

STATE STREET FRAMEWORK PLAN

DRAFT / JULY 2021





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ACKNOWLEDGEMENTS

Special thanks and acknowledgement to the following departments, agencies, and stakeholders as well as the interest groups and residents who shared their time, energy, and ideas for the creation of the State Street Framework Plan.

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01 / Introduction



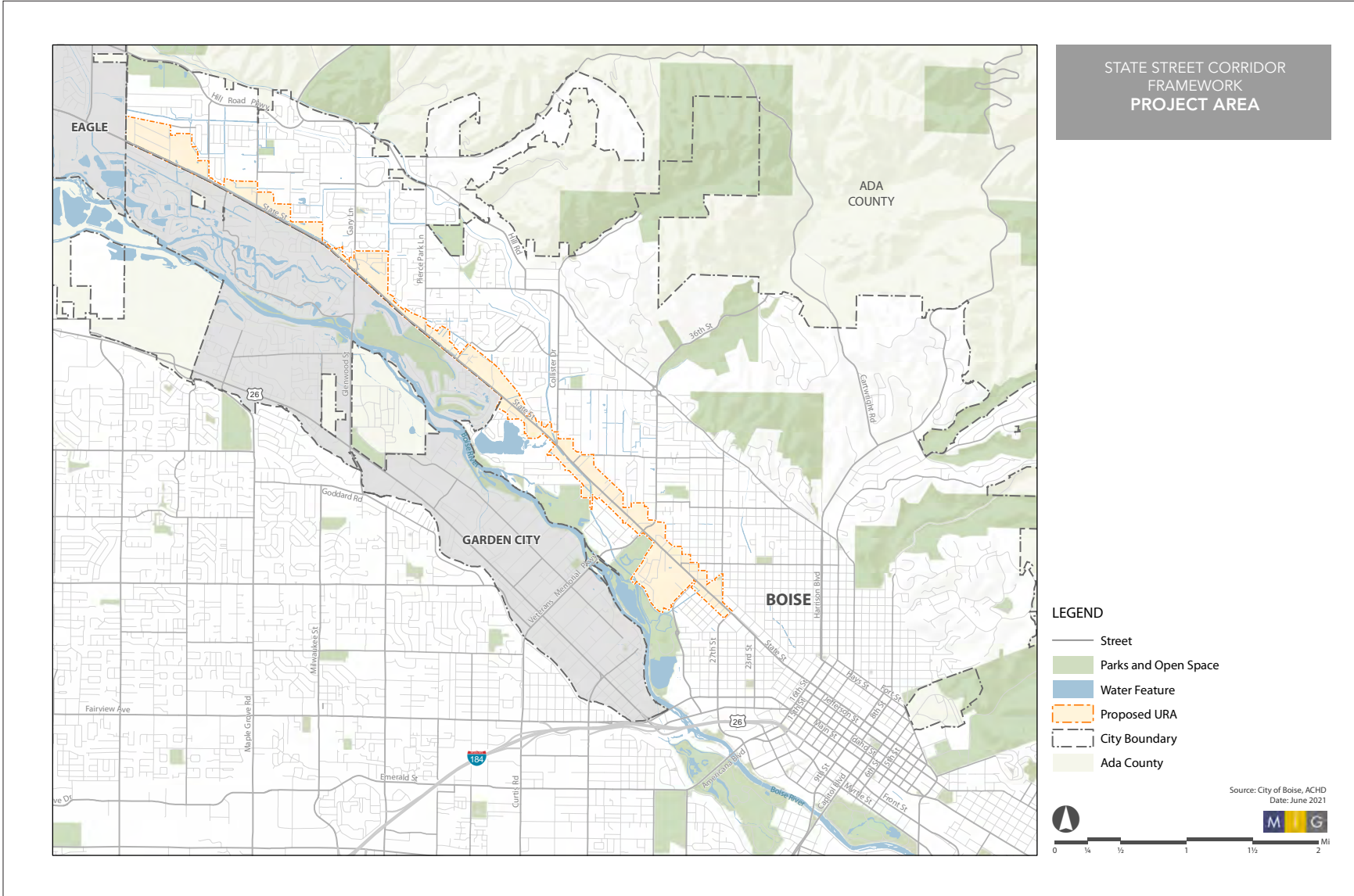
State Street is changing. New development, future high-capacity transit, and the strong desire of the Boise community to live in walkable neighborhoods with a mix of uses are all contributing to the next evolution for the corridor.

As the regional center, Boise is also a hub for employment, education, and culture, making it an attractive location to live. However, it has also become more expensive. Providing affordable housing options close to transportation, parks and open spaces, services, and employment are all important elements for the future of State Street.

WHY THE STATE STREET DISTRICT?

State Street is a critical transportation link between communities, many of which are growing rapidly. Traffic along State Street is growing, and the road cannot be widened enough to keep pace with the growth in predominantly single-

FIGURE 1: PROJECT AREA



occupant vehicle travel. The City of Boise's comprehensive plan, **Blueprint Boise**, sets forth a vision and goals for compact, mixed-use development along State Street throughout the Framework Plan area. Designated as one of three best-in-class routes in Boise's **Transportation Action Plan**, State Street is identified as a priority for transit improvements. The significant public infrastructure investments needed to accomplish Blueprint Boise's vision and goals makes establishment of an urban renewal district essential to promote equitable, efficient, and timely reinvestment along State Street.

LOCATION

The State Street District, illustrated on **Figure 1**, encompasses approximately 577 acres, within a linear span of just under six miles within the Boise City Limits along State Street. State Street/Highway 44 is one of the major transportation spines that connects Downtown Boise to west Ada and Canyon counties, and the only major east/west roadway north of the Boise River. State Street is a critical transportation link between communities, many of which are growing rapidly.

FRAMEWORK PLAN ORGANIZATION

The State Street Framework Plan is organized into the following sections:

SECTION 1: Introduction provides the Framework Plan organization and public engagement events and activities that were used to develop the Framework Plan project recommendations.



SECTION 2: Project Need describes the foundation for creating the State Street District, summarizing the State Street Study Area Urban Renewal Eligibility Study (2019) that assessed the corridor.

SECTION 3: Existing Conditions summarizes land use, relevance to existing plans, and consistency to those plans goals and policies. There are a number of past planning efforts that the Framework Plan builds upon, including identification of specific infrastructure, economic development, and public benefits identified through community input and technical analysis.

SECTION 4: Urban Renewal Strategies discusses the key strategies that CCDC and the City of Boise utilize to create vibrant, activated neighborhoods and districts that thrive throughout the City of Boise.

These same strategies and tools will be utilized in the State Street District.

SECTION 5: State Street District Framework includes projects and actions recommended through the public engagement process, market analysis, plan assessments, and vision for the corridor.

SECTION 6: Design Guidelines and Recommendations provides general design and development guidelines for public infrastructure and adjacent development.

SECTION 7: Implementation includes the key strategies and potential partnerships to implement the plan. This section also includes recommendations for streetscape design, parking, and access management, and building placement.

Survey says...

WHAT DO YOU THINK OF STATE STREET?

49% It's okay but there are things I would change

40% I avoid it or think changes are needed now

10% It's okay but there are things I would change

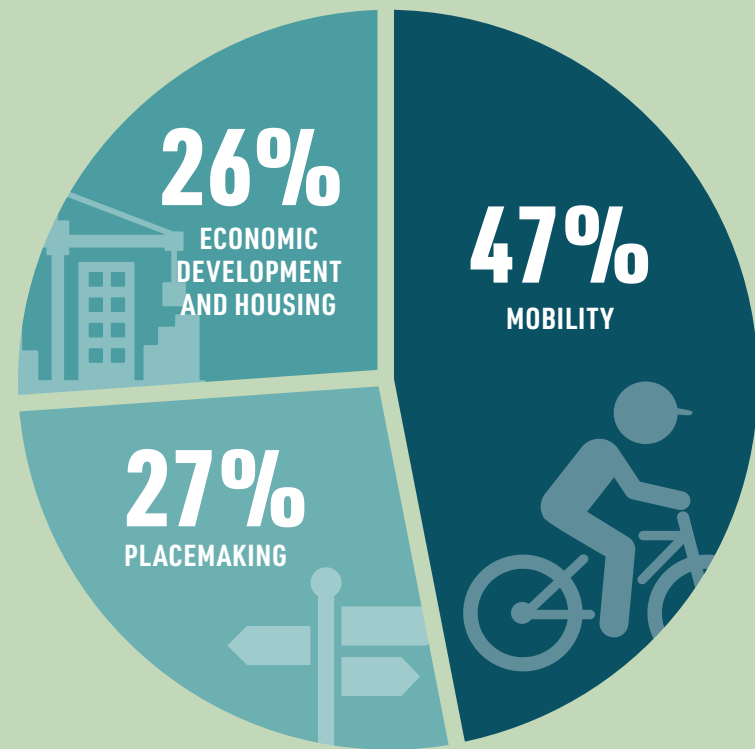
WHAT ARE THE BARRIERS AND ISSUES?

82% Unsafe walking, biking, or driving conditions

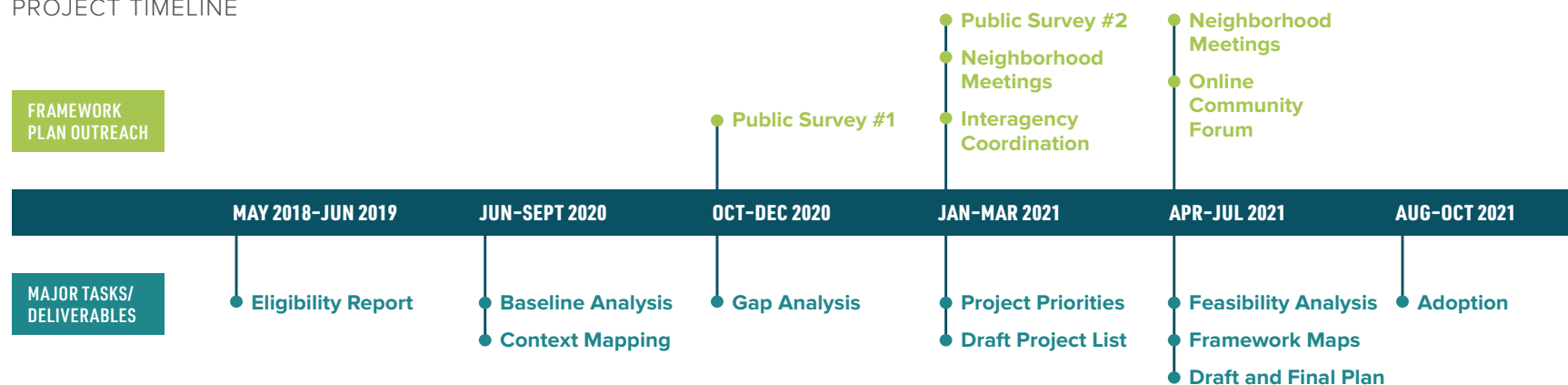
76% Heavy traffic

41% Limited or inconvenient transit services

WHAT INVESTMENTS DO YOU WANT TO SEE?



PROJECT TIMELINE



PROJECT TIMELINE AND PUBLIC ENGAGEMENT

Establishing the proposed state street district was a multi-step public process that relied on input and feedback from the general public, neighborhood associations and residents, commercial property owners and tenants, experts, consultants, and public agency partners.

COVID-19 has had a dramatic effect on the ability to gather in person. Nevertheless, public engagement activities throughout the Framework Plan development process remained robust and multifaceted. This included two online interactive mapping surveys in Fall 2020 and Spring 2021 where community members were asked for

feedback on areas of interest, existing barriers to safely getting around State Street, desired types of development, and potential projects that could be implemented. Mobility improvements to enhance State Street for those walking, biking, and driving emerged as a top priority from the public outreach process. CCDC staff have also met in person with neighborhood organizations, the Boise School Districts, Ada County Highway and District, Valley Regional Transit, and the Idaho Transportation Department, among others, to gather input and recommendations. A series of virtual forums held in June 2021 provided input into recommended projects and prioritization.



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02 / Project Need

The Framework Plan *addresses public improvements* to provide an improved environment, eliminate unsafe conditions, and enhance mobility along the City's main transportation corridor.

This section is under revision.

This section is under revision.

This section is under revision.





03 / Existing Conditions

The State Street District is an approximately **six-mile linear corridor** within the City of Boise along State Street, extending from 27th Street on the east to Horseshoe Bend Road on the west.

EXISTING LAND USES AND ZONING

The District encompasses approximately 577 acres, comprised of 440 acres within 668 legal parcels and the remainder within road rights-of-way. The entire State Street District is located within the City of Boise City Limits and within Ada County, Idaho (see Figure 1 on page w).

Existing Land Uses

The Study Area includes a diverse mix of commercial, residential, and public or quasi-public land uses. This land use diversity is, in part, driven by the Study Area's evolving role in the regional economy — with rural and semi-rural homes and activities, more reflective of the area's historical pre-annexation days, now standing alongside

[illegible]

newly-constructed higher density residential and neighborhood-serving retail centers. **Figures 2 and 3** illustrate the existing land use pattern.

Table 1 describes existing land uses.

COMMERCIAL

Almost half of the State Street District acreage is devoted to commercial uses, with retail uses comprising approximately half of occupied commercial land. Approximately 880,000 square feet of leasable building space is in shopping centers, restaurants, and other typical retail properties.

Other retail properties are more land-intensive businesses such as vehicle sales and service and garden/nursery centers. Non-retail commercial activity takes place in just over 150,000 square feet of office building space (including medical) and a similar quantity of light industrial/warehouse space. Approximately 17 acres across 33 parcels are zoned for commercial use but are currently undeveloped vacant land.

RESIDENTIAL

There is a considerable variety of residential uses throughout the area, from agricultural homesteads and mobile home parks to medium density townhomes and rental apartments. Excluding the six mobile home parks and the six agricultural homesteads, there are over 320 single-family houses in the State Street District that cover approximately 110 acres of land in total, ranging in size and character from semi-rural, lower densities more common on the western half of the State Street District, to smaller lots closer to downtown Boise on the east.

PUBLIC AND QUASI-PUBLIC

The State Street District's largest single parcel, and the only parcel larger than 10 acres, is the 45-acre Idaho Transportation Department (ITD) headquarters property at 3311 West State Street. Excluding the non-parcelized transportation rights-of-way, the ITD lot comprises the majority of public and quasi-public acreage. Parcels owned and used by schools, churches, and fire stations together comprise almost 18 acres in total.

TABLE 1: OBSERVED STUDY AREA LAND USES

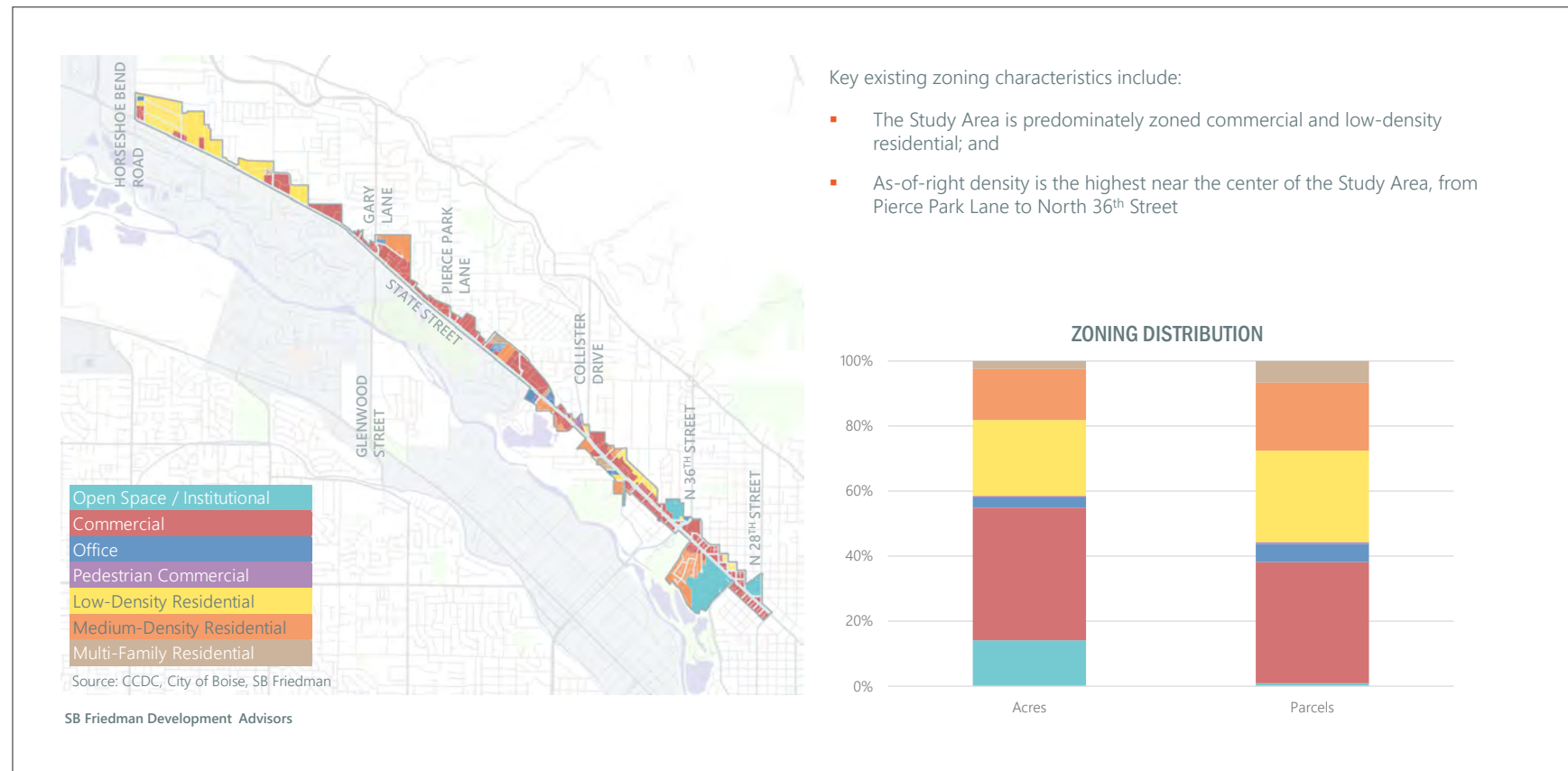
LAND USE	PARCELS	ACRES
Commercial Parcels - Total	236	202.1
Retail	98	81.5
Light Industrial (incl. self-storage)	12	27.6
Nursery/Landscape	10	31.8
Auto Sales/Service	26	19.3
Office	28	11.2
Parking*	N/A	-
Medical/Dental/Clinic	6	2.9
Lodging	1	0.4
Vacant Land*	N/A	-
Vacant Buildings (long-term)*	N/A	-
Private ROW/Common Areas*	N/A	-
Daycare/Preschool	3	2.8
Residential Parcels - Total	443	195.0
Single Family	322	110.9
Mobile Home Park	6	26.0
Multifamily	N/A	N/A
Multifamily (under Construction)	50	18.8
Group/Nursing Homes	23	3.8
Common Areas & Private ROW*	3	4.5
Parking*	N/A	-
Vacant Land*	N/A	-
Public/Quasi-Public Parcels - Total	81	99.1
Idaho Transportation Department	1	43.4
Schools, Churches, Fire Stations	7	17.6
Creek/Road	1	1.2
Utility	6	1.8
ACHD (non-ROW parcels)*	N/A	-
TOTAL PARCELIZED LAND	668	440.5
RIGHTS-OF-WAY & OTHER NON-PARCELIZED LAND		136.6
TOTAL AREA		577.1

Source: State Street Study Area Urban Renewal Eligibility Study (2019); as updated by SB Friedman June 2021.

