

CAPITAL CITY DEVELOPMENT CORPORATION
Board of Commissioners Meeting
Conference Room, Fifth Floor, 121 N. 9th Street
February 8, 2016 12:00 p.m.

A G E N D A

I. **CALL TO ORDER**.....Chairman Hale

II. **AGENDA CHANGES/ADDITIONS**.....Chairman Hale

III. **CONSENT AGENDA**

A. Expenses

1. Approval of Paid Invoice Report – January 2016

B. Minutes and Reports

1. Approval of Meeting Minutes from January 11, 2016
2. Q1 FY2016 Financial Report

IV. **ACTION ITEM**

A. CONSIDER: Motion to approve façade of the C.C. Anderson Building Project as per Section 3 of the existing Type 3 Special Assistance Participation Agreement (10 min)Todd Bunderson

B. CONSIDER: Resolution 1430 Approving the Task Order for Broad Street Design Services (10 min).....Mary Watson

C. CONSIDER: Resolution 1428 Approving Selection of CM/GC for 2016 LIV District Public Infrastructure Improvement Project (20 min).....Mary Watson & Karl Woods

D. CONSIDER: Resolution 1429 Setting March 14, 2016 as a public hearing date to adjust the hourly/monthly parking ratios in some garages (15 min)Max Clark

V. **INFORMATION/DISCUSSION ITEMS**

A. Introduction of Downtown Boise Parking Strategic Plan (15 min)..... Max Clark

B. Operations Report (5 min).John Brunelle

VI. **EXECUTIVE SESSION** Deliberate regarding acquisition of an interest in real property which is not owned by a public agency [Idaho Code 67-2345(1)(c)] Communicate with legal counsel to discuss the legal ramifications and legal options for pending litigation or controversies not yet being litigated but imminently likely to be litigated [Idaho Code 67-2345(1)(f)] & Personnel [Idaho Code §67-2345 Sect (1)(a, b)]

VII. **ADJOURN**

This meeting is being conducted in a location accessible to those with physical disabilities. Participants may request reasonable accommodations, including but not limited to a language interpreter, from CCDC to facilitate their participation in the meeting. For assistance with accommodation, contact CCDC at 121 N 9th St, Suite 501 or (208) 384-4264 (TTY Relay 1-800-377-3529).

**Capital City Development Corp
ACH & Cash Disbursements Report
For the Period 01/01/2016 through 01/31/2016**

Board Officer Review

<u>Payee</u>	<u>Description</u>	<u>ACH Date</u>	<u>Amount</u>
ABM/AMPCO Parking:			
Monthly Parkers ACH	Payments from Monthly Parkers	1/11/2016	(10,272.00)
ABM/AMPCO	Parking Operations & Admin Exp - August	1/22/2016	195,835.50
Payroll:			
EFTPS - IRS	Federal Payroll Taxes	1/6/2016	12,032.76
Idaho State Tax Commission	State Payroll Taxes	1/6/2016	2,121.00
CCDC Employees	Direct Deposits Net Pay	1/6/2016	32,246.48
PERSI	Retirement Payment	1/6/2016	10,172.21
SUTA	Unemployment Taxes - 4th Quarter	1/12/2016	471.02
EFTPS - IRS	Federal Payroll Taxes	1/20/2016	11,466.32
Idaho State Tax Commission	State Payroll Taxes	1/20/2016	2,028.00
CCDC Employees	Direct Deposits Net Pay	1/20/2016	30,485.63
PERSI	Retirement Payment	1/20/2016	10,088.39
Other:			
Idaho Power (autopayment)	December electricity bills - AutoPay	Various	370.14
Boise City Utility Bills (autopayment)	January Utilities - AutoPay	1/25/2016	505.94
Valley Regional Transit	Bike Share (year 2 of 3)	1/27/2016	10,000.00
Valley Regional Transit	Local Match MMC	1/27/2016	4,242.23
US Bank Credit Cards	Credit Cards	1/11/2016	3,852.30
Paid Invoice's	Other Paid Invoice's	January 2015	567,035.48
Total Paid Invoices	Total Checks and Electronic payments		<u>586,006.09</u>
Grand Totals	Total Payments		<u>\$ 882,681.40</u>

Reviewed by:
Finance Director

Reviewed by:
Executive Director

Reviewed by:
Board Member

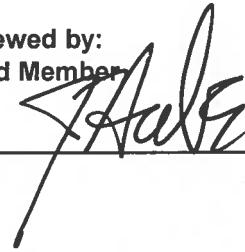
Date:

Date:

Date:

2/3/2016

2/9/16



Report Criteria:
 Detail report type printed

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
3759	ABM Onsite Services	FY2014 BON	Performance bonus - FY20	09/30/2015	2,884.00	61616	01/20/2016
Total 3759:					2,884.00		
1139	American Cleaning Service	47047	Trailhead Cleaning - 12 Mo	01/01/2016	892.10	61617	01/20/2016
Total 1139:					892.10		
3838	American Fire Protection L	7561	Monthly pump inspection &	12/28/2015	185.00	61618	01/20/2016
Total 3838:					185.00		
3493	Arbitrage Compliance Spec	1015334	2010 C Bond Reports	12/10/2015	1,400.00	61593	01/05/2016
Total 3493:					1,400.00		
3559	Aurora Technical Consultin	2144	Cloud storage	01/01/2016	320.40	61594	01/05/2016
		2169	PC Support	12/31/2015	2,945.00	61594	01/05/2016
Total 3559:					3,265.40		
1316	Blue Cross of Idaho	1533700001	Health Insurance - January	01/01/2016	18,341.86	61588	01/01/2016
Total 1316:					18,341.86		
1331	Boise Centre	8111-IN	Grove maintenance fee - D	12/01/2015	2,450.00	61619	01/20/2016
		8117-IN	Grove maintenance fee - J	01/05/2016	2,450.00	61619	01/20/2016
Total 1331:					4,900.00		
1385	Boise City Utility Billing	0447416001	848 Main St # 0447416001	01/01/2016	5.78	10193	01/25/2016
		0548469002	CD 107 S 9th-Trash servic	01/01/2016	213.88	10193	01/25/2016
		0548469002	RM 107 S 9th-Trash servic	01/01/2016	145.44	10193	01/25/2016
		0548469002	WS 107 S 9th-Trash servic	01/01/2016	68.44	10193	01/25/2016
		0584042003	1401 W Idaho St #0584042	01/01/2016	72.40	10193	01/25/2016
Total 1385:					505.94		
1424	Boise Office Equip - Servic	IN695549	Copier maintenance	01/04/2016	308.00	61595	01/05/2016
Total 1424:					308.00		
1496	Bunderson Todd	01.08.2016	Insurance Deductable Rei	01/08/2016	1,351.63	10184	01/12/2016
Total 1496:					1,351.63		
3816	Capitol Landscape Inc.	12.28.2015	Winter 2016 Sidewalk Main	12/28/2015	60.00	61596	01/05/2016
		12.28.2015	Winter 2016 Sidewalk Main	12/28/2015	1,535.00	61596	01/05/2016
		12.28.2015	Winter 2016 Sidewalk Main	12/28/2015	5,580.00	61596	01/05/2016
		12-13-15	Grove Brick Marketing - Ad	12/13/2015	390.00	61596	01/05/2016
Total 3816:					7,565.00		
3857	Carew Co	1655	Technical Design of Active	01/01/2016	3,200.00	61620	01/20/2016

Auto pay utilities

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
Total 3857:					3,200.00		
1556	Caselle Inc.	69452	Contract support - January	01/01/2016	787.33	61589	01/01/2016
		70523	W-2 Year End Services	01/04/2016	750.00	61621	01/20/2016
Total 1556:					1,537.33		
3910	Chen, Joey	01.20.2016	2016 GFOA Conference -	01/20/2016	1,327.35	10187	01/21/2016
		01/08/2016	Health Insurance Reimburs	01/08/2016	45.42	10183	01/12/2016
Total 3910:					1,372.77		
1595	CITY OF BOISE	15-12	Garbage Can Doors - CD	12/30/2015	190.82	61597	01/05/2016
		15-12	Garbage Can Doors - RMO	12/30/2015	190.82	61597	01/05/2016
		15-12	Garbage Can Doors - WS	12/30/2015	196.61	61597	01/05/2016
Total 1595:					578.25		
2474	Clark, Max	01/08/2016	Health insurance deductibl	01/08/2016	269.62	10182	01/12/2016
Total 2474:					269.62		
1643	Community Planning Asso	216040	FY16 2nd qtr Membership	01/01/2016	2,110.00	61622	01/20/2016
Total 1643:					2,110.00		
1787	Downtown Boise Associati	1250	CD Clean Team	12/31/2015	2,193.63	61598	01/05/2016
		1250	RM Clean Team	12/31/2015	1,491.67	61598	01/05/2016
		1250	WS Clean Team	12/31/2015	701.96	61598	01/05/2016
		1251	8th St Clean Team	12/31/2015	546.00	61598	01/05/2016
Total 1787:					4,933.26		
1838	Elam & Burke P.A.	160490	Ken Howell/Cap T Proj.	11/30/2015	550.00	61599	01/05/2016
		160491	Capps/8th & Main Matters	11/30/2015	270.00	61599	01/05/2016
		160492	305-1 Ash Street Propertie	11/30/2015	60.00	61599	01/05/2016
		160493	101-0 Personnel Issues	11/30/2015	199.50	61599	01/05/2016
		160494	30th Street Streetscapes	11/30/2015	80.00	61599	01/05/2016
		160495	Multi-Modal Center	11/30/2015	225.00	61599	01/05/2016
		160496	Central District Closeout	11/30/2015	528.80	61599	01/05/2016
		160498	101-0 Personnel	11/30/2015	2,520.00	61599	01/05/2016
		160499	Civic Partners Developmen	11/30/2015	444.80	61599	01/05/2016
		160500	Roost Development	11/30/2015	1,014.50	61599	01/05/2016
		160501	1401 W Idaho Property Dis	11/30/2015	911.75	61599	01/05/2016
		160502	GBAD Judicial Confirmatio	11/30/2015	494.00	61599	01/05/2016
		160503	GBAD Projects	11/30/2015	850.00	61599	01/05/2016
		160504	Parcel B Hotel Project	11/30/2015	940.75	61599	01/05/2016
		160505	101-0 General	11/30/2015	560.00	61599	01/05/2016
		160506	Streetscape Standards	11/30/2015	80.00	61599	01/05/2016
		160507	Parking Rate Changes	11/30/2015	284.00	61599	01/05/2016
		160507	Grove Plaza	11/30/2015	240.00	61599	01/05/2016
		160508	305-1 RM Implement	11/30/2015	965.00	61599	01/05/2016
		160509	101-0 General - Legislation	11/30/2015	1,340.90	61599	01/05/2016
		160511	305-2 Westside	11/30/2015	960.00	61599	01/05/2016

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
Total 1838:					13,519.00		
1898	Fiberpipe	1817-17132	Email, Audio, & Domain	01/01/2016	64.90	61600	01/05/2016
Total 1898:					64.90		
3882	Gardner Plaza LLC	DRAW #4	Remediation of Contaminat	12/31/2015	2,738.15	61623	01/20/2016
Total 3882:					2,738.15		
3695	Guho Corp.	150101066-0	2015 WS Streetscape - Dr	12/16/2015	84,940.60	61601	01/05/2016
		150101066-0	2015 WS Streetscape	12/16/2015	26,205.81	61624	01/20/2016
		150101066-0	2015 WS Streetscape	12/16/2015	875.00-	61624	01/20/2016
		150101066-0	2015 WS Streetscape	12/16/2015	7,886.54	61624	01/20/2016
		150101066-0	2015 WS Streetscape	12/16/2015	2,035.00	61624	01/20/2016
Total 3695:					120,192.95		
2129	Idaho Blueprint & Supply C	396018	Brownfield Printing	12/09/2015	318.42	61602	01/05/2016
Total 2129:					318.42		
2132	Idaho Business Review	0602716 FY2	renewal	12/02/2015	129.00	61603	01/05/2016
Total 2132:					129.00		
2165	Idaho Power	2200406607	9th St outlets #220040660	01/06/2016	15.41	10192	01/21/2016
		2201627995	9th & State # 2201627995	12/31/2015	3.54	10191	01/20/2016
		2202934903	8th St lights #2202934903	12/31/2015	227.98	10192	01/21/2016
		2205983212	Grove Vault #2205983212	01/06/2016	109.37	10192	01/21/2016
		220910368 J	617 S Ash #2200910368	01/06/2016	13.84	10192	01/21/2016
		2221856442	1401 W Idaho 2221856442	01/06/2016	505.26	61625	01/20/2016
Total 2165:					875.40		
3900	Idaho Records Manageme	0112428	Storage & Delivery Service	01/07/2016	173.65	61626	01/20/2016
Total 3900:					173.65		
2174	Idaho Smart Growth	DECEMBER	Sponsorship - Sustaining P	12/10/2015	500.00	61604	01/05/2016
Total 2174:					500.00		
2186	Idaho Statesman	263244 DEC	Legal Notices	12/31/2015	163.12	61605	01/05/2016
Total 2186:					163.12		
2240	Intermountain Gas Compa	5563033000	Watercooler Gas Bill	12/21/2015	887.95	61606	01/05/2016
		6948213000	617 Ash St #69482130007	12/21/2015	28.83	61606	01/05/2016
Total 2240:					916.78		
2288	Jensen Belts	1509-9	2015 Westside Streetscap	12/31/2015	1,207.20	61627	01/20/2016
Total 2288:					1,207.20		

*Auto Pay
 \$ 370.14*

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
3922	Kevin Martin	01.22.2016	Helath Insurace Deductible	01/22/2016	91.24	10189	01/21/2016
Total 3922:					91.24		
3913	Kimley-Horn and Associate	191934001-1	Strategic Parking Plan	12/01/2015	13,810.50	61628	01/20/2016
		7274288	Parking System Rebrandin	12/01/2015	4,058.00	61628	01/20/2016
Total 3913:					17,868.50		
3881	Mary E. Watson	01.08.2016	Health Insurance Deductibl	01/08/2016	269.19	10185	01/12/2016
		01.22.2016	Health Insurance Deductibl	01/22/2016	286.39	10188	01/21/2016
Total 3881:					555.58		
3950	McAlvain Construction Inc.	115013-03	Grove Pre Construction	12/31/2015	12,999.38	61607	01/05/2016
Total 3950:					12,999.38		
3767	neurilink llc	24676	Audio/Visual Update to CC	01/08/2016	30,869.66	61629	01/20/2016
Total 3767:					30,869.66		
2621	Office Depot Inc.	8124086270	Stamps	12/15/2015	50.00	61608	01/05/2016
		8124086270	Misc office supplies	12/15/2015	132.05	61608	01/05/2016
		8124087660	Misc office supplies	12/15/2015	18.27	61608	01/05/2016
		8124087680	Misc office supplies	12/15/2015	13.51	61608	01/05/2016
Total 2621:					213.83		
3813	Oliver Russell	21020	Mobility Brand Strategic PI	12/21/2015	1,800.00	61630	01/20/2016
		21021	Mobility Brand Tagline	12/21/2015	3,500.00	61630	01/20/2016
		21022	Mobility Brand Logo	12/21/2015	6,500.00	61630	01/20/2016
		21023	Parking Brand Strategic PI	12/21/2015	2,250.00	61630	01/20/2016
		21024	Parking Brand Tagline	12/21/2015	3,500.00	61630	01/20/2016
		21025	Parking Brand Logo	12/21/2015	5,000.00	61630	01/20/2016
Total 3813:					22,550.00		
2774	Pro Care Landscape Mana	5994	Snow removal on 8th Stree	12/23/2015	85.00	61609	01/05/2016
		5995	2015 Holiday Lighting - Par	12/23/2015	262.30	61609	01/05/2016
		5995	9th and Grove Plaza	12/23/2015	84.00	61609	01/05/2016
		5996	2015 Holiday Lighting - Par	12/23/2015	358.95	61609	01/05/2016
		5997	2015 Holiday Lighting - Par	12/23/2015	358.50	61609	01/05/2016
		5998	2015 Holiday Lighting - Par	12/23/2015	361.91	61609	01/05/2016
		5999	2015 Holiday Lighting - Par	12/23/2015	358.50	61609	01/05/2016
Total 2774:					1,869.16		
3938	Pusher Construction Inc.	DECEMBER	Pioneer Pathway Phase 3	12/31/2015	216,025.25	61631	01/20/2016
Total 3938:					216,025.25		
2798	Quadrant Consulting Inc.	8473	RMOB - SS Projects - Con	12/01/2015	1,755.00	61632	01/20/2016
		8560	Grove Plaza - Update Surv	12/16/2015	1,125.50	61632	01/20/2016
		8560	Grove Plaza - Update Surv	12/16/2015	1,467.65	61632	01/20/2016
		8573	Westside CA and Staking	12/17/2015	784.38	61610	01/05/2016

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
Total 2798:					5,132.53		
3896	Rim View LLC	JANUARY 20	Monthly Rent and NNN - Tr	01/01/2016	12,210.00	61590	01/01/2016
Total 3896:					12,210.00		
2888	Roper Investments	DECEMBER	Capitol Terrace Condo billi	12/31/2015	8,096.70	61633	01/20/2016
Total 2888:					8,096.70		
3540	Russ McCrea Builders	16001	Install Rubber Base	12/29/2015	45.00	61634	01/20/2016
Total 3540:					45.00		
3542	Security LLC - Plaza 121	JANUARY 20	Office rent - January 2015	01/01/2016	9,884.62	61591	01/01/2016
		JANUARY 20	Office rent - December 201	01/01/2016	.01	61591	01/01/2016
Total 3542:					9,884.63		
3949	Shellan Rodriguez	01.20.2016	Health Insurance Deductibl	01/20/2016	54.56	10186	01/20/2016
Total 3949:					54.56		
3831	The Land Group Inc.	0135578	Pioneer Pathway - Phase 3	12/31/2015	2,603.00	61635	01/20/2016
Total 3831:					2,603.00		
3923	Trailhead	1101	Reynolds & Myers INV#10	11/30/2015	8,333.00	61611	01/05/2016
		1103	Reynolds & Myers INV#10	11/30/2015	8,333.00	61611	01/05/2016
Total 3923:					16,666.00		
3170	Treasure Valley Coffee Inc.	04333128	Coffee & tea	01/11/2016	79.55	61636	01/20/2016
		2160-043164	Water & Cooler Rental	12/29/2015	87.00	61612	01/05/2016
Total 3170:					166.55		
3819	TW Telecom	09048056	Internet & Data	12/10/2015	669.20	61613	01/05/2016
Total 3819:					669.20		
3233	United Heritage	02014-001 J	Disability insurance - Janu	01/01/2016	591.87	61614	01/05/2016
Total 3233:					591.87		
3479	US Bank - Copier Lease	294181557	Copier Contr #500-037566	01/01/2016	641.19	61615	01/05/2016
Total 3479:					641.19		
3835	US Bank - Credit Cards	12.28.2015	CA - Berry Hill - Strategic P	12/28/2015	62.01	10181	01/11/2016
		12.28.2015	CA - Wal-Mart - Kitchen Su	12/28/2015	49.99	10181	01/11/2016
		12.28.2015	CA - Asiago's - Holiday Par	12/28/2015	425.00	10181	01/11/2016
		12.28.2015	CA - Albertsons - Kitchen S	12/28/2015	25.16	10181	01/11/2016
		12.28.2015	PB - MDC Wallcoverings -	12/28/2015	203.90	10181	01/11/2016
		12.28.2015	PB - Amazon - Microwave	12/28/2015	94.55-	10181	01/11/2016
		12.28.2015	PB - ShopKo - Microwave	12/28/2015	84.78	10181	01/11/2016

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
		12.28.2015	PB - Wal-Mart - Toaster	12/28/2015	21.14	10181	01/11/2016
		12.28.2015	PB - Sherwin Williams - Pai	12/28/2015	16.98	10181	01/11/2016
		12.28.2015	JB - Berryhill - Parcel B Me	12/28/2015	107.22	10181	01/11/2016
		12.28.2015	JB - Rediscovered Books -	12/28/2015	46.62	10181	01/11/2016
		12.28.2015	JC - Boise Metro - Local M	12/28/2015	10.00	10181	01/11/2016
		12.28.2015	ME - ULI - Local Meeting	12/28/2015	35.00	10181	01/11/2016
		12.28.2015	BH - Atkinson Mirror and G	12/28/2015	105.96	10181	01/11/2016
		12.28.2015	BH - PODS - Storage	12/28/2015	176.14	10181	01/11/2016
		12.28.2015	LJ - Bleubird - Exec. Com	12/28/2015	52.64	10181	01/11/2016
		12.28.2015	LJ - Target - Office Supplie	12/28/2015	27.21	10181	01/11/2016
		12.28.2015	LJ - ULI - Todd B. - Local	12/28/2015	30.00	10181	01/11/2016
		12.28.2015	LJ - Bittercreek/Red Feath	12/28/2015	150.00	10181	01/11/2016
		12.28.2015	KM - Sun Valley Hotel - Co	12/28/2015	153.14	10181	01/11/2016
		12.28.2015	KM - Sun Valley Hotel - Co	12/28/2015	153.14	10181	01/11/2016
		12.28.2015	MW - IPPA - 2016 Member	12/28/2015	30.00	10181	01/11/2016
		12.28.2015	MW - State of Idaho - State	12/28/2015	475.00	10181	01/11/2016
		12.28.2015	LW - Idaho Statesman - Bri	12/28/2015	573.75	10181	01/11/2016
		12.28.2015	LW - Idaho Statesman - Bri	12/28/2015	573.75	10181	01/11/2016
		12.28.2015	LW - DBA - Window Paint -	12/28/2015	200.00	10181	01/11/2016
		12.28.2015	LW - 11 Shades - Window	12/28/2015	100.00	10181	01/11/2016
		12.28.2015	DW - Tates Rents - Heater	12/28/2015	58.32	10181	01/11/2016
Total 3835:					3,852.30		
3266	Valley Regional Transit	17719	Bus Passes	12/02/2015	540.00	61637	01/20/2016 - check
		17888	Local Capital - December -	11/30/2015	1,192.76	10190	01/27/2016
		17924	Local Capital - December -	12/31/2015	998.50	10190	01/27/2016
		17941	Local match contribution-M	12/31/2015	2,050.97	10190	01/27/2016
		17965	3 Year BBS Project - Grov	01/25/2016	10,000.00	10190	01/27/2016
Total 3266:					14,782.23		\$14,242.23
3365	Westerberg & Associates	181	Legislative Advisement Ser	12/31/2015	2,000.00	61638	01/20/2016
Total 3365:					2,000.00		
3852	Worrell Communications L	3075	The Grove Brick Program	12/31/2015	8,294.00	61639	01/20/2016
		3075	Media Relations Training	12/31/2015	875.00	61639	01/20/2016
Total 3852:					9,169.00		
Grand Totals:					586,006.09		

Report Criteria:
 Detail report type printed

MINUTES OF REGULAR MEETING
BOARD OF COMMISSIONERS
CAPITAL CITY DEVELOPMENT CORPORATION
121 N. 9th St., Conference Room
Boise, ID 83702
January 11, 2016 12:00 p.m.

I. CALL TO ORDER:

Chairman Hale convened the meeting with a quorum present at 12:04 p.m.

Present were: Commissioner David Eberle, Commissioner Dana Zuckerman, Commissioners Pat Shalz, Commissioner Stacy Pearson, Commissioner Ryan Woodings, Commissioner Lauren McLean, Commissioner David Bieter, and Commissioner John Hale.

Agency staff members present were: John Brunelle, Executive Director; Max Clark, Parking and Facilities Director; Ross Borden, Finance Director; Mary Watson, Contracts Specialist; Doug Woodruff, Project Manager; Shellan Rodriguez, Project Manager; Karl Woods, Project Manager; Peggy Breski, Contracts Specialist; Kevin Martin Accountant; Joey Chen, Controller and Lindsey Jackson, Administrative Assistant. Also present was Agency legal counsel, Ryan Armbruster.

II. AGENDA CHANGES/ADDITIONS:

There were no changes/additions to the agenda.

III. CONSENT AGENDA:

Commissioner Eberle moved to approve consent agenda, the December 14, 2015 Board Meeting Minutes pulled from the Consent Agenda. Commissioner Zuckerman seconded the motion.

All said Aye. The motion carried 8-0

A. Expenses

1. Approval of Paid Invoice Report – December 2015

B. Other

1. Approval of Resolution 1423: T1 Participation Agreement, The 119 (NTE \$150k, 12/14/15)
2. Approval of Resolution 1424: T1 Participation Agreement, George's Cycles (NTE \$150k, 12/14/15)

IV. MINUTES AND REPORTS:

Commissioner Eberle moved to approve the December 14, 2015, Board Meeting Minutes with the correction of the executive session roll call. Commissioner Zuckerman seconded the motion. Motion passed unanimously.

V. ACTION ITEM

A. CONSIDER: Independent Audit of FY2015 Financial Statements

Ross Borden Finance Director gave a report.

Kevin Smith, Partner, Eide Bailly also gave a report.

Commissioner Zuckerman moved to adopt Independent Audit of FY2015 Financial statements. Commissioner Eberle seconded the motion. After discussion, a roll call vote was taken: All said Aye. The motion carried 8-0

B. CONSIDER: Election of Officers, Approval of Executive Committee Charge, Designation of Executive Committee Members, Designation of Secretary Pro Tempore

Commissioner Eberle moved appointment of the slate of officers as nominated, for approval of the Executive Committee charge as presented, for appointment of the Board Chair, Vice Chair and the Secretary/Treasurer. Commissioner McLean seconded the motion.

Board Chair – John Hale

Vice Chair – Dana Zuckerman

Secretary/Treasurer – Pat Shalz

All said Aye. The motion carried 8-0.

Commissioner Zuckerman moved to appoint David Eberle as the Commissioner at Large. Commissioner Bieter seconded the motion.

All said Aye. The motion carried 8-0.

Commissioner Zuckerman moved to appoint Deah LaFollette as the Secretary Pro Tempore. Commissioner Eberle seconded the motion.

All said Aye. The motion carried 8-0.

C. CONSIDER: Resolution 1427 Approval of DDA for 1401 W Idaho St, The Watercooler Project, LLC

Shellan Rodriguez, CCDC Project Manager, gave a report.

Mike Brown, representing LocalConstruct, also gave a report.

Commissioner Zuckerman moved to adopt Resolution No. 1427. Commissioner Eberle seconded the motion. After discussion, a roll call vote was taken:

Commissioner Eberle; Aye
Commissioner Hale; Aye
Commissioner Zuckerman; Aye
Commissioner Shalz; Aye
Commissioner Pearson; Aye
Commissioner Woodings; Aye
Commissioner McLean; Aye
Commissioner Bieter; Nay

7 Aye 1 Nay. The motion carried.

D. CONSIDER: GBAD Expansion Financing

Ross Borden, CCDC Finance Director, gave a report.

Eric Heringer, US Bank Financial Advisor, also gave a report.

Commissioner Zuckerman moved to adopt GBAD Expansion Financing. Commissioner Eberle seconded the motion.

All said Aye. The motion carried 8-0.

E. CONSIDER: Trailhead Support Agreement

Raino Zoller, Director of Trailhead, gave a report.

Commissioner Zuckerman moved to adopt Trailhead Support Financing. Commissioner Eberle seconded the motion.

All said Aye. The motion carried 7-0 with Chairman John Hale abstaining.

VI. INFORMATION/DISCUSSION ITEMS:

A. Review Downtown Boise Parking Supply/Demand Update

Max Clark, CCDC Parking and Facilities Director gave a report.

B. Review Progress of Mobility & Parking Re-branding

Max Clark, CCDC Parking and Facilities Director gave a report.

C. Broad Street Update

Karl Woods, CCDC Project Manager gave a report.

D. Operations Report

John Brunelle, CCDC Executive Director, gave a report.

VII. EXECUTIVE SESSION

A motion was made by Commissioner Zuckerman to go into an executive session at 1:42 p.m. to deliberate regarding acquisition of an interest in real property which is not owned by a public agency [Idaho Code 74-206(1)(c)] and to communicate with legal counsel for the agency to discuss legal ramifications of and legal options for pending litigation or controversies not yet being litigated but imminently likely to be litigated [Idaho Code 74-206(1)(f)]. Commissioner

Eberle seconded the motion. A roll call vote was taken:

Commissioner Eberle Aye
Commissioner Hale Aye
Commissioner Zuckerman Aye
Commissioner Shalz Aye
Commissioner Pearson Aye
Commissioner Woodings Aye
Commissioner McLean Aye
Commissioner Bieter Aye

All said Aye. The motion carried 8-0.

Discussions ensued concerning acquisition of an interest in real property not owned by a public agency and to communicate with legal counsel for the agency concerning pending litigation or controversies not yet being litigated but imminently likely to be litigated.

EXECUTIVE MEETING ADJOURNMENT

A motion was made by Commissioner Eberle to adjourn executive session at 2:31p.m. and return to the public meeting. Commissioner Zuckerman seconded the motion. A roll call vote was taken:

Commissioner Eberle Aye
Commissioner Hale Aye
Commissioner Zuckerman Aye
Commissioner Shalz Aye
Commissioner Pearson Aye
Commissioner Woodings Aye
Commissioner McLean Aye
Commissioner Bieter Aye

All said Aye. The motion carried 8-0.

VIII. REGULAR MEETING ADJOURNMENT

There being no further business to come before the Board, a motion was made by Commissioner Eberle to adjourn the meeting. Commissioner Zuckerman seconded the motion.

All said Aye. The motion carried 8-0.

The meeting was adjourned at 2:32p.m.

ADOPTED BY THE BOARD OF DIRECTORS OF THE CAPITAL CITY DEVELOPMENT CORPORATION ON THE ____ day of _____, 2016.

John Hale, Chair

Pat Shalz, Secretary

4850-7182-9036, v. 2



**FY 2016 Year-To-Date Financial Report (Unaudited)
Through FIRST QUARTER
October 1, 2015 - December 31, 2015**



FY2016 Year-to-Date Financial Report (Unaudited)
Through FIRST QUARTER
October 1, 2015 – December 31, 2015

HIGHLIGHTS

REVENUES: Consistent with Expectations.

Actual RAD was \$343,000 less than anticipated. This is due to the majority of this revenue is received in January and July. Parking Garage revenues are within \$5,000 of budget and on-track to meet projected 9% increase, respectively, over FY2015 Actuals. Parking revenue is about 24% of the annual budgeted amount.

EXPENSES: Consistent with Expectations.

One quarter through the fiscal year, Operating Expenses were 22% of the annual budgeted amount. The biggest expenses will hit in the second half of the fiscal year since construction began on the Agency's streetscape and other projects.

About This Report

This report includes all of Capital City Development Corporation's budgeted funds.

Revenues

- Ada County distributes property tax revenue to local governments twice per year, in January and July.
- Parking garage revenue is generated and received daily throughout the year.
- Fund Balance: Transfer in if revenues exceed expenses, transfer out if expenses exceed revenues.

Expenses

- Parking garage debt service payments are made twice per year: interest only in March; principal & interest in September.
- Capital projects are typically designed and planned during the first half of a fiscal year with construction and most expenses occurring in the second half.
- Revenues received from sub-lessee (Civic Plaza) are equal to the expenses distributed to Ada County for the Ada County Courthouse Master/Surplus Ground Lease. They are passed through only.

FY2016 BUDGET SUMMARY through 1st Quarter

CCDC FY 2016 BUDGET REVENUE SUMMARY	FY16 BUDGET ORIGINAL	FY2016 ACTUAL YTD	% ACTUAL TO BUDGET
Revenue from Operations			
Revenue Allocation (Tax Increment).....	13,340,000	6,233	0%
Parking Revenue.....	5,649,908	1,380,108	24%
Other Revenues (Various Reimbursements).....	347,337	23,873	7%
Subtotal	<u>\$ 19,337,245</u>	<u>\$ 1,410,214</u>	<u>7%</u>
Other Sources			
Misc. Revenues (Grants, Leases, Interest, Brick Sales, Gain on Sale of Property).....	91,000	256,055	281%
Term Loan/Bond Financing.....	18,500,000	5,000,000	27%
Use of (Transfer to) Fund Balance.....	4,126,960	(4,085,790)	-99%
Subtotal	<u>\$ 22,717,960</u>	<u>\$ 1,170,265</u>	<u>5%</u>
Subtotal - Revenue from Operations	\$ 42,055,205	\$ 2,580,479	6%
Pass-Through Revenue			
Courthouse Corridor Project.....	517,155	18,770	4%
TOTAL REVENUE	<u>\$ 42,572,360</u>	<u>\$ 2,599,249</u>	

CCDC FY 2016 BUDGET EXPENSE SUMMARY	FY16 BUDGET ORIGINAL	FY2016 ACTUAL YTD	% ACTUAL TO BUDGET
Operating Expense			
Interagency Partnerships.....	144,100	49,221	34%
Legal Services.....	218,000	43,506	20%
Parking Operator (Contractor).....	1,665,936	410,031	25%
Personnel Costs.....	1,734,209	369,544	21%
Predevelopment Services.....	815,000	123,009	15%
Professional Services	536,185	83,373	16%
Rent/Maintenance/Office.....	934,080	273,687	29%
Repairs/Maintenance: Streets & Facilities.....	387,855	42,554	11%
Subtotal	<u>\$ 6,435,365</u>	<u>\$ 1,394,926</u>	<u>22%</u>
Debt Service & Contractual Obligations			
Parking Garage Debt Service/Contractual Obligations.....	4,417,120	-	0%
Capital Outlay			
Identified Capital Improvement Projects.....	15,015,720	1,076,894	7%
Potential Capital Improvement Projects.....	12,865,000	108,269	1%
Parking Reinvestment Plan.....	797,000	390	0%
Property Development.....	2,525,000	-	0%
Subtotal	<u>\$ 31,202,720</u>	<u>\$ 1,185,554</u>	<u>4%</u>
Subtotal - Expenses for Operations	\$ 42,055,205	\$ 2,580,479	6%
Pass-Through Expense			
Courthouse Corridor Project.....	517,155	18,770	4%
TOTAL EXPENSE	<u>\$ 42,572,360</u>	<u>\$ 2,599,249</u>	

FY2016 OPERATING REVENUES through 1st Quarter

QUARTERLY REVENUE REPORT
PROPERTY TAX REVENUE ALLOCATION DISTRICT (RAD) & PARKING SYSTEM SUMMARY
Q1 (October 2015 thru December 2015)

Activity	FY 2015	FY 2016	FY 2016			
	Total Actual	Total Budget	YTD Budget	YTD Actual	YTD \$	YTD %
RAD						
Central	4,009,084	4,300,000	98,682	2,545	(96,137)	3%
River-Myrtle / Old Boise	5,405,856	6,400,000	149,819	3,054	(146,766)	2%
Westside	2,071,072	2,300,000	100,474	505	(99,969)	1%
30th Street	148,209	340,000	442	130	(312)	29%
TOTAL RAD	11,634,222	13,340,000	349,417	6,233	(343,184)	2%
PARKING BY GARAGE						
Eastman	962,365	1,070,467	255,623	246,013	(9,610)	96%
Capitol Terrace	1,319,043	1,444,658	343,334	340,191	(3,143)	99%
City Centre	1,165,896	1,273,400	332,486	327,866	(4,620)	99%
Grove Street	737,839	823,519	189,725	215,401	25,676	114%
Boulevard	320,671	313,582	78,904	81,742	2,838	104%
Myrtle Street	609,214	649,282	166,247	152,506	(13,741)	92%
Misc. Parking	68,092	75,000	18,750	16,389	(2,361)	87%
TOTAL PARKING	5,183,120	5,649,908	1,385,069	1,380,108	(4,961)	100%
Other	390,053	347,337	86,834	23,873	(62,961)	27%
TOTAL	17,207,395	19,337,245	1,821,320	1,410,214	(411,106)	77%

RECONCILIATION TO FY2016 BUDGETED OPERATING REVENUES

<i>Total Revenues Approved Budget</i>	\$42,572,360
<i>Ada County Courthouse Master/Surplus Ground Lease (passed-through)</i>	(517,155)
<i>Use of Fund Balance</i>	(4,126,960)
<i>Bond Financing Proceeds</i>	(18,500,000)
<i>Miscellaneous Lease Revenue</i>	(91,000)
<i>Operating Revenues</i>	<u>\$19,337,245</u>

Capital City Development Corporation
Balance Sheet - Governmental Funds
December 31, 2015

	General Fund	Debt Service Fund	Central District RA Fund	River Myrtle District RA Fund	Westside District RA Fund	30th Street District RA Fund	Parking Fund	Total
ASSETS								
Cash and investments	890,000	-	6,788,410	6,589,785	4,628,058	335,084	4,056,583	23,287,920
Accounts receivable	4,158	-	85,142	1,798	846	-	103,926	195,870
Interest receivable	665	-	-	-	-	-	-	665
Taxes receivable	-	-	4,348,314	6,486,539	2,278,401	338,888	-	13,452,142
Due from other governmental units	-	-	-	-	-	-	-	-
Prepays	364	-	200,000	10,792	-	600	-	211,756
Restricted cash	-	-	158,615	351,626	-	-	3,269,361	3,779,602
Restricted investments	-	-	-	-	-	-	-	-
Investment in partnership	-	-	-	130,000	-	-	-	130,000
Investment in property held for resale of development	-	-	-	2,371,197	1,038,359	-	-	3,409,556
TOTAL ASSETS	895,187	-	11,580,481	15,941,737	7,945,664	674,572	7,429,870	44,467,511
LIABILITIES AND FUND BALANCES								
LIABILITIES								
Accounts payable	43,230	-	43,929	232,551	134,589	79	243,448	697,826
Accrued liabilities	73,692	-	-	-	-	-	-	73,692
Advanced revenues	-	-	100,400	-	-	-	-	100,400
Refundable deposits	-	-	-	-	15,000	-	-	15,000
Total liabilities	116,922	-	144,329	232,551	149,589	79	243,448	886,918
DEFERRED INFLOWS OF RESOURCES								
Unearned capital lease, other	-	-	-	-	-	-	-	-
Unavailable property tax	-	-	4,348,314	6,486,539	2,278,401	338,888	-	13,452,142
Total deferred inflows of resources	-	-	4,348,314	6,486,539	2,278,401	338,888	-	13,452,142
FUND BALANCES								
Nonspendable	364	-	200,000	2,381,989	1,038,359	600	-	3,621,312
Restricted	4,295	-	6,887,838	6,840,658	4,479,315	(4,522)	2,769,357	20,976,941
Committed	-	-	-	-	-	-	500,000	500,000
Assigned	-	-	-	-	-	339,527	3,917,065	4,256,592
Unassigned	773,606	-	-	-	-	-	-	773,606
Total fund balances	778,265	-	7,087,838	9,222,647	5,517,674	335,605	7,186,422	30,128,451
TOTAL LIABILITIES DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES	895,187	-	11,580,481	15,941,737	7,945,664	674,572	7,429,870	44,467,511

OPERATING CASH FLOW ANALYSIS FY2016

Beginning Projected Cash Total 10/1/2015	22,098,503
Less Bond Reserve Debt	(2,502,884)
Less Parking Emergency	(500,000)
	<u>19,095,619</u>

	Actual October	Actual November	Actual December	Projected January	Projected February	Projected March	Projected April	Projected May	Projected June	Projected July	Projected August	Projected September	Projected Total	FY16 Original Budget
<i>Beginning Cash Balance 10/1/15</i>	\$ 19,095,619	\$ 23,896,095	\$ 23,610,895	\$ 23,185,969	\$ 30,149,473	\$ 28,241,973	\$ 40,042,477	\$ 37,901,148	\$ 36,120,219	\$ 33,508,889	\$ 30,364,694	\$ 22,869,498	\$ 19,095,619	\$ 19,095,619
TIF Revenue Allocation	1,378	4,855	-	8,004,000						5,336,000			13,346,233	13,340,000
Parking Revenue	453,445	482,059	444,604	470,826	470,826	470,826	470,826	470,826	470,826	470,826	470,826	470,822	5,617,538	5,649,908
Term Loan/Bond Financing Proceeds	5,000,000					13,500,000							18,500,000	18,500,000
All Other Revenues	255,798	11,353	12,777	36,528	36,528	36,528	36,528	36,528	36,528	36,528	36,528	36,529	608,681	438,337
Total Revenue	\$ 5,710,622	\$ 498,266	\$ 457,381	\$ 8,511,354	\$ 507,354	\$ 14,007,354	\$ 507,354	\$ 507,354	\$ 507,354	\$ 5,843,354	\$ 507,354	\$ 507,351	\$ 38,072,453	\$ 37,928,245
Debt Service/Term Loan Pmt/Bond Fee	-	-	-		897,004			2,100			1,745,000	598,016	3,242,120	3,242,120
Contractual Obligations	-	-	-									1,175,000	1,175,000	1,175,000
Parking Operations	135,577	78,619	195,836	138,828	138,828	138,828	138,828	138,828	138,828	138,828	138,828	138,828	1,659,483	1,665,936
Repairs & Maintenance, districts and garages	166,312	75,243	74,686	110,161	110,161	110,161	110,161	110,161	110,161	110,161	110,161	110,164	1,307,693	1,321,935
Personnel costs & staff support expenses	102,069	136,567	130,908	144,517	144,517	144,517	144,517	144,517	144,517	144,517	144,517	144,517	1,670,201	1,734,209
Operations and Administration	57,128	126,365	111,449	142,099	142,099	142,099	142,099	142,099	142,099	142,099	142,099	142,097	1,573,830	1,705,185
Total Operating Expenses	\$ 461,086	\$ 416,794	\$ 512,879	\$ 535,605	\$ 1,432,609	\$ 535,605	\$ 535,605	\$ 537,705	\$ 535,605	\$ 535,605	\$ 2,280,605	\$ 2,308,622	\$ 10,628,326	\$ 10,844,385
Available cash BEFORE projects	\$ 24,345,155	\$ 23,977,568	\$ 23,555,398	\$ 31,161,717	\$ 29,224,217	\$ 41,713,721	\$ 40,014,226	\$ 37,870,796	\$ 36,091,967	\$ 38,816,638	\$ 28,591,442	\$ 21,068,226	\$ 46,539,745	\$ 46,179,479
Capital Outlay - See 2016 Projects below	449,060	366,673	369,429	1,012,244	982,244	1,671,244	2,113,078	1,750,578	2,583,078	8,451,944	5,721,944	5,981,944	31,453,462	
Available cash AFTER projects	\$ 23,896,095	\$ 23,610,895	\$ 23,185,969	\$ 30,149,473	\$ 28,241,973	\$ 40,042,477	\$ 37,901,148	\$ 36,120,219	\$ 33,508,889	\$ 30,364,694	\$ 22,869,498	\$ 15,086,282	\$ 15,086,283	\$ 46,179,479

2016 Projects

CD, Grove Plaza 2.0 Design, Chartering &	52,264	40,782	23,678	300,000	300,000	300,000	500,000	500,000	500,000	500,000	500,000	500,000	4,016,724	3,950,000
CD, T3 Participation: Main Street Station (FTA 20%	33,311	46,498	3,049	80,000	80,000	80,000	80,000	80,000	80,000	80,000			562,858	578,000
CD, T3 Participation: City Center Plaza Project			2,738	57,800	57,800	57,800	57,800	57,800	57,800				349,538	350,000
CD, VRT Transit Capital Improvements					25,000								25,000	25,000
CD, Wayfinding Project Installation				66,667	66,667	66,667	66,667	66,667	66,667				400,000	400,000
CD, Main Street Station Interior Design/Art						50,000							50,000	50,000
CD, Grove 2.0 Art Project - Boise City						12,000							12,000	12,000
RD, Streetscape-T4 Participation: 8th St, Broad-									177,500	177,500	177,500	177,500	710,000	710,000
RD, SS Design Next Year's Projects/2015 SS	67,014	4,118	1,755										72,887	50,000
RD, 8th Street Corridor Improvements				50,000	50,000	50,000	250,000	250,000	250,000	200,000	200,000	200,000	1,500,000	1,500,000
RD, Boise City Art Project (Hayman House/Pioneer								25,000					25,000	25,000
RD, Boise City Art Project (Fulton Street)							12,500						12,500	12,500
RD, Wayfinding Project Installation				100,000	100,000	100,000	100,000	100,000	100,000				600,000	600,000
RD, Jefferson Street, 4th - 5th (Idaho Supreme									75,000				75,000	75,000
RD, Pioneer Pathway Phase 3: River St - Greenbelt	53,770	161,595	216,025	50,000	20,000								501,390	500,000
RD, 5th & Julia Davis Park New Pedestrian Entrance									205,000	205,000			410,000	410,000
RD, T4 Participation: Broad St Geothermal									500,000				500,000	500,000
RD, Broad Street, Capitol-2nd, Street and				222,222	222,222	222,222	222,222	222,222	222,222	222,222	222,222	222,222	2,000,000	2,000,000
RD, Central Addition, Numbered Streets										100,000	100,000	100,000	300,000	300,000
RD, Central Add. Gateways: Myrtle, Front										100,000	100,000	100,000	300,000	300,000
RD, Streetscape-Bannock St, 9th to Capitol Blvd,										133,333	133,333	133,333	400,000	400,000
RD, Connector Analysis (Front & Myrtle)								200,000					200,000	200,000
RD, T5 Participation: Ash Street Properties RFQ/P								100,000					100,000	100,000
WD, Streetscape Design for Upcoming Projects												50,000	50,000	50,000
WD, 2015 SS - 11th/15th/Main Street	238,537	5,411	122,184	60,000									426,132	263,220
WD, State Street, 16th - 8th, Both Sides (Joint									100,000				100,000	100,000
WD, Wayfinding Project Installation				16,667	16,667	16,667	16,667	16,667	16,667				100,000	100,000
WD, Streetscape-Bannock St, 9th to Capitol Blvd,	4,164									166,667	166,667	166,667	504,164	500,000
WD, T3 Participation: Athlos DA Streetscape &							750,000						750,000	750,000
30D, Main - Fairview Right Sizing								35,000					35,000	35,000
30D, CCDC/City West End Revitalization Agreement								85,000					85,000	85,000
30D, Multi-Purpose Stadium/Development				3,889	3,889	3,889	3,889	3,889	3,889	3,889	3,889	3,889	35,000	35,000

OPERATING CASH FLOW ANALYSIS FY2016

Beginning Projected Cash Total 10/1/2015	22,098,503
Less Bond Reserve Debt	(2,502,884)
Less Parking Emergency	(500,000)
	<u>19,095,619</u>

	Actual October	Actual November	Actual December	Projected January	Projected February	Projected March	Projected April	Projected May	Projected June	Projected July	Projected August	Projected September	Projected Total	FY16 Original Budget
30D, Wayfinding Project Installation							8,333	8,333	8,333	8,333	8,333	8,333	50,000	50,000
RD, T1 Participation; Streetscape						100,000			100,000			100,000	300,000	300,000
RD, TBD Parking Garage										3,000,000	3,000,000	3,000,000	9,000,000	9,000,000
RD, T3: 5th&Broad St Parking Deck&Streetscape,										1,080,000	1,080,000	1,080,000	3,240,000	3,240,000
WD, T1 Participation; Streetscape		108,269							100,000			100,000	308,269	300,000
30D, Capital Improvement General							25,000						25,000	25,000
Cameras at Exits for All Garages						42,000							42,000	42,000
Exit Improvements - Pedestrian Safety					40,000								40,000	40,000
Downtown Public Parking Garage Signage						470,000							470,000	470,000
Exterior Signage Design						25,000							25,000	25,000
LED Lights for Capitol Terrace						75,000							75,000	75,000
Lobbies & Stairwells Painting										30,000	30,000	30,000	90,000	90,000
Relocate Grove St Signs to 9th & Front				5,000									5,000	5,000
Parking Website Upgrades							20,000		20,000			10,000	50,000	50,000
WD, Development Project										2,500,000			2,500,000	2,500,000
30D, Development Project										25,000			25,000	25,000
Total Capital Outlay	\$ 449,060	\$ 366,673	\$ 369,429	\$ 1,012,244	\$ 982,244	\$ 1,671,244	\$ 2,113,078	\$ 1,750,578	\$ 2,583,078	\$ 8,451,944	\$ 5,721,944	\$ 5,981,944	\$ 31,453,462	\$ 31,202,720
Projected Ending Cash Balance	\$ 23,896,095	\$ 23,610,895	\$ 23,185,969	\$ 30,149,473	\$ 28,241,973	\$ 40,042,477	\$ 37,901,148	\$ 36,120,219	\$ 33,508,889	\$ 30,364,694	\$ 22,869,498	\$ 15,086,282	\$ 15,086,283	\$ 14,976,759



AGENDA BILL

Agenda Subject: Approval of Façade Improvements as per the Type 3 Participation Agreement with Athlos Academies for the project at 10 th & Idaho.		Date: 2/8/2016
Staff Contact: Todd Bunderson	Attachments: 1) Rendering	
Action Requested: Approval of the façade improvements for Athlos Academies project at 10 th and Idaho.		

Background:

In March 2015 CCDC Board approved the authorization of the T3 Participation Program for the Athlos Academies project in the building known as the CC Anderson building at 918 Idaho Street. The building was previously Macy's Department Store and has been vacant for over six years. After various owners and non-viable development proposals, Athlos Academies now owns the property and is actively renovating the building to house a growing corporate headquarters for their charter school development business. The corporate headquarters will bring people who would not otherwise come to downtown Boise for extended stay trainings associated with the charter school's curriculum.

The T3 agreement which was executed in December 2015 requires CCDC approval of a final Façade Plan. At the time the document was approved by the board the developer was working through their final design documents, which have now been finalized. The project has been approved by the Boise Design Review Commission.

The demolition is nearly complete and the project is scheduled to be completed in July of 2016.

Fiscal Notes:

Reimbursement of eligible public improvement expenses not to exceed \$750,000 upon completion of the project and recordation of acceptable public façade easement as approved by the City of Boise.

Staff Recommendation:

Approve the Façade Improvements.

Suggested Motion:

I move to approve the Façade Improvements for the CC Anderson Building at 10th and Idaho.



