

Capital City Development Corp.

Capital Investment Plan: *FY12 Update*



The CIP FY12 Update contains recommended major capital investments in downtown provided by CCDC, Boise's redevelopment agency.

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CCDC has a two-part statutory mission: “to prevent or arrest the decay of urban areas” as well as to “encourage private investment within urban areas.” In addition to redevelopment activities undertaken in partnership with the private sector, CCDC also performs a catalyst role through direct investment in the public realm. These “placemaking” investments help create the urban vitality that in turn encourages businesses and individuals to locate and invest in downtown.



CCDC’s placemaking investments are guided by the urban renewal district master plans, the CCDC Strategic Plan 2006-2015 and several adopted policies. These plans and policies provide a set of parameters for making investments. To help with effective budget-setting CCDC created the Capital Investment Plan of on-the-ground catalyst projects for the next five years. This CIP will focus attention on several parts of downtown that are likely to benefit the most from direct public placemaking investments.



The Boise Smart City Initiative serves as the primary blueprint for CCDC’s placemaking investment strategy.

Agency Priorities:

- **Business development - JOBS**
 - Assist the transformation of ideas into enterprises that produce beneficial goods and services.
 - Attract and retain high-value jobs in downtown Boise.
- **Sustainable urban design - SUSTAINABILITY**
 - Cultivate an environment that is diverse, inclusive, sociable, creative, interesting, safe, livable and authentic.
- **Infrastructure & development - BRICKS & MORTAR**
 - Lay the foundations upon which the private sector can build by removing physical, legal and social barriers to responsible development.
- **Knowledge & skill development - SMART PEOPLE**
 - Education is intrinsic to economic development. Integrate both formal and informal learning into the fabric of downtown. Foster new and support existing institutions and help connect them to incubators and business development centers.
- **Transportation & parking - EASY ACCESS**
 - Promote transportation alternatives, including a streetcar. Minimize the impact of automobiles, but plan for an adequate supply of parking.



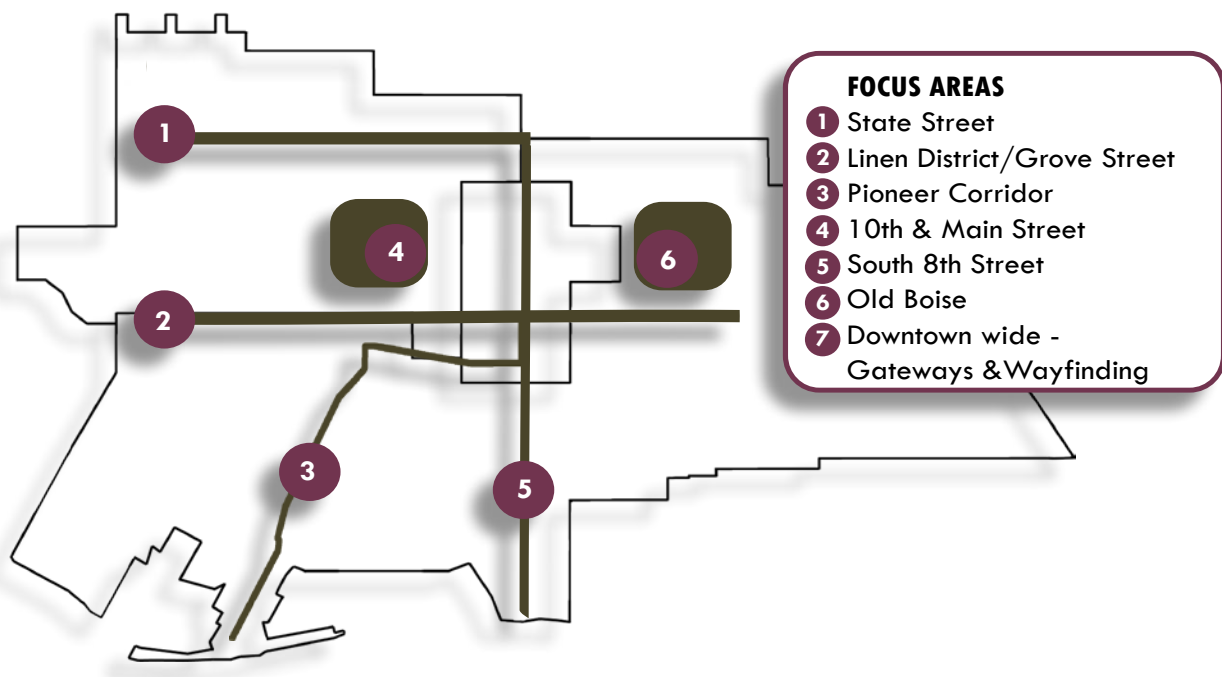
CIP FY12 Update: *Placemaking Priorities*