*Uses marked with an asterisk were not able to be calculated in 2021.

The ITD property was included in an urban renewal eligibility study in 2008, but later excluded from what became the 30th Street Urban Renewal Project Area

FIGURE 4: ZONING IN THE CORRIDOR





Comprehensive Plan Designations and Zoning

Figure 4 illustrates current zoning within the State Street District, all within the City of Boise City Limits. Existing land uses, described in the previous section, are generally consistent with zoning designation. The corridor is generally zoned for commercial uses, particularly in the central core of the area, but there is also a significant amount of low-density residential zoning to the west between Bogart and Horseshoe Bend Road.

The City of Boise is currently revising its Zoning and Development Code, which could affect zoning within the State Street Corridor. Modifications to the Zoning and Development Code could include permitting additional types of housing within residential zones and modifying permitted uses in proximity to future high capacity transit stations along the corridor.

FIGURE 5: PROJECTIONS BY LAND USE



2020 MARKET ANALYSIS

A market analysis was completed in 2020 to identify the potential development capacity in the corridor, compared to other locations in the metropolitan area. The market analysis is included in Appendix B.

Boise, like many cities in the intermountain west has been performing well since the end of the great recession. The Urban Land Institute's 2021 Emerging Trends in Real Estate identifies Boise as

the 19th metropolitan market in the country for real estate development out of 80 markets surveyed. This is based on the City's competitive cost of living, high quality of life, economic diversity, potential for strong growth, and relatively restrained nature of the current development cycle.

The market analysis completed for the project predicted the following growth needs in the State Street District by 2040, as shown in **Figure 5**.

- 1,100 new single family residential units
- 2,600 new multi-family residential units
- 50,000 square feet of new office space
- 362,000 square feet of new retail space
- 110-130 new hotel rooms
- 0 square feet of new industrial space

Residential Growth

Boise has seen considerable residential growth, with a 24,000-household increase between 2000 and 2019. The largest share of out-of-state movers are individuals under 35 moving from the West Coast with growth continuing into the foreseeable future. Boise is projected to increase by 26,000 households between 2020 and 2040. The market analysis projects the 'capture area' around State Street will increase by 3,700 residential units by 2040.

MULTIFAMILY DEVELOPMENT

Multifamily permits in Ada County have recently been exceeding pre-recession levels with the majority of new multifamily development occurring in Boise and Meridian. On average, 370 multifamily units have been built throughout Ada County each year between 2008 and 2019. Recent multifamily development in Boise commands the highest rents and continues to have relatively low vacancy. State Street and the surrounding area accounts for 20% of all Boise multifamily growth from 2010-2019. The market study showed an anticipated demand of 2,600 multifamily units in or near the State Street District.



HOME PRICES AND OWNERSHIP

Home prices in Ada County for new, for-sale construction are also increasing on an annual basis. Ada County new construction home prices increased 6% annually on average over the last 3 years. Boise itself had a higher-than-average increase in the median home price of all sales at 16%, and young adult homeownership is significantly below all other age cohorts.

Nearly 4,900 owner-occupied units were built in Boise between 2010 and 2017. The State Street District had approximately 400 units built over the same period, or 8.2% of the total new owner-

occupied units. The northwest end of the State Street District had the most development within the State Street District.

The market analysis projects demand for 1,300 new owner-occupied single-family units, all of which are assumed to be developed outside the transit oriented (TOD) development nodes evaluated in the **State Street Transit Oriented Development Implementation Plan (2019)**. That plan evaluated future development or redevelopment possibilities for TOD nodes to be located at Whitewater, Collister, Glenwood, and Horseshoe Bend.



Office Growth

Boise's annual average office employment growth is forecasted to nearly double by 2040. COMPASS, the region's metropolitan planning organization, projects office employment in Boise will grow by approximately 22,800 jobs between 2017 and 2040, or nearly 1,000 employees on average annually. Historically, the State Street District saw an average increase of only 40 office employees annually and expectations for office growth are generally low compared to other locations. On average, between 2008 and 2019, Meridian and Downtown Boise saw annual deliveries of 148,000 SF and 76,000 SF of new office space, respectively. Meridian and Downtown Boise have captured the greatest share of office deliveries, capturing 95% of the regional deliveries from 2018-2019 and 72% of the total deliveries since 2008. New office construction is low for other parts of the region. The market analysis estimates new office space demand in the State Street District to be approximately 50,000 SF by 2040, all of which is assumed to be constructed near one of the future development nodes associated with high-capacity transit.

Retail

Retail centers intersecting the State Street District are generally smaller than comparable regional centers. The State Street District currently includes approximately 4% of the total retail inventory, or 1.0 million square feet. Overall, occupancy rates are relatively high for both Ada County and the State Street District, both of which are at 98%. However, the State Street District has captured a decreasing



share of the overall retail deliveries since 2010. Despite having 4% of the overall retail product, the State Street District has only captured 2% of the newer retail square footage. There are three primary retail clusters within the State Street District:

- Horseshoe Bend Neighborhood Center
- Northgate Community Center
- Veterans Memorial Neighborhood Center

Retail and population growth have occurred at similar rates since 2010. Based on the projected household increase in or near the State Street District, there is a projected demand for an additional 362,000 SF of retail.

Hospitality

Boise's annual hotel occupancy is projected to remain at 70%, creating strong regional hotel demand. Recent hotel development has been

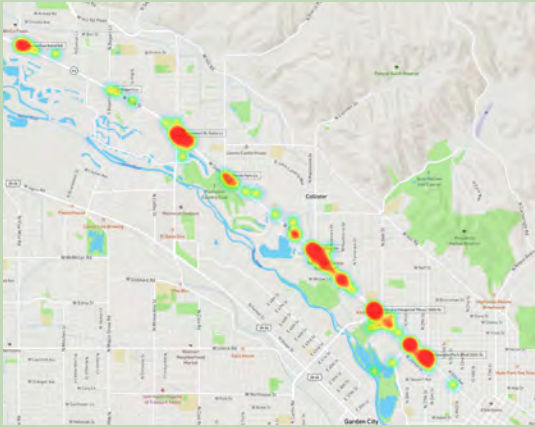
concentrated in Downtown Boise & near the airport and retail clusters. Ada County has approximately 5,700 hotel rooms. There are no hotels currently in the State Street District. Hotel development typically occurs near existing office and retail clusters and the Interstate; it is also tied to population and tourism growth. There is some potential for hospitality growth in the State Street District, approximately 110-130 rooms.

Industrial

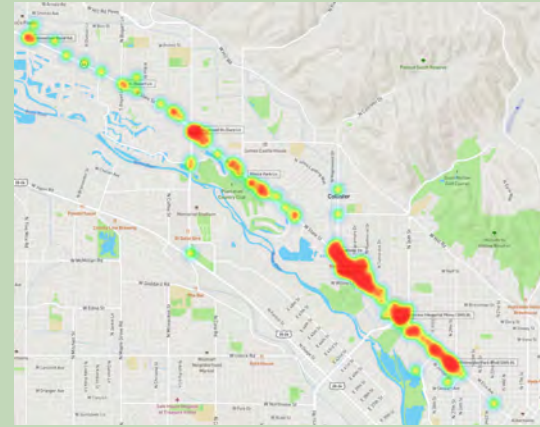
Approximately 6.2 million SF of industrial space has been built in Ada County since 2000. New industrial development has been concentrated southeast of the Boise Airport along I-84 or Eagle Road in Meridian. It is unlikely that future industrial development will occur in the State Street District, particularly as future land uses transition to more residential and mixed-use development.

In the online surveys, Boise community members placed pins on the State Street Corridor to indicate where they'd like to see improvements

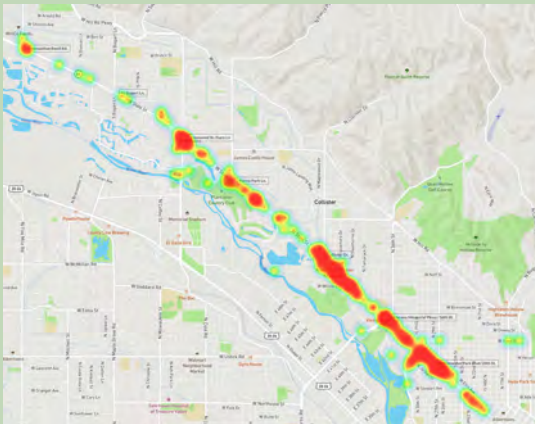
TRANSIT IMPROVEMENTS



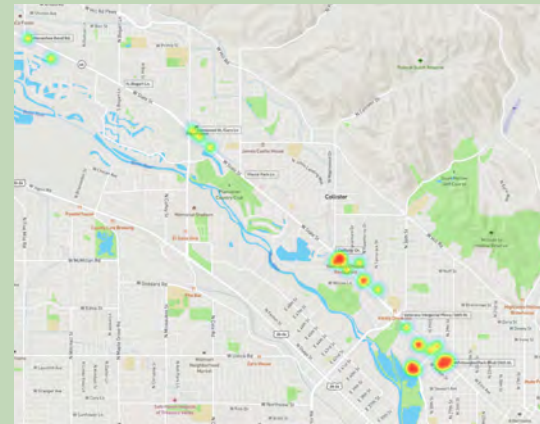
TRANSIT IMPROVEMENTS



TRANSIT IMPROVEMENTS



TRANSIT IMPROVEMENTS





EXISTING TRANSPORTATION SYSTEMS

State Street is a major east/west connection serving a number of communities in the Treasure Valley, but it is also a barrier that limits north/south connectivity for pedestrians and cyclists. **Figures 6 and 7** illustrate the transit, bicycle, and pedestrian routes in the vicinity of the corridor. There are a limited number of signalized crossings, with signalized intersection spacing up to one mile apart in some locations. The lack of signalized intersections, the width of the roadway (five lane corridor plus right turning lanes and dual left turn lanes in some locations) and posted speeds between 35 and 55 mph make it challenging to cross as a pedestrian

or cyclist. Additionally, sidewalks and bike lanes are intermittent along the corridor, making it difficult to navigate the corridor safely if not in a vehicle.

Changes to State Street are already happening. A number of planned improvements identified in the **Transit and Traffic Operations Plan (TTOP) (2011)** are in design, under construction or completed. Those infrastructure changes also accommodate the transit investments that are planned for the corridor, including bus rapid transit, which would bring the first premium transit system to the Boise metropolitan area.

Since the TTOP was adopted over a decade ago, transportation network companies such as Lyft and Uber, along with bike share companies and electric scooters have started reshaping how people get around the corridor. On-demand vehicles, bike share, and scooters have become the norm in urban areas and are increasingly found in suburban locations. As the State Street District develops, accessibility for a number of modes of travel will be critical in supporting how people get to transit and navigate a mixed-use activity area. Section 5: State Street District Framework, illustrates projects that will improve conditions for non-auto modes of travel.

FIGURE 6: TRANSIT NETWORK

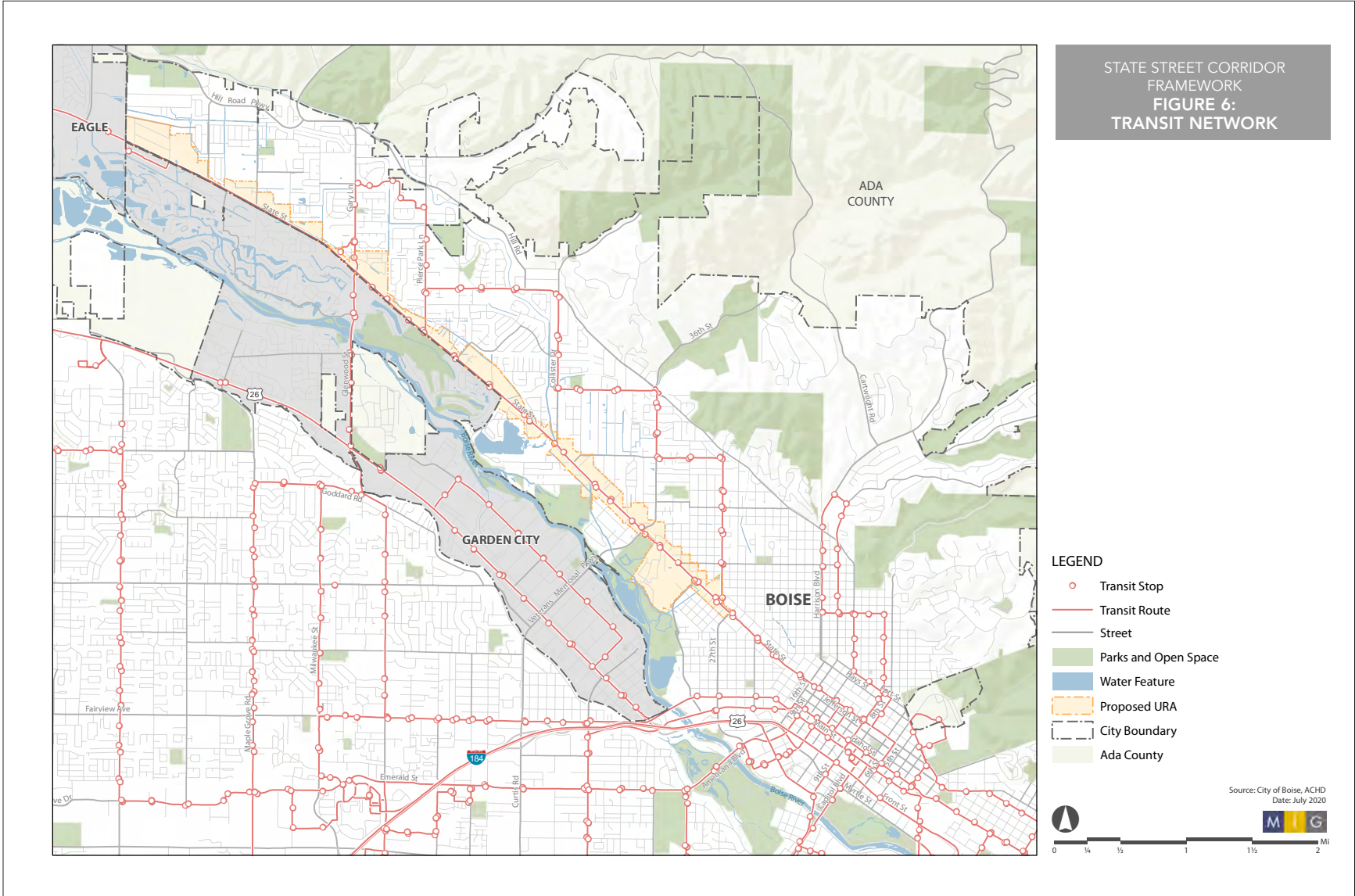
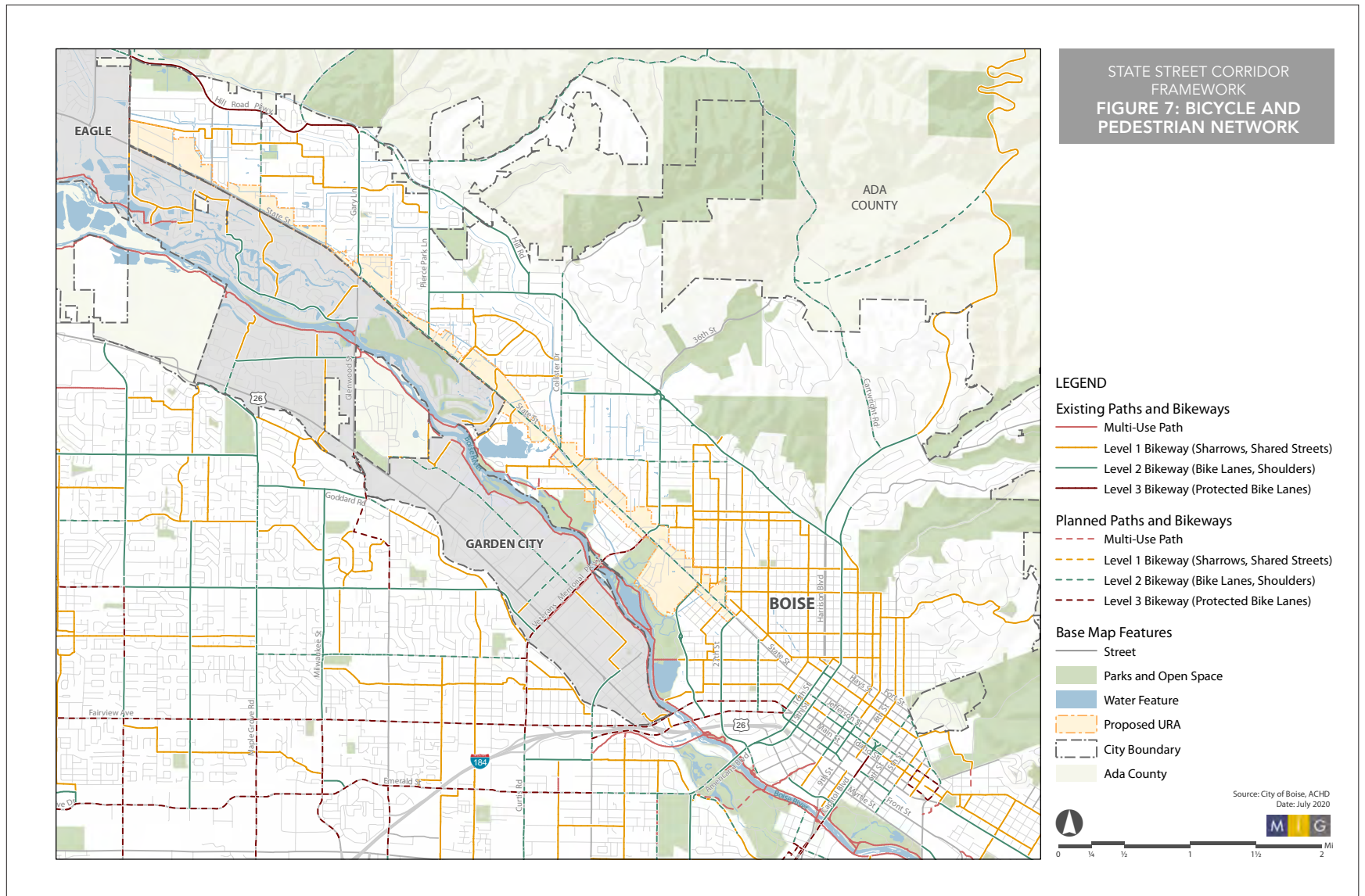


