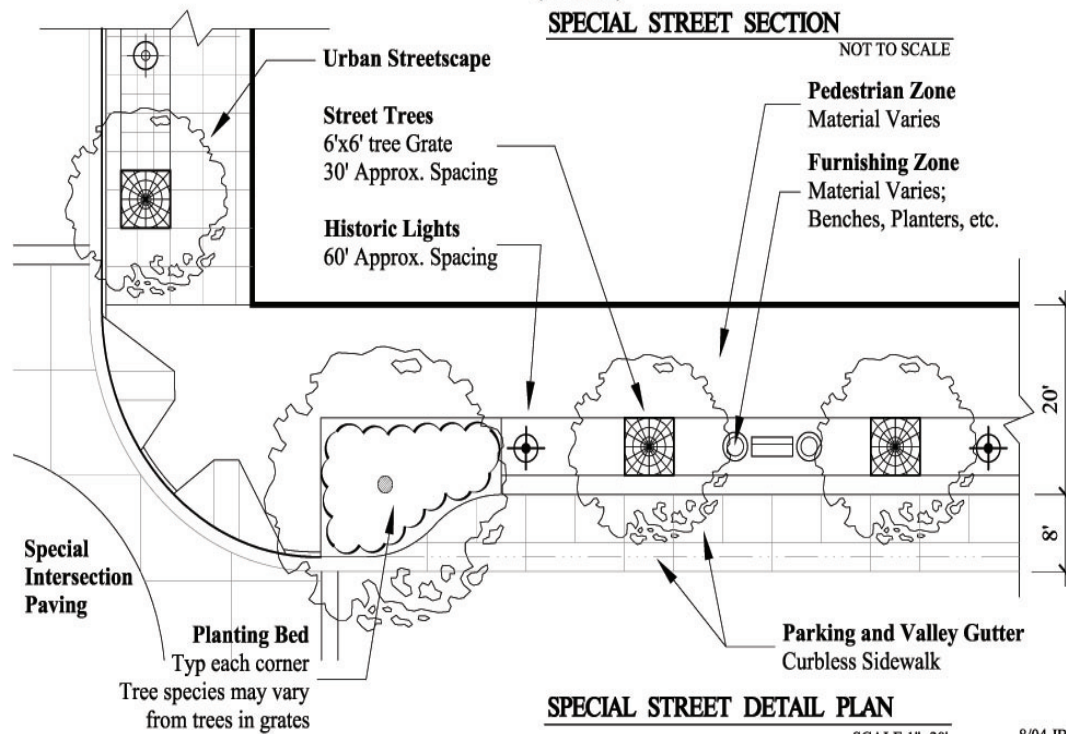
The design standard presented here is a prototype. The actual design will vary and is expected to be determined at the time a specific project is planned and constructed. All furnishings, trees and improvements in the street right-of-way require a license agreement and/or other form of approval by the Ada County Highway District.





**SPECIAL STREET SECTION**

NOT TO SCALE



**SPECIAL STREET DETAIL PLAN**

SCALE 1"=20'

8/04 JBA

## ***Celebratory Corners***

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### **Description:**

Celebratory Corners are designated on those sections of Main and Idaho where there is a desire to extend the character of the Central Business District and to denote the east ends of these streets as gateways to Downtown Boise. Because the treatment applies only to street corners and roadway intersections, the use of brick and other enhancements can be applied to provide visual cues without loss of the lawn strip and a degeneration of the residential character that would result. Because the treatment is limited to street corners and the roadway, it is expected that the improvements will be made as part of a capital project. Most private redevelopment projects are not likely to be of a size and nature to warrant Celebratory Corner improvements as conditions of project approval.

### **Surfaces:**

- Dry laid brick pavers in herringbone pattern with concrete ramps behind curb.
- Roadway surfaces will be determined in cooperation with the Ada County Highway District.

### **Furnishings:**

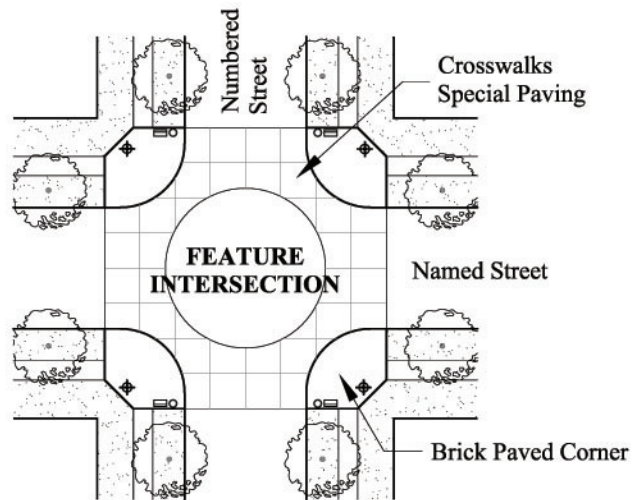
- Benches and trash receptacles as shown; may not be appropriate for all conditions.
- Historic street light behind where sidewalk would intersect under other circumstances; placement shown in streetscape diagram.

### **Street Trees:**

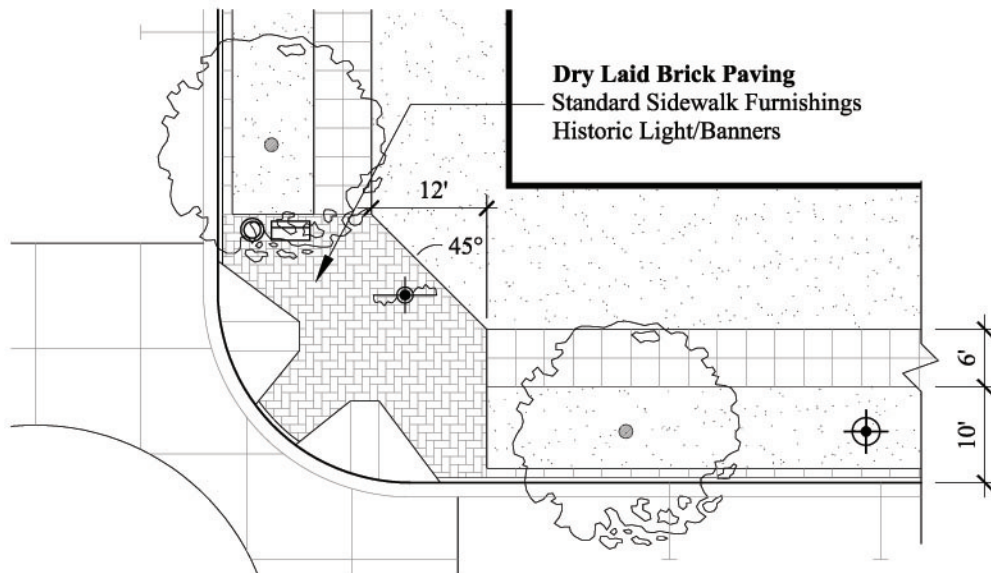
- Street trees are existing or part of other, adjacent streetscape improvements; no additional street trees are required with Celebratory Corner improvements.

### **Note:**

- Some variation in how these standards are applied may be appropriate to account for local conditions.
- Furnishings and street trees shall meet Ada County Highway District sight distance requirements.



**CELEBRATORY CORNER INTERSECTION PLAN**  
NOT TO SCALE



**CELEBRATORY CORNER DETAIL PLAN**  
SCALE 1"=20'

8/04 JBA

## ***Transit Stop – Streetscape***

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**Description:** Transit streets are those where transit service is frequent and transit ridership is high, resulting in frequent transit stops and the need for amenities for transit passengers. This standard describes the streetscaping improvements required at transit stops. The standard applies to the following street types: urban parkways, wide or narrow urban sidewalks—both concrete and brick—special streets, and Capitol Boulevard. This standard applies to that portion of the block face where the transit stop is sited. The type of surface used will depend on the type of surface generally required for the type of street on which the stop is located. For example, on urban streets improved with brick sidewalks, the surface treatment would be brick. On wide and narrow urban streets – concrete, the surface treatment would be concrete.

### **Surfaces:**

- Surfaces are dictated by the applicable street type.

### **Transit Stop Location:**

- Typically transit stops will be sited just past the intersection so the transit vehicle is able to clear the intersection and then come to a stop at the curb.
- Adjustments may be needed where the transit stop is located in congested areas, or where there are sidewalk cafes and other furnishings that create a cramped situation for placing a transit stop. Furnishings may need to be rearranged to accommodate a transit stop.