The Capital Investment Plan is an estimated plan of expenditure approved by the Board of Commissioners. The CIP is subject to annual review and approval in the agency's annual budget process. Projects may be accelerated or deferred depending on the results of the annual review and actual available resources. In selecting the specific projects for the five-year CIP the agency focused on the following key priorities:

- Protecting the investments the agency has already made to ensure those investments remain safe and vibrant and continue to serve downtown Boise far into the future, such as refurbishment of the agency's parking garages.
- Completing those areas in which investment was already underway, such as the Pioneer Corridor pedestrian/bicycle pathway.
- Strengthening those areas where momentum toward placemaking and private development was already beginning to occur through investment in catalyst projects such as along Grove Street.

The following pages show possible CIP projects of varying degrees of priority. Whether a project is implemented will be determined by the board. A full list of possible CIP projects begins on p. 29.

The map below shows the general location of possible investments that implement CCDC's placemaking strategy, designed to focus agency resources in selected parts of downtown to build on successful places, complete legacy or catalyst projects and achieve goals of the urban renewal plans and the Smart City Initiative.





Project Profile: *Streetcar*

[vision] Boise's early development was based on streetcars; bringing them back to downtown will stimulate significant new economic development along the routes and improve mobility.



Waiting for the Portland Streetcar

CCDC, Boise City and other agency partners have engaged in a series of studies since 2000 to examine how best to handle the anticipated higher traffic counts, to move people around more efficiently and to maintain the tremendously positive quality of life in Boise. These studies have consistently pointed toward the incorporation of a downtown circulator into the region's existing transit system. Boise's system is envisioned as a fixed-rail in-street modern electric streetcar that will serve as the anchor for a more robust regional public transportation system. It will link existing neighborhoods and catalyze transit-oriented, multi-use development close to the streetcar line.



Location:

To be determined; all districts.

Goals

- Provide a transit circulator system
- Serve as a focal point for an expanded regional transit system
- Stimulate nearby private development

Investments

- In-street tracks, transit stops, streetcars

Cost

- Approx. \$60 million for first phase; CCDC share \$5million

Timeline

- 2015



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Project Profile: *Property Acquisition*

[vision] One of the most effective ways for CCDC to exert influence in placemaking, improved transportation and workforce housing options is through dedication of key properties to catalyst projects.



The CitySide Lofts condo project was dependent on land writedown and other investments from CCDC.

CCDC has several tools to deploy in implementing the urban renewal district master plans, other plans and specific policies, but in many ways the most effective is to provide the real property needed for catalyst projects. The ability to provide land writedowns for projects that offer a valuable public purpose—like arts and culture amenities, workforce housing and transit or bicycle/pedestrian improvements—can make the difference in a project’s viability or provide the catalyst that brings more private investment than would otherwise have occurred.

Usually catalyst properties become available at times other than when they’re actually needed. This CIP item is to create a budgetary line item that can be used to purchase and hold properties until development projects are ready to proceed.



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Location

To be determined; all districts.

Goals

- Purchase properties for strategic catalyst projects including workforce housing

Investments

- Real property

Cost

- Up to \$4 million

Timeline

- 2012—2014



Project Profile: *Annual Streetscapes*

[vision]: CCDC’s annual streetscape improvement program provides a relatively quick-response mechanism to add vitality to the public realm in areas where it will make the most difference.



Streetscape improvements can include quality materials, safety upgrades, new trees and street furnishings.

The public rights-of-way in downtown are important to business owners, residents, visitors and motorists passing through. Improvements to sidewalks and other ROW makes a significant difference in the sense of quality generated by an area. CCDC’s streetscape grant program provides assistance to developers of new or significantly remodeled buildings, but in many parts of downtown the streetscape needs improvements yet no development projects are in the pipeline. This annual streetscape program is intended for these cases.



Location

To be determined; all districts.

Goals

- Continue bringing downtown streetscapes up to standard
- Create special places
- Catalyze private investment

Investments

- Brick sidewalks, historic light poles, trees, tree grates, irrigation, furnishings, public art

Cost

- Up to \$150,000 per block face; total per year TBD

Timeline

- 2012—2015



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District: *Central District*

The Central District essentially is the downtown core. It is the oldest urban renewal district in Idaho, formed in 1965 and set to close in 2017. The district is 34 acres in size.



The Central District is composed of a little more than nine blocks in the middle of downtown.