FIGURE 7: BICYCLE AND PEDESTRIAN NETWORK



MASTER PLANS AND POLICIES RELATED TO THE FRAMEWORK PLAN

State Street is a defining part of Boise and there are many plans, studies and policies that shape its future. Evaluating these plans in relation to future investments in the State Street District provides context for why, in part, projects have been selected, and how the Framework Plan will shape future direction of State Street. It is also important to understand any gaps to be addressed. Seventeen plans were reviewed and evaluated:

Guiding Documents

1. Blueprint Boise (2011) (citywide)
2. Boise Transportation Action Plan (2015) (citywide)
3. Communities in Motion 2040 2.0 (2018) (countywide)
4. Ada County Highway District 2021-2025 Draft Integrated Work Plan (2020) (countywide)

State Street Plans

5. State Street Corridor Transit Oriented Development Policy Guidelines (2008) (regional)
6. Boise Downtown Circulator Alternatives Analysis (2017) (citywide)
7. HOV/Park-and-Ride Study Findings and Recommendations (2011) (regional)
8. State Street Transit and Traffic Operational Plan (2011) (countywide)
9. State Street TTOP Programming and Finance Plan (2012) (countywide)
10. State Street Corridor Transit Oriented Development Plan (2019) (citywide)



Neighborhood Plans (adjacent to study area)

11. 30th Street Area Master Plan (2012)
12. Collister Neighborhood Plan (2007)
13. Northwest Boise Neighborhood Plan (Draft 2020)
14. Veteran's Park Neighborhood Policy Guide (1999)
15. Whitewater and VMP Neighborhood Bicycle and Pedestrian Plan (2019)
16. North Boise Neighborhood Bicycle and Pedestrian Plan (2016)
17. Northwest Boise Neighborhood Walking and Biking Plan (2015)



Relevant Plans and Policies

1. **BLUEPRINT BOISE (2011):** This document serves as Boise's city-wide long-range comprehensive plan. Along State Street, there are three designated Community Centers that include the intersections of Gary, Collister, and Whitewater Park. These are characterized as destinations that include grocery store anchors, moderate to high-density housing, office and service uses, and mixed-use development. Outside of these centers, the majority of land use is designated as mixed-use, with a compact residential and high density residential closer to Downtown. Along mixed-use areas, street design includes transit centers, wider sidewalks, and a bike lane network. State Street is within three planning areas, with relevant policies that follow: Downtown, North/East End, and Northwest.

General Policies

- Use street typologies in the ACHD Transportation Land Use Integration Plan to guide how streets relate to adjacent land uses and how specific streets are intended to provide a high degree of mobility. (CC2.2a)
- Consider all travel modes in the design of streets. While vehicular traffic flow should be carefully considered, reasonable reduction in vehicular traffic capacities and level of service should be allowed at intersections and crossings with high pedestrian and bicycle activity to safely accommodate their crossing. (CC2.2b)
- State Street shall be the major east-west mobility corridor for heavy traffic volumes. (FH-C 2.5)

Downtown Planning Policies

- Establish design criteria that require developments built in the CBD to use urban building forms where typically buildings are placed at the sidewalk and create a street wall, street level space is activated with people oriented uses, and building entrances and openings are oriented to public sidewalks rather than to parking lots. (DT-CCN 1.4a)
- Work with developers to use building massing in Downtown that responds to the traditional pattern of lots within blocks and creates a collage of buildings in each block rather than full block mega-buildings or "superblocks". (DT-CCN 1.4b)
- Develop a robust, multimodal transportation system in Downtown, with an emphasis on transit, bicycle, and pedestrian circulation and safety. (Goal DT-C 1)
- Retain a high level of connectivity in Downtown by maintaining the traditional street grid and block pattern (260 feet by 300 feet). (DT-C 2.1)
- Continue a program of improving sidewalks along Downtown streets with paving, street trees, historic lights, benches, planters, and other street furnishings consistent with the Downtown Boise Streetscape Standards and the Downtown Boise Elements of Continuity. Use streetscape to give Downtown a distinctive identity, beautify the public realm, and create a safe, appealing environment in which to walk. (DT-C 2.3)
- Evaluate Downtown's one-way street system to determine where it is feasible to re-establish two-way streets to improve connectivity, and



enhance the pedestrian environment and retail success. (DT-C 2.4)

- Set a high standard for the quality of urban design, building design, and construction in Downtown, especially in the CBD. (Goal DT-NC4)

North/East End

- Six mixed-use activity centers have been designated to serve the North/East End to promote the availability of local services within walking distance of residential neighborhoods. (Sections related to State Street include State Street and 30th Street; and State Street and 18th Street.) (NE-CCN 2.1)
- Encourage a compact, transit-supportive pattern of development and redevelopment, and mix of uses along the State Street Corridor as outlined in the State Street Corridor Transit Oriented Development Policy Guidelines. (NE-CCN 2.5)
- Require sidewalks to be separated from roadway for the safety and comfort of pedestrians in conformance with the Transportation Land Use Integration Plan and to preserve the historic character of the neighborhoods. (NE-C 3.3)

Northwest Planning Policies

- Encourage mixed-use transit supportive densities in and around the intersections of activity centers located at:
 - Glenwood and State Street
 - 36th and Hill Road
 - Collister and State Street (NW-CCN 1.1)



- Designate areas along State Street as Transit-Oriented Development nodes consistent with the regional Long-Range Transportation Plan and the State Street Corridor Study. (NW-CCN 1.2a)
- Encourage pedestrian-oriented mixed use development along State Street where sufficient infrastructure exists or is planned. (NW-CCN 1.2b)
- Encourage the rehabilitation of existing strip centers through façade and landscape enhancement. Façade and landscape enhancements were used to revamp this strip center on State Street. (NW-CCN 1.2c)
- Promote safe and efficient pedestrian circulation throughout the Northwest with particular emphasis on bike/pedestrian facilities connecting surrounding areas to State Street. (NW-C 1.2)
- Integrate current and future transit service into the layout of new development along major corridors and near activity centers. (NW-C 2.1)
- Integrate mass transit facilities with the opportunity for future expansion into the activity center at State Street and Glenwood Street. (NW-C 2.2)
- Limit direct lot access for new development without encouraging increased traffic on side streets. (NW-C 3.2)



2. TRANSPORTATION ACTION PLAN (2015): The Boise Transportation Action Plan (TAP) establishes a vision and goals for transportation, with a set of actions (or “moves”) that describe transportation improvement strategies and projects.

- Move 1: Safety for All. Focus improvements in areas with high pedestrian and bicycle injuries, including lane width reduction, access management and traffic calming strategies such as low-speed zones and road diets.
- Move 2: Walk and Bike to the Store. The intersections of Gary, Collister, and Whitewater Park are focus areas for adding pedestrian improvements within ¼ mile of activity centers.
- Move 3: All Ages Bike Network. Provide protected bike lanes, reduction of conflict points, and dedicated bike signals on arterials. Provide protected bike lanes, bike lanes on the left side of one-way streets, and bike parking corrals at most corners on commercial corridors.
- Move 4: Active Routes to School. Improve crossings, close gaps in sidewalks, and restrict right-turns on red lights when pedestrians are present within a 1/2 -mile radius of a school.
- Move 5: Park Once. Create active streets and a pedestrian friendly environment near West End and in Downtown Boise.
- Move 6: Three Best-in-Class Transit Routes. Create enhanced transit stops and safe infrastructure along State Street #9.



3. COMMUNITIES IN MOTION 2040 2.0 (2018): Developed in 2014 (with 2018 updates), the Communities in Motion 2040 is the regional long-range transportation plan for Ada and Canyon Counties. The plan outlines future growth needs with a focus on linking land use and transportation. There are several priority projects listed in the plan, and State Street is the second priority of this list.

- Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements. (1.1)

- Improve safety and security for all transportation modes and users. (1.2)
- Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips. (1.4)
- Encourage infill development and more compact growth near community-identified activity centers. (2.3)
- Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries. (2.4)

4. ACHD 2021-2025 DRAFT INTEGRATED FIVE-YEAR WORK PLAN (2020): The 2021-2025 Integrated Five-Year Work Program (IFYWP) sets forth the strategies, projects, and priorities which the Ada County Highway District (ACHD) will pursue over the next five years.

- Widen State St to 7 lanes with curb, gutter, sidewalk, bike lanes and HOV/transit lanes from Collister Dr to 36th St.
- Widen intersection of State St and Glenwood including median U-turns and improved bike and pedestrian crossings.
- Widen intersection of State St and Pierce Park Ln to 4 lanes (Pierce Park) and 7 lanes (State St), including sidewalk and buffered bike lane to the north, pathway to the south, median and bus pullouts.
- Perform road rehabilitation on State St in downtown Boise between 16th and W Fort Streets.
- Install enhanced pedestrian crossings (rectangular rapid flashing beacons) at State St and 14th St and State St and 12th St as part of the roadway maintenance project.
- Install wayfinding and bikeway signage on north-south planned bike lanes.



5. ADA COUNTY HIGHWAY DISTRICT ROADWAY TO BIKEWAYS PLAN 2018 ADDENDUM (2018): The addendum modernizes the 2009 plan by

incorporating recent neighborhood-level bicycle and pedestrian plans as well as policy documents that affect bicycle planning and design in Ada County.

- Implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities (Objective #1).
- Maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use (Objective #2)

- Prioritize projects based on their ability to support network build-out, connectivity, proximity to schools, distance to civic facilities/transit/commercial destinations, and demographics served (pages 17-20)
- Construct a Level 2 bike lane including shoulders and buffering along State Street starting at Glenwood St and extending southeast towards downtown Boise (Figure 4)

6. STATE STREET CORRIDOR TRANSIT ORIENTED DEVELOPMENT POLICY GUIDELINES (2008):

The guidelines are intended to support local jurisdictions and neighborhoods along the State Street Corridor to plan and prepare for development and to support efficient transit with high ridership. The guidelines include recommendations for this site-specific (node/nodal) development as well as corridor-wide guidance. The following lists relevant policy guidelines.

- Incorporate natural water features such as the Boise River and the canal system in design and orientation. (3.3.2)
- Develop a Place Making Code to reflect the character of each node. (3.3.5)
- Objective – Prioritize pedestrian travel and provide quality pedestrian connections. (3.4.1)
- Locate pedestrian-oriented uses at the ground level. (3.4.4)
- Incorporate all-season design and pedestrian amenities. (3.4.5)
- Provide appropriate level of bicycle facilities. (3.4.6)
- Place parking in appropriate locations. (3.5.1)
- Develop parking forms complementing the pedestrian nature of the area, providing safe pedestrian access to the transit station. (3.5.2)
- Integrate design for transit circulation and drop off zones. (3.5.3)

- Require structured parking where feasible that is integrated or wrapped with other uses within the node. (3.5.6)
- Incorporate design features to accommodate effective and safe vehicular and transit operations. (3.6.2)

7. BOISE DOWNTOWN CIRCULATOR ALTERNATIVES

ANALYSIS (DRAFT 2017): The draft report analyzes potential routes for a downtown circulator (streetcar, trolley, or bus) and selects a preferred alternative. The report includes 7 goals that each alternative was evaluated against. Below are the relevant goals from the report. The preferred alternative recommended in the draft plan does not include any routes or alignment segments on State Street.

- Goal 1 Connect activity centers in and around downtown Boise.
- Goal 2 Connect regional transit to downtown Boise.
- Goal 3 Maximize use of transit for downtown circulation.



8. HOV/PARK-AND-RIDE STUDY FINDINGS AND RECOMMENDATIONS (2011):

In 2011, the Community Planning Association of Southwest Idaho conducted a study to research how a high occupancy vehicle (HOV) transportation system would improve mobility in the Treasure Valley. The study identifies criteria for evaluating HOV options, when HOVs would be appropriate additions to a transportation system, and includes recommendations regarding further work and analysis on HOV or park-and-ride systems. No specific goals or policies related the construction of an HOV system on State Street are listed in the study as under current Idaho law, implementing an HOV facility in the Treasure Valley is not permitted.

9. STATE STREET TRANSIT AND TRAFFIC OPERATIONAL PLAN (2011):

The integrated transportation and land use plan identifies near-, medium-, and long-term improvements for implementing the roadway, transit, and land use vision for the State Street corridor. The improvements are aimed at evolving State Street into an integrated multimodal corridor, focused on moving people with auto, transit, bicycle, and walking opportunities.

- Goal 1: Move people rapidly along State Street utilizing an appropriate high capacity transit system to and from the future Downtown Boise Multimodal Center and communities to the west.
- Goal 2: Support local growth objectives and link activity centers along corridor.
- Goal 3: Utilize existing plans for transit growth and support future transit expansion.



- Goal 4: Engage the community and identify champions for land use and a complete street concept along the State Street corridor.
- Goal 5: Create an implementation and financial plan for furthering transit and land use growth.
- Near-term improvements (page 54):
 - Enhancements to pedestrian facilities between Glenwood Street and Veterans Memorial Parkway and automobile facilities without widening the street.
 - Increase frequency of transit services, bus stop improvements, bus bay location plan, and transit signal priority.
 - Construct Park & Ride lots to support transit expansion.
- Medium-term improvements (page 56):
 - Intersection enhancements and widening for HOV lanes, addition of bike lanes.
 - Expanding service to serve Eagle and adding queue jump lanes and bus bays.
 - Continue TOD site development and Park & Ride expansions.
- Long-term improvements (page 60):
 - Widen State Street between Eagle Road and Glenwood Street for HOV and additional intersection improvements.
 - Expand and improve quality of transit service.
 - Continue to increase TOD along the corridor.

10. STATE STREET TTOP PROGRAMMING AND FINANCE

PLAN (2012): The State Street Programming and Finance Plan establishes the order and recommended funding mechanisms for implementing the State Street Transit and Traffic Operational Plan projects. The plan does not include any goals or policies for the design or use of State Street, rather it focuses on identifying projects that still need funding and potential funding sources. The plan is intended to be a resource and assist sponsor agencies in seeking and securing proper funding to implement individual projects.

11. STATE STREET CORRIDOR TRANSIT ORIENTED

DEVELOPMENT PLAN (2019): The plan seeks to guide development on and adjacent to State Street with a cohesive vision to provide a mix of uses, design streets at a human scale, create active public spaces, showcase nature and neighborhood, and encourage sustainability and functionality.