### **Furnishings:**

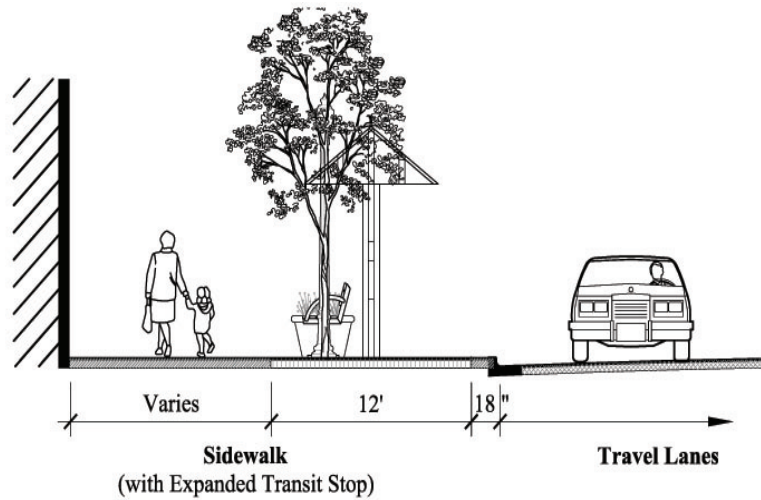
- Transit shelter is located in the furnishing zone. Refer to the standards for the applicable street type for other furnishings.
- Attention should be given to the existence of sidewalk cafes and other improvements such as benches and bike racks that may cramp the amount of room available for placing a transit shelter and for passengers and other pedestrians to use the sidewalk around the transit stop. Furnishings may need to be rearranged to accommodate a transit stop.
- The transit shelter shall be installed to be compatible with streetlights.
- When a transit stop is in front of storefront retail, the design of the transit shelter should minimize the degree to which it obscures the view of the storefronts and store signage from the street.

### **Street Trees:**

- Refer to the standards for the applicable street type for appropriate street tree application.
- The transit shelter shall be installed to be compatible with street trees.

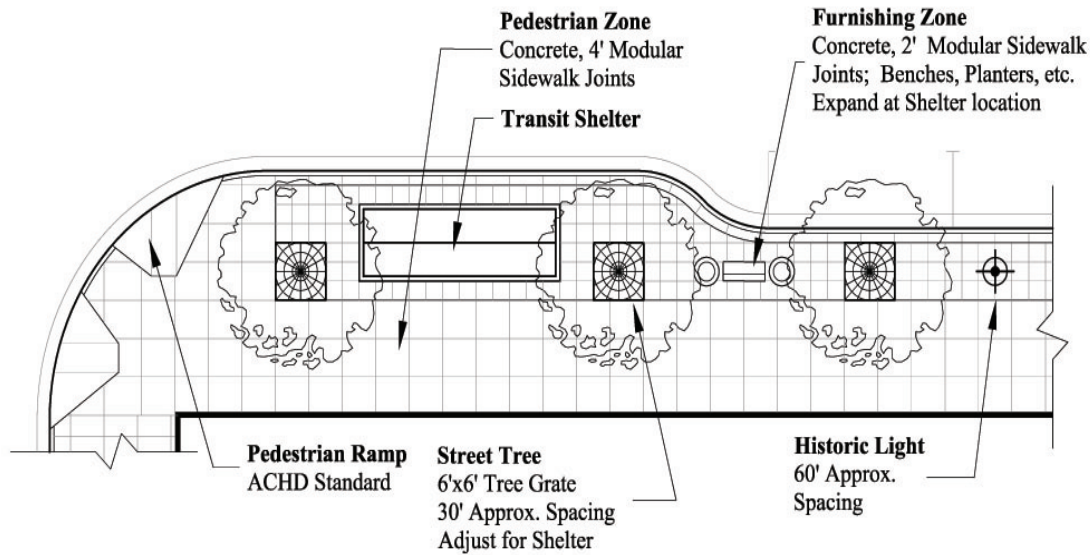
### **Note:**

- Some variation in how these standards are applied may be appropriate to account for local conditions.
- All furnishings, trees and improvements in the street right-of-way require a license agreement and/or other form of approval by the Ada County Highway District.



### **TRANSIT STOP SECTION**

NOT TO SCALE



### **TRANSIT STOP DETAIL PLAN**

SCALE 1"=20'

8/04 JBA

## **Downtown Boise Streetscape Standards**

### **Adopted by the CCDC Board of Commissioners as follows:**

Originally issued by B.R.A. Board of Commissioners—1986

Adopted by the CCDC Board of Commissioners March 13, 2000 by Resolution No. 820

Revised and adopted as part of the Westside Downtown Framework Master Plan, Section II: Design Standards -  
Street Character Types, December 8, 2001; Ordinance No. 6108

Revised and adopted as Attachment 3C of River Myrtle—Old Boise Urban Renewal Plan, August 23, 2004; Resolution  
No. 1002

Revised and adopted as Attachment 3G of 2007 Central District Urban Renewal Plan, March 15, 2007; Resolution  
No. 1090

### **Prepared in 1988 by:**

Hummel La Marche Hunsucker

Zimmer Gunsul Frasca Partnership

Don Miles Associates/Project for Public Spaces

Barton-Aschman Associates, Inc.

CH2M Hill

Jensen-Belts Associates



## Downtown Boise Elements of Continuity – 2007

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**Adopted by the CCDC Board of Commissioners as follows:**

Originally issued by B.R.A. Board of Commissioners - 1988

Revised and adopted as part of the Westside Downtown Framework Master Plan, Section II: Design Standards  
- Street Character Types, December 8, 2001; Ordinance No. 6108

Revised and adopted as part of the River Myrtle–Old Boise Urban Renewal Plan, Attachment 3C, August 23, 2004;  
Resolution No. 1002

Revised and adopted as part of the 2007 Central District Urban Renewal Plan, Attachment 3G, March 15, 2007;  
Resolution No. 1090

**Prepared in 1988 by:**

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Zimmer Gunsul Frasca Partnership  
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Barton-Aschman Associates, Inc.  
CH2M Hill  
Jensen-Belts Associates

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## ***Background:***

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The Boise Redevelopment Agency (B.R.A.) adopted the Boise Downtown Urban Design Framework Master Plan and Design Guidelines in April 1986. This plan applied to the eight-block area bounded by Capitol Boulevard and Bannock, 9th and Front streets, which was a portion of the original Central Urban Renewal District created by the Boise City Council in 1965. This plan recommended the creation of a major civic space as a focal point for the community, and sidewalk improvements within and bordering the master plan area. These improvements were intended to make downtown into a distinctive place marked by a high level of design quality and an attractive, people-oriented ambience. The Grove Plaza, located on the four blocks between Capitol Boulevard and Main, Front and 9<sup>th</sup> Streets, was built in 1987. The central fountain has become a downtown landmark and a delight to both adults and children especially on hot summer days. It has proven to be an exceptional space for community gatherings and special events such as Alive After Five, the Capital City Public Market and City Harvest as well as a place for eating lunch or pausing for quiet reflection.

In 1988, the same consultant team who produced the framework master plan and who designed The Grove Plaza prepared a document called the Elements of Continuity for the B.R.A. The purpose of this document was to provide design details for how public spaces, streets and sidewalks in the Central Urban Renewal District were to be improved to ensure a cohesive identity in downtown Boise. In its present form the Elements of Continuity addresses lighting, paving, landscaping, street furniture such as benches, planters and trash containers, graphics and other pedestrian amenities. These elements are referred to as elements of continuity. Since adoption of the Boise Urban Design Plan in 1986, the Boise City Council has approved two additional urban renewal districts: River Myrtle–Old Boise and Westside Downtown. (In 1994 the Boise City Council approved the River Street–Myrtle Street district. This district was revised and expanded in 2004 and is now known as the River Myrtle–Old Boise district.) The scope of this document has been broadened so it applies to public improvements in these areas as well.

Between 1988 and 1990, the Capital City Development Corporation, as the B.R.A. is now known, spearheaded the peripheral streets project which resulted in installation of brick sidewalks, street trees, historic street lights, planters, benches and other street furniture being installed in the eight-block area, streets reconstructed and utilities being placed underground. Eighth Street between Bannock and Main streets was redesigned—the street itself was narrowed and the sidewalks widened. These sidewalks are now lined with restaurants with outdoor dining and the café district is alive with people activity every evening.

