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

3.1 Building Location and Orientation
3.2 Non-Motorized Circulation & Connections
3.3 Vehicular Circulation & Connections
3.4 Parking Structures & Drive Through Lanes
3.5 Internal Open Space / Design
3.6 High Visibility Street Corners & Gateway Sites
3.7 Service Area Location & Design
3.8 Landscaping Design
3.1 Building Location & Orientation

**Intent:**
- To design sites and orient buildings to create a comfortable walking environment; and
- To enhance the visual character and definition of streets.

**Applicability:**
If applicable planning areas have adopted Block Frontage provisions within Chapter 2, such provisions shall supersede the provisions of this subchapter.

**Standards/Guidelines:**

### 3.1.1 Storefronts.
Buildings placed to the edge of the sidewalk, where allowed by the zoning district (NOTE: Coordination needed with zoning code update; intent to allow storefront opportunity within commercial districts in Activity Centers), shall meet the following standards:

1. **Ground floor:**
   a. Land uses: Except for lobbies associated with residential or hotel/motel uses, non-residential uses are required on the ground floor;
   b. Floor ceiling height: 13 feet minimum for new buildings, to ensure that the space is viable for commercial use; and
   c. Retail space depth: 30 feet minimum for new buildings. Again, this is to ensure that the space is viable for commercial uses. Reduced depths will be considered where unique site constraints are present and where the applicant can successfully demonstrate that the design and configuration of the space is viable for a variety of permitted retail uses.

2. **Building entrances:** Must face the street. For street corner buildings, entries on both streets are encouraged, but an entry on only one street is required.

3. **Façade transparency:** At least 60 percent of ground floor between 30 inches and 10 feet above the sidewalk.
   Display windows may count for up to 50 percent of the transparency requirements provided they are at least 30 inches in depth to allow changeable displays (see Fig __ next page for an example). Tack-on display cases shall not qualify as transparent window areas.

4. **Weather protection:**
   a. For south & west-facing façades, weather protection at least 5 feet in average depth along at least 60 percent of façade; ☢
   b. Otherwise, provide weather protection at least 3 feet deep over primary business entries. Recessed entries may be used to meet this standard; and
   c. Retractable awnings may be used to meet these requirements.

5. **Sidewalk width adjacent to storefonts:** 14 feet minimum between curb edge and storefront (area includes clear/buffer zone with street trees in grates) OR established historic pattern (whichever is more). ☢ In areas with limited rights-of-way width, building setbacks may be needed to meet the sidewalk width standard herein.

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

- **Façade transparency:** The design treatment of façade area between ground level windows provides visual interest to the pedestrian and mitigates impacts of any blank wall areas. The City shall consider the current and desired context (per Blueprint Boise or applicable neighborhood plan) of the specific site and determine if reduced transparency would be acceptable even with special façade design treatment. No less than 40 percent of the façade between 30 inches and ten feet above the sidewalk may be approved with a departure.
- **Weather protection:** Other design treatments provide equivalent weather protection benefits.
- **Sidewalk width:** Sidewalk/streetscape and/or building design techniques should be employed to increase pedestrian comfort and safety and provide visual interest and character to the specific neighborhood. The City shall consider the current and desired context (per Blueprint Boise or applicable neighborhood plan) of the specific site and determine if reduced sidewalk widths would be acceptable even with special design features referenced above. Minimum widths with departures: ten feet where on-street parking is present, 12 feet where there is no on-street parking, but a bicycle lane or wide shoulder is present.
Weather protection:
At least 5’ average depth along 60% of facades facing south or west

Height:
13’ minimum floor to ceiling

Windows/transparency:
At least 60% of facade between 30” and 10’

Sidewalk:
14’ minimum (or per established historic pattern)

Entry:
facing street
3.1.2 Building/parking location.
Applicability: All development within designated Activity Centers (see definition) and all multifamily developments are subject to the following building/parking location standards:
Standards: Sites shall be designed to locate buildings towards the street with parking located to the side or rear of buildings. For multi-building developments, no more than 50 percent of the street frontage shall be occupied by parking and vehicular access elements. For multi-building developments on corner lots, the 50 percent standard shall only apply to the primary frontage (as determined by the governing authority) provided one of the buildings is sited towards the street corner, with parking areas to the side or rear.
Departures: Other design treatments will be considered provided they meet the intent of the standards and the goals and policies of the Comprehensive Plan, related to the applicable street corridor/planning area. Design features above and beyond the standard parking lot buffers (ADD LINK) must be provided to add visual interest to the pedestrian and add spatial definition of the street.