Boise's Central District is the oldest and perhaps the most successful urban renewal district in the state. It was formed in 1965 as a larger district, including six adjacent blocks on the north and west which are now part of Westside. The activities in Central were originally funded with federal urban renewal grants. After federal funding ended in the late '70s, the tax increment financing (TIF) mechanism was introduced in Idaho as Revenue Allocation. In 1987 the Central District was reformed as a RAD, without the six blocks.



Priority Investments:

- Streetcar
- Parking Reinvestment Plan
- 8th Street renewal project
- Irrigation system replacement
- Grove Plaza renewal project
- 8th & Main

Other Investments:

- Sustainability upgrades to parking garages
- "Best in Class" Parking Program Initiatives
- 8th & Main resolution
- Endowment fund for 8th Street & Grove Plaza maintenance



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Project Profile: *Parking Reinvestment Plan*

[vision] Preserve the structural integrity of the buildings, install modern equipment and make them safe. Help fund alternative transportation options.



The City Centre Garage serves the downtown core and helped leverage key developments like the Aspen Lofts and BoDo.

Getting cars off of surface parking lots is a key component of creating a vibrant downtown. CCDC has built and operates six structured parking garages in the downtown core with a total of over 2400 spaces. Many of these garages are at the stage in their useful lifecycles where improvements and reinvestments are needed: to protect the longevity, usefulness and marketability of the system and the safety of the public that uses it.



Location

The six downtown public parking garages.

Goals

- Assess the health of the buildings
- Schedule maintenance and work to minimize deterioration
- Provide “smart” equipment
- Improve parking experience

Investments

- Concrete and steel rehab
- Waterproofing
- Energy efficient lighting
- Paint inside and out
- Signage

Cost

- \$750,000 annually for 5 years
- \$500,000 annually after that

Timeline

- 2012—2026



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Project Profile: *8th Street Renewal*

[vision] 8th Street Renewal is about public safety and public enjoyment. It builds on the strong sense of place and vitality that CCDC has already accomplished in the section of the street from Bannock to Main.



Possible intersection treatment at 8th and Idaho.

In the mid-1980s CCDC acquired 8th Street between Bannock and Main, from building face to face, and initiated a series of streetscape improvements that have led to the street becoming the most desirable cafe and restaurant location in town.

The planned investments build on what CCDC has already done on the street, adding identity, improving connectivity and safety and helping to bring even more activity to the area.

Eighth Street Renewal is the first of a series of investments that are proposed for the entire length of 8th Street, from Jefferson Street to the Boise River.



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Location

8th Street between Bannock and Main streets.

Goals

- Increase identity for 8th Street
- Increase public safety on 8th Street
- Increase foot traffic on Bannock Street

Investments

- Three intersections with bump-outs and pavement art
- 8th Street closure system
- Public art

Cost

- \$1 million—\$1.5 million

Timeline

- 2016



Project Profile: *Irrigation System Replacement*

[vision] Revitalize aged irrigation system, improving the delivery of water to the residents of downtown that work the hardest to make it desirable—the trees.



In-ground automated irrigation systems are the most efficient means of providing health to downtown street trees.

Downtown’s urban forest is one of its most valuable—but often neglected—assets. Trees provide aesthetic and environmental benefits to the downtown; they increase property values, provide shade, reduce rainwater runoff, absorb pollutants from the air and surface, cool the area around buildings thereby reducing energy use, and provide habitat for birds and other wildlife; they provide year-round visual interest and when leafed out they help mitigate the noises of the city and add auditory interest of their own.

These investments would update the inconsistent irrigation systems along 8th Street, providing a consistent and reliable delivery of water throughout the area.



Location

8th Street between Bannock and Main streets.

Goals

- Preserve mature street trees
- Fix irrigation leaks
- Minimize disruption of established sidewalks

Investments

- Irrigation
- New ADA-compliant tree grates

Cost

- \$20,000 annually

Timeline

- 2014—2016



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Project Profile: *Grove Plaza Renewal*

[vision] The Grove Plaza is the heart of downtown, but it can be improved to be more accessible, connected, accommodating, informative and interesting.



The Grove Plaza could be a showcase of sustainability strategies.

The Grove Plaza was designed to be a catalyst public open space when it was constructed in the mid-1980s. It is now the civic and cultural center of the city, but there is room for other improvements. In addition to being a place to hold events and celebrations, the Grove can be a destination on its own.



Location

Grove Plaza between Main and Front streets and between 9th Street and Capitol Blvd.

Goals

- To create awareness about sustainability strategies through use of public art and other elements
- To improve the east/west pedestrian connections to Grove Street
- Increase bike parking

Investments

- Improved connection to Grove Street
- Columnar elements
- New bike racks
- Sustainable art elements

Cost

- Up to \$1 million

Timeline

- 2013—2015



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Project Profile: *NW 8th & Main*

[vision] Facilitate the redevelopment of the last remaining major undeveloped site in Central District.