These guidelines assist the agency, developers, architects and landscape architects in the design of projects by providing specific standards for the public improvements that form the elements of continuity.

The elements of continuity allow for other design solutions for public improvements with approval of the agency. Any change must be compatible with the master plan for the district in which the improvements are located, applicable planning and zoning regulations, and the regulations of the Ada County Highway District when the improvements are being installed in street rights-of-way.

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## Objectives

The objectives of the Elements of Continuity for public improvements are stated below:

- To provide unifying elements within and along the public spaces.
- To emphasize a streetscape, rather than park-like character.
- To create a safe, comfortable, lively, inviting and attractive place for pedestrians.
- To achieve an identity and an image as a special place for downtown Boise and to provide visual continuity and harmony.
- To reflect the qualities of a truly urban environment with intensity, sophistication, diversity and timelessness.
- To reinforce and stimulate high quality adjacent development and to complement retail uses.
- To reflect the unique characteristics of Boise and its environmental context.
- To accommodate uses such as transit, civic events, outdoor commercial uses, and passive recreation.
- To respond to the special needs of the handicapped.
- To create a flexible system allowing for a variety of applications and modifications over time, and low maintenance.

## General Conditions

The Elements of Continuity are described and illustrated in general terms in this document. Detailed specifications, dimensions, and color selections are contained in other documents, available from Capital City Development Corporation, which should be consulted prior to specifying materials and design features.

All metal surfaces of the elements described in this document should be painted Fir Green (RAL 6009) as manufactured by the Ameritone Paint Corporation, Long Beach, Calif. Minor modifications in color specifications in order to standard colors offered by a product manufacturer may be allowed with approval by CCDC. Color shall approximate RAL 6009.

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## 1. BRICK PAVERS

In the past two types of paving have been used; I-shaped unity clay pavers, and rectangular unit clay pavers both manufactured by Endicott Clay Products Co., Fairbury, Neb. The I-shaped pavers have since been discontinued and only the rectangular clay pavers (1 5/8" x 4" x 8") are available. Red ("Red Blend") and Black ("Dark Ironspot") pavers are used to define different areas of the streetscape as defined by the Downtown Boise Streetscape Standards, which is a companion document to the Elements of Continuity. Both of these documents are available on the CCDC Web site or at the CCDC offices. Other types of pavers and colors are subject to approval by CCDC.

The pavers are available from The Masonry Center, Inc., a local representative of Endicott Clay Products Co. The pavers are sand-set to facilitate their removal for utility work and maintenance and in The Grove Plaza for inscription. Maintenance work is done by three local firms. Consult CCDC for contact information and details on construction and maintenance.

Pavers are used in a variety of ways to define various functional areas of The Grove Plaza and street improvements. On sidewalks these areas usually include a building zone along the base of building (dark); a pedestrian zone (red); the furnishing zone (dark) for such items as street trees and tree grates, benches and historic lighting; and the curb zone along the street edge (red). These zones are illustrated in the picture below. Detailed diagrams showing paving patterns for different types of downtown streets are in the Streetscape Standards. Sidewalk treatment shall conform to the streetscape standards unless an alternative is approved by CCDC.



*Sonna Block streetscape*



***"Dark Ironspot"***



***"Red Blend"***

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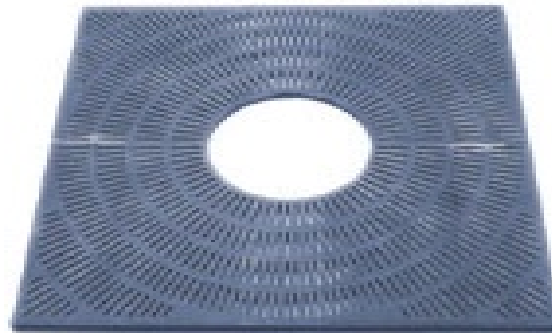
## 2. TREES AND GRATES

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 (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 and be the largest caliper appropriate to facilitate continuity along the block face.

Tree grates should be “Kiva” 6’x6’ or 4’x8’, cast iron tree grates, as manufactured by Urban Accessories, Tacoma, Wash., or as approved by CCDC. The regional representative for Urban Accessories is Northwest Recreation in Portland, Ore. Grates shall be natural finish without powdercoating or paint. Location and spacing of grates and street trees shall be as shown in the diagrams in the Downtown Boise Streetscape Standards or as otherwise approved by CCDC. Grates shall meet ADA standards.

Trench grates are used in The Grove Plaza and may be used under certain conditions. These grates should be cast iron in the “Wave” pattern, as manufactured by Urban Accessories, Tacoma, Wash., or as approved by CCDC.

Consult CCDC for recommended and appropriate tree species, grate alternatives and contact information for product representatives.



*Kiva*

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### 3. TRANSIT SHELTERS

The transit shelters in the Transit Mall (Idaho and Main streets between Capitol Boulevard and 9th Street) were designed by Zimmer Gunsul Frasca. Additional locations and designs are to be determined by Valley Regional Transit, the regional transit authority. Metal parts shall be brass finish or painted in green (RAL 6009) as appropriate.



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#### 4. BENCHES

Benches are used in various configurations in the pedestrian furnishing zone. The benches should be the “B-76 Faneuil Hall Bench” manufactured by Titan Manufacturing in Boxborough, Maine. The benches have cast iron ends with wooden slats. A wood alternative for the slats may be accepted with approval from CCDC. Cast iron ends shall be powdercoated green (RAL 6009). Length may vary based on use and location. Five or six feet is the typical length for benches facing each other and placed perpendicular to the street. Benches placed parallel to the street (facing either toward the street or toward the building frontage) are typically six feet. Lengths greater than six feet shall not be used. Lengths less than four feet require CCDC approval. Middle stanchions may be appropriate for longer benches.

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



*Faneuil Hall Bench*



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## 5. TRASH RECEPTACLES

Trash 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 CCDC or as shown on a streetscape plan approved by CCDC.

Trash receptacles shall be the “Chase Park Litter” style, in 36-gallon capacity, with powdercoat finish in “Ivy” color, as manufactured by Landscapeforms, Kalamazoo, Mich., or an alternative approved by CCDC.

Previous trash receptacles “Radius” style from DuraArt Stone are still in use, but will be replaced with Chase Park Litter receptacles as needed. Replacement lids for Radius receptacles shall be the standard composite lid (Fiberlite) sized to fit base as manufactured by DuraArt Stone, Fontana, Calif.; color should be copper.



*Chase Park Litter trash receptacle.*

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## 6. MOVABLE PLANTERS

Movable planters should be used in the pedestrian furnishings zone and in The Grove Plaza for seasonal plantings.

Movable planters shall be the “Grecian” planter in “S-14 Dove Gray” cast stone with a light sandblast finish (LSB), as manufactured by DuraArt Stone, Fontana, Calif., or as approved by CCDC. The planters should be 3’ in diameter and 17” high.

Location in the furnishing zone and spacing shall be as approved by CCDC or as shown on a streetscape plan approved by CCDC.





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## 7. DRINKING FOUNTAINS

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

Drinking fountains should be model MC76-2, cast metal, as manufactured by Murdock, Inc. in Cincinnati, Ohio, or as approved by CCDC. The cast metal base shall be powdercoated green (RAL 6009).



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## 8. BOLLARDS

Bollards should be used to define special areas and to enhance pedestrian safety at vehicular crossings.

Bollards should be the “1890 series” cast metal bollard as manufactured by Canterbury International, Los Angeles, Calif., or as approved by CCDC. The cast metal shall be powdercoated green (RAL 6009).



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## 9. NEWSTANDS/NEWSPAPER DISPENSERS

Newspaper dispensers should be located near intersections and transit facilities. A metal, two dispenser pedestal-type unit should be used. Dispensers should be model “K-49-16,” or “TK-49-16” as manufactured by Kasper Sho-Rack, Shiner, Texas, or as approved by CCDC.



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## 11. BICYCLE RACKS

Bicycle racks should be located in the pedestrian furnishings zone at locations throughout developments which attract cyclists.

Bicycle racks should be the wave model in three or five bends, as manufactured by Pacific Steel Fabricators, Boise, Idaho, or as approved by CCDC. Steel shall be powdercoated green (RAL 6009).

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



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## 12. LIGHTING FIXTURES

Pole top lighting fixtures should be placed centrally in the furnishing zone and location and spacing shall be as shown in the Downtown Boise Streetscape Standards or as approved by CCDC.