- Increase bus rapid transit service through dedicated ROW busway alignment, off-board fare collection, intersection treatments, and platform level boarding (page 26)
- Make pedestrian and bike friendly by using 11-foot travel lanes, reducing the speed to 35 mph, incorporate BRT station platform design at all stations, combine sidewalk and bicycle lane into a single pathway separated by a planting strip (page 39)
- Include entry gateways and wayfinding signage in new development projects to encourage sense of arrival (page 43)



- Develop common branding and identity elements to enhance the corridor and adjacent neighborhoods (page 43)
- Screen parking areas from view by using buildings or landscaping (page 44)
- Revise parking standards and requirements for transit stations (page 45)
- Improve street and building orientation by creating pedestrian-scaled development (page 47)
- Essential streetscape elements include shorter block lengths and frequent intersections, detached sidewalks, landscaping, improved signage, and lighting. (page 48)
- Include stormwater treatment and street trees in streetscape design (page 49)

- Integrate public spaces and station area designs (page 60)

12. 30TH STREET AREA MASTER PLAN (2012): The plan creates a vision and long-term development plan for the 30th Street planning area and includes a design concept for the 30th Street extension. While the plan mainly focuses on the 30th Street extension, it includes several goals and policies related to State Street:

- Increase number of nodes providing neighborhood services (page 47)
- Increase landscaping and other streetscape features within the planning area (page 70)
- Provide more bicycle and pedestrian pathways and connections (page 86, 111)

13. COLLISTER NEIGHBORHOOD PLAN (2007):

Encompassing an area immediately to the north of State Street, the Collister Neighborhood Plan summarizes the neighborhood's vision for long-term livability and sustainability. The plan identifies goals, objectives, and policies intended to foster growth while preserving and enhancing the existing neighborhood character. The following lists relevant objectives and policies:

- Reconstruction and redevelopment of the intersection at 36th Street and State Street should reflect the proposed Veterans Park transit node planning and design. (6.2.1.g)
- Widening or improvements at the intersection of Collister Drive and State Street should be done in conjunction with planning and design for a proposed Collister Station Transit Node, and should provide at least a right turn lane for west-bound traffic on State and should avoid covering the Farmers Union Canal. (6.2.2.g)
- Designate a primary bike lane on Pierce Park Lane providing connectivity to State Street. (6.2.3.g)
- Redevelopment of traffic corridors should provide pedestrian and bicycle access to schools, parks, library facilities, employment, bus stops and public transit, recreation, and commercial facilities in or near the Collister neighborhood. (6.5.2)
- Connectivity for bicycle transportation within and through the Collister Neighborhood should be encourage and the following routes should be considered for designated bike lanes: 36th



- Street from State Street to Cartwright Road; Collister Drive from State Street to trailhead on North Collister; and Pierce Park Lane from State Street to Cartwright Road. (6.5.5)
- Develop a mixed-use trail from the intersection of State Street and Collister Drive to Sand Creek. (6.7)
- Improve Collister Neighborhood transit facilities, providing easy to use alternative transportation options. (6.6.3)
- Support transit policies of the State Street Transit Corridor Plan. (6.6.4)
- Support node and transit-oriented development at intersections of State Street and Collister Drive and State Street and Veterans Memorial Parkway. (6.7.1)
- Encourage the development of mini nodes that provide pedestrian oriented neighborhood shopping and services on State Street, particularly the intersection with Bloom Street. (6.7.2)
- New construction or redevelopment at entrances to Collister Neighborhood should emphasize historical connections and significance. (7.3.2)
- Provide bike route signage to commercial centers on State Street. (9.1.4)
- Identify and implement routes for foot and bicycle traffic. (9.1)
- Improve bus services to and along commercial areas from the Collister Neighborhood. (9.2)



14. NORTHWEST BOISE NEIGHBORHOOD PLAN (DRAFT

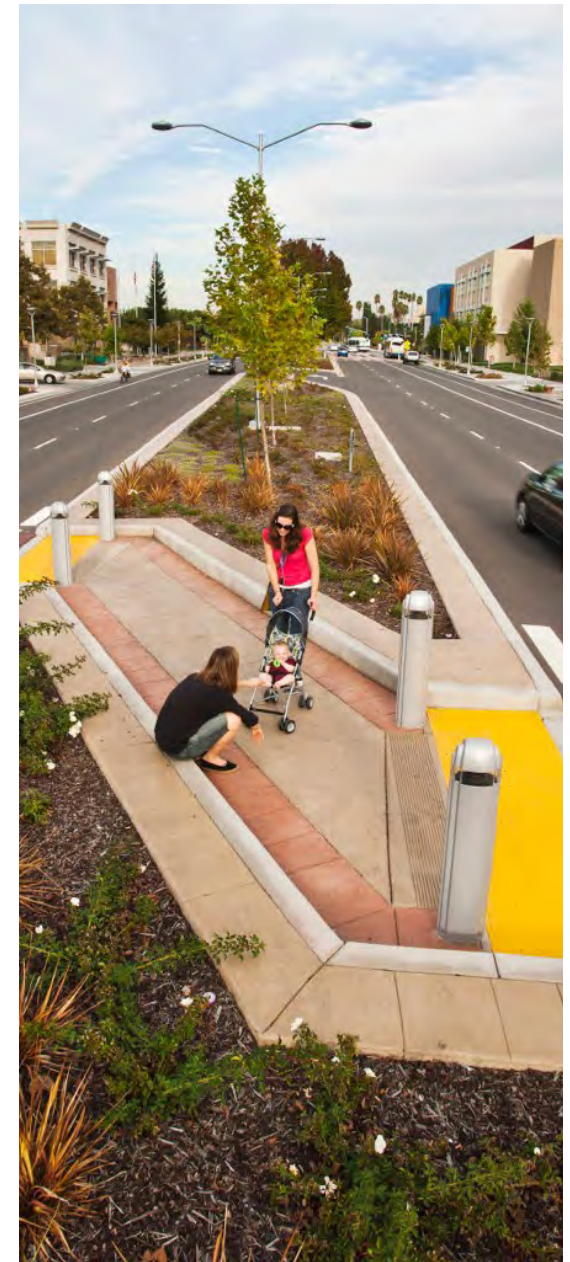
2020): Not yet adopted by the City, the Northwest Boise Neighborhood Plan outlines goals and policies for the neighborhood located between the foothills and State Street. The plan focuses on enhancing and preserving livability within the neighborhood and highlights design and streetscape improvements along State Street.

- Implement bicycle and pedestrian routes that improve and/or provide north-south connections between the Boise River and the foothills. (SC 1)
- Incorporate a 12' multi-use detached pathway along State Street to encourage bicycle/ pedestrian mobility in a safe and compatible manner. (SC 4)
- Focus transit-oriented development on State Street within ¼ to ½ mile from transit facilities at primary TOD stations. (LFD 6)
- Work with ACHD and ITD to address the following on State Street: reduce the speed to 35 mph through the planning area; install detached multi-use path; improve safety for bike/ ped crossings at Gary Lane and Bogart Lane; and add additional traffic signals and bike/ped crossings at Duncan Lane and east of Roe Street. (SC 4 Action B)
- Incorporate the recommendations and concept designs proposed in the 2019 State Street Transit Oriented Development Plan. (LFD 6 Action B)
- Encourage the City to require State Street signage to reflect the pedestrian scale and encourage the use of billboards for public art. (LFD 6 Action J)

15. VETERAN'S PARK NEIGHBORHOOD POLICY GUIDE

(1999): First adopted in 1992 and amended in 1999, the policy guide balances the preservation of the residential character of the neighborhood with meeting the service needs of residents and recognizing State Street as a gateway to the City.

- Encourage the use of major corridors to reduce excessive traffic on local residential streets. (page 2-4)
- Encourage and support movements to and extension of the public transportation system. (Transportation Goal 2, page 2-4)
- Access for the handicapped at intersections should be provided. (Transportation Goal 5; page 2-4)
- Develop a State Street design plan which provides for attractive landscaping and building design. (page 2-6)
- Provide additional pedestrian crosswalks on State Street as it is widened. (Transportation Recommendation 2, page 3-9)
- Consider intersection improvements on State Street at Wylie Lane, Willow Lane, and Stillson Road. (Transportation Recommendation 4, page 3-9)
- Provide passenger amenities like bus stop shelters and proper lighting as the transit system is improved. (Transportation Recommendation 7, page 3-10)





16. WHITEWATER + VMP NEIGHBORHOOD BICYCLE & PEDESTRIAN PLAN (2019):

A subset of the North End Boise Neighborhood Plan, this plan identifies community priorities for future bicycle and pedestrian projects within the planning area that extends from Wylie Lane to 16th St on the south side of State Street.

- Provide bikeway on State Street between 23rd and 27th St. (page 8)
- Improve bike lane from State St to Bannock St. (page 8)
- Complete sidewalk connection between State St and 36th St. (page 8)
- Install pedestrian hybrid beacon on State St at Pleasanton Ave/21st intersection. (page 8)
- Improve bicycle crossing to Frontage Rd from State St and 23rd. (page 8)

17. NORTH BOISE NEIGHBORHOOD BICYCLE & PEDESTRIAN PLAN (2016):

The plan identifies and prioritizes improvements to the existing pedestrian and bicycle facilities with the intent to make bicycling and walking comfortable, efficient, and convenient forms of transportation for residents and visitors to the North Boise neighborhood planning area.

- Construct enhanced crossing at State St and either 35th or 34th St. (C-69, Table 6)
- Create bike route on 10th or 11th from State Street to Camel's Back Park. (B-4, Table 6)
- Construct bike route parallel to Harrison

Boulevard from 18th St and State St to Hill Rd. (B-9, Table 6)

- Designate a bike route connected west end to the north end of the planning area and consider traffic calming measures and wayfinding. (B-18, Table 6)
- Install crossing at State St and Clover Dr. (C-68, Table 6)
- Add sidewalk on 32nd St and State St/Hill Rd. (S-44, Table 6)
- Implement planned bike lane from 6th St and State St to Fort St. (B-1, Table 6)
- Add bike lane or continue traffic calming measures from 8th St and State St to Union St. (B-2, Table 6)
- Enhance crossing at State St and 14th St. (C-34, Table 6)
- Implement planned bike route connecting State St to Hill Rd. (B-19)

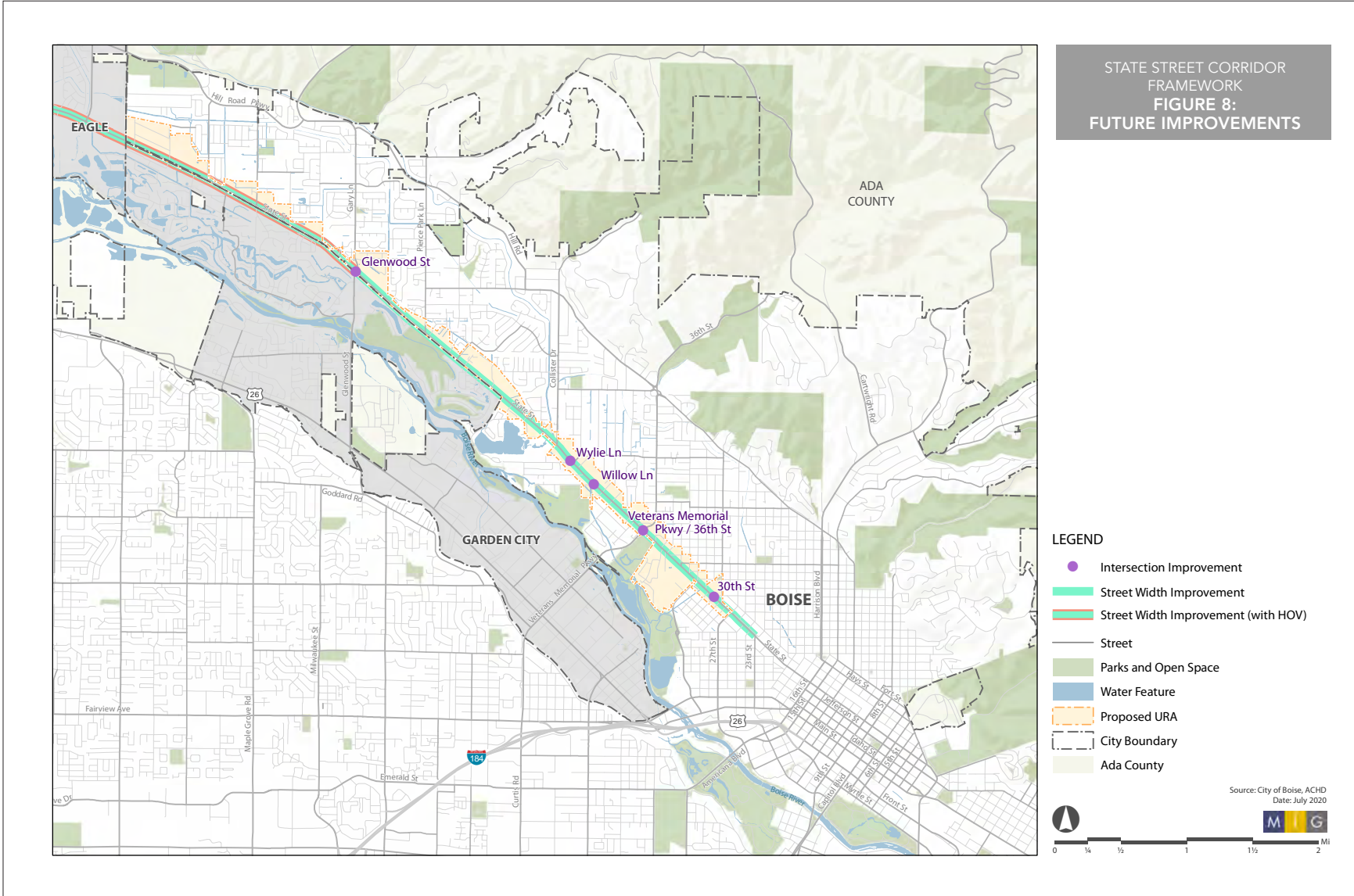
18. NORTHWEST BOISE NEIGHBORHOOD WALKING AND BIKING PLAN (2015):

The Northwest Boise Walking and Biking Plan identifies future pedestrian and bicycle projects to increase safety and convenience of walking and biking, improve facilities to meet the needs of residents, and enhance mobility.

- Enhance crossings on State St near schools.
- Construct bikeway, wayfinding signs, pavement markings etc. on Horseshoe Bend Rd from State St to Farmers Union Canal. (page 52)

- Construct bikeway, wayfinding signs, pavement markings etc. on Bogart Ln from State St to Hill Rd Pkwy. (page 52)
- Construct bikeway, wayfinding signs, pavement markings etc. on Collister Ln from State St to Hill Rd. (page 52)
- Widen existing bike lanes on State St. (page 53)
- Add signal timing and sidewalk repairs on Gary Ln from State St to Hill Rd. (page 52)
- Pedestrian sidewalk improvements on Peirce Park Ln from State St to Hill Rd. (page 52)
- Fill in sidewalk gaps, improve signage for bike routes, and intersection improvements on State St. (page 53)
- Implement improvements to curb, gutter, and sidewalk to fill gaps, extend existing bike lanes, and improve intersections to include adequately timed crosswalks that are in proper alignment with ADA accessible ramps on all corner approaches. (page 59)
- Construct pedestrian improvements between Glenwood St and Collister Dr and two intersection projects at Pierce Park Ln and Collister Dr. (page 59)

FIGURE 8. PLANNED FUTURE IMPROVEMENT (EXISTING PLANS)



Plan Analysis

Table 2 lists policies or goals that appear across multiple plans (identified by number, above), showing where there is general alignment in the future direction of State Street, aligning the policies already adopted through other plans with the State Street Framework for urban renewal. Relevant policies are described following Table 2.

While there is general alignment of the 18 plans related to the State Street Corridor, there were also gaps or discrepancies where plan goals and objectives do not align. **Table 3** describes where gaps or lack of alignment exists within the plans that were evaluated.

TABLE 2: POLICY ALIGNMENT WITH THE STATE STREET FRAMEWORK PLAN

ITEM	GOAL, POLICY OR RECOMMENDATION	SOURCES
A	Enhance livability of surrounding areas by making State Street a multimodal corridor.	1, 2, 3, 6, 9, 11, 13, 14
B	Increase bike and pedestrian connections to neighborhoods from State Street, particularly north/south connections.	2, 3, 5, 6, 9, 11, 13, 14, 15
C	Development should be pedestrian-scale and include a variety of amenity improvements including lighting, sidewalks, street trees, bus shelters, etc. to enhance streetscape.	1, 6, 9, 11, 12, 14, 15
D	Support and increase nodal development that provides services to surrounding neighborhoods (30th Street, Collister Drive, Glenwood Street, Whitewater, Horseshoe Bend Road) as well as an increase overall intensity and mix of uses along the entire corridor.	1, 2, 6, 11, 12, 13
E	Increase and improve transit service along State Street.	1, 2, 3, 6, 11, 13
F	Develop common branding and identity elements for placemaking (wayfinding signage, entry gateway designs, etc.)	3, 6, 11, 13, 14
G	Widen State Street to include HOV lanes and improve intersections to increase function, capacity, and safety.	2, 9, 11, 13, 15
H	Reduce speed to 35 mph on State Street within city limits (9) or within neighborhood planning area (10 and 12).	11, 12, 14

TABLE 3: POLICY GAPS OR WHERE ADDITIONAL CLARITY IS REQUIRED

ITEM	GOAL, POLICY OR RECOMMENDATION	SOURCES
A	There are physical gaps in plan coverage and a lack of comprehensive streetscape standards for the entirety of State Street within Boise.	1, 2, 9, 11, 15
B	HOV lanes are currently not permitted by state statute, although several plans contain designs for an outside HOV lane that would carry future BRT service and HOV traffic. Legislative action would be required to implement plans that include designs for HOV lanes.	9, 11
C	Several plans call for shorter block lengths or fewer vehicular access points to increase pedestrian safety and activity but there are no design standards to implement this vision.	2, 11
D	Parking standards and goals across plans are inconsistent and vary. There are no overarching standards related to location, design, screening, size, etc.	1, 2, 5, 11, 13
E	Many plans call for improvements to specific intersections, however, no plan contains rankings of previously identified improvements or comprehensive criteria for prioritizing improvements that may arise in the future.	2, 9, 11, 12, 13, 14, 15



300 200
s Capitol Blvd

ONE WAY

ONE WAY

THE GROVE

345-RIDE VALLEYRIDE.ORG

YOU'RE YOUR OWN BOSS!
COMEBACK!