The Art on the Wall project helps hide the unsightly abandoned construction zone behind it.

The northwest corner at 8th and Main streets is rich historically: it is on the Oregon Trail spur, and was the site of the Overland Hotel and later the Eastman Building. The site has remained vacant since the Eastman fire of 1987, in spite of two major development project attempts. The location is considered one of the most valuable real-estate parcels in Idaho. CCDC could participate in redeveloping the site in a number of ways.



Location

NW corner of 8th and Main streets.

Goals

- Facilitate the redevelopment of this site

Investments

- TBD

Cost

- \$1 million

Timeline

- TBD



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Project Profile: *Garage Sustainability*

[vision] CCDC's parking garages are excellent demonstration sites for sustainability strategies.



LEED-certified garage, left, in Chicago uses wind energy and collects rainwater; right, green walls at Portland airport garage.

CCDC's Sustainable Development Policy directs it to utilize sustainable practices whenever feasible in the way it manages, renovates and maintains its facilities. Parking garages offer the potential to showcase a number of strategies:

- solar and wind energy collection on roofs and walls
- solar roofs provide shade and protection to top floors
- “green” walls or roofs provide shade, beauty, noise and pollution mitigation
- rainwater collection and reuse for cleaning or watering
- alternative vehicle accommodations: bicycle lockers, motorcycle parking, electric vehicle recharging
- Energy efficient lighting systems



Location

Six CCDC parking garages.

Goals

- Achieve goals of sustainability policy
- Reduce energy, water use
- Provide more comfortable garages
- Sustainability demonstration for garage users

Investments

- Solar collection panels on roofs or walls
- Living “green” walls or roofs
- Rainwater collection systems
- Lighting upgrade systems

Cost

- \$1 million

Timeline

- TBD



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District: *River Myrtle–Old Boise District*

[vision] The River Myrtle–Old Boise District was formed in December 2004 and will close in 2024. Originally created as the River/Myrtle district in 1994, this district was expanded in 2004 with the addition of the Old Boise area and other smaller parcels. The district is 340 acres, divided into two subdistricts.



The River Myrtle–Old Boise District encompasses a wide range of downtown features: the stately tree-lined areas in Old Boise/Eastside, the emerging Ada County Courthouse and Broadway Avenue district, BoDo and the Cultural District south of the downtown core, the River Street neighborhood, the Americana Boulevard gateway and parts of the Linen District. This much variety suggests a broad array of public investment needs.



Recommended Investments:

- Streetcar
- Pioneer Corridor
- Post Office Plaza
- Old Boise streetscape
- 9th Street irrigation
- 8th St Broad to Myrtle streetscape (BoDo)
- South 8th Street streetscapes

Potential Future Investments:

- Linen District Plaza south side of Grove Street
- Property acquisition for workforce housing
- East Grove Street
- West Grove Street
- Broad to 3rd streetscape
- 3rd Street from State to Julia Davis streetscape
- Ave A from Front to Julia Davis streetscape
- Pioneer Street (new street)



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Project Profile: *Pioneer Corridor*

[vision] The Pioneer Corridor links downtown to the river along a historic pathway through the River Street neighborhood. The corridor project will improve bicycle and pedestrian connectivity and serve as a catalyst for new development.



Artist view of potential redevelopment in the River Street neighborhood along the Pioneer Corridor.

The Pioneer Corridor is an ambitious project to transform a part of downtown that has been largely overlooked for a century. The Walker-Macy design features a series of funnel-shaped open spaces, walkway improvements and a realigned new Pioneer Street that creates a straight shot from the river to the 11th and Myrtle street corner, and from there across Parcels C and D to Broad Street and on to 8th Street. The design improves the bike/ped linkage, creates an improved street grid and produces larger and more readily developed parcels. The general plan can be broken into manageable phases; the “proof-of-concept” Phase 1 was just finished using federal funding obtained through ITD that literally paved the way for future sections.



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Location

Between Boise River at Anne Morrison foot-bridge and downtown at 8th Street.

Goals

- Improve existing bike/ped pathway
- Provide safe, attractive public amenity
- Integrate public art and cultural context
- Catalyst for new private investment

Investments

- Phase 1, Miller–Myrtle complete 2011
- Phase 1B–Art/cultural interpretive
- Phase 2, Miller–River streets
- Phase 2B, old Pioneer St open space
- Phase 3, River Street–Boise River
- Phase 4, new Pioneer Street
- Phase 5, Grand Avenue Node

Cost

- Phase 1B approx. \$30,000
- Phase 2 approx. \$250,000
- Phase 2B est. \$250,00–\$400,000
- Phase 3 est. \$500,000
- Phase 4 approx. \$800,000
- Phase 5 approx. \$2.1 million

Timeline

- 2012—2015



Project Profile: *Post Office Plaza*

[vision] The Old Federal Building at 8th and Bannock is an architectural landmark in downtown. Its wide, empty concrete sidewalks present an opportunity to create a major public open space on par with the building’s significance.