ATHLOS

www.brsarchitects.com

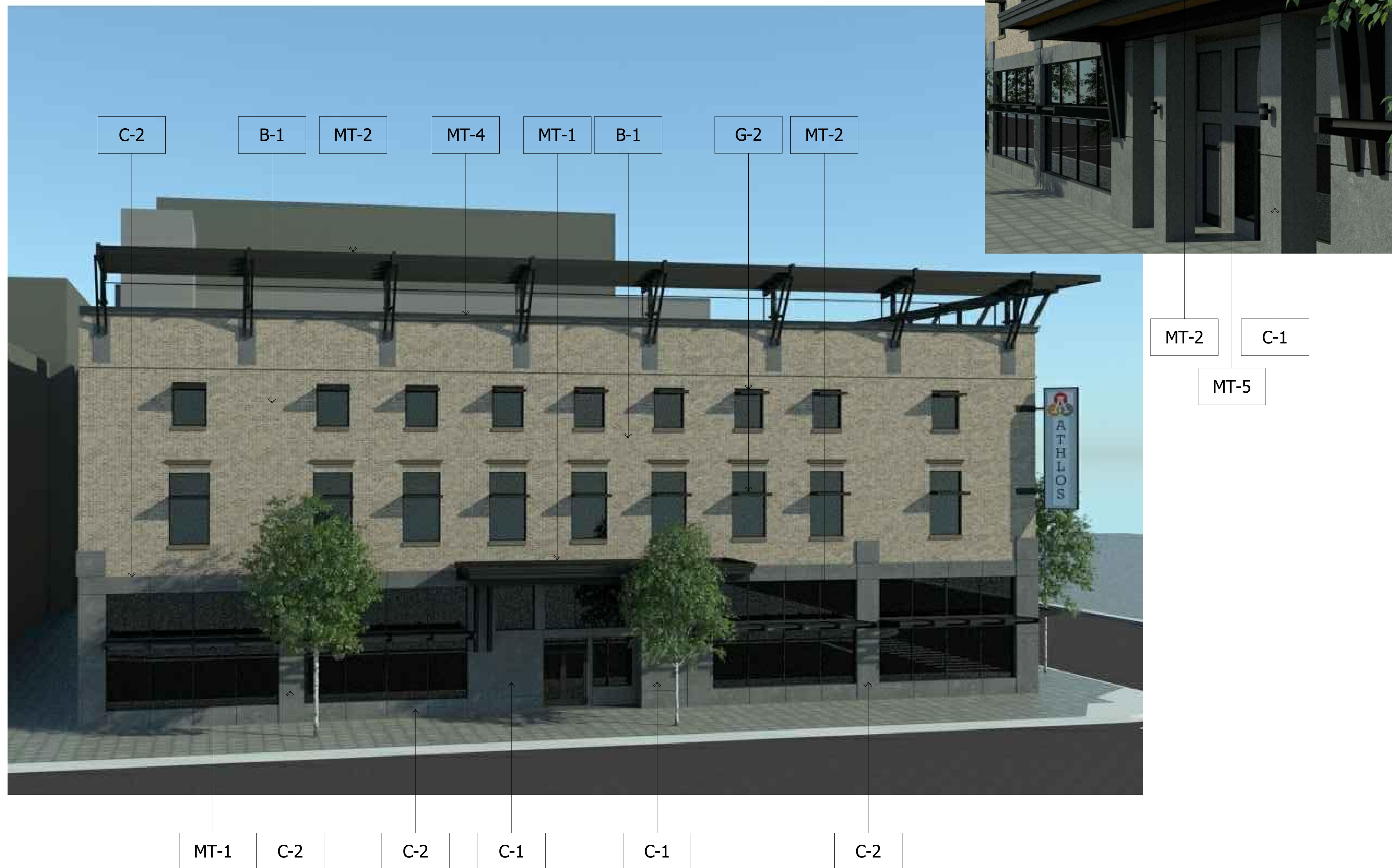


ATHLOS HEADQUARTERS
BOISE, IDAHO

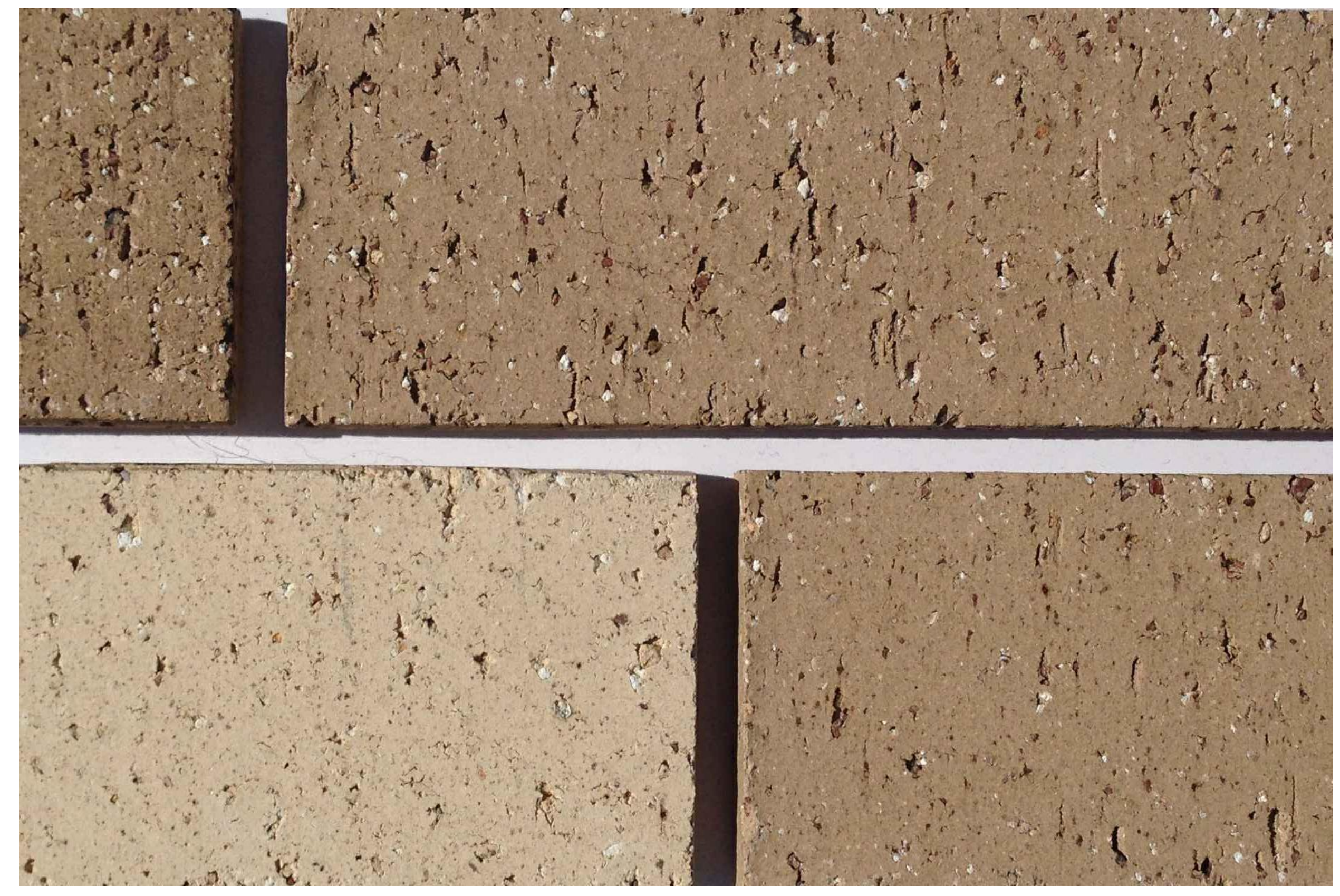
IDAHO STREET ELEVATION



10th STREET ELEVATION

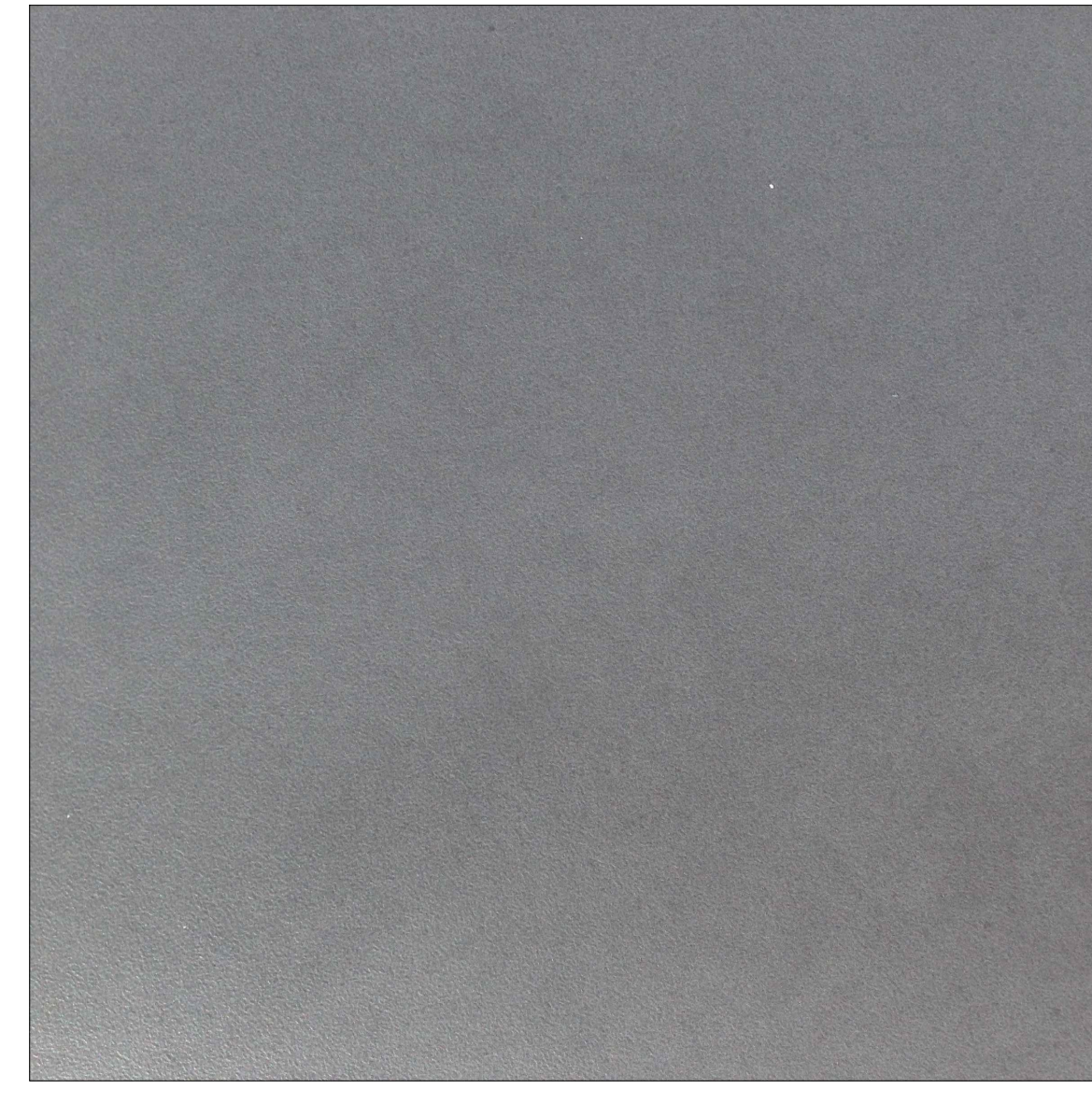


BRICK

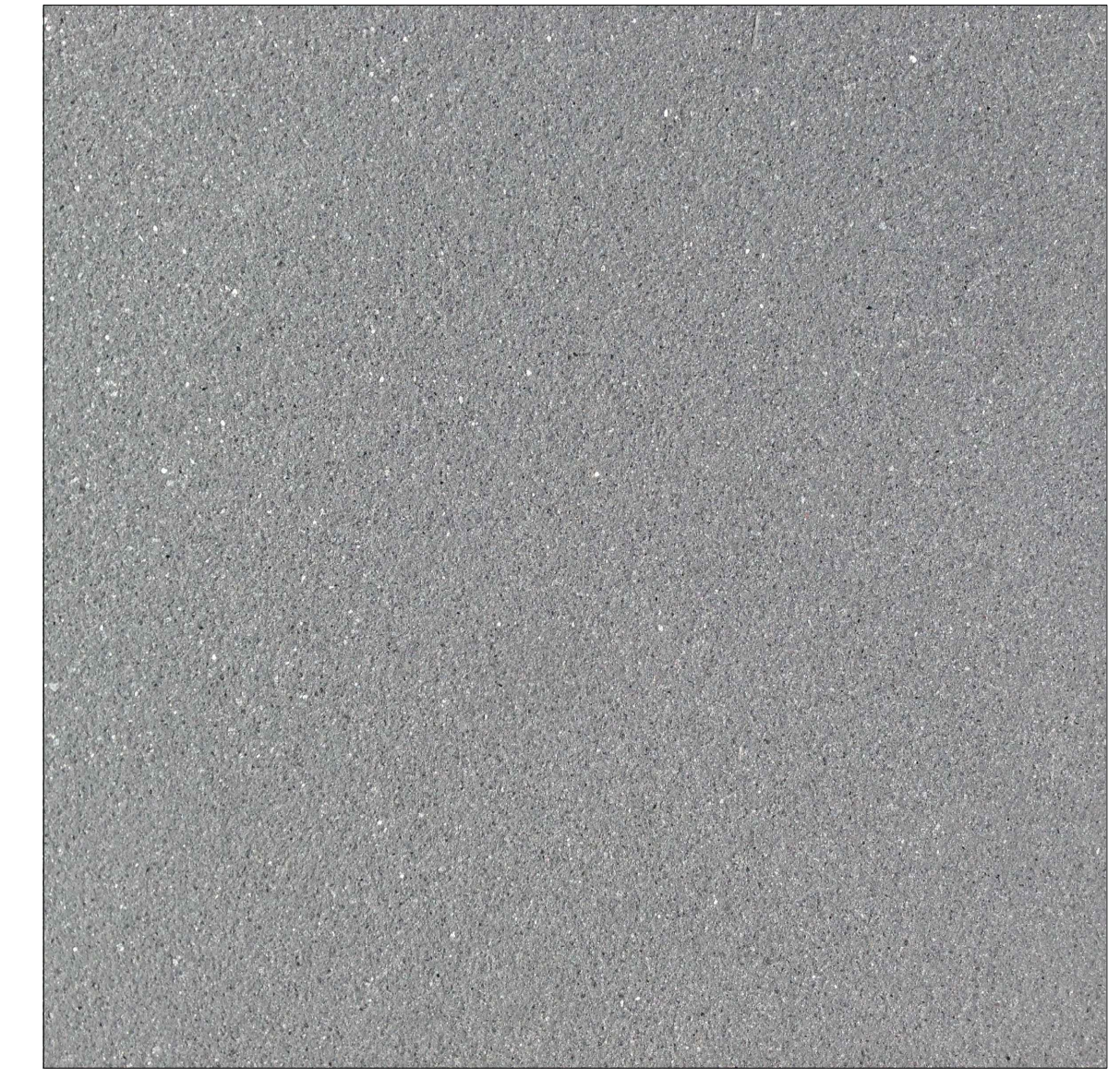


B-1 EXISTING BRICK
8X16 | BRICKIMAGING STAYNTECH | BEIGE EARTHTONE BLEND

CONCRETE



C-1 CONCRETE PANELS
TAKTL | GRAPHITE | SMOOTH | CAST



C-2 CONCRETE PANELS
TAKTL | GRAPHITE | SMOOTH | MICROBLAST

OTHER



MT-5 SOFFIT PANEL
LONGBOARD | ALUMINUM SOFFIT PANEL | DARK FIR

- G-1** WINDOW GLAZING SYSTEM. KAWNEER 4 1/2" ALUMINUM STOREFRONT DOOR AND WINDOW SYSTEM, WITH BLACK ANODIZED ALUMINUM FINISH. PROVIDE 1" INSULATED, LOW-E, TINTED GLASS UNITS.
- G-2** WINDOW GLAZING SYSTEM SUN CONTROL DEVICE. KAWNEER VERSOLEIL SUNSHADE OUTRIGGER SYSTEM FOR STOREFRONT. PROVIDE 30" DEPTH WITH AIRFOIL BLADE OPTION WITH BLACK ANODIZED ALUMINUM FINISH.
- MT-1** METAL AWNING. SHOP FABRICATED STEEL AWNING. PROVIDE "BLACK" POWDER COAT FINISH.
- MT-2** METAL CANOPY. SHOP FABRICATED STEEL AWNING. PROVIDE "BLACK" POWDER COAT FINISH.
- MT-3** DRI-DESIGN METAL WALL PANEL SYSTEM. 32" x 32" VMZINC. PANEL SYSTEM.
- MT-4** PREFINISHED METAL COPING CAP. COLOR TO MATCH AEP SPAN DURATECH "MATTE BLACK".
- MT-6** METAL "GREEN WALL". SHOP FABRICATED STEEL. PROVIDE "BLACK" POWDER COAT FINISH.

NO.	REVISIONS	DATE

NO.	REVISIONS	DATE

NO.	REVISIONS	DATE

1010 S. ALLANTE ST.
SUITE 100
BOISE, IDAHO 83709
(208) 336-8370
FAX (208) 336-8380

PROPOSED HEADQUARTERS TENANT IMPROVEMENT FOR:
ATHLOS ACADEMIES
PROPOSED EXTERIOR REMODEL

918 IDAHO STREET
BOISE, IDAHO

DRAWN	RR
DATE	10/21/15
CHECKED	ADR
JOB NO.	15048
SHEET	MB1

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CONTEXTUAL PHOTOS



EXISTING BUILDING FROM CORNER OF 10TH & IDAHO



SE CORNER OF 10TH & IDAHO



BACK OF EXISTING BUILDING ALLEY BETWEEN IDAHO & BANNOCK



IDAHO STREET FACADE



IDAHO STREET FACADE



NW CORNER OF 10TH & IDAHO



CORNER OF 10TH & BANNOCK



CORNER OF 9TH & IDAHO

--

NO.	REVISIONS	DATE

NO.	REVISIONS	DATE

1010 S. ALLANTE ST.
SUITE 100
BOISE, IDAHO 83709
(208) 336-8370
FAX (208) 336-8380

PROPOSED HEADQUARTERS TENANT IMPROVEMENT FOR:
ATHLOS ACADEMIES
PROPOSED EXTERIOR REMODEL

918 IDAHO STREET
BOISE, IDAHO

DRAWN	JAB
DATE	10/21/15
CHECKED	ADR
JOB NO.	15048
SHEET	CP1

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AGENDA BILL

<p>Agenda Subject: Selection of a Design Professional for the 2016 LIV District (Broad Street) Public Infrastructure Improvement Project</p>	<p>Date: February 8, 2016</p>
<p>Staff Contact: Mary Watson, Contracts Manager</p>	<p>Attachments:</p> <ul style="list-style-type: none"> A. Resolution No. 1430 B. Request for Proposal – issued January 4, 2016 C. RFP Ranking
<p>Action Requested: Adopt Resolution No. 1430 approving the selection of Jensen Belts Associates as the Landscape Architect of Record for the 2016 LIV District Public Infrastructure Improvement Project, and authorizing the Executive Director to negotiate and execute a Task Order with Jensen Belts Associates.</p>	

BACKGROUND

CCDC requires a design professional to be its Landscape Architect of Record for the 2016 LIV District Public Infrastructure Improvement Project, having already contracted for and received a schematic design concept from ZGF Architects. In cooperation with the City of Boise and the Ada County Highway District, CCDC has budgeted for the following improvements: extension of the geothermal system down Broad Street and into the injection well at Julia Davis Park; fiber optic resources; innovative storm water solutions; creative streetscape amenities; and reconstruction of the street. The Landscape Architect will take the schematic drawings through the permitting process and construction stages.

SELECTION OF THE DESIGN PROFESSIONAL

Pursuant to Idaho Code § 67-2320(2)(h), the Agency adopted Resolution No. 1333 on January 13, 2014, to establish a list of pre-approved design professionals for five-year (2014-2019) non-exclusive On Call Professional Service Agreements.

Consistent with Idaho Code § 67-2320, CCDC issued a Request for Proposals for Professional Design Services (“RFP”) on January 4, 2016, to three of its pre-approved design professionals:

CSHQA, Jensen Belts Associates, and The Land Group. Each of the three firms submitted their proposals ahead of the January 14, 2016, submission deadline.

CCDC staff reviewed and ranked the three proposals in accordance with the criteria and procedures set forth in the RFP: team approach; relevant project experience; CM/GC experience; and sample project documentation. Staff determined that Jensen Belts Associates was the best qualified and highest ranked proposer because of their team approach, including public outreach and agency coordination and experience in critical elements of the project including green storm water infrastructure, geothermal resources, suspended pavement systems, downtown streetscape requirements, and the Construction Manager / General Contractor (CM/GC) project delivery method. See Exhibit C for staff's ranking and analysis.

FISCAL NOTES

Resolution No. 1430 authorizes the Executive Director to negotiate and execute a Task Order with Jensen Belts Associates for the 2016 LIV District Public Infrastructure Improvement Project for an amount not to exceed Three Hundred Twenty-Five Thousand Dollars (\$325,000).

The contract will be funded from the FY2016 budget – Capital Improvement Projects line items 26-28 and 30: the 5th Street entrance to Julia Davis Park, the cooperative agreement for the geothermal extension, Broad Street from Capitol to 2nd Street, and work associated with the gateways of Myrtle, Front, and Broad.

STAFF RECOMMENDATION

CCDC staff recommends that the Board find it in the best interest of the public and CCDC to approve the selection of Jensen Belts Associates as the best qualified proposer to act as the Landscape Architect of Record for the 2016 LIV District Public Infrastructure Improvement Project, and to authorize the Executive Director to negotiate and execute a Task Order for the design services with Jensen Belts Associates.

Suggested Motion:

I move to adopt Resolution No. 1430 approving the selection of Jensen Belts Associates as the best qualified and highest ranked proposer to provide the required services for the 2016 LIV District Public Infrastructure Improvement Project, and to authorize the Executive Director to negotiate and execute a Task Order with Jensen Belts Associates.

RESOLUTION NO. 1430

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, SELECTING JENSEN BELTS ASSOCIATES AS THE LANDSCAPE ARCHITECT OF RECORD FOR THE 2016 LIV DISTRICT PUBLIC INFRASTRUCTURE IMPROVEMENT PROJECT; AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE A TASK ORDER BETWEEN THE AGENCY AND JENSEN BELTS ASSOCIATES TO UNDERTAKE AND COMPLETE THE PROFESSIONAL DESIGN SERVICES FOR THE PROJECT; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION, is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended and supplemented, Chapter 29, Title 50, Idaho Code (collectively the "Act"), a duly created and functioning urban renewal agency for Boise City, Idaho, hereinafter referred to as the "Agency."

WHEREAS, in accordance with Idaho Code § 67-2320(2)(h), the Agency adopted Resolution No. 1333 on January 13, 2014, to establish a list of pre-approved design professionals for five-year (2014-2019) non-exclusive On Call Professional Service Agreements in order to streamline the process to engage the professionals when that expertise is needed; and

WHEREAS, the Agency has the need to engage a design professional to be its Landscape Architect of Record for the 2016 LIV District Public Infrastructure Improvement Project and has budgeted for those needs in FY2016; and

WHEREAS, in accordance with Idaho Code § 67-2320(2)(h), on January 4, 2016, the Agency issued a Request for Proposal for Professional Design Services (RFP) to three (3) of its pre-approved design professionals inviting their proposals for services related to the 2016 LIV District Public Infrastructure Improvement Project; and,

WHEREAS, each of the three (3) pre-approved design professionals submitted proposals ahead of the 3:00 p.m. deadline on January 14, 2016; and

WHEREAS, Agency staff reviewed and ranked the three (3) proposals in accordance with the criteria and procedures set forth in the RFP and thereafter determined that Jensen Belts Associates was the best qualified and highest ranked proposer to provide the requested services because of their team approach, including public outreach and agency coordination, and because of their vast experience in critical elements of the project including green storm water infrastructure, geothermal resources, suspended pavement systems, downtown streetscape requirements, and the Construction Manager / General Contractor (CM/GC) project delivery method; and

WHEREAS, Agency staff is recommending that the Agency Board find it in the best interests of the public and of the Agency to approve the selection of Jensen Belts Associates as the best qualified proposer to act on the behalf of the Agency as the Landscape Architect of Record for the 2016 LIV District Public Infrastructure Improvement Project, and to authorize the Executive Director to negotiate and execute a Task Order with Jensen Belts Associates for an amount not to exceed Three Hundred Twenty-Five Thousand Dollars (\$325,000.00).

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, AS FOLLOWS:

Section 1: That the above statements are true and correct.

Section 2: That the Board affirms Staff's selection of Jensen Belts Associates as the best qualified proposer to act on the behalf of the Agency as Landscape Architect of Record for the 2016 LIV District Public Infrastructure Improvement Project.

Section 3: That the Board authorizes the Executive Director to negotiate and execute a Task Order with Jensen Belts Associates for the 2016 LIV District Public Infrastructure Improvement Project for an amount not to exceed THREE HUNDRED TWENTY FIVE THOUSAND DOLLARS (\$325,000.00) consistent with the Board's stated instructions at the February 8, 2016, Agency Board Meeting and further authorizes the Executive Director to execute all necessary documents required to implement the actions contemplated by the Task Order, subject to representations by Agency legal counsel that all conditions precedent to those actions and the Task Order or other documents are acceptable and consistent with the comments and discussions received at the February 8, 2016, Agency Board Meeting.

Section 4: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED by the Urban Renewal Agency of Boise City, Idaho, on February 8, 2016.
Signed by the Chairman of the Board of Commissioners, and attested by the Secretary to the Board of Commissioners, on February 8, 2016.

URBAN RENEWAL AGENCY OF BOISE CITY:

By: _____
John Hale, Chairman

Date: _____

ATTEST:

By: _____
Secretary

Date: _____



2016 LIV District Public Infrastructure Improvement Project

Request for Proposal for Professional Design Services Submissions Due by 3:00pm on Thursday, January 14, 2016

CCDC is seeking proposals from three of its preapproved design firms to provide professional services to lead a multi-team coordinated design process and help administer a complex, multi-layer public works infrastructure project that may use the Construction Manager / General Contractor (CM/GC) delivery method. This project will incorporate geothermal and fiber optic resources in addition to innovative stormwater solutions and creative streetscape design. CCDC anticipates the direct construction costs to be approximately \$3.3 million dollars. This investment will be made in downtown Boise's Central Addition neighborhood on and around Broad Street between Capitol Boulevard and 2nd Street. Construction is desired to begin March 2016 and be completed no later than November 2016.

BACKGROUND

CCDC's partner in this endeavor, the City of Boise, has created a vision for the area which it calls the "LIV District." Inspired by an initiative known as 'eco-districts,' the LIV District is a neighborhood development strategy structured on the principals of sustainable development, operations, and Boise's LIV culture: Lasting, Innovative, and Vibrant. The high level view of the LIV district is to create an efficient, functioning, and sustainable neighborhood in Boise's downtown. The primary place-making initiatives ready to accomplish this include: public infrastructure, mobility, historic preservation, and sustainable systems such as geothermal energy and on-site storm water mitigation (also known as Green Stormwater Infrastructure or GSI). Additional efforts beyond the scope of this project include injecting sustainable methods into private development through assistance, education, outreach, and innovation of city operations.

Central Addition LIV District Enhancement Plan

To implement the Lasting, Innovative, and Vibrant vision for the Central Addition, CCDC and the City of Boise developed an enhancement plan in November 2014 that organized the public improvements into four categories with distinct projects. Each of the projects listed below is actively being advanced by CCDC, departments of the City of Boise, and the Ada County Highway District.



1. *Green Infrastructure:*

- 2016 (City of Boise Public Works) – Expand the geothermal system to a capacity which can service all new redevelopment that occurs in the Central Addition LIV District.
- 2016 (CCDC/ACHD) – Implement a neighborhood-wide stormwater solution that utilizes Green Stormwater Infrastructure systems to address both street drainage and private land drainage within the public right of way.

2. *Mobility:*

- 2016 (CCDC/City of Boise Parks and Recreation) – Enhance pedestrian access to Julia Davis Park at 5th Street.
- 2017 (CCDC/City of Boise PDS) - Enhance pedestrian safety when crossing Myrtle Street at the 5th Street intersection.
- 2019 (ACHD/City of Boise PDS) - Convert 5th and 6th Streets to two-way traffic flow from Myrtle Street north to Fort Street.

3. *Placemaking:*

- 2016 (CCDC) - Reinvent Broad Street to be an attractive streetscape with a distinct identity, which anticipates high density urban redevelopment to eventually surround it.
- 2016 (CCDC/City of Boise PDS) – Establish a streetscape standard for the numbered streets that intersect Broad Street. The new streetscape standard to be administered by PDS as redevelopment occurs.

4. *Pre-Development Assistance:*

- 2015 (CCDC/City of Boise PDS) – work to relocate historic structures impacted by redevelopment projects.

All partner agencies are invested in achieving completion of these various projects in close coordination with one another. Additionally, all agencies place a high value on leveraging design and construction synergies to increase the positive impact, improve the quality, and capture the highest value in the costs of these improvements. Consideration of each of these projects and how best to accomplish them in tandem is important in the design professional's response to this RFP.



CCDC's Broad Street Efforts

CCDC retained Portland-based ZGF Architects in 2015 to design the Central Addition LIV District. The assignment was to create four items: 1.) Neighborhood Framework Assessment; 2.) Broad Street Concept Plan; 3.) Neighborhood GSI Concept Plan; and 4.) Prototypical Streetscape Standard for the neighborhood's numbered streets. To date the majority of the work has been conducted – but ultimately all items remain unfinished. Due to a more in-depth level of coordination with ACHD than was anticipated, coupled with the lack of a strong local presence on the ZGF team, CCDC has struggled to accomplish the approvals needed to advance into technical drawings.

The design firm chosen for this project will finalize the design and obtain approvals of the four items listed above. The firm will work in collaboration with ZGF Architects to maintain design intent while completing the four items. Please explain in the proposal response your intention to best accomplish this.

Active Private Investment

There are three active redevelopment projects under construction with Broad Street frontage of which design and construction coordination are paramount. George's Cycles & Fitness at 3rd Street is nearly complete with their construction efforts. The Marriott Residence Inn at Capitol Boulevard and The Fowler apartments at 5th Street are both currently under construction. Both have included "template" streetscape designs on Broad Street as "add alternates" in their bid packages, and both developers are aware that CCDC intends to build a different streetscape than shown in their contract documents. As a part of this RFP, CCDC is expecting the design firm chosen will provide ongoing coordination with these projects to ensure a smooth delivery of both Broad Street and the private developments.

SCOPE OF WORK

We envision the chosen design firm providing two primary services. The first is to deliver Broad Street enhancements by fall 2016. This entails the transition with ZGF as described herein, coordination of the GSI concept plan, producing construction documents, obtaining necessary approvals, and administering construction. The second is to function as the "Master Architect/Engineer" for the affiliated projects listed above, under the Central Addition LIV District enhancement plan.

BROAD STREET

- Obtain Design Review approval of ZGF plan.
- Obtain ACHD approval of ZGF's GSI concept plan.



- Produce construction set, coordinating with ZGF as a consultant to maintain design intent.
- Provide 30%, 60%, 90% and Bid Document sets to CMGC for constructability and costing analysis.
- Obtain necessary permits.

MASTER “ARCHITECT/ENGINEER” ROLE

- Oversee and orchestrate the coordinated delivery of the Julia Davis Park Entrance, Geothermal Expansion, Broad Street enhancements, and potential fiber optic utility installation.
- Function as lead architect/engineer working with the CM/GC in the construction administration of all included projects.
- Schedule, facilitate, and administer project coordination meetings among the various projects.
- Meet routinely with the City of Boise’s Office of Sustainability in supporting the LIV District initiatives.
- Cooperate with the 80-person stakeholder group and produce graphic materials as needed to communicate project status and updates.
- Oversee the design coordination and construction of the geothermal expansion. City of Boise Public Works has contracted J-U-B Engineers to produce drawings set. Design firm is responsible for managing the coordination of the utility design with all other included projects. Responsible for construction administration oversight of utility installation.
- Oversee the Julia Davis Park Entrance project: CCDC has hired CSHQA to produce the drawings and administer the contract through construction. The design firm chosen through this RFP is responsible for managing the coordination of the utility design with all other included projects.
- Oversee and manage negotiation of streetscape improvements in front of the Marriott Residence Inn and The Fowler apartments.

DETAILED PROPOSAL

In accordance with Idaho Code § 67-2320, CCDC is seeking the best qualified out of three of its preapproved design professionals to provide the required services listed herein. In order to be considered fully and ranked, proposals should include the following information under the following headings:



Section I Team approach

Describe how you will assemble a full team to accomplish the requested services. Describe how you propose to work with ZGF Architects to maintain design intent in a timely, efficient manner. Describe how you propose to act as the “Master Architect/Engineer” for the various scopes of work outlined in collaboration with the respective design professionals. Include a project team organization chart with a complete description of roles and responsibilities.

Section II Relevant Project Experience

Describe previous project experience involving GSI, Suspended Pavement Systems, Geothermal Installation, and downtown streetscape work. What makes you the most qualified for this project?

Section III CM/GC Experience

Describe previous experience working in collaboration with a CM/GC to deliver a multi-GMP project. How did you leverage the CM/GC to help improve the outcome of the project? How can you help facilitate cost share agreements between the involved public agencies?

Section IV Sample project documentation

Provide documentation of past projects involving GSI, Suspended Pavement Systems, Geothermal Installation, and downtown streetscape work.

PROPOSAL SUBMISSION

If interested, please submit your proposal to Mary Watson, CCDC Contracts Manager | Attorney at Law at mwatson@ccdcboise.com no later than **3:00 p.m. on Thursday, January 14, 2016**.

Please do not include information about rates, fees, or expenses that would be charged to CCDC if selected to provide the Scope of Services under this RFP.

CCDC reserves the right to schedule interviews with one or more proposing design teams; submitting a proposal does not guarantee an interview. The design firm chosen as best qualified to provide the required services will be engaged under a Task Order in accordance with the firm’s on-call contract with CCDC.

Our sincerest thanks for your interest in meeting the needs of CCDC and the citizens of Boise.



ATTACHMENT C

TO: Mary Watson
CCDC Contracts Manager | Attorney at Law

FROM: Karl Woods
Project Manager – Capital Improvements
Development Division

DATE: January 22, 2016

SUBJECT: Ranking of Consultants for Design of 2016 LIV District
Public Infrastructure Improvement Project

CCDC is seeking professional services for the design of the 2016 LIV District Public Infrastructure Improvement Project on Broad Street. It is anticipated that design services will exceed \$25,000; and a request for proposals was transmitted to the following firms on the CCDC preapproved consultant services list Monday, January 4, 2016:

CSHQA
Jensen Belts Associates
The Land Group

The deadline to submit proposals was 3:00 p.m. Thursday, January 14, 2016. All three firms submitted proposals by the deadline. After reviewing all three proposals, and in consideration of the proposed project approaches, personnel to be assigned, and relevant previous work, the three firms were ranked in the following order of preference:

1. Jensen Belts Associates
2. CSHQA
3. The Land Group

Based on this ranking and in accordance with Idaho Code § 67-2320, I will begin negotiating with Jensen Belts Associates to perform the required design services at a reasonable and fair price.

Karl Woods

RFP: 2016 LIV District Broad Street Design Professional Rankings

	CSHQA	JBA	TLG
Team Approach	<p>assembling team, very generic. Like that they have inhouse civil, etc. Kent Hanway has been engaged in LIV planning process. Has background with district. would likely provide stakeholder coordination, outreach. Have a good working relationship with ACHD. Concerned there isn't the dedicated management to accomplish it all.</p>	<p>mckibben + cooper architects, interesting... that's a fantastic idea to have them coordinating the stakeholders and city. sherry mckibben's experience in downtown boise urban design is substantial. Team approach much simpler than tlg, more developed than cshqa. ZGF wrote a letter on JBA's behalf following phone calls from JBA and TLG. ZGF was not able to connect with TLG. Good historic working relationship with ZGF.</p>	<p>Like the idea of bringing in outside project coordinators, but could be overkill. not fully understanding JCJA's involvement appears to be architecture and cm background, formerly of albertson's site team. Don't like TLG trying to make ZGF revise their drawings. ZGF has been very untimely. Feb8, not the cutoff, it's a board meeting. interesting approach and certainly some thought went into it. christopher hawkins with 4 years experience is on this fast twitch project? like that they included cob projects in org chart</p>
Relevant Project Experience	<p>grove with silva cells, cmgc, 5th street entrance good, inn @ 500 very relevant, cshqa relevant, bodo fairly relevant, one nineteen is a stretch, state capitol somewhat relevant, whole foods relevant. geothermal experience on 3 projects. Fiber optic experience.</p>	<p>over 50 block faces of streetscapes, streetscape manual production GSI infrastructure manuals, GSI at boise libraries, 11 geothermal projects as a team. Easily the most relevant experience. Appear to be the only applicant with experience designing and administering construction with silva cells.</p>	<p>designed with silva cell for 5th and main, geothermal work at bsu, experience taking concept plans and running with them,</p>
CMGC Experience	<p>state capitol, multi-gmp project, great explanation of cost share agreement help</p>	<p>7 cmgc projects, experience in cost share agreements,</p>	<p>demonstrate a competent working knowledge of cmgc, don't list examples of past cmgc projects.</p>
Sample Project Documentation	<p>solid project work. Some are in design, limited geothermal,</p>	<p>25 streetscape projects, awesome boards of project documentation, not only jba, but m+c projects and resumes at end show an extremely experienced team.</p>	<p>pioneer pathway, georges, meridian streetscape design guildines, slrnc master plan, village, good solid project experience. Doesn't seem like the right caliber.</p>
RANK:	2	1	3



AGENDA BILL

<p>Agenda Subject: CM/GC Selection for the 2016 LIV District (Broad Street) Public Infrastructure Improvement Project</p>	<p>Date: February 8, 2016</p>
<p>Staff Contact: Mary Watson, Contracts Manager</p>	<p>Attachments:</p> <ul style="list-style-type: none"> A. Resolution No. 1428 B. Request for Qualifications – issued December 8, 2015 C. RFQ Addendum No.1 – issued December 22, 2015 D. Final Evaluation Tally
<p>Action Requested: Adopt Resolution No. 1428 approving the selection of Guho Corp. as the Construction Manager / General Contractor (CM/GC) for The LIV District Public Infrastructure Improvement Project, and authorizing the Executive Director to negotiate and execute a Construction Manager / General Contractor Agreement with Guho Corp.</p>	

BACKGROUND

The 2016 LIV District Public Infrastructure Improvement Project involves a variety of place-making improvements and enhancements to Broad Street, between Capitol Boulevard and 2nd Street in the River-Myrtle / Old Boise district. CCDC already contracted for and received a schematic design concept from ZGF Architects and will hire a design team to take that concept package through the permitting and construction process. In cooperation with the City of Boise and the Ada County Highway District, CCDC expects to construct the following improvements: extension of the geothermal system down Broad Street and into the injection well at Julia Davis Park; fiber optic resources; innovative storm water solutions; creative streetscape amenities; and reconstruction of the street – all in an effort to contribute as a catalyst to economic development and downtown reinvestment by private entities.

The City of Boise has created a vision for the area which it calls the “LIV District.” Inspired by an initiative known as ‘eco-districts,’ the LIV District is a neighborhood development strategy structured on the principals of sustainable development, operations, and Boise’s LIV culture - Lasting, Innovative, and Vibrant. The LIV District is a sub-district of the neighborhood platted as the Central Addition, and the high level view is to create an efficient, functioning, and sustainable neighborhood in Boise’s downtown.

The program of physical improvements to be implemented is extensive and will require precise planning and coordination. Due to the complexities inherent to streetscape construction, coupled with the unique improvements and the private construction activities occurring in the Broad Street area, CCDC staff determined the best approach for this project would be to utilize the **Construction Manager / General Contractor (“CM/GC”)** construction delivery method.

WHAT IS A CM/GC?

CM/GC is a project delivery method that allows an owner to engage a construction manager early in the design process to provide constructability input. The construction manager is selected through a qualifications-based selection process, not a competitive bid. During the design phase, the construction manager helps develop a constructible project design that stays within the set budget by giving input on schedule, construction methods, materials, and pricing issues. Around the 90% design stage, the owner and construction manager negotiate a guaranteed maximum price. If the price is acceptable to both parties, they execute a construction services contract. It is at this point in time which the CM - construction manager becomes the GC - general contractor.

Throughout the project the Construction Manager/General Contractor represents CCDC to ensure a more predictable and manageable construction project that can be built on time and within the budget.

The CM/GC project delivery method was made available to Idaho’s public agencies in 2014. CCDC hires the CM/GC based on qualifications and demonstrated competence in accordance with Idaho Code § 67-2320. For public works construction, CM/GCs must hold both a Construction Manager license (Idaho Code § 54-4504) and a Public Works Contractor license (Idaho Code § 54-1902). The City of Boise, the City of Meridian, Boise State University, and other public entities have been using the CM/GC process to build complex projects on time and for an amount not to exceed a negotiated Guaranteed Maximum Price (GMP) – and CCDC presently is using a CM/GC for its renovations of The Grove Plaza.

Last summer, the CCDC Board of Commissioners approved the hiring of ZGF Architects to develop a schematic design of Broad Street. Shortly, CCDC will hire an Architect of Record to take the schematic design thru actual design, permitting, and construction. As such, the next step for this Broad Street project is to hire the Construction Manager/General Contractor as part of the Consultant Team to finalize design and prepare for construction.

This process involves a multi-stage contract – with this first stage being specific to Guho Corp.’s construction management services. Later on when design is near complete, the Board oversees amendment of the contract to provide for the Guaranteed Maximum Price (GMP). The GMP is a key benefit of all CM/GC contracts: once it’s negotiated, the contractor guarantees that construction price – making the contractor “at risk” if the price goes higher.

HIRING THE CM/GC

CCDC issued a Request for Qualifications (“RFQ”) on December 8, 2015, inviting licensed CM/GC firms interested in the LIV District project to submit Statements of Qualifications (“SOQ”). Representatives from four different firms attended CCDC’s pre-proposal meeting on December 16, 2015. Thereafter, those same four firms submitted their qualifications by the January 7, 2016, submission deadline. Each firm is to be commended for the quality of their proposals and the expertise and competency of their work as evidenced in their SOQs. CCDC appreciates each firm’s desire to help build vitality in downtown Boise.

The SOQ evaluation panel included two CCDC project managers, an engineer/geothermal coordinator from the City of Boise’s Public Works Department, a landscape architect from the design firm CSHQA, and a project manager for capital projects from the Ada County Highway District. The four SOQs received were evaluated for compliance with the technical requirements as prescribed in the RFQ, then the panel scored the SOQs on the bases of qualifications and demonstrated competence.

On January 25, 2016, the evaluation panel interviewed each of the firms. All four offered strong presentations and were evaluated on the following criteria as specified in the RFQ: cover sheet, waiver and release, company profile, CM/GC approach, project manager/point of contact, budget control, scheduling, and previous similar experience. Upon completion of the interviewing, the scoring revealed **Guho Corp.** was the best qualified and highest ranked proposer because:

- Guho Corp. has an extensive background in Public Works Construction and has become the area’s expert in green storm water infrastructure implementation;
- The company’s project managers and superintendent exhibit vast understanding and experience in past construction management and general contracting work;
- Guho Corp. provided a cohesive team approach and an unparalleled understanding of the scope of work;
- Guho Corp. placed continuous emphasis on pre-construction coordination and collaboration with all jurisdictions involved in the project and demonstrated their ability to provide a well-thought-out schedule to meet all jurisdictions’ expectations;
- Guho Corp. had a solid understanding that there are multiple components of the project that are at various stages of design and that a phased approach will respond to each component’s trajectory in order to mobilize on construction as soon as possible and maintain the quick schedule;
- The company showed a strong background in managing projects with multiple funding sources and multiple guaranteed maximum prices (GMP);
- References could attest that Guho Corp.’s pre-construction management services are strong and extremely advantageous to the success of a project; and

- Guho Corp.'s can-do attitude is bolstered by excellent communication and coordination methods, and they are dedicated to giving the project their full attention.

See *Exhibit D* for the panel's scoring of the four firms.

FISCAL NOTES

Resolution No. 1428 authorizes the Executive Director to negotiate and execute a Construction Manager / General Contractor Agreement with Guho Corp. for the 2016 LIV District Public Infrastructure Improvement Project for an amount not to exceed Seventy-Six Thousand Dollars.

The contract will be funded from the FY2016 budget – Capital Improvement Projects line items 26-28 and 30: the 5th Street entrance to Julia Davis Park, the cooperative agreement for the geothermal extension, Broad Street from Capitol to 2nd Street, and work associated with the gateways of Myrtle, Front, and Broad.

STAFF RECOMMENDATION

CCDC Staff recommends that the Board find it in the best interest of the public and of CCDC to approve the selection of **Guho Corp.** to contract with and act on behalf of CCDC as the CM/GC for the 2016 LIV District Public Infrastructure Improvement Project, and to authorize the Executive Director to negotiate and execute a Construction Manager / General Contractor Agreement for construction management services and public works construction with **Guho Corp.**

Suggested Motion:

I move to adopt Resolution No. 1428 approving the selection of Guho Corp. as the CM/GC firm for the 2016 LIV District Public Infrastructure Improvement Project, and to authorize the Executive Director to negotiate and execute a Construction Manager / General Contractor Agreement with Guho Corp.

RESOLUTION NO. 1428

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, SELECTING GUHO CORP. AS THE CONSTRUCTION MANAGER / GENERAL CONTRACTOR (CM/GC) FOR THE 2016 LIV DISTRICT PUBLIC INFRASTRUCTURE IMPROVEMENT PROJECT; AUTHORIZING THE AGENCY'S EXECUTIVE DIRECTOR TO NEGOTIATE AND EXECUTE A CONSTRUCTION MANAGER / GENERAL CONTRACTOR AGREEMENT BETWEEN THE AGENCY AND GUHO CORP. TO UNDERTAKE AND COMPLETE THE PROJECT; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION, is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended and supplemented, Chapter 29, Title 50, Idaho Code (collectively the "Act"), a duly created and functioning urban renewal agency for Boise City, Idaho, hereinafter referred to as the "Agency."

WHEREAS, the City of Boise, Idaho (the "City"), after notice duly published, conducted a public hearing on the River Street-Myrtle Street Urban Renewal Plan (the "River Street Plan"), and following said public hearing the City adopted its Ordinance No. 5596 on December 6, 1994, approving the River Street Plan and making certain findings; and

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amended and Restated Urban Renewal Plan, River Street-Myrtle Street Urban Renewal Project (annexation of the Old Boise Eastside Study Area and Several Minor Parcels) and renamed River Myrtle-Old Boise Urban Renewal Project (the "River Myrtle-Old Boise Plan"), and following said public hearing the City adopted its Ordinance No. 6362 on November 30, 2004, approving the River Myrtle-Old Boise Plan and making certain findings; and

WHEREAS, in cooperation with the City of Boise and the Ada County Highway District, the Agency seeks to make certain transformative improvements and enhancements to a certain portion of Broad Street and its surrounds, known as the LIV District, including installation of geothermal and fiber optic resources, innovative storm water solutions, creative streetscape design, and street reconstruction, all in an effort to contribute as a catalyst to economic development and downtown reinvestment by private entities; and,

WHEREAS, due to the complexities of the construction site and the unique improvements and enhancements that are planned, due to the multiple public agencies and funding sources involved, and due to the desired timelines associated with the construction, the Agency has determined that the best project approach for the delivery of the LIV District improvements to be the Construction Manager / General Contractor process ("CM/GC"); and,

WHEREAS, Idaho Code § 54-4511 allows for public agency utilization of Construction Manager/General Contractor services; and,

WHEREAS, the Agency issued a Request for Qualifications (“RFQ”) inviting properly licensed CM/GC firms interested in managing the construction of the 2016 LIV District Public Infrastructure Improvement Project to submit Statements of Qualifications (“SOQ”) in accordance with the criteria and procedures set forth in the RFQ; and,

WHEREAS, the Agency published public notice of the RFQ in the Idaho Statesman newspaper on December 8 and December 15, 2015; and,

WHEREAS, the SOQ submissions were due to the Agency on January 7, 2016, by 3:00 p.m., and the Agency did receive four (4) submissions from the following properly licensed firms: Andersen Construction Company, Engineered Structures, Inc. (ESI), Guho Corp., and Wright Brothers, The Building Company, LLC; and,

WHEREAS, the four (4) SOQs were evaluated for compliance with the technical requirements as prescribed in the RFQ and were ranked on the bases of qualifications and demonstrated competence by a five-person panel; and

WHEREAS, each of the four (4) firms were interviewed on January 25, 2016, by the five-person panel wherein each firm offered strong presentations speaking to the criteria specified in the RFQ: company profile, CM/GC approach, project manager/point of contact, budget control, scheduling, and previous similar experience; and,

WHEREAS, after interviews were conducted, the best qualified and highest ranked proposer was Guho Corp. because:

- Guho Corp. has an extensive background in Public Works Construction and has become the area’s expert in green storm water infrastructure implementation;
- The company’s project managers and superintendent exhibit vast understanding and experience in past construction management and general contracting work;
- Guho Corp. provided a cohesive team approach and an unparalleled understanding of the scope of work;
- Guho Corp. placed continuous emphasis on pre-construction coordination and collaboration with all jurisdictions involved in the project and demonstrated their ability to provide a well-thought-out schedule to meet all jurisdictions’ expectations;
- Guho Corp. had a solid understanding that there are multiple components of the project that are at various stages of design and that a phased approach will respond to each component’s trajectory in order to mobilize on construction as soon as possible and maintain the quick schedule;
- The company showed a strong background in managing projects with multiple funding sources and multiple guaranteed maximum prices (GMP);
- References could attest that Guho Corp.’s pre-construction management services are strong and extremely advantageous to the success of a project; and
- Guho Corp.’s can-do attitude is bolstered by excellent communication and coordination methods, and they are dedicated to giving the project their full attention.

WHEREAS, for these reasons, Agency staff is recommending that the Agency Board find it in the best interests of the public and of the Agency to approve the selection of Guho Corp. as the best qualified proposer to contract with and act on the behalf of the Agency as the CM/GC for the 2016 LIV District Public Infrastructure Improvement Project, and to authorize the Agency's Executive Director to negotiate and execute a Construction Manager / General Contractor Agreement with Guho Corp.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, AS FOLLOWS:

Section 1: That the above statements are true and correct.

Section 2: That the Board affirms the review panel's evaluation and ranking and selects Guho Corp. as the best qualified proposer to contract with and act on the behalf of the Agency for the 2016 LIV District Public Infrastructure Improvement Project.

Section 3: That the Board authorizes the Executive Director of the Agency to negotiate and execute a Construction Manager / General Contractor Agreement with Guho Corp. for the 2016 LIV District Public Infrastructure Improvement Project for an amount not to exceed SEVENTY-SIX THOUSAND DOLLARS (\$76,000.00) consistent with the Board's stated instructions at the February 8, 2016, Agency Board Meeting and further authorizes the Executive Director to execute all necessary documents required to implement the actions contemplated by the Agreement, subject to representations by Agency legal counsel that all conditions precedent to those actions and the Agreement or other documents are acceptable and consistent with the comments and discussions received at the February 8, 2016, Agency Board Meeting.

Section 4: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED by the Urban Renewal Agency of Boise City, Idaho, on February 8, 2016. Signed by the Chairman of the Board of Commissioners, and attested by the Secretary to the Board of Commissioners, on February 8, 2016.

URBAN RENEWAL AGENCY OF BOISE CITY

By: _____
John Hale, Chairman

Date: _____

ATTEST:

By: _____
Secretary

Date: _____



REQUEST FOR QUALIFICATIONS

CONSTRUCTION MANAGER / GENERAL CONTRACTOR CM/GC SERVICES: LIV DISTRICT

REQUEST FOR QUALIFICATIONS: CM/GC SERVICES – LIV DISTRICT

December 8, 2015

Dear Proposer:

Capital City Development Corporation (CCDC) will accept proposals about qualifications from licensed Idaho Public Works Construction Managers in good standing to perform construction manager services in accordance with Idaho Code § 54-4501 et seq., as determined by CCDC.

CCDC plans to hire a Construction Manager / General Contractor (CM/GC) to deliver a complex, multi-layer public works infrastructure project on Broad Street, between Capitol Boulevard and 2nd Street in downtown Boise. This project will incorporate geothermal and fiber optic resources in addition to innovative storm water solutions and creative streetscape design. In accordance with the Qualification Based Selection process set forth in Idaho Code § 67-2320, CCDC is seeking proposals from qualified companies to provide CM/GC services to assist with this project.

Written proposals will be received at the offices of CCDC, 121 N. 9th Street, Suite 501, Boise, Idaho 83702 until **3:00 p.m. local time Thursday, January 7, 2016**. Proposals will be evaluated on the basis of qualifications as specified in this RFQ. A selection committee will evaluate each of the proposals and may choose to conduct interviews with one or more of the companies. The CCDC Board of Commissioners will make the final decision regarding the company chosen for CM/GC services for this project.

CCDC reserves the right to reject any and all proposals, to waive any irregularities in the proposals received, and to accept the proposal that is in the best interest of CCDC and the public. The issuance of the RFQ and the receipt and evaluation of sealed proposals does not obligate CCDC to award a contract. CCDC will pay no costs incurred by Proposers in responding to this RFQ. CCDC may in its discretion cancel this process at any time prior to execution of a contract without liability.

NOTE: A Pre-Proposal Meeting will be held at the CCDC offices at **1:30 p.m. on Wednesday, December 16, 2015**. Attendance by the Proposers is strongly recommended but not required.

CCDC appreciates your interest in meeting the needs of the agency and the citizens of Boise.

Mary Watson
Contracts Manager | Attorney at Law



121 N 9TH ST, SUITE 501 BOISE, ID 83702
208-384-4264 WWW.CCDCBOISE.COM

INSTRUCTIONS TO PROPOSERS

1.1 Proposal Information

The submission package or envelope must be sealed and plainly marked for delivery as follows:

Capital City Development Corporation
Attn: Mary Watson, Contracts Manager
121 N. 9th Street, Suite 501
Boise, Idaho 83702

Please indicate "CM/GC: LIV DISTRICT - SEALED PROPOSAL ENCLOSED" on the outside of the envelope. Sign your proposal. UNSIGNED PROPOSALS WILL NOT BE ACCEPTED.

Submissions must include ONE (1) signed original proposal with at least FOUR (4) printed copies of the proposal and either ONE (1) flash drive or ONE (1) compact disk with a digital (PDF) version of the entire proposal. Late or incomplete submissions will not be accepted. Email or fax submissions will not be accepted. DO NOT FAX YOUR PROPOSAL.

Proposal deadline is 3:00 p.m. local time, Thursday, January 7, 2016.

Proposer assumes full responsibility for the timely delivery of its proposal package to CCDC. Proposer will be responsible for all costs (including site visits where needed) incurred in preparing or responding to this RFQ. All materials and documents submitted in response to this RFQ become the property of CCDC and will not be returned.

PROJECT INFORMATION

2.1 Information and Background

A schematic concept for public improvements on Broad Street between Capitol Boulevard and 2nd Street in downtown Boise has been developed. Capital City Development Corporation (CCDC) will hire a design team to take a schematic concept package through the permitting and construction process. CCDC is seeking proposals from qualified CM/GC companies to work in collaboration with the design team to successfully complete the project.

The City of Boise has created a vision for the area which it calls the "LIV District." Inspired by an initiative known as 'eco-districts,' the LIV District is a neighborhood development strategy structured on the principals of sustainable development, operations, and Boise's LIV culture - Lasting, Innovative, and Vibrant. The high level view of the LIV district is to create an efficient, functioning, and sustainable neighborhood in Boise's downtown. The primary place-making initiatives ready to accomplish this include: public infrastructure, mobility, historic preservation, and sustainable systems such as geothermal energy and on-site storm water mitigation (also known as Green Storm water Infrastructure (GSI)). Additional efforts beyond the scope of this project include injecting sustainable methods into private development through assistance, education, outreach, and innovation of city operations.

The LIV District neighborhood boundaries are Myrtle Street, Front Street, Capitol Boulevard, and 2nd Street. The LIV District is a sub-district of the neighborhood platted as the Central Addition. This project is known as the LIV District Public Infrastructure Improvement Project and

encompasses the public right-of-way within the LIV District with a focus on Broad Street from Capitol Boulevard to 2nd Street. The project will include coordination with City of Boise Public Works for Geothermal installation and possibly a public entry on 5th street into Julia Davis Park.

Estimated Guaranteed Maximum Price (GMP) for this project is \$3.3 million. Construction is expected to begin March 2016 and be complete no later than November 2016.

2.2 CM/GC Scope of Services

All CM/GC contracted services must be performed by staff properly licensed in the State of Idaho. The following services are anticipated in the CM/GC Services agreement with CCDC. The descriptions are illustrative in nature and not exhaustive. The actual scope of services will be negotiated after this RFQ selection process has been conducted.

Preconstruction Phase, for Design and Bidding and Long Lead Procurement Services:

- Work with CCDC staff and the design team to review the project and visit the work areas to become familiar with the project;
- Work cooperatively with other agencies including the City of Boise (Planning and Development Services, Public Works, and Parks and Recreation Departments) and the Ada County Highway District, as well as property owners of adjacent active development;
- Review draft design drawings and specifications to identify clarity and constructability issues; provide cost estimates as needed;
- Work with staff to develop a project schedule and refine the logistics plans;
- Develop and obtain trade contract scopes and other contract documents;
- Obtain competitive bids for all the work, materials, and equipment; conduct pre-bid meetings and site tours;
- Work with CCDC staff and the design team to address questions, issue addendums, and publically open bids;
- Procure long-lead material items such as specialty site furnishings, light poles, and permeable pavers;
- Work with CCDC staff and design team to value engineer the design and reconcile budget overruns as needed;
- Research and coordinate with specialty contractors and vendors on specialized items such as suspended pavement systems and permeable paver systems; and
- Work with CCDC staff to derive and negotiate project Guaranteed Maximum Price.

Prior to release of the first package for the subcontractor bidding, the CM/GC company shall submit a bid package estimate that itemizes all bid packages to be bid and awarded and which includes the CM/GC company's estimate of the cost of each bid package. With the several agencies working cooperatively on this project, the CM/GC will manage accounting of multiple project scopes and funding sources as requested by CCDC. As permitted by the Owner, the bid package estimate will include line items for any work the CM/GC company proposes to self-perform. CM/GC company's overhead, profit, and contingencies shall be identified in separate line items. The total of the bid package estimate shall equal the Construction Cost on the CM/GC company's most recent estimate.

Construction Phase Services:

- Obtain project bonding, issue subcontracts and trade contracts, and obtain permits for all the work;
- Serve as the General Contractor and as a licensed Construction Manager, including:

- Manage the construction process including the coordination, planning, trade contractor management, manage submittals, and requests for information;
- Review and negotiate change orders, coordinate safety programs, resolve issues and claims;
- Conduct and coordinate inspections, review and pay trade invoices, update construction schedules;
- Conduct coordination meetings;
- Maintain records, record documents and manuals, develop and monitor punch list, coordinate and assist with warranty corrections;
- Coordinate with the Owner's project manager and design team; and
- Plan and provide general condition services such as superintendence, mobilization, storage areas, staging, et cetera.
- Obtain permission and coordinate access with public and private property owners implicated by the construction activity.