ST. LOUIS

703





04 / Urban Renewal Strategies

Capital City Development Corporation and the City of Boise organize *urban renewal projects and initiatives into a series of strategies* that help define project types and expected outcomes.

These strategies are interrelated, often providing multiple benefits across categories of investment type. These strategies will be used to define the State Street Framework that is described in detail in Section 5.

INFRASTRUCTURE

Using infrastructure improvements, such as sewer, water, fiber optic and electrical system upgrades as a tool can result in attracting more investment by improving access, livability, and sustainability.

These key investments increase property values and also stimulate private developers to invest in and enhance real estate. Investments in public infrastructure encourage the highest and best use for properties along the State Street corridor. By constructing infrastructure, private developers can connect to existing utilities and amenities, which helps offset higher land and construction costs.





MOBILITY

State Street needs more safe and accessible mobility options. Expanded mobility choices and access to high capacity transit is essential for the State Street District and improve the capacity and efficiency of the street system. Support for future bus, rapid transit, multi-use paths along State Street and other bicycle and pedestrian amenities in the district are essential features of a future complete transportation system. Additionally, mobility improvements, such as parking structures located at key transit nodes can increase transit ridership and reduce the amount of surface parking that can then be om used for future development.

PLACEMAKING

Future development along the State Street District should provide strong connections between development and the people that live and visit. Street trees and plazas, art and gathering spaces are all placemaking elements.



ECONOMIC DEVELOPMENT

A key strategy for urban renewal is to drive more investment into the districts and to help the local economy thrive. Fostering the expansion of local enterprise and career opportunities creates economic energy within the urban renewal district and beyond. A key tool within economic development is CCDC's Participation Program. The participation program is a policy created to leverage private investment with public investment by funding public improvements through the tax increment the project generates.

Redeveloping properties within urban renewal districts enhances the urban environment and fuels economic growth. A second tool in the toolbox is acquisition of property. When this is done it is for the specific purpose of redevelopment. Often the properties are under-utilized, and the agency issues a public call for proposals to see what the development community will create within the



parameters CCDC sets. This affords the agency the ability to request and promote particular strategies, such as affordable housing and mixed use development.

SPECIAL PROJECTS

Special Projects can include a number of projects that are unique to a location or support other strategies. This could include public art or projects that enhance livability or support development. For example, State Street has several eligible properties eligible for historic designation. Special project could be one that rehabilitate older properties or incorporate it in future development plans.





05 / State Street District Framework

The State Street Framework includes *projects and actions* recommended through the public engagement process, market analysis, plan assessments, and vision for the corridor.

Many projects will occur over the next 20 years and often as part of private development or inter-agency partnerships. This section illustrates the types of projects that will be implemented in specific nodes along the corridor. A list of corridor-wide improvements is included in Section 7.

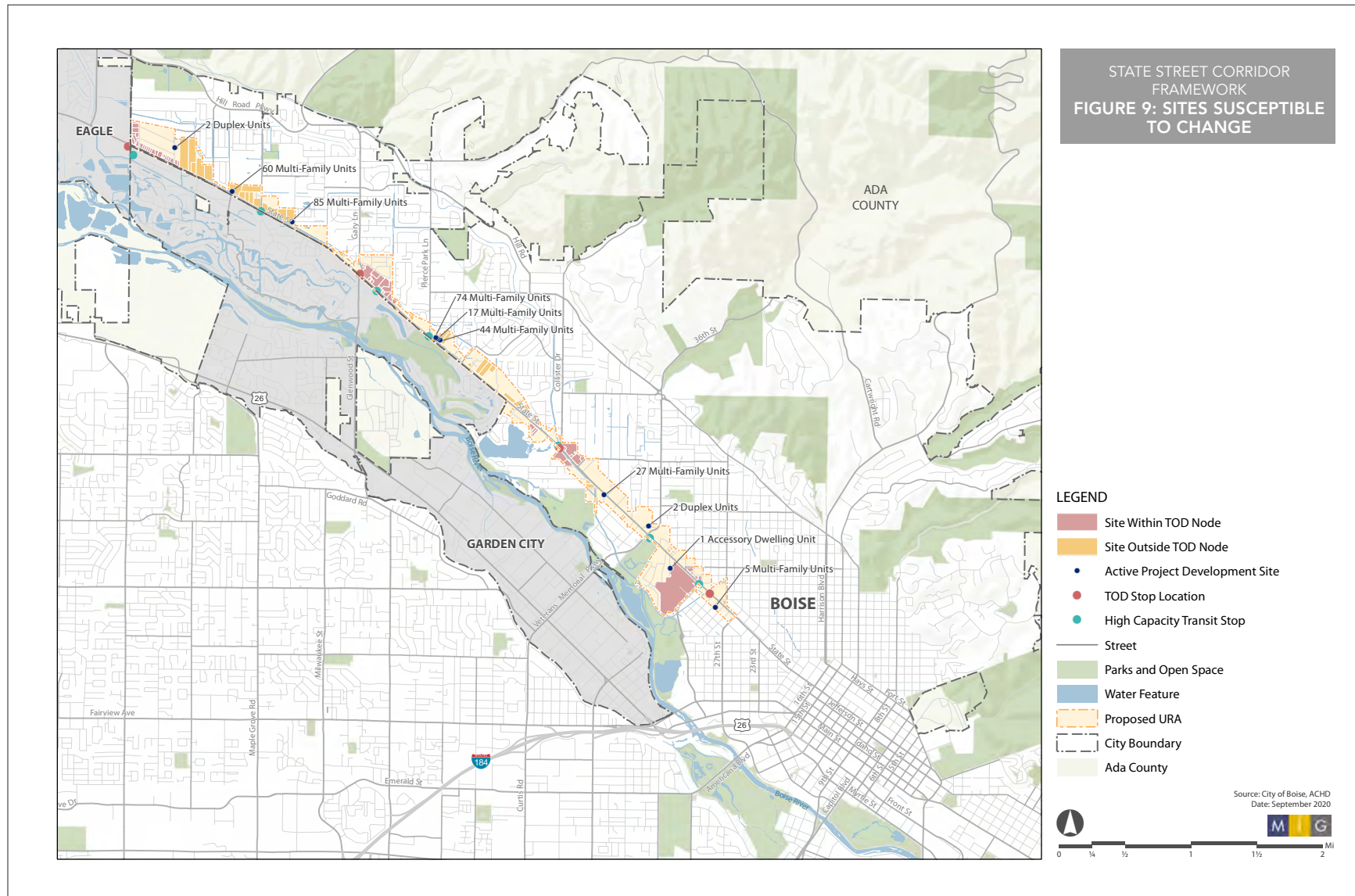
DEVELOPMENT PROGRAM

The market analysis that was completed for the State Street corridor in 2020 (see Section 3 for a summary of findings and Appendix B for the full

report) identified the following projected demand for various land use types over the next 20 years:

- 1,300 new single family residential units
- 2,600 new multi-family residential units
- 50,000 square feet of new office space
- 362,000 square feet of new retail space
- 110-130 new hotel rooms

FIGURE 9: SITES SUSCEPTIBLE TO CHANGE





Future development is expected to occur throughout the corridor, but several sites have been identified as “sites susceptible to change” as possible sites that may transition faster than others, based on existing site characteristics. Many of these sites are already developing with residential uses.

Figure 9 illustrates where those sites are located and their relationship to TOD nodes identified in other plans.

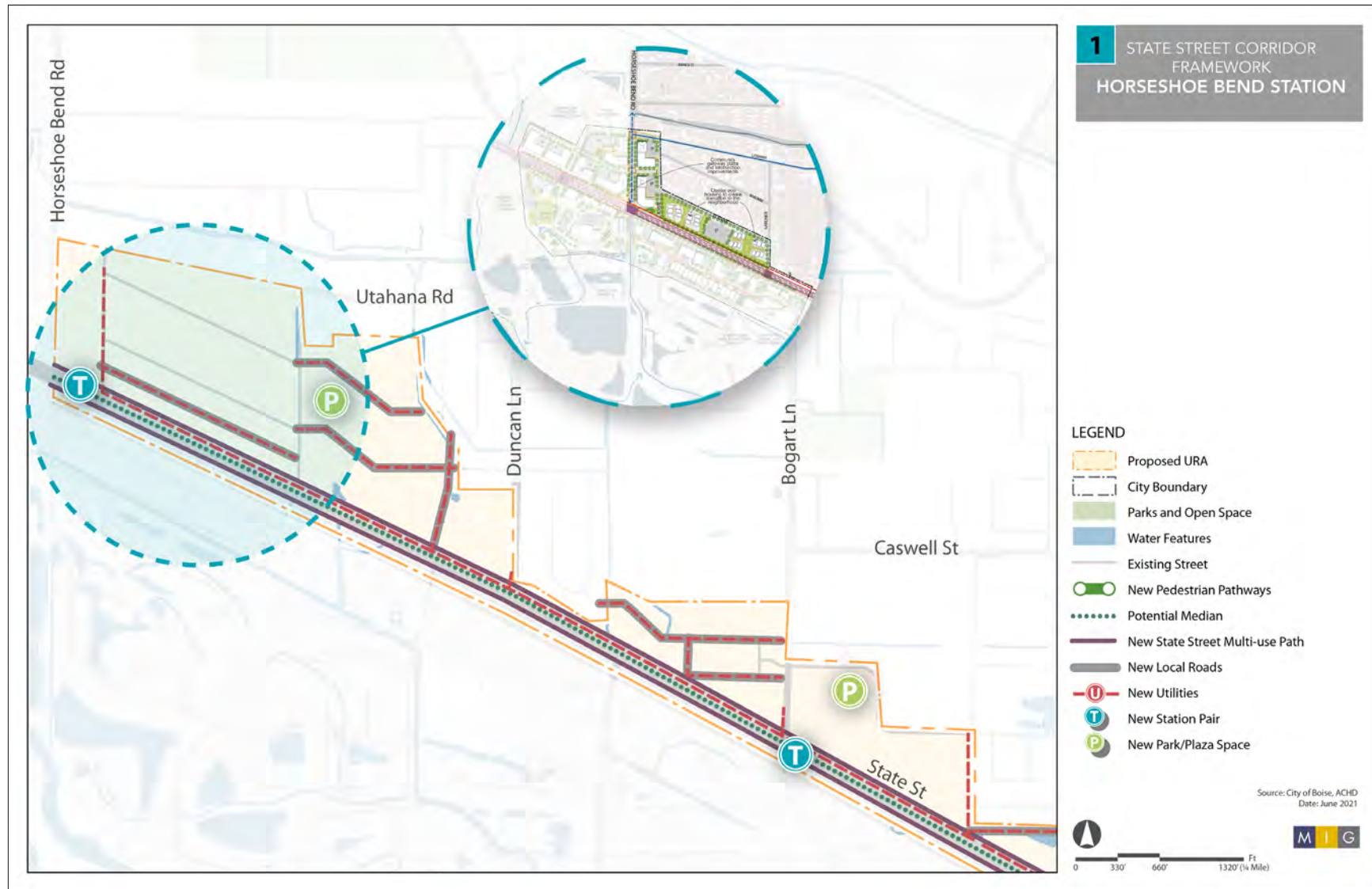
STATE STREET FRAMEWORK PLAN PROJECTS

The State Street District is approximately six miles long that is envisioned to become more pedestrian friendly with high capacity transit, improved bicycle and pedestrian amenities, affordable and market rate housing, and mixed-use development. To achieve the vision, the project list includes a diverse set of improvements that are both corridor wide and site focused, broken up in five-year increments (quarters) during its 20-year lifespan. The figures and tables in this chapter illustrate the location and types of projects that are envisioned for each of the development nodes along the corridor. All are tied to future high capacity transit station development.

TABLE 4: CORRIDOR-WIDE IMPROVEMENTS

ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
Multiple	All	State Street Utilities	Infrastructure	Water Main, Sewer Main, Fiber-optic	Various
Multiple	All	State Street Buffer	Place Making	8' Wide Landscape Buffer	Various
Multiple	All	State Street Pathway	Mobility	12' Wide Multi Use Path	Various
Multiple	All	State Street Median	Place Making	12' Wide Landscape Median	Unfunded

FIGURE 10: HORSESHOE BEND STATION



Horseshoe Bend Station

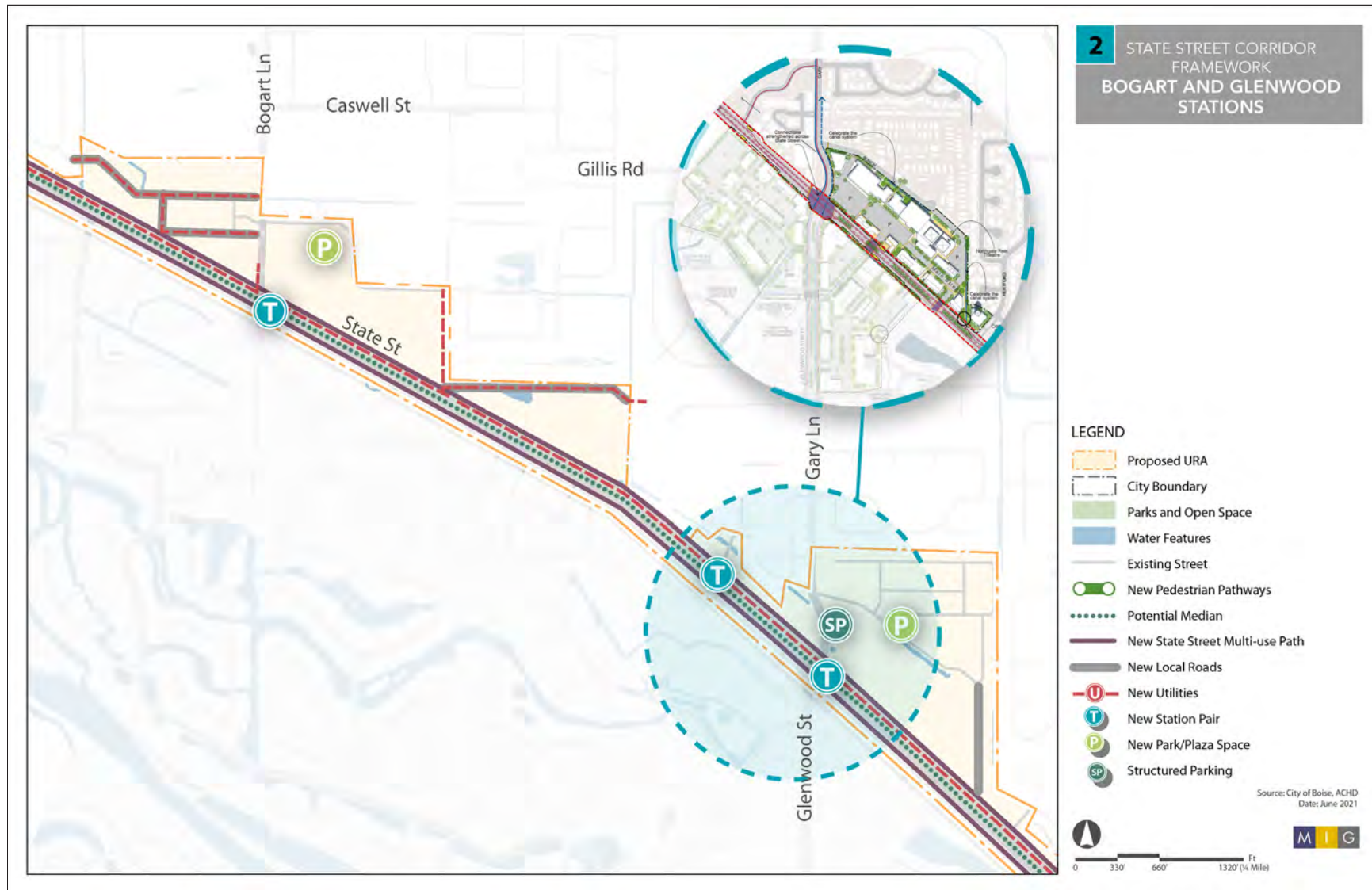
The Horseshoe Bend station area sits at the western end of the Boise City Limits. The northeastern corner of the Horseshoe Bend/State Street intersection is located within the district, but is also adjacent to major attractions like St Luke's Eagle Medical Plaza, commercial development, and residential neighborhoods to the south. In addition to the

medical facilities, there are major retailers such as WinCo Foods and Home Depot on the northwest corner of the Horseshoe Bend/State Street intersection that create a regional draw as well as smaller commercial uses adjacent to State Street

TABLE 5: PROPOSED PROJECTS IN THE VICINITY OF THE FUTURE HORSESHOE BEND STATION INCLUDE:

ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
HB01	Horseshoe	Horseshoe Bend Station	Mobility	Transit Station Pair	2025
HB09	Horseshoe	North Ulmer	Mobility	Local Street	2026
HB09	Horseshoe	North Ulmer Utilities	Infrastructure	Water & Sewer Mains	2026
HB07	Horseshoe	Duncan Lane	Mobility	Curb, Gutter, Sidewalk & Drainage	2027
HB09	Horseshoe	State & Ulmer Signal	Mobility	Signalized Intersection	2027
HB04	Horseshoe	State-Claudia cross access	Mobility	Minor Local Street	2
HB04	Horseshoe	State-Claudia Cross Access Utilities	Infrastructure	Water & Sewer Mains	2
HB05	Horseshoe	Mixed-Use Development	Economic Dev	Land Acquisition	2
HB11	Horseshoe	Claudia-Sloan Extension	Mobility	Local Street	2
HB11	Horseshoe	Claudia-Sloan Extension Utilities	Infrastructure	Water & Sewer Mains	2
HB06	Horseshoe	Parks, Plazas & Public Space	Place Making	Land Acquisition	4
HB10	Horseshoe	Claudia Improvements	Mobility	Curb, Gutter, Sidewalk & Drainage	4
HB10	Horseshoe	Claudia Utilities	Infrastructure	Water Main	4
HB13	Horseshoe	Jennie Utilities	Infrastructure	Water Main	4
HB15	Horseshoe	Maymie -Leighton Extension	Mobility	Local Street	4
HB15	Horseshoe	Maymie -Leighton Extension Utilities	Infrastructure	Water Main	4
HB12	Horseshoe	Gardner Improvements	Mobility	Curb, Gutter, Sidewalk & Drainage	Unfunded
HB12	Horseshoe	Gardner Utilities	Infrastructure	Water Main	Unfunded
HB13	Horseshoe	Jennie Improvements	Infrastructure	Curb, Gutter, Sidewalk & Drainage	Unfunded
HB14	Horseshoe	Maymie Improvements	Mobility	Curb, Gutter, Sidewalk & Drainage	Unfunded
HB14	Horseshoe	Maymie Utilities	Infrastructure	Water Main	Unfunded
HB15	Horseshoe	Maymie -Leighton Extension Utilities	Infrastructure	Sewer Main	Unfunded
HB16	Horseshoe	Utahna Improvements	Mobility	Curb, Gutter, Sidewalk & Drainage	Unfunded
HB16	Horseshoe	Utahna Utilities	Infrastructure	Water Main	Unfunded
HB16	Horseshoe	Utahna Improvements	Mobility	Curb, Gutter, Sidewalk & Drainage	Unfunded
HB16	Horseshoe	Utahna Utilities	Infrastructure	Water Main	Unfunded

FIGURE 11: BOGART AND GLENWOOD STATIONS



Bogart and Glenwood Stations

The Bogart and Glenwood station areas are a mix of vacant and underutilized land near the future Bogart high-capacity transit station, with older large format retail and newer apartments with locally serving retail, a grocery store, movie theatre, several restaurants, and several “big-box” retail stores in the vicinity of the future Glenwood stations. This area has the largest number of existing residents who might take advantage of transit. Since 2013, significant residential growth has occurred outside of the immediate station area. Three- to four-story residential buildings were constructed between 2014 and 2017 west

of Gary Lane and north of State Street. This recent development makes this station well positioned to transition into a mixed-use hub.