Location

NE corner of 8th and Bannock streets.



The Post Office Plaza would add interest to one of the most important pedestrian intersections in downtown.

The sidewalk frontage at the downtown Post Office provides an opportunity for a public plaza. Transforming a sidewalk into a public gathering space, through the use of seating and landscaping elements, encourages people to use it as a place to meet and relax. Water elements could help to cool the space on hot summer days and may be designed as a place for children to play. Vegetation would provide texture, color, and shade. Variation in paving patterns and materials adds interest to the space. An art installation could act as a focal point for the plaza.

Goals

- To provide a public plaza at the north end of 8th Street
- To provide public seating

Investments

- Streetscape improvements, selected trees and landscape plantings, public art

Cost

- Approx. \$420,000

Timeline

- 2015—2016



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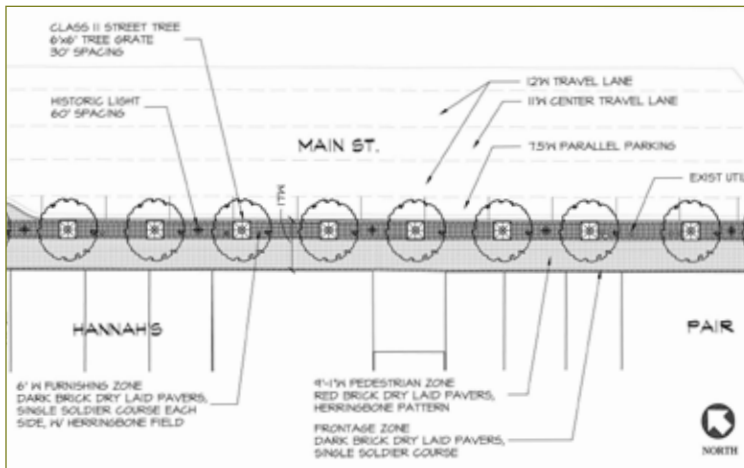
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Project Profile: *Old Boise Streetscape*

[vision] The Old Boise Historic District is listed on the National Register of Historic Places. The area may be historical, but its streetscape is merely old, in need of improvements that match the district’s current vitality.



The streetscape improvement design would bring the Main Street frontage to the adopted standard.

Old Boise is a great example of the private sector preserving and redeveloping an older part of downtown. When Old Boise was added to the River/Myrtle district in 2004, one of the key proposed investments was updating the area’s streetscapes to conform with the downtown streetscape standards.



Location

South side of Main Street between Capitol Boulevard and 6th Street.

Goals

- Strengthen the sense of place in Old Boise
- Help major property owner bring sidewalks up to current standards

Investments

- Streetscape grants for brick sidewalks, historic light poles, trees, tree grates, irrigation

Cost

- \$200,000—\$600,000

Timeline

- 2013—2015 (TBD with property owners)



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Project Profile: *9th Street Irrigation*

[vision] Ninth Street south of Front Street serves as a major gateway out of downtown. Providing irrigation to the street frontage will add an attractive tree-lined aspect to this part of 9th Street.



Below-surface investments in soil, tree wells and irrigation are required to keep downtown's street trees thriving.

The street trees along 9th Street south of Front Street are either in rough shape or nonexistent. This is a simple project in partnership with the Boise City Parks and Recreation Department's Community Forestry Unit that will provide irrigation to the tree locations along this highly visible street corridor.



Location

9th Street from from Front to River, both sides of the street.

Goals

- Install an appropriate irrigation system
- Install proper streetscape amenities

Investments

- Irrigation system
- Trees, grates, tree guards
- Other as necessary

Cost

- \$75,000

Timeline

- 2012



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Project Profile: *8th Street—Marketplace*

[vision] The 8th Street Marketplace is a cluster of shops, office and new residential uses that builds on the vitality of BoDo. Investments here are designed to improve the public realm to help make these businesses more successful.



One of the main needs in the area is to replace the stamped concrete sidewalks that present an accessibility barrier and don't conform to downtown design standards.

Eight Street Marketplace is the redevelopment of the old warehouse district built to railroad spurs servicing the main line at Front Street. The first major redevelopment occurred in the '70s and then again as part of the BoDo project. The area has been designated the South Eighth Street Historic District by the city and is listed on the National Register of Historic Places. This project will bring the streetscape up to current standards.