2.3 Special Instructions

Throughout the project, the CM/GC company shall provide CCDC with professional construction management and contractor services and represent CCDC's interests in completing the project on time, within set budgets, and as planned with minimum difficulties. It is anticipated that a contract based on ConsensusDocs will form the basis of agreement for CM/GC services to be entered into for the project; provided however, CCDC reserves the right to change, modify, or amend the final contract to be entered into by CCDC.

GENERAL CONDITIONS

3.1 Intent of RFQ

It is the intent of CCDC to run a Qualification Based Selection process to select a company capable of providing the CM/GC services outlined within this proposal. The CM/GC company ranked highest will be approached to negotiate the contract(s) necessary for this project. If contracts cannot be negotiated, CCDC will then approach the next highest ranked company to negotiate the contract.

3.2 Reserved Rights

CCDC reserves the right to act in the public best interest and in furtherance of the purposes of the Idaho Code Title 50, Chapter 20 (Idaho Urban Renewal Law) and Idaho Code Title 67, Chapter 28 (Purchasing by Political Subdivisions). CCDC reserves the right to waive any formalities or defects as to form, procedure, or content with respect to its Request for Qualifications and any irregularities in the proposals received, to request additional data and information from any and all Proposers, to reject any submissions based on real or apparent conflict of interest, to reject any submissions containing inaccurate or misleading information, and to accept the proposal or proposals that are in the best interest of CCDC and the public. The issuance of this RFQ and the receipt and evaluation of proposals does not obligate CCDC to select a company nor award a contract. CCDC may in its discretion cancel, postpone, or amend this RFQ at any time without liability.

3.3 Public Records

CCDC is a public agency. All documents in its possession are public records subject to inspection and copying under the Idaho Public Records Act, Idaho Code §§ 74-101 through 74-126. The Public Records Act contains certain exemptions – one of which that is potentially

applicable to part of your response is an exemption for trade secrets. Trade secrets include a formula, pattern, compilation, program, computer program, device, method, technique or process that derives economic value, actual or potential, from not being generally known to, and not being readily ascertainable by proper means by other persons and is subject to the efforts that are reasonable under the circumstances to maintain its secrecy. Prices quoted in a proposal are not trade secrets.

If any Proposer claims any part of a proposal is exempt from disclosure under the Idaho Public Records Act, the Proposer must: 1.) Indicate by marking the pertinent document "CONFIDENTIAL"; and, 2.) Include the specific basis for the position that it be treated as exempt from disclosure. Marking the entire proposal as "Confidential" is not in accordance with Idaho Public Records Act and will not be honored.

CCDC, to the extent allowed by law and in accordance with these Instructions, will honor a nondisclosure designation. By claiming material to be exempt from disclosure under the Idaho Public Records Act, Proposer expressly agrees to defend, indemnify, and hold CCDC harmless from any claim or suit arising from CCDC's refusal to disclose such materials pursuant to the Proposer's designation. Any questions regarding the applicability of the Public Records Act should be addressed to your own legal counsel prior to submission.

3.4 Insurance

Prior to executing any contract for CM/GC services with CCDC or commencing any work under the contract, the CM/GC company will be required to provide evidence of the coverages listed below and pay all costs associated with the insurance coverage. Insurance policies or certificates of insurance will name CCDC as the named insured, and the CM/GC company will maintain these minimum insurance coverages during the entire term of the contract:

- a. Professional Liability Insurance coverage with minimum coverage of One Million Dollars (\$1,000,000.00) per occurrence and a minimum aggregate limit of One Million Dollars (\$1,000,000.00). NOTE: CGL policies do not provide coverage for the type of professional services the CM will be performing during the pre-construction phase of the project, therefore Professional Liability Insurance coverage must be obtained.
- b. Commercial General Liability Insurance coverage with minimum coverage of Two Million Dollars (\$2,000,000.00) on an occurrence basis (rather than a claims-made basis).
- c. Automobile Insurance coverage with minimum coverage of Five Hundred Thousand Dollars (\$500,000.00) per occurrence for owned, non-owned, and hired vehicles.
- d. Worker's Compensation Insurance in an amount as required by statute and Employer's Liability Insurance in an amount not less than Five Hundred Thousand Dollars (\$500,000.00) for each occurrence, for all of the company's employees to be engaged in work on the project under contract and, in the case any such work is subcontracted, the CM/GC company will require Subcontractors and trade contractors similarly to provide Worker's Compensation and Employer's Liability Insurance for all the Subcontractors and trade contractors to be engaged in such work.

3.5 Bonding

As the General Contractor, the CM/GC must have the capability to bond for 100% of the contract price of the project estimated at the time the contract is negotiated and until such time that the entire project bids, the overall Guaranteed Maximum Price (GMP) for the work is established, and the bond is delivered to CCDC. Proposer shall indicate within their cover letter that they certify that they have the bonding capacity to meet the requirements of this RFQ.

The performance and payment bonds shall be AIA Document A312, 1984 or the most recent edition, or a standard surety form certified approved to be the same as the AIA A312 form and shall be executed by a surety or sureties reasonably acceptable to CCDC and authorized to do business in the State of Idaho.

3.6 Taxes

CCDC is exempt from Federal and State taxes and will execute the required exemption certificates for items purchased and used by CCDC. Items purchased by CCDC and used by a contractor are subject to Use Tax. All other taxes are the responsibility of the Contractor and are to be included in the Contractor's pricing.

3.7 Legal Residency Requirement

By submitting a proposal, the Proposer attests, under penalty of perjury, that they are a United States citizen or legal permanent resident or that they are otherwise lawfully present in the United States pursuant to federal law. Prior to being issued a contract, the company will be required to submit proof of lawful presence in the United States in accordance with Idaho Code § 67-7903.

3.8 Dual-Capacity License Requirements

Proposals will be accepted from Idaho licensed construction managers and the company of which they are a principal or full-time employee who, prior to the proposal deadline, also have a valid public works contractor license as a general contractor pursuant to Idaho Code § 54-1902. Idaho Code § 54-1902 requires that public works contractors and subcontractors have the appropriate Public Works License for the particular type of construction work involved, and the general contractor must perform at least 20% of the work under contract.

SUBMISSION PROCESS

4.1 Pre-Proposal Meeting

A Pre-Proposal Meeting will be held at the CCDC offices at 1:30 p.m. on Wednesday, December 16, 2015. Attendance by the Proposers is strongly recommended but not required.

4.2 Forms Submitted

Proposers must submit the following completed forms by the proposal deadline:

- RFQ Submittal Cover Sheet – Attached to this RFQ as Exhibit A
- RFQ Waiver and Release – Attached to this RFQ as Exhibit B
- ONE (1) signed original proposal
- At least FOUR (4) printed copies of the proposal
- ONE (1) flash drive or ONE (1) compact disk with a digital (PDF) version of the entire proposal.

Failure to submit all requested information may render any proposal unresponsive and void.

4.3 Addenda

In the event it becomes necessary to revise any part of this RFQ, addenda will be issued. Information given to one Proposer will be available to all other Proposers if such information is necessary for purposes of submitting a proposal or if failure to give such information would be prejudicial to uninformed Proposers. It is the Proposer's responsibility to check for addenda prior to submitting a proposal. Failure to do so may result in the proposal being declared non-responsive. No addenda will be issued fewer than four (4) business days before the proposal deadline unless the deadline is extended. Proposer shall indicate within their cover letter the addenda number(s) which they have incorporated into their submittal.

4.4 Modification or Withdrawal of Proposal

A proposal may be modified or withdrawn by the Proposer prior to the submission deadline set forth in this RFQ. After the submission deadline, the submitted proposal shall remain in effect for a minimum of 90 days for evaluation purposes.

REQUIRED CONTENT, EVALUATION, AND SELECTION

5.1 Required Submission Materials and Format

The Proposal format described here is meant to allow uniform review and easy access to information by the evaluation committee. Proposals not conforming to the requested format or not in compliance with the specifications will be considered non-responsive.

SUBMITTAL PACKAGES MUST INCLUDE:

- RFQ Submittal Cover Sheet
- RFQ Waiver and Release
- ONE (1) signed original proposal
- At least FOUR (4) printed copies of the proposal
- ONE (1) flash drive or ONE (1) compact disk with a digital (PDF) version of the entire proposal.

Proposers are invited to include information about innovative methods and/or procedures which they can provide to assist in ensuring successful completion of this project. Unique qualities and/or capabilities and cost efficiencies may be identified. For each of the specific areas listed below, Proposers should include a description of qualifications to serve as a CM/GC.

Submittal package must include the following information in the sequence set forth below. Proposers acknowledge they will be ranked according to articles below, with points applied per article (200 points total):

RFQ Submittal Cover Sheet (Exhibit A) 5 Points

RFQ Waiver and Release (Exhibit B) 5 Points

Signed Cover Letter – limit one page 0 points

A signed letter briefly stating the Proposer's understanding of the work to be done, the commitment to perform the work within the time period, and a statement as to why the company

believes it is qualified to perform CM/GC services for the project. Proposer shall indicate within their cover letter the addenda number(s) which they have incorporated into their submittal. Also, Proposer shall certify that they have the bonding capacity to meet the requirements of this RFQ.

Detailed Proposal – organized with the following information:

a. Company Profile: Describe the company's history, size, resources, philosophy of service, typical volume of work, and construction management techniques and methods. Describe how your particular expertise, experience, techniques, and culture can be an advantage to CCDC in completing the project. 20 Points

b. CM/GC Approach: Describe the company's philosophy and approach to providing CM/GC services. Include a description of how the company will work to successfully meet the needs of the agency from design through construction in a seamless, efficient, and non-disruptive manner. Identify the activities that you see as being most important to the success of the project and elaborate on the anticipated benefits of these activities to the project. 40 Points

c. Project Manager/Point of Contact: A dynamic, well organized, and experienced team is needed for this high profile and complicated project. Identify the personnel to whom construction management responsibility will be assigned by names, titles, roles, qualifications, years of experience, relevant project experience, and resumes. Include personnel information for both pre-construction and construction services and describe why the specific personnel were selected for inclusion on the team. 40 Points

d. Budget Control: Submit detailed information of how your company provides and periodically updates cost estimates and participates in Value Engineering; specifically describe the role of your company in the decision making process when cost overruns are anticipated. Describe how your company tracks and reports construction costs, including line item costs for each bid package, fees, permits, reimbursable costs, CM fees, and all other project costs. Finally, describe how your company would administratively manage, track, and invoice for the various separate cost categories that comprise the Total Contract Cost. 20 Points

e. Scheduling: The schedule for this project is extremely important. Outline your company's understanding of the local construction market as it relates to this project and how your company will ensure the proposed staff will be available at the proper times to complete this project on schedule. Include explanations of your existing and upcoming projects within the area, sub-contractor availability, and approaches to reach-out/solicit to sub-contractors. Describe the primary scheduling techniques the company uses and the software you will employ to produce an effective construction schedule. Provide examples of successful construction management and scheduling services provided on complex, multi-phase projects. Discuss in detail how you intend to enforce contract schedule compliance. 20 Points

g. Previous Similar Experience: List the company's experience for the five (5) most similar projects (in terms of size, nature and complexity) completed within the last 10 years. Projects including GSI, suspended pavement systems, geothermal installation, and downtown streetscape improvements are of particular interest. Clearly identify the project scope, cost, and the company's responsibilities on the project, and identify the year each project was completed. For each project, provide a reference contact name,

title, and phone number, and role on the project. Please focus on company experience – do not include individual experience for projects performed while individuals were employed by other companies. As applicable, describe the company's systems approach, including a management plan and project management control systems that will be used on this project for CCDC. Include Idaho Public Works Construction Manager License information and resumes. 50 Points

5.2 Evaluation of Proposer

Proposals will be evaluated based on the Proposer's response and qualifications by a selection committee that may include CCDC employees and consultants. Before a company is selected, CCDC may conduct reference investigations. CCDC will seek to interview the top three ranked firms to evaluate and determine the performance record and ability of the Proposers to perform the size and type of work anticipated and to determine the quality of the service being offered. By submitting a proposal, the Proposer authorizes CCDC to conduct reference investigations as needed and to conduct interviews where the Proposers will be evaluated based on the information described in this RFQ.

5.3 Qualification Based Selection

Selection will be based on the procurement rules set forth in Idaho Code § 67-2320. Final selection is made by the CCDC Board of Commissioners. CCDC has the right to waive or alter submission requirements or to reject any or all submissions, consistent with Idaho law. It is the Proposer's responsibility to conform to all applicable federal, state and local statutes or other applicable legal requirements. The information provided herein is intended to assist Proposers in meeting applicable requirements but is not exhaustive, and CCDC will not be responsible for any failure by any Proposer to meet applicable requirements.

5.4 QUESTIONS

Direct questions to: Mary Watson, CCDC Contracts Manager | Attorney at Law
(208) 384-4264 or mwatson@ccdcb Boise.com

EXHIBITS TO THIS RFQ:

- A: RFQ Submittal Cover Sheet
- B: RFQ Waiver and Release
- C: Broad Street Plans
- D: Geothermal Plans
- E: Julia Davis Park Plans

EXHIBIT A

**RFQ: CM/GC SERVICES – LIV DISTRICT
SUBMITTAL COVER SHEET
(REQUIRED FOR SUBMISSION)**

TO: Capital City Development Corporation
Attn: Mary Watson, Contracts Manager
121 N. 9th Street, Suite 501
Boise, Idaho 83702

FROM:

Company Name: _____

Mailing Address: _____

Physical Address: _____

Telephone: _____ Fax: _____

E-mail Address: _____

Company officer responsible to CCDC for CM/GC services contemplated by this RFQ:

SIGNATURE: X _____

Print Name and Title: _____

License Information: Idaho Public Works Contractor License # _____

Idaho Public Works Construction Management License # _____

held by _____ (name of licensed CM who will be responsible).

EXHIBIT B

**REQUIRED WAIVER & RELEASE
(REQUIRED FOR SUBMISSION)**

The undersigned has read this waiver and release and fully accepts the Capital City Development Corporation's (CCDC) discretion and non-liability as stipulated herein, and expressly for, but not limited to, CCDC's decision to proceed with a qualification based selection process in response to the Request for Qualifications (RFQ) to select a firm to supply CM/GC services to CCDC for the project.

- A. Discretion of CCDC: The firm or individual submitting a response to this CM/GC RFQ agrees that CCDC has the right to, unless contrary to applicable state law:
 - 1) Modify or suspend any and all aspects of the process seeking proposals and making any decisions concerning the CM/GC services RFQ;
 - 2) Obtain further information from any person, entity, or group regarding the Proposer, and to ascertain the depth of Proposer's capability and experience for supplying CM/GC services and in any and all other respects to meet with and consult with any Proposer or any other person, entity, or group;
 - 3) Waive any formalities or defects as to form, procedure, or content with respect to CCDC's RFQ to select a CM/GC firm and any response by any Proposer thereto;
 - 4) Accept or reject any sealed proposal received in response to the RFQ, including any sealed proposal submitted by the undersigned; or select any one proposal over another in accordance with the selection criteria; and
 - 5) Accept or reject all or any part of any materials or statements, including, but not limited to, the nature and type of proposal.

- B. Non-Liability of CCDC:
 - 1) The undersigned agrees that CCDC shall have no liability whatsoever of any kind or character, directly or indirectly, by reason of all or any decision made at the discretion of CCDC as identified above.
 - 2) The undersigned, including all team members, have carefully and thoroughly reviewed the RFQ and has found it to be complete and free from ambiguities and sufficient for their intended purpose.

Respondent's Signature: _____

Print Name: _____

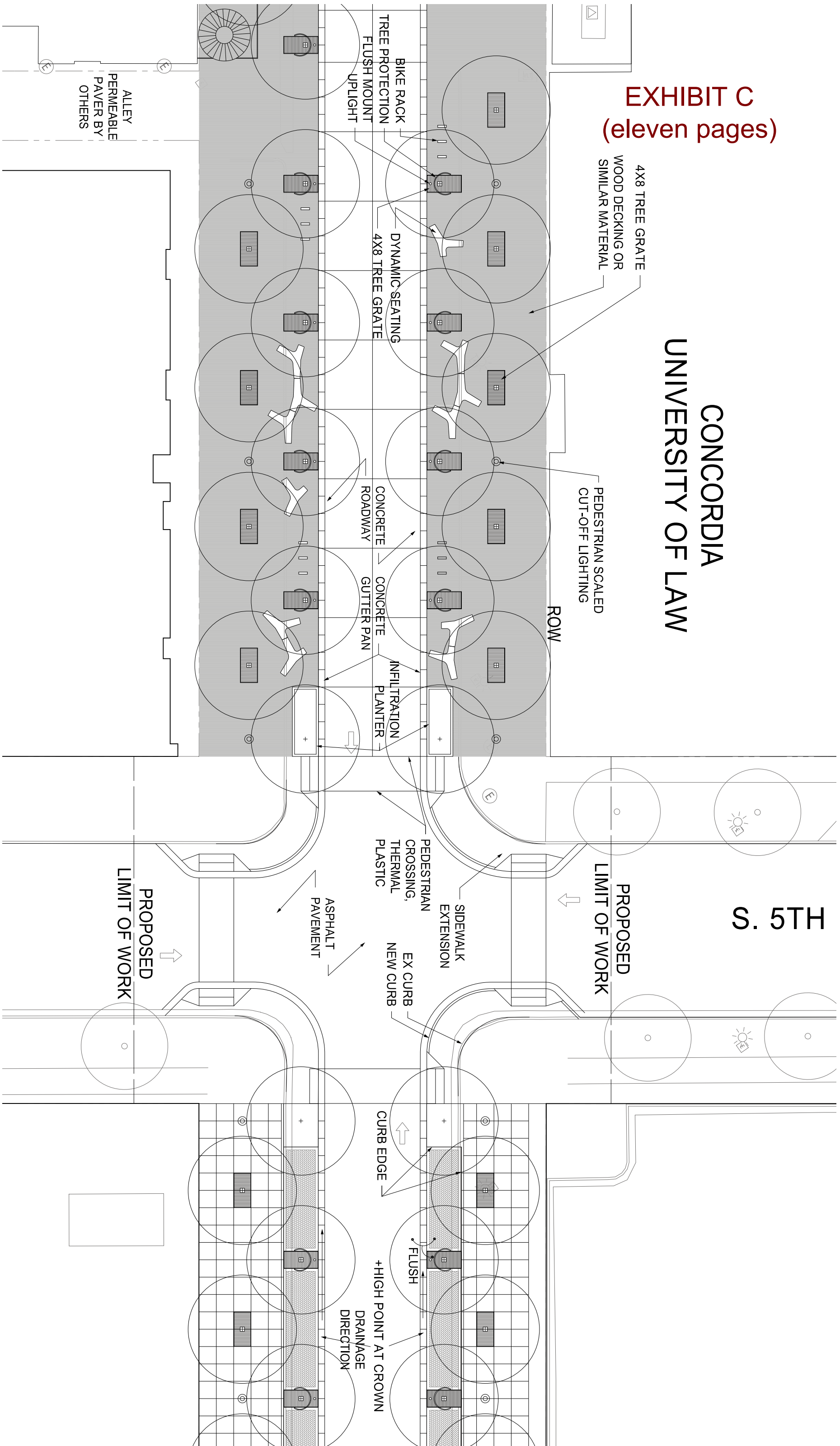
Print Title: _____

Name of Firm: _____

Date: _____

EXHIBIT C
(eleven pages)

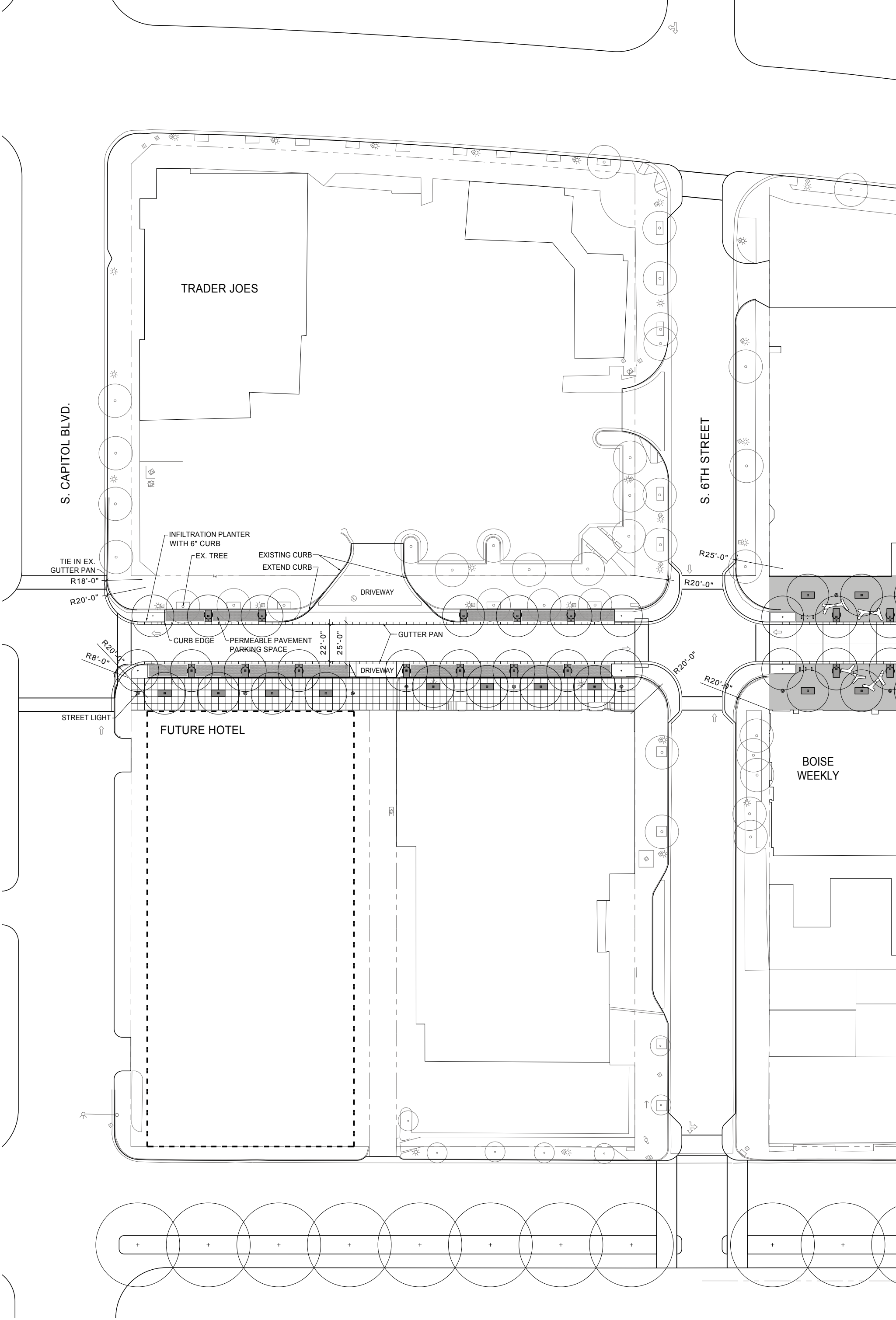
CONCORDIA
UNIVERSITY OF LAW



BROAD STREET IMPROVEMENT
INTENDED MATERIAL

August 30, 2015





TRADER JOES

S. CAPITOL BLVD.

S. 6TH STREET

INFILTRATION PLANTER WITH 6" CURB
EX. TREE
EXISTING CURB
EXTEND CURB

DRIVEWAY

TIE IN EX. GUTTER PAN
R18'-0"
R20'-0"

R25'-0"
R20'-0"

R20'-0"
R8'-0"

CURB EDGE
PERMEABLE PAVEMENT
PARKING SPACE

DRIVEWAY
GUTTER PAN

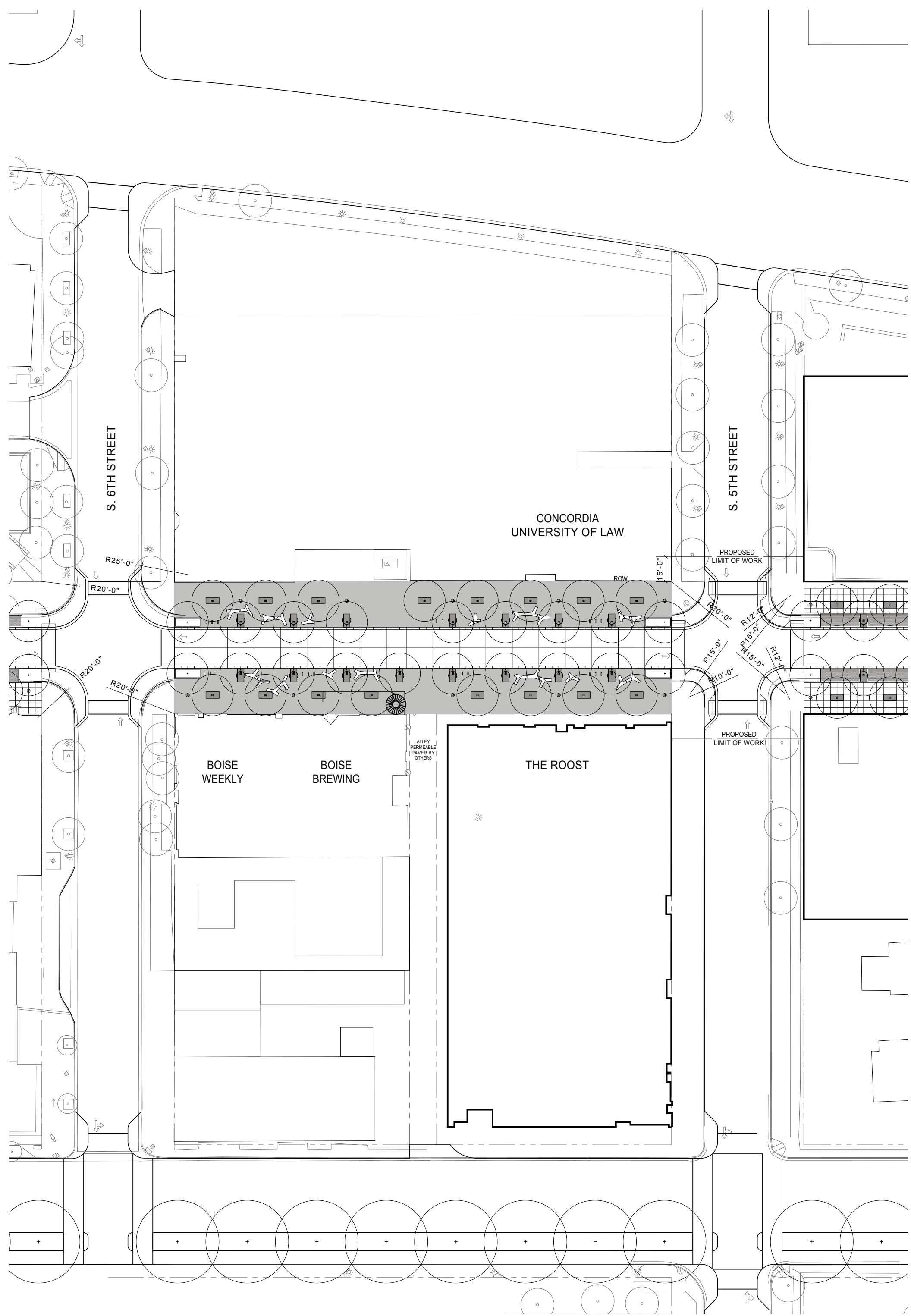
R20'-0"

R20'-0"

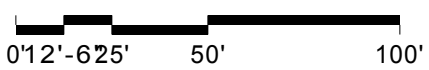
STREET LIGHT

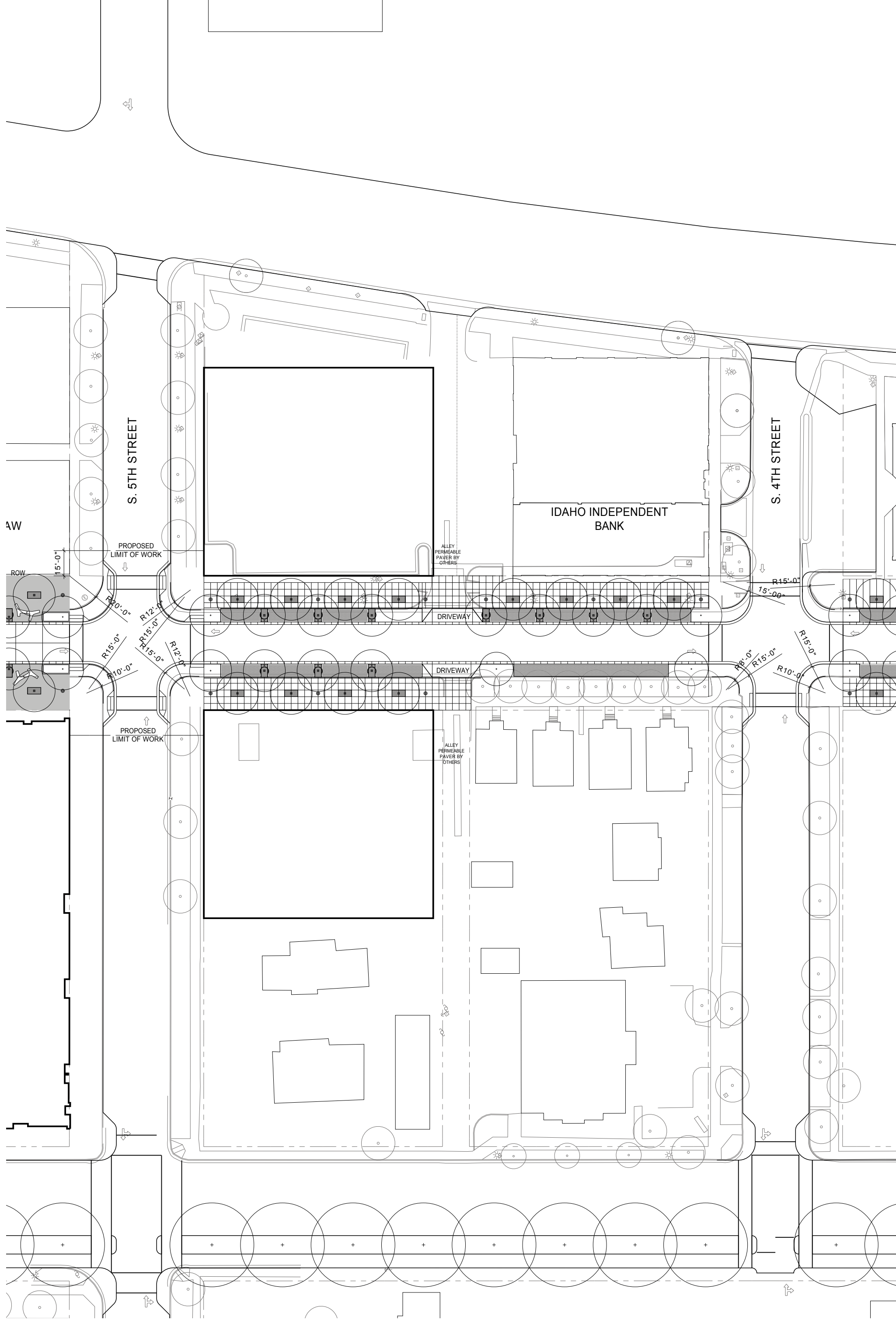
FUTURE HOTEL

BOISE WEEKLY



BROAD STREET IMPROVEMENT, CURBLESS BLOCK
6TH TO 5TH
 August 30, 2015





AW

ROW

S. 5TH STREET

S. 4TH STREET

IDAHO INDEPENDENT BANK

PROPOSED LIMIT OF WORK

PROPOSED LIMIT OF WORK

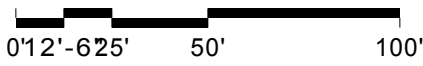
ALLEY PERMEABLE PAVEMENT BY OTHERS

ALLEY PERMEABLE PAVEMENT BY OTHERS

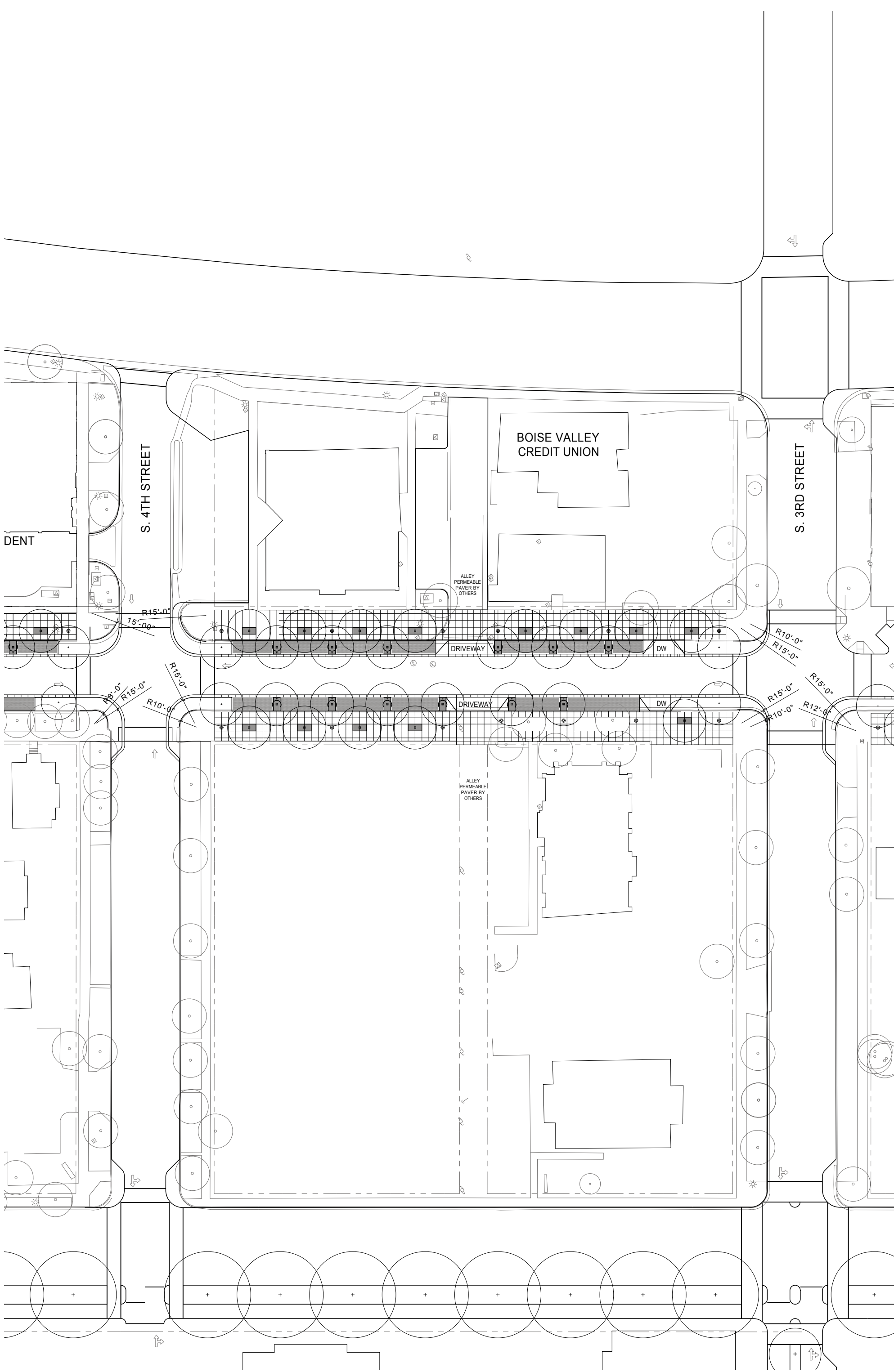
DRIVEWAY

DRIVEWAY

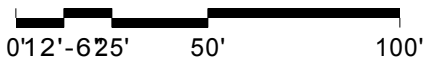
BROAD STREET IMPROVEMENT
5TH TO 4TH
August 30, 2015



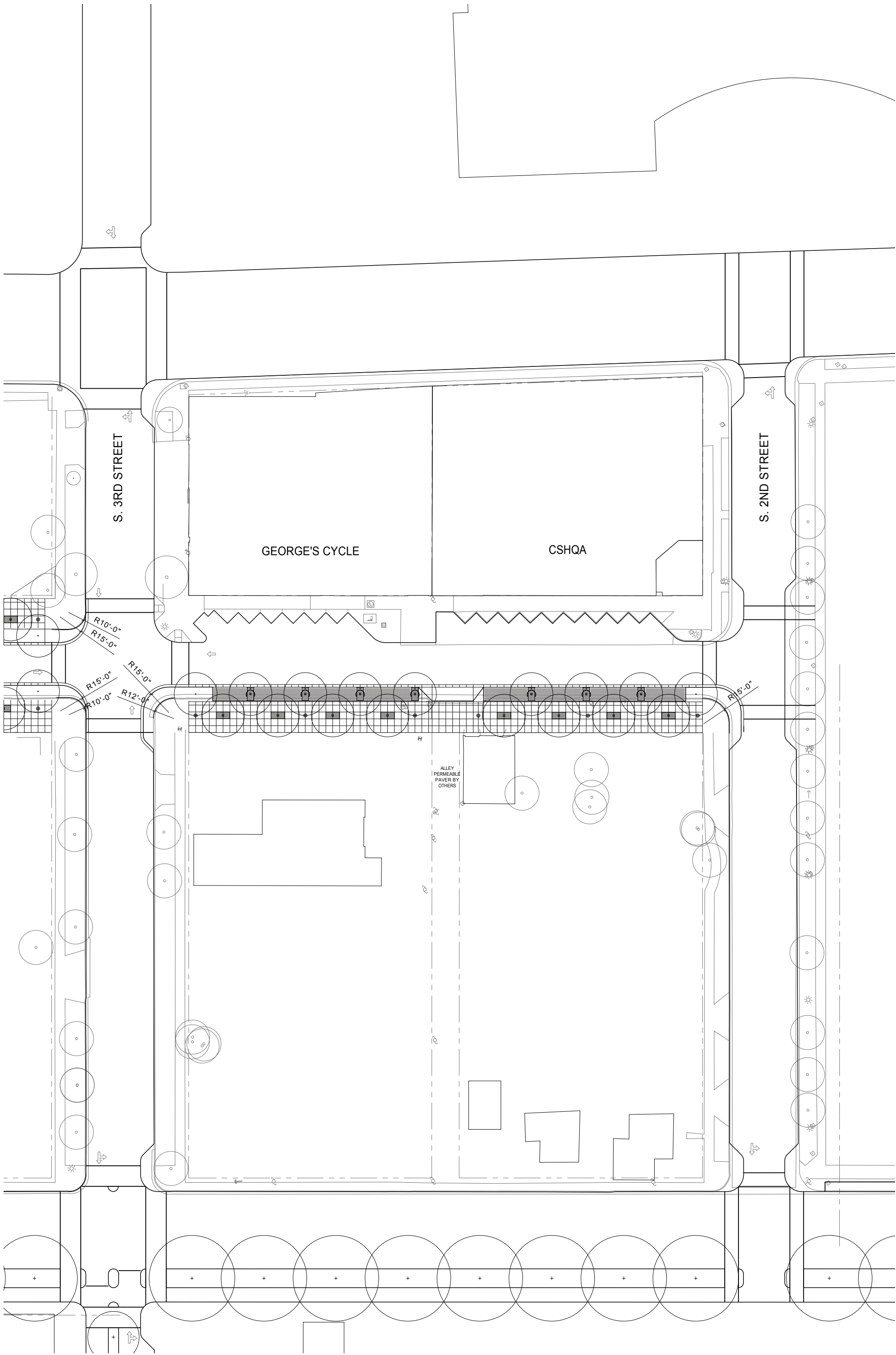
ZGF
ZIMMER GUNSUL FRASCA ARCHITECTS LLP



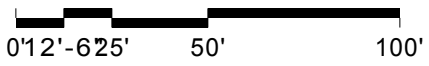
BROAD STREET IMPROVEMENT
 4TH TO 3RD
 August 30, 2015



ZGF
 ZIMMER GUNSUL FRASCA ARCHITECTS LLP



BROAD STREET IMPROVEMENT
 3RD TO 2ND
 August 30, 2015



ZGF
 ZIMMER GUNSUL FRASCA ARCHITECTS LLP

Products	Applications	Information	Search Tools	Partners
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Search by product #

[Back to Pole Top Luminaires](#)

Technical Information

- [Specification Sheet](#)
- [Installation Instructions](#)

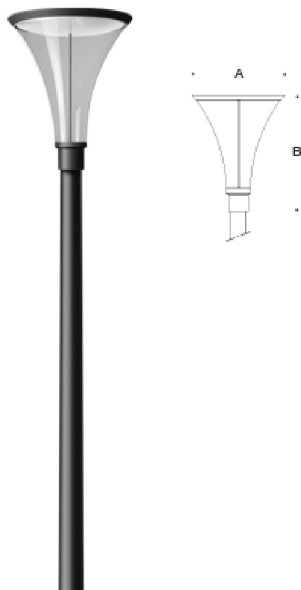
Submittal Drawings

- [Download PDF](#)
- [Download DXF](#)

Photometry

- [Photometric Summary](#)
- [Download IES File](#)

Estimated Lead Time



LED pole top with clear acrylic diffuser

Designed with exquisite glare control and visual interest for the illumination of walkways, open pedestrian scale landscape areas, parking areas, and roadways featuring symmetrical distribution.

LED pole top luminaire with direct and indirect light distribution. Die-cast aluminum construction with clear acrylic diffuser. Pure anodized aluminum reflector.

Integral 120V-277V electronic LED driver, 0-10V dimming.

LED color temperature is 4000K (for 3000K add suffix K3).

CSA certified to U.S. and Canadian standards.

Protection class: IP65

Finish: Standard BEGA colors.

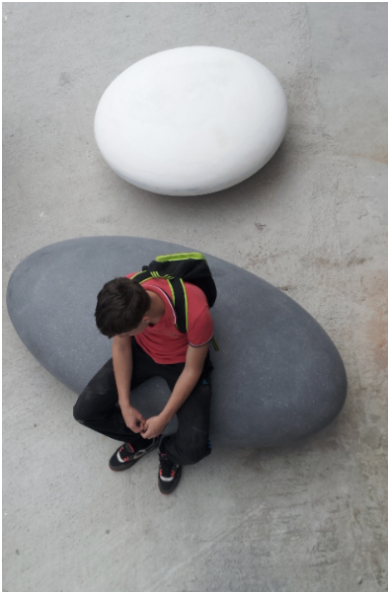
	Lamp	β	T°C	A	B	C
7135LED	32W LED			20 1/8	27 3/8	

Recommended Pole Options

906HR	Straight round 12' pole
916HR	Straight round 16' pole
0908HR	Tapered round 9' 8" pole
1108HR	Tapered round 11' 8" pole
1308HR	Tapered round 13' 8" pole

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dynamic seating ideas and furnishing palette



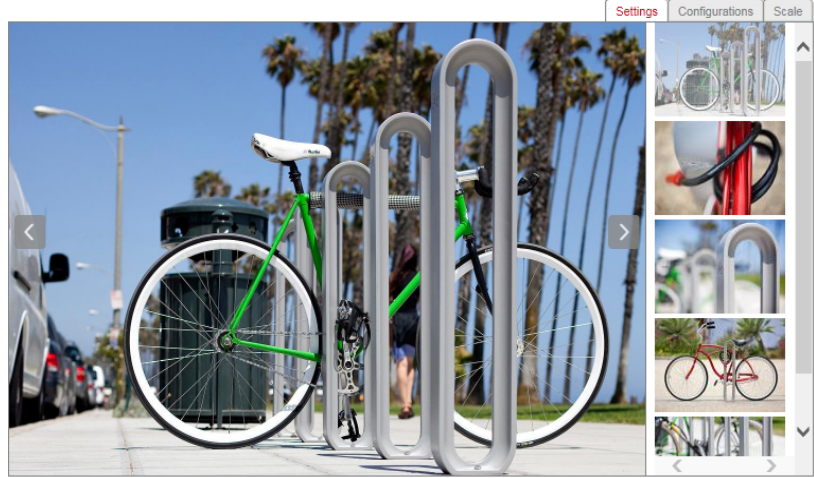
FORMS+SURFACES®

Outdoor Products + Architectural Products

SITE FURNITURE

- Benches
 - Bike Racks
 - Bay City Bike Rack
 - Bike Garden Bike Rack
 - Capitol Bike Rack
 - Cordia Bike Rack
 - Olympia Bike Rack
 - Summit Bike Rack
 - Trio Bike Rack
 - Twist Bike Rack
 - Tables & Chairs
 - Sunshades
 - Litter & Recycling
 - Planters
 - QuickShip
 - Product Families
- ## OUTDOOR LIGHTING
- Pathway Bollards
 - Light Bollards
 - Security Bollards

Olympia Bike Rack



TWIG



- [more details](#)
- [brochure \(pdf\)](#)
- [materials/colors \(pdf\)](#)
- [sustainability \(pdf\)](#)
- [guidespec \(doc\)](#)
- [installation guide \(pdf\)](#)
- [images](#)
- [SketchUp](#)
- [CAD](#)
- [Revit](#)
- [projects](#)

1 2 3 4 5

< ALL BENCHES



ADD PRODUCT TO MY BINDER

TWIG is a system of modular cast stone benches that grows organically like tree branches. It has no conventional back or front, allowing 360° use. The basic TWIG module has three asymmetric arms with edges that share a common geometry, so modules can be added and "branched" in virtually limitless patterns. Based on close observation of how people interact in outdoor spaces, it is designed to encourage a range of social activity, from two people in conversation to the gathering of larger groups. Configurations can meander around tree trunks under canopy shade and can be used to create garden edging and low walls. TWIG is heavy weight, so it can be installed without anchorage, and its subtly rounded edges and gently acid-etched surfaces invite passers-by to take a seat.

Designed by Alexander Lotersztain.

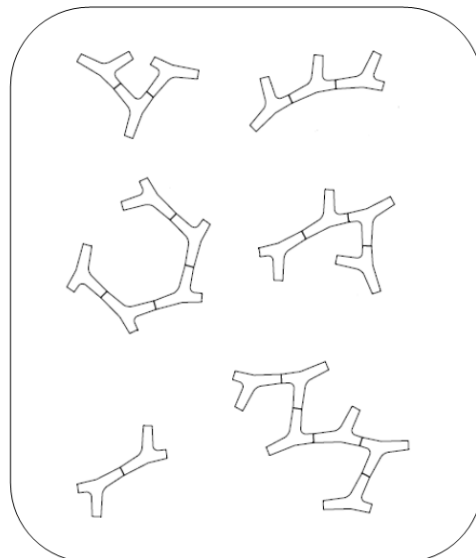


Fig. 2 – Optional configurations

ipe boardwalk at Jamison Park, Portland OR



boardwalk effect made out of concrete



PermaTrak Tread Surfaces and Color Palette

PermaTrak Standards

- Components
- Engineering Layouts
- Standard Colors and Textures
- Railings & Curbs
- Top 10 FAQ



PermaTrak's boardwalk components are produced with integrally colored concrete, in a color selected from one of the "Standard Colors" listed below.