3.1.3 Building entrances.
Building entrances facing the street are encouraged. At a minimum, at least one building entry visible and directly accessible from the street is required. In districts with an established pattern of building entrances facing the street, new buildings shall be designed consistent with the established pattern. For storefront buildings, see Provision 3.1.1.
Applicant requests departure for boulevard frontage: more than 50% of frontage is parking

**Existing**

**Proposed**

Fig. 3-7. An example of an acceptable building/parking location “departure” — where an alternative configuration results in a new storefront type of street with a plaza as a focal point.
3.1.4 Façade transparency.
For storefront buildings, see Provision 3.1.1.
Other buildings with non-residential uses on the ground floor within 10 feet of sidewalk, at least 40 percent of the ground floor between 4-8 feet above the sidewalk.

Other buildings with non-residential uses on the ground floor within 20 feet of the sidewalk, at least 25 percent of the ground floor between 4-8 feet above the sidewalk.

Residential buildings, at least 15 percent of the entire façade (all vertical surfaces generally facing the street).

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

3.1.5 Weather protection.
For storefront buildings, see Provision 3.1.1.
For all other facades, weather protection at least 3 feet deep over primary business and residential entries is required.

3.1.6 Ground floor elevation for residential uses.
New residential buildings sited close to the street are encouraged to raise the floor elevation for the ground floor between 2 and 5 feet, consistent with the historic pattern of residential development in Boise and to increase privacy for residential uses and enhance the opportunity for “eyes on the street” for community safety purposes.

3.1.7 Landscaping.
For setbacks adjacent to buildings with windows, provide low level landscaping that maintains views between the building and the street.
For setbacks adjacent to façade areas without windows, provide plant materials that screen blank walls and add visual interest at both the pedestrian scale and motorist scale. For extended wall areas, provide for a diversity of plant materials and textures to maintain visual interest from a pedestrian scale.
For other landscaping provisions, see Provision 3.9.2.
3.2 Non-Motorized Circulation & Connections

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

Standards/Guidelines:

3.2.1 Integrated circulation system.
All developments shall successfully demonstrate how the proposal includes an integrated non-motorized circulation system that connects buildings, open space, and parking areas with the adjacent sidewalk system and adjacent properties. As a general rule, the greater the intensity of development (in terms of residential unit density, anticipated employment/user/shopper density per use/building), the stronger the circulation network needs to be. This includes the number of connections, the distance between connections, and the width and quality of the connections. This includes the location and quality of the proposed bicycle facilities and connections and coordinated with the (LINK TO BIKE PLAN). Specifically, non-motorized connections shall be provided at 200-foot intervals, maximum. Industrial zones are exempt from this provision.

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

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

Cross-References:
ADD LINKS/CROSS REFERENCES TO APPLICABLE BIKE/PED PLANS AND PUBLIC WORKS STANDARDS
Fig. 3-12. Illustrating an example of neighborhood infill development with good internal pedestrian circulation — at intervals less than 200 feet except where buildings are longer than 200 feet or where connections to adjacent properties aren’t possible.
3.2.4 Future internal connections.
For properties with a “Future internal connection” line illustrated on an applicable Community Design Framework Map in Chapter 2 (ADD LINK), new developments and Level III improvements (ADD LINK) are required to integrate an internal connection with the development.

The connection may be a public street (where required by the governing authority) or a private internal roadway accommodating both vehicular and pedestrian access (also see Provision 3.3.2 below). The location of the connection on the Community Design Framework Map is intended to be conceptual – to provide some flexibility based on the ultimate uses and type of development on-site. Some variation to the alignment will be permitted, provided the connection meets the intent of the standards and fits the context of the site and development.

This standard shall also apply to non-residential development where surrounded by an established street grid. The new development shall be required to make connections to the adjacent street grid.

Fig. 3-13. Example of how a “future internal connection” could be implemented in neighborhood infill development
3.2.5 Connections to adjacent properties/uses.
For sites abutting vacant or underdeveloped land, the City may require new development to provide for the opportunity for future connection to its interior pathway system through the use of pathway stub-outs, building configuration, and/or parking lot layout. Connections (or provisions for future connections) at a maximum of 200-foot intervals are required. Departures will be considered where alternative provisions meet the intent of the standards. Exemption from the standards:
1. Where adjacent uses are configured to prevent such a connection and it is determined by the City such use is unlikely to redevelop within the next 20 years based on use compared to zoning capacity, land value to improvement value (X), current use lease(s) on the property, and/or other applicable site or land owner information; and/or
2. The size of the proposed use necessitates a greater interval between connections.