Development in the vicinity of the future Bogart Station area is expected to be residential and mixed-use, some of which is already occurring. There are few existing developed park amenities in the vicinity of the future station area, but they are proposed as part of the Framework Plan for this area.

TABLE 6: PROPOSED PROJECTS IN THE VICINITY OF THE FUTURE BOGART AND GLENWOOD STATIONS INCLUDE:

ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
GW01B	Glenwood	Saxton Station	Mobility	Transit Station Pair	2025
GW01A	Glenwood	Glenwood Station	Mobility	Transit Station Pair	2026
GW04	Glenwood	Glenwood Power Upgrades	Infrastructure	Power Distribution	2
GW05	Glenwood	Mixed-Use Development	Economic Dev	Land Acquisition	2
GW06	Glenwood	Parks, Plazas & Public Space	Place Making	Land Acquisition	4
GW07	Glenwood	Bunch Extension to State St	Mobility	Local Street	Unfunded
GW08	Glenwood	Glenwood Park Public Parking	Mobility	Public Parking Structure	Unfunded
GW10	Glenwood	Roe-Kensington Connection	Mobility	Local Street	Unfunded
GW10	Glenwood	Roe-Kensington Connection Utilities	Infrastructure	Water & Sewer Mains	Unfunded
BG13	Bogart	Limelight Dr Improvements	Mobility	Curb, Gutter, Sidewalk & Drainage	2023
BG11	Bogart	Roe St Improvements	Mobility	Curb, Gutter, Sidewalk & Drainage	2023
BG11	Bogart	Roe St Utilities	Infrastructure	Water & Sewer Mains	2023
BG12	Bogart	Bogart Ln Improvements	Mobility	Multi-Use Pathway	2024
BG12	Bogart	Bogart Ln Improvements	Mobility	Curb, Gutter & Drainage	2024
BG12	Bogart	Bogart Ln Utilities	Infrastructure	Water & Sewer Mains	2024
BG01	Bogart	Bogart Station	Mobility	Transit Station Pair	2027
BG10	Bogart	Waterlily-Pocono	Mobility	Local Street	2
BG04	Bogart	Mixed-Use Development	Economic Dev	Land Acquisition	2
BG05	Bogart	Parks, Plazas & Public Space	Place Making	Land Acquisition	4

FIGURE 12: PIERCE PARK STATION



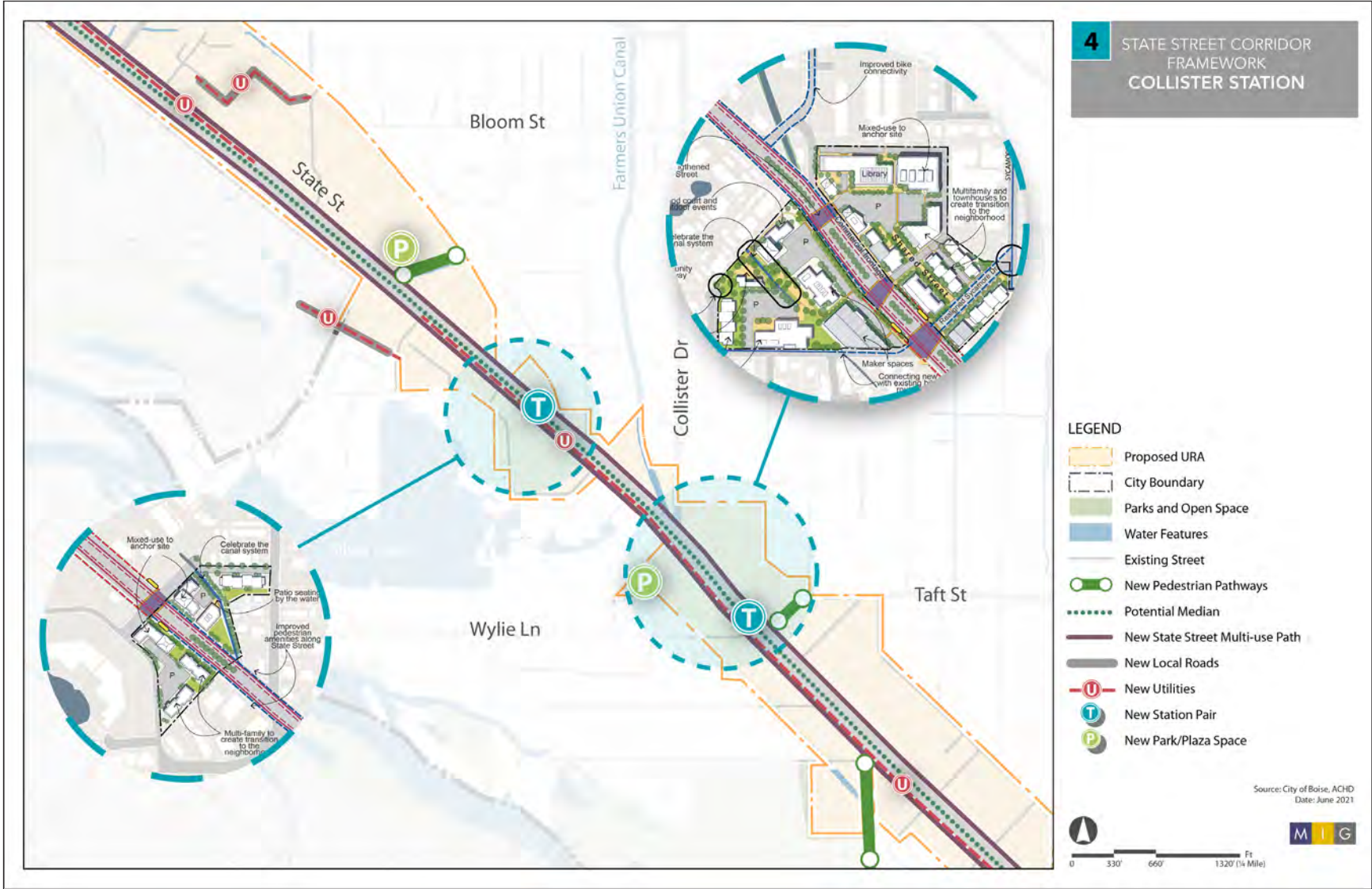
Pierce Park Station

The Future Pierce Park Station will provide better transit access for adjacent neighborhoods as well as provide for future redevelopment opportunities in the vicinity of the station. Projects in this area generally consist of utility expansion and local street connections, in addition to the corridor wide improvement along State Street.

TABLE 7: PROPOSED PROJECTS IN THE VICINITY OF THE FUTURE PIERCE PARK STATION INCLUDE:

ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
PP01	Pierce Park	Pierce Park Station	Mobility	Transit Station Pair	2027
PP10	Pierce Park	Bloom Extension	Mobility	Local Street	4
PP10	Pierce Park	Bloom Extension Utilities	Infrastructure	Water & Sewer Mains	4
PP04	Pierce Park	Mixed-Use Development	Economic Dev	Land Acquisition	Unfunded
PP05	Pierce Park	Parks, Plazas & Public Space	Place Making	Land Acquisition	Unfunded

FIGURE 13: COLLISTER STATIONS



Collister Stations

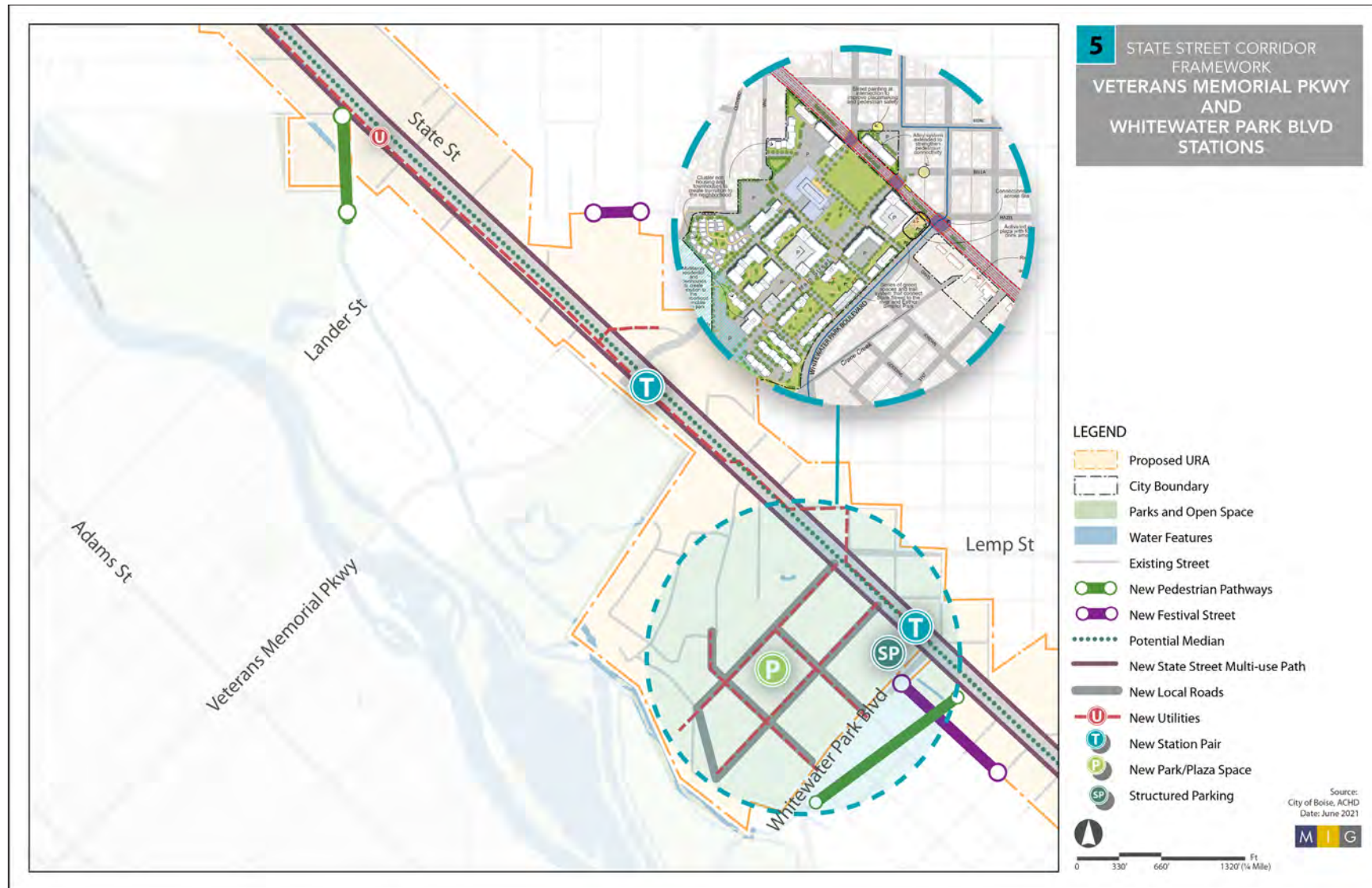
One of the unique qualities of the future Collister Stations Area are the mixed housing types near the future stations. The increasingly vibrant Collister Commercial Center is anchored by several neighborhood services including the City Library! at Collister, Collister Post Office, a popular coffee shop, restaurant, laundry and consignment businesses, and a Dollar Store.

Projects in this area are focused on providing better access from neighborhoods, upgraded utilities to support future development and two future high capacity transit stations. The area is auto-oriented with numerous curb-cuts and drive aisles.

TABLE 8: PROPOSED PROJECTS IN THE VICINITY OF THE FUTURE COLLISTER STATIONS INCLUDE:

ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
CL01A	Collister	Collister Station	Mobility	Transit Station Pair	2025
CL10	Collister	Sycamore Street	Place Making	Festival Streets	2
CL05	Collister	Mixed-Use Development	Economic Dev	Land Acquisition	2
CL04	Collister	Parks, Plazas & Public Space	Place Making	Land Acquisition	2
CL01B	Collister	Marketplace Station	Mobility	Transit Station Pair	2
CL07	Collister	Stewart Gulch Flume Path	Place Making	12' Wide Pathway (Canal)	3
CL06	Collister	Farmers Union Canal Pathway	Mobility	12' Wide Pathway (Canal)	3
CL12	Collister	Lake Harbor-Plantation Connection	Mobility	Local Street	Unfunded
CL12	Collister	Lake Harbor-Plantation Connection Utilities	Mobility	Water & Sewer Mains	Unfunded
CL11	Collister	Harbor Ln. Reconstruction	Mobility	Private to Public Street Conversion	Unfunded
CL11	Collister	Lake Harbor Ln. Reconstruction	Mobility	Private to Public Street Conversion	Unfunded
CL11	Collister	Marketplace Ln. Reconstruction	Mobility	Private to Public Street Conversion	Unfunded
CL08	Collister	Collister Park Public Parking	Mobility	Public Parking Structure	Unfunded

FIGURE 14: VETERANS MEMORIAL PARKWAY AND WHITEWATER PARK BOULEVARD STATIONS



Veterans Memorial Parkway and Whitewater Park Boulevard Stations

The Whitewater Station Area provides the greatest potential for future mixed-use development within the State Street District. Large scale redevelopment at the Whitewater Station Area would require the sale of ITD property to the City of Boise or a developer and is expected to be a long-term process. The ITD site is a state-owned parcel that is generally underdeveloped with several buildings spread out across the 45-acre campus. The site borders a portion of Boise River and nearby ponds that provide recreation amenities. A portion of the property is located within the 100-year floodplain. The ITD

site has a limited internal roadway network that could provide a framework for future connectivity. Projects in this area would contribute to all or a portion of the site, as well as providing structured parking and improved trail connections.

Projects in the vicinity of Veterans Memorial Parkway Station would include a future high capacity transit station, utilities, and other improvements to catalyze future development.