The tread walking surface of the boardwalk (top surface) will also receive a formliner finish selected from one of the "Standard Textures." This

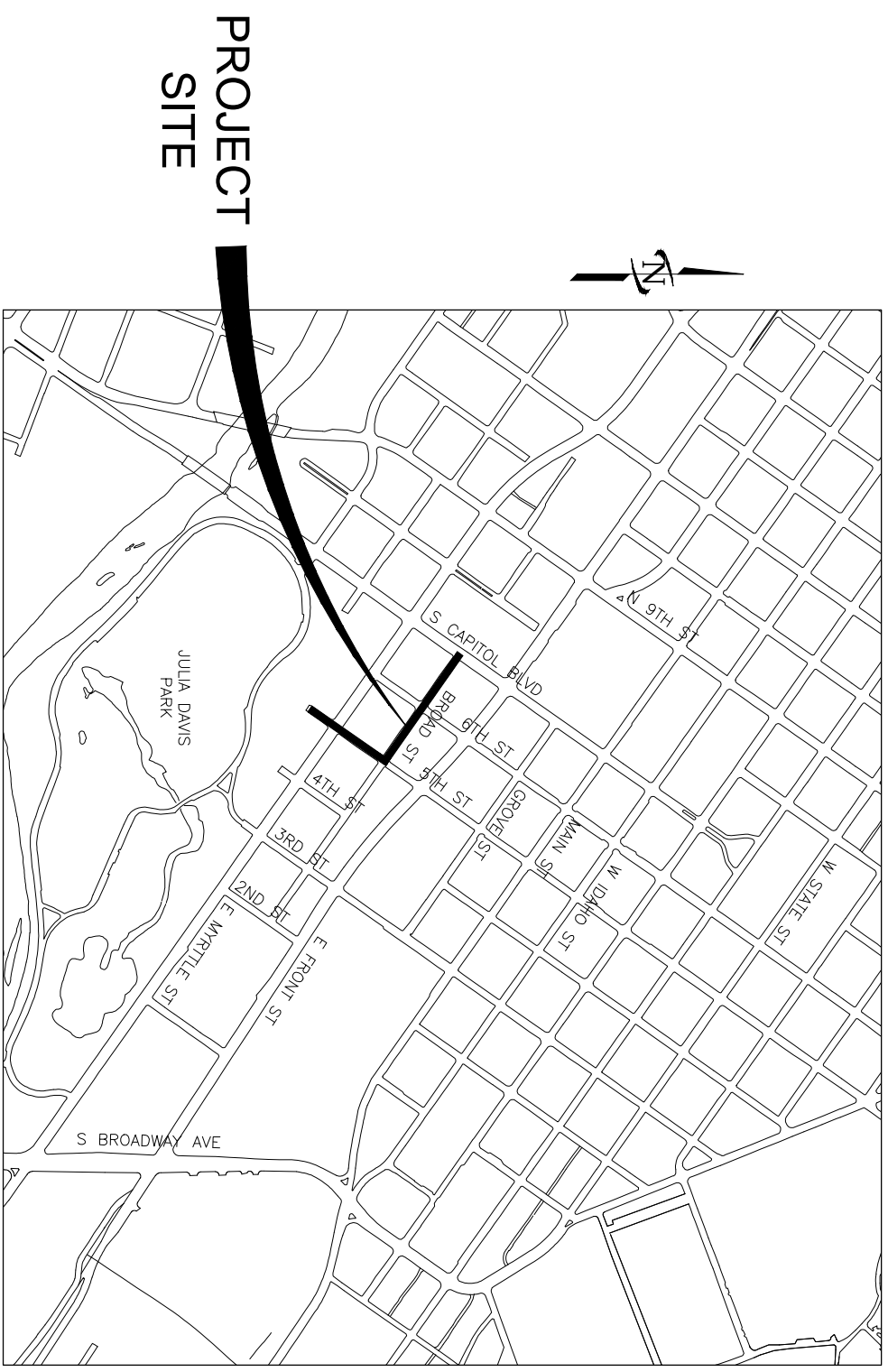
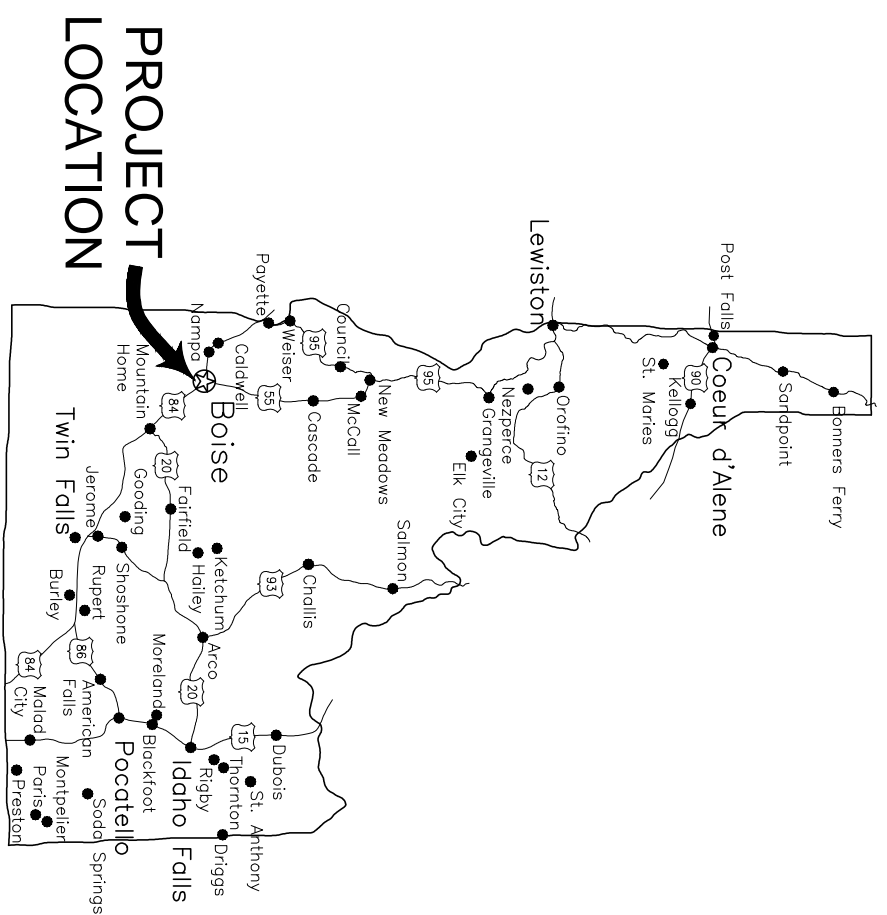


street tree planting and protection ideas at permeable parking zone



CITY OF BOISE CENTRAL ADDITION GEOTHERMAL PIPELINE

EXHIBIT D - GEOTHERMAL PLAN (SEVEN PAGES)



PRELIMINARY

811
Know what's below.
Call before you dig.

CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

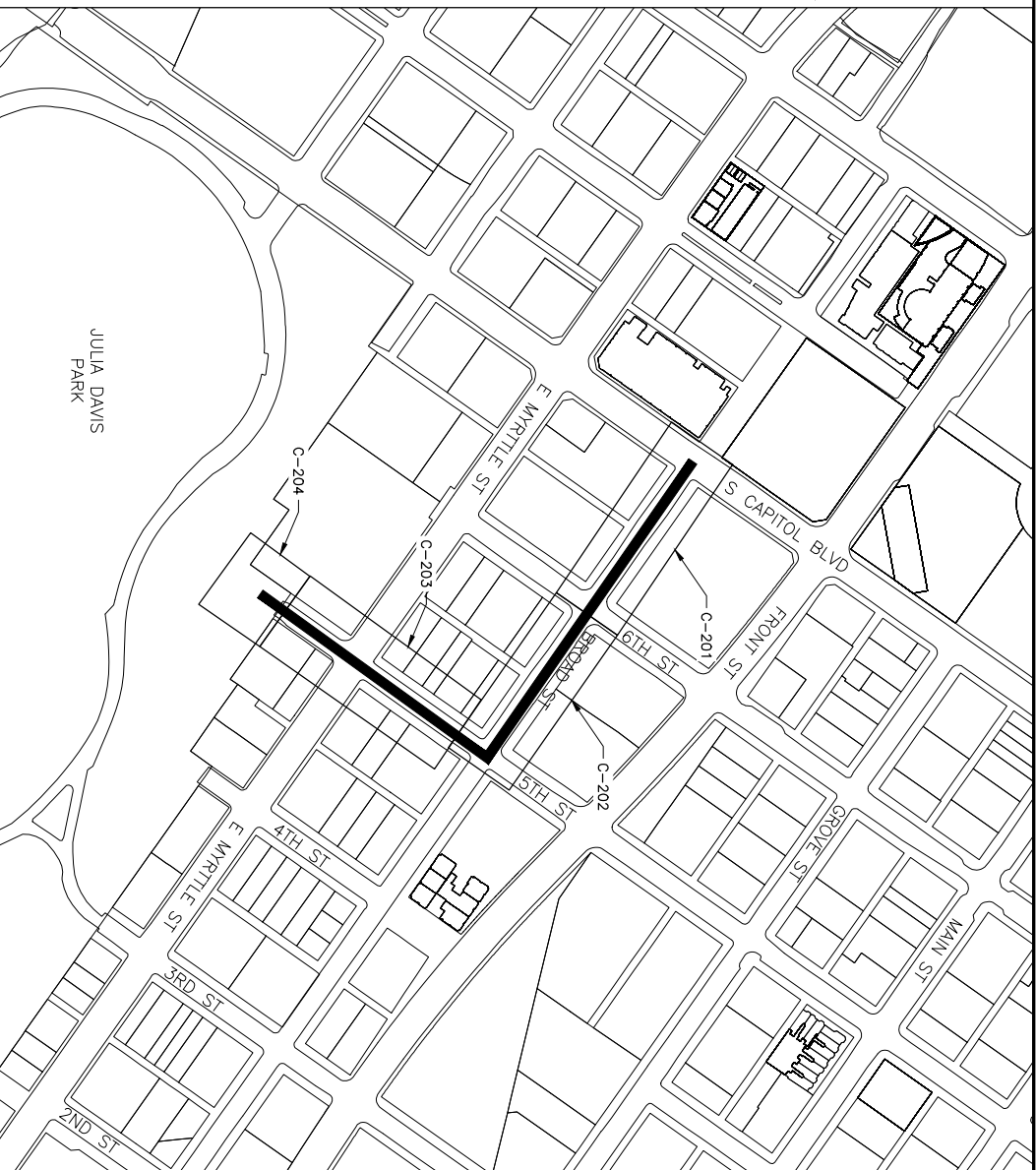


DATE	NO.	REVISION	DATE	NO.	REVISION	DESIGNED: CW	DATE: NOVEMBER 2015	PUBLIC WORKS DEPARTMENT BOISE, IDAHO 83702 (208) 384-4900	CITY OF BOISE CENTRAL ADDITION GEOTHERMAL PIPELINE	COVER SHEET	SHEET: G-001
						DRAWN: ARB	SECTION: TR&S				
						CHECKED: BRW	TITLE NO.: 10-15-009_G-001				
											PROJECT NUMBER: 10-15-009

Plot Date: 6/9/15
 Plot By: Allen Behm
 Date Created: 6/9/2015
 Location: F:\PROJECTS\JUB\10-15-009_BOISE_CENTRAL_ADDITION_GEOTHERM\CAD\SHEET\10-15-009_G-001.DWG

INDEX OF SHEETS

SHEET NUMBER	SHEET TITLE
GENERAL	COVER SHEET
G-001	INDEX OF SHEETS
G-002	GENERAL NOTES
G-003	SURVEY
V-101	SURVEY CONTROL
V-102	SURVEY CONTROL
PLAN AND PROFILE	
C-201	PLAN AND PROFILE STA: 1+00-4+50
C-202	PLAN AND PROFILE STA: 4+50-9+00
C-203	PLAN AND PROFILE STA: 9+00-13+50
C-204	PLAN AND PROFILE STA: 13+50-15+50
DETAILS	
C-501	DETAILS
C-502	DETAILS
C-503	DETAILS
C-504	DETAILS
C-505	DETAILS
C-506	DETAILS



SHEET INDEX MAP

ABBREVIATIONS

AC	ASPHALT CONCRETE PAVEMENT	LOC	LENGTH OF CURB
ADA	AMERICANS WITH DISABILITIES ACT	L	LEFT
ADMIN	ADMINISTRATION BUILDING	MAGE	MATH AND GEOSCIENCE BUILDING
AVAR	AIR VACUUM / AIR RELEASE VALVE	MAX	MAXIMUM
BLT	BOLT	MH	MAN-HOLE
BM	BENCH MARK	MIN	MINIMUM
BRNG	BEARING	MPB	MULTIPURPOSE CLASSROOM BUILDING
BSW	BACK OF SIDEWALK	MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
BVC	BEGIN VERTICAL CURB	OH	OVERHEAD
CB	CATCH BASIN	ONP	OVERHEAD POWER
CB	CATCH BASIN ENVIRONMENTAL SCIENCES AND ECONOMIC DEVELOPMENT CENTER	PB	PUMP BOX
CESD	CENTERLINE	PBT	PORTLAND CEMENT CONCRETE
CG	CURB AND GUTTER	PCC	POINT OF COMPOUND CURVE OR PORTLAND CEMENT CONCRETE
CI	CENTERLINE	P/E	PERMANENT EASEMENT
CONST	CONSTRUCT / CONSTRUCTION	P/L	PROFILE GRADE LINE
DEPT	DEPARTMENT	PI	POINT OF INTERSECTION
DIP	DIPPLE IRON PIPE	PRC	PRESSURE IRRIGATION
DWG	DRAWING	PVI	POINT OF INTERSECTION
EL	ELEVATION	PVT	POINT OF TANGENCY VERTICAL CURVE
ENGR	ENGINEER / ENGINEERING	R	RADIUS / RADIAL
EP OR EOP	EDGE OF PAVEMENT EASEMENT	RCP	REINFORCED CONCRETE PIPE
ESMT	EASEMENT	ROW or R/W	RIGHT-OF-WAY
EVC	END VERTICAL CURB	SD	STREET LIGHT
EX OR EXIST	EXIST / EXISTING	SL	STREET LIGHT
FG	FINISHED GRADE	SRVC	SANITARY SEWER
FH	FIRE HYDRANT	SS	SANITARY SEWER
FL	FLOW LINE	SS	SANITARY SEWER
FO	FIBER OPTIC	STA	STATION
G	GAS	STD	STANDARD
GCL	GEOTHERMAL COLLECTION LINE	SW	SIDEWALK
GB	GRADE BREAK	SWPPP	STORMWATER POLLUTION PREVENTION PLAN
GRND	GROUND	T	TELEPHONE
GSL	GEOTHERMAL SUPPLY LINE	TBC or TC	TOP BACK OF CURB
GWA	GUY WIRE ANCHOR	TCE	TEMPORARY CONSTRUCTION EASEMENT
INV	INVERT		
IRR	IRRIGATION		
IS/PWC	IDaho STANDARDS FOR PUBLIC WORKS CONSTRUCTION		
ITC	ITERACTIVE TEACHING AND LEARNING CENTER		

LEGEND

	EXISTING SECTION LINE		PROPOSED TEMPORARY CONSTRUCTION EASEMENT
	EXISTING RIGHT OF WAY		PERMANENT EASEMENT
	EXISTING P/E		CONSTRUCT GEOTHERMAL SUPPLY LINE
	EXISTING P/L		CONSTRUCT GEOTHERMAL COLLECTION LINE
	EXISTING OHP		CONSTRUCT BUTTERFLY VALVE AND VAULT
	EXISTING GEO		CONSTRUCT AIR/VACUUM VALVE AND VAULT
	EXISTING SS		CONSTRUCT VALVE VAULT
	EXISTING W		CONCRETE SURFACE REPAIR
	EXISTING X"W		STAMPED CONCRETE SURFACE REPAIR
	EXISTING UT		ASPHALT OVERLAY
	EXISTING G		
	EXISTING F		
	EXISTING FO		
	EXISTING X 2SD		
	EXISTING X SS		
	EXISTING SS		
	EXISTING IRR		
	EXISTING UP		
	EXISTING PET		
	EXISTING CTV		
	EXISTING EP		
	SIGN		
	WATER SERVICE		
	SEWER MH		
	UTILITY MH		
	COMMUNICATION MH		
	FIRE HYDRANT		
	WATER MH		
	STORM MH		
	CABLE TV		
	GAS VALVE		
	WATER METER		
	WATER VALVE		
	IRRIGATION METER		
	IRRIGATION BOX		
	GAS METER		
	ELECTRIC METER		
	UTILITY VAULT		
	GUY WIRE		
	STREET LIGHT		
	MAIL BOX		
	SIGN		
	WELL		
	SHRUB		
	BOLLARD		
	CATCH BASIN		
	TELEPHONE RISER		
	BENCH MARK		
	TREE		

PRELIMINARY

DATE	NO.	REVISION

DESIGNED	DATE
CW	NOVEMBER 2015

DRAWN	SECTION
ARB	TR&S

CHECKED	TITLE NO.
BRW	10-15-009_G-002

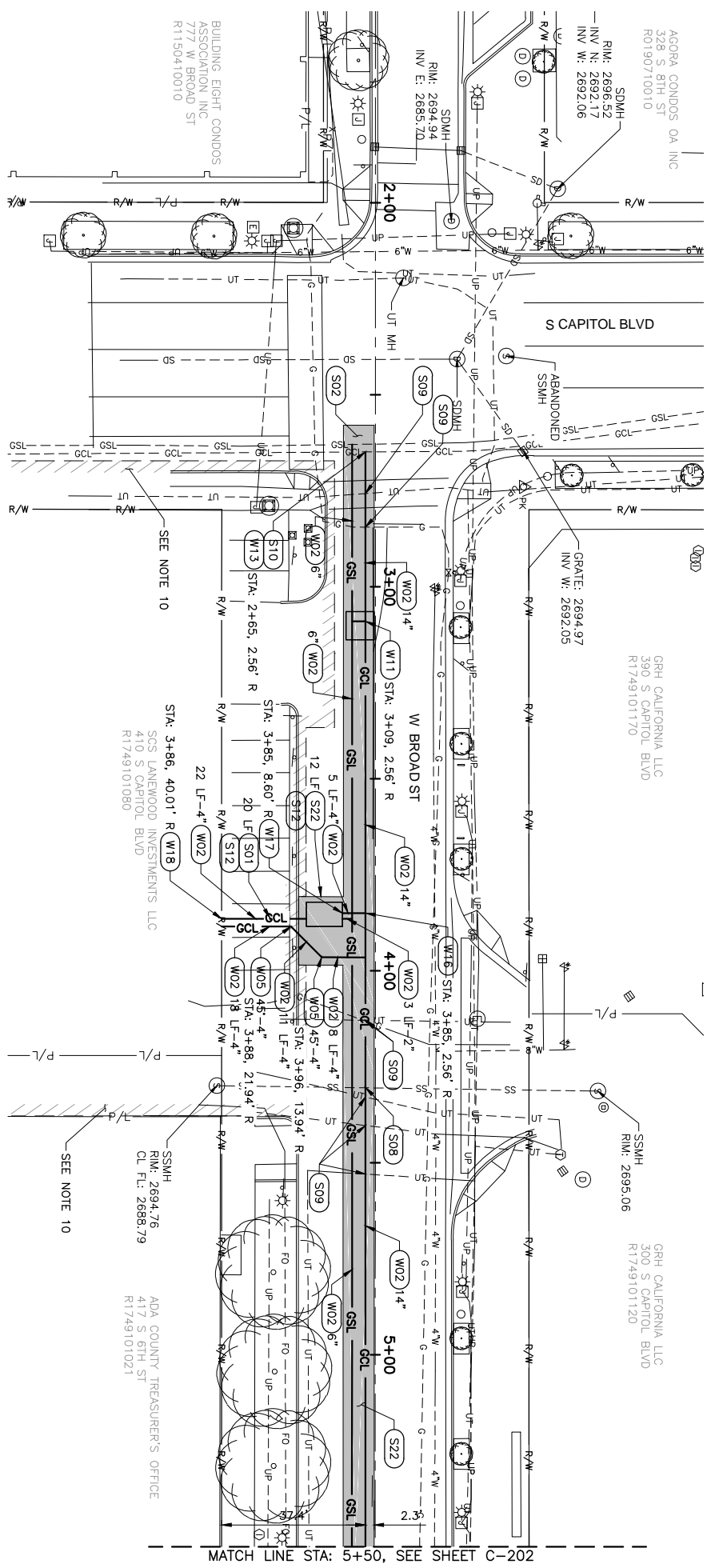


PUBLIC WORKS DEPARTMENT
 BOISE, IDAHO 83702
 (208) 384-3900

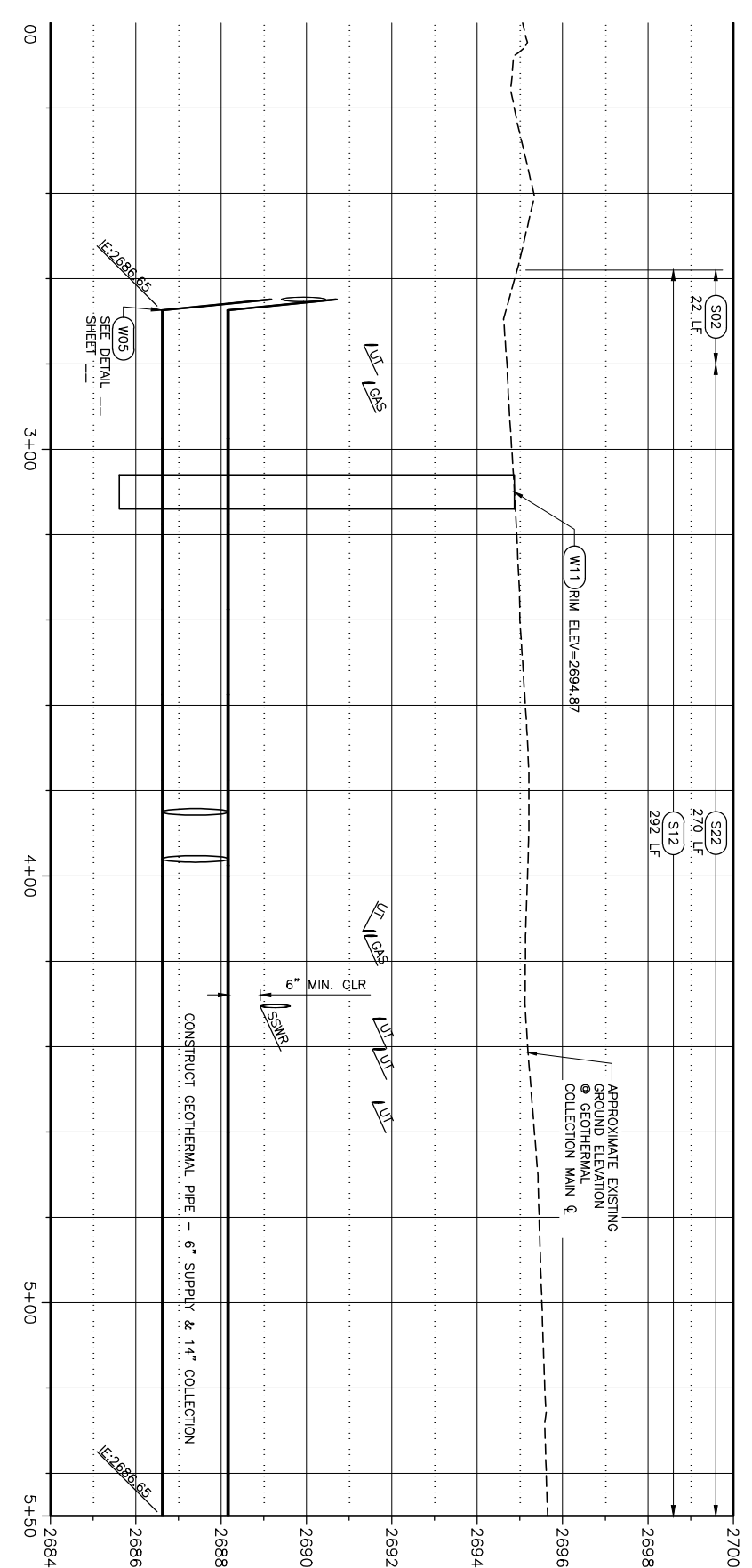
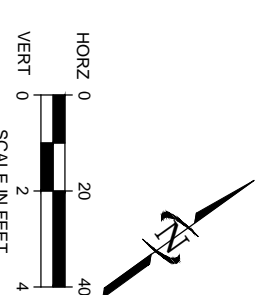
CITY OF BOISE
 CENTRAL ADDITION GEOTHERMAL PIPELINE

INDEX OF SHEETS
 SHEET: G-002
 PROJECT NUMBER: 10-15-009





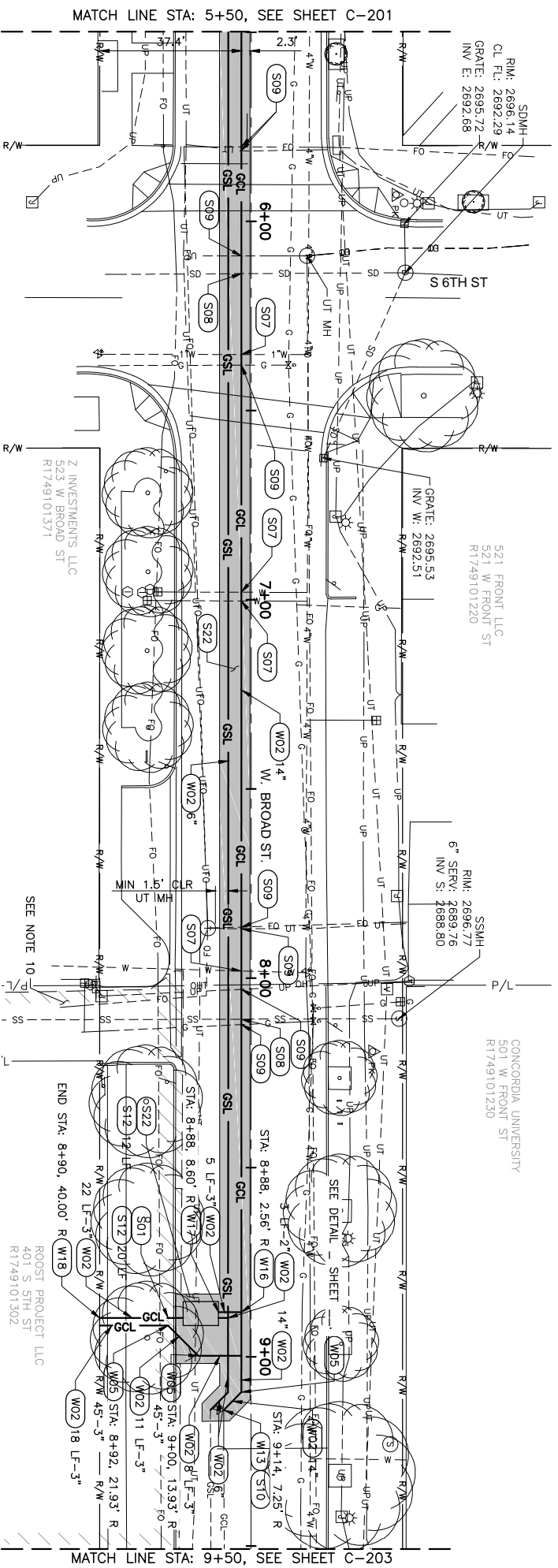
- KEYED NOTES**
- (S01) MISCELLANEOUS SURFACE RESTORATION (SEE NOTE 10)
 - (S02) TYPE "P"-1" SURFACE RESTORATION (SEE DETAIL A3 SHEET C-502)
 - (S08) NONPOTABLE CROSSING
 - (S09) UTILITY CROSSING
 - (S10) EXPLORATORY EXCAVATION
 - (S12) TRENCHING AND INSTALLATION 6'-9" COVER (SEE DETAILS SHEET C-503)
 - (S22) TYP "P"-2" SURFACE RESTORATION (SEE DETAIL B3 SHEET C-502)
 - (W02) INSULATED FRP WITH CASING
 - (W05) FRP BEND
 - (W11) CROSS OVER VALVE-VAULT BROAD STREET (SEE DETAIL B3 SHEET C-507)
 - (W13) CONNECT TO EXISTING GEOTHERMAL LINES - CAPITOL BLD (SEE DETAIL A1 SHEET C-507)
 - (W16) MAIN/SERVICE LINE CONNECTION (SEE DETAIL B1 SHEET C-501)
 - (W17) SERVICE LINE VALVE-VAULT MARRIOTT HOTEL (SEE DETAIL SHEET C-505)
 - (W18) PIPE TERMINUS (SEE DETAIL A1 SHEET C-505)
- NOTES:**
1. LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY, BASED ON INFORMATION PROVIDED BY THE UTILITIES. SEE GENERAL NOTE 4, SHEET G-003.
 2. UTILITIES ARE SHOWN IN PROFILE TO INDICATE A POTENTIAL CROSSING. DEPTHS OF UTILITIES ARE UNKNOWN AND MUST BE VERIFIED PRIOR TO CONSTRUCTION A MINIMUM OF 300 FEET AHEAD OF TRENCHING OPERATIONS TO IDENTIFY POTENTIAL CONFLICTING UTILITIES AND ADJUST OPERATIONS ACCORDINGLY.
 3. EXISTING GROUND IN PROFILE AT CENTERLINE OF COLLECTION MAIN UNLESS OTHERWISE NOTED. UTILITY CROSSING SHOWN AT ROAD CENTERLINE UNLESS OTHERWISE NOTED.
 4. SUPPLY MAIN NOT SHOWN IN PROFILE FOR CLARITY. PIPE GRADE TO EXISTING COLLECTION MAIN UNLESS NOTED OTHERWISE. DESIGN INVERT ELEVATIONS ARE APPROXIMATE. MAINTAIN MINIMUM COVER AS SHOWN ON PLANS.
 5. ALL JOINT DEFLECTIONS SHALL BE MADE OVER AN APPROPRIATE NUMBER OF JOINTS IN ACCORDANCE WITH THE PIPE MANUFACTURER'S DEFLECTION LIMITS. MAXIMUM DEFLECTION PER EACH JOINT SHALL BE LIMITED TO 1/2 THE MANUFACTURER'S RECOMMENDATION.
 6. PIPE LINE STATION AND OFFSET NOTES ARE TO THE CENTERLINE OF THE COLLECTION LINE UNLESS OTHERWISE NOTED.
 7. CROSS OVER VALVE VAULT STATION AND OFFSET ARE TO CENTERLINE OF COLLECTION LINE TEE.
 8. SERVICE LINE VALVE VAULT STATION AND OFFSET ARE TO CENTERLINE OF COLLECTION LINE PIPE PENETRATION.
 9. ALL WATER MAINS SHALL BE POT HOLED AND PIPE MATERIAL VERIFIED. CONTRACTOR SHALL NOTIFY UNITED WATER AND CITY OF FINDINGS. AC PIPE WILL BE REPLACED BY UNITED WATER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH UNITED WATER.
 10. AREA UNDER CONSTRUCTION BY OTHERS. COORDINATE WITH PROPERTY OWNER'S REPRESENTATIVE. SEE GENERAL NOTE 25, SHEET G-003.



DESIGNED: CBW	DATE: NOVEMBER 2015			CITY OF BOISE CENTRAL ADDITION GEOTHERMAL PIPELINE
DRAWN: MCG	SECTION: TR&S			
CHECKER: BRW	TITLE NO.: 10-15-009_C-20X	PUBLIC WORKS DEPARTMENT BOISE, IDAHO 83702 (208) 384-3900		
DATE: _____	NO. _____	DATE: _____	NO. _____	PLAN & PROFILE BROAD STREET STA: 2+00-5+50
NO. _____	REVISION _____	NO. _____	REVISION _____	SHEET: C-201 PROJECT NUMBER: 10-15-009

Plot Date: 7/7/15
 Plot By: Allen Behm
 Date Created: 6/10/2015
 Location: F:\PROJECTS\JOB_10-15-009_BOISE_CENTRAL_ADDITION_GEOTHERMAL\CAD\SHEET\10-15-009_C-20X.DWG

PRELIMINARY

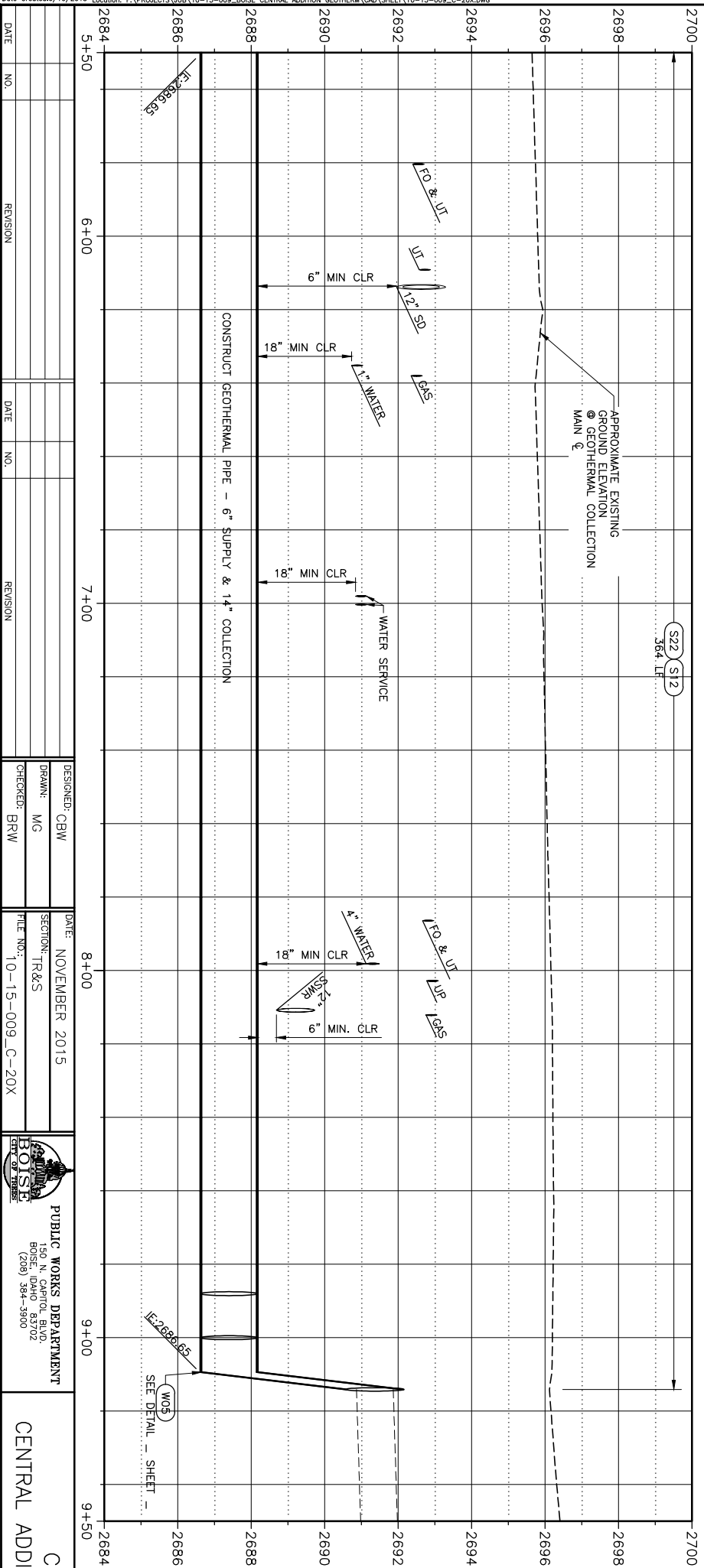
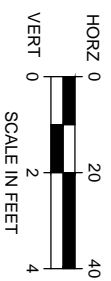


KEYED NOTES

- (S01) MISCELLANEOUS SURFACE RESTORATION (SEE NOTE 10)
- (S07) POTABLE CROSSING (SEE DETAIL B1 SHEET C-505)
- (S08) NONPOTABLE CROSSING
- (S09) UTILITY CROSSING
- (S10) EXPLORATORY EXCAVATION
- (S12) TRENCHING AND INSTALLATION 6'-9" COVER (SEE DETAILS SHEET C-503)
- (S22) TYPE "P-2" SURFACE RESTORATION (SEE DETAIL B3 SHEET C-502)
- (W02) INSULATED FRP WITH CASING
- (W05) FRP BEND
- (W13) CONNECT TO EXISTING GEOTHERMAL LINES--BROAD STREET (SEE DETAIL -- SHEET --)
- (W16) MAIN/SERVICE LINE CONNECTION (SEE DETAIL B1 SHEET C-501)
- (W17) SERVICE LINE VALVE--VAULT FOWLER APT (SEE DETAIL SHEET C-505)
- (W18) PIPE TERMINUS (SEE DETAIL A1 SHEET C-505)

NOTES:

1. LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY, BASED ON INFORMATION PROVIDED BY THE UTILITIES. SEE GENERAL NOTE 4, SHEET G-003.
2. UTILITIES ARE SHOWN IN PROFILE TO INDICATE A POTENTIAL CROSSING. DEPTHS OF UTILITIES ARE UNKNOWN AND MUST BE VERIFIED PRIOR TO CONSTRUCTION TO A MINIMUM OF 300 FEET AHEAD OF TRENCHING OPERATIONS TO IDENTIFY POTENTIAL CONFLICTING UTILITIES AND ADJUST OPERATIONS ACCORDINGLY.
3. EXISTING GROUND IN PROFILE AT CENTERLINE OF COLLECTION MAIN UNLESS OTHERWISE NOTED. UTILITY CROSSING SHOWN AT ROAD CENTERLINE UNLESS OTHERWISE NOTED.
4. SUPPLY MAIN NOT SHOWN IN PROFILE FOR CLARITY. PIPE GRADE TO UTILITY COLLECTION MAIN UNLESS NOTED OTHERWISE. DESIGN INVERT ELEVATIONS APPROXIMATE. MAINTAIN MINIMUM COVER AS SHOWN ON PLANS.
5. ALL JOINT DEFLECTIONS SHALL BE MADE OVER AN APPROPRIATE NUMBER OF JOINTS IN ACCORDANCE WITH THE PIPE MANUFACTURER'S DEFLECTION LIMITS. MAXIMUM DEFLECTION PER EACH JOINT SHALL BE LIMITED TO ½ THE MANUFACTURER'S RECOMMENDATION.
6. PIPE LINE STATION AND OFFSET NOTES ARE TO THE CENTERLINE OF THE COLLECTION LINE UNLESS OTHERWISE NOTED.
7. CROSS OVER VALVE VAULT STATION AND OFFSET ARE TO CENTERLINE OF COLLECTION LINE TEE.
8. SERVICE LINE VALVE VAULT STATION AND OFFSET ARE TO CENTERLINE OF COLLECTION LINE PIPE PENETRATION.
9. ALL WATER MAINS SHALL BE POT HOLED AND PIPE MATERIAL VERIFIED. CONTRACTOR SHALL NOTIFY UNITED WATER AND CITY OF FINDINGS. AC PIPE WILL BE REPLACED BY UNITED WATER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH UNITED WATER.
10. AREA UNDER CONSTRUCTION BY OTHERS. COORDINATE WITH PROPERTY OWNER'S REPRESENTATIVE. SEE GENERAL NOTE 25, SHEET G-003.



DATE	NO.	REVISION

DESIGNED: CBW	DATE: NOVEMBER 2015
DRAWN: MJC	SECTION: R&DS
CHECKER: BRW	TITLE NO.: 10-15-009_C-20X

PUBLIC WORKS DEPARTMENT
 BOISE, IDAHO 83702
 (209) 384-3900

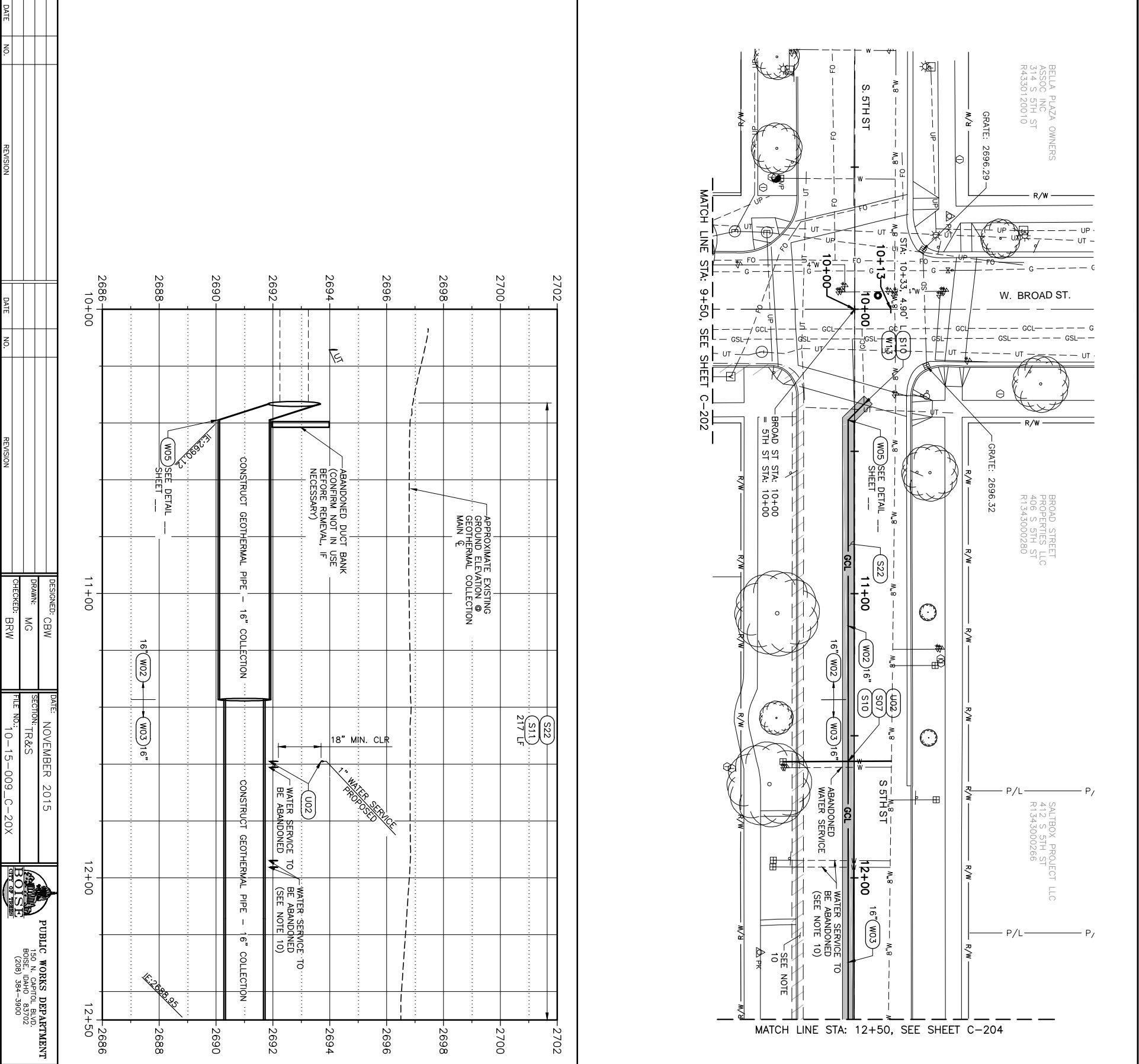
CITY OF BOISE
CENTRAL ADDITION GEOTHERMAL PIPELINE

PLAN & PROFILE
BROAD STREET
STA. 5+50-9+50

SHEET: C-202
 PROJECT NUMBER: 10-15-009



PRELIMINARY



DATE	NO.	REVISION	DATE	NO.	REVISION	DESIGNED: CBW	DATE: NOVEMBER 2015	CITY OF BOISE PUBLIC WORKS DEPARTMENT BOISE, IDAHO 83702 (209) 384-3900	CITY OF BOISE CENTRAL ADDITION GEOTHERMAL PIPELINE	PLAN & PROFILE 5th STREET STA: 10+00-12+50	SHEET: C-203 PROJECT NUMBER: 10-15-009

KEYED NOTES

- (S07) POTABLE CROSSING (SEE DETAIL B1 SHEET C-505)
- (S09) UTILITY CROSSING
- (S10) EXPLORATORY EXCAVATION
- (S11) TRENCHING AND INSTALLATION < 6' COVER (SEE DETAILS SHEET C-503)
- (S22) TYPE "P-2" SURFACE RESTORATION (SEE DETAIL B3 SHEET C-502)
- (W02) INSULATED FRP WITH CASING
- (W03) UNINSULATED FRP
- (W05) FRP BEND
- (W13) CONNECT TO EXISTING GEOTHERMAL LINES-5th STREET
- (U02) RELOCATE EXISTING WATER SERVICE IF NECESSARY. COORDINATE WITH UNITED WATER SET NOTES 9 AND 10.

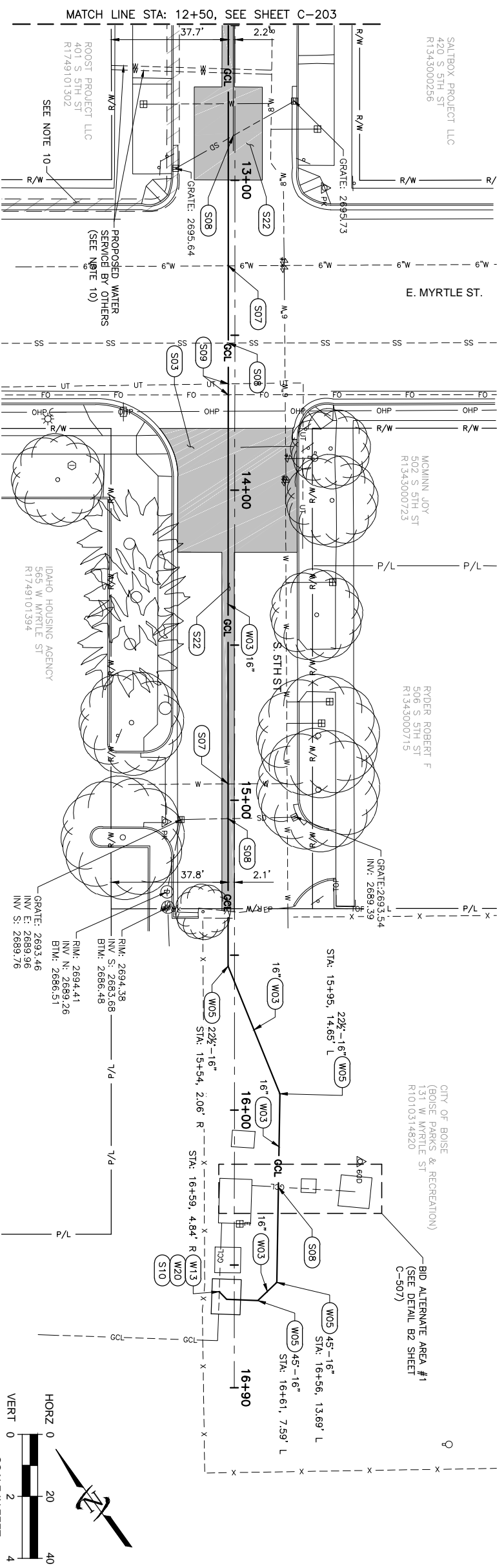
NOTES:

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- EXISTING GROUND IN PROFILE AT CENTERLINE OF COLLECTION MAIN UNLESS OTHERWISE NOTED. UTILITY CROSSING SHOWN AT ROAD CENTERLINE UNLESS OTHERWISE NOTED.
- SUPPLY MAIN NOT SHOWN IN PROFILE FOR CLARITY. PIPE GRADE TO MATCH COLLECTION MAIN UNLESS NOTED OTHERWISE. DESIGN IN LEFT ELEVATIONS APPROXIMATE. MAINTAIN MINIMUM COVER AS SHOWN ON PLANS.
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- ALL WATER MAINS SHALL BE POT HOLED AND PIPE MATERIAL VERIFIED. CONTRACTOR SHALL NOTIFY UNITED WATER AND CITY OF FINDINGS. AC PIPE WILL BE REPLACED BY UNITED WATER. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH UNITED WATER.
- AREA UNDER CONSTRUCTION BY OTHERS. COORDINATE WITH PROPERTY OWNER'S REPRESENTATIVE. SEE GENERAL NOTE 25, SHEET G-003.

SCALE IN FEET

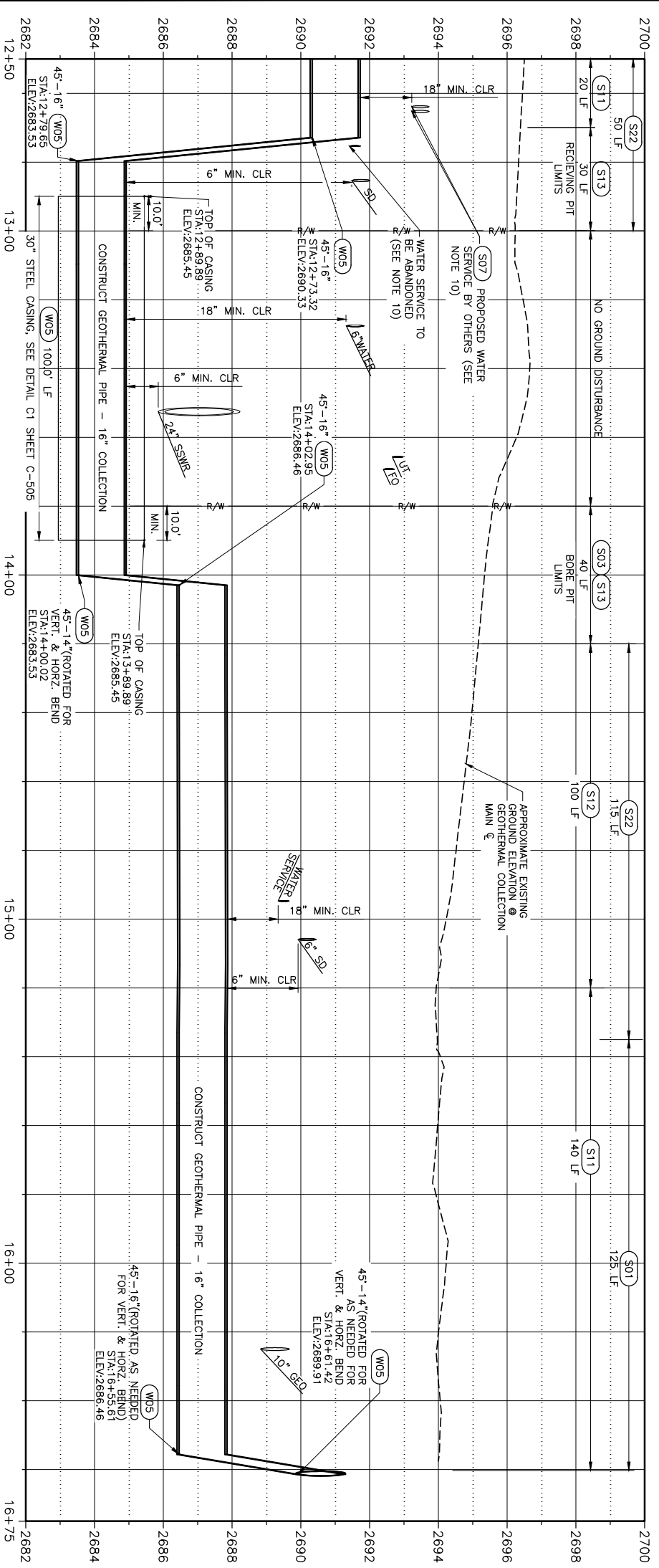
HORIZ 0 20 40
 VERT 0 2 4

PRELIMINARY



- KEYED NOTES**
- (S01) MISCELLANEOUS SURFACE RESTORATION (GRAVEL)
 - (S02) FULL WIDTH SURFACE RESTORATION (SEE DETAIL B1 SHEET C-502)
 - (S07) POTABLE CROSSING (SEE DETAIL B1 SHEET C-505)
 - (S08) NONPOTABLE CROSSING
 - (S09) UTILITY CROSSING
 - (S10) EXPLORATORY EXCAVATION
 - (S11) TRENCHING AND INSTALLATION < 6' COVER (SEE DETAILS SHEET C-503)
 - (S12) TRENCHING AND INSTALLATION 6'-9' COVER (SEE DETAILS SHEET C-503)
 - (S13) TRENCHING AND INSTALLATION > 9' COVER (SEE DETAILS SHEET C-503)
 - (S22) TYPE "P-2" SURFACE RESTORATION (SEE DETAIL B3 SHEET C-502)
 - (W03) UNINSULATED FRP
 - (W05) FRP BEND
 - (W13) CONNECT TO EXISTING GEOTHERMAL LINES (SEE, C1 DETAIL ON SHEET C-505)
 - (W19) STEEL CASING BORING AND JACKING
 - (W20) INJECTION WELL ISOLATION VALVE VAULT SEE DETAIL A2 SHEET C-507)

PRELIMINARY



- NOTES:**
1. LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY, BASED ON INFORMATION PROVIDED BY THE UTILITIES. SEE GENERAL NOTE 4, SHEET G-003.
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 10. AREA UNDER CONSTRUCTION BY OTHERS. COORDINATE WITH PROPERTY OWNER'S REPRESENTATIVE. SEE GENERAL NOTE 25, SHEET G-003.

DATE	NO.	REVISION	DATE	NO.	REVISION
DESIGNED: CBW	DRAWN: MC	CHECKER: BRW	DATE: NOVEMBER 2015	SECTION: TR&S	TITLE NO.: 10-15-009_C-20X
			CITY OF BOISE PUBLIC WORKS DEPARTMENT BOISE, IDAHO 83702 (209) 384-3900		
CENTRAL ADDITION GEOTHERMAL PIPELINE					
PLAN & PROFILE 5th STREET STA: 12+50-16+75					
SHEET: C-204 PROJECT NUMBER: 10-15-009					

Plot Date: 7/7/15
 Plotted By: Allen Behm
 Date Created: 6/10/2015
 Location: F:\PROJECTS\JOB\10-15-009_BOISE_CENTRAL_ADDITION_GEOTHERMAL\CAD\SHEET\10-15-009_C-20X.DWG

DATE	NO.	REVISION	DATE	NO.	REVISION

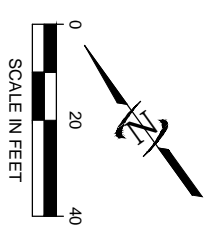
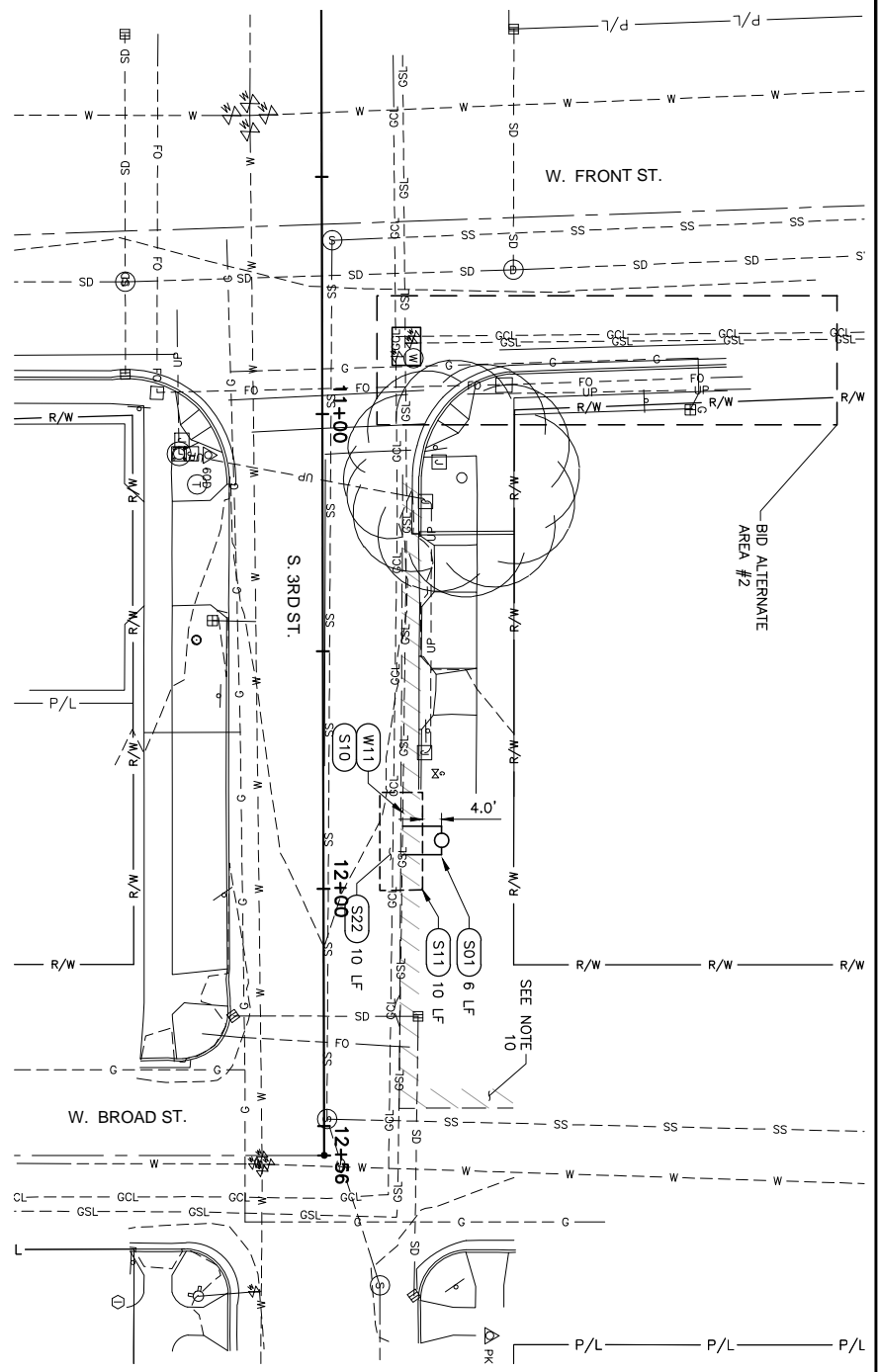
DESIGNED: CBW	DATE: NOVEMBER 2015
DRAWN: MG	SECTION: TR&S
CHECKER: BRW	TITLE NO.: 10-15-009_C-20X



PUBLIC WORKS DEPARTMENT
 CITY OF BOISE
 BOISE, IDAHO 83702
 (208) 384-3900

CITY OF BOISE
 CENTRAL ADDITION GEOTHERMAL PIPELINE

PLAN & PROFILE	SHEET: C-205
3rd ST. AND FRONT ST.	PROJECT NUMBER: 10-15-009

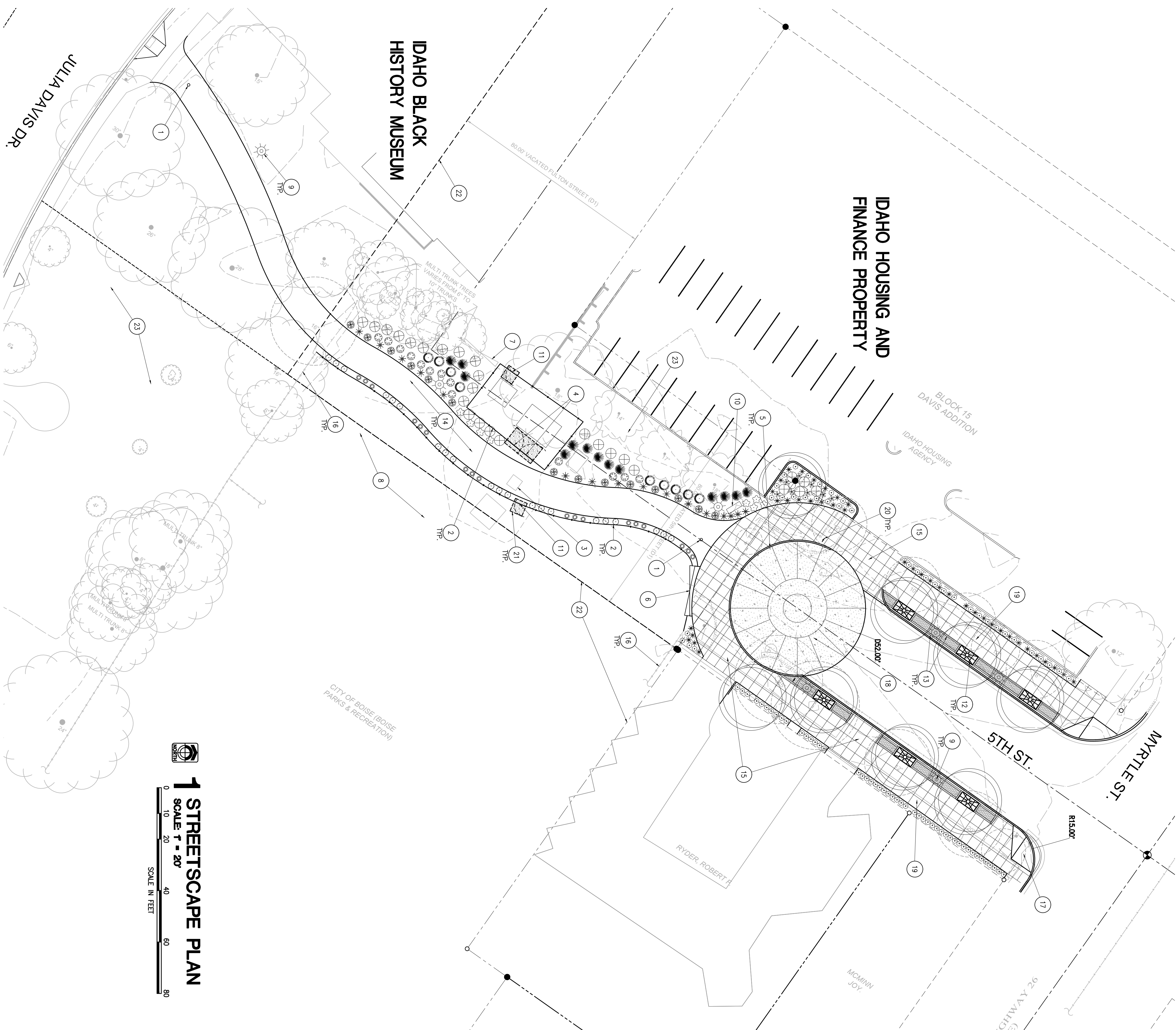


- KEYED NOTES**
- (S01) MISCELLANEOUS SURFACE RESTORATION (SEE NOTE 10)
 - (S10) EXPLORATORY EXCAVATION
 - (S11) TRENCHING AND INSTALLATION < 6' COVER (SEE DETAILS SHEET C-503)
 - (S22) TYPE "P"-2" SURFACE RESTORATION (SEE DETAIL SHEET C-503)
 - (W11) CROSS OVER VALVE VAULT-3rd STREET (SEE DETAIL B1 SHEET C-507)
 - (W12) INSULATED PEX PIPE

- NOTES:**
1. LOCATION OF EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY, BASED ON INFORMATION PROVIDED BY THE UTILITIES. SEE GENERAL NOTE 4, SHEET G-003.
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PRELIMINARY

EXHIBIT E - JULIA DAVIS PARK PLANS



PLANT SCHEDULE

TREES	COMMON NAME	BOTANICAL NAME	PLANTING SIZE	MATURITY SIZE
	American Sweetgum	Liquidambar styraciflua	3" CALIPER	50T x 40W

SHRUBS	COMMON NAME	BOTANICAL NAME	PLANTING SIZE	MATURITY SIZE
☉	Gold Flame Spiraea	Spiraea japonica 'Gold Flame'	3T x 3W	
☉	Dwarf Fountain Grass	Pennisetum alopecuroides	5 gallon	2.5T x 2W
☉	Winter Gem Boxwood	Buxus microphylla 'Winter Gem'	5 gallon	4T x 4W
☉	Hol. Poppo's Conelover	Chimonoxia purpurea 'Hol. Poppo'	5 gallon	6T x 3W
☉	Lydia Wedgoven	Gerardia Lydia	5 gallon	2T x 3W
☉	Prairie Dropped	Sporobolus heterolepis	5 gallon	3T x 3W
☉	Blue Mist Corytophis	Corytophis x claudonensis 'Blue Mist'	5 gallon	3T x 3W
☉	Fat Bird French Lavender	Levondula x intermedia 'Grass'	5 gallon	3T x 3W
☉	Slowround Mugo Pine	Pinus mugo 'Slowround'	5 gallon	3T x 3W
☉	Gold Bar Maiden Grass	Miscanthus sinensis 'Gold Bar'	5 gallon	4-5T x 2W
☉	Sky Pointer Japanese Holly	Ilex crenata 'Forrowne'	5 gallon	4-5T x 2W

SHEET NOTES:

- ACCESS BOLLARD PER BPD SPECIFICATIONS
- NEW SECURITY FENCE TYPE TO BE DETERMINED
- EXISTING GEOTHERMAL FLOW METER, PROVIDE CONCRETE UTILITY BOX WITH CONCRETE LID FOR METER ACCESS
- (2) 6" SWING GATES
- ROLLED CURB
- 20" MAINTENANCE YARD ENTRANCE GATE
- EXISTING GATE TO BE REMOVED
- EXISTING PARK MAINTENANCE LOT
- NEW LIGHT POLES TYPE TO BE DETERMINED
- JULIA DAVIS PARK ENTRANCE SIGNAGE
- 4" MAN GATE
- TREE GRATE AND FRAME, URBAN ACCESSORIES KVA, 8x4'
- RED BRICK DRY Laid Pavers, SINGLE SOLDIER COURSE EACH SIDE AND ENDS WITH TERRAZZO/BONE FIELD, BRUSHES, PAINTERS, ETC.
- NEW 12" WIDE CONCRETE SIDEWALK
- EXISTING DRIVEWAY
- EXISTING FENCE TO REMAIN
- NEW PEDESTRIAN RAMP TO ACID STANDARDS
- CONCRETE 52" DIAMETER VEHICULAR TURNAROUND
- NEW CONCRETE SIDEWALK, 12" WIDTH
- NO PARKING ZONE ONLY LOADING/DROP-OFF SIGNAGE
- CONCRETE PAD FOR GATE SWING
- CENTRAL ADDITION BOUNDARY
- EXISTING LANDSCAPE TO REMAIN

PRELIMINARY NOT FOR CONSTRUCTION

KYLE D. HEMLY, LANDSCAPE ARCHITECT
 200 BROAD STREET
 BOISE, IDAHO
 PHONE: 208-343-4635 FAX: 208-343-1858

200 BROAD STREET
 BOISE, ID 83702
 (208) 343-4635 • FAX (208) 343-1858
 www.cshqa.com

JULIA DAVIS 5TH STREET ENTRANCE
 ADDRESS BOISE, IDAHO



PROJECT	DATE
15221	10-19-15
DRAWN	CHECKED
EMA	KOH
REVISED	

SHEET TITLE
STREETSCAPE PLAN

ORIGINAL SHEET SIZE
L1.0
 24" X 36"



REQUEST FOR QUALIFICATIONS
CONSTRUCTION MANAGER / GENERAL CONTRACTOR SERVICES
CM/GC SERVICES: LIV District

ADDENDUM NO. 1

Issued December 22, 2015

Include the following items as revisions to the "2015 Request for Qualifications: CM/GC Services – LIV District," issued on December 8, 2015, as though fully incorporated therein:

1. A new **Section 3.9 Anti-Discrimination** is added to the General Conditions:

- **3.9 Anti-Discrimination**

Acceptance of the proposal by CCDC and any resulting contract binds the Contractor to Section 601, Title VI, Civil Rights Act of 1964: In that, "No person in the United States shall, on the grounds of race, color, national origin, sex, or age, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance." In addition, "No otherwise qualified handicapped individual in the United States shall, solely by reason of his handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

2. The sign-in sheet for the Pre-Proposal meeting held December 16, 2015, at 1:30 p.m. is attached to this Addendum as Exhibit A and expressly incorporated into the RFQ.