3.2.6 Parking lot pathways.
A paved walkway or sidewalk shall be provided for safe walking areas through surface parking lots greater than 200 feet long (measured either parallel or perpendicular to the street front). Walkways shall be provided for every three parking aisles or at a distance of less than 200 feet shall be maintained between paths (whichever is more restrictive). Such access routes through parking areas shall be separated from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement. Speed bumps may not be used to satisfy this requirement.

The width of the pathway shall be appropriate for the applicable on-site uses. For example, walkway widths near grocery stores where carts are used warrant 8-12 foot wide pathways.

3.2.7 Americans with Disabilities Act.
All pathways shall conform to the Americans with Disabilities Act (ADA).

Fig. 3-14. Illustrating the maximum width between parking lot pathways within a large parking lot

Fig. 3-15. Parking lot pathway examples. The wider pathway (middle) is an excellent example where strong visual and physical connections are needed between uses and activity centers.
3.2.8 Internal pathway width and design.

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

2. Internal pedestrian walks shall be separated from structures at least 3 feet by landscaping, except where the adjacent building meets storefront façade requirements set forth in Provision 3.1.1 or where other design treatment are included on or adjacent to the wall that add visual interest at the pedestrian scale. Examples could include the use of a trellis with vine plants on wall or sculptural, mosaic, bas-relief artwork, or other decorative wall treatments. Secondary walkways near the rear of developments may be exempted from this standard where the governing authority determines that special design treatments are unnecessary.

Fig. 3-16. Separate walkways from structures (other than storefronts) with at least 3 feet of landscaping.

Fig. 3-17. Examples of design treatments along walkways that add visual interest to the pedestrian. In the left example, a narrow elevated planter (less than 3' wide) combined with a distinctive mixture of quality materials provides interest. In the right image, artwork, materials, and design details add interest.
3.2.8  Internal pathway width and design (cont.).

3. All internal walkways along pedestrian-oriented building fronts and walkways on the edge of parking areas shall feature at least one street tree (on average) for every 40 feet of walk. Trees may be sited to maintain entry sign visibility.

4. Pathways along the front facade of mixed-use and retail buildings 100 feet or more in length (measured along the facade) that are not located adjacent to a street must be at least 12 feet wide with 8 feet minimum unobstructed width and include the following:
   a. Street trees shall be placed at an average of 40 feet on-center and placed in grates (except where trees are placed in planting strips). Breaks in the tree coverage will be allowed near major building entries to enhance visibility. However, no less than one tree per 60 lineal feet of building facade must be provided;
   b. Planting strips may be used between any vehicular access or parking area and the pathway, provided that the required trees are included and the pathway is at least 8 feet in width and the combined pathway and planting strip is at least 14 feet in width; and
   c. Pedestrian-scaled lighting may be used as a substitute to the required street trees, provided they are used at the same intervals.

5. Pedestrian crossings.
   a. Crosswalks are required when a walkway crosses a paved area accessible to vehicles; and
   b. Applicants must continue the sidewalk pattern and material across driveways.
3.3 Vehicular Circulation & Connections

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

**Standards/Guidelines:**

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

3.3.2 Future (internal) connections.
Where an applicable Community Design Framework Map in Chapter 4 indicates a “future connection” internal or adjacent to a site, new development and Level III improvements (ADD LINK) shall be designed to integrate such connections. Connections that run along property boundaries shall be designed and dedicated as public streets per the Livable Street Design Guide. Connections that are internal to sites are typically private internal roadways, except for large sites where public street connections would be required per ACHD. The routes shown on the Community Design Framework Map are conceptual in nature as the actual location may vary depending on the proposed use, design proposal, and per negotiation with the City during the applicable design review process. See Fig. 3-20 (ADD LINK) for a good example of how this can be accomplished on a neighborhood infill site.

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

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Fig. 3-20. The 36th Street Garden Center features good internal circulation with two ring roads that connect to surrounding streets. The parallel parking combined with walkways, lighting, and design details add character to the development.