TABLE 9: PROPOSED PROJECTS IN THE VICINITY OF THE FUTURE VETERANS MEMORIAL PARKWAY AND WHITEWATER PARK BOULEVARD STATIONS INCLUDE:

ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
WW01	WWPB	Whitewater Park Blvd Station	Mobility	Transit Station Pair	2024
WW04	WWPB	Mixed-Use Development	Economic Dev	Land Acquisition	2
WW08	WWPB	Crane Creek Flume Pathway	Place Making	12' Wide Pathway (Canal)	2
WW06	WWPB	Davis Street, WWPB - 30th	Place Making	Festival Streets	3
WW09	WWPB	Whitewater Park Public Parking	Mobility	Public Parking Structure	3
WW10	WWPB	32nd St Utilities (ITD Campus)	Infrastructure	Water & Sewer Mains	3
WW10	WWPB	32nd Street (ITD Campus)	Mobility	Local Street	3
WW11	WWPB	Jordan St Utilities (ITD Campus)	Infrastructure	Water & Sewer Mains	3
WW11	WWPB	Jordan Street (ITD Campus)	Mobility	Local Street	3
WW12	WWPB	33rd St Utilities (ITD Campus)	Infrastructure	Water & Sewer Mains	3
WW12	WWPB	33rd Street (ITD Campus)	Mobility	Local Street	3
WW05	WWPB	Parks, Plazas & Public Space	Place Making	Land Acquisition	4
WW13	WWPB	Clithero Extension (ITD Campus)	Mobility	Local Street	4



ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
WW13	WWPB	Clithero Extension Utilities (ITD Campus)	Infrastructure	Water & Sewer Mains	4
WW07	WWPB	Davis & Cross Streets 27th - WWPB	Mobility	Curb, Gutter, Sidewalk & Drainage	Unfunded
VP01	Veterans	Veterans Station	Mobility	Transit Station Pair	2026
VP04	Veterans	Mixed-Use Development	Economic Dev	Land Acquisition	2
VP05	Veterans	Sunset Ave Utilities	Place Making	Water Main (Suez)	2
VP05	Veterans	Sunset Avenue	Place Making	Festival Streets	2
VP05	Veterans	Taft Neighborhood Center	Place Making	TBD	2
VP06	Veterans	Veterans Park Power Upgrades	Infrastructure	Power Distribution (Idaho Power)	3

FIGURE 15: TRANSIT STATION: EXISTING CONDITIONS



FIGURE 16: TRANSIT STATION: CONCEPT

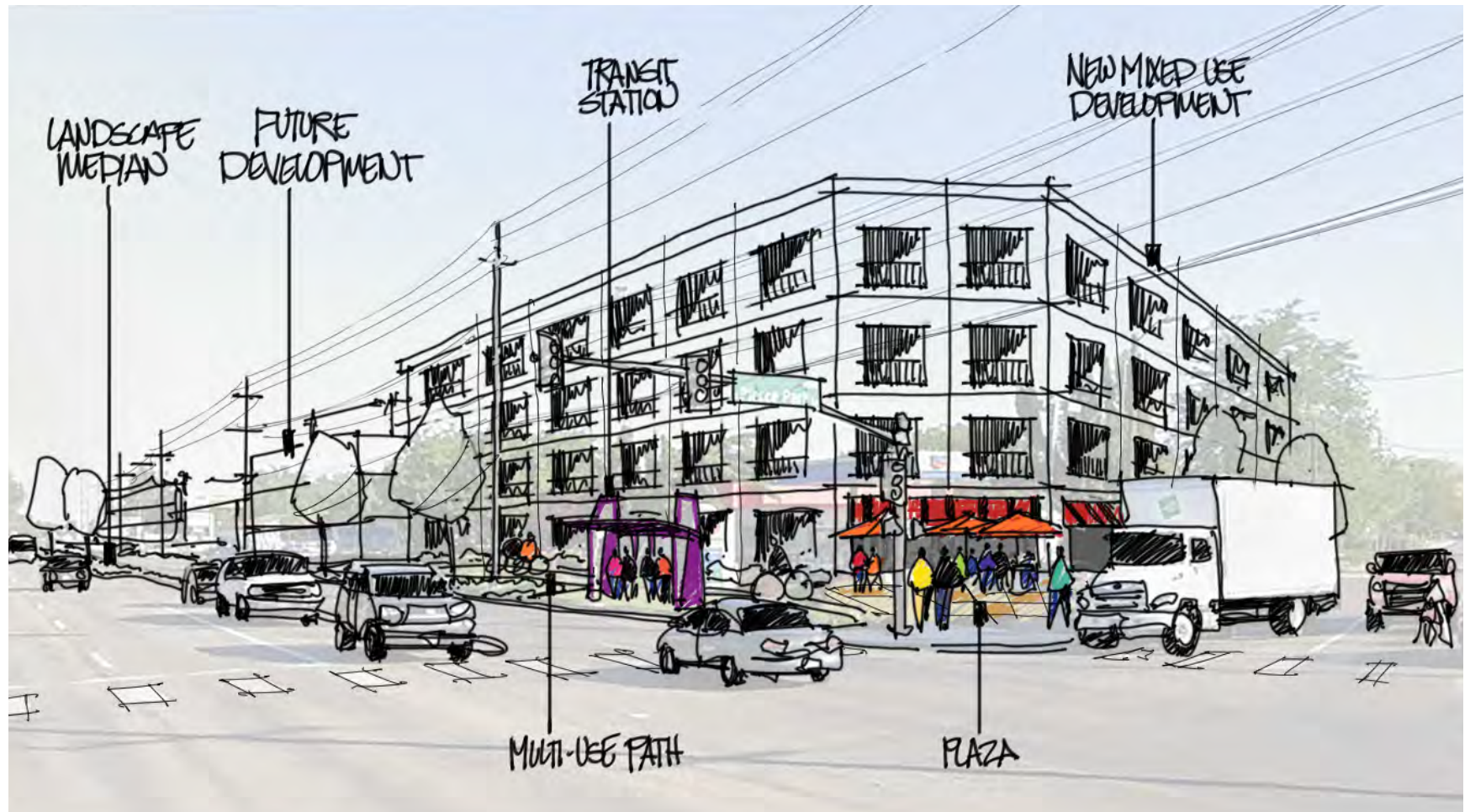


FIGURE 17: FESTIVAL STREET: EXISTING CONDITIONS



FIGURE 18: FESTIVAL STREET: CONCEPT

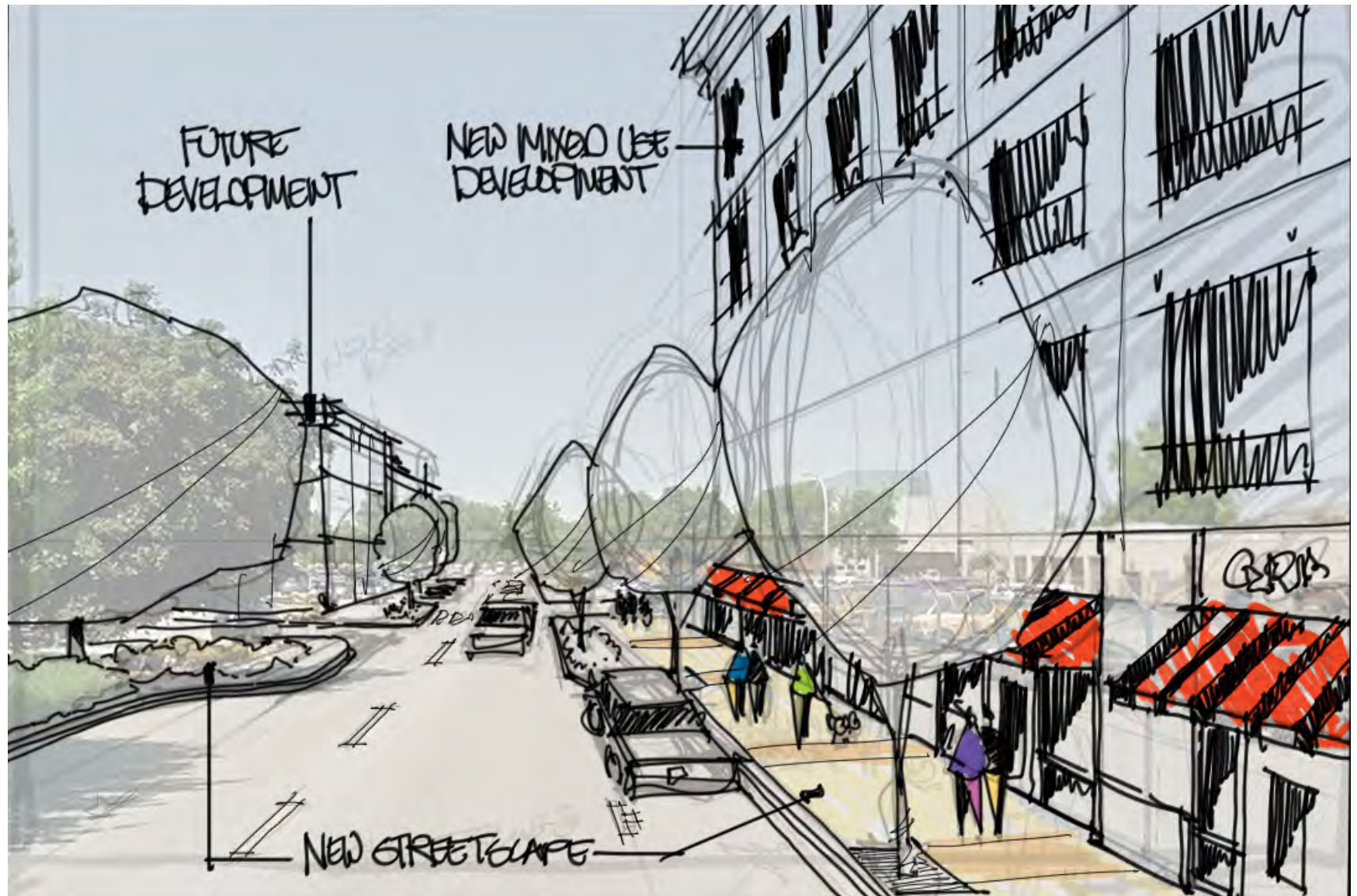
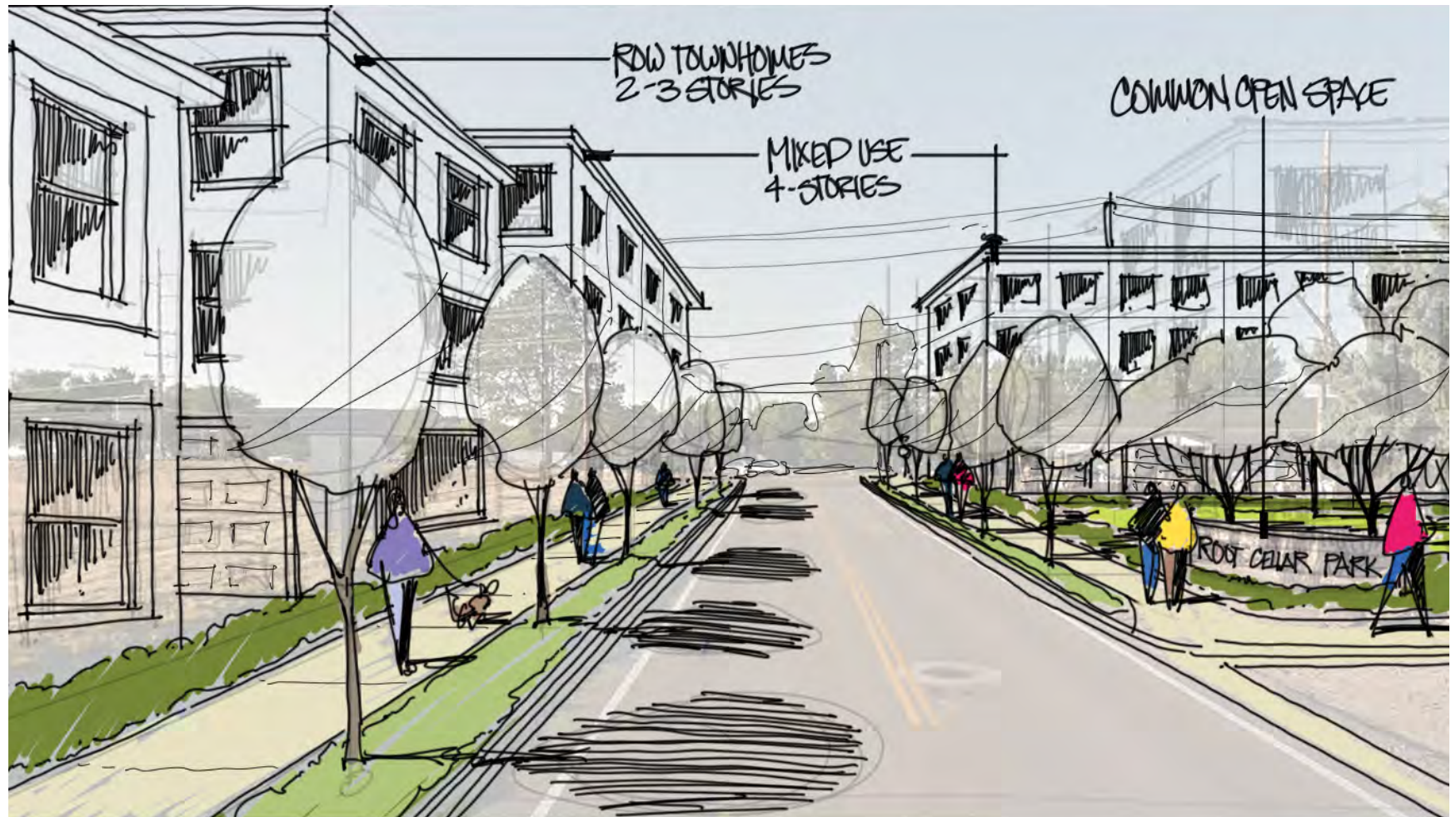


FIGURE 19: BOGART LANE LOOKING SOUTH: EXISTING CONDITIONS



FIGURE 20: BOGART LANE LOOKING SOUTH: CONCEPT







06 / Design Guidelines and Recommendations

The Framework Plan includes a number of infrastructure projects that will *support increased bicycle, pedestrian, and transit accessibility* along the State Street District.

Adjacent development along the corridor, connecting local streets, and pathways should also be pedestrian-oriented. This section provides general design and development guidelines for public infrastructure and adjacent development. Detailed design recommendations related to transit oriented development on State Street can also be found in the **State Street Transit Oriented Development Implementation Plan (2019)**.

RECOMMENDED DESIGN GUIDELINES

Future development along the corridor, particularly adjacent to future bus rapid transit stations should provide a mixture of development types, including a variety of commercial, residential, and employment uses. Development intensity should support both mixed-use development and residential uses. Commercial uses, particularly large format retail, can be part of a districtwide development strategy, but

should be designed or retrofitted to increase pedestrian accessibility and reduce the distances a pedestrian must walk through a parking lot.

Proposed bus rapid transit stations are spaced approximately ¼ to ½ mile apart with the State Street District and are priority projects as part of the Framework Plan. Typically, station area planning and design extends beyond the immediate parcels adjacent to the station or corridor to provide safe and efficient access for pedestrians and bicyclists from adjacent neighborhoods. Recommendations for design can therefore extend beyond the district boundary, to be determined by the City of Boise through their comprehensive plan development code update process currently underway.

Update the Boise Development Code to Acknowledge Transit

Within ¼ mile of future bus rapid transit stations, implement a Transit Station Overlay. While Transit Station Overlay Zones can often extend up to ½ mile from a station, their applicability is highly dependent on the existing development present in an area. Most development not immediately adjacent to State Street is single-family residential and is unlikely to redevelop given generally smaller lot sizes and the need to acquire and consolidate parcels. Implementing a Transit Station Overlay provides flexibility to apply the overlay without making large scale modifications to existing underlying zoning. The State Street Transit Oriented Development Implementation Plan (2019) provides specific recommendations for what should be considered as part of the overlay.



Focus on Building Placement and Orientation

Building location and orientation is an essential element of creating pedestrian-orient spaces. Pedestrian-scaled development can be encouraged by requiring buildings oriented towards the street with parking behind or to the side of the building. Development should engage pedestrians, provide weather coverage, and encourage development that is closer to the street through reduced setbacks, or zero lot line development. Suggested design guidelines for building orientation include:

- Buildings oriented to the street, with parking located behind or to the side. Along pedestrian streets, the building should occupy at least 50

percent (preferably more than 70 percent) of the street frontage, with primary access at the corner/intersection. For main streets, buildings should occupy a minimum of 70 percent of the building frontage.

- Restrict drive-throughs within a transit station and on pedestrian and main streets. Building location and entrance should be located at the street, with drive through windows location to the side and rear of the building.
- The first-floor facade of all buildings, including structured parking facilities, should be designed to encourage and complement pedestrian-scale interest and activity using elements such as windows, awnings, and other similar features.



- Buildings should be placed at the corner of intersections. For larger developments, pedestrian through-access should be provided every 250 feet. For larger blocks, these pedestrian paths help reduce the distance to services or transit.
- Building transparency on the ground floor of mixed-use buildings should be no less than 60-70 percent glass. Glass doors can contribute to meeting this standard. For second stories and higher, no less than 30 percent of the facade should be glass. Frosted, mirrored, or tinted glass should not be permitted, particularly on the ground floor.
- Building entrances should be clearly marked, provide weather covering and incorporate architectural features on the building. Primary building entrances should face the street, not a parking lot, and should be unlocked and accessible during business hours.
- Architectural features and treatments should not be limited to a single facade. All visible sides of a building from the street, whether viewed from public or private property, should display a similar level of quality and architectural interest, with elements such as windows, awnings, murals, a variety of exterior materials, reveals and other similar features.
- Local code should encourage green building techniques, which could include solar, gray water and water harvesting and/or LEED certification of buildings.

- Building floor plate maximums should be considered. While some areas can accommodate large-format retail, a mix of building scales can provide opportunities for small business and incubator spaces.

CONSIDERATIONS FOR EXISTING LARGE FORMAT RETAIL

Development opportunities along State Street are predominantly located at future BRT stations where large format retail development currently exists. While the transition to a more pedestrian-oriented development pattern is feasible over time, large format retail will likely be a component of the corridor form for some time. The intent of these guidelines is to provide possibilities for permitting a deeper street setback for very large retail stores located along State Street, if combined with a pedestrian-friendly main street type of development. These large retail sites can still be transit-supportive and pedestrian-friendly by placing smaller buildings close to the main street and by creating an internal circulation system to separate parking areas into blocks. The intent is to encourage development that will, over time, form a pedestrian-friendly main street along the perimeter of the parking blocks and provide connectivity within the site and to adjacent streets and uses. Potential guidelines include:

- Large format retail buildings (larger than 50,000 square feet of floor area) are permitted if development is also constructed with adjacent buildings developed along a central pedestrian/main street.