3. The PowerPoint presentation given at the Pre-Proposal meeting held December 16, 2015, at 1:30 p.m. is attached to this Addendum as Exhibit B and expressly incorporated into the RFQ.

<u>LIST OF ATTACHMENTS</u>	<u>NO. OF PAGES</u>
Exhibit A: Pre-Proposal meeting sign-in sheet, dated December 16, 2015	2
Exhibit B: Pre-Proposal meeting presentation, December 16, 2015	19

END OF ADDENDUM NO. 1



2016 CM/GC Broad Street – LIV District Public Infrastructure Improvement Project

Pre-Proposal Meeting
December 16, 2015 at 1:30 p.m.

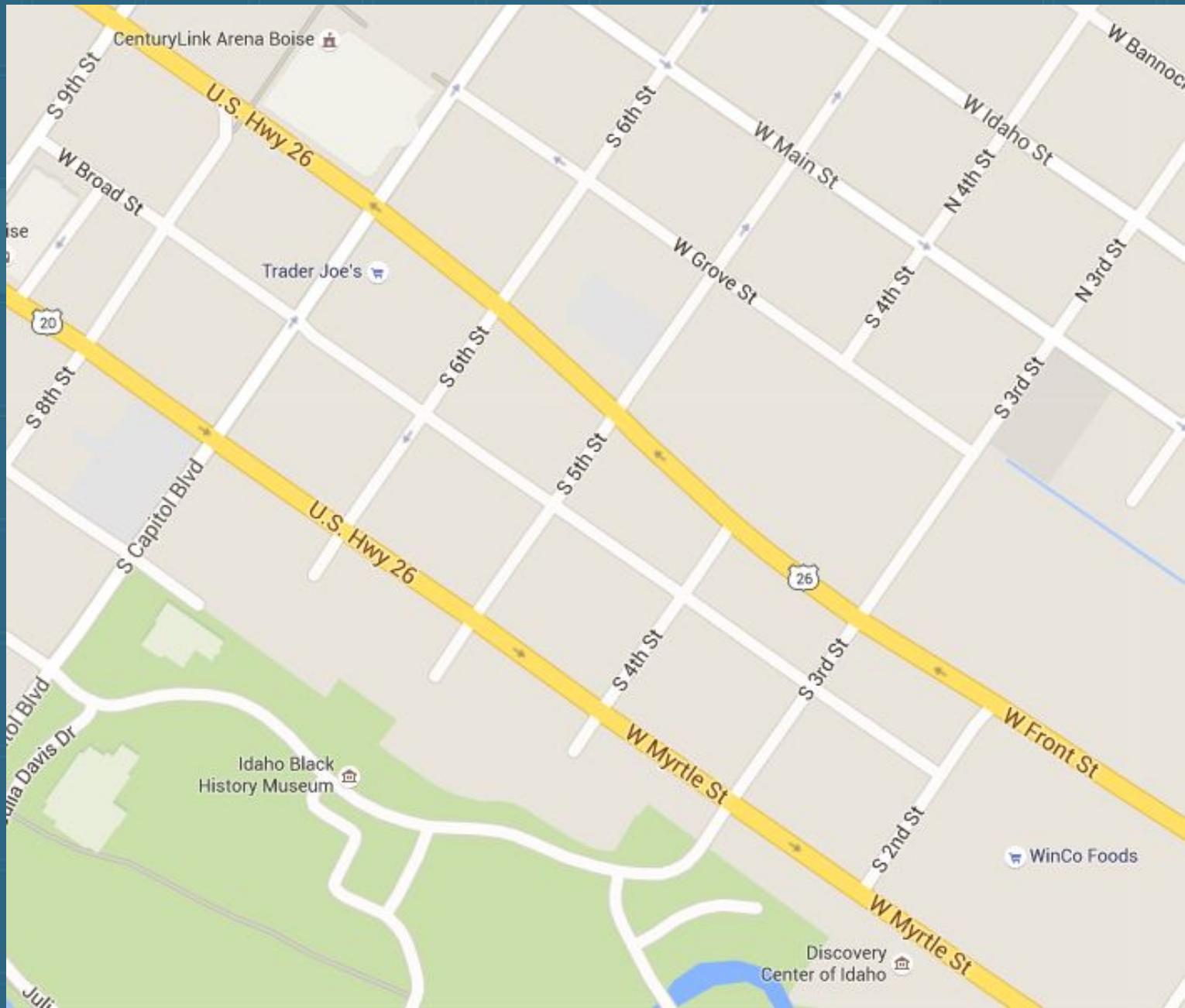
Sign-In Sheet


Name	Company	Telephone Number	Email Address
Anthony Guho	Guho Corp	850-2055	anthony@guhocorp.com
Susan Guho	Guho Corp	9398850	Susan@guhocorp.com
MIKE MAGILL	ESI	914-3839	mikemagill@esi.construction.com
Hailey Falconer	City of Boise	433-5641	hfalconer@cityofboise.org
MARY WATSON	CCDC	384-4264	mwatson@ccdcboise.com
BOB GOODWIN	WRIGHT BROTHERS	938-6000	rgoodwin@wbtbc.com
Jeff Anderson	Anderson Const	501-6541	JAnderson@AndersonConst.com
PENNY DENNIS	ERI	301-3040	pennjdennis@esi.construction.com
Brad Watson	SUB Engineers	376-7330	bwatson@sub.com
KATH WOODS	CCRC	391-7303	KWOODS@CCRCBOISE.COM
SCOTT BEECHAM	CITY OF BOISE	384-3830	SBEECHAM@CITYOFBOISE.ORG

Name	Company	Telephone Number	Email Address
Kathryn Chase MATT EDMOND	City of Boise CCDC		Kchase@cityofboise.org medmond@ccdcboise.com

CONSTRUCTION MANAGER / GENERAL CONTRACTOR

BROAD STREET – LIV DISTRICT PUBLIC INFRASTRUCTURE IMPROVEMENT PROJECT





Guaranteed Max Price:
est. \$3.3 Million

Construction:
March to November 2016

- Must be licensed by State of Idaho as both Construction Manager AND General Contractor.
- Qualification-Based Selection Process
Idaho Code § 67-2320
- RFQ exhibits: Broad Street Plans, Geothermal Plans and Julia Davis Park Plans – included only to give you an idea of what's planned; these are not construction-ready documents.

EXHIBIT A

**RFQ: CM/GC SERVICES – LIV DISTRICT
SUBMITTAL COVER SHEET
(REQUIRED FOR SUBMISSION)**

TO: Capital City Development Corporation
Attn: Mary Watson, Contracts Manager
121 N. 9th Street, Suite 501
Boise, Idaho 83702

FROM:

Company Name: _____

Mailing Address: _____

EXHIBIT B

**REQUIRED WAIVER & RELEASE
(REQUIRED FOR SUBMISSION)**

The undersigned has read this waiver and release and fully accepts the Capital City Development Corporation's (CCDC) discretion and non-liability as stipulated herein, and expressly for, but not limited to, CCDC's decision to proceed with a qualification based selection process in response to the Request for Qualifications (RFQ) to select a firm to supply CM/GC services to CCDC for the project.

A. Discretion of CCDC: The firm or individual submitting a response to this CM/GC RFQ agrees that CCDC has the right to, unless contrary to applicable state law:

- 1) Modify or suspend any and all aspects of the process seeking proposals and

**Submit These
With Your Proposal**

Idaho Public Works Construction Management License # _____

held by _____ (name of licensed CM who will be

sufficient for their intended purpose.

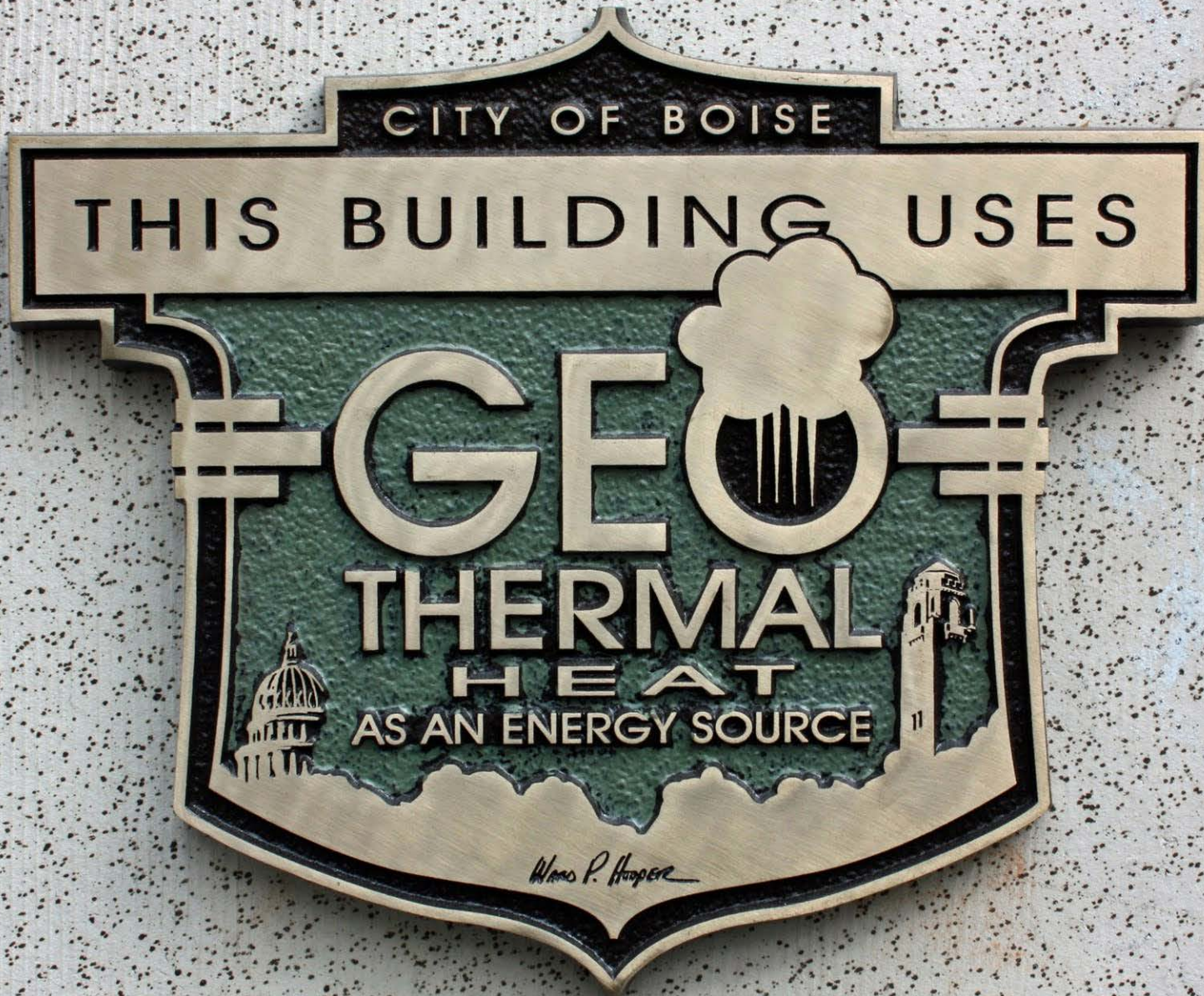
Respondent's Signature: _____

Print Name: _____

Print Title: _____

Name of Firm: _____

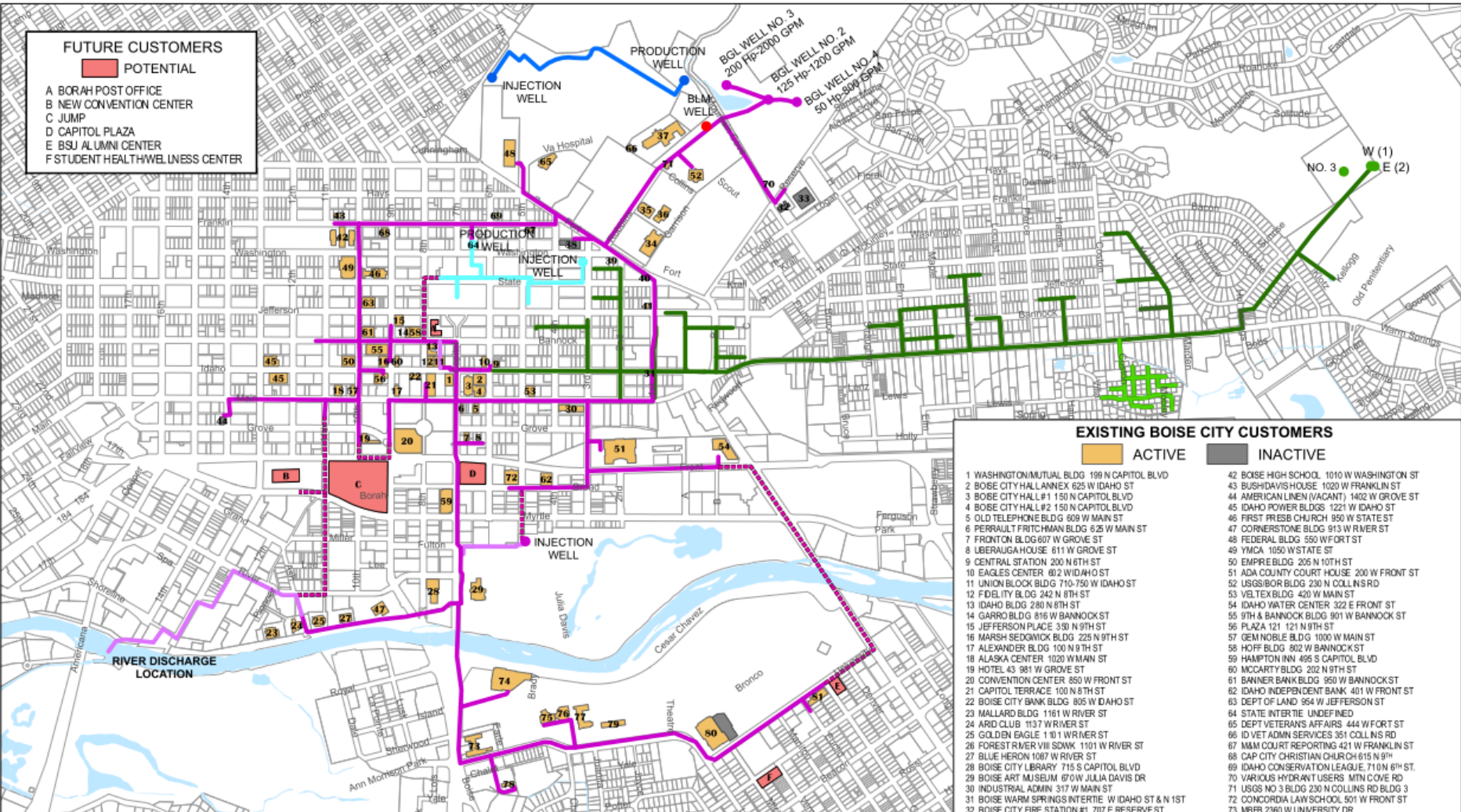
Date: _____



FUTURE CUSTOMERS

POTENTIAL

- A BORAH POST OFFICE
- B NEW CONVENTION CENTER
- C JUMP
- D CAPITOL PLAZA
- E BSU ALUMNI CENTER
- F STUDENT HEALTH/ WELLNESS CENTER



EXISTING BOISE CITY CUSTOMERS

ACTIVE

INACTIVE

- | | |
|--|---|
| 1 WASHINGTON MUTUAL BLDG 198 N CAPITOL BLVD | 42 BOISE HIGH SCHOOL 1010 W WASHINGTON ST |
| 2 BOISE CITY HALL ANNEX 625 W IDAHO ST | 43 BUSH-DAVIS HOUSE 1020 W FRANKLIN ST |
| 3 BOISE CITY HALL #1 150 N CAPITOL BLVD | 44 AMERICAN LINEN (VACANT) 1022 W GROVE ST |
| 4 BOISE CITY HALL #2 150 N CAPITOL BLVD | 45 IDAHO POWER BLDGS 1221 W IDAHO ST |
| 5 OLD TELEPHONE BLDG 609 W MAIN ST | 46 FIRST PRESB CHURCH 850 W STATE ST |
| 6 PERRAULT FRITZMAN BLDG 625 W MAIN ST | 47 CORNERSTONE BLDG 913 W RIVER ST |
| 7 FRONTON BLDG 607 W GROVE ST | 48 FEDERAL BLDG 560 W FORT ST |
| 8 UBERAUGA HOUSE 611 W GROVE ST | 49 YMCA 1050 W STATE ST |
| 9 CENTRAL STATION 200 N 8TH ST | 50 EMPRE BLDG 205 N 10TH ST |
| 10 EAGLES CENTER 402 W IDAHO ST | 51 ADA COUNTY COURT HOUSE 200 W FRONT ST |
| 11 UNION BLOCK BLDG 710-750 W IDAHO ST | 52 USGS/BOR BLDG 230 N COLLINS RD |
| 12 FIDELITY BLDG 242 N 8TH ST | 53 VELTEX BLDG 420 W MAIN ST |
| 13 IDAHO BLDG 280 N 8TH ST | 54 IDAHO WATER CENTER 322 E FRONT ST |
| 14 GARRO BLDG 816 W BANNOCK ST | 55 9TH & BANNOCK BLDG 901 W BANNOCK ST |
| 15 JEFFERSON PLACE 300 N 9TH ST | 56 PLAZA 121 121 N 9TH ST |
| 16 MARSH SEDGWICK BLDG 225 N 9TH ST | 57 GEM NOBLE BLDG 1000 W MAIN ST |
| 17 ALEXANDER BLDG 100 N 9TH ST | 58 HOPE BLDG 802 W BANNOCK ST |
| 18 ALASKA CENTER 1020 W MAIN ST | 59 HAMPTON INN 495 S CAPITOL BLVD |
| 19 HOTEL 43 981 W GROVE ST | 60 MCCARTY BLDG 202 N 9TH ST |
| 20 CONVENTION CENTER 850 W FRONT ST | 61 BANNER BANK BLDG 950 W BANNOCK ST |
| 21 CAPITOL TERRACE 100 N 8TH ST | 62 IDAHO INDEPENDENT BANK 401 W FRONT ST |
| 22 BOISE CITY BANK BLDG 805 W IDAHO ST | 63 DEPT OF LAND 954 W JEFFERSON ST |
| 23 MALLARD BLDG 1161 W RIVER ST | 64 STATE INTERIE UNDEFINED |
| 24 ARD CLUB 1137 W RIVER ST | 65 DEPT VETERANS AFFAIRS 444 W FORT ST |
| 25 GOLDEN EAGLE 1101 W RIVER ST | 66 ID VET ADMIN SERVICES 351 COLLINS RD |
| 26 FOREST RIVER VIII SDWK 1101 W RIVER ST | 67 MAM COURT REPORTING 421 W FRANKLIN ST |
| 27 BLUE HERON 1087 W RIVER ST | 68 CAP CITY CHRISTIAN CHURCH 615 N 9TH |
| 28 BOISE CITY LIBRARY 715 S CAPITOL BLVD | 69 IDAHO CONSERVATION LEAGUE 710 N 6TH ST |
| 29 BOISE ART MUSEUM 670 W JULIA DAVIS DR | 70 VARIOUS HYDRANT USERS MTN COVE RD |
| 30 INDUSTRIAL ADMIN 317 W MAIN ST | 71 USGS NO 3 BLDG 230 N COLLINS RD BLDG 3 |
| 31 BOISE WARM SPRINGS INTERIE W IDAHO ST & N 1ST | 72 CONCORDIA LAW SCHOOL 501 W FRONT ST |
| 32 BOISE CITY FIRE STATION #1 101 E RESERVE ST | 73 NBS 2360 W UNIVERSITY DR |
| 33 BOISE CITY ARMOY 801 E RESERVE ST | 74 MORRISON CENTER 2201 CESAR CHAVEZ LN |
| 34 IDAHO ELKS REHAB HOSPITAL 600 N ROBBINS RD | 75 MULTI PURPOSE CLASSRM BLDG 2110 W UNIVERSITY DR |
| 35 BOISE SENIOR CENTER 690 N ROBBINS RD | 76 INTERACTIVE LEARNING CENTER 2120 W UNIVERSITY DR |
| 36 FORT BOISE COMMUNITY CNTR 700 N ROBBINS RD | 77 MATH AND GEOSCIENCES BLDG 2000 W UNIVERSITY DR |
| 37 IDAHO VETERANS HOME 320 N COLLINS RD | 78 VIVARIUM 2249 W UNIVERSITY DR |
| 38 ST LUKES ANNEX GRAND OAKS 318 W WASHINGTON ST | 79 ADMINISTRATION BLDG 1910 W UNIVERSITY DR |
| 39 TV MANNING 207 W WASHINGTON ST | 80 STUDENT UNION BLDG 1700 W UNIVERSITY DR |
| 40 ELKS HOSPITAL ANNEX 100 W STATE ST | 81 ERB BLDG 1296 W UNIVERSITY DR |
| 41 ST LUKES PERSONNEL 102 W JEFFERSON ST | |

Geothermal Systems Within Boise City

- Boise City - SUPPLY and COLLECTION
- State of Idaho
- Veterans Administration
- Boise City - COLLECTION PIPELINE ONLY
- Boise Warm Springs Water District
- WmSpgsSub
- Boise City, FUTURE

This drawing is to be used only for reference purposes. Boise City is not responsible for any inaccuracies herein contained.

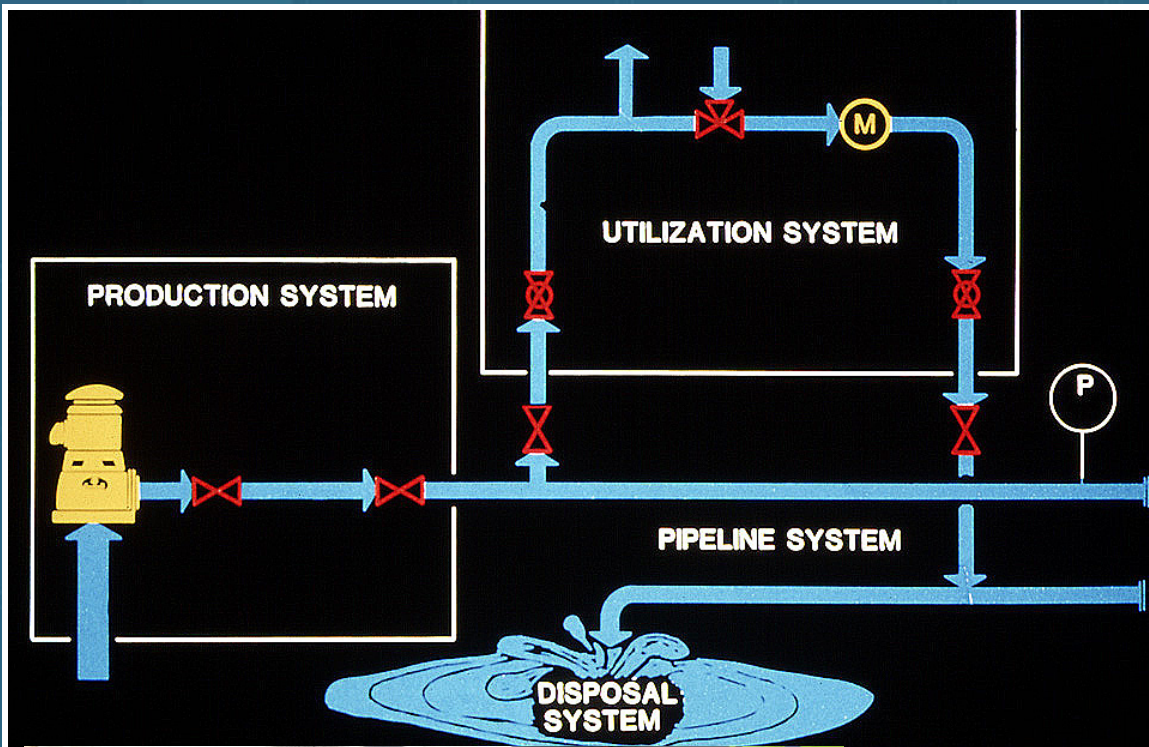
This map is made in part from data prepared or compiled by Ada County. Ada County shall not be liable for inaccuracies or omissions of this map or data.

PLOT DATE: 10/24/2012
CM06902D

City of Boise | Central Addition Geothermal Service

- Existing Geothermal Line
- Planned Geothermal Line
- Additional Proposed Geothermal Lines (To Be Determined)
- Control Valves
- Injection Well





Pipeline System



City of Boise Direct Use Geothermal Heating District



Jon Gunnerson, P.E.
Geothermal Coordinator
City of Boise Public Works
208-384-3935
jgunnerson@cityofboise.org

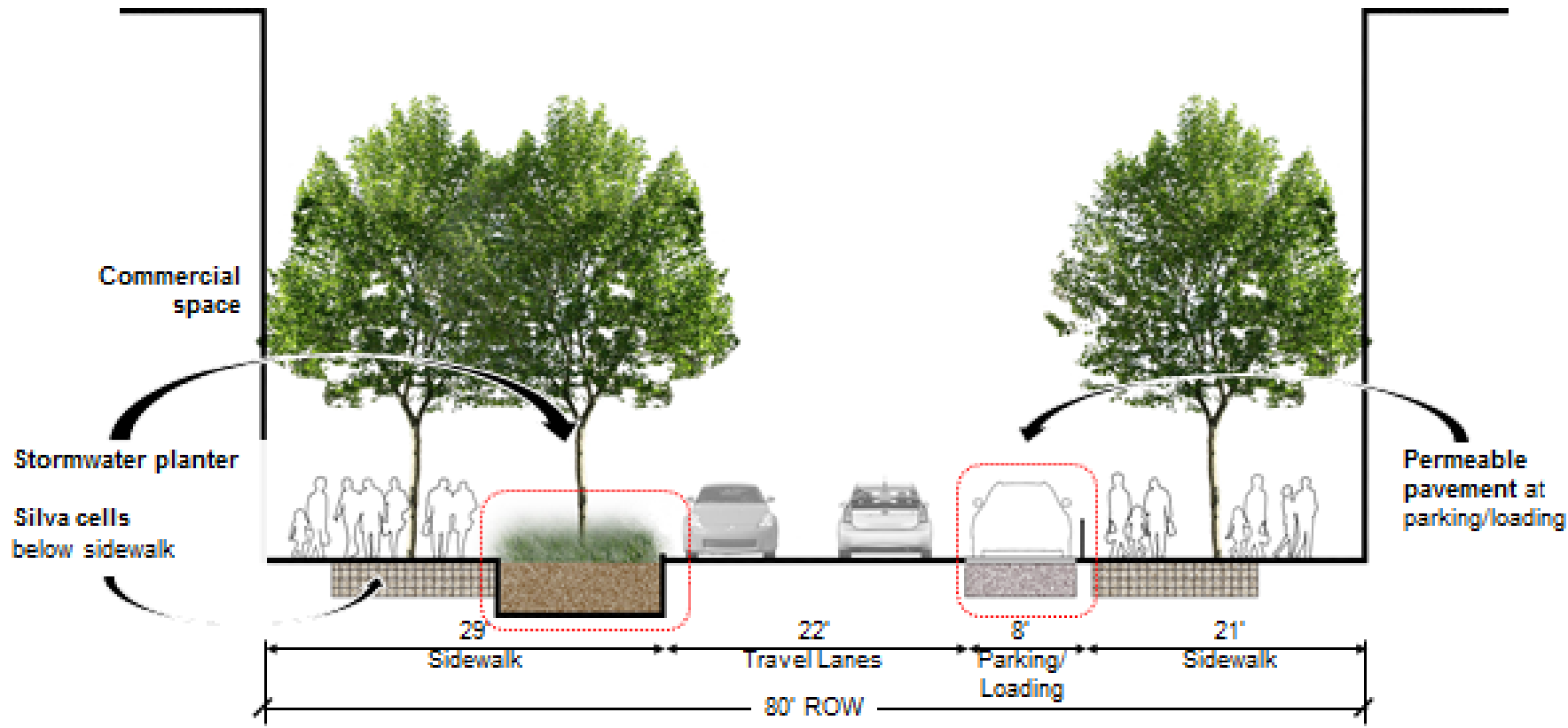


Questions about Geothermal?



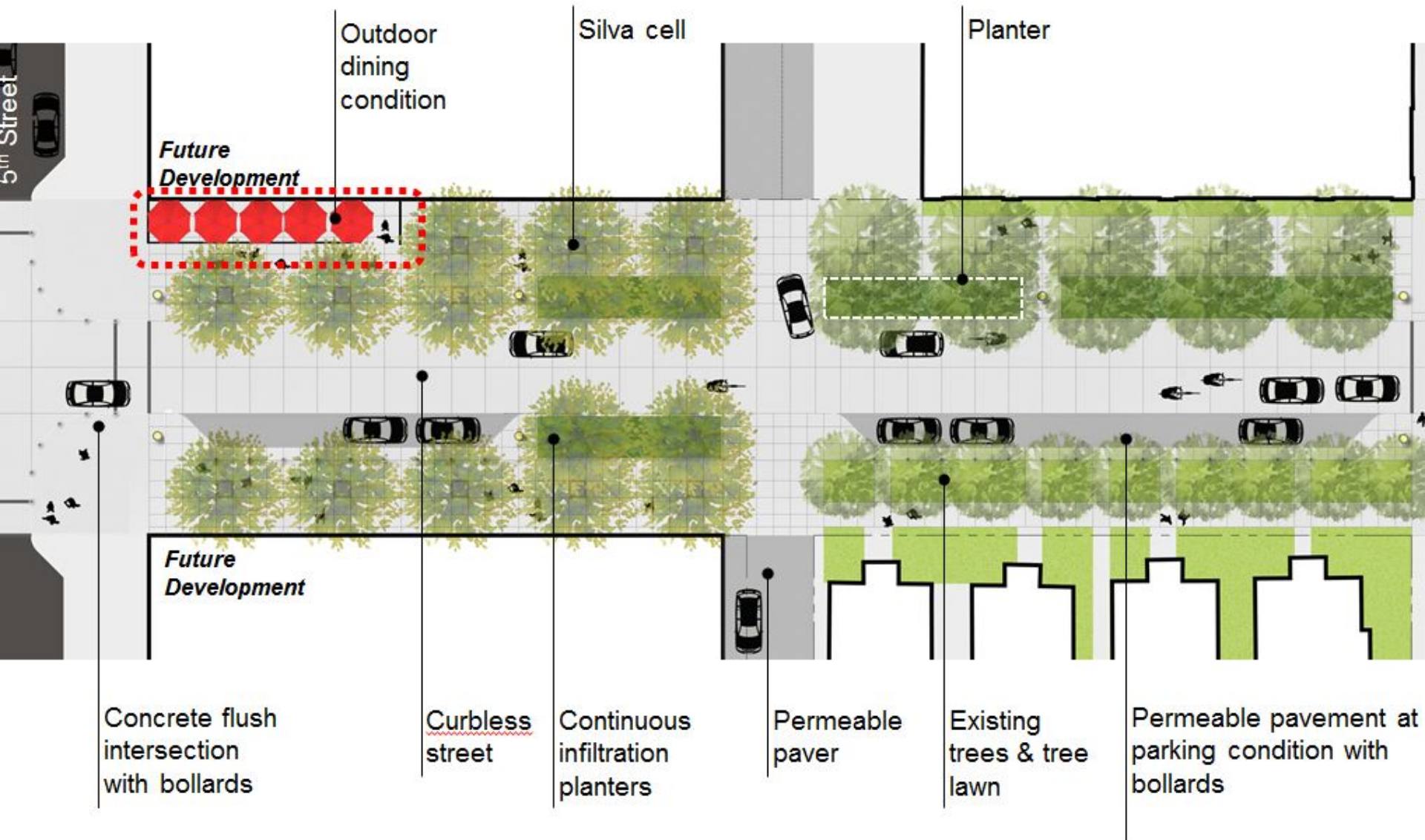
Street Concept coolest in Boise

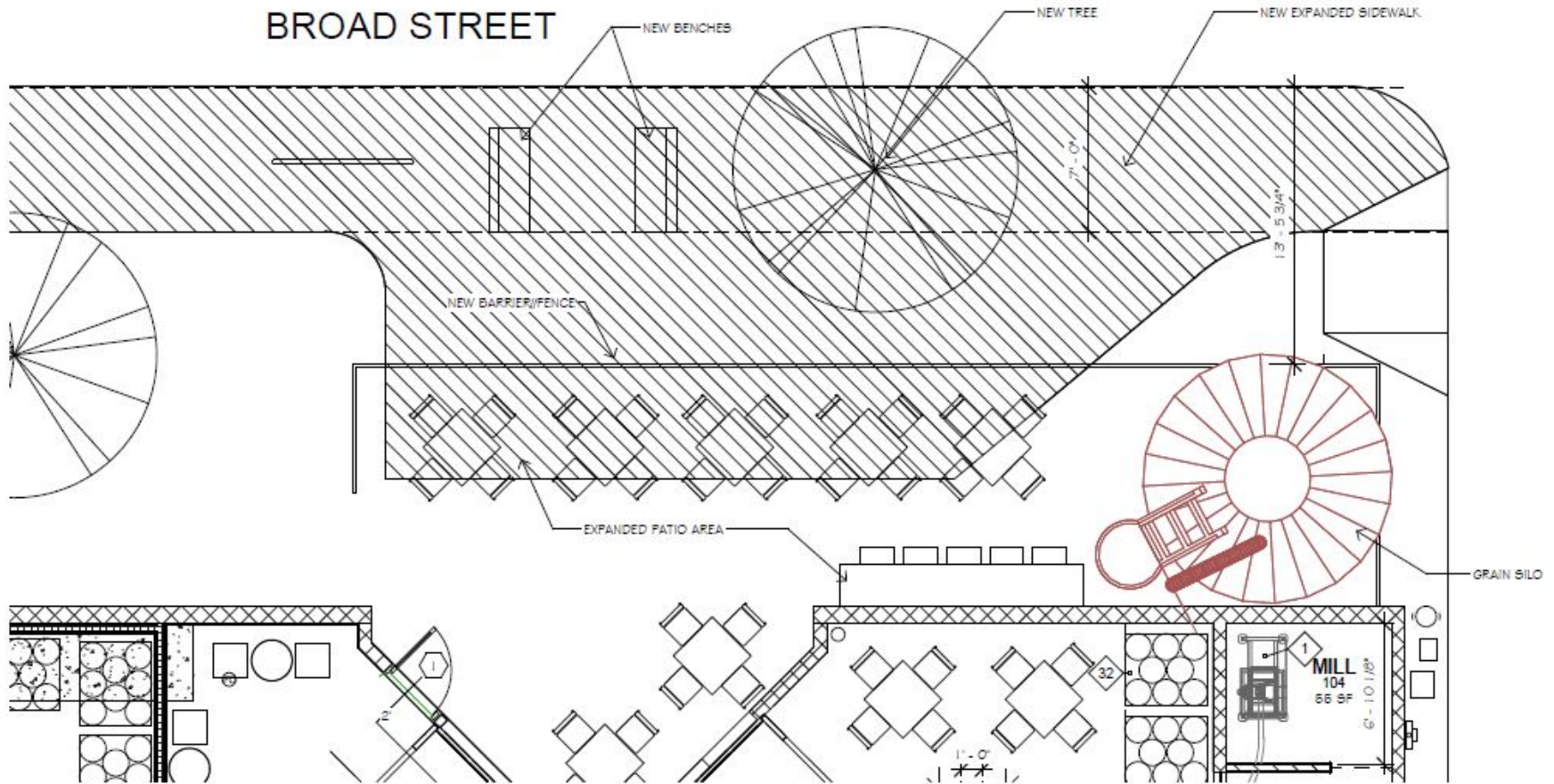
space for stormwater planters, parking/loading with permeable paving



Street Concept coolest in Boise

space for outdoor dining





BOISE BREWING INC.
PATIO / GRAIN SILO EXPANSION

PATIAL FLOOR PLAN

DATE: 08/06/15
 SCALE: 3/16" = 1'-0"
 PROJECT: 2012.045

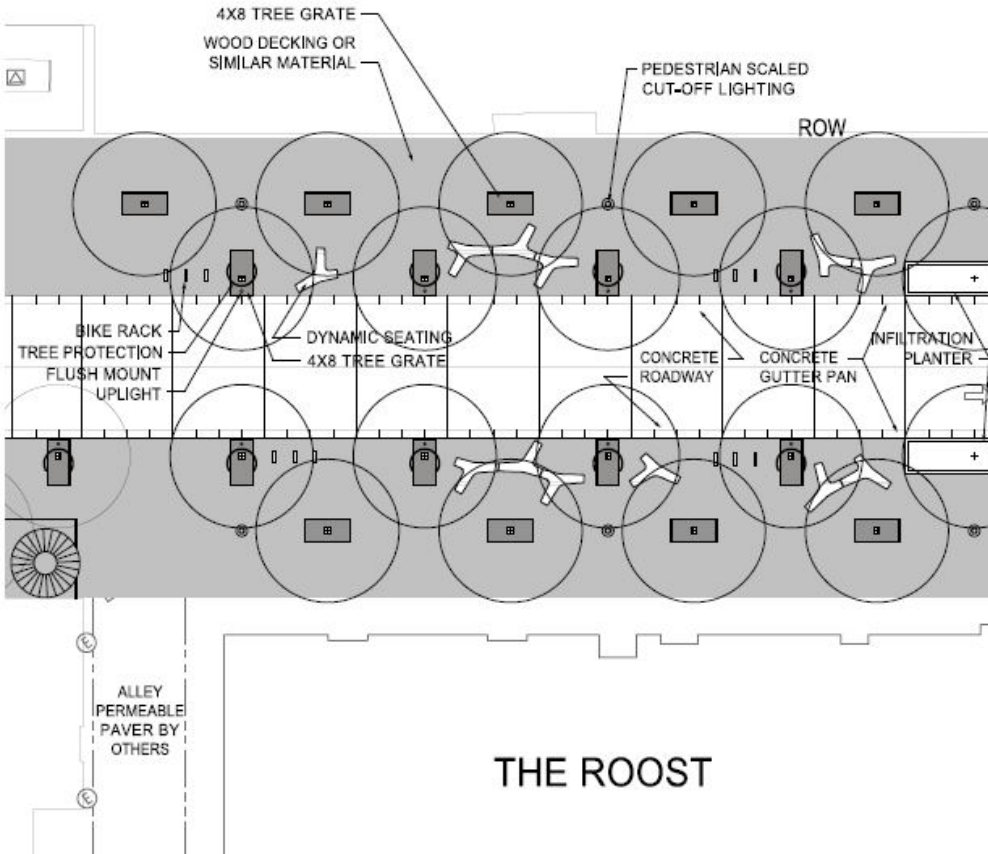
TROUT
 ARCHITECTS
 CHARTERED

110 N. 2nd STREET
 BOISE, ID 83702

(208) 344-8646

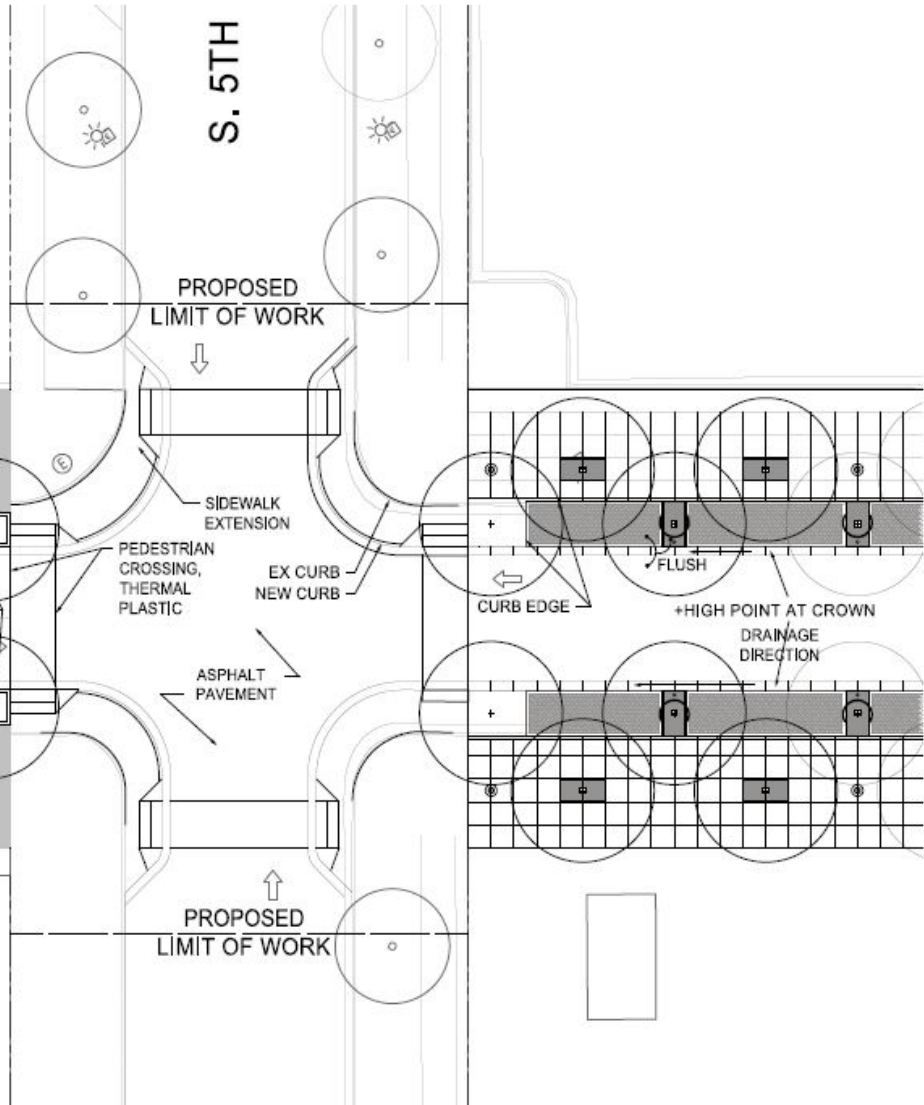


CONCORDIA UNIVERSITY OF LAW



THE ROOST

S. 5TH



BROAD STREET IMPROVEMENT
INTENDED MATERIAL

August 29, 2015



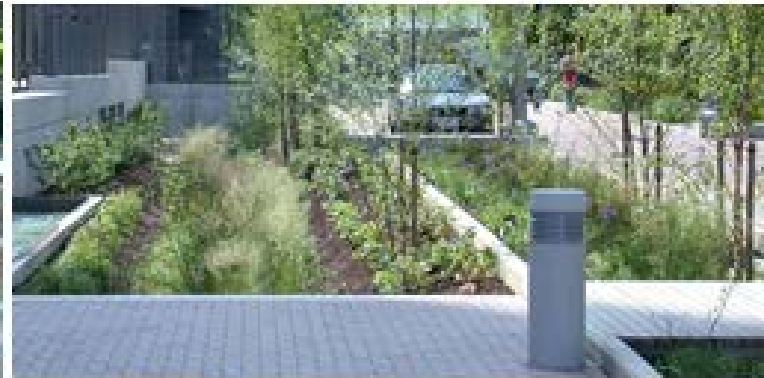
ZGF
ARCHITECTS ENGINEERS PLANNERS



Green Infrastructure



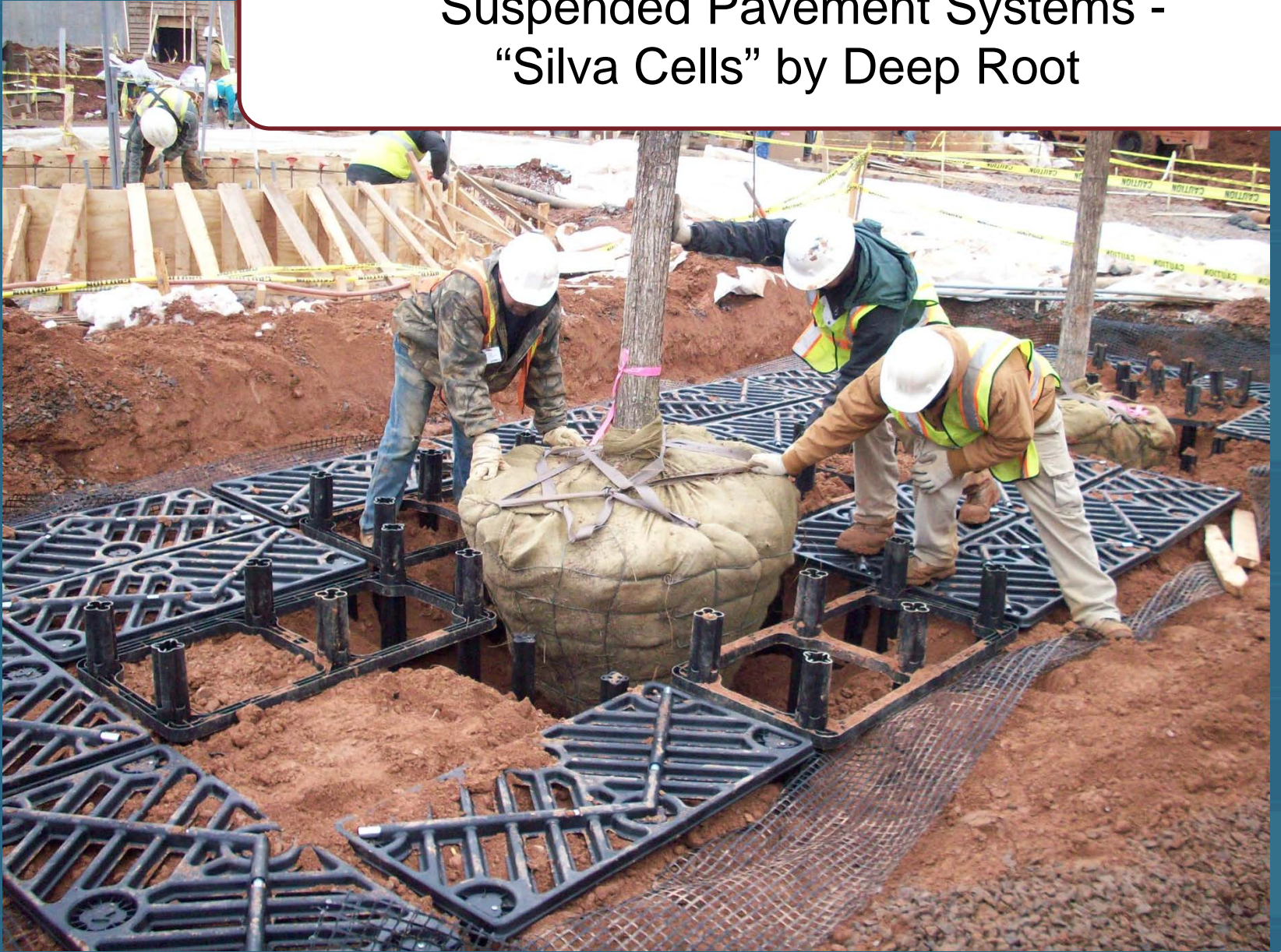
as landscape amenity



Example of Permeable Pavers
installed at CSHQA on Broad Street



Suspended Pavement Systems - “Silva Cells” by Deep Root



DEADLINE to submit your
Statement of Qualifications:

**Thursday, January 7, 2016
by 3:00 p.m.**

Final Evaluation Tally

RFQ: CM/GC Services: 2016 LIV District

(Broad Street Improvements)



Category		Andersen Construction	Engineered Structures Inc.	Guho Corp	Wright Bros.
		Points	Points	Points	Points
Cover Sheet	5	5	5	5	5
Waiver/Release	5	5	5	5	5
Company Profile	20				
Member #1		20	15	20	20
Member #2		19	18	19	17
Member #3		19	18	18	20
Member #4		18	20	15	20
Member #5		20	20	20	20
CMGC Approach	40				
Member #1		35	30	30	35
Member #2		37	37	36	36
Member #3		30	40	25	30
Member #4		38	35	32	32
Member #5		40	32	37	30
PM / Point of Contact	40				
Member #1		35	30	40	35
Member #2		37	35	40	37
Member #3		35	35	30	35
Member #4		38	38	38	38
Member #5		32	28	36	40
Budget Control	20				
Member #1		15	15	20	15
Member #2		17	19	18	18
Member #3		20	20	20	20
Member #4		18	20	20	20
Member #5		18	20	20	20
Scheduling	20				
Member #1		15	15	20	15
Member #2		17	17	18	18
Member #3		20	20	15	20
Member #4		19	10	20	18
Member #5		20	18	20	19
Previous Similiar Experience	50				
Member #1		30	30	50	35
Member #2		45	45	50	46
Member #3		35	40	50	40
Member #4		42	45	45	48
Member #5		35	47	45	48
Total Points	1000	829	822	877	855
Rank		3	4	1	2



AGENDA BILL

Agenda Subject: Resolution #1429 setting public hearing date of March 14, 2016 to consider conversion of 400 hourly parking spaces to monthly use.		Date: February 8, 2016
Staff Contact: Max Clark, Parking & Facilities Director	Attachments: Resolution #1429 setting public hearing date of March 14th Public notice published twice in Idaho Statesman Draft Stakeholder Letter 1/8/16 DPPS Occupancy Summary by Garage 1/8/16 DPPS System Wide Occupancy	
Action Requested: Approve resolution setting date of public hearing to consider converting 400 hourly parking spaces in four garages to monthly use.		