Location

8th Street between Broad and Myrtle streets.

Goals

- Complete the sidewalk improvements along 8th Street from Broad to Myrtle streets.
- Increase foot traffic for business

Investments

- Brick sidewalks, historic light poles, trees, tree grates, irrigation, benches, bike racks, trash cans

Cost

- \$300,000—\$500,000

Timeline

- TBD



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Project Profile: *8th Street—Cultural District*

[vision] Eighth Street is the organizing axis for arts & culture in downtown Boise, and is designated in several plans. Most redevelopment opportunity is in the lower warehouse section from Myrtle Street down to the river.



The streetscape in the Cultural District includes mature street trees and deteriorating sidewalks.

Boise’s Cultural District was identified in the 1994 River/Myrtle plan and later in the 1998 Cultural District Plan, resulting in a logo and recommendations for advocacy and development. The area is a cluster of cultural institutions like the Esther Simplot Performing Arts Academy, the Fulton Street Theater, the public library, the Cabin literary center, Trey McIntyre Dance Company and others. Much of the area currently consists of vacant warehouses and surface parking. This project will build on the area’s current identity and provide new streetscapes and other investments.



Location

For the CIP: area bounded by 9th, Myrtle, Capitol and the Boise River.

Goals

- Enhance and complement the identity of Cultural District
- Provide a unique streetscape treatment that promotes arts and cultural activity

Investments

- Sidewalks, light poles, trees, tree grates, irrigation, furnishings, public art

Cost

- \$3 million—\$5 million

Timeline

- TBD



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Project Profile: *Linen District Plaza South*

[vision] The Linen District is a private redevelopment concept in which public investment can extend the vision and stimulate further private development.



Extended sidewalks with special paving patterns could be a way to establish a plaza amenity in the Linen District.

The Linen District is the creation of Boise developer David Hale, based initially on his redevelopment of the former American Linen Building at 14th and Grove. Approximately 6 blocks around the building have been branded as the Linen District, including the Linen Building event center, the Modern Hotel, restaurants and other businesses geared toward “creative professionals.”

The Westside master plan suggested creating a “major new urban open space” on 14th Street. More recently, the 2010 CCDC Linen District Cultural Concept Plan and the 2011 Grove Street Concept Plan have proposed the open space be oriented along Grove Street in the Linen District. Because the boundary between RMOB and Westside runs along Grove Street, this project is split between the two districts—see p. 27 for the Westside investment.



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Location

South side of Grove Street between 13th and 16th streets.

Goals

- Provide public open space at west end of downtown
- Build on existing energy and identity of Linen District
- Integrate investment ideas from Linen District Cultural Concept Plan

Investments

- Plaza paving
- Water features
- Lights, furnishings
- Public Art

Cost

- \$1.75 million

Timeline

- 2016



District: *Westside Downtown District*

The Westside Downtown District was created in 2001 and will close in 2025. The district consists of 144 acres.



Westside is envisioned to be a vital part of downtown Boise with a rich mixture of urban-style housing, offices, shops, restaurants and sidewalk cafes where people live, work, visit and enjoy being part of the city center. Westside will enhance downtown's economic vitality with new stores that make downtown a shopping destination and with new and expanded businesses that increase employment in the central business district. Westside will be an urban neighborhood with tree-lined streets and attractive sidewalks that encourage walking as the primary means of travel. Plazas, park-like green space, artwork, concerts and cultural events will enhance public spaces created here and delight residents as well as visitors.



Recommended Investments:

- Streetcar
- West Grove Street
- Two way street conversion
- Annual streetscape project
- Property acquisition for workforce housing
- Linen District Plaza north of Grove Street
- State Street streetscape

Potential Future Investments:

- Property acquisition for workforce housing
- Various streetscapes
- West Grove Street
- Parking garage



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Project Profile: *9th Street Safety Island*

[vision] To improve pedestrian safety at 9th Street and improve the implied and physical pedestrian connection between east and west Grove Street.



Safe, attractive pedestrian and bicycle crossing of 9th Street at Grove Street is a challenge that can be solved by a safety island.

At the intersection of Grove and 9th Streets the implied and physical connection between the east and west end of Grove Street is severed by the misaligned street and the lack of a safe crossing at 9th Street. The Linen District suffers from a lack of automobile access and 9th Street suffers from traffic congestion trying to get to Front Street.

The proposed traffic island implies a realignment of the street, a safe pedestrian crossing at 9th Street and the installation of an art sculpture that visually continues the east/west axis of Grove.



Location

9th and Grove streets.