Fig. 3-21. An example of a curbless woonerf street
3.4 Parking Structures & Drive Through Lanes

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

Related standards:
- See Chapter 2 for applicable block frontage (including parking lot/structure location) standards;
- See Provision 3.2.6 for parking lot pathways;
- See Provision 3.8.3 for parking lot landscaping buffers and internal parking lot landscaping requirements; and
- See BMC ____ for minimum parking requirements

Standards/Guidelines:

3.4.1 Parking structure design.
Preferably, parking structures are hidden underneath or behind uses so that their impacts to the street are minimized. For example, providing ground floor retail along the streetfront, with structured parking behind is desirable, where the market conditions for retail are viable. Another desirable approach used increasingly for large multi-level parking structures in mixed-use developments is to include a single row of apartments lining the outside.

In areas where parking structures are exposed to the street, the following standards apply:
1. Structured parking facilities shall be designed to meet applicable building design provisions in Chapter 4, including architectural character, massing and articulation, building elements and details, building materials, building lighting, and blank wall treatments. Some flexibility to the massing and articulation standards may be considered via the departure process due to the large floor-plates needed for a parking garage, provided the design treatment appropriately fits the context. For example, a parking garage wall facing a freeway will warrant greater flexibility in façade articulation than a smaller scale street with a mix of uses. See Fig. 3-22 and Fig. 3-23 below for acceptable parking garage design examples.
2. Parking garage entries should be designed and sited to complement, not subordinate, the pedestrian entry. If possible, locate the parking entry away from the primary street, to either the side or rear of the building. The location of the entry should take into account existing street traffic.

Fig. 3-22. Preferably, parking structures are located behind uses as in this shopping mall example.

Fig. 3-23. In the first example, design details are included to articulate the facade and add visual interest. In the second example, a trellis structure provides for a green screen of the parking structures.
3.4.2 Drive through uses/lanes.

1. Drive-through lanes between a building and the street. All applicable developments shall comply with the following standards:
   a. Drive through lanes are encouraged to be located behind or to the side of buildings rather than in front of buildings. For the purpose of the block frontage standards in Chapter 2 or the building/parking location standards in Provision 3.1.2 (whichever is applicable to the site), drive through lanes between a street and a parking area are considered as a parking lot. Also, building facades facing the street are subject to the applicable transparency requirements in Chapter 2 or Provision 3.1.4 (whichever is applicable to the site).
   b. Drive through lanes shall be separated from the sidewalk by a planting strip with Type C landscaping at least 5 feet in width. Alternative landscaping schemes may be permitted provided they meet the minimum planting width requirement and help to mitigate the visual impact of the drive through use on the streetscape environment.
   c. Drive through lanes shall not restrict pedestrian access between the sidewalk and on-site buildings, as determined by the Director. Where pedestrian routes cross drive through lanes, a crosswalk that is raised or features a change in texture and/or other treatment must be utilized to enhance the safety and visual appearance of the pedestrian crossing.

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

Fig. 3-24. While drive-through lanes between the street and building aren’t prohibited, they count as a parking lot for the purpose of building/parking lot location standards in Provision 3.2.1 or Chapter 4 frontage provisions. Also, the facade would need more windows to meet transparency provisions of 3.1.4 and clear pedestrian access is needed between the sidewalk and the main building entry.

Fig. 3-25. A more desirable configuration with the drive-through lane integrated behind the building, allowing for a stronger pedestrian-orientation for the building.
3.5 Internal Open Space / Design

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

Standards/Guidelines:
3.5.1 Open space requirements for non-residential uses.
All non-residential development (including commercial portions of mixed use development) more than one acre in size within Commercial, Office, and Health Service districts shall provide pedestrian-oriented space equal to at least one percent of the net project area plus one percent of the gross non-residential building floor area, exclusive of structured parking. Service areas and storage uses are exempt from this standard. The intent is to mitigate the impacts of large scale commercial development and to contribute to the desired pedestrian-oriented character of Boise’s Activity Centers and business districts. Pedestrian-oriented space shall comply with the design provisions of Provision 3.5.2 below.

Fig. 3-26. Illustrating the amount of pedestrian-oriented space required for non-residential development
3.5.2 Pedestrian-oriented space design criteria.

These spaces, as required per Provision 3.5.1 above, are intended to be publicly accessible spaces that enliven the pedestrian environment by providing (1) opportunities for outdoor dining, socializing, relaxing and (2) visual amenities that contribute to the character of commercial areas.