Fiscal Notes:

There is no fiscal impact of setting a date for a public hearing. If the conversion is approved and all spaces are leased, \$292,500 in additional revenue would be realized for the final six months of FY2016.

Background:

All six of our garages have the total number of spaces allocated between visiting hourly, leased monthly and leased reserved uses. These allocations are set by the CCDC Board and are recorded in the Parking Management Plan, a document that establishes the legal and operational parameters of the Downtown Public Parking System. Typically the ratio of uses is set during construction of the garage or shortly thereafter.

Historically, the bond covenants associated with the financing of each garage's construction encouraged maximum public accessibility to the parking spaces, which was generally attained through hourly usage. In fact, until recently 66% of the revenue derived from the parking system was via hourly usage. The revenue split is now nearly even between hourly and monthly use (\$2.7M vs. \$2.3M).

The acquisition of our new parking equipment in 2013-2014 has enabled us to gather data on garage utilization by hour of day and type of use. The data indicates that at present our system of 2,567 spaces is 65% occupied at the peak demand period on an average weekday. Peak demand for our system occurs around the noon hour, when hourly lunch visitors are in the garages. This means on average 1,669 spaces are utilized, while 898 sit vacant. As there is a current wait list count of 204 for monthly parking and even higher demand is projected due to new developments in late 2016, staff recommends the conversion of approximately 400 spaces

from hourly to monthly use. This additional allocation of spaces to monthly garage usage is the equivalent of adding an Eastman sized garage to the system.

Subject to verification by our parking consultant, the recommended conversion of 400 spaces from hourly to monthly use would be achieved in the following manner:

Boulevard Garage: 25 spaces

Capitol Terrace Garage: 75 spaces

City Centre Garage: 200 spaces

Myrtle Street Garage: 100 spaces

No conversions in Eastman or Grove Street Garages are recommended.

It is important to note that while the overall hourly space count may be diminished, the only limit to the number of hourly customers that may park in a garage is the total number of spaces available in the garage itself. Hourly customers may park in the monthly areas, which are generally in the upper regions of the garages, but the reverse is not true for monthly customers.

It should also be noted that the last time we discussed this matter with the Board our monitoring and enforcement of monthly parking was inconsistent and relatively ineffective. This is not the case now, as our garage personnel monitor each garage twice daily, protecting the hourly spaces from monthly encroachment.

This measure also authorizes the Executive Director to adjust ratios of parking usage in the future within a 10% variation without the need for Board action or public hearing.

Staff Recommendation:

Staff recommends approval of Resolution #1429 setting a public hearing date of March 14th, 2016 to consider conversion of 400 parking spaces from hourly to monthly use.

Suggested Motion:

I move for the adoption of Resolution #1429 setting a public hearing date of March 14th, 2016 to consider conversion of 400 parking spaces from hourly to monthly use.

RESOLUTION NO. 1429

BY THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO:

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, AUTHORIZING THE AGENCY TO SET A DATE FOR PUBLIC HEARING TO CONSIDER AMENDMENTS TO THE PUBLIC PARKING MANAGEMENT PLAN; DIRECTING AGENCY STAFF TO CAUSE NOTICE OF SAID PUBLIC HEARING TO BE PUBLISHED ALONG WITH NOTICES TO THOSE ENTITIES ENTITLED TO NOTICE AND NOTICES TO INTERESTED PERSONS OR ENTITIES; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION, is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended and supplemented, Chapter 29, Title 50, Idaho Code (collectively the "Act"), a duly created and functioning urban renewal agency for Boise City, Idaho, hereinafter referred to as the "Agency."

WHEREAS, the Agency, a public body, corporate and politic, is an urban renewal agency created by and existing under the authority of and pursuant to the Idaho Urban Renewal Law of 1965, being Idaho Code, Title 50, Chapter 20, as amended and supplemented (the "Act");

WHEREAS, the City Council of Boise City, Idaho, (the "City"), after notice duly published, conducted a public hearing on the amended and restated Urban Renewal Plan for the Boise Central District Project I, Idaho R-4 and Project II, Idaho R-5 (the "Amended Urban Renewal Plan");

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 5597 on December 6, 1994, approving the Amended Urban Renewal Plan and making certain findings;

WHEREAS, the City Council of the City, after notice duly published, conducted a public hearing on June 5, 2007;

WHEREAS, following said public hearing, the City adopted its Ordinance No. 6576 on June 26, 2007, effective upon publication on July 23, 2007, approving the 2007 Plan and making certain findings on the 2007 Amended and Restated Urban Renewal Plan, for the Boise Central District Project I, Idaho R-4 and Project II, Idaho R-5 (the "2007 Plan");

WHEREAS, the City, after notice duly published, conducted a public hearing on the River Street-Myrtle Street Urban Renewal Plan (the "River Street Plan");

WHEREAS, following said public hearing, the City adopted its Ordinance No. 5596 on December 6, 1994, approving the River Street Plan and making certain findings;

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amended and Restated Urban Renewal Plan, River Street-Myrtle Street Urban Renewal Project (annexation of the Old Boise Eastside Study Area and Several Minor Parcels) and Renamed River Myrtle-Old Boise Urban Renewal Project (the “River Myrtle-Old Boise Plan”);

WHEREAS, following said public hearing, the City adopted its Ordinance No. 6362 on November 30, 2004, approving the River Myrtle-Old Boise Plan and making certain findings;

WHEREAS, the City, after notice duly published, conducted a public hearing on the Westside Downtown Urban Renewal Plan (the “Westside Plan”);

WHEREAS, following said public hearing, the City adopted its Ordinance No. 6108 on December 4, 2001, approving the Westside Plan and making certain findings;

WHEREAS, the 2007 Plan, the River Myrtle-Old Boise Plan, and the Westside Plan are collectively referred to as the “Downtown Urban Renewal Plans”;

WHEREAS, the Boise Central District Project Area Parking Management Plan governs the parking policies and procedures for the Project Area defined in the 2007 Plan, for the Boise Central District Urban Renewal Project, and references throughout the Boise Central Parking Management Plan to the “Project Area” shall be deemed to include the project area as defined in the 2007 Plan, with the inclusion of the Grove Street Parking Garage, which is now part of the Westside Urban Renewal Project Area, and the City Centre Garage, a portion of which is within the River Myrtle-Old Boise Plan;

WHEREAS, pursuant to Resolution No. 883 adopted by the Agency Board on April 8, 2002, and Resolution No. 1004, adopted by the Agency Board on September 13, 2004, the Agency adopted the initial Public Parking Management Plan for the Ada County Courthouse Corridor (also known as the Civic Plaza Parking Management District) and those certain amendments as approved on September 13, 2004;

WHEREAS, the above referenced Civic Plaza Parking Management District Plan and the Boise Central District Project Area Parking Management Plan are hereby referred to as the Parking Management Plans;

WHEREAS, pursuant to Resolution No. 965 adopted by the Agency Board on February 9, 2004, the Agency adopted the Amended and Restated Public Parking Management Plan for the Boise Central District Urban Renewal Project Area and pursuant to Resolution No. 1003 adopted by the Agency Board on September 13, 2004, approved an amendment addressing cinema validation;

WHEREAS, the Parking Management Plans provide for amendments to those Parking Management Plans which constitute policy changes shall require formal amendment, and such amendments shall be accomplished by the Agency providing at least thirty (30) days’ notice, allowing for input and comment from any interested parties and specific written notice to certain entities;

WHEREAS, the Agency staff has duly prepared a Notice of Public Hearing to Consider Amendments to Public Parking Management Plan, as set forth in Exhibit A, which upon Agency Board approval is set to be published in *The Idaho Statesman* on February 12 and 19, 2016, to

advise the public and any interested parties of proposed amendments to the Revised Plan and of the upcoming public hearing;

WHEREAS, the Agency Board finds it in the best interest of the Agency and of the public to direct Agency staff to publish the Public Notice, setting a public hearing date of March 14, 2016, to consider certain amendments to the Plan and preparing a formal notice letter to be sent to those entities entitled to notice along with notice to interested persons and entities.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMBERS OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, AS FOLLOWS:

Section 1: That the above statements are true and correct.

Section 2: That setting a public hearing date of March 14, 2016, to consider certain amendments to the Public Parking Management Plans and publishing 30 days' public notice, is accepted and approved.

Section 3: That the Board hereby directs Agency staff to cause notice of the public hearing to be published twice in *The Idaho Statesman*, with the first publication being 30 days in advance of the public hearing.

Section 4: That the Board hereby directs Agency staff to prepare a letter providing notice to certain entities entitled to said notice and a letter to interested persons and entities.

Section 5: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED by the Urban Renewal Agency of Boise City, Idaho, on February 8, 2016. Signed by the Chairman of the Board of Commissioners, and attested by the Secretary to the Board of Commissioners, on February 8, 2016.

URBAN RENEWAL AGENCY OF BOISE CITY:

By: _____
John Hale, Chairman

Date: _____

ATTEST:

By: _____
Secretary

Date: _____

4852-7034-3725, v. 3

PUBLIC NOTICE

**NOTICE OF PUBLIC HEARING
TO CONSIDER
AMENDMENTS TO PUBLIC PARKING MANAGEMENT PLAN**

NOTICE IS GIVEN that CAPITAL CITY DEVELOPMENT CORPORATION ("Agency"), the duly created and acting urban renewal agency for Boise City, Idaho, will consider amendments to the Agency's Public Parking Management Plan.

The Agency is considering the following amendments to the Public Parking Management Plan:

- Changing the transient/monthly parking spaces ratios in four garages.
- Authorizing the Executive Director to adjust ratios of parking usage within a 10% variation without the need for Board action or public hearing.
- Amending the Parking Management Plan's "Facilities Operations Plans" for garages where ratios will be adjusted.

A copy of the Public Parking Management Plan and the proposed amendments are on file for public inspection and copying for the cost of copying between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays.

Interested parties may submit written comments on the proposed changes to the Public Parking Management Plan to Capital City Development Corporation, 121 N. 9th Street, Suite 501 Boise, ID 83702. Written comments must be received prior to 5:00 p.m., Friday, March 11, 2016.

Public notice is hereby given that on March 14, 2016, at 12:00 noon, the Board of Commissioners of the Agency, during its regularly scheduled meeting will consider the above amendments to the Public Parking Management Plan and conduct a public hearing on the proposed amendments to the Public Parking Management Plan. The public hearing will be held in the Agency's Board Room located at 121 N. 9th Street, Suite 502, Boise, ID 83702.

If the amendments are adopted by the Board, the Agency will immediately take the necessary steps to implement the amendments to the Public Parking Management Plan.

Publish: February 12 & 19, 2016.



February 8, 2016

Parking Stakeholders
Downtown Public Parking System
Boise, Idaho 83702

Dear Stakeholders:

This letter is to inform you that CCDC is considering several changes to the Parking Management Plan. The changes are noted below. You are invited to comment on the changes either in writing or by testifying to the Board at the March 14th hearing.

The Agency is considering the following changes to the Public Parking Management Plan:

- Changing the transient/monthly parking spaces ratios in four garages.
- Amending the Plan to authorize the Executive Director to adjust ratios of parking usage within a 10% variation with the need for Board action or public hearing.
- Amending the Plan's "Facilities Operations Plans" for garages where ratios will be adjusted.

The goal is to better utilize a portion of the 900 spaces available most every day system-wide day by converting 400 in four garages from hourly use to monthly use. The garages where changes are anticipated include Boulevard, Capitol Terrace, City Centre and Myrtle Street.

On March 14, 2016, at 12:00 noon, the Board of Commissioners of the Agency, during its regularly scheduled meeting will consider the above changes to the Public Parking Management Plan and conduct a public hearing on the proposed changes to the Public Parking Management Plan. The public hearing will be held in the Agency's Board Room located at 121 N. 9th Street, Suite 502, Boise, ID 83702.

Interested parties may submit written comments on the proposed changes to the Public Parking Management Plan to Capital City Development Corporation, 121 N. 9th Street, Suite 501 Boise, ID 83702. Written comments must be received prior to 5:00 p.m., Friday, March 11, 2016.

Sincerely,

Max Clark
Parking & Facilities Director

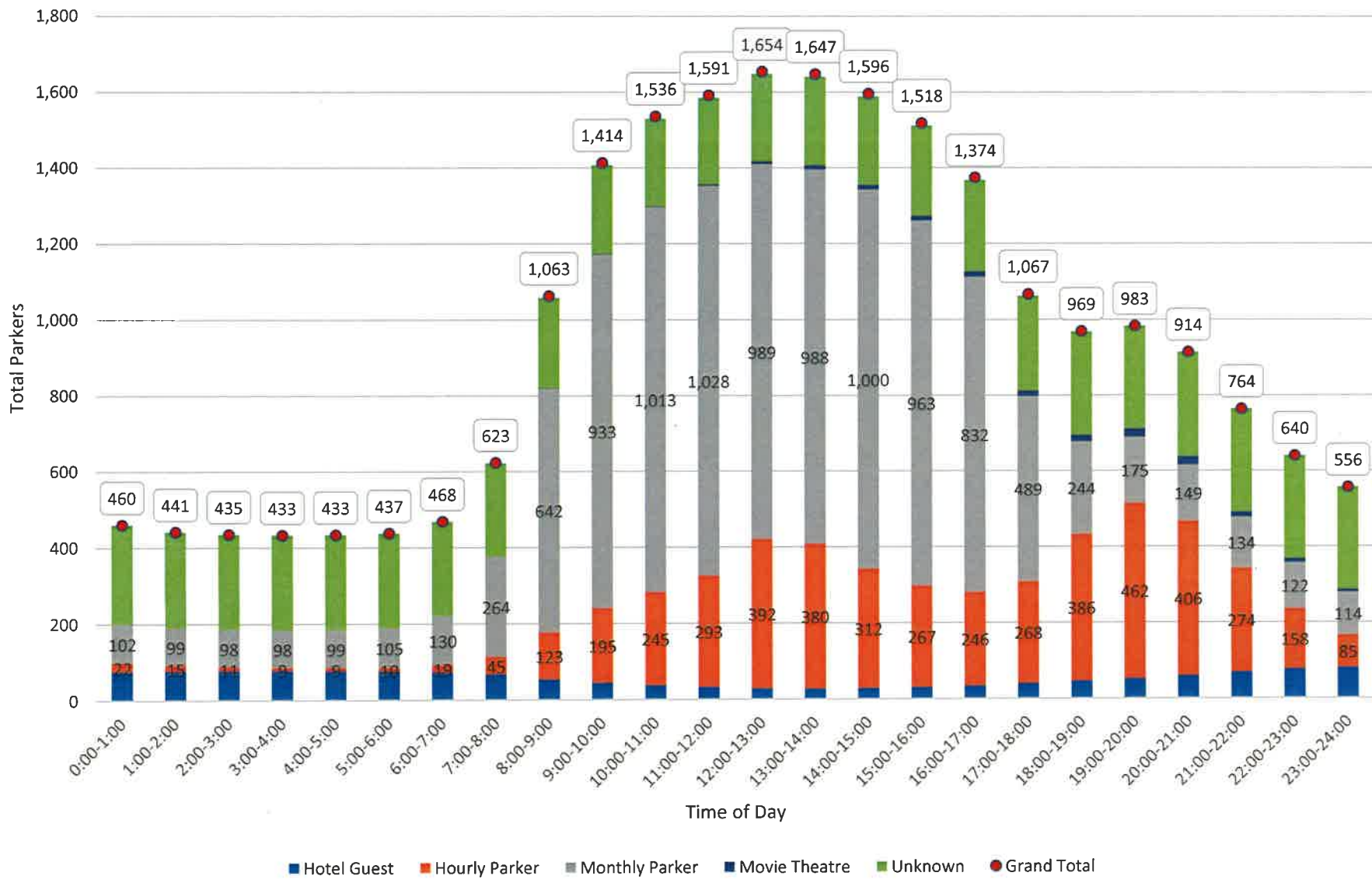
DPPS Occupancy Summary

For period: December 2015

Created 1-8-16

Garage	Total Spaces	Hourly Stalls	Monthly Spaces	Average Week Peak %	Weekday Peak %	Weekend Peak %
BOULEVARD	216	87	129	50%	50%	60%
CAPITOL TERRACE	495	255	240	62%	70%	56%
CITY CENTRE	584	310	274	54%	53%	60%
EASTMAN	386	111	275	70%	90%	41%
GROVE STREET	543	50	493	56%	73%	32%
MYRTLE STREET	343	231	112	46%	45%	50%
AGGREGATE TOTALS	2567	1044	1523	57%	65%	49%

DPPS System Average Weekday August - October 2015





AGENDA BILL

Agenda Subject: Introduction of the Downtown Boise Parking Strategic Plan		Date: February 8, 2016
Staff Contact: Max Clark, Parking & Facilities Director	Attachments: Draft Downtown Boise Parking Strategic Plan	
Action Requested: No action requested at this time. At some point in time the Board will want to determine its review, outreach, adoption and implementation processes.		

Fiscal Notes:

There are no fiscal impacts by receiving and reviewing the plan.

Background:

The development of a comprehensive strategic plan for the on and off street parking systems is a major 2016 work initiative. CCDC and the City hired Kimley Horn, a nationally recognized parking consulting firm, to assist with the development of this plan and other parking related initiatives.

The attached plan is a 45 page document on 11"x17" pages. The appendices are several times the size of the actual plan, and a link to access them off a CCDC website will be provided next week.

The value of a strategic plan can be summarized by these five statements:

1. **Having a Plan is Important** - We must plan for foreseeable changes to district funding landscapes and changing community parking needs.
2. **Creating a Comprehensive and Coordinated Parking and Transportation Strategy** - Enhanced transportation and parking planning is critical to improved mobility management coordination and implementation strategies related to new strategic plan vision.
3. **Building On Our Strengths** - The new and integrated transportation and parking vision builds on existing program strengths, new program development initiatives and enhanced program coordination and collaboration.
4. **Adopt Industry Best Practices** - Leveraging industry best practices in parking management, technology applications, data driven analytics and advances in sustainable parking design.
5. **Linking New Program Vision and Action Plans to Funding Strategies.** Having defined new strategies and program priorities it is critical to allocate existing funds appropriately and also to develop realistic and sustainable funding strategies going forward.

Staff Recommendation:

Staff recommends the Board accept the document, familiarize themselves with it over the next month, then discuss at the March 14th meeting how they want to review the plan, discuss it with affected stakeholders and ultimately approve and implement it.

Suggested Motion:

I move to accept the Draft Downtown Boise Parking Strategic Plan for Board study over the next month, with follow up discussion on March 14th regarding Plan review, outreach, adoption and implementation.



DOWNTOWN BOISE

Parking Strategic Plan

Kimley»Horn
Expect More. Experience Better.



Table of Contents

Section 1: Executive Summary	2
Section 2: Introduction and Background	4
Project Overview	5
Agency Overview: Capital City Development Corporation	6
Downtown Public Parking System (DPPS) Overview.....	9
Agency Overview: City of Boise.....	9
Section 3: Planning Context.....	10
Development Outlook.....	11
Parking Supply/Demand Update	13
Recent CCDC Parking Garage Site Evaluations	14
Project Community Engagement Overview	15
Section 4: Program Assessment.....	16
Parking Program 20 Characteristics Assessment.....	17
Parking Design Guidelines Update	18
Parking Management Best Practices/Program Accreditation.....	18
Peer City Program Reviews.....	19
TDM Related Potential Peer Cities.....	21
Pedestrian Safety Assessment	23
Section 5: Strategic Plan Vision and Framework.....	24
Strategic Plan Vision	25
Strategic Plan Framework.....	25
Integration with the City's Transportation Action Plan.....	26
Trends in Urban Mobility Planning.....	29
Integrating Mobility Planning with Land Use Development and Community Design.....	30
Section 6: Parking Strategic Plan Primary Recommendations	32
Parking Strategic Plan Recommendations	33
Recommendation Categories	33
Increase Utilization of Alternative Forms of Transportation	38
Section 7: Appendices and Additional Resources.....	43
Appendices/Parking Management Tool-Kit.....	44



➔ **Section 1:
Executive Summary**



Boise is booming again! Development activity is expanding. The economy is growing and diversifying. This is the good news. The challenge is dealing with the inevitable consequences of growth. Two of the items that are always at the top of the “growth challenges” list are traffic/congestion and parking.

Parking, while a significant challenge, will be somewhat easier to manage than the larger issues associated with transportation for two simple reasons. One – the amount of funding needed to develop transportation infrastructure that will have a significant impact will likely require federal, state and local investment (for which there is a huge amount of competition and competing priorities) and Two – the parking programs in downtown Boise (both on and off-street) are well managed and have a strong base of infrastructure that has been well maintained. From a management perspective, both the on and off-street programs have recently made investments in new technology that give them enhanced capabilities to offer new customer services and more flexibility in crafting creative programs to meet the new challenges ahead. The parking system upgrades will provide new levels of management data and information to further improve operational efficiency and effectiveness going forward.

There also comes a point in the development of a community where simply building more and more parking is not the right response. The challenge is, that while there are many “mobility management” strategies that can be implemented, developing strong transportation infrastructure typically lags behind giving the community the impression that driving is really their only viable option. However, Boise is fortunate to have the community leadership and vision to recognize these challenges and have already begun the process to address them. The recent investment of the City to create a new Transportation Action Plan is a good example. At the same time, the key transportation policy makers (City staff, Valley Regional Transit, BSU, CCDC, ACHD, and several large employers) have convened a group to tackle the “Downtown Transportation Demand Challenge”. In fact, the timing of this jointly funded Downtown Parking Strategic Plan could not have been better timed to help create momentum around a comprehensive new approach characterized by what we call an “integrated access management strategy” that merges all the elements of parking, transportation demand management, mobility management and transportation planning into a single cohesive approach.

This report briefly reviews the history and background of CCDC as City’s Urban Renewal Agency and the successful use of Urban Renewal Districts and tax increment financing to stimulate economic development. CCDC’s effective strategy of leveraging parking development as a tool to remove development barriers, create a compact and walkable urban environment while simultaneously stimulating targeted development projects is also documented. However, change is coming. 2017 will bring the sunset of the first of Boise’s four urban renewal districts (The Central District). The River Myrtle – Old Boise district will sunset in 2024 and the Westside Downtown district will sunset in 2025. The newest district, the 30th Street District, will not sunset until 2032. The pending sunset of these districts and the loss of the tax increment funding that they have provided was a key impetus to begin reassessing the how the CCDC and the City handle parking management and the development of parking infrastructure as key strategies in the development of urban renewal and economic development policy.

The Planning Context section of this report summarizes the development outlook for the community and also updates the 2014 Parking Supply/Demand analysis. The bottom line of this analysis is essentially “a call to action”. For many years, Boise has enjoyed a surplus of parking, but following years of recession, in which no significant parking development occurred, and a recent resurgence of development activity, parking demand is now exceeding supply in several areas. It is not that CCDC has not been actively assessing potential parking development sites, in fact this report documents a large number of potential parking developments sites that have been studied. However, without a willing and viable development partner many of these potential sites are not likely to move forward and with the Central District sunset next year and the other districts having limited time frames, the resources for large scale parking development projects is not what it used to be.

The report also provides an assessment of the current parking management programs and compares them to industry best practices. Other program assessment elements include and update to CCDC’s Parking Design Guidelines to incorporate recent industry advances in the area of sustainable parking management and design practices, a review of parking related pedestrian safety practices, as well as peer review comparisons to some of the most advanced and progressive parking and transportation programs in the country.

A recommended Strategic Plan Vision and Framework are presented which is summarized as moving from a “parking to integrated access management”. The new program is encouraged to embrace a wide range of mobility management options to mitigate parking demand overall while enhancing and improving transportation options for all citizens.

Specific strategies/recommendation categories include:

- ◆ Program Management, Organization and Technology Review
 - Parking Program Organizational Structure
 - Parking Management Best Practice Assessment
 - Maintenance Reserves for Capital Expenditures
 - Wait-list Management/Carpool Preference
 - Parking Program Branding
 - On-Street Parking Program Development and Assessment Tools
- ◆ Maximize Utilization of Existing Parking Resources
 - Parking Program Marketing and Signage
 - Parking Resource Allocation Policies
 - Event Coordination
 - Strategies to Better Utilize Public and Private Parking Resources
 - Temporary Remote Surface Parking Lots with Shuttle Services
- ◆ Increase Utilization of Alternative Forms of Transportation
 - Larger Transportation Vision and Program Alignment
 - TDM and Demand Management Program Integration
 - Leveraging New Communications Technologies and “The Sharing Economy” to Reduce Parking Needs and Improve Overall Mobility
 - Adopt TDM Supportive Guidelines for Development Approvals
- ◆ Implement Demand-Based Parking Pricing Strategies
 - On and Off-Street Parking Rate Coordination
 - Long-term Parking Rate Adjustment Strategies
 - On-Street Parking Permit
- ◆ Parking Development and Regulatory Policy Review
 - Redefine Public/Private Partnership Models re: Parking
 - Evaluate Parking In-Lieu-Fee Options
 - Evaluate Modified Parking Minimum Requirements
- ◆ Create Additional Parking
 - Future Parking Garage and TDM Initiative Financing Strategies

Abandonment of the CCDC’s highly successful economic development model which leveraged parking development to stimulate other targeted developments is not recommended, although it may need to scaled back to some degree. Rather, a blending of economic development with a new focus on mobility management programs is recommended. Several advanced policy level documents are provided to reinforce national and international trends related to urban mobility best practices. Integration of the recommendations in this report with the larger Transportation Action Plan will be a key to success in the future.

The report includes a large set of appendices and parking/mobility related tools to assist CCDC and the City with program development initiatives going forward.

Boise is great city with even greater potential. Future success will depend to a large degree on how success the community is in creating effective transportation programs to address issues related to traffic, safety, congestion and smart growth.



➔ **Section 2:
Introduction and
Background**



Project Overview

CCDC and the City of Boise have engaged Kimley-Horn and Associates to develop a Parking Strategic Plan for the downtown area. The parking strategic plan will update the mission of the CCDC relative to parking as a key urban development strategy and also address the relationship of the City managed on-street parking program. CCDC and the City of Boise view the development and management of parking as a critical element of public infrastructure and as an effective tool to promote and sustain downtown economic development.

As the community plans for the “sunsetting” of the Central TIF District and begins mapping out its future strategic direction, it is important to also develop a strategic approach to parking and transportation planning. This parking strategic plan will link parking management and parking infrastructure planning to larger community development and transportation planning processes. The parking strategic plan will provide significant benefits to the community by ensuring that parking and transportation policies, programs, and infrastructure are coordinated, integrated, and supportive of larger downtown strategic goals.

SCOPE OF SERVICES

1. Conduct a series of parking strategic plan advisory committee and community engagement meetings.
2. Develop a strategic plan overview and current conditions summary.
3. Using the most recent Carl Walker parking supply/demand study (2014) and current condition updates; develop a parking supply/demand overview.
4. Conduct a limited assessment of the City’s on-street parking program, including new program initiatives and proposed policy/rate adjustments.
5. Review the current state of CCDC’s existing TIF Districts including goals, current projects, district timelines, etc.
6. Include feedback from Downtown Boise Association (DBA) stakeholder outreach on parking issues and recent Parking Development Roundtable meetings.
7. Based on staff, City and other stakeholder feedback, identify and summarize key issues and proposed project focus areas.
8. Develop a robust community engagement strategy including a project survey and social media options and processes.
9. Create an internal parking rate assessment steering committee and a local parking stakeholder advisory committee.
10. Identify peer cities and conduct peer city reviews.
11. Conduct parking management best practice reviews based on project focus areas and key issues.
12. Identify a range of parking/transportation demand management strategies to best support the larger Boise community and CCDC strategic goals.
13. Refine and prioritize preliminary recommendations and specific action items.
14. Identify programmatic and policy implications of proposed recommendations.
15. Identify financial and funding implications of proposed recommendations.
16. Review preliminary recommendations with project steering committee, stakeholder advisory committee and CCDC Board.
17. Prepare and submit formal draft parking strategic plan report for CCDC review and comment.
18. Incorporate CCDC comments and issue final report.



Parking Strategic Plan

Agency Overview: Capital City Development Corporation



AGENCY MISSION AND PURPOSE

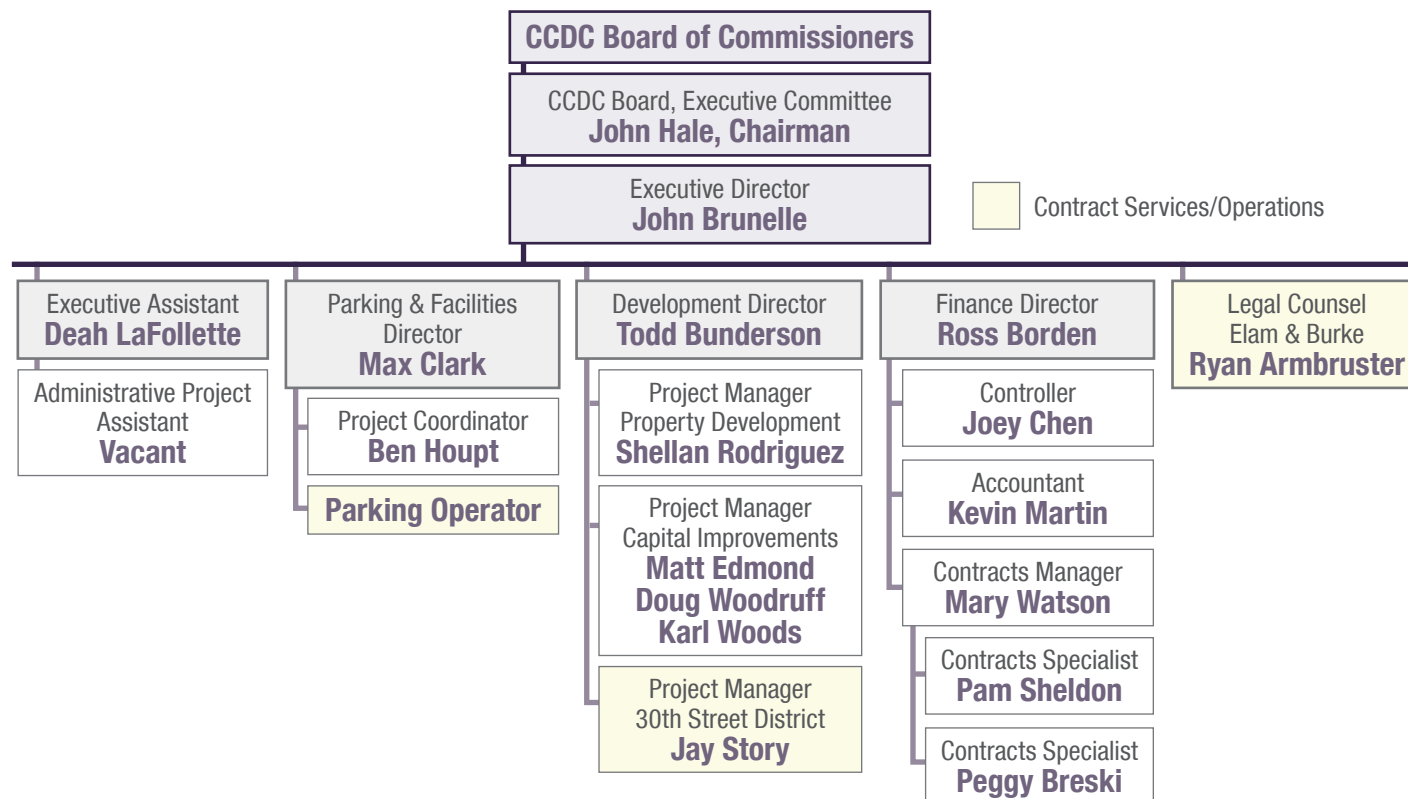
CCDC is a redevelopment agency, governed by a Mayoral appointed board. Their mission is to build vitality in downtown Boise, which is centered on improving infrastructure, developing and re-developing property, and growing the economy.

CCDC's goals include:

- ◆ Keeping downtown a center region for business, government and services, conventions, lodging, tourism, education, and culture
- ◆ Achieving superb access and mobility throughout downtown and creating the transportation system to support the city's vision for reduced congestion and air pollution
- ◆ Growing in a healthy and sustainable way through mixed use development and alternative energy sources
- ◆ Creating a strong economy and lively mix of uses including business, entertainment and lodging
- ◆ Making downtown a great place for people through better connectivity, expansion of culture, and additional open spaces

COLLABORATE. CREATE. DEVELOP. COMPLETE.

CCDC Organizational Chart



DOWNTOWN OFFICE AND RETAIL

The downtown business scene is home to more than 700 businesses that range from major employers to entrepreneurs. There are also over 300 retail and service businesses, or which 81% are locally owned.

- ◆ 2,761 Housing Units
- ◆ 2,251 Multi-Family Units

Recent Development

- ◆ 265 new residential units completed since 2007
- ◆ 356,235 new office square footage since 2005
- ◆ 183,869 new retail square footage since 2005
- ◆ Idaho's first LEED platinum office building - Banner Bank Building

Office & Retail

- ◆ Downtown in 2013 has approximately 4,177,362 buildings square footage, with 330,501 direct vacant square footage
- ◆ Class A vacancy is 10%
- ◆ Average asking rate in Q1 2014 was \$17.05
- ◆ Current retail vacancy rate is 8.3%

Downtown Construction Projects

- ◆ Jack's Urban Meeting Place (JUMP)
 - 6 story, 65,000 square feet
 - \$70 million investment
 - New Simplot HQ also under construction
- ◆ 8th and Main Office Tower
 - 17 story, 253,000 square feet
 - \$76 million investment
- ◆ City Center Plaza and Underground Downtown Multimodal Center
 - 206,000 square feet retail and office building
 - \$70 million investment
- ◆ Owhee Plaza
 - Renovation of hotel into downtown condos and office space

NATIONAL ACCOLADES

- #1 Best City to Move to in 2014**
SML, March 2014
- #1 Region "Getting it Right"**
Time Magazine, March 2014
- #1 Best City for Kids**
Livability, May 2014
- #1 Best College Football Field**
USA Today, October 2014
- #3 Best River Town in America**
Outside Magazine, September 2012
- #4 Best Downtown in America**
Livability.com, October 2012
- Lowest Business Costs in Pacific U.S.**
KPMG's Competitive Alternatives, 2012 & 2014

Capital City Development Corporation (CCDC or Agency) is Boise, Idaho’s urban renewal agency. CCDC is responsible for master planning, investment in public improvements, and economic development in four urban renewal districts in downtown Boise, which total 767 acres. These districts include: Central, River Myrtle-Old Boise, Westside Downtown and 30th Street (see map on page 8). In addition, CCDC owns and operates the Downtown Public Parking System (DPPS), which consists of six public parking garages totaling 2,567 parking spaces. CCDC views the DPPS as a key economic development tool supporting urban density development and creation of a walkable, attractive pedestrian environment in downtown Boise as an alternative to surface parking lots.

CCDC is responsible for strategic planning for the DPPS, operating and maintaining the parking garages, capital reinvestment, setting rates, coordinating with Boise City’s on-street parking system, and working with various agencies and stakeholders.

Public parking in downtown Boise consists of:

- ◆ On-street spaces located in Ada County Highway District (ACHD) rights-of-way and managed by Boise City.
- ◆ The DPPS parking garages owned and operated by CCDC.
- ◆ Privately owned but publicly available parking lots and garages where members of the general public are permitted to park for a fee.

ORIGIN OF THE DPPS

The Boise City Council formed the Boise Redevelopment Agency (now known as CCDC) in 1965. In 1986, the B.R.A. adopted the Downtown Urban Design Plan – Framework Master Plan & Design Guidelines which set a new direction for the downtown redevelopment efforts. One of the key recommendations in the Urban Design Plan was construction of public parking garages, which would increase the supply of public parking, encourage higher intensity, urban-style private development and allow redevelopment of surface parking lots in the downtown core. CCDC initiated the creation of the DPPS with the construction of the Capitol Terrace and Eastman parking garages in 1988 and 1990. The system grew to a total of 10 parking garages by 2005. The current DPPS includes six parking garages.

CURRENT DOWNTOWN PUBLIC PARKING SYSTEM

The six parking garages in the DPPS are located in the urban renewal districts as follows:

Central District (Sunsets in 2017)

- Capitol Terrace Garage – built in 1988
- Eastman Garage – built in 1990
- Boulevard Garage – built in 1998
- City Centre Garage – built in 2000

River Myrtle-Old Boise District (Sunsets in 2024)

- Myrtle Street Garage – built in 2005

Westside Downtown District (Sunsets in 2025)

Grove Street Garage – When the Grove Street Garage was built in 1978, it was located in the Central District. It is located in the Westside Downtown District now due to a boundary change when the Westside District was formed in 2001.

No other public parking garages have been built in this district so far.

30th Street District (Sunsets in 2032)

No public parking garages have been built in this district so far.

FINANCING THE DPPS GARAGES

CCDC has two main sources of revenue: an allocation of property taxes generated by increases in property tax value in each of its urban renewal districts (referred to in Idaho as “Revenue Allocation”) and revenues from the DPPS.

All of the garages in the DPPS were originally constructed by the issuance of bonds. The Grove Street Garage no longer has bonds outstanding. Five of the six DPPS garages have no outstanding bond debt. Only the Myrtle Street garage and the two courthouse garages have debt remaining. Typically, revenues from each garage cover the cost of operations and maintenance and a portion of the garage’s debt payment. Revenue Allocation pays for the remainder of the debt payment.

There are two additional garages – Avenue A West and Avenue A East – which are located in the River Myrtle-Old Boise District and were built as part of the Courthouse Corridor mixed use development on land owned by Ada County (“Avenue A Garages”). CCDC financed the construction of the Avenue A Garages through issuing bonds (Avenue A West) or guaranteeing annual payments to the developer (lease to buy) (Avenue A East). Revenues from the DPPS are pledged to pay for these obligations, among other resources, until 2024. So there is a call on DPPS revenues if needed to pay for the debt on Avenue A Garages after the debt obligations on the DPPS garages have been paid. In 2010, Ada County and CCDC reached an agreement that Ada County would assume the day-to-day management and maintenance of the Avenue A Garages.

PARKING OVERLAY DISTRICTS

In response to the creation of the DPPS, Boise City has established a three-tiered set of parking overlay districts in downtown Boise. P-1 eliminates parking requirements for private development; P-2 and P-3 reduce parking requirements. The DPPS is in effect supplying parking that private development would otherwise be required, which has encouraged higher intensity, urban-style development.

DPPS ROLE IN URBAN, MIXED-USE DEVELOPMENT

All of the six parking garages in the DPPS are each part of a mixed use development on the block where the garage is located and are in a condominium form of ownership. Parking levels are condominium units owned by CCDC and the structure, elevator, and stair towers are considered “common area” elements. The private developments associated with each of these garages have linkages between the developments and CCDC.

Because of these linkages, CCDC has put a high priority on long term maintenance of the garages because it is critical that they remain standing as long as the adjacent private development remains.





Parking Strategic Plan

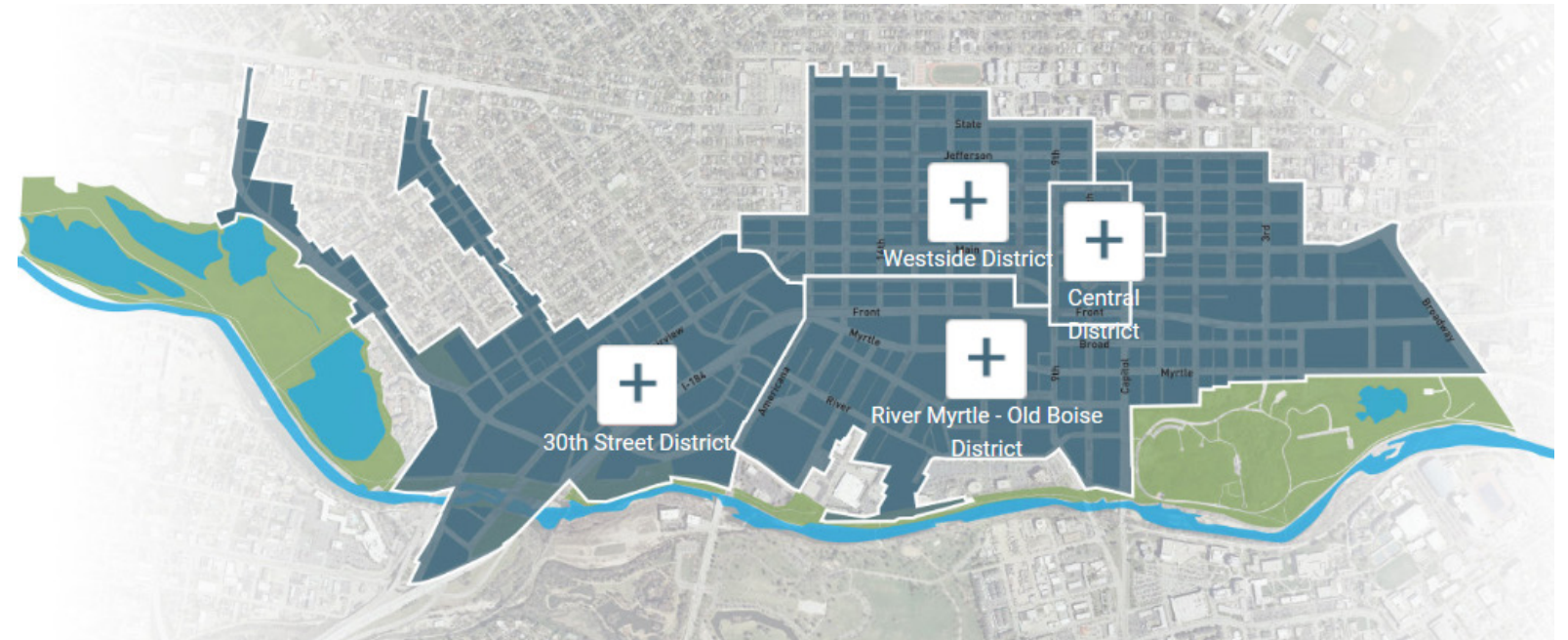
URBAN RENEWAL DISTRICTS

City of Boise - Urban Renewal Districts

CCDC targets investments in four urban renewal districts. Together, they comprise 767 acres of Boise's downtown core.

AGENCY PARTNERSHIPS

Together with their partners CCDC develops, builds, manages and maximizes investments in Downtown Boise. From streetscapes to skyscrapers, CCDC seeks to create common goals and alignment with a community vision.



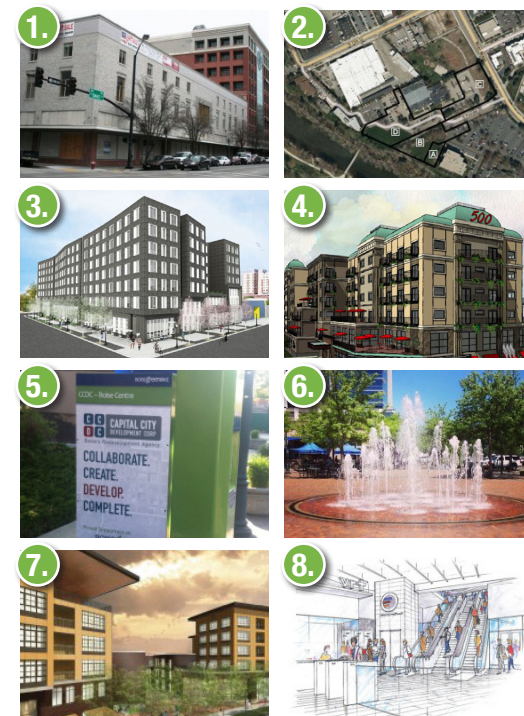
Completed Projects

1. Eastman Garage Exterior Painting
2. 2015 Streetscapes: River Myrtle - Old Boise
3. 2015 Streetscapes: Westside Downtown
4. Capitol Terrace Garage Waterproofing
5. Downtown Boise Housing Report
6. City Centre Garage Waterproofing
7. 8th Street Northbound Conversion and Bike Lane
8. Automated Parking System
9. Eco Art Series on 8th Street



Current Projects

1. Saving CC Anderson Building: Athlos Academies Partnership
2. Pioneer Pathway: Connection Downtown and the Greenbelt
3. Transformative Project Assistance: "The Fowler" Apartments
4. Downtown Boutique Hotel: The Inn at 500 Capitol
5. Bike Share = Better Mobility: Boise GreenBike Program
6. Update and Enhance The Grove Plaza Renovation
7. "The Afton" Condominiums: 620 South 9th Street
8. Main Street Station: Transit and Mobility Enhancement



Upcoming Projects

1. Capital Improvement Plan: Fiscal Year 2016 - 2020
2. Julia Davis Park 5th St. Entrance: 5th and Myrtle
3. Geothermal Infrastructure on Broad Street
4. Boise Wayfinding System: Downtown and Beyond



Downtown Public Parking System (DPPS) Overview

OFF-STREET PUBLIC PARKING SYSTEM

A community's parking options have a great deal of influence on how that community evolves over time.

That is why CCDC, in partnership with the City of Boise, continually assesses and studies downtown Boise parking in order to drive innovative and cost-effective parking solutions. CCDC owns and operates six parking garages located throughout the downtown area, but also supports and works to expand alternative parking opportunities such as Bike Share and convenient bike parking throughout the city.

CCDC also prioritizes work with local developers to make parking solutions affordable. CCDC understands that communities who look for innovative ways to manage off-street parking—a key link between land use and transportation—will be best prepared to tackle ongoing parking challenges. This is important to keep in mind as downtown Boise continues to enjoy significant growth and development.

Parking Rate Information

Hourly: \$2.50 per hour, first hour free

Daily: \$12.00 maximum

Monthly: \$120.00 - \$135.00

Event: \$3.00 – \$9.00



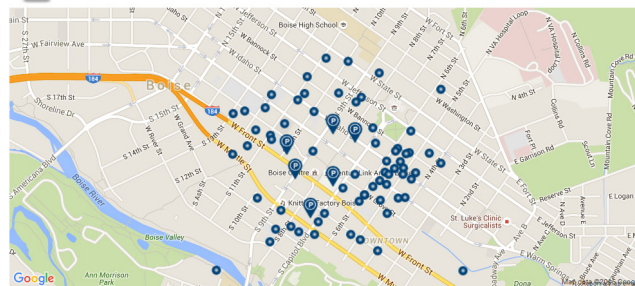
CCDC Parking Garages

There are 2,567 parking spaces in six parking garages collectively referred to as the downtown public parking system (DPPS). The garages are owned by CCDC and are operated by contract with AMPCO/the car park. The first hour of parking is free and each additional hour is \$2.50.



Financing Parking

Public parking structures in CCDC redevelopment districts are largely funded as a partnership between CCDC and private entities. Because the Idaho market will not support high parking rates, parking revenue is typically insufficient to pay the full costs of building, operating and maintaining a parking garage. The revenue generated by the garages does pay for part of the project costs, but the unique quasi-governmental nature of CCDC permits it to use additional and valuable financing tools. It can sell public bonds for up front capital. It can also use favorable governmental bond ratings to secure its financing at lower interest rates than otherwise available. Additionally, CCDC can use tax increment revenue generated within its redevelopment districts to pay help pay any debts.



With the range of useful funding options at its disposal, CCDC redevelopment districts have an advantage in creating exceptional parking structures that will support future growth.

Source: ccdcb Boise.com/parking

Agency Overview: City of Boise

ON-STREET PUBLIC PARKING SYSTEM

The City of Boise provides short term on-street parking options and parking enforcement services throughout downtown Boise. Parking meters in downtown Boise offer a unique “20 Minutes Free” feature and now accept credit / debit card payment, downtown Boise gift cards, payment through Parkmobile Pay-by-Phone and traditional coin payments.

Cost for metered parking is \$1.00 per hour. Parking meters in downtown Boise have either 1 hour or 2 hour time limits. Re-Feeding meters past the posted time limit is prohibited by law. A new zoned parking meter program is currently being implemented. As downtown Boise continues to grow and thrive, the City of Boise in close partnership with CCDC & DBA has been undertaking several significant parking-related initiatives over the last few years. As such, noteworthy customer enhancements regarding parking technology have been implemented. To date, we have installed over 900 electronic credit card enabled meters with vehicle detection sensors. In addition, ParkMobile has also been implemented to allow mobile phone parking payments. A comprehensive marketing plan is currently being developed to educate users as to the zones and various price points associated with the proposed on-street demand based pricing structure. This effort will lay the foundation for a coordinated and customer-focused parking management approach that will support the larger community's strategic goals, address the role of parking as an on-going economic development tool and ultimately re-define parking as part of the overall transportation and access plan for Boise City.

Parking Meter Enforcement & Fines

The City of Boise enforces meter violations throughout the city. Parking violations range from \$10-\$50 and can be paid online through the city's website, by mail, by phone or in person. A QR code is included on most parking violations for easier mobile look up and payment abilities. There is a \$15 administrative “late fee” penalty for failure to pay or appeal parking violations within 10 days of issuance. If a citation was issued in error, an appeal may be processed with the city.

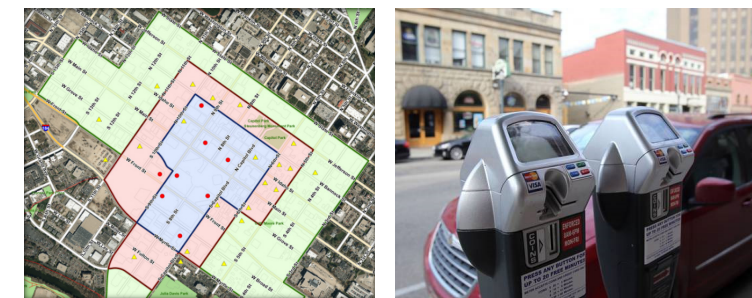
Hours

Parking enforcement hours are from 8:00 a.m. – 6:00 p.m., Monday – Friday. Parking is free after 6:00 p.m. and all day on weekends. Additionally parking is free on the eight major holidays.

Parkmobile

Parkmobile is a convenient way to pay for your metered parking through the Parkmobile Pay-by-Phone application or toll-free phone number. By pre-registering for Parkmobile prior to your visit to downtown Boise, you will be able to enjoy the convenience of this service. In addition to the ability to pay for your parking with just a click of a button on your mobile device, you can also set up alerts to be notified when your parking session is set to expire.

To use Parkmobile, download the Parkmobile application for your mobile device or visit parkmobile.com to set up your account. The next time you are in downtown Boise, use the Parkmobile app or toll-free phone number to pay for your parking. The Parkmobile app is free, however, transaction fees may apply.



Idaho Statesman Headline: Hundreds of smart parking meters in works for downtown Boise

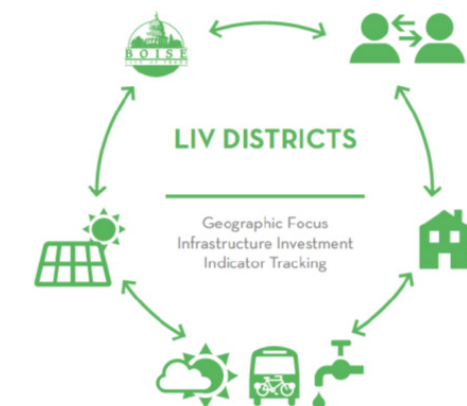
Current City of Boise On-Street Parking Projects

- ◆ Smart meter/Occupancy sensor installation
- ◆ Pay-by-phone implementation (Parkmobile)
- ◆ Lusk area pay-by-phone parking roll-out
- ◆ Downtown on-street parking permit program proposal with recommended rate structures
- ◆ Evaluation of on-street parking utilization data from sensors, meters or other sources
- ◆ On-street parking rate increase - recommendations / timeline)

CITY OF BOISE OFFICE OF ECONOMIC DEVELOPMENT

Key Elements

- ◆ Infrastructure
- ◆ Placemaking
- ◆ Mobility
- ◆ Housing
- ◆ Economic Development
- ◆ Stakeholder Engagement
- ◆ Metrics





➔ **Section 3: Planning Context**

The following is a listing of the recent or active planning projects that inform the current planning context

PLANNING PROJECTS

Downtown Signage and Wayfinding Plan

Signage is to be updated with an increase in pedestrian and bike friendly options throughout the city and the downtown area plans to implement wayfinding signs for public parking garages and treating them as destination spots.

St. Luke's Hospital Expansion

The expansion seeks to close Jefferson Street to connect the hospital and the ER, in addition to adding a new parking structure which (along with the existing underground garage) will alleviate demand for on-street parking.

City of Boise "LIV" Initiatives

The City LIV (Lasting-Innovative-Vibrant) mobility improvements include converting 5th Street and 6th Street into two way streets, adding a pedestrian crossing at 5th and Myrtle, and adding streetscape around the focused investment area.

Downtown Housing Strategy

The Downtown Housing Strategy seeks to implement cohesiveness between CCDC (controls downtown parking garages), the City (controls street parking), and ACHD (controls right-of-way) in order to provide better parking solutions for housing in the downtown area. This area is a reduced parking district and the Housing Strategy is looking at providing less parking per unit, which has a growing marketplace acceptance.

Grove Plaza 2.0

The Grove Plaza improvements include improvements to pedestrian routes, redesign of the fountain, and increased mechanical, electrical and usability of the area.

County Services Expansion

Green Infrastructure is intended to be added to the LIV district with a geothermal line connecting to Capitol Boulevard and a green storm water line accommodating street drainage with permeable pavers and bio-retention swales.

Integrated Parking System / Transportation Action Plan

A portion of the Transportation Action Plan is to implement a connected and integrated community in the downtown area and encourage alternative transportation modes while integrating CCDC, ACHD, and the City of Boise's parking for the most efficient use of space.

Development Outlook

The following is a listing of the recent or active development projects that inform the current development scenario in downtown Boise.

DEVELOPMENT PROJECTS

The Owyhee

The Owyhee is a mixed use development and is a conversion of 68 hotel rooms into a 34-unit market rate apartments with a restaurant and office space.

Trader Joes

Trader Joe's is a grocery store and restaurant development at the corner of Capitol & Front which includes 80 surface parking spaces and the loss of 220 parking spaces.

City Center Plaza

City Center is a mixed use development that includes office, an underground transit station, retail, convention space and restaurants with 65 parking spaces and a loss of 25 parking spaces.

- **Main Street Station**

The Main Street Station will be the underground transit portion of the City Center Plaza redevelopment and is expected to be open for public use in later 2016.

- **Boise Centre Expansion**

New convention center expansion project will be implemented as part of the City Center Plaza Development and will include the addition of meeting space in the Clearwater Building.

One Nineteen at 10th and Grove

One Nineteen is a six story apartment building with 28 units and two floors of parking on the lower floors.

951 Park at Front and Park Boulevard

951 Park is a mixed use development and is a four story building with 68 apartments, 7 live-work units, and retail space which includes 114 surface parking spaces.