Historic Boise cast iron light poles should be used, or cast aluminum (not fiberglass) replication. The metal shall be powdercoated green (RAL 6009). Brackets for banners and flower baskets may be installed on lighting fixtures.

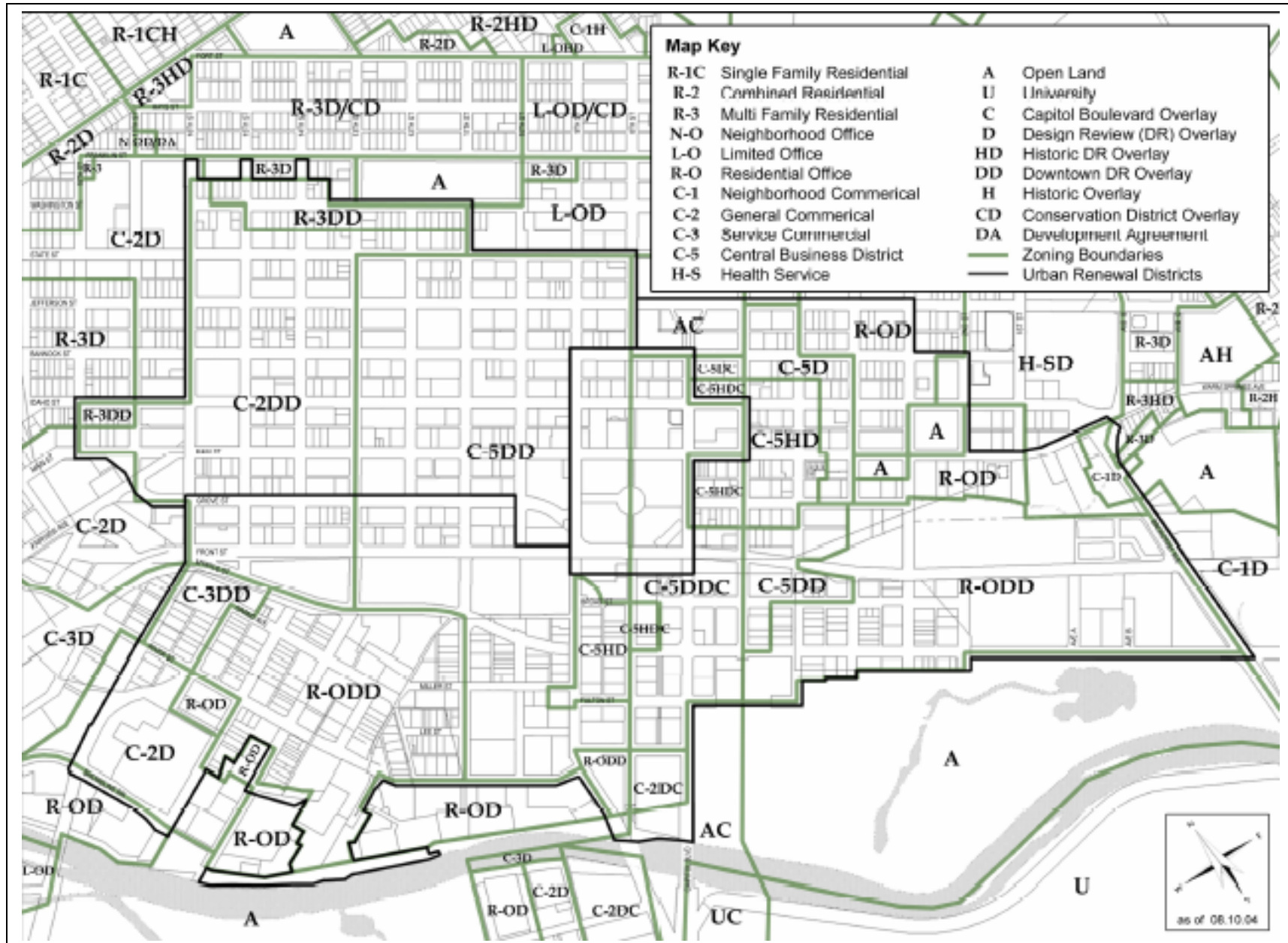






## ATTACHMENT NO. 4

### Zoning Map







## **ATTACHMENT NO. 5**

### **STATEMENT OF OBJECTIVES, COSTS, AND TAX IMPACT**

The objectives of the City of Boise in undertaking the urban renewal project are as follows:

Urban renewal action is necessary in the Project Area (which includes the Revenue Allocation Area) to combat problems of physical blight and economic obsolescence.

The Project Area consists of approximately ten (10) blocks within the Boise Central Business District. The Revenue Allocation Area consists of approximately ten (10) blocks. Both areas have a history of declining tax base, primarily attributed to: deteriorating structures; inadequate and inconvenient parking; and poorly maintained properties, abandoned railroad right-of-way, and other deteriorating areas.

This environment contrasts sharply with the growing economic and cultural strength of Boise City and the Ada County region for which the Boise Central Business District serves as the commercial and cultural center.

Hence, the Urban Renewal Plan for the Project Area is a proposal for major clearance to provide land for innovative, imaginative, and contemporary commercial facilities; to remove impediments to land disposition and development; as well as to achieve changes in land use. It is further designed to eliminate unhealthy, unsanitary, or unsafe conditions, and otherwise prevent the extension of blight and deterioration.

The streets to be vacated, or relocated, will create additional buildable area for retail, commercial, office, or public use.

Air rights and subterranean rights maybe disposed of for any permitted use within the Project Area boundaries.

Less than fee acquisition may be utilized by the Agency when and if necessary to promote redevelopment in accordance with the objectives of the Plan.

Temporary project improvements shall be provided to facilitate adequate vehicular and pedestrian circulation.

All existing alleys within the Project Area may be vacated to permit development as well as encourage variety and flexibility of design within the periphery blocks.

The Project Area is part of a larger Downtown Improvement Area which the Boise City Council, pursuant to Resolution No. 7995, found, inter alia, to contain a substantial number of deteriorating buildings.

A further objective of the Urban Renewal Plan is to acquire and clear land to be used for other public facilities, and to provide economic opportunity for private development. Off-street parking and loading facilities will be developed to serve the new commercial complex within the Project Area. Land use in the Project Area will be modified to the extent that buildings currently vacant and land now devoted to scattered surface parking will be converted to commercial, public parking, and public/semi-public uses.

In coordination with the State Historical Society and the Boise City Historical Preservation Commission, consideration will be given to the preservation of structures of historic and architectural value within, or the moving of said structures outside, the Project Area boundaries.

Anticipated costs of the urban renewal project, revenue sources, estimated revenue allocations, and the amount of indebtedness required to complete the project are shown in Attachment No. 5, Economic Pro Forma. Attachment No. 5 necessarily incorporates estimates and projections based on the Agency's completed activities, present knowledge and expectations. The Agency may modify the presently anticipated urban renewal projects and use of revenue allocation financing or the related project costs if the Board of Commissioners of the Agency deems such modification necessary or convenient to effectuate the general objectives of the Plan. Any future modification will affect the estimate. Construction during the project is anticipated to take place through 1997, and the project as a whole (to accommodate debt service) will continue through year 2017.

Attachment No. 5 also depicts actual tax assessments through 1994 and anticipated increases in tax assessments through the development process.

Attachment No. 5 also demonstrates the actual and estimated impact of revenue allocation financing on all taxing districts in which the revenue allocation area is located. The impact on the taxing districts is determined by those districts' current levies and the projected addition of private investment within the Revenue Allocation Area.

The information contained in Attachment No. 5 assumes certain completed and projected actions. The Agency issued its Parking System Revenue Bond Anticipation Note series 1988 on April 1, 1988, in the principal amount of \$4,945,000, its Revenue Allocation Bonds (Tax Increment) Series 1989 on March 24, 1989, in the principal amount of \$4,015,000, its Parking Revenue and Revenue Allocation (Tax Increment) Bonds Series 1990 on May 24, 1990, in the principal amount of \$12,485,000. In June of 1993 the Agency recalled the Series B Bonds of the 1990 Series, recalling \$2,755,000 of bonds as of June 1, 1993. The Agency intends to issue its Series 1994 Bonds in an amount not to exceed \$6,500,000 to accomplish the construction of a public parking garage, serving among other users, the hotel to be located on Block 22. The bond

proceeds will be used to complete the streetscape work throughout the Project Area. The Agency also anticipates the issuance of its Series 1996 Bonds to construct a parking facility of approximately 500 spaces south of Front Street. The construction of the parking garage in 1996 will complete the Agency's public improvement program. Under the provisions of the Act, the revenue allocation shall continue until the bond debt is satisfied. Second, the total amount of bonded indebtedness and the amount of revenue generated by revenue allocation is dependent upon the extent and timing of private development. Attachment No. 5 projects development from 1987 through 1997, with significant additional revenue allocation beginning in 1995. Should all of the development take place as projected, bonded indebtedness could be extinguished earlier, dependent upon the bond sale documents or other legal obligations. Should private development take longer to materialize, or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and bonds may continue for their full term.