Design criteria for pedestrian-oriented space:

1. **Sidewalk area**, where widened beyond minimum requirements, shall count as pedestrian-oriented open space. The additional sidewalk area may be used for outdoor dining and temporary display of retail goods. The standards below shall not apply to sidewalks, where used as usable open space;

2. The following design elements are **required** for pedestrian-oriented open space:
   a. Spaces shall be physically and visually accessible from the adjacent street or major internal vehicle or pedestrian route. Spaces shall be in locations that the intended user can easily access and use, rather than simply left-over or undevelopable spaces where very little pedestrian traffic is anticipated;
   b. Paved walking surfaces of either concrete or approved unit paving;
   c. Pedestrian-scaled lighting (no more than 14 feet in height) at a level averaging at least 2-foot candles throughout the space. Lighting may be on-site or building-mounted lighting;
   d. At least three feet of seating area (bench, ledge, etc.) or one individual seat per 60 square feet of plaza area or open space. This provision may be relaxed or waived where there are provisions for movable seating or where the governing authority determines that seating areas are not necessary (certain “pass-through” areas);
   e. Spaces shall be positioned in areas with significant pedestrian traffic to provide interest and security – such as adjacent to a building entry; and
   f. Landscaping that adds visual or seasonal interest to the space.

3. The following features are **encouraged** in pedestrian-oriented space:
   a. Pedestrian amenities such as a water feature, drinking fountain, and/or distinctive paving or artwork;
   b. Provide pedestrian-oriented facades on some or all buildings facing the space;
   c. Consideration of the sun angle at noon and the wind pattern in the design of the space;
   d. Transitional zones along building edges to allow for outdoor eating areas and a planted buffer;
   e. Movable seating;
   f. Incorporation of water treatment features such as rain gardens or the use of an area over a vault as a pedestrian-oriented space; and
   g. Weather protection, especially weather protection that can be moved or altered to accommodate conditions.

4. The following features are **prohibited** within pedestrian-oriented space:
   a. Asphalt or gravel pavement, except where continuous gravel or asphalt paths intersect with the space;
   b. Adjacent chain link fences;
   c. Adjacent unscreened blank walls; and
   d. Adjacent dumpsters or service areas.
Fig. 3-27. Examples of pedestrian-oriented space

Fig. 3-28. A good example in configuring usable pedestrian-oriented space into a neighborhood center development.
3.5.3 Open space requirement for multi-family uses.

BMC (ADD APPLICABLE CODE SECTION LINK) sets forth the amount of open space required with all multi-family development. The required open space may be provided in a combination of the following ways.

1. 100 percent of the required open space may be in the form of common open space available to all residents and meeting the requirements of Provision 3.5.4(1) below. Common open space may be in the form of courtyards, front porches, patios, play areas, gardens or similar spaces;

2. Up to 50 percent of the required open space may be provided by private or common balconies meeting the requirements of Provision 3.5.4(2) below;

3. For mixed-use buildings, up to 50 percent of the required open space may be provided by common indoor recreation areas meeting the requirements of Provision 3.5.4(3) below; and/or

4. For mixed-use buildings, up to 50 percent of the required open space may be provided by shared roof decks located on the top of buildings which are available to all residents and meet the requirements of Provision 3.5.4(4) below.

3.5.4 Multi-family open space design criteria.

1. **Common open space** includes landscaped courtyards or decks, front porches, gardens with pathways, children’s play areas, or other multi-intent recreational and/or green spaces. Special requirements and recommendations for common open spaces include the following:
   a. Spaces (particularly children’s play areas) shall be visible from at least some dwelling units and positioned near pedestrian activity;
   b. Spaces shall feature paths, landscaping, seating, lighting and other pedestrian amenities to make the area more functional and enjoyable;
   c. Individual entries may be provided onto common open space from adjacent ground floor residential units, where applicable. Small, semi-private open spaces for adjacent ground floor units that maintain visual access to the common area are encouraged to enliven the space. Low walls or hedges (less than three feet in height) are encouraged to provide clear definition of semi-private and common spaces;
   d. Separate common space from ground floor windows, automobile circulation, service areas and parking lots with landscaping, low-level fencing, and/or other treatments that enhance safety and privacy (both for common open space and dwelling units);
   g. Space should be oriented to receive sunlight, facing east, west, or (preferably) south, when possible;
   h. Stairways, stair landings, above grade walkways, balconies and decks shall not encroach into minimum required common open space areas. An atrium roof covering may be built over a courtyard to provide weather protection provided it does not obstruct natural light inside the courtyard. Front porches are an exception;
   i. Community gardens may qualify as common open space if they are integrated into the development and contain gardening spaces available to residents; and
   j. Shared front porches qualify as common open space provided:
      (i) No dimension is less than eight feet; and
      (ii) The porches are accessible to all residents.
Fig. 3-29. Examples of common open space. The lower right example could be used to meet both pedestrian-oriented space and multifamily open space since it serves both ground floor retail uses and as an amenity to the upper floor apartments.
3.5.4 Multi-family open space design criteria (cont.).