Goals

- To ease automobile access to both Grove and Front streets and alleviate traffic congestion on 9th Street
- To create a safe, visually interesting pedestrian crossing mid-block on 9th
- To increase auto, pedestrian, and bicycle traffic on Grove Street.

Investments

- TBD

Cost

- Approx. \$400,000

Timeline

- 2013



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Project Profile: *Two-way Street Conversion*

[vision]: Enhance the performance of the downtown street system and improve mobility while at the same time making the system compatible with a people-oriented, urban-intensity downtown.



Changing traffic signals is just one of the steps in changing a one-way street back to two-way.

The planned downtown Boise Multimodal Center and several yet to be financed downtown development projects provided the catalyst to investigate the ability to reconfigure the streets between North 11th and North 14th Street. The premise is that two-way street operation could benefit access by autos and transit to the western portion of downtown. Two-way streets are preferred by businesses that rely on visibility and ease of access by drivers and pedestrians. They also improve mobility and safety for bicyclists.



Location

11th - 14th Streets between west Front and west Main streets, to west State Street.

Goals

- Improve automobile circulation in west downtown
- Create better automobile access to businesses

Investments

- Street signal changes
- Street sign changes

Cost

- Approx. \$250,000

Timeline

- 2014 or in coordination with the opening of the Multimodal Center



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Project Profile: *Linen District Plaza–North*

[vision] The Linen District is a private redevelopment concept in which public investment can extend the vision and stimulate further private development.



Public open space on Grove Street in the Linen District could be expanded plaza space for businesses and passersby.

See description on p. 23.



Location

North side of Grove Street between 13th and 16th streets.

Goals

- Provide public open space at west end of downtown
- Build on existing energy and identity of Linen District
- Integrate investment ideas from Linen District Cultural Plan

Investments

- Plaza paving
- Water features
- Lights, furnishings
- Public Art

Cost

- \$1.5 million

Timeline

- 2016



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Project Profile: *State Street*

[vision] The project brings major improvements to the street and right-of-way to this long-neglected important gateway to downtown.



State Street headed into downtown does not show the same high level of quality seen in the public sphere in downtown itself.

State Street is a historic east-west corridor through the valley that has not kept pace with public improvements elsewhere. This project will improve the last 9 gateway blocks leading to the Idaho Capitol Building by realigning the edge of the roadway and bringing the sidewalk up to the current streetscape standards. The project will be accomplished through a partnership with ACHD and the city.



Location

State Street between 8th and 16th streets.

Goals

- Improve gateway into downtown
- Align the sidewalk ROW for traffic safety
- Improve appearance and pedestrian experience

Investments

- Sidewalk realignment, trees, tree grates, irrigation

Cost

- \$3.32 million

Timeline

- TBD



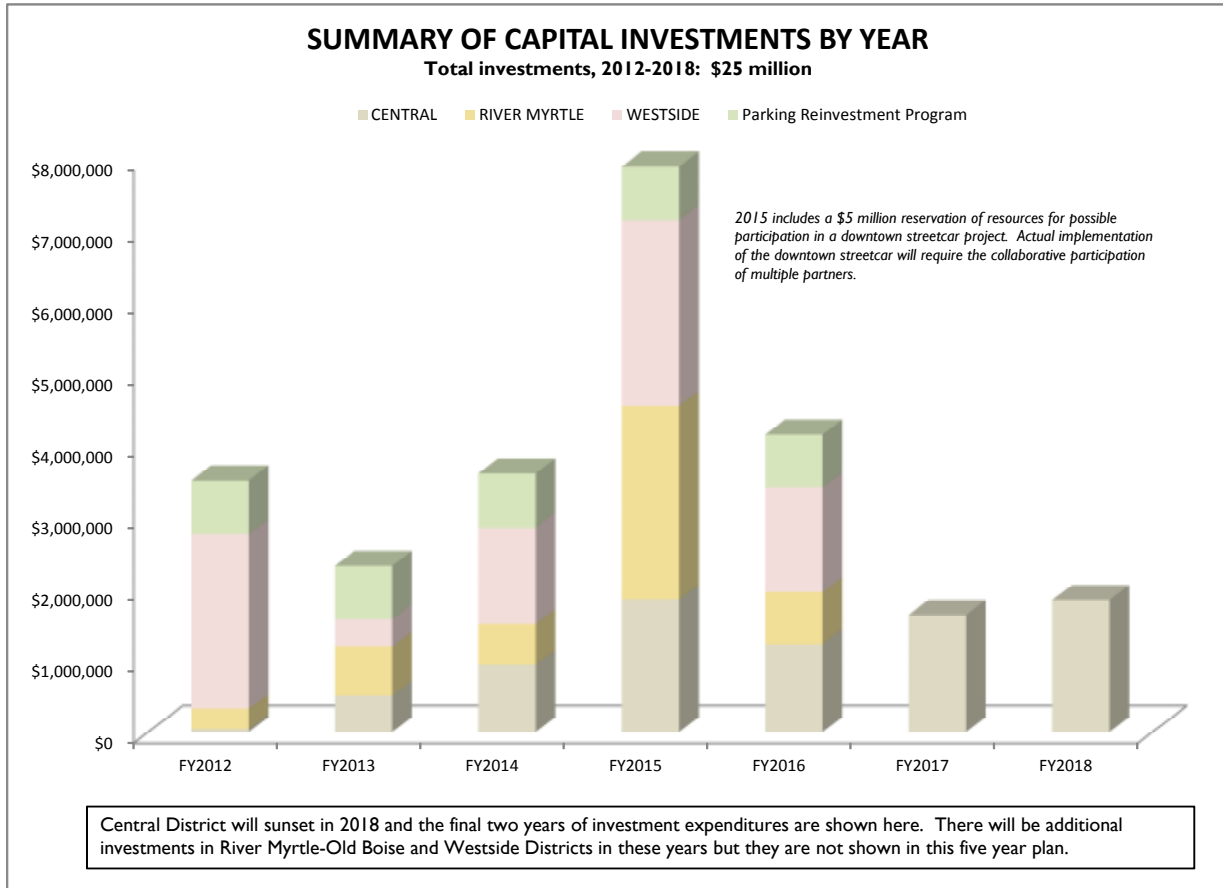
CAPITAL CITY DEVELOPMENT CORP.