Under the Act the base assessed valuation for all revenue allocation areas cannot exceed ten percent (10%) of the current assessed valuation for the entire City. The adjusted base assessment roll for the several revenue allocation areas as of January 1, 2006 is \$342,722,100 (as determined from Ada County Assessor records in 2007). As of January 1, 2006 the total assessed value for the City is \$15,921,349,299. The actual percentage as of January 1, 2006 is 2.15%.

Tables:

- 5A: Economic Pro Forma
- 5B: Tax Impact
- 5C: Activities Undertaken with Federal Urban Renewal and CDBG Funds
- 5D: Bonds Issued to Finance Parking Garages in the Central Public Parking System
- 5E: Activities Undertaken with Revenue Allocation



**ATTACHMENT NO. 5A  
ECONOMIC PRO FORMA 1987-2015**

**PRO FORMAS FROM 1987 AND 1994 AMENDED PLANS  
WITH CORRECTIONS**

	<b>NOTES:</b>													
	1) The 1987 Central District Plan has an economic proforma that covers 1987 to 2008. The 1994 Central District Plan has an economic proforma that covers 1994 to 2015. This economic proforma is a combined table showing years 1987-1993 from the economic proforma published in the 1987 Plan and years 1994-2015 from the economic proforma published in the 1994 Plan. In the 1987 published table, revenues are shown as extending from 1987 to 2008, which are different than then revenues shown in the 1994 Plan. The assumption has been made that the revenues in the 1994 Plan would be more accurate since more was known about revenue expectations for the years 1994-2008 than would be the case in 1984.													
	Costs for the Broadway-Chinden Connector, Transit Mall Construction, Agency Funded Construction do not exceed beyond 1993 so data has not been overwritten by combining the tables from the two plans. Expenditures for Arts, Business Improvement District Assessment and Gross Operating Expenses extend at flat rates from 1994 to 2008 in the 1987 table so it is possible to compare how the two tables differ for the years 1994-2008. Debt service extends at a variable rate. The assumption has been made that the debt service shown in the 1994 Plan would be more accurate since more was known in 1994 about the Agency's debt obligations than in 1984. Tables from the 1987 Plan and the 1994 Plan are available at CCDC offices													
	2) Values in cells highlighted in blue do not match the 1987 Central District Plan as originally published. Discrepancy in total between calculated #s and published #s are noted. The cause of the discrepancies is unknown although with the minor amounts appear to be due to rounding.													
	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
Fiscal Year Beginning Balance								808,176	824,811	5,896,653	5,508,720	651,393	966,995	1,357,021
<b>SOURCES OF FUNDS</b>														
<b>Grants</b>														
CDBG Funds	9,495,608	2,700,000												
Transit Mall - UMTA Grant	1,800,000													
Grove Street Garage Refinancing	0	180,000	180,000	180,000	180,000	180,000	180,000							
Proceeds from Land Disposition	400,000	250,000	0	500,000	0	60,000	60,000	74,349	216,305	108,741	70,453	19,472	19,472	19472
Proceeds from Land Leases	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Developer Capital Contribution	0	0	0	0	0	503,171	503,171	418,706	337,906	215,706	415,706	115,706	115,706	115706
Bond Sale Proceeds - B.R.A. Bonds	0	3,560,000	0	0	0	0	0	0	0	0	0	0	0	0
Bond Sale Proceeds - T.I.F. Bonds	0	6,667,600	0	0	2,030,400	0	0	0						
Construction Funds								0	5,260,000	0	0	4,500,000	0	0
Revenue Allocation Income	0	69762	146500	672,985	851,615	1,489,138	1,564,823	872,979	882,070	962,675	1,160,865	1,661,114	2,108,481	2148626
Net Parking Revenues	36,165	77,081	132,704	212,849	286,476	314,266	511,969							
Gross Revenues from Operations	614,264	500,000	300,000	100,000				1,155,404	1,374,819	1,422,864	1,316,629	1,214,250	1,254,498	1307911
Arts Contribution	240,465	50,000	50,000	50,000										
Retail Participation			100,000	110,000	121,000	133,100	146,410							
Friends of Capital City, Inc	150,000	50,000												
<b>Interest Income</b>														
From Fund Balance	0	0	233,824	297,448	149,866	125,946	177,775							
From Debt Service Reserve	0	17,612	90,433	145,642	145,642	164,363	183,064							
<b>TOTAL SOURCES OF FUNDS - CURRENT</b>	12,736,502	14,122,055	1,233,461	2,268,924	3,764,999	2,969,984	3,327,212	2,521,438	8,071,100	2,709,986	2,963,653	7,510,542	3,498,157	3,591,715
From Published Plan	12,736,502	14,142,065	1,233,461	2,268,924	3,764,999	2,969,984	3,317,212							
Difference	0	-20,010	0	0	0	0	10,000							
<b>TOTAL FUNDS AVAILABLE</b>								3,329,614	8,895,911	8,606,639	8,472,373	8,161,935	4,465,152	4,948,736

**ATTACHMENT NO. 5A  
ECONOMIC PRO FORMA 1987-2015**

**PRO FORMAS FROM 1987 AND 1994 AMENDED PLANS  
WITH CORRECTIONS**

	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
<b>USES OF FUNDS</b>														
Land Acquisition	141,457	0	0											
Broadway-Chinden Connector	0	2,700,000												
Transit Mall Construction	1,800,000													
DDA Commitments								0	0	130,000	0	0	0	0
<b>Agency Funded Construction</b>														
Parking Facilities	3,171,976	2,790,976	618,000	1,648,458	1,648,458	1,350,000	1,350,000	0	0	0	4,590,000	4,500,000	0	0
Parking Facilities - Capital Improvements								162,000	330,500	35,000	35,000	35,000	35,000	35,000
Major Public Open Space (Grove Plaza)	640,000	0	265,000											
Street Improvements	870,902	0	800,000	846,111										
8th Street Pedestrian Mall	0	0	838,494											
Perimeter Sidewalks/ & Walkways	0	0	321,000	321,000	320,252			0	92,726	270,000	400,000	0	0	0
Utilities	203,967	203,967	203,967	0	0	0	0							
Retail Participation	2,085,000	0	1,000,000	1,000,000	0	0	0							
Other Capital Expense	349,500	0	0	0	0	0	0							
Planning & Design/ Planning Services	310,828	167,459	154,650	168,934	118,123	81,000	81,000	83,400	112,250	50,000	50,000	50,000	10,000	10,000
Inspection & Testing	101,072	69,774	71,062	70,389	49,218	33,750	33,750							
On-Site Tenant Expenses (Relocation)								0	20,000	0	0	0	0	0
Provision for Arts Expenditure	240,465	50,000	50,000	50,000				60,000	55,750	60,000	60,000	60,000	60,000	60,000
BID Assessment/ BID Contribution & Misc	50,000	50,000	50,000	50,000	50,000	50,000	50,000	19,392	13,000	12,500	12,500	12,500	12,500	12,500
Gross Operating Expenses/ Professional Expenses	703,384	700,000	500,000	400,000	300,000	300,000	300,000	1,057,943	969,678	902,296	864,729	771,732	757,269	780,518
Rebate to Boise City (Parking System)								158,558	184,400	189,932	195,630	201,499	207,544	213,770
Debt Service	0	367,000	713,000	1,084,000	1,180,000	1,301,000	1,575,000	819,015	1,106,054	1,332,616	1,498,151	1,537,726	2,000,130	2,118,215
Parking System R&R Fund								95,400	95,400	95,400	95,400	0	0	0
Trustee Expense & Related Costs								12,575	19,500	20,175	19,570	26,483	25,688	24,918
Rebate - Tax Exempt Issues								36,520	0	0	0	0	0	0
<b>TOTAL USES OF FUNDS</b>	<b>10,668,551</b>	<b>7,099,176</b>	<b>5,585,173</b>	<b>5,638,892</b>	<b>3,666,051</b>	<b>3,115,750</b>	<b>3,389,750</b>	<b>2,504,803</b>	<b>2,999,258</b>	<b>3,097,919</b>	<b>7,820,980</b>	<b>7,194,940</b>	<b>3,108,131</b>	<b>3,254,921</b>
<b>FISCAL YEAR ENDING BALANCE</b>	<b>2,067,951</b>	<b>7,022,879</b>	<b>-4,351,712</b>	<b>-3,369,968</b>	<b>98,948</b>	<b>-145,766</b>	<b>-62,538</b>	<b>824,811</b>	<b>5,896,653</b>	<b>5,508,720</b>	<b>651,393</b>	<b>966,995</b>	<b>1,357,021</b>	<b>1,693,815</b>
From Published Document	2,067,951	7,042,879	-4,351,712	-3,369,968	98,948	-145,766	-72,538							
Difference	0	20,000	0	0	0	0	-10,000							
<b>YEAR END FUND BALANCE - B.R.A.</b>	<b>2,067,950</b>	<b>2,843,997</b>	<b>1,482,732</b>	<b>1,231,596</b>	<b>1,013,719</b>	<b>1,108,583</b>	<b>1,210,917</b>							
<b>YEAR END FUND BALANCE - T.I.F.</b>	<b>0</b>	<b>69,792</b>	<b>3,766,915</b>	<b>1,766,129</b>	<b>52,564</b>	<b>1,518,487</b>	<b>1,343,615</b>							
<b>REVENUE ALLOCATION</b>														
<b>GENERATION ASSUMPTIONS</b>														
Capital Plaza								0	0	6,000,000	6,000,000	0	0	0
Block 22 Hotel and Event Center								0	0	500,000	13,900,000	13,900,000	0	0
Simplot Renovation								0	0	1,500,000	1,500,000	0	0	0
Eastman Lot Development								0	0	0	0	0	0	6,000,000
Personal Property								0	0	1,600,000	4,280,000	2,780,000	0	1,200,000
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,600,000</b>	<b>25,680,000</b>	<b>16,680,000</b>	<b>0</b>	<b>7,200,000</b>
<b>SCHOOL CREDIT ASSUMPTION</b>								<b>185,793</b>	<b>226,139</b>	<b>264,539</b>	<b>367,259</b>	<b>457,342</b>	<b>457,342</b>	<b>481,142</b>