2. **Private balconies and decks.** Such spaces shall be at least 35 square feet, with no dimension less than four feet, to provide a space usable for human activity. This standard also applies to individual front porches if counted toward townhouse open space requirements.

3. **Indoor recreational areas.** Such spaces shall meet the following conditions:
   a. The space shall meet ADA standards and shall be located in a visible area, such as near an entrance, lobby, or high traffic corridors; and
   b. Space shall be designed specifically to serve interior recreational functions and not merely be leftover unrentable space used to meet the open space requirement. Such space shall include amenities and design elements that will encourage use by residents.

4. **Shared rooftop decks.** Such spaces shall meet the following requirements:
   a. Space shall be ADA accessible to all dwelling units;
   b. Space shall provide amenities such as seating areas, landscaping, and/or other features that encourage use;
   c. Space shall feature hard surfacing appropriate to encourage resident use; and
   d. Space shall incorporate features that provide for the safety of residents, such as enclosures and appropriate lighting levels; or
   e. A green roof may qualify as rooftop deck space provided it meets accessibility requirements above and includes seating areas for residents to enjoy the space.
### 3.6 High Visibility Street Corners & Gateway Sites

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

**Standards/Guidelines:**

#### 3.6.1 Street corner treatments.
All development proposals located at designated high visibility street corners and gateway sites per Community Design Framework Maps in Chapter 2 shall include at least one of the design treatments described below [in order of preference, (a) being the highest]:

1. **Locate a building on the street corner** (preferably with a corner entry and/or special design features that accentuate the street corner); or
2. **Provide pedestrian-oriented space** (designed per Provision 3.5.2) at the corner leading directly to a building entry or entries.

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

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

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**Fig. 3-32. Street corner building example**

**Fig. 3-33. Pedestrian-oriented space adjacent to the street corner**

**Fig. 3-34. Corner treatment integrating landscaping, pedestrian space, and a decorative trellis that demarcates the neighborhood shopping center.**
### 3.7 Service Area Location & Design

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

**Standards/Guidelines:**

3.7.1 Service element location and design.

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

1. Service elements shall be located to minimize the negative visual, noise, odor, and physical impacts to the street environment, adjacent (on and off-site) residents or other uses, and pedestrian areas;
2. The designated spot for service elements shall be paved with concrete; and
3. Appropriate enclosure of the common trash and recycling elements shall be required. Requirements and considerations:
   a. Service areas visible from the street, pathway, pedestrian-oriented space or parking area (alleys are exempt) shall be enclosed and screened around their perimeter by a durable wall or fence at least six feet high. Developments shall use materials and detailing consistent with primary structures on-site. Acceptable materials include brick, concrete block or stone;
   b. The sides and rear of the enclosure must be screened with Type A, B, or C landscaping (see Provision 3.8.1) at least five feet deep in locations visible from the street, dwelling units, customer parking areas, or pathways to soften the views of the screening element and add visual interest;
   c. Collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle traffic, or does not require that a hauling truck project into any public right-of-way;
   d. Proximity to adjacent residential units will be a key factor in determining appropriate service element treatment;
   e. Preferably, service enclosures are integrated into the building itself; and
   f. Service enclosures shall meet Boise Public Works standards (ADD LINK).
3.7.2 Utility meters, electrical conduit, and other service utility apparatus. These elements shall be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these standards. If such elements are mounted in a location visible from the street, pedestrian pathway, common open space, or shared auto courtyards, they shall be screened with vegetation or by architectural features.

3.7.3 Rooftop mechanical equipment. All rooftop mechanical equipment shall be screened. Screening features should utilize similar building materials and forms to blend with the architectural character of the building.

Fig. 3-36. The utility meters in the left image are accessible for functional use, but thoughtfully located and screened. Avoid exposed utility meter designs like those in the upper and lower right images, which degrade the character of the development.