- Adjacent buildings must be constructed at the street, with parking located in a centralized parking area. These buildings must be constructed before or at the same time as the large retail store.
- The development must include an internal circulation system that is similar to streets and must divide the site into parking areas that are no greater than 55,000 square feet.
- Accessways should connect to the pedestrian/main street at least every 250 feet and include parking between both sidewalks and the auto travel lanes, except within 75 feet of the intersection with State Street.

The goal of these design guidelines is to reduce the visual impact of parking, while also providing corridors for pedestrians that are designed as mixed-use activity areas. Large format retail is part of the State Street corridor, and should be developed in a manner that improves pedestrian accessibility and creates a stronger urban form than what currently exists today.

Increase Landscaping and Pedestrian Connectivity

Future development along State Street should integrate trees and native landscaping along streets, plazas, and other gathering spaces. Low-maintenance and native plants should be used to improve natural function and reduce resource usage. Public spaces should also be connected to the local and regional pedestrian and bicycle network to provide an interconnected network of local streets and trails into adjacent neighborhoods. There are a number of projects identified within the Framework Plan that will increase linkages to outdoor recreation opportunities, the canal system, historic resources, and the area's agricultural history.

Street trees provide a range of benefits, notably the opportunity to green the street and provide beauty, shade, and a more pleasant experience for street users. For street trees along State Street, a minimum eight-foot wide planter is recommended, if possible. On local streets, tree wells can be narrower, depending on use. Often, planting street trees can be compromised because of the needs of limited right-of-way and can result in narrow tree wells bound by hardscape and utilities. Where space is limited, structural soil systems that limit soil compaction can be installed underneath pavement to provide room for lateral tree root growth. Trees are healthier and have better protection from a range of urban disturbances (parked cars, nearby utility boxes or lines, foot traffic).

Create Active Street Environments

Regardless of classification, streets should provide spaces where people feel safe and welcome.

The **State Street Transit Oriented Development Implementation Plan (2019)** (Chapter 4, Table 8) provides specific urban design recommendations by street type.

The Framework Plan identifies a number of local and festival street projects, many located near future high capacity transit stations. Depending on location, some streets provide access to parking or back-of-business services (e.g., garbage collection, deliveries, etc.) while other streets can be designed as main streets or festival streets, providing access to essential services, and direct access to stations. All streets, regardless of use, should provide wide sidewalks with landscaping, limited curb cuts, and where applicable, on street parking. Street design should incorporate, as possible, the following elements:

- Wide sidewalks, minimum 10 feet wide
- Landscaping, pedestrian-scale lighting, street trees and seating
- On-street parking and/or drop-off locations for transit riders
- Bicycle parking
- Narrow 10-foot travel lanes. If transit will operate on the street, then 11-foot travel lanes.
- Unique street design, such as festival streets, for low traffic streets where small-scale retail or residential is adjacent to the roadway.

Projects included in the Framework Plan for State Street will improve the appearance and accessibility for non-auto travelers by providing landscaped medians in key areas and a multi-use path on both sides of the roadway. Consideration for pedestrian crossings, particularly at transit stations, should be a priority as the corridor is improved for all modes of travel. Implementing the adopted Ada County Highway District low stress bike network to connect to the BRT stations is an essential element of connecting people to services and transit.

Diversify Parking Options

There are many ways to encourage pedestrian-oriented development near station areas while still providing parking options for those accessing nearby businesses. Parking should be placed in convenient, accessible locations but screened from view by either buildings or landscaping. Pedestrians should be able to access adjacent businesses and residences without walking through parking lots. Landscaping, plazas, or structures rather than parking should be the primary visual element of a mixed-use area. Recommendations for parking location include:

- **Restrict off-street parking or driveway access within 100 feet of a high capacity station.** Land uses adjacent to future high capacity transit stations should be pedestrian-focused, with buildings, plazas or pedestrian oriented streets with wide separated sidewalks and street trees. Off-street parking should be established as shared parking between adjacent uses, where



possible, and integrated into the station area to not impede pedestrian access to transit service or nearby amenities.

- **Revise parking standards to reduce the amount of parking required within ¼ mile of a high capacity transit station.** This could include a number of strategies such as:
 - Developing a parking management plan. This would include parking usage analyses followed by parking management strategies that optimize the amount of land used for parking.
 - Permit parking reductions or in-lieu parking fees. This allows new development to pay a fee for a certain number of spaces to encourage catalytic projects that may be

borderline financially feasible. There are a number of parking reductions possible that could be used for development within a quarter-mile of transit stops. These could include senior housing, affordable housing projects and group housing, development that provides space(s) for car sharing programs, and projects with a site-specific trip reduction plan (such as employer-provided transit passes, telecommuting, ridesharing, carpooling, car sharing, bicycling, and flexible work schedules). In some instances, a transportation management association (TMA) can also be established to help coordinate district-wide efforts in reducing parking demand.

- **Unbundle Parking.** Allow a portion of the off-street parking to be leased through a permit process where a resident or employee can pay for the use of off-street spaces. This incentivizes developers and tenants to consider travel options, and encourages reducing vehicle use. For those that have one or more vehicles, this option also provides parking for them, albeit at a higher cost than for tenants with fewer vehicles. This reduces the possibility of oversupplying parking as technology, transit and commuting habits change over time. For this management option, some parking spaces would still be provided on-site with development, but additional spaces above the minimum number of spaces required by the Development Code could be located on-site or off-site. Those spaces would be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units. This provides renters or buyers the option of renting or buying a residential unit at a lower price point.
- **Strategically locate structured parking and park and rides.** The Framework plan includes future structured parking, either as standalone structures or incorporated into future development. Parking structures should be designed and constructed to the same building standards as adjacent buildings, with ground floor uses and architectural elements that reduce the visual impact of upper story parked vehicles. Parking structures should also be designed to transition to other uses if parking

demand changes in the future. Ground floors of parking garages should be a minimum 30 feet deep with a minimum 12-foot vertical clearance to provide opportunities for commercial uses.

- **Provide areas for drop-off and electric charging.** Technology is rapidly changing the types of vehicles people use and how they get to transit. Electric charging stations and drop-off/loading areas should be provided adjacent to stations, either in a dedicated parking area or on street. This is particularly important for commuters who want to use transit, but must first get to a station through other means of travel.

Improve Access Management

Street design should minimize conflicts between pedestrians and automobiles through management of curb cuts and access points along State Street. Vehicular access to each commercial or business site should be consolidated to the extent practicable, prioritizing safe and direct access for pedestrians, cyclists, and transit users. Each development should consider the layout of on-site parking and loading areas, vehicular, bike and pedestrian circulation patterns with the adjacent street in mind. Effective access management guidelines will address unregulated curb cuts from commercial development along State Street by providing guidelines for traffic signal spacing, location of driveways, median openings, and multimodal options. This will also improve safety for bicyclists and pedestrians as Framework Plan projects like the future State Street multi-use path are constructed. Fewer curb cuts result in fewer conflicts.







07 / Implementation

The State Street Framework Plan includes a number of projects and actions that will be *completed over the 20 year lifespan* of the urban renewal district.

CCDC, private development, and agency partners are charged with implementing these actions over time provided financial projections for the district are consistent with actual revenue. Assessing the financial feasibility of the district is required by the State of Idaho statute and has guided timing and phasing of public improvements in the Framework Plan. **Table 10** identifies each interagency initiative identified with the Framework Plan with lead and supporting agencies identified for each project. Unfunded projects are also included but would be dependent on other funding sources or partnerships yet to be determined.

INTER-AGENCY PROJECTS

Interagency projects are projects or a series of projects with the State Street District that CCDC may or may not lead. For the State Street District, this includes partnerships with Ada County Highway District, Idaho Transportation Department, and Valley Regional Transit, among others. Examples of interagency initiatives include multimodal improvements along State Street and funding for high-capacity transit stations pedestrian access improvements to those stations.

TABLE 10: INTER-AGENCY PROJECTS

ITEM	INITIATIVE	PRIORITY	LEAD / PARTNER
1	Provide support for affordable housing that is dense, serves a mix of incomes, and provides diverse housing options by funding eligible public improvements, resident relocation, impact fees, financing, public improvements, and utility improvements as per existing Idaho state statutes.	Immediate / On-Going	HCD / PDS / CCDC / Other Housing Agencies
2	Develop plans for an innovative, mixed use, mixed income housing development on existing ITD campus.	Immediate / On-Going	HCD / PDS / ITD / CCDC
3	Finalize transit branding, necessary passenger facilities and roll-out for branded transit service on State Street.	High Priority	PDS / VRT / CCDC
4	Update the Boise Downtown Streetscape Standards Manual to incorporate streetscape typologies for the State Street District	Immediate	PDS / ACHD / ITD / CCDC
5	Establish development standards that activate transit nodes with pedestrian level amenities and identify opportunities for connections to transit services that intersect State Street and other first and last mile alternatives.	High Priority	PDS / VRT
6	Implement strategies and regulations that bolster existing retail along State Street, as well as a mix of uses, both horizontally and vertically disbursed (E.G. neighborhood branding, update design review, update C-2 zoning, or form-based code specific to this area, missing middle housing types transitioning from single family to multi-family and mixed use).	Medium Priority	PDS
7	Update City-owned IT conduit network master plan to service the development forecast in the State Street District.	High Priority	IT
8	Pursue strategic land trades amongst public agencies as well as consider the acquisition of privately held properties to optimize development and economic development potential, improve neighborhood and provide a diversity of housing options. Private properties are not currently identified but may be considered.	Medium Priority	PDS / CCDC / ACHD / ITD / Others
9	Update CCDC's Participation Policy and Capital Improvement Planning Process to further encourage and prioritize developments that assist affordable housing the market is not creating, and a safe and comfortable multi-modal State Street corridor.	Ongoing	CCDC / PDS
10	Pursue efforts, plans and policies that avoid displacement of residents located within the State Street District, and provide funding for resident relocation when necessary.	Medium Priority	HCD
11	Align partner agencies' long-range financial plans, five year capital improvement plans, and annual budgets so that the planned public improvements along State Street are coordinated and efficient with minimal disruption to the public.	Immediate / Ongoing	ACHD / ITD / VRT/ PDS / Parks / PW / IT / CCDC
12	Establish cross section standards for State Street, including non-motorized facilities and non-transportation elements (subject to cost share) to be implemented through public capital projects or development along the corridor.	Immediate	ACHD / ITD / PDS / Garden City / CCDC
13	Coordinate with Boise School District to incorporate public space improvements into Boise School campuses within the District as appropriate.	Medium Priority	BSD / PDS / Parks / CCDC
14	Coordinate canal improvements with the Boise Pathways Plan.	Ongoing	Parks / PDS
15	Develop CCDC participation program incentives for adaptive reuse, historic preservation and façade restoration.	Immediate	CCDC / A&H / HPC / SHPO
16	Coordinate with Boise Parks and Arts & History to incorporate identified cultural resources into public spaces as appropriate.	Ongoing	Parks / A&H / SHPO / CCDC
17	Establish an inter-agency agreement between ACHD, CCDC and the City of Boise for the use of tax-increment revenue for transportation elements.	Immediate	ACHD / CCDC / City
18	Expand CityGo TDM efforts to include developments along State Street corridor that encourage alternative transportation uses including non-motorized, transit and carsharing or car/vanpooling	Ongoing	CCDC / PDS / VRT

ACHD: Ada County Highway District, A&H: Boise City Arts & History Department, HCD: Boise City Housing & Community Development, Boise City, HPC: Boise City Historic Preservation, ITD: Idaho Transportation Department, Parks: Boise City Parks & Recreation Department, PDS: Boise City Current & Comprehensive Planning SHPO: State Historic Preservation Office

PUBLIC IMPROVEMENTS

Specific improvements around development nodes are identified in Section 5, the following projects in **Table 11** are corridor-wide improvements. The project lists included in Section 5 and in the table below describe proposed improvements that have been prioritized in five-year increments for the State Street District and funded through the district during its 20-year lifespan. Project phasing assumes that funding is available over time, as determined through the financial feasibility analysis. Unfunded projects are still a priority but will require other funding or partnerships to be implemented through the Framework Plan.

FUNDING STRATEGIES AND PROGRAMS

There are a number of ways projects can be completed. CCDC, authorized by state statute, works in partnership with public and private entities to improve, develop and grow the economy within their urban renewal districts. The Framework Plan for the State Street District identifies projects and interagency partnerships, along with anticipated timing and when funding will be available. Potential strategies and programs are described below.

TABLE 11: CORRIDOR-WIDE IMPROVEMENTS

ITEM #	NODE	IMPROVEMENT NAME	TYPE	ITEM DESCRIPTION	QUARTER/ YEAR
Multiple	All	State Street Utilities	Infrastructure	Water Main, Sewer Main, Fiber-optic	Various
Multiple	All	State Street Buffer	Place Making	8'-Wide Landscape Buffer	Various
Multiple	All	State Street Pathway	Mobility	12'-Wide Multi-Use Path	Various
Multiple	All	State Street Median	Place Making	12'-Wide Landscape Median	Unfunded

Participation Opportunities

Partnership opportunities are a critical component of implementing the Framework Plan. CCDC can enter into various development agreements with existing or future landowners within the urban renewal district. These agreements are created to meet the goals of CCDC and the publics within the urban renewal district. These agreements are used by CCDC to realize certain plan objectives including:

- Enhancing livability of the surrounding area by making State Street a multimodal corridor;
- Increasing and improving transit service along State Street;
- Supporting development that can provide services and housing and expanding the overall mix of uses along the corridor;
- Increasing bike and pedestrian connections to surrounding neighborhoods from State Street;
- Supporting pedestrian-scale development by adding lighting, sidewalks, street trees, or bus shelters to enhance the streetscape; and
- Developing common branding and identity elements for the corridor.

Development Fees

Private landowners may seek assistance from CCDC in paying impact fees and other development fees during the implementation of real property improvements. CCDC has the mechanism in place to assist owners and developers in offsetting the municipal fees associated with development.

Inter-Agency Initiatives

Interagency initiatives are identified in Table 4 (page 78). CCDC can support these agencies and stakeholders with the planning and design controls contained in the Framework Plan to ensure that present uses and any future development by public agencies conform to the requirements in the Framework Plan.

Property Acquisition

CCDC has the authority to acquire real and personal property in order to carry out their urban renewal district framework plans.

Real Property

CCDC may acquire any real property or interest in real property within an urban renewal district. In general, CCDC may determine which properties within the district are appropriate to acquire to implement the necessary public improvements. Methods of acquisition may be through voluntary or agreed upon gift, exchange, or purchase.

Acquisition of personal property is generally not a part of CCDC's implementation of any urban renewal plan. However, from time to time, it may be necessary to acquire personal property as part of a real property acquisition in order to carry out the improvements outlined in the Framework Plan. When this occurs, CCDC purchases real property as a means of eliminating certain deteriorating or deteriorated structures in order to facilitate redevelopment of the property.

Property Management

CCDC has the authority to own personal and real property within an urban renewal district and also retains the right to manage the property. The agency has the ability to enter into lease and rental agreements of these properties pending any redevelopment of the property.

Relocation of Persons

As an urban renewal agency, CCDC has the ability to seek and receive federal funds for real estate acquisition and relocation. CCDC may undertake relocation activities for those persons entitled to benefit under federal law. Should it be necessary



for displacement of residents within the district to implement public improvements, CCDC is obligated to compensate residents with reasonable moving expenses into decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to residents.

Demolition and Clearance

As necessary, CCDC has the authority to demolish and clear buildings, structures, and other improvements from any real property within the State Street District in order to carry out the purposes of the framework plan.

Building and Site Preparation

CCDC has the authority to prepare building sites within the district that they own. CCDC may provide for or undertake the installation or construction of streets, utilities, parks, pedestrian walkways, parking facilities, drainage facilities or other public improvements necessary to carry out the framework plan. Site preparation can include reclamation, remediation, or elimination of deteriorated conditions.

Property Disposition and Development

CCDC can acquire property within the district boundary and dispose of property through a variety of mechanisms. These mechanisms include sell, lease, lease/purchase, exchange, subdivide,

transfer, assign, pledge, encumber by mortgage or deed of trust. Rights given to CCDC to influence development within the district tend to prevent further deterioration of property.

Development agreements established between CCDC and the property owner oversee and prevent these occurrences. All properties within the district sold or leased to public or private persons or entities for development are obligated to use the property for the purposes designated in the Framework Plan. Time limits established by CCDC specify a reasonable period for the property owner/developer to carry out the improvements or purposes of the Framework Plan.

Rehabilitation and Conservation

CCDC may work to rehabilitate, renovate, and conserve any building or structure within the district. These efforts may be performed as a means of preparing the property for redevelopment and disposition. As the urban renewal agency, CCDC may also assist other property owners in the rehabilitation, and conservation of their properties through consultation, funding, or other assistance.

Participation with Private or Public Development

CCDC has the ability and mechanisms through state and federal law to participate in private or public development by lending or investing funds into projects. Federal funding sources used in public or private development include Community Development Block Grants (CDBG), Economic

Development funding, and Small Business Administration funding. Through these programs, CCDC has the ability to assist with grants, loans, loan guarantees, interest supplements, technical assistance, and other forms of support. State and local funds collected through tax levy from the district are also allocated for use within the district. These funds can be used to implement public improvements.

Funding Mechanisms

CCDC holds the authority to finance the projects outlined in the Urban Framework Plan with financial assistance. Assistance can come from local government, through state funding, through federal government funding or other public entities, interest income, agency bonds, donations, loans from private financial institutions, the lease or sale of agency owned property, public parking revenues, revenue allocation funds or any other available source public or private funding, including assistance from local taxing district or public entities. Other funding methods may also include advances, lines of credit, borrowing funds, and creating indebtedness in order to implement the Framework Plan.

The State Street Framework Plan identifies numerous capital improvement projects. The Feasibility Study prepared by SB Friedman identifies further funding information for the Framework Plan.