## PRO FORMAS FROM 1987 AND 1994 AMENDED PLANS WITH CORRECTIONS

Page 3 of 6

**ATTACHMENT NO. 5A  
ECONOMIC PRO FORMA 1987-2015**

**PRO FORMAS FROM 1987 AND 1994 AMENDED PLANS  
WITH CORRECTIONS**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
<b>USES OF FUNDS</b>														
Land Acquisition														
Broadway-Chinden Connector														
Transit Mall Construction														
DDA Commitments	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Agency Funded Construction</b>														
Parking Facilities	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking Facilities - Capital Improvements	36,050	36,050	36,050	36,050	36,050	37,132	37,132	37,132	37,132	38,246	38,246	38,246	38,246	38,246
Major Public Open Space (Grove Plaza)														
Street Improvements														
8th Street Pedestrian Mall														
Perimeter Sidewalks/ & Walkways	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Streetscapes														
Utilities														
Retail Participation														
Other Capital Expense														
Planning & Design/ Planning Services	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Inspection & Testing														
On-Site Tenant Expenses (Relocation)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Provision for Arts Expenditure	35,000	0	0	0	0	0	0	0	0	0	0	0	0	0
BID Assessment/ BID Contribution & Misc	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
Gross Operating Expenses/ Professional Expenses	804,499	829,233	854,746	881,061	908,204	936,203	965,083	994,874	1,025,604	1,057,305	1,090,002	1,123,733	1,158,530	1,194,426
Administrative &														
Rebate to Boise City (Parking System)	220,183	226,789	233,592	240,600	247,818	255,253	262,910	270,798	278,922	287,286	295,906	304,785	313,929	323,347
Debt Service	2,229,179	2,147,533	2,107,274	2,090,109	2,067,921	2,047,122	2,032,232	2,012,686	1,993,042	1,978,942	1,968,204	1,960,932	1,936,318	1,915,091
Parking System R&R Fund	0	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000
Trustee Expense & Related Costs	24,170	23,445	22,742	22,059	21,398	20,756	20,133	19,529	18,943	18,375	17,824	17,289	16,770	16,267
Rebate - Tax Exempt Issues	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL USES OF FUNDS</b>	<b>3,371,581</b>	<b>3,318,550</b>	<b>3,309,904</b>	<b>3,325,379</b>	<b>3,336,891</b>	<b>3,351,966</b>	<b>3,372,990</b>	<b>3,390,519</b>	<b>3,409,143</b>	<b>3,435,654</b>	<b>3,465,682</b>	<b>3,500,485</b>	<b>3,519,293</b>	<b>3,542,877</b>
<b>FISCAL YEAR ENDING BALANCE</b>	<b>2,118,599</b>	<b>2,891,066</b>	<b>3,865,938</b>	<b>4,869,209</b>	<b>6,045,958</b>	<b>7,267,113</b>	<b>8,533,525</b>	<b>9,998,314</b>	<b>11,466,984</b>	<b>12,938,650</b>	<b>14,468,041</b>	<b>16,055,295</b>	<b>17,721,522</b>	<b>19,468,111</b>
From Published Document														
Difference														
<b>YEAR END FUND BALANCE - B.R.A.</b>														
<b>YEAR END FUND BALANCE - T.I.F.</b>														
<b>REVENUE ALLOCATION</b>														
<b>GENERATION ASSUMPTIONS</b>														
Capital Plaza	0	0												
Block 22 Hotel and Event Center	0	0												
Simplot Renovation	0	0												
Eastman Lot Development	7,000,000	7,000,000												
Personal Property	1,400,000	1,400,000												
<b>TOTAL</b>	<b>8,400,000</b>	<b>8,400,000</b>												
<b>SCHOOL CREDIT ASSUMPTION</b>	<b>538,799</b>	<b>572,399</b>	<b>572,399</b>	<b>601,019</b>	<b>601,019</b>	<b>601,019</b>	<b>631,070</b>	<b>631,070</b>	<b>631,070</b>	<b>631,070</b>	<b>601,019</b>	<b>631,070</b>	<b>631,070</b>	<b>631,070</b>



## PRO FORMAS FROM 1987 AND 1994 AMENDED PLANS WITH CORRECTIONS

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**ATTACHMENT NO. 5A  
ECONOMIC PRO FORM 1987-2015**

**PRO FORMAS FROM 1987 AND 1994 AMENDED PLANS  
WITH CORRECTIONS**

	2015	1987-1993	1994-2015	1987-2015		
<b>USES OF FUNDS</b>						
Land Acquisition		141,457	0			
Broadway-Chinden Connector		2,700,000	0	2,700,000		
Transit Mall Construction		1,800,000		1,800,000		
DDA Commitments	0	0	130,000	130,000		
<b>Agency Funded Construction</b>						
Parking Facilities	0	12,577,868	9,090,000	21,667,868		
Parking Facilities - Capital Improvements	38,246	0	1,225,754	1,225,754		
Major Public Open Space (Grove Plaza)		905,000	0	905,000		
Street Improvements		2,517,013	0	2,517,013		
8th Street Pedestrian Mall		838,494	0	838,494		
Perimeter Sidewalks/ & Walkways	0	962,252	762,726	1,724,978		
Utilities		611,901	0	611,901		
Retail Participation		4,085,000	0	4,085,000		
Other Capital Expense		349,500	0	349,500		
Planning & Design/ Planning Services	10,000	1,081,994	515,650	1,597,644		
Inspection & Testing		429,015	0	429,015	429,016	1
On-Site Tenant Expenses (Relocation)	0	0	20,000	20,000		
			0	0		
Provision for Arts Expenditure	0	390,465	450,750	841,215		
BID Assessment/ BID Contribution & Misc	12,500	350,000	282,392	632,392		
Gross Operating Expenses/ Administrative & Professional Expenses	1,731,456	3,203,384	21,659,124	24,862,508	3,203,395	11
		0	0	0		
Rebate to Boise City (Parking System)	333,047	0	5,446,498	5,446,498		
Debt Service	1,603,091	6,220,000	40,501,583	46,721,583		
Parking System R&R Fund	33,000	0	843,600	843,600		
Trustee Expense & Related Costs	15,779	0	444,388	444,388		
Rebate - Tax Exempt Issues	0	0	36,520	36,520		
<b>TOTAL USES OF FUNDS</b>	<b>3,777,119</b>	<b>39,163,343</b>	<b>81,408,985</b>	<b>120,572,328</b>		
		0	0	0		
<b>FISCAL YEAR ENDING BALANCE</b>	<b>23,439,370</b>	<b>1,259,794</b>	<b>178,047,103</b>	<b>179,306,897</b>		
From Published Document						
Difference						
<b>YEAR END FUND BALANCE - B.R.A.</b>						
<b>YEAR END FUND BALANCE - T.I.F.</b>						
<b>REVENUE ALLOCATION</b>						
<b>GENERATION ASSUMPTIONS</b>						
Capital Plaza						
Block 22 Hotel and Event Center						
Simplot Renovation						
Eastman Lot Development						
Personal Property						
<b>TOTAL</b>						
<b>SCHOOL CREDIT ASSUMPTION</b>	<b>631,070</b>					