Fig. 3-37. Example of screened rooftop mechanical equipment.
3.8 Landscaping Design

Intent:
- Promote well-conceived and attractive landscaping that reinforces the architectural and site planning concepts in response to site conditions and context;
- To enhance environmental conditions;
- To maintain and enhance the character of the area;
- To reduce negative potential impacts between adjacent and neighboring uses;
- To encourage the use of attractive and drought tolerant plant materials native to the Treasure Valley region;
- To ensure that plants will quickly achieve their intended visual objectives;
- To promote tree retention and the protection of existing native vegetation;
- To define, break up, and screen parking areas to reduce potentially negative impacts on adjacent uses; and
- To provide for the long-term establishment and health of new landscape plantings.

Cross-Reference:
- The provisions herein shall supplement the landscaping standards in Chapter 11-13 of BMC.

Standards/Guidelines:

3.8.1 Landscaping types.
Below are described five landscaping types. These landscaping types may be required by different sections of the design standards herein.

1. Type A landscaping. (see Fig. 3-38)
   a. Type A landscaping shall function as a full screen and visual barrier. This landscaping is typically found between residential and nonresidential areas and to screen unwanted views;
   b. Type A landscaping shall consist of:
      (i) A mix of primarily evergreen trees and shrubs generally interspersed throughout the landscape strip and spaced to form a continuous screen;
      (ii) Trees shall be spaced to provide a visual screen as detailed in paragraph (vi) below;
      (iii) Groundcover; and
      (iv) The selected plant materials and configuration shall be able to completely screen 60 percent of the unwanted views within five years of planting and fully screen the unwanted view within six years. This requirement will account for the type of plant materials, size at planting, and their typical growth rate.
3.8.1 Landscaping types (cont.).

2. Type B landscaping. (see Fig. 3-39)
   a. Type B landscaping is a “filtered screen” that functions as a visual separator. This landscaping is typically found between differing types of residential development, and to screen unwanted views from the pedestrian environment;
   b. Type B landscaping shall minimally consist of:
      (i) A mix of evergreen and deciduous trees and shrubs generally interspersed throughout the landscape strip spaced to create a filtered screen;
      (ii) Trees provided at the rate of one tree per 40 linear feet of landscape strip;
      (iii) Groundcover; and
      (iv) Alternative tree spacing will be considered provided the plant materials and configuration meet the intent of the standards within three years of planting. This requirement will account for the type of plant materials, size at planting, and their typical growth rate.

Fig. 3-39. Type B landscaping
3.8.1 Landscaping types (cont.).

3. Type C landscaping. (see Fig. 3-40)
   a. Type C landscaping is a “see-through screen” that functions as a partial visual separator to soften the appearance of parking areas and building elevations. This landscaping is typically found along street frontage or within parking lots;
   b. Type C landscaping shall consist of:
      (i) Primarily deciduous trees generally spaced to create a continuous canopy that extends well beyond the landscaped area;
      (ii) Trees provided at the rate of one tree per 40 linear feet of landscape strip;
      (ii) Shrubs and groundcover;
      (iii) Maintain trees and shrubs to maximize pedestrian visibility (generally between three and eight feet above grade); and
      (iv) Alternative tree spacing will be considered provided the plant materials and configuration meet the intent of the standards within three years of planting. This requirement will account for the type of plant materials, size at planting, and their typical growth rate.

Fig. 3-40. Type C landscaping standards
3.8.1 Landscaping types (cont.).

4. Type D landscaping.
   a. Type E landscaping refers to all other landscaped areas that do not qualify as Type A-C landscaping. While native and low maintenance trees and shrubs are encouraged in these areas, lawn areas may be used for recreational or design intents. These areas also could include flower beds and perennial beds.
   b. Type D landscaping may include any combination of plant materials.

3.8.2 Landscaping plans & installation.

1. The required Landscape Plan shall be prepared by an Idaho licensed landscape architect; and 2. Landscape improvements shall be installed as listed in (ADD CROSS REFERENCE TO APPLICABLE BMC SECTION).

3.8.3 Landscape site design.

1. Landscaped buffers and separators. In order to mitigate the impacts of new development on adjacent uses, the required buffer standards listed in the table on the following page are established. The provisions herein reference landscaping types described in Provision 3.8.1 above. A new development use or facility listed in the first column shall include the buffer indicated in the cell in the applicable Adjacent Uses, Features, and Zoning column. The buffers are only required where the new and existing developments have a common property line (not properties across the street from one another). The governing authority may modify the requirements if such a revision results in a public benefit and better condition for the adjacent properties.
Table 3.8.3. Table of required landscaped separators and buffers. See Provision 3.8.1 for descriptions and standards for the various landscaping “types”. The minimum required width of the buffers are set forth in BMC (ADD CORRECT CODE LINK). Breaks in the landscaping treatments which provide for pedestrian connectivity between properties are permitted. The symbol indicates that Departures will be considered, provided alternative treatments can effectively mitigate negative impacts between uses.