Lusk Neighborhood Student Housing

The Lusk Street Area Master Plan calls for an increase in housing diversity which would allow seniors, students and high end housing in the proposed urban development along with more retail, restaurants, and walkability between the Lusk Street area and the university. Street parking in the area in the area will be preserved as much as possible and the addition of a parking garage in the district will seek to eliminate parking demands.

The Afton

The Afton is a mixed use development and is a conversion of a warehouse into retail and condominiums in two six story buildings.

JUMP – Jack's Urban Meeting Place

JUMP is an education building and meeting place (six stories) and an office building (nine stories) which includes a two-level parking structure comprising of 729 underground parking spaces and has an additional 28 surface parking spaces.



City Center Plaza



Jack's Urban Meeting Place



Making Boise the most livable city in the country.

Photo(s): CCDC Website



Parking Strategic Plan

The following is a listing of the development projects that are currently in the planning phase.

PROJECTS IN THE PLANNING STAGES

Fifth and Myrtle (The Nest Apartments)

The Nest Apartments is a proposed apartment building with an estimated loss of 50 parking spaces.

Fifth and Broadway (The Fowler)

The Fowler is a proposed seven story apartment complex with 158 units and 190 proposed parking spaces.

Fifth and Idaho

The proposed development is a mixed use retail and 84 unit apartment building which includes 84 underground parking stalls and 6,000 square feet for a public park.

Idaho and 16th

The unnamed 15 townhome development is proposed between 16th and 17th Street along Idaho Street and each unit will have its own single car garage and two additional parking spaces, providing 45 parking spaces total.

Idaho and 14th

Two potential redevelopments of this property include a mixed use apartment and retail building which range from 3-5 stories, 39-50 residential units and include 31-35 parking stalls.

One-way to Two-way Street Conversions

In order to better direct traffic downtown and make pedestrian connectivity easier throughout the city, the city studied several corridors which resulted in two areas converting from one to two-way streets.

Third and Fourth Streets

Previous public input listed 3rd and 4th Streets as the priority for two-way street conversions with the addition of shared travel

and bike lane markings.

11th and 12th Streets

Transportation studies show that 11th and 12th Streets are recommended for two-way conversion and 12th will experience a decrease in on-street parking with the conversion and 11th street will add bike lanes in each direction.

Eighth Street traffic changes and bike lane additions

Eighth Street was previously updated from a one-way southbound to a one-way northbound condition in September 2014 and the protected bike lane is added to the west side of the street to decrease conflict with cars and increase pedestrian safety. No parking spaces are expected to be altered.

ACHD Connected Bike Lane System

Boise has integrated bike lanes into their downtown streets in order to promote alternative transportation methods and encourage people to use alternative modes of transportation.

Boise “GreenBike” Bike Share Program

Boise “GreenBike” began operations in March of 2015 and is a bike share service which includes 140 bikes in 14 station locations around downtown.

Eighth and Main Office Tower

The Tower is a mixed use 18 story development which includes offices on the upper floors and retail, restaurant, and health club on the bottom floors with 181 parking spaces.

PROPOSED HOTEL PROJECTS

The Inn at 500 Capitol

The Inn at 500 is a proposed mixed use project with 104 hotel rooms and a restaurant on the lower level which includes 24 parking spaces, a loss of 80 parking spaces.

Marriott Residence Inn Project at Broad and Capitol

Pennbridge Capital Project is a proposed ten story hotel project with 176 rooms and 103 parking spaces.

Gardner Company Project at Parcel B

The five acre development project includes four buildings consisting of a condo with lower floor parking garage, a hotel, an office building and an apartment/hotel and parking building consisting of approximately 300 hotel rooms and 1,000 parking spots.

Note: This project is currently being reassessed by the Gardner Company as of 1/21/2016.

Hyatt Place Hotel

PEG Development based in Salt Lake City, UT, has proposed a 150 room hotel on the south half block located between North 10th St. and North 11th St. and between W. Jefferson and W Bannock Street. The site is currently a surface parking lot operated by Carpark as is the ½ block directly adjacent to the site. The site is approximately 0.8 acres and is located within the Westside Urban Renewal District. The development was approved at City of Boise Design Review on July 8, 2015. The developer began site clearing and construction in December 2015 and construction completion is scheduled for early 2017.

ADAPTIVE REUSE PROJECTS

CSHQA’s Boise Office & George’s Cycles

This is proposed office and retail space with 9 proposed parking spaces and a loss of 9 parking spaces.

Trailhead (Creative Tech Center)

The Trailhead is a new nonprofit that opened in February which converted an existing downtown building into entrepreneurial office space.

The CC Anderson Building (formerly Macy’s) proposed as the Athlos

This development is the reuse of the Macy’s building downtown building for a corporate headquarters and training center for the education company with a skybridge linking to a parking garage with no alteration to parking numbers.

New Retail Openings – net of 20 new retail establishments in 2014

New Retail Establishments in downtown include Whole Foods, Ten Barrel Brewing Co., Woodland Empire Ale Craft, Bogus Brewing and Juniper

Parking Supply/Demand Update

This updated analysis reflects a significant increase in development activity. Based on the updated data as of December 2015 there are still parking surpluses in Areas 3, 4 and 5, but there are now parking deficits in both Areas 1 and 2. Area 1 now shows a deficit of 183 off-street spaces and the significant off-street deficit of 978 spaces in Area 2 has grown to 1,591. The overall study area now reflects a deficit of 458 spaces compared to the 2014 study surplus of 864 spaces.

Since the 2014 Carl Walker study, CCDC has embraced the following five strategies related to addressing parking demand growth:

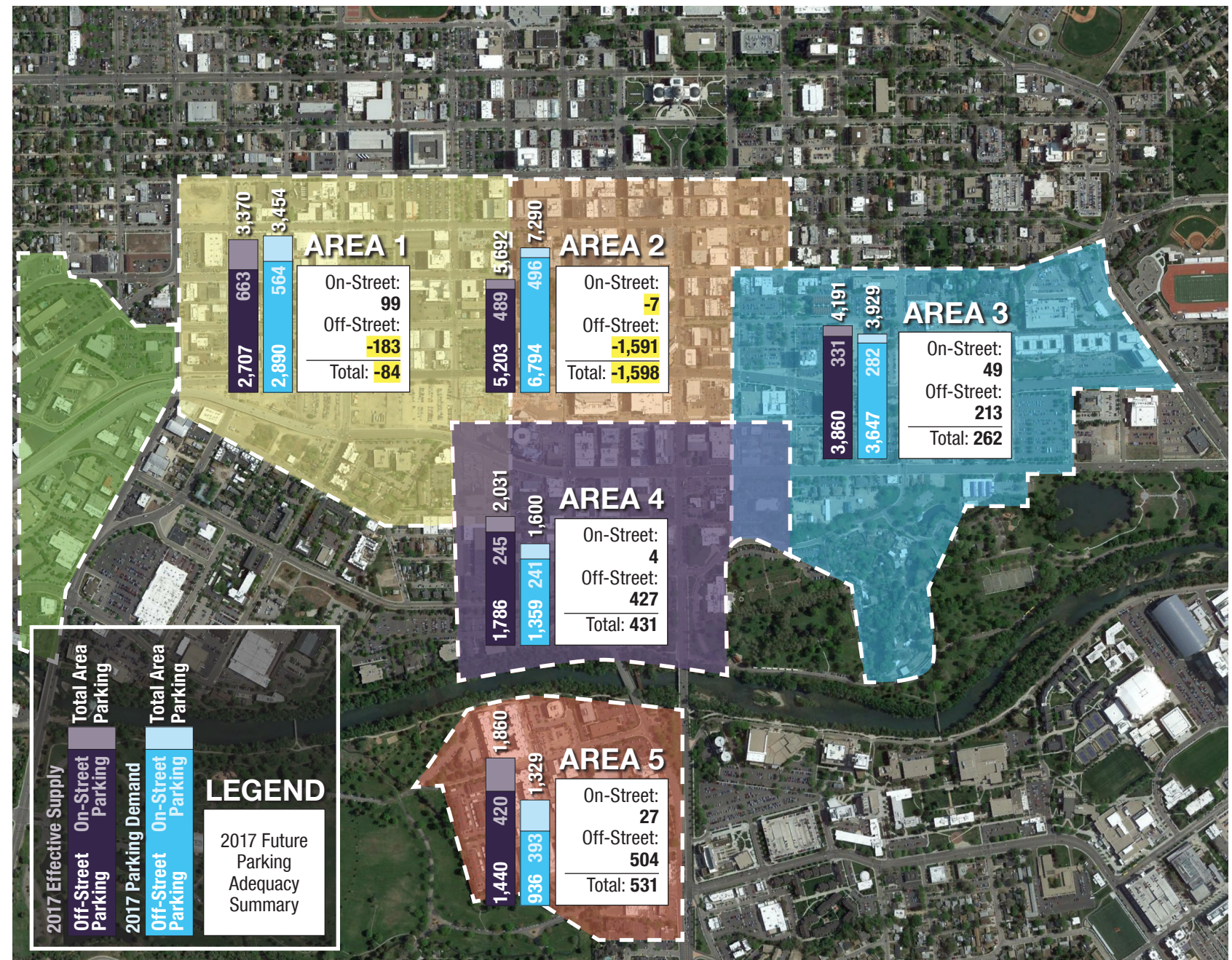
1. Better Utilization of Existing Parking
2. Implement Transportation Demand Management (TDM) Initiatives
3. Examine Parking Regulations
4. Examine Parking Rates
5. Build Additional Parking

With the sunsetting of the urban renewal districts in the next few years, CCDC needs to shift gears away from “building new parking” as the first response to meeting increased parking demand in favor of the strategies noted above and later in this report.

Downtown Boise Parking Strategic Plan Parking Supply/Demand Study Update 2016

Kimley-Horn's Updated Projected Parking Adequacy Through 2017 by Area

Sub Area	Parking	Current Inventory	Parking Loss/Gain	Future Inventory	Future Effective Supply	Future Demand	Future Adequacy
1	Off-Street	2,928	79	3,007	2,707	2,890	-183
	On-Street	815	-35	780	663	564	99
	Totals	3,743	44	3,787	3,370	3,454	-84
2	Off-Street	5,219	562	5,781	5,203	6,794	-1,591
	On-Street	582	-6	576	489	496	-7
	Totals	5,801	556	6,357	5,692	7,290	-1,598
3	Off-Street	4,010	279	4,289	3,860	3,647	213
	On-Street	390	0	390	331	282	49
	Totals	4,400	279	4,679	4,191	3,929	262
4	Off-Street	1,985	0	1,985	1,786	1,359	427
	On-Street	289	0	289	245	241	4
	Totals	2,274	0	2,274	2,031	1,600	431
5	Off-Street	941	660	1,601	1,440	936	504
	On-Street	495	0	495	420	393	27
	Totals	1,436	660	2,096	1,860	1,329	531
Totals		17,654	1,539	19,193	17,144	17,602	-458



Full parking supply/demand study update can be found in Appendix O - Planning: Document 01



Placeholder for Potential Parking Structure Development Sites Graphic –
Currently Under Development

Project Community Engagement Overview

INTRODUCTION AND CONTEXT

A critical element of developing a successful parking strategic plan is clear and concise communication with diverse user groups, coupled with proactive and frequent stakeholder engagement. Intentional and targeted outreach to the Boise community can provide CCDC, the City of Boise and the consultant team with valuable insight into the real and perceived parking and mobility challenges that residents and visitors face when visiting downtown Boise.

Prior to developing a community engagement strategy, the consultant team met with key members of CCDC, City of Boise and Downtown Boise Association (DBA) staff to understand what outreach efforts related to parking and mobility had been conducted to date and what methodologies had been effective in past engagement efforts.

A project steering committee was established including senior advisors from the City, CCDC and the DBA.

DOWNTOWN BOISE ON-STREET PARKING TASK FORCE

Fall 2013

According to a Summary and Recommendations document compiled by the DBA, the Task Force included a wide variety of public and private downtown stakeholders, including retailers, private parking operators, CCDC staff and City staff. Seven total meetings were held as part of this effort, covering the following topics:

- ◆ Parking 101
- ◆ Affordable employee and resident parking
- ◆ Enforcement hours
- ◆ Pricing
- ◆ Saturday parking
- ◆ Marketing and outreach to downtown businesses/public
- ◆ Recommendations to Council leadership

The Task Force developed a summary of recommendations focused on best practices / case studies, affordable parking for employees and downtown residents, marketing and education, pricing and timing, parking on Saturdays and technology. The Downtown Boise On-Street Task Force Summary and Recommendations can be found in the appendices.

DEVELOPER ROUNDTABLES

Spring 2015

In response to an increasing number of requests from the development community for investment from a limited supply of Tax Increment Financing (TIF) dollars from the Central District expiring in 2017, CCDC hosted two “Developer Roundtables” in the spring of 2015. The intent of these sessions was to begin an open dialogue with developers about exactly how much TIF funding was available for investment from CCDC and how that funding might best be divided and/or prioritized.

The four goals of the Developer Roundtables were to:

1. Understand the current context and realities of parking from the private sector’s perspective;
2. Listen and understand where the private sector wants CCDC to make investments in new parking garages in downtown Boise;
3. Explore the potential for creating public-private partnerships to fund additional structured parking; and
4. Discuss the development community’s important role in CCDC’s Parking Strategic Planning Process.

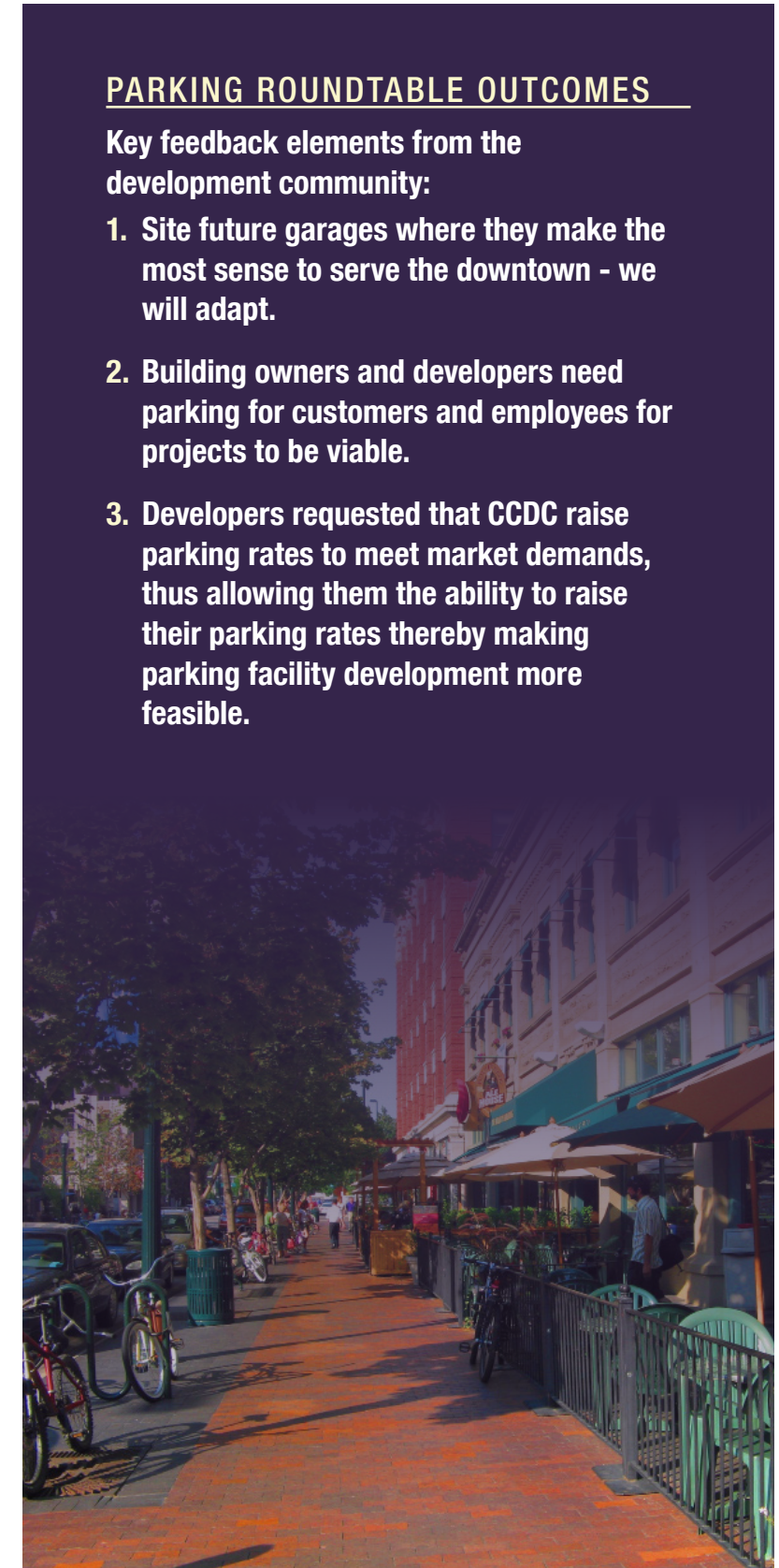
Over 40 members of the development community attended the sessions, which were held on April 14 and May 7 at the CCDC office. At both sessions, CCDC staff gave a brief informational presentation about the current state of the Downtown Public Parking System (i.e., garage utilization, CCDC agency goals related to parking, recent supply/demand studies and elements that would be addressed by the current Parking Strategic Plan project).

Detailed notes were taken at both sessions and are included in the appendices.

PARKING ROUNDTABLE OUTCOMES

Key feedback elements from the development community:

1. Site future garages where they make the most sense to serve the downtown - we will adapt.
2. Building owners and developers need parking for customers and employees for projects to be viable.
3. Developers requested that CCDC raise parking rates to meet market demands, thus allowing them the ability to raise their parking rates thereby making parking facility development more feasible.





➔ **Section 4:
Program
Assessment**

Parking Program 20 Characteristics Assessment

Kimley-Horn has developed a comprehensive process for the review and evaluation of parking systems. This assessment methodology includes 20 categories. A detailed description of these categories is provided in Appendix K2; however a summary of our observations and rankings of the CCDC and City of Boise's parking program is summarized in the ratings that follow.

This assessment ranks the CCDC/ City Parking Programs very highly, reflecting strong program performance in most categories. It should be noted that two categories which were less highly rated (TDM and program branding) are both major focus areas for this study.

20 Characteristics Criteria

1. Clear Vision and Mission
2. Parking Philosophy
3. Strong Planning
4. Community Involvement
5. Organization
6. Staff Development
7. Safety, Security and Risk Management
8. Effective Communications
9. Consolidated Parking Programs
10. Strong Financial Planning
11. Creative, Flexible & Accountable Parking Management
12. Operational Efficiency
13. Comprehensive Facilities Maintenance Programs
14. Effective Use of Technology
15. Parking System Marketing and Promotion
16. Positive Customer Service Programs
17. Special Events Parking Programs
18. Effective Enforcement
19. Parking and Transportation Demand Management
20. Awareness of Competitive Environment

Program Evaluation Criteria

Parking Program Operational Assessment Summary

Rating Scale: 1 = Poor – 10 Excellent

1. Vision and Mission

1	2	3	4	5	6	7	8	9	10
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2. Parking Philosophy/Guiding Principles

1	2	3	4	5	6	7	8	9	10
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3. Parking Planning

1	2	3	4	5	6	7	8	9	10
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4. Community Involvement

1	2	3	4	5	6	7	8	9	10
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5. Appropriate Organization

1	2	3	4	5	6	7	8	9	10
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6. Staff Development and Training

1	2	3	4	5	6	7	8	9	10
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7. Safety, Security, and Risk Management

1	2	3	4	5	6	7	8	9	10
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8. Effective Communications

1	2	3	4	5	6	7	8	9	10
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9. Consolidated Parking Program

1	2	3	4	5	6	7	8	9	10
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10. Financial Management and Parking Revenue Control Systems

1	2	3	4	5	6	7	8	9	10
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11. Financial Management and Parking Revenue Control Systems

1	2	3	4	5	6	7	8	9	10
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12. Operational Efficiency and Effectiveness

1	2	3	4	5	6	7	8	9	10
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13. Facilities Maintenance Programs

1	2	3	4	5	6	7	8	9	10
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14. Effective Use of Technology

1	2	3	4	5	6	7	8	9	10
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15. Parking System Branding, Marketing, and Promotion

1	2	3	4	5	6	7	8	9	10
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16. Positive Customer Service Programs

1	2	3	4	5	6	7	8	9	10
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17. Special Event Parking Programs

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

18. Parking Enforcement

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

19. Parking and Transportation Demand Management

1	2	3	4	5	6	7	8	9	10
---	---	---	---	---	---	---	---	---	----

20. Awareness of Competitive Environment

1	2	3	4	5	6	7	8	9	10
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Parking Strategic Plan

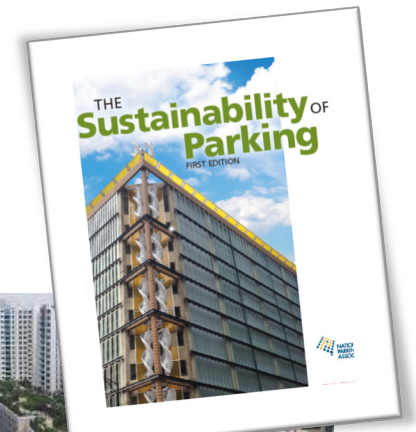
Parking Design Guidelines Update

In 2008, the Capital City Development Corporation engaged their on-call parking consultant to develop a set of Parking Structure Design Guidelines as a tool to help ensure that future parking structures would be designed according established parking structure design best practices. CCDC's Parking Structure Design Guidelines contains information to help developers and designers produce functional, well-designed and patron friendly parking structures that will become valued infrastructure elements for the downtown. A key goal of developing this tool was to avoid common design mistakes by identifying and addressing technical issues early in the design process. The document reflects state-of-the-art parking design practices and principles in the following categories:

- ◆ Project Delivery
- ◆ Sustainable Design
- ◆ Site Requirements
- ◆ Site Constraints
- ◆ Concept Design
- ◆ Circulation and Ramping
- ◆ Access Design
- ◆ Parking Geometrics
- ◆ Parking Layout Efficiency
- ◆ Pedestrian Requirements
- ◆ Accessible Parking Requirements
- ◆ Safety and Security
- ◆ Lighting
- ◆ Signage and Wayfinding
- ◆ Drainage



Since 2008, the industry has made significant progress in the development of more advanced sustainable design practices. Work by the International Parking Institute and the National Parking Association has produced a new text related to sustainable parking management and operational best practices. The Green Parking Council has developed a "Green Garage Certification" standard for the industry. Both of these documents and others will be used to update CCDC's Parking Design Guidelines document to reflect the latest industry sustainable design and management best practices.



Parking Management Best Practices/Program Accreditation

Another significant parking industry advance in recent years has been the development of a parking program accreditation process. This initiative of the International Parking Institute known as the Accredited Parking Organization or APO was developed over the past three years and was introduced to the industry in 2015.

The Accredited Parking Organization program creates for the first time a benchmark of the quality by which a parking management organization conducts its business and maintains its facilities and services. An APO designation assures the public that a parking program meets national and internationally endorsed standards for professionalism, accountability, creativity, responsibility, and performance.

One of the goals of accreditation is to inspire organizations to improve their programs, facilities, services, and results continuously. By undertaking this process, an organization demonstrates its commitment to ongoing evaluation and improvement of program outcomes through the implementation of industry best practices.

CCDC's Max Clark was one of about a dozen parking professionals to participate in the development of this program which has 13 categories of evaluation criteria and over 250 specific standards. Accomplishment of 90 percent of all standard items warrants recommendation as having achieved the APO.

As part of the Downtown Boise Parking Strategic Plan project, the CCDC and City of Boise parking programs will apply for APO certification in 2016.



Many organizations employ progressive and advanced practices, have a higher desire for excellence, demonstrate vision and innovation that go beyond the broad acceptance level required for accreditation. These practices may eventually become best practices that are followed by the entire industry. IPI seeks to recognize, support, and celebrate these advanced programs with a higher tier of accreditation. To qualify for "Accreditation with Distinction", organizations must achieve 100 or more bonus points out of an additional 120 exceptional or advanced practices that warrant special notice. Organizations that meet this threshold demonstrate accomplishment in the top five percent of the industry.



APO Categories include:

- Governance and Organization
- Planning and Monitoring
- Financial Budgeting and Management Process
- Customer Service
- Personnel Education and Development
- Access and Revenue Control
- Asset Maintenance
- Regulations, Compliance, Adjudication, and Collections
- Safety, Security, and Risk Management
- Environmental Sustainability
- Marketing and Communications
- Data Security
- Third-Party Contractors and Service-Level Agreements



Peer City Program Reviews

The following “Peer City” Reviews provide “Case Study Snap Shots” of similar sized municipalities and some that have more advanced programs in some respects.

City of Boulder Parking Services, Boulder, CO

Population: 103,840

Program Overview:

Boulder Parking Services manages the parking garages, on-street systems and enforcement for Boulder’s three major commercial areas: downtown Boulder, University Hill and, when completed, Boulder Junction. They also manage 10 Neighborhood Permit programs throughout the City. Their mission is to provide quality program, parking, enforcement, maintenance, and alternative modes services through the highest level of customer service, efficient management and effective problem solving.

Quick Stats:

- ◆ 2,700 on-street spaces
- ◆ 2,194 spaces in garages
- ◆ 1,300 bike parking spaces
- ◆ 6,392 Ecopass holders
- ◆ On-street paid parking via multi-space meters
- ◆ Pay-by-phone available
- ◆ Offer “1st hour free” in garages
- ◆ Enhanced wayfinding through variable messaging signage
- ◆ Piloting sensors in garages to indicate space availability
- ◆ Installed parking meters in 1946
- ◆ 2014 parking revenue: \$10,721,689

Revenue for 2014 by Sources:

- ◆ On-street meter – 33%
- ◆ Short term garage-hourly- 17%
- ◆ Long term garage-permits – 26%
- ◆ Parking products – garage/on-street – 6%
- ◆ NPP-resident/commuter – 1%
- ◆ Enforcement – 16%

Downtown Vitality:

- ◆ Avg. Commercial Lease (Rent)/Sq Ft: \$29.01
- ◆ Retail Mix:
 - Retail: 60%
 - Restaurants and Bars: 40%
- ◆ Retail Sales Mix:
 - Restaurants and Bars: 55%
 - Retail: 45%
- ◆ Downtown Vacancy: Very low (< 3%)

Challenges & Opportunities:

- ◆ Boulder’s parking management and parking district system has a long history, with the first parking meters installed on Pearl Street in 1946. During the past decades, Boulder’s parking system has evolved into a nationally recognized, district-based, multimodal access system that incorporates transit, bicycling and pedestrians, along with automobile parking.
- ◆ The City takes an integrated approach to parking management and actively encourages the use of alternative modes of transportation. 56% of people accessing downtown by car, 19% walk, 9% take the bus, 9% bike and 9% use other methods like carpooling.
- ◆ Boulder has a sophisticated customer base that is used to shopping in larger cities where on-street paid parking is common, so they don’t hear a lot of complaints from customers about paying for parking.
- ◆ There is a fairly ‘significant’ group of downtown business owners who feel that on-street parking should be free. However, downtown Boulder Inc. (DBI) staff indicate that on Sundays when parking is free, all on-street space are completely filled by employees hours before any businesses even open.
- ◆ Even with the City’s strong emphasis on encouraging the use of public transit, biking and walking when accessing downtown, there is still a 1,500+ person waiting list for a downtown parking permit and an estimated shortage of nearly 2,500 additional spaces by 2022.
- ◆ Due to the limited supply of parking in downtown Boulder, there is not enough parking inventory to support both employees and customers, so the DBI supports the City charging for parking on-street.
- ◆ Revenue from on-street paid parking supports other downtown initiatives, including an EcoPass for all downtown employees, Transportation Demand Management efforts and downtown amenities like public art and pop-jet fountains.
- ◆ As part of an ongoing, multi-year planning project (Access Management and Parking Strategy or “AMPS”), the City is creating a toolbox of funding mechanisms (i.e., Parking Benefit District, TDM District) for commercial districts who want to manage parking and raise revenue.



Missoula Parking Commission, Missoula, MT

Population: 69,122

Program Overview:

The MPC manages three parking garages, 12 surface lots, the on-street system and enforcement for downtown Missoula. They also manage a Residential Permit Parking Program adjacent to the University of Montana. Their mission is to work with government, businesses and citizens to provide and manage parking and parking alternatives, the MPC identifies and responds to changing parking needs and opportunities.

Quick Stats:

- ◆ 1,100 on-street spaces
- ◆ 1,275 spaces in garages
- ◆ 200 bike racks
- ◆ Installed parking meters in 1948
- ◆ Currently implementing new multi-space meters and Pay-by-phone
- ◆ Offer “1st hour free” in garages
- ◆ 2014 parking revenue: \$1,557,656

Revenue for 2014 by Sources:

- ◆ Lease spaces – 44%
- ◆ Parking meters – 31%
- ◆ Parking tickets – 14%

Downtown Vitality:

- ◆ Avg. Commercial Lease (Rent)/Sq Ft: \$15.12
- ◆ Retail Mix:
 - Retail: 65%
 - Restaurants and Bars: 35%
- ◆ Retail Sales Mix:
 - Retail: 60%
 - Restaurants and Bars: 40%
- ◆ Downtown Vacancy: 13%

Challenges & Opportunities:

- ◆ The Missoula Parking Commission’s biggest focus right now is working on implementation of new smart meter technology and transitioning to a different rate structure (from .25/hour to \$1.00/hour). They have selected multi-space meters with a Pay-by-Phone option.
- ◆ Their second biggest priority is stakeholder and community education. The MPC works to communicate proactively to stakeholders about why rates are changing and that there are multiple options available for customers including less expensive off-street garage parking.
- ◆ The Missoula Downtown Partnership (MDP) actively works with the MPC to keep downtown stakeholders informed about the changes in parking management policy and technology.
- ◆ While there is a small vocal downtown business owners who feel that parking should be free on-street, the MDP supports the MPC’s use of on-street paid parking to ensure turnover and availability for customer parking.
- ◆ MDP staff and board members were heavily involved in the community engagement efforts that surrounded the recent selection of new parking meter technology for downtown Missoula.
- ◆ Increased meter rates have allowed the MPC to decrease their reliance on revenue from fines, and they have seen compliance increase and fine revenue decrease.
- ◆ The MPC recently used meter revenues to invest in the award-winning Park Place parking structure. Almost immediately after the commitment was made to build Park Place, a developer purchased a significantly-sized adjacent property that had long been vacant.
- ◆ Having meters provides a diversified revenue stream that has helped MPC navigate the recession.





Parking Strategic Plan

Epark: City of Eugene Parking Services

Population: 159,190

Quick Stats:

- ◆ 996 on-street spaces
- ◆ 2,627 spaces in garages
- ◆ 917 bike spaces; 100 bike racks
- ◆ On-street parking is a mixture of coin-operated and single-space credit card meters
- ◆ Pay-by-phone available (off-street only)
- ◆ Offer “1st hour free” in two largest garages (~1,000 spaces)
- ◆ Installed parking meters in 1939
- ◆ 2014 parking revenue: \$3,100,000

Revenue by Sources:

- ◆ Leased commercial space: 18%
- ◆ Monthly garage permits: 41%
- ◆ On-street meter revenue: 19%
- ◆ Daily garage parking: 12%
- ◆ Citations (in garages): 1%
- ◆ Special events: 3%
- 1. Citations (on-street): 6%

District Vitality:

- ◆ Avg. Commercial Lease (Rent)/Sq Ft: \$24.00
- ◆ Retail Mix:
 - Retail: 50%
 - Restaurants and Bars: 50%
- ◆ Retail Sales Mix:
 - Retail: 36%
 - Restaurants and Bars: 34%
 - Other: 30%
- ◆ District Vacancy: 25%

Challenges & Opportunities:

- ◆ Epark Eugene has parking management jurisdiction for the entire City of Eugene including enforcement of public streets on the University of Oregon campus. The downtown program (which includes 52-block area) accounts for about half the overall program in size and in revenue generated.
- ◆ There is a mixture of coin-operated meters and single-space credit card enabled meters throughout downtown Eugene and on the University of Oregon campus. Multi-space meters are also being piloted in some areas.
- ◆ The City is currently transitioning from a Residential Parking Permit Program (RPPP) that costs \$40/annually to a market-based fee structure that will cost \$150 per quarter (or \$600/annually).
- ◆ In 2010, parking meters were removed from a 12-block area in downtown Eugene where the City wanted to incentivize redevelopment. Now that the area is nearly redeveloped, the business owners are asking the City to reinstall meters to encourage turnover and address the issue of employees parking on-street.
- ◆ The biggest challenge that Epark is currently facing is its decentralized organizational structure. Maintenance of the off-street facilities is currently managed by another City department, as is fine adjudication.
- ◆ Downtown Eugene offers a variety of transportation options, including bus depot, train station and Bus Rapid Transit connect to the University of Oregon.
- ◆ According to the Eugene Chamber (Downtown Eugene Inc.), off-street garages are almost never at capacity, however there are very few available on-street spaces.
- ◆ While downtown vacancy is at about 25%, this is mostly because there are a few very large vacant spaces; most of the smaller retail spaces leased at the beginning of summer 2015.
- ◆ Downtown retail is majority locally-owned and can be very seasonal; there are some businesses that aren't open for months at a time (especially when school is not in session).
- ◆ Parking garage safety is biggest concern for downtown business and property owners.



City of Spokane Parking Services

Population: 212,052

Program Overview:

In the downtown core, Spokane's 800 modern parking meters accept Visa, Master Card, and most American coins, providing multiple payment options for new visitors and regular users. Outside the downtown core, customers will see 2,700 traditional coin-operated parking meters that have been in use for decades.

The City is currently rolling out a pay by phone option for all of the meters, whether modern or traditional, which is available for many of the meters now and should be completed over the next several months.

Quick Stats:

- ◆ 9,401 total parking stalls
- ◆ 3,500 on-street spaces
- ◆ 5,901 off-street in 29 lots and garages
- ◆ 917 bike spaces; 100 bike racks
- ◆ On-street parking is a mixture of coin-operated and single-space credit card meters
- ◆ Pay-by-Phone being implemented in 2015 - 2016
- ◆ Offer “1st Hour Free” in two largest garages (~1,000 spaces)
- ◆ Installed parking meters in 1939
- ◆ 2014 Parking Revenue: \$3,100,000

Revenue:

- ◆ Leased commercial space: 18%
- ◆ Monthly garage permits: 41%
- ◆ On-street meter revenue: 19%
- ◆ Daily garage parking: 12%
- ◆ Citations (in garages): 1%
- ◆ Special events: 3%
- ◆ Citations (on-street): 6%

Downtown Vitality:

- ◆ Retail Mix:
 - Retail: 50%
 - Restaurants and Bars: 50%
 - ◆ Retail Sales Mix:
 - Retail: 36%
 - Restaurants and bars: 34%
 - Other: 30%
 - ◆ District Vacancy: 25%
- Challenges & Opportunities:**
- ◆ Information coming soon.

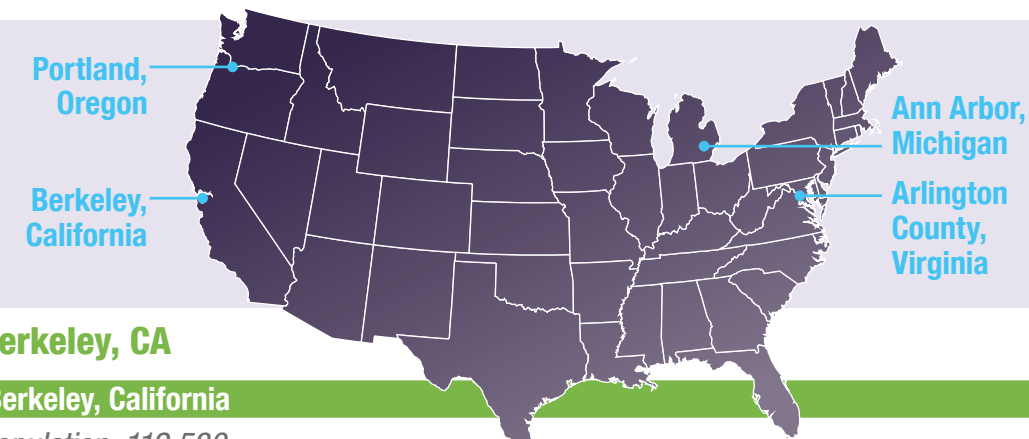


TDM Related Potential Peer Cities

Understanding that transportation demand management will be an increasingly important component of Boise's future access management program scope, we expanded our peer cities research to include programs that have strong TDM components. The primary criteria we applied for these communities was simply the quality of their TDM program offerings. We identified four primary communities that met our criteria. These communities include:

- ◆ Ann Arbor, Michigan
- ◆ Berkeley, California
- ◆ Portland, Oregon
- ◆ Arlington County, Virginia

A summary of the key elements of each of these city's policies are provided below. More detailed information for each community is provided in the Appendix.



Ann Arbor Downtown Development Authority

Ann Arbor, Michigan

Population: 113,934

- ◆ City's web page: www.a2gov.org
- ◆ Downtown Development Authority web page: www.a2dda.org
- ◆ Commuting programs and services web page: www.getdowntown.org

Policies and Initiatives

- ◆ GetDowntown Program – This is a commuter service and assistance program. It offers commuting programs and services to employees and employers in downtown Ann Arbor. Programs and services include the go!pass, Commuter Challenge, Bike Locker Rentals, Zipcars, free commuting assistance, and commuting materials.
- ◆ Go! Pass Program – It is an employee benefit which offers unlimited rides on the City buses within Downtown Development Authority's (DDA) boundaries. Additionally, this program offers discounts for other commuter services and at downtown businesses.
- ◆ Commuter Challenge – It offers prizes for trying alternative modes of transportation. The modes include busing, biking, walking, carpooling, and van pooling. The program is offered only for the month of May.
- ◆ Bike Locker Rental – Locker rentals are offered at \$60/month. The rentals are offered from April 1 to March 31. The fee is prorated if the rental starts after April. Monthly rentals are not available.
- ◆ To encourage alternative modes of transportation, the parking demand for office buildings was dropped from 4 to 3 per 1,000sf.
- ◆ Maximum parking demand ratio was implemented for many land uses.
- ◆ For downtown projects, developers are not required to provide parking for up to 400% of FAR.
- ◆ For some mixed-use land uses, 700% of FAR is allowed and parking is required for FAR above 400%.
- ◆ Bicycle parking is required for many land uses.
- ◆ Outside bicycle parking spaces can be used for meeting "useable open space" requirements.
- ◆ Areas for inside bicycle parking spaces are not included in calculating the vehicular parking requirements.
- ◆ Up to 30% of parking supply could be designed for compact cars only.

Arlington, VA/Mobility Lab

Arlington County, Virginia

Population: 216,700

- ◆ Arlington County web page: www.arlingtonva.us
- ◆ Commuter Service web page: www.commuterpage.com
- ◆ Mobility Lab: <http://mobilitylab.org/>

Policies and Initiatives

- ◆ Office parking requirement is 1 space per 580sf (with associated apartment use), which is significantly less than the national average. Without apartment use, the requirement is 1/530sf.
- ◆ Hotel parking requirement is 0.7 per room. Again, significantly less than national average.
- ◆ Underground parking is encouraged.
- ◆ Parking requirements for Medical Office Buildings could be reduced by 10%.
- ◆ Parking requirements are reduced if approved shared parking programs are implemented.
- ◆ Parking is not required for the first 5,000sf of development (some land uses are excluded). For grocery stores, first 15,000sf is exempt, if the grocery store is not the principal land use.
- ◆ Office parking requirements could be reduced by up to 10%.
- ◆ 100% of required parking could be provided up to ¼-mile away.
- ◆ Reduced parking demand with approved TDM programs.
- ◆ Up to 15% of parking supply could be designed for compact cars only.
- ◆ Maximum parking requirements for many land uses.
- ◆ Parking near metro stations is not required if the development is located within 1,000 feet (with some exemptions).
- ◆ Mobility Lab is one of the most aggressive and successful transportation alternative programs in the country is a recommended model for Boise to review.

Berkeley, CA

Berkeley, California

Population: 112,580

- ◆ City's web page: www.ci.berkeley.ca.us
- ◆ Commuter Service web page: www.ci.berkeley.ca.us/commute

Policies and Initiatives

- ◆ The City offers many commuter programs. These include:
 - The Tax Relief Action to Cut Commuter Carbon (TRACC)
 - Commuter Benefit Services for Employers
 - The City requires that employers with ten or more employees provide a commute program to encourage employees to use public transit, vanpools or bicycles. TRACC, gives employers several options - businesses can offer their employees commuter tax benefits as a payroll deduction, provide a subsidized benefit, or offer a combination of the two.
- ◆ Commute Programs
 - Guaranteed Ride Home Program
 - Ride matching for carpools and vanpools
 - Transportation Programs at UC Berkeley
- ◆ Transit Information Services
 - 511 Transit Information
 - Getting There on Transit
 - Clipper, the Bay Area's Smart Card for Transit
- ◆ AC Transit Local and Transbay Bus Service
 - Other Bus Services in Berkeley
 - Paratransit Services
 - Rail Service in Berkeley
 - Bay Area Rapid Transit (BART)
 - Capitol Corridor (train service from San Jose to Sacramento)
 - Connecting AMTRAK passenger rail services
- ◆ Car Sharing
- ◆ Parking can be provided up to 300 feet away from the development.
- ◆ Joint-use, off-street parking is allowed if there are no substantial conflicts.
- ◆ Transit Service Fee (TSF) is collected to provide paratransit passes and promote ride sharing.
- ◆ Parking requirements are reduced if the development is located within 1/3-mile from a BART station.
- ◆ Subsidies available for approved TDM programs.

**SmartPark****Portland, Oregon***Population: 583,776*

- ◆ City's web page: www.portlandonline.com
- ◆ Commuter Assistance web page: www.portlandoregon.gov/transportation/43820

Policies and Initiatives

- ◆ Maximum parking for many land uses.
- ◆ Parking could be provided up to 500 feet away.
- ◆ Stacked parking with valet attendant is allowed.
- ◆ Parking requirements could be reduced by 5% for approved carpool programs.
- ◆ Parking requirements for residential developments are reduced and completely eliminated for all other land uses, if:
 - The development is located within 1,500 feet from a transit station, or
 - 500 feet from transit street where peak-hour service is provided at 20-minute intervals.
- ◆ Bicycle parking is required for many land uses.
- ◆ For every five bicycle parking, one vehicle parking could be eliminated.
- ◆ Parking requirements could be reduced by 10% if a transit supportive plaza is provided with the development.
- ◆ Motor cycle parking could be used to reduce vehicle parking by 5%.
- ◆ For every two car sharing parking one vehicle parking could be eliminated.
 - "Smart Trip Business" initiative to encourage use of alternate modes of transportation. Some of the programs include:
 - Encourage use of bicycle at work place.
 - Businesses could be certified for as, "Sustainability Work Certified." The certifications include "Certified," "Silver," and "Gold."
 - Car sharing programs.
 - Centralized Transportation Resource.
 - Employee education about use of transit.
 - "Commuter Challenge" program to encourage the use of alternate modes of transportation.

MULTI-MODAL MOBILITY AS A SERVICE – AN EMERGING BEST PRACTICE AREA?

A new trend emerging in the area of urban mobility is the concept of "Multi-modal mobility as a service". This fascinating area brings together many converging elements from the fields of transportation and mobility, emerging technologies, environmental sustainability, changing demographic trends and communications technology advancements.

It is related, to some degree, to concept of the "connected traveler" as it relates to embracing and leveraging our new abilities to easily access a range of combined mobility services via our smartphones and increasingly our vehicles and other devices. Integrated mobility services are emerging as a smart alternative to vehicle ownership in a rapidly urbanizing world. They offer new and easy to access options that can be tailored to better meet customer needs and also address a range of issues related to evolving metropolitan environments and the fact that soon nearly two thirds of the world's population will be living in urban environments.

In an article entitled "Combined Mobility as key for tomorrow's urban mobility" in Public Transport International Magazine (www.UITP.org, No4, 2013), Mr. Jan Borghuis, Chairman, CEO of Greenwheels in the Netherlands addresses several key issues including:

- ◆ What will tomorrow's urban mobility look like?
- ◆ What new services are emerging? and
- ◆ Combined mobility as a sustainable urban strategy.

According to Borghuis and others, the future of urban public transport lies in mobility systems that will provide bicycles, cars and other mobility services on demand. Most mobility assets will be shared instead of owned by users. Convenient and reliable lifestyle services will be offered to "connected" citizens who will be able to easily access these combined mobility services via their smartphones.

Combined mobility services are a smart alternative to car ownership in a rapidly urbanizing world, as they are more tailored to customer needs and better suited to urban environments. For those public transport operators who are able to innovate and turn public transport services into combined mobility services, these developments offer a real opportunity to deliver sustainable growth over the next decades.

Check out the following exciting new programs to get a sense of what "Mobility as Service" is evolving into:

- ◆ UbiGo (<http://web.viktoria.se/ubigo/las-mer/about-english/>)
- ◆ Roadify (<http://www.roadify.com/>)
- ◆ Zimride (<http://www.zimride.com/>)
- ◆ Local Motion (<https://www.getlocalmotion.com/>)
- ◆ My Ride (<http://www.theride.org/Services/MobilityManagementService>)
- ◆ Mobility Lab (<http://mobilitylab.org/>)
- ◆ Commute Greener! (<http://www.commutegreener.com/>)

Another exciting program is Washington, DC-based "RideScout" which integrates data from a host of different providers, including carshare, bikeshare, fixed-route transit, and the burgeoning market of ride services.

Many of these new services are delivered as an app that connects the different participants. A user of the app can also connect to a number of existing ecosystems, such as Google or Facebook, for things like traffic information, public transportation schedules and where to find electric charging stations.

A fascinating case study is the company Zappos. The CEO of Zappos Tony Hsieh moved their corporate headquarters from the suburbs to downtown Las Vegas and, in a reversal from the Silicon Valley tech firms who shuttle people from the city to suburban office campuses, they are now shuttling people from the suburbs to the city.

Project 100, as it is called, aims to create a seamless network of 100 on-demand chauffeured Tesla sedans, 100 shared vehicles, 100 shared bikes, and 100 shared shuttle bus stops that a phone app would optimally assign to each subscriber who inputs a destination. This mixed mode "concierge service" could be the ultimate proving ground for the concept of mobility as a service or the ultimate implementation of an "alternative compliance" program to support a reduction in parking requirements.

Pedestrian Safety Assessment

CCDC has always placed a priority on public safety issues related to its off-street parking assets. In conjunction with the Parking Strategic Plan initiative, CCDC asked Kimley-Horn to also review several specific operational areas of its program. One of these operational areas is a review of parking garage pedestrian safety issues.

Parking lot pedestrian safety becomes ever more crucial as the US and the world continue to develop economically. Reducing the number of accidents that occur in these areas is a task that concerns both private citizens and government officials. By using public channels to promote awareness and caution, ways can be found for pedestrians and drivers to use these areas without fear and with minimal danger.

Another important trend to note is the dramatic escalation in the use of smart phones, text messaging and mobile devices in general. The term “distracted driving” is now well known in our culture and the impact of this new behavior is well documented as a major factor in the rise of automobile accidents nationwide. What is less well known is that the same phenomenon applies to pedestrians, especially pedestrians in parking lots and on public sidewalks.

CURRENT CCDC PRACTICES

CCDC currently employs many effective tools to mitigate potential pedestrian safety concerns primarily focused on vehicular exits from parking facilities. At many of these garage egress points, exiting vehicles must cross pedestrian sidewalks. CCDC has adopted the following practices related to these conditions:

For garage exit lanes that cross active sidewalks, the following practices are employed:

- ◆ **Caution Car Coming Electronic Signage** - Installation of “Caution Car Coming” electronic signage is provided and oriented to alert pedestrians on the sidewalk
- ◆ **Audible Alarms** - Supplementing the “Caution Car Coming” electronic signage is an audible alarm programmed to engage when the signage is activated
- ◆ **Signage and Alarm Activation Systems** - The “Caution Car Coming” electronic sign and audible alarm are activated when exiting garage vehicles pass over the last inductive loop in the exit lane or in some cases a laser beam system is used as the activating mechanism. Tri State Electrical is the current service vendor for the Downtown Public Parking System. SICK Safety Solutions is the manufacturer of the exit lane laser systems.
- ◆ **Convex Mirrors** - As a supplement to the devices noted above, CCDC also employs convex mirrors in some locations. The convex mirrors allow both vehicle drivers and pedestrians to see around sharp corners.
- ◆ **Transitional Lighting** – The Illuminating Engineering Society of North America (IESNA) is the professional association that defines lighting standards for parking garages. Transitional lighting assists drivers entering darker garages from a bright exterior environment.

RECOMMENDATIONS

If there is any concern to be noted regarding the CCDC system it would be a slight lack of overall consistency.

It is recommended that CCDC formalize the use of the noted pedestrian safety devices as a defined standard and incorporate this standard in its Parking Garage Design Guidelines document.

It is recommended that the parking operator for the CCDC system develop a defined policy related to checking the proper operation of the pedestrian safety devices.

Several additional recommendations were suggested including increasing audible alarm warning times, the use of truncated domes before garage entry/exit points and the development of public awareness campaigns.



The CCDC system has invested more in pedestrian safety than any other system we are aware of in the US. The CCDC system certainly sets the standard for the Boise community and could be a model for other cities around the country.



➔ **Section 5:
Strategic Plan Vision
and Framework**

Strategic Plan Vision

FROM PARKING TO INTEGRATED ACCESS MANAGEMENT

It is important to place parking policy within a larger context. The eight principles developed by the ITDP and the “Our Cities/Ourselfs” project is a good example of this and one which aligns with Boise values and its new Transportation Action Plan.

Walk: Great cities start with great pedestrian environments. Walking is the most universal form of transport.

Cycle: Bicycles allow for the convenience of door-to-door travel, but uses less space and fewer resources. They are the healthier and more sustainable alternative to cars and taxis for short trips.

Connect: The more connected the blocks, the shorter the distance between destinations, making walking and biking more appealing.

Transit: Mass transit can move millions of people quickly and comfortably using a fraction of the fuel and street space required by automobiles.

Mix: Sustainable transit needs to connect people to attractive places that encourage them to stay. Making a street “great” includes having a diversity of places and activities along it.

Densify: High density communities shorten trip distances, save travel time, and preserve millions of square kilometers of arable land. They use resources more efficiently, reducing the carbon footprints of its residents.

Compact: New city centers placed far from existing cities are inconvenient and rarely thrive. City planners must locate compact new sub-centers within or adjacent to existing cities.

Shift: By managing private car use and expanding car sharing, cities can minimize traffic and congestion problems while creating space for pedestrians, mass and non motorized transit.



Strategic Plan Framework

FROM PARKING TO INTEGRATED ACCESS MANAGEMENT

The following list of “Strategies” and “Recommendation Categories” focus the basis of this parking strategic plan framework.

Strategies/Recommendation Categories:

- ◆ Program Management, Organization and Technology Review
 - Parking Program Organizational Structure
 - Parking Management Best Practice Assessment
 - Maintenance Reserves for Capital Expenditures
 - Wait-list Management/Carpool Preference
 - Parking Program Branding
 - On-Street Parking Program Development and Assessment Tools
- ◆ Maximize Utilization of Existing Parking Resources
 - Parking Program Marketing and Signage
 - Parking Resource Allocation Policies
 - Event Coordination
 - Strategies to Better Utilize Public and Private Parking Resources
 - Temporary Remote Surface Parking Lots with Shuttle Services
- ◆ Increase Utilization of Alternative Forms of Transportation
 - Larger Transportation Vision and Program Alignment
 - TDM and Demand Management Program Integration
 - Leveraging New Communications Technologies and “The Sharing Economy” to Reduce Parking Needs and Improve Overall Mobility
 - Adopt TDM Supportive Guidelines for Development Approvals
- ◆ Implement Demand-Based Parking Pricing Strategies
 - On and Off-Street Parking Rate Coordination
 - Long-term Parking Rate Adjustment Strategies
 - On-Street Parking Permit
- ◆ Parking Development and Regulatory Policy Review
 - Redefine Public/Private Partnership Models re: Parking
 - Evaluate Parking In-Lieu-Fee Options
 - Evaluate Modified Parking Minimum Requirements
- ◆ Create Additional Parking
 - Future Parking Garage and TDM Initiative Financing Strategies

THE PATH FORWARD

This Parking Strategic Plan recommends that CCDC and the City adopt a “blended strategy” that merges CCDC’s success focus in economic development with a new emphasis on developing a robust and innovative set of mobility management strategies while still providing the high quality parking management services Boise has become accustomed to.

Characteristic	Economic Development Focused	Mobility Focused	Blended Strategy
Garage Locations	Centrally located near main business areas to support policies of no parking requirements in downtown core and urban design goals (walkable mixed-use environment).	Located on periphery to facilitate mode transition, reduce traffic in DT core, promotion of alternative modes and support increase in garage size.	Combination of core and peripheral locations and support for multiple modes. Long-term focus to include development of TOD corridors.
Rate Level	Lower, to attract customers to district businesses.	Higher, to encourage people to use alternate means of transportation	Performance-based pricing approach – higher rates in high-demand areas, support for TDM programs, support for “Park Once” strategies including DT circulator and other alt modes.
Use of Parking Revenue Proceeds	Garage operation, maintenance, capital improvements and replacing worn infrastructure. Then for other agency ED related initiatives like streetscapes, development agreements, etc. Support DBA programs.	Facilitate TDM initiatives in garages; partial funder of circulator between garages.	Needs to support increased revenue streams to support transportation system growth and development. As TIF districts sunset, parking development responsibility shifts more to private sector with a gradual escalation of parking rates over time and an increase in alt modes funding.
Garage Design	Single occupant vehicle focus. Mixed-use facility design.	Multi-modal focused: areas for transfers between modes; bike storage; car & van pool priority parking.	Combination of mixed-use design, maximizing shared use potential, supports condominiumization/public-private investment.
Garage Ownership	Publicly owned for general public use.	Mix of public and private. Some public facilities could be sold to finance new public facilities.	A noted increase in the use of public-private partnerships, designed for maximizing shared use.
Financing	Primarily TIF for development. Direct parking revenues for operational needs.	Increase in private sector financing, including potential reintroduction of parking requirements, parking taxes, LIDs or other creative financing options.	Potential for public asset divestment for reinvestment purposes. Increase in private sector financing, including potential reintroduction of parking requirements, parking taxes, LIDs or other creative financing options.