**2007 Amended Central District Plan**

**ATTACHMENT NO. 5B - IMPACT OF REVENUE ALLOCATION FORMULA**

(As Published in the 1994 Plan - with corrections as noted. )

ADA COUNTY TAXING ENTITIES  
IMPACT OF REVENUE ALLOCATION FORMULA  
CURRENT DISTRIBUTION PERCENTAGES  
AS OF SEPTEMBER 30, 1993

PLEASE SEE NOTES 1-3 BELOW TABLE.

YEAR	PROJECTED REVENUE	ADA COUNTY	ADA COUNTY - EMS	ACHD	BOISE SCHOOL DISTRICT	BOISE CITY
	100.00%	17.83%	0.47%	6.76%	44.78%	30.16%
1988	\$15,457	\$2,730	\$131	\$1,121	\$6,888	\$4,588
1989	\$108,861	\$18,082	\$904	\$8,056	\$48,715	\$33,105
1990	\$384,438	\$59,972	\$3,191	\$28,602	\$171,613	\$121,060
1991	\$439,095	\$67,621	\$3,381	\$32,274	\$196,715	\$139,105
1992	\$649,810	\$100,071	\$5,004	\$47,761	\$291,115	\$205,860
1993	\$695,829	\$124,066	\$3,270	\$47,038	\$311,592	\$209,862
1994	\$868,413	\$154,838	\$4,082	\$58,705	\$388,875	\$261,913
1995	\$882,070	\$157,273	\$4,146	\$59,628	\$394,991	\$266,032
1996	\$962,675	\$171,645	\$4,525	\$65,077	\$431,086	\$290,343
1997	\$1,132,780	\$201,975	\$5,324	\$76,576	\$507,259	\$341,646
1998	\$1,554,733	\$277,209	\$7,307	\$105,100	\$696,209	\$468,907
1999	\$1,941,533	\$346,175	\$9,125	\$131,248	\$869,418	\$585,566
2000	\$1,978,500	\$352,767	\$9,299	\$133,747	\$885,972	\$596,716
2001	\$2,092,500	\$373,093	\$9,835	\$141,453	\$937,022	\$631,098
2002	\$2,330,125	\$415,461	\$10,952	\$157,516	\$1,043,430	\$702,766
2003	\$2,463,125	\$439,175	\$11,577	\$166,507	\$1,102,987	\$742,879
2004	\$2,463,125	\$439,175	\$11,577	\$166,507	\$1,102,987	\$742,879
2004	\$2,586,281	\$461,134	\$12,156	\$174,833	\$1,158,137	\$780,022
2006	\$2,586,281	\$461,134	\$12,156	\$174,833	\$1,158,137	\$780,022
2007	\$2,586,281	\$461,134	\$12,156	\$174,833	\$1,158,137	\$780,022
2008	\$2,715,595	\$484,191	\$12,763	\$183,574	\$1,216,043	\$819,023
2009	\$2,715,595	\$484,191	\$12,763	\$183,574	\$1,216,043	\$819,023
2010	\$2,715,595	\$484,191	\$12,763	\$183,574	\$1,216,043	\$819,023
2011	\$2,715,595	\$484,191	\$12,763	\$183,574	\$1,216,043	\$819,023
2012	\$2,715,595	\$484,191	\$12,763	\$183,574	\$1,216,043	\$819,023
2013	\$2,715,595	\$484,191	\$12,763	\$183,574	\$1,216,043	\$819,023
2014	\$2,715,595	\$484,191	\$12,763	\$183,574	\$1,216,043	\$819,023
TOTALS						
As Calculated - 2007	\$47,731,077	\$8,474,064	\$229,438	\$3,236,433	\$21,373,590	\$14,417,556
As Published - 1994	\$47,731,083	\$8,474,064	\$229,437	\$3,236,432	\$21,373,592	\$14,417,557
Discrepancy	-\$6	\$0	\$1	\$1	-\$2	-\$1

NOTES:

1. From 1994 Amended Plan: Tax rate used to determine project revenue is reduced by .004 school district allowance. Years 1988 through 1993 show actual allocation as reported in Boise City Comprehensive Annual Financial Reptot (CAFR).

2. From 2007 Amended Plan (see Section 509) : Attachment No. 5B is no longer an accurate representation of the tax impact of urban renewal on taxing entities because it was prepared prior to passage of House Bill 156 in 1995. The assessed value for each property in a Revenue Allocation Area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a Revenue Allocation Area is approved by a municipality, with periodic adjustments allowed by Idaho State Code. The increment value is the difference between the base assessed value and current assessed value in any given year while the property is in a Revenue Allocation Area. Under House Bill 156, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis. Taxing entities submit proposed budgets to the County Assessor, which budgets are required to comply with the limitations set forth in House Bill 156.

The County Assessor calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in the Revenue Allocation Area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the property values in the urban renewal districts that are not subject to revenue allocation and by properties outside Revenue Allocation Areas are distributed to the other taxing entities. Properties in Revenue Allocation Areas are subject to the same levy rate as they would be outside a Revenue Allocation Area. The difference is how the revenue is distributed.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected in the next five to ten years, hence there would be lower increases in assessed valuation to be used by the other taxing entities. If the overall levy rate is less than as assumed, the Agency shall receive fewer funds from revenue allocation.

Legislation adopted by the Special Session in August of 2006, and the 1st Regular Session of the 59th Legislative Session modifies real property tax policy within a revenue allocation area.

House Bill 1 passed in August of 2006, eliminated the operation and maintenance level imposed by school districts and replaced those funds with appropriated state funds. The bill also repealed the school district payment from revenue allocation received by the urban renewal agency.

House Bill 79, became effective retroactive to January 1, 2007, upon the Governor's signature on March 21, 2007. House Bill 79 prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within the revenue allocation area until the revenue allocation area is terminated. Therefore, any new construction within the Central District will no longer be available to those taxing entities.

3. Explanation of corrections for 2007 Plan: Values in cells highlighted in blue do not match the 1994 Central District Plan as originally published. Discrepancy in totals between calculated #s and published #s are noted. The discrepancies appear to be due to rounding.

## 2007 Amended Central District Plan

### ATTACHMENT NO. 5C

**Table 5C: Urban Renewal Activities Undertaken Using Federal  
Urban Renewal and CDBG Funds  
1967-2003**

<b>5C.1. Acquisition of land and buildings followed by clearance and creation of building sites for new commercial development. The approximate direct private investment resulting from subsequent commercial development is noted.</b>				
Project	Year Built	Direct Public Investment	Direct Private Investment	Notes
One Capital Center	1975	Site acquisition/prep		
Statehouse Inn	1979	Site acquisition/prep		
Idaho First National Bank	1979	Site acquisition/prep		Now U.S. Bank
Capitol Terrace Retail	1988	Site acquisition/prep	\$ 2,900,000	
Wells Fargo Center	1988	Site acquisition/prep	\$20,500,000	
Eastman Retail	1991	Site acquisition/prep	\$ 300,000	
Capitol Plaza Building	1995	Site acquisition/prep	\$14,000,000	Now Washington Mutual
Grove Hotel & BofA Centre	1998	Site acquisition/prep	\$55,000,000	Now Quest Arena
Sedgewick Center	1999	Site acquisition/prep	\$ 9,100,000	Now 9 <sup>th</sup> & Idaho Bldg
Eastman Site/Boise Tower	N/A	Site acquisition/prep	\$62,000,000	2002 estimate; now Boise Place
Total			\$163,800,000	