<table>
<thead>
<tr>
<th>PROPOSED NEW DEVELOPMENT¹</th>
<th>Single-family zone</th>
<th>Existing residential in non-single family zone</th>
<th>Non-residential use or vacant in non-single family zone</th>
<th>Street right-of-way</th>
<th>Public trail or public open space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Townhouses &amp; multifamily building(s) (up to 3 stories)</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Any type of landscaping = width of minimum setback, provided a mix of trees (1/40lf min), shrubs and ground cover are integrated; Storefronts, where allowed, are exempt from landscaping requirement</td>
<td>Any type of landscaping</td>
<td>Any type of landscaping</td>
</tr>
<tr>
<td>Office, commercial &amp; mixed-use building(s) (up to 3 stories)</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Type A, B, C or D; Other options include an internal pedestrian or vehicular access, shared parking lot, service area, or open space</td>
<td>Type A, B, C or D</td>
<td>Type A, B, C or D</td>
</tr>
<tr>
<td>Multifamily, office, commercial &amp; mixed-use building(s) (&gt;3 stories)</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Any type of landscaping</td>
<td>Any type of landscaping</td>
<td>Any type of landscaping</td>
</tr>
<tr>
<td>Industrial buildings</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Type A or B except where designed as a shared service area with adjacent property</td>
<td>Type A</td>
<td>Type A</td>
</tr>
<tr>
<td>Facilities Parking area</td>
<td>Type A or B with fence²</td>
<td>Type B or C with fence² or Type A without fence</td>
<td>Type C; Other options include an internal pedestrian or vehicular access, shared parking lot, service area, or open space</td>
<td>Type C landscaping = minimum building setback for district</td>
<td>Type A, B, C, or D</td>
</tr>
<tr>
<td>Service, loading, or waste management areas</td>
<td>Type A with fence²</td>
<td>Type A or B</td>
<td>Type A or B except where designed as a shared service area with adjacent property</td>
<td>Type A</td>
<td>Type A or B</td>
</tr>
</tbody>
</table>

1. See (ADD ZONING CODE REFERENCE FOR APPLICABLE SETBACK REGS).
2. Fence refers to a six to eight-foot tall privacy fence placed at or near the property line and behind the landscaping.
3.8.3 Landscaping site design (cont.).

2. Surface parking lot landscaping.
   a. Intent. To minimize potential negative impacts of parking lots on the City’s visual character, pedestrian environment, local water quality conditions, and adjacent uses.
   b. Parking lot perimeters: See Table 3.8.3.
   c. Internal parking lot landscaping is required for all lots featuring 12 or more parking spaces (including vehicular sales lots). Uses in Industrial zones are exempt from these requirements. Specifically:
      (i) Landscape planters shall be a minimum of eight feet in width for Class I and II trees and ten feet in width for Class III trees. The required length of the planters shall be the same as the length of the adjacent parking space. Dimensions are measured inside curbs;
      (ii) Type C landscaping shall be utilized for planters, with at least one tree required for every planting island;
      (iii) No linear grouping of parking spaces shall exceed ten in a row without a planting island. Interior landscaping shall be used to delineate and guide major traffic movement within the parking area. Terminal planters shall be provided at the end of parking rows to protect parked vehicles and confine moving traffic to aisles and driveways;
(iv) Internal parking lot walkways (see Provision 3.2.6) shall include shade trees planted along at least one side of the walkway and spaced at one tree per 30 linear feet, minimum. Such trees may be placed in grates or within planting strips;
(vi) The design plan shall integrate features such as wheel stops, curbs, or walkways to protect planting islands from vehicles;
(vii) Rain gardens and swales may be integrated into required planting areas;
(viii) Light poles and fixtures shall be coated outside of landscape planters;

3. Foundation planting. All street-facing elevations must have landscaping along any exposed foundation. The landscaped area may be along the outer edge of a porch instead of the foundation. This landscaping requirement does not apply to portions of the building facade that provide access for pedestrians or vehicles to the building. The foundation landscaping must meet the following standards:
   a. The landscaped area must be at least three feet wide;
   b. There must be at least one-three-gallon shrub for every three linear feet of foundation; and
   c. Ground cover plants must fully cover the remainder of the landscaped area.

Fig. 3-41. Foundation plantings would be required along the exposed concrete foundation.
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