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CIP FY12 Update: *Summary*



First-priority investments by year

2012 Investments

- Multimodal Center
- Pioneer Corridor
- Parking reinvestment plan
- Street tree irrigation
- Streetscape – 10th Street

2013 Investments

- 9th Street pedestrian island
- Grove Plaza renewal
- Old Boise streetscapes
- Parking reinvestment plan
- Pioneer Corridor
- Street tree irrigation

2014 Investments

- Grove Plaza renewal
- Old Boise streetscapes
- Two-way street conversion
- Parking reinvestment plan
- Pioneer Corridor
- Property acquisition
- Street tree irrigation
- Streetscape – Bannock

2015 Investments

- Grove Plaza renewal
- Old Boise streetscapes
- Parking reinvestment plan
- Pioneer Corridor
- Post Office Plaza
- Streetcar
- Streetscape – Bannock

2016 Investments

- 8th Street renewal
- Linen District Plaza
- Parking reinvestment plan
- Post Office Plaza

2017 Investments

- 8th Street renewal
- Parking reinvestment plan

2018 Investments

- 8th Street renewal
- Streetscape renewal
- Parking reinvestment plan

Summary cont'd.

Additional possible investments

The investments listed below are not currently planned for the seven-year period (2012-2018) covered by the CIP for the Central District or the five-year period (2012-2016) covered by the CIPs for the River Myrtle–Old Boise District, Westside District and the Downtown Public Parking System. However, these are the types of investments envisioned in the urban renewal plans for the districts and the agency believes these are the next highest set of priorities, after the investments in the five-year CIP. Timing of these investments may be advanced to occur in the next five to seven years if agency resources exceed current projections and/or if market conditions warrant a nearer-term implementation.

Central District, \$4.4 million in additional investments

- 8th & Main Building
- 8th & Main Plaza/Park (in lieu of building)
- City Hall streetscape
- Endowment for 8th Street and Grove Plaza maintenance
- Infrastructure refurbishment & streetscape brick repairs

River Myrtle–Old Boise District, \$15 million in additional investments

- 8th Street – Marketplace
- 8th Street – Cultural District
- 3rd Street Streetscape, State Street through to Julia Davis Park
- Avenue A Streetscape, Front Street through to Julia Davis Park
- Broad Street Streetscape, 3rd Street through to Capitol Boulevard
- Capitol Boulevard streetscape
- Grove Street Corridor, 3rd Street to 16th Street
- Phases 4 and 5, Pioneer Corridor
- Property acquisition for future development that reflects agency priorities

Westside District, \$14.9 million in additional investments

- Grove Street Corridor, 9th Street to 16th Street
- Parking garage
- Property acquisition for future development that reflects agency priorities
- State Street Gateway
- Streetscapes on Jefferson, Bannock, Main and Idaho between 8th and 11th streets

Downtown Public Parking System, \$2 million in additional investments

- Best-in-class parking program initiatives
- Sustainability upgrades to the parking garages