<b>5C.2. Acquisition of buildings followed by disposition to developers under disposition and development agreements (DDAs) with requirements for either renovation or historic renovation (“HR”) and reuse. The approximate direct private investment in building renovation and reuse is noted.</b>				
Project	Year Renovated	Direct Public Investment	Direct Private Investment	Notes
Egyptian Theatre	1979	Purchase	N/A	HR
Alexander Building	1987	Purchase	\$ 1,000,000	HR
The Mode Ltd	1988	Purchase	\$ 1,000,000	Renovation
Block 44, Phase 1	1988	Purchase	\$ 2,800,000	Renovation
W.E. Pierce Building	1989	Purchase	\$ 3,100,000	HR; aka Idaho Bldg
Broadbent Building	1990	Purchase	\$ 800,000	HR
Fidelity Building	1990	Purchase	\$ 1,300,000	HR
Boise City National Bank Bldg	1996	Purchase	\$ 3,500,000	HR; aka Simplot Bldg
Block 44, Phase 2 (McCarty Bldg)	1997	Purchase	\$ 1,900,000	HR
Union Block Building	1997	Purchase	\$ 2,000,000	HR
Total			\$17,400,000	

**5C.3. Entering into Owner Participation Agreements (OPAs) with property owners for the purpose of renovation and reuse of the property owner's building(s). The approximate direct private investment in building renovation and reuse is noted.**

Project	Year Renovated	Direct Public Investment	Direct Private Investment	Notes
Key Financial Center	1989		\$ 4,000,000	Renovation
Sonna Building	1976		Not Available	Renovation
Total			\$ 4,000,000	

**5C.4 Acquisition of land and buildings followed by clearance and creation of building sites for new public facilities for the Agency or in cooperation with other public agencies.**

Project	Year Built	CCDC Public Investment	Public Partner Investment	Public Partner
Boise City Hall	1977	Site acquisition		Boise City
Ada County Administration Bldg	1980	Site acquisition		Ada County
Ninth Street Garage	1988	\$ 2,370,000		Retained by Agency
Boise Centre on the Grove	1988	Site acquisition	\$ 9,000,000	GBAD
Total				

**5C.5. Public space, streets, streetscaping and utility undergrounding constructed by the Agency**

Project	Year Built	Direct Public Investment		Notes
Grove Plaza	1987	\$ 1,000,000		Retained by Agency
Transit Mall	1988	\$ 2,600,000		UMTA funds
Peripheral Street Improvements	1988	\$ 700,000		Reconstruction of Capitol; Front, 9 <sup>th</sup> & Bannock streets
Streetscape	1988	\$ 396,000		9 <sup>th</sup> & Grove streets
Streetscape	1988	\$ 230,000		9 <sup>th</sup> & Front streets
Streetscape	1989	\$ 198,000		Capitol Blvd & Bannock St
Streetscape – Idanha Hotel	2001	\$ 100,000		11 <sup>th</sup> & Main streets
Grove St Historic Lighting	2002	\$ 105,000		9 <sup>th</sup> & Front streets
Streetscape – Bon Marche	2003	\$ 150,000		10 <sup>th</sup> & Idaho streets
Broadway-Chinden Connector	1992 <sup>1</sup>	\$ 2,000,000		Land acquisition
Total		\$ 7,479,000		

**5C.6. Fine Arts and Performing Arts (see Section 313)**

Project	Year	Direct Public Investment	Direct Private Investment	Notes
Point of Origin	1978	\$17,500		
Keepsies	1985	\$20,000		
Total		\$37,500		

<sup>1</sup> Based on date cited in the 1993 Downtown Boise Plan, p. i.

## 2007 Amended Central District Plan

### ATTACHMENT NO. 5D

**Table 5D: Bonds Issued to Finance Parking Garages in the  
Central Public Parking System**

<b>Bond Issues</b>	<b>Public Parking Garages</b>	<b>Built/ Acquired</b>	<b>Initial Public Investment</b>	<b>Principal Amount Outstanding<sup>1</sup></b>	<b>Annual Payment (P&amp;I)<sup>2</sup></b>
1977 Series	Grove Street Garage	1978	\$1,875,000	Not Applicable	No specific payments <sup>3</sup>
	Ninth Street Garage	1988	\$2,199,000	Not Applicable	No specific payments <sup>3</sup>
	Bannock Street Garage	1988	\$1,200,000	Not Applicable	No longer owned by Agency
1995B Series	Capitol Terrace Garage	1988	\$4,080,000	\$3,335,000	\$465,081
1999 Series	Eastman Garage	1990	\$3,720,000	\$2,785,000	\$383,155
1995A Series	Boulevard Garage	1998	\$5,150,000	\$3,995,000	\$563,363
1998 Series	City Centre Garage	2000	\$6,589,200	\$4,110,000	\$616,797
	Myrtle Street Garage <sup>4</sup>				\$200,000
	Total		\$24,813,200	\$14,225,000	\$2,188,396
	Garages Financed with Revenue Allocation <sup>5</sup>		\$19,539,200		

<sup>1</sup> This column shows the principal amounts outstanding as of Fiscal Year 2007.

<sup>2</sup> These amounts are annual payments as of Fiscal Year 2007. All of the bonds except for the 1998 Series are fixed rate bonds; the bonds for the City Centre Garage are variable rate bonds and so the annual payment will fluctuate over time. Payments for the 1995A and B series and the 1999 series may also change if these bonds are refinanced.

<sup>3</sup> Since these individual garages do not carry bonded indebtedness, annual payments are not required to retire debt on these garages. However, revenue from these garages is pledged to the outstanding debt on the Central District Public Parking System should it be needed to make payments on the remaining bond issues.

<sup>4</sup> An annual transfer payment of \$200,000 from revenue allocation generated by the Central District has been pledged to retirement of the bonds issued to build the Myrtle Street Garage since the service area for this garage extends into the Central District.

<sup>5</sup> Parking revenue and revenue allocation, if pledged and budgeted, are being used to retire the bonds on Capitol Terrace, Eastman, Boulevard and City Centre garages.

## 2007 Amended Central District Plan

### ATTACHMENT NO. 5E

**Table 5E: Urban Renewal Activities Funded by Revenue Allocation Funds  
Other than Public Parking Garages**

<b>5E.1. Long-term planning &amp; policy development</b>				
Project	Year	Direct Public Investment	Direct Private Investment	Notes
Downtown Drainage Study	1999	\$ 1,250		
Building Code Amendment	2000-04	\$ 2,483		
Economic Impact Study	2001	\$ 13,200		
Downtown Virtual Model	2001-07	\$ 14,199		
Strategic Business Plan	2003	\$ 6,528		Total cost \$26,111; Central 1/4
Downtown Boise Mobility Study	2003-05	\$ 15,120		Total cost \$107,000; Central 14%
Downtown Housing Initiative	2003	\$ 5,769		
Downtown Housing Survey	2004	\$ 13,817		Total cost \$41,450; Central 1/3
Strategic Business Plan	2004	\$ 4,972		Total cost \$19,890 Central 1/4
Cultural District Strategy	2005-07	\$ 12,160		Cost to date: \$64,000; CCDC Share 38%; Central Share 1/2
Total		\$ 89,485		

<b>5E.2. Public space, streets, streetscaping and utility undergrounding</b>				
Project	Year	Direct Public Investment	Direct Private Investment	Notes
Streetscape	1992	\$ 350,000		Eighth St
Streetscape	1993	\$ 168,000		Eighth St
Streetscape	1995	\$ 48,000		Capitol Blvd
Streetscape	1996	\$ 352,000		Capitol Blvd
Streetscape	1998	\$ 285,000		Capitol Blvd
Adelmann Streetscape	2001	\$ 99,000		Capitol Blvd & Idaho St
Sonna Block Streetscape	2003	\$ 166,160		9 <sup>th</sup> & Main streets
Total		\$ 1,468,160		

<b>5E.3. Fine Arts and Performing Arts (see Section 313)</b>				
Project	Year	Direct Public Investment	Investment from Partners	Notes
Public Artworks	1990-2005	\$401,400	\$222,500	
Performing Arts	1998-2007	\$186,625	\$ 88,905	
Cultural District Development	1997; 2002	\$ 17,200		
Artist Development	2000	\$ 15,765		
BCAC Staff Support	1998-07	\$ 63,120	\$252,470	
Total		\$684,110	\$563,875	