Parking Strategic Plan

Integration with the City's Transportation Action Plan

The City of Boise recently engaged Gehl Studio San Francisco in association with Sam Schwartz Engineering to create the Boise Transportation Action Plan. This high level transportation plan is still in the draft stages and is summarized in the following pages. The alignment of the Parking Strategic Plan with the Transportation Action Plan is an important consideration going forward. The good news is that even at this early stage, the two plans are will matched in terms of philosophical approach and initial recommendations.

WHAT IS THE BOISE TRANSPORTATION ACTION PLAN?

A plan for a transportation system that puts people first.

The Boise Transportation Action Plan (TAP) is a roadmap to a modern, well-balanced transportation system for Boise that provides real mobility choice and creates great places.

Real mobility choice means that all citizens have the option to bike, walk, ride, or drive in safety and comfort. To realize this vision, the TAP identifies a set of actions or 'Moves' that describe strategic objectives and provide a framework for prioritizing transportation projects within the City of Boise.

HOW DID WE GET HERE?

The City of Boise, the Ada County Highway District, the Community Planning Association of Southwest Idaho, and Valley Regional Transit have conducted extensive planning efforts that set the stage for this document.

The TAP builds on the work that has been completed to date, so that these plans can be translated into meaningful and achievable projects.

Blueprint Boise: Stable neighborhoods, vibrant centers, a connected community.

Blueprint Boise's top-level goals are for Boise to have stable neighborhoods and vibrant mixed-use activity centers, as well as be a connected, with "safe and efficient facilities for pedestrians, bicycles, vehicles, and transit."

The TAP translates *Blueprint Boise's* vision of stable neighborhoods, vibrant mixed-use centers, and a range of quality transportation options into actionable strategies, and provides a framework for continued prioritization of transportation projects.

ACHD's Livable Streets Design Guide: Street design solutions for different place types.

The Ada County Highway District (ACHD)'s design parameters for streets recognizes that streets are built for people and communities. The recommended guidelines are specific to different built environments of Ada County. The guidelines respect the roles that different built environments play in the county, and accordingly support diverse patterns of travel appropriate to each place type.

Communities in Motion 2040 Vision: Supporting growth and quality of life.

Communities in Motion 2040 (CIM) is the long-range transportation plan for the region completed by COMPASS, the Metropolitan Planning Organization. The Communities in Motion 2040 Vision accommodates growth while enhancing quality of life. In order to promote economic development, affordability, health, and well-being, CIM 2040 recommends clustering of housing, jobs, and services near transportation infrastructure, with a focus on transit corridors and major activity centers. In addition, the CIM vision aims to increase transportation choice and enhance multi-modal infrastructure throughout the region.

ACHD's Complete Streets Policy: Streets for all modes, ages, and abilities

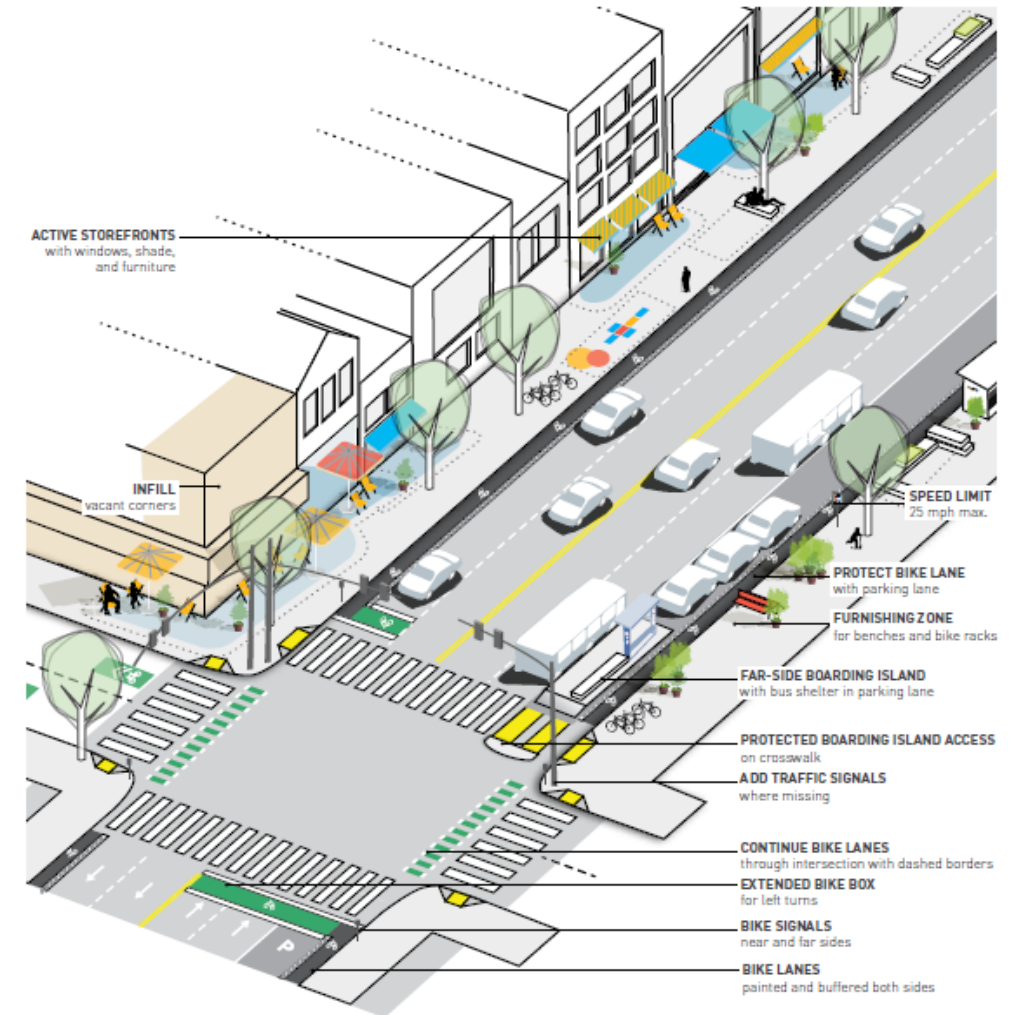
ACHD's Complete Streets Policy was adopted in 2007 along with the Livable Streets Design Guide. Its purpose is to ensure that all transportation infrastructure within Ada County allows "pedestrians, cyclists, transit riders, motorists, and people of all ages and abilities to travel safely and independently." It provides general guides for streets that address and balance safety and quality for all users of the road.

We envision a city where all people enjoy ...
real transportation choices that offer safety, optimize infrastructure, and support vibrant neighborhoods.

This statement articulates the foundation and vision of the Transportation Action Plan.
For the 'action' portion of the TAP, it serves as both a point of departure and final goal. The values embedded within the vision statement build on previous planning efforts including Blueprint Boise, Communities in Motion, ACHD's Complete Streets Policy and Livable Streets Design Guide, and VRT's ValleyConnect Regional Transit Plan. These values translate past work into a clear vision for the future of Boise's transportation system, and they put the people of Boise first.

VISION FOR DOWNTOWN: COMPONENTS

With its walkable street grid, historic buildings, and diverse street life, Boise's downtown is already a vibrant center. This vision improves upon downtown by balancing mode share and enhancing the pedestrian experience.



Source: Source: Boise, Gehl Studio, Sam Schwartz Engineering

ACTIONS (HOW WE GET THERE)

The Moves

- Move 1:** Safety for All
- Move 2:** Walk and Bike to the Store
- Move 3:** Low-Stress Bike Network
- Move 4:** Active Routes to School
- Move 5:** Park Once
- Move 6:** Three Best-in-Class Transit Routes

WHAT IS A MOVE?

The Moves are high-level initiatives that advance Boise’s mobility values. They address particular travel modes and locations, and provide a framework for prioritizing transportation investment. By providing a select number of actionable initiatives that would have the biggest returns on advancing Boise’s mobility values, the Moves ensure that transportation investments are targeted towards what the people of Boise most need and value. Six Moves were selected as the initiatives that would have the largest positive impact on people’s experience and freedom of mobility.

Move 5: Park Once

Regional Activity Centers such as Downtown Boise and Boise Town Square Mall have reach and influence beyond the immediate neighborhood. Today, visitors from the region drive to these centers and many use their cars to move within it. The goal of this move is to ensure that visitors don’t need a car once they arrive at these destinations — it will be safe, comfortable, and enjoyable to walk, bike, or take transit within them.

1 Safety for All



2 Walk and Bike to the Store



3 Low-Stress Bike Network



4 Active Routes to School



5 Park Once



6 Three Best-In-Class Transit Routes



INFRASTRUCTURE

Focus Areas: Park Once locations: Downtown and Boise Town Square Mall

- ◆ **Create active streets and a pedestrian-friendly environment.** Ensure that streets provide visual interest and support active uses. Build pedestrian plazas, ped-only streets, shared streets, and paseos. Add street furniture, wayfinding, wide sidewalks, street trees, pedestrian lighting, etc.
- ◆ **Prioritize pedestrian safety improvements** including safety improvements such as signal timing at intersections. Improve pedestrian links between destinations.
- ◆ **Add Boise Green Bike Share Stations** to important destinations within Park Once locations.
- ◆ **Prioritize low-stress bike infrastructure** (see Move 5) within Park Once locations.
- ◆ **Provide secure bike parking at park once locations** with U-racks at visible locations near active uses.
- ◆ **Provide park and rides** at key transit stations with express service to Park Once locations.
- ◆ **Add shuttles** that run fixed loops connecting main parking areas to key destinations within Park Once locations. Consider increasing shuttle frequency during busy seasons.

PROGRAMS

1. **Manage parking.** Reduce free parking. Manage parking pricing dynamically. Centralize parking in underground or multistory garages with retail on ground floor.
2. **Implement a Parking Benefit District** and use funds to finance sidewalk and circulation improvements.
3. **Provide incentives and enforce compliance with Blueprint Boise and the Boise Citywide Design Standards.** Encourage planning and zoning for diverse businesses, services, institutions, and neighborhood-scale retail.
4. **Partner with property owners and developers** to enhance the design and pedestrian experience of the Park Once locations.
5. **Encourage infill on existing parking lots** and reduce parking minimums.

THE DOWNTOWN BOISE IMPLEMENTATION PLAN (DBIP).

The Downtown Boise Implementation Plan (DBIP) is a joint effort between the Ada County Highway District (ACHD), City of Boise, and Capitol City Development Corporation (CCDC) to establish a blueprint for the implementation of transportation and streetscape improvements concurrently with road maintenance efforts within the Downtown Boise core. Transportation improvements include conversion of one-way streets to two-way operation, addition of bike facilities, and installation of accessible pedestrian signal upgrades to existing traffic signals. Work began in 2014 and is anticipated to be largely complete by 2020.



Parking Strategic Plan

MOBILITY TOOLBOX

Tools for moving forward

1. Expand Measures of Street Quality
2. Connecting Mobility Values to Metrics
3. Create Great Places
4. Expedite Change with Interim Design
5. Increase Mobility Access
6. Benefits of Shared Mobility
7. Apply Current Best Practices in Street Design
8. Street Design Reference Manuals
9. Adopt a Prioritization Framework
10. Prioritizing Projects Aligned with the City's Values

EXPEDITE CHANGE WITH INTERIM DESIGN

Interim design refers to applying low-cost, incremental changes to help advance longer-term transformations. By implementing light versions of the desired changes, interim design allows for street design to evolve as the neighborhood provides feedback, and the city learns how the new feature is performing. For an interim project to be successful, it is essential to allow enough time for the community to adjust to the changes, employ the appropriate measures of success, and incorporate feedback from the appropriate set of stakeholders.

INCREASE MOBILITY ACCESS

Shared mobility is not only a proven strategy to reduce single-occupancy vehicle trips, it can also give people the freedom to choose a car-optional lifestyle. Ridesharing companies such as Uber are only one aspect of shared mobility - there are many additional private and public programs the city can support. By supporting these programs with land use, developer incentives, and economic incentives to individuals and companies, shared mobility can close gaps in the existing system and support a diverse network.

Programs that can increase mobility access

1. SHARED, PRIVATELY-OWNED VEHICLES

Car-sharing

There are two main types of carsharing: private fleet that members subscribe to use (such as Zipcar), and peer-to-peer car shares where members allow other members to use their personal vehicles. Developer incentives and land-use codes that provide parking spaces for car-shares can support both types. Additionally, parking incentives can be awarded to carshare vehicles in public space.

Ridesharing

Ridesharing services are most commonly provided by companies such as Uber and Lyft, which allow multiple customers to split the cost of a shared ride. Ridesharing can be supported by designated docking stations, preferably in former parking spaces. Companies can be incentivized to connect people to public transit, and to operate in under served neighborhoods.

2. MAKING CAR COMMUTES SHORTER OR MORE EFFICIENT

Park and Rides

Park and Ride lots located near transit stops allow people who live outside of walking or biking distance to transit to drive to a transit stop, park their car, and take transit for the rest of their commute. Single occupant car commutes can be significantly reduced in length by Park and Rides near key transit stops.

Carpooling

Carpooling makes car commutes more efficient and decreases cars on the road during peak hours. Carpools can be incentivized by allowing carpool vehicles use of High Occupancy Vehicle lanes.

3. PUBLIC SHUTTLES AND VANS

Paratransit, services for elderly and disabled

The elderly and disabled are populations that depend on vehicles to connect them to transit, jobs, and activity centers. The city should continue to support its Paratransit services and other services for the elderly and disabled. Initiatives include subsidized taxis, round trip shopping and market trips, group outings to cultural events, and using electronic payments for efficient data collection.

Shuttle services to transit stations or activity centers, circulating shuttles in activity centers

Shuttles can bring people from park and rides or from other accessible locations to transit stops, extending the reach of transit. Shuttles to activity centers support walking within activity centers. Circulating shuttles encourage people to park once within an activity center.

4. PUBLIC-PRIVATE PARTNERSHIPS

Employer programs

Employer initiatives such as parking cashouts (where employees trade a free parking spot at their work for a cash value), transit commuter tax benefits, and vanpools or carpools all reduce commutes by single-occupant vehicles. Incentivize employers to offer a suite of programs to encourage more efficient commutes.

Integrated car-share and transit systems

Private car-shares can be integrated with transit. Car-share companies can be incentivized to locate lots near transit stops. They can offer reduced rates for connections between transit and car-share driving.

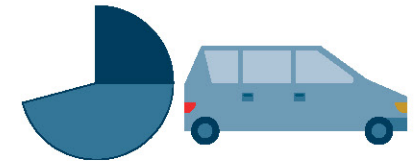


BENEFITS OF SHARED MOBILITY

It is easier for people to choose a car-optional lifestyle when they know they can reliably access a vehicle when they need it. When people choose not to own personal vehicles, or simply drive them less, parking requirements decrease, congestion decreases, vehicular miles traveled decrease, and the cars that are on the roads are used more optimally. Shared mobility programs can also act as a feeder system to mass-transit, contribute to denser developments, and serve the mobility needs of the elderly and disabled.

Benefits of shared mobility

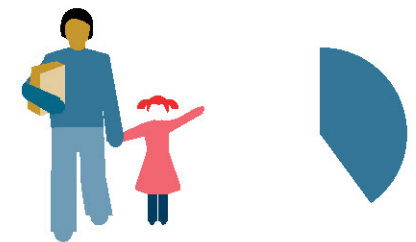
- ◆ Extends the reach of public transit and supports service expansion by bridging gaps in the system.
- ◆ Reduces single-occupancy trips, leading to a reduction in vehicle miles traveled, and a reduction in greenhouse gas emissions as well as air pollutants.
- ◆ Supports transit-oriented development by reducing space requirements for parking and personal vehicles.
- ◆ Encourages people to choose not to own personal vehicles, and make more efficient trips.
- ◆ Lower demand for on-street parking, especially during peak traffic levels.
- ◆ Provides mobility to the elderly and disabled.



25% to 71% of car-share members say that car share allowed them to avoid purchasing a personal vehicle.¹



Each car-share vehicle replaces **up to 20 cars** on the road.²



Of ride sharing members who gave up their personal vehicle, **40% report driving less.**¹

Considerations for shared mobility programs

- ◆ It is important to integrate private sector car-shares, rideshares, and shuttles into public space planning so that they best support increased mobility access for all.
- ◆ Private sector programs can be incentivized to support transit, share data, and expand service to lower-income neighborhoods.
- ◆ Shared mobility should be integrated into land-use planning and development codes, and can be used a strategy incentivize fewer parking spaces and connections to transit.

1. Harnessing Shared Mobility for Compact, Sustainable Cities. (2015, August). Institute for Transportation and Development Policy.
2. Car Sharing. (2013). Sustainable Cities Institute. www.sustainablecitiesinstitute.org

Trends in Urban Mobility Planning

The following pages discuss larger trends related to urban mobility planning, integrating transportation planning with land use and community development strategies, and sustainable urban mobility planning. Understanding these trends reinforces the goals and recommendations in this Strategic Parking Plan.

THE FUTURE OF URBAN MOBILITY

Enabling effective transport of citizens and goods is critical to a city's economic and social vitality, the wellbeing of its inhabitants, and its consumption and emissions footprint. When urban mobility systems work — cleanly, collaboratively, efficiently — the entire city benefits as a result. A variety of urban challenges are Introduction: Cities and Urban Systems deeply linked with transport issues: air quality and safety issues, congestion management, pressure on energy systems and quality of life concerns are just some examples.

Urban mobility is a hugely complex issue, even when considered against the scale of other urban systems. Multiple layers of public and private assets, services and systems are all competing for limited resources. Adding to the internal complexity of this array of transport systems are a series of external complicating factors, such as the demand for land use derived from transportation, considerations of built form, energy and fuel prices, and the inevitable discussions over who pays for vital investments in new infrastructure. The number of stakeholders involved in renovation or new development at any level can be overwhelming; balancing the often competing interests of human scale, practical operation and throughput against increasingly critical issues of energy efficiency, environmental responsibility and sustainable development is a Herculean task.

EMERGING TRENDS

Emerging Trend: Disaggregated Assets

The Internet has made it easier for people to connect with one another as well as for products, services, and experiences to be shared among consumers. Technology has reduced the cost of transactions and created a more accessible marketplace, making the sharing of assets more convenient and economically viable than ever before. The availability of and access to ever-increasing amounts of data about people and things, is enabling a transformation of the way we consume, moving away from products and towards services.

Emerging Trend: Quantified Consumption

While sharing resources is on the rise, consumption patterns remain critical. The Quantified Self movement includes monitoring a myriad of daily actions, and highlights increased health and sustainability considerations as a response to behavior. Climate change impacts, energy and resource constraints and urbanization will make sustainable lifestyles increasingly important. Access to information and data will not only drive conscious energy and resource reductions, but cultivate a generation of users better able to make informed decisions about everything from eating habits and social participation to transportation choices.

Emerging Trend: Socio-economic Shift

Changing attitudes across generations are causing once sacred notions and assumptions to fade away. In a more mobile and more connected world, an upgrade of experiences is required. These experiences will need to be individually curated in real-time, responding to diverse individual and collective needs and expectations. As people live longer, have fewer children later in life, own less, and share more, convenience becomes a key decision-maker. Car ownership will continue to be less important to younger people, while an ageing population must continue to navigate the digital divide. Bridging these societal and economic divides will be imperative in rethinking mobility solutions.

Emerging Trend: Intelligent Systems

New platforms require new infrastructure; manufacturers are reluctant to market vehicles without necessary intelligent systems in place, and federally-funded infrastructure development requires demand to justify investment. With the availability of advanced broadband communications and data sharing, citizen buy-in will be needed to close the gap. Devices may enable multi-directional communication, while vehicle data could be shared in real-time, employing learning algorithms to optimize user experience and mediate infrastructure performance within the city. Intelligent systems will succeed in direct proportion to their ability to seamlessly, securely and profitably integrate with existing urban environments.

Emerging Trend: Digital Society

As open-source infrastructure makes city operations increasingly transparent and citizens become more vocal in communicating their needs, governing bodies are increasingly held accountable to remedy citizen-alerted deficiencies. Technology integration into mobility infrastructure already provides more seamless user experiences, with citizens and organizations increasingly becoming heavily influenced by crowd-sensed data streams. As demand for transport increases, and connected, autonomous transit modes become more viable, we must consider data ownership issues and the influence of data access on real-time decision-making.

Emerging Trend: Data Interaction

Intelligent infrastructure is already technically viable. Changes to policy and an evolving relationship with data impacts the interaction between citizen and city. In a future where cooperative systems allow vehicles to communicate, traffic signals interact with vehicles, and bi-directional data provides predictive updates and hazard warnings, people are not the only cargo being transported through cities. Systems must also meet the demands of moving goods, as convenience-driven retail models shift to online transactions, and automated delivery systems become commonplace.

The Future of Urban Mobility

Intelligent connectivity, converging trends & technological innovations are paving the way for a complete re-imagining of urban mobility.

ARUP | QUALCOMM



Emerging Trend: Generational Changes

By 2030, 25% of licensed drivers in the U.S. will be over the age of 65.²⁷ This older population will have more time to spend, but will also have significant safety and security concerns. For a generation who has been accustomed to owning vehicles, emerging services in the sharing economy may seem foreign or offputting, despite their ability to provide access to transportation meeting their needs. While designing and operating systems capable of enabling user-friendly senior mobility has its challenges, the sheer force and influence of this generation could turn it into a tremendous opportunity area.

Emerging Trend: Digital Gap

Technology and services that meet the mobility demands of an aging population require a more integrated approach across social service, transit agencies, and private sector players. Subsidized mobility schemes, economically viable personal devices, improved quality of public transportation, and point-to-point mobility services can remedy many challenges associated with older people adopting emerging practices. Ultimately, the focus is not simply providing access to technology, but rather enabling access to information and products by providing the hard and soft infrastructure to optimize efficiency and cost.

Emerging Trend: Ambient Intelligence

Algorithmic optimizations are converging with automotive technologies to revolutionize urban mobility. More viable integrated mobility options and sharable infrastructure will link mobility systems closer together. For systems to be fully adopted, citizens must be comfortable using them, creating demand to implement solutions; intuitive and seamless user experiences become key. Ambient intelligence may aid in providing on-board driver assistance to enhance human decision-making, while off the road, connected devices can remind users of upcoming appointments and seamlessly present related mobility options.

Source: http://publications.arup.com/Publications//Intelligent_connectivity_for_seamless_urban_mobility.aspx



Parking Strategic Plan

Integrating Mobility Planning with Land Use Development and Community Design

LAND USE AND DEVELOPMENT

Concentrate a mix of complementary, well-integrated land uses within walking distance of the transit station.

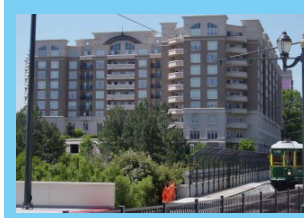
Mixture of Complementary Transit-Supportive Uses

- ◆ Provide a range of higher intensity uses including residential, office, retail and civic uses.
- ◆ Disallow automobile-dependent uses.
- ◆ Provide uses that attract/generate pedestrian activity.
- ◆ Consider locating special traffic generators, such as stadiums or colleges, adjacent or within station areas.
- ◆ Encourage multi-use developments.
- ◆ Encourage a mixture of housing types.
- ◆ Preserve and protect existing stable neighborhoods.
- ◆ Encourage development of workforce/ affordable housing.
- ◆ Encourage upgrading of existing uses to make them more pedestrian friendly.



Increase Land Use Intensity

- ◆ Encourage higher densities for new development near the transit stations, with lower densities adjacent to existing single-family neighborhoods.
- ◆ Ensure minimum densities for new residential development within 1/4 mile walk from a transit station are 20 units per acre or greater, where appropriate.
- ◆ Ensure non-residential intensities within 1/4 mile walk from a transit station will be, at a minimum, 0.75 FAR, where appropriate.
- ◆ Allow lesser intensities or densities for new development, if necessary, to preserve existing structures, character, neighborhoods, or to mitigate traffic impacts.

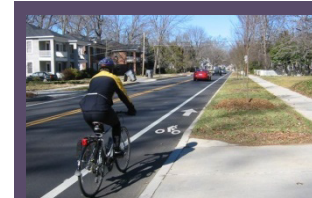


MOBILITY MANAGEMENT

Enhance the existing transportation network to promote good walking, bicycle, parking and transit connections.

Pedestrian and Bicycle System

- ◆ Provide an extensive pedestrian system throughout the station area to minimize walking distances.
- ◆ Eliminate gaps in the station area pedestrian networks.
- ◆ Establish pedestrian and bicycle connections between station areas and surrounding neighborhoods.
- ◆ Design the pedestrian system to be accessible, safe, and attractive for all users.
- ◆ Ensure that the pedestrian network will accommodate large groups of pedestrians.
- ◆ Utilize planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles.
- ◆ Encourage the provision of bicycle amenities, especially bicycle parking.

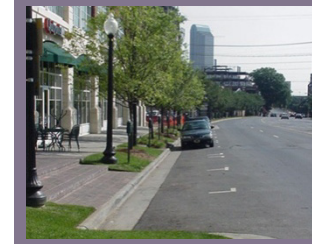


Street Network

- ◆ Design streets to be multi-modal, with emphasis on pedestrian and bicycle circulation.
- ◆ Redesign existing street intersections, with a greater emphasis on pedestrian and bicycle crossing.
- ◆ Develop an interconnected street network designed around a block system, with blocks a maximum length of 400'.
- ◆ Ensure that the pedestrian network will accommodate large groups of pedestrians comfortably.
- ◆ Consider new mid-block street crosswalks.
- ◆ Incorporated traffic calming into the design of new streets.
- ◆ Consider landscaped "bulb-outs" at intersections to improve sight distances.

Parking and Transportation Demand Management

- ◆ Reduce parking requirements over time in station areas and establish parking maximums.
- ◆ Minimize large surface parking lots for private development.
- ◆ Encourage shared parking facilities.
- ◆ Encourage the development of integrated access management strategies.
- ◆ Build in TDM strategies to complement parking and transit programs.
- ◆ Promote "unbundling" of parking.
- ◆ Promote "Car Sharing" programs.
- ◆ Tie parking to overall district management.
- ◆ Effectively manage on-street parking .
- ◆ Provide effective parking and transportation information and wayfinding.

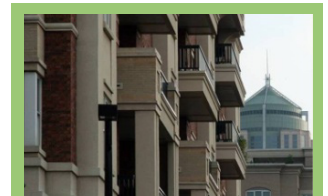
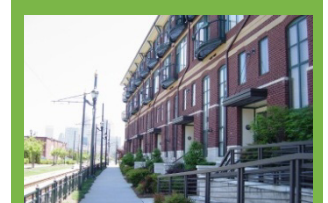


COMMUNITY DESIGN

Use urban design to enhance the community identity of station areas and to make them attractive, safe and convenient places.

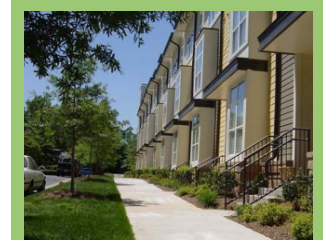
Building and Site Design

- ◆ Design buildings to front on public streets or on open spaces, with windows and doors at street level.
- ◆ Locate building entrances to minimize walking distance between the transit station and the buildings.
- ◆ Located surface parking to the rear of the buildings.
- ◆ Design parking structures to include active uses on the ground floor street frontage.
- ◆ Limit building heights to 120', with the tallest and most intensely developed structures located near the transit station.
- ◆ Screen unsightly elements, such as dumpsters, loading docks, service entrances, and outdoor storage.
- ◆ Take safety and security concerns into account during design.



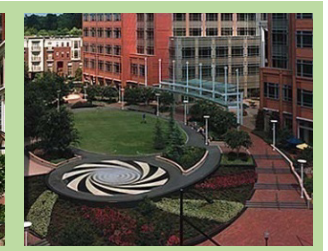
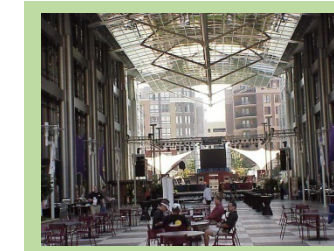
Streetscape

- ◆ Design the streetscape to encourage pedestrian activity.
- ◆ Include elements such as street trees, pedestrian-scale lighting, and benches in streetscape design.
- ◆ Place utilities underground whenever possible.



Open Space

- ◆ Establish public open spaces around transit stations.
- ◆ Design open spaces to be centers of activity.
- ◆ Orient surrounding buildings onto the open spaces.



THE SUMP PLANNING MODEL

“Sustainable Urban Mobility Planning”

There is wide consensus that sustainable urban mobility planning contributes to a better quality of life and is a way of tackling transport-related problems in cities more strategically.

Sustainable transport modes, which include cleaner vehicles and public transport as well as cycling, walking and intermodal modes such as taxi and car sharing, should play a major role in future urban transport systems.

The City of Boise, through its Transportation Action Plan initiative and CCDC through its Parking and Access Management Plan Update is pursuing sustainable urban mobility planning in order to enhance transport and parking planning processes.

Key elements include:

- ◆ Vision development & goal and strategy setting
- ◆ Identification and analysis of local mobility problems
- ◆ Definition of key measures to tackle the local problems
- ◆ Integrated policies and measures
- ◆ Coordinated processes with complementary processes and plans
- ◆ Stakeholder involvement and citizen engagement
- ◆ Monitoring, process evaluation as well as progress evaluation
- ◆ Implementation and budget plan

Ironically, another initiative from Boulder, CO also uses the acronym SUMP. In Boulder SUMP refers to a parking management paradigm that encourages the following parking management principles: Shared/Unbundled/Managed and Priced as the basis for helping achieve a more balanced parking and transportation equation

This concept and approach are important because it illustrates the complexity of urban mobility planning and provides a process for coordinating and working through the numerous issues and constituencies.

Benefits

1. Improving Quality of Life
2. Saving Costs – Creating Economic Benefits
3. Contributing to Better Health and Environment
4. Making Mobility Seamless and Improving Access
5. Making More Effective Use of Limited Resources
6. Winning Public Support
7. Preparing Better Plans
8. Fulfilling Legal Obligations Effectively
9. Using synergies, Increasing Relevance
10. Moving Towards a New Mobility Culture

PROMISE AND PERILS OF AUTONOMOUS VEHICLE TECHNOLOGY

Autonomous vehicle (AV) technology is real and advancing rapidly. AV technology offers the possibility of fundamentally changing transportation. Equipping cars and light vehicles with this technology will likely reduce crashes, energy consumption, and pollution—and reduce the costs of congestion.

Careful policymaking will be necessary to maximize the social benefits that this technology will enable, while minimizing the disadvantages. Policymakers are only beginning to think about the challenges and opportunities this technology poses. Parking Industry leaders would be wise to also begin weighing the potential impacts on our industry.

A good place to start is by reading the report entitled: “Autonomous Vehicle Technology - A Guide for Policymakers” published by the RAND Corporation. http://www.rand.org/pubs/research_reports/RR443-1.html



Source: eltis.org/sites/eltis/files/sump_guidelines_en.pdf



Parking 101: Choose Any Two

Parking is an essential element of a downtown’s infrastructure and, when well managed, it can contribute greatly to efforts to develop and sustain healthy and vibrant downtowns. Convenient, safe, clean and affordable parking is critical to attracting and retaining retailers, restaurants, office buildings/tenants and all other types of development.

There is one element common to every study and every downtown - parking always seems to be a source of frustration and contention. It is amazing how emotional an issue parking can be. This is because it affects people so directly. How many other areas involve issues of personal safety/security, finance, convenience, wayfinding, accessibility and customer service?

An interesting truism about parking is illustrated in the graphic to the right.

Everyone wants three things when it comes to parking:

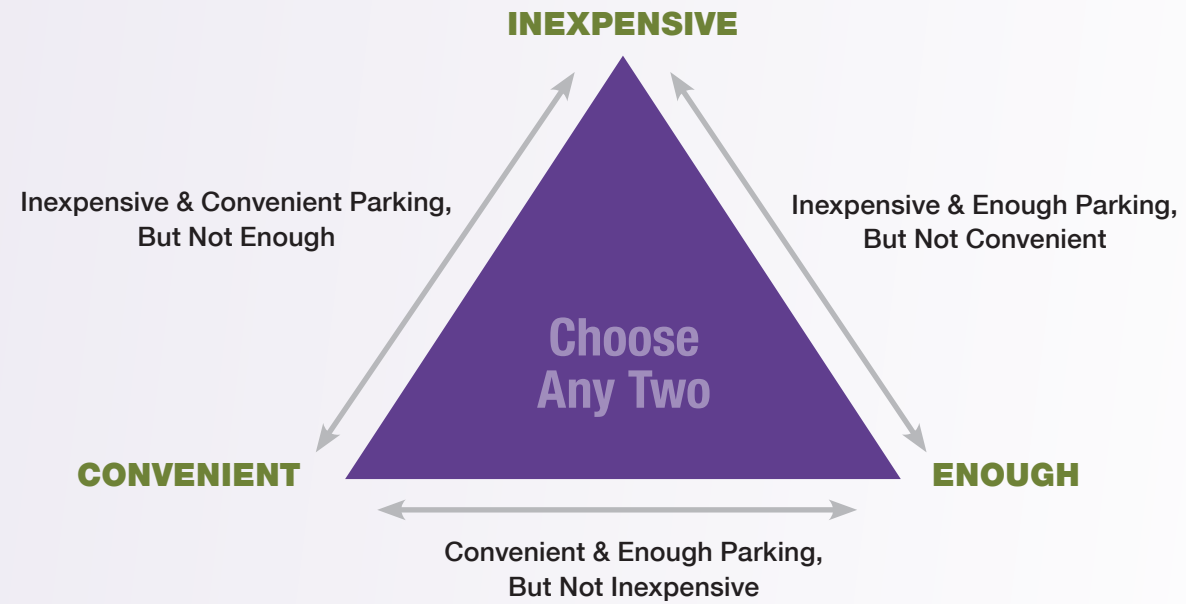
1. They want there to be plenty of it
2. They want it to be very convenient
3. They want it to be inexpensive (and preferably free)

Unfortunately, you can have any two, but not all three. This ushers in the need for a policy decision.

- ◆ If you choose to have inexpensive and convenient parking you will likely not have enough. This option may be acceptable if you want to use the lack of spaces as part of a demand management strategy to encourage the use of transportation alternatives.
- ◆ If you choose to have inexpensive and enough parking it will not be very convenient. With this choice you may be adopting a strategy that utilizes less expensive remote parking supported with shuttle operations.
- ◆ If you choose to have convenient and enough parking, it will not be cheap. This often preferred approach typically means you have chosen to develop structured parking. The average cost to construct a surface lot parking ranges from \$2,500 to \$4,000 per space. Above grade parking structures average between \$18,000 - \$25,000 per space. Below grade parking can range between 1.5 to 2 times the cost of above grade structures. Another consideration that is often overlooked, is that operating, utility, maintenance and security costs are significantly higher with structured parking.

In many downtown environments, including Boise over the past two decades, the choice is most often made to have “convenient and enough” parking. This strategic decision and the significant capital investment it requires, creates the need to assure that these investments are well managed and responsive to the communities they serve.

As Boise begins to plan for a period in which its urban renewal districts are beginning to sunset and the primary funding mechanism that has made investment in public parking structures more feasible begins to shrink, CCDC will need to adopt a new posture that embraces a blending of strategies that places a greater emphasis on transportation alternatives, demand management strategies and more creative parking management/pricing options. Some investment in strategically located new parking structures will still be needed, but the approach to these projects are likely to change. The development community may be required to provide more parking than in the past for new developments. For certain projects that are well aligned with larger downtown master plan goals, some form of public/private partnership that leverages shared parking benefits and that provide greater support for achieving alternative transportation goals may be possible. This more balanced approach to parking and urban mobility planning that we refer to as “integrated access management” will become the “new normal”.



➔ Section 6: Parking Strategic Plan Primary Recommendations

Parking Strategic Plan Recommendations

INTRODUCTION

It is important to state up front that the public parking programs in Boise, ID are effective, progressive and well-managed. In fact, Boise is seen by many in the parking world as an industry leader in terms of its use of parking as a tool for economic development, urban place making and the implementation of smart growth strategies. Boise's use of urban renewal districts to leverage tax increment financing, especially in the area of parking garage development to support and stimulate economic development activity has proven to be extremely successful. However, urban renewal districts have a limited life as defined by state statutes and the first of CCDC's TIF districts (the Central District) is approaching its sunset in 2017. Two other districts (the River Myrtle and the Westside Downtown Districts) will sunset in 2024 and 2025. The newest TIF District, the 30th Street District, sunsets in 2032.

These pending changes in the structure of the programs that have been foundational to the approach to parking development and management in downtown Boise are the catalyst for this reassessment of parking strategies. In addition to this change in financing structures, overall community growth and development are creating new transportation challenges for the region. Emerging trends in "shared mobility", new approaches to urban street design, changing transportation preferences among younger generations, new attitudes related to environmental sustainability and advancements in technology are additional factors that make this an important point in time for updating parking and transportation strategies in a holistic and comprehensive context.

This document attempts to capture and summarize the positive elements of the parking and community development programs that have proven effective over the past decades and to build on these successes going forward. This report also attempts to document the dynamic development context that is putting new pressure on the downtown, especially in the context of parking and transportation. Increased development activity over the next five year period will put strains on the existing parking and transportation system and force some difficult decisions related to how future parking investments are made and financed. Looking forward, we recommend that strategic planning related to parking be placed within the context of the larger transportation equation. This approach supports a path that CCDC has already identified given the changing financial conditions related to the eventual sunset of the urban renewal districts and the availability of tax increment financing as a long-term option for future parking development.

The general plan related to parking that CCDC has expressed includes strategies to: maximize the utilization of existing parking, increase utilization of alternative forms of transportation, implement new parking pricing strategies, require new developments to provide sufficient onsite parking and creating additional parking as deemed appropriate to support new developments that provide benefits aligned with community development goals. It should be noted that while CCDC has played a leading role in providing parking infrastructure in the past, the agency cannot and should not be the sole source of parking infrastructure going forward. With the sunset of the urban renewal districts and their related funding sources, CCDC may continue to play some role in parking infrastructure development using available TIF funds and parking system revenues, however, the bulk of parking system revenues should be pledged to system operations, long-term facility maintenance and maintenance reserves. New investments in transportation demand management strategies to support both parking and traffic demand mitigation can be a more cost effective use of resources than building ever more parking and should be considered going forward. CCDC's use of its urban renewal districts has been effective in creating a vibrant, compact and walkable downtown that provides a high quality of life and is generating growth and attracting the interest of the development community. Boise is ripe for investment. The stage is now set for development to take a more independent role and tools such as parking incentives should now be reserved for high quality and transformative projects that will advance the community's vision and values.

On a positive note, the City has recently invested in a "Transportation Action Plan". This is a timely action as it underscores a real need to begin working on larger transportation infrastructure issues. If not addressed, these transportation issues could eventually undercut the advancements made to date. We have reviewed the draft Transportation Action Plan document submitted by Gehl Studio San Francisco and feel it provides a strong framework for action going forward. The recommendations of this report should complement the larger community transportation plan, specifically the "Park Once" strategy and other specific recommendations that are related to the downtown "place type".

It should be noted that while CCDC has played a leading role in providing parking infrastructure in the past, the agency cannot and should not be the sole source of parking infrastructure going forward. With the sunset of the urban renewal districts and their related funding sources, CCDC may continue to play some role in parking infrastructure development using available TIF funds and parking system revenues, however, the bulk of parking system revenues should be pledged to system operations, long-term facility maintenance and maintenance reserves.

Primary Recommendation Categories

- ◆ Program Management, Organization and Technology Review
 - Parking Program Organizational Structure
 - Parking Management Best Practice Assessment
 - Maintenance Reserves for Capital Expenditures
 - Wait-list Management/Carpool Preference
 - Parking Program Branding
 - On-Street Parking Program Development and Assessment Tools
- ◆ Maximize Utilization of Existing Parking Resources
 - Parking Program Marketing and Signage
 - Parking Resource Allocation Policies
 - Event Coordination
 - Strategies to Better Utilize Public and Private Parking Resources
 - Temporary Remote Surface Parking Lots with Shuttle Services
- ◆ Increase Utilization of Alternative Forms of Transportation
 - Larger Transportation Vision and Program Alignment
 - TDM and Demand Management Program Integration
 - Leveraging New Communications Technologies and "The Sharing Economy" to Reduce Parking Needs and Improve Overall Mobility
 - Adopt TDM Supportive Guidelines for Development Approvals
- ◆ Implement Demand-Based Parking Pricing Strategies
 - On and Off-Street Parking Rate Coordination
 - Long-term Parking Rate Adjustment Strategies
 - On-Street Parking Permit
- ◆ Parking Development and Regulatory Policy Review
 - Redefine Public/Private Partnership Models re: Parking
 - Evaluate Parking In-Lieu-Fee Options
 - Evaluate Modified Parking Minimum Requirements
- ◆ Create Additional Parking
 - Future Parking Garage and TDM Initiative Financing Strategies



Parking Strategic Plan

PROGRAM MANAGEMENT, ORGANIZATION AND TECHNOLOGY REVIEW

1. Parking Program Organizational Structure
2. Parking Management Best Practice Assessment
3. Maintenance Reserves for Capital Expenditures
4. Wait-list Management / Carpool Preference
5. Parking Program Branding
6. On-Street Parking Program Development and Assessment Tools

1. Parking Program Organizational Structure

Parking program organizational development is an interesting and evolving area. Kimley-Horn has developed a specialized expertise in this area. A detailed white paper on this topic is provided in Appendix K2 which provides descriptions of the of most successful organizational options as well as examples from various communities across the US. This paper also includes some new approaches such as “Parking Management Collaboratives” and parking and transportation “Eco-Districts”.

Boise has an interesting and somewhat unique combination of organizational / operational strategies with the City managing the on-street parking assets and CCDC being responsible for off-street parking resource development and management.

Under most circumstances, we would recommend a “vertically integrated” organizational model creating a single operational entity to manage the full range of parking activities. Typically this includes on-street parking, parking enforcement, off-street parking and parking planning at a minimum. However, having been actively engaged in working with CCDC on parking issues since 2002, we have the benefit of having seen the parking management program in Boise evolve. And while the dual management roles do create some issues related to communications and coordination, we have been impressed with the current level of collaboration and also the high levels of effectiveness of both operations.

There are also some legal and practical reasons to maintain the current arrangement (such as CCDC does not have the legal authority to issue citations, and CCDC is focused on downtown and enforcement issues can be City-wide, etc.) As a result, we see no compelling need to recommend a program reorganization at this time.

The current parking program, while somewhat non-traditional, is working well and both the City and CCDC are managing their respective areas effectively. Improvements in coordination and collaboration are evident and important initiatives such as the development of a common program brand and coordination of parking rates are moving forward. No major program reorganization is recommended at this time.

As a result, we do not feel that a program consolidation is in the community’s best interest at this point. Certainly there are coordination issues such as adjusting parking rates such that on-street parking is more expensive than off-street parking to better promote turnover and to leverage on-street parking as a short-term resource and garage parking as the preferred option for longer stays. However, this important issue is already being addressed, as are others. The spirit of cooperation between the City and CCDC is better now than it has ever been in our opinion.

Another example of how the current program is moving in a positive direction is an appreciation of the fact that the community would benefit from having a parking system that has a common and more recognizable brand/identity. The moniker “Downtown Public Parking System” (or DPPS) while an accurate description of the program is not an effective brand. The “best practice” of creating a program brand and marketing program is another initiative that is already moving forward. Through this strategic planning project, the local marketing firm of Oliver Russell was jointly engaged by the City and CCDC to work with Kimley-Horn to create a new program brand identity that will be commonly used for both the On and Off Street parking programs. The fact that two different organizations are working together behind the scenes to deliver well-coordinated and high quality services is not important to the customer as long as their needs are being met.

However, as the community grows and evolves and the transportation systems become more integrated and complex, there may be an opportunity down the road to consider alternative models that better support the broader concepts of mobility management in a more comprehensive and integrated manner. As the Transportation Action Plan and the work of the Downtown Transportation Demand Challenge group evolve we suggest the community remain open to concepts such as the development of a Transportation Management Association or other models as mechanisms to advance progressive transportation policies and system development.

2. Parking Management Best Practice Assessment

This broad category will contain a range of program enhancements that are not specifically addressed in the other major strategy categories. A large number of parking management best practices have been collected in Appendix ___ - Parking Management Best Practices Tool Box. Some of these best practices are already being used in Boise to some degree, but many are not. Below is a listing of the Parking Management Best Practices Tool Box chapters which provides a sense of the comprehensive nature of this document.

- | | |
|---|---|
| [Ch. 1 - A Comprehensive Approach to Program Development] | [Ch. 17 - Risk Reduction and Liability Limitation] |
| [Ch. 2 - Program Organization] | [Ch. 18 - Residential Parking Permit Programs] |
| [Ch. 3 - Parking Planning] | [Ch. 19 - Staff Development and Training] |
| [Ch. 4 - Integrated Access Management Strategies] | [Ch. 20 - Parking Access and Revenue Control Systems] |
| [Ch. 5 - Effective Communications and Community Engagement] | [Ch. 21 - Parking Accounting and Auditing] |
| [Ch. 6 - Parking Branding and Marketing “Comes of Age”] | [Ch. 22 - Leveraging Technology] |
| [Ch. 7 - Celebrating Accomplishments] | [Ch. 23 - Signage and Wayfinding] |
| [Ch. 8 - The Virtual Environment] | [Ch. 24 - Enhancing the “Parking Experience”] |
| [Ch. 9 - Improving Customer Service] | [Ch. 25 - Revenue Enhancement Strategies] |
| [Ch. 10 - Customer & Community Education] | [Ch. 26 - Expense Reduction Strategies] |
| [Ch. 11 - On-Street Parking Management Strategies] | [Ch. 27 - Special Programs and Promotions] |
| [Ch. 12 - Effective Enforcement Strategies] | [Ch. 28 - Sustainable Parking Design & Management Strategies] |
| [Ch. 13 - Effective Facility Maintenance Practices] | [Ch. 29 - Parking Facility Design and Construction] |
| [Ch. 14 - Facility and Equipment Protection Systems] | [Ch. 30 - Specialized Parking Facility Types] |
| [Ch. 15 - Valet Parking Best Practices] | [Ch. 31 - Automated Parking Facilities] |
| [Ch. 16 - Parking Facility Safety and Security] | [Ch. 32 - Parking and Economic Development] |

We have highlighted below several specific best practices that are recommended specifically for downtown Boise.

- ◆ Development of a GIS-Based Parking Demand Model
- ◆ Development of Flexible Parking Standards
- ◆ Development of a Detailed Program Criteria Document for Parking Facilities
- ◆ Become an Active Participant in a new TMA / Develop a Parking Information Clearinghouse
- ◆ Develop Strategic Parking and Access Communications Tools such as: Parking E-Newsletters, Social Media Resources, a Mobile Parking App, Annual Parking Reports, etc.
- ◆ Develop Smart Parking & Development Educational Tools
- ◆ Implement “the 30’ Rule” for Garage Entry Points
- ◆ Quality Customer Service Training Programs and Enhanced Customer Service Amenities
- ◆ Evaluate Progressive On-Street Parking Pricing
- ◆ Develop a parking “emergency preparedness plan”. and
- ◆ Address pedestrian safety issues per Appendix J1
- ◆ Implement License Plate Recognition (LPR) systems to enhance enforcement functions
- ◆ Reassess parking fine structures/ Consider an escalating fine structure with the first citation as a warning. Reduce percentage of overall fine revenues.
- ◆ Consider a Centralized Downtown Valet Parking Program
- ◆ Evaluate new lot counting technology to promote improved utilization (Parking Logix)
- ◆ Implement new program branding in conjunction with new facility signage
- ◆ Enhance parking garage interiors with the use of level theming and wayfinding graphics – engage local artists through a community design competition, painting or staining garage interiors
- ◆ Evaluate “Valet-Stack” parking as a short-term strategy to increase capacity in high demand locations.

3. Maintenance Reserves for Capital Expenditures

Implement a policy dedicating funds to be set aside specifically for periodic garage repairs, protection, and improvements (maintenance reserves for capital expenditures). The maintenance reserve fund can likely be lower during the first 10 years of life for a given facility, and increased to accommodate specific maintenance needs based on regular facility structural condition appraisals. Facility condition appraisals are recommended every 4 – 5 years. The recommended set-aside for parking facility maintenance reserves varies depending on facility age, but may range from \$75 to \$100 per structured parking space.

4. Wait-list Management/Carpool Preference

Calgary’s parking program implemented a carpool preference policy under which 50% of all new monthly contracts will be allocated to vehicles with two or more occupants. In effect, this allows people who carpool to jump to the front of the new carpool waiting lists. This policy is aligned with community trip reduction goals and incentivizes the practice of carpooling by allowing carpool patrons to “Jump the Que” in core garages. Compliance is achieved by video monitoring for tied to access card numbers.

Also consider “Shared Account” Carpool Programs. Under this approach, access cards are issued to a group of contract parkers, an occupancy limit is set and when the group reaches their limit, all other cards in the group are automatically locked out.

The “Shared Accounts Plus” software can apply different rate structures to each group and set multiple thresholds.

It can also be used to manage lease contracts, carpools and other multi-card accounts.

5. Parking Program Branding

Creating a new parking brand was identified early on as a strategic plan action item. In July 2015 Kimley-Horn, CCDC and the City of Boise developed a Request for Qualifications for brand development services. The basic scope of services included:

- ◆ Create a fresh and dynamic brand identity for the public parking system in downtown Boise that includes both on- and off-street parking assets (both CCDC and Boise City-managed, respectively)
- ◆ Educate key stakeholders and the general public about how recommendations of this planning effort could directly and/or indirectly impact how they access downtown Boise using their preferred method of transportation (car, bicycle, public transit, pedestrian).

Specific process elements included:

- ◆ Creation of Vision, Mission and Guiding Principles / Values for the public parking system that complements CCDC’s larger strategic vision and mission
- ◆ Development of a new name for the “Downtown Public Parking System”
- ◆ Create a new logo with a look and feel consistent with the updated brand
- ◆ Develop brand identity guidelines / standards
- ◆ Supply three pre-final logos for feedback and selection
- ◆ Touch up and provide final edits to the selected logo

Of the four shortlisted firms to submit proposals, local firm Oliver Russell was selected.



PARK BOI emerged as an early favorite in the brand development process.

The PARK BOI brand will apply to both the on-street and off-street parking programs and work is progressing on multiple fronts including the development of logos and potential signage applications as illustrated to the right.

Creation of a brand to encompass the larger set of mobility management activities is also being developed. Several concepts have been proposed and continue to be refined.

6. Street Parking Program Development and Assessment Tools

The City provided us with an initial on-street parking operations assessment report produced by the Dixon Resources Unlimited in June of 2015. The goal of the Dixon review was to support the development of a long term on-street parking strategy that identifies the feasibility of different parking technologies and tools to maximize the utilization and effectiveness of on-street parking throughout the downtown area.

The Dixon report concluded that the current on-street parking operation is managed efficiently and that the current City management team has an excellent handle on the day-to-day operations, the on-street equipment is well-maintained and the team morale was positive. The Dixon report complimented the City of Boise parking management team for have a solid grasp on the current and future operating plans. Kimley-Horn agrees with this general assessment and is even more encouraged by the positive working relationship we have seen between City staff and the CCDC parking management team.

Kimley-Horn is providing two specific tools that we believe will help advance the City’s on-street program even further.

The first of these tools is a Sample Parking Enforcement Officer Handbook. This document was developed after reviewing parking enforcement handbooks from a number of municipal programs across the United States. It is recommended that the City of Boise review this document and modify it to create a comprehensive parking enforcement officer handbook/operations manual.

The second document is a Parking Enforcement Program Audit Checklist. This document can serve two purposes for the City of Boise. Initially, this checklist can be used by program managers as a tool for the refinement of the current parking enforcement program. This document was originally designed to be used as a checklist to support the auditing of various aspects of a municipal parking enforcement program. For each audit standard, auditors can note whether or not the program complies, or if the result is unclear, and can also add comments or observations supporting their conclusion. Since this document was created based on several communities, it is recommended that this tool be customized to the Boise parking enforcement program and used on an on-going basis.



PARKING PROGRAM BRAND EXAMPLES FROM OTHER COMMUNITIES:





MAXIMIZE UTILIZATION OF EXISTING PARKING RESOURCES

1. Parking Program Marketing and Signage
2. Parking Resource Allocation Policies
3. Event Coordination
4. Special Monthly Parking Category Related to Event Parking
5. Strategies to Better Utilize Public and Private Parking Resources
6. Temporary Remote Surface Parking Lots with Shuttle Services

1. Parking Program Marketing and Signage

Following the finalization of the parking brand, work will begin on the design of new parking facility signage and decals for on-street parking equipment. The development of new parking signage will be an important and highly visible element of the new branding program. Work on this component of the brand development process is just beginning. Sign design prototypes are anticipated by mid 2016.

2. Parking Resource Allocation Policies

As new developments come on-line in 2016 and beyond, reassessing the current allocation of existing DPPS parking resources may be needed to accommodate new demands in certain garages. The following strategies are recommended for review:

- a. Develop policies to provide tenants in mixed-use CCDC buildings/garages with a “right of first refusal” for parking spaces based on a defined ratio of spaces to square footage.
- b. To incentivize certain highly desirable development projects, CCDC should create a policy that allows the DPPS director to reserve a percentage of available monthly spaces in specific garages as market conditions allow. The DPPS parking director should also have the flexibility to adjust the percentages of monthly vs. hourly spaces as needed to meet changing market conditions.

Over time, other strategies such as potential in-lieu fees, new parking regulations regarding parking requirements, the use of remote parking/shuttle lots and demand-based pricing may be required to meet growing parking demands.

3. Event Coordination

Under normal circumstances (non-peak demand periods) there are excess parking spaces in CCDC garages. During peak demand periods certain garages can become full creating frustration and confusion for downtown patrons.

In an effort to minimize these occurrences an event coordination initiative is recommending. In Boise, event venues that could impact the downtown include: the State Capitol, the convention center, the Arena, the Rose Room, large meetings in 8th and Main, Jump, the Esther Simplot Performing Arts Center, Trail Head, etc.

In other communities where this is a bigger issue, strategies have been developed to track events from various venues and to develop levels of event demands with corresponding parking, traffic and communication protocols. For example the Dallas Arts District has 42 event venues in a relatively small area. The following approach was recommended for the Arts District. If only a few venues have events scheduled on a given day (say 1 - 10) then this would be a “Level 1” parking scenario. If 30 - 40 venues had events planned on a given day, this would be a “Level 4” parking scenario. For each scenario (Levels 1 - 4) specific parking, traffic management and communications strategies would be enacted. A Level 1 event is typically “business as usual”. However a Level 4 event might include the following strategies:

- ◆ Schedule a meeting of the parking/traffic task force
- ◆ Shift Arts District employee parking to a remote location with shuttles for the day
- ◆ Develop a traffic management plan for the day including the use of off-duty police officers, street closures coordination, etc.
- ◆ Develop media package to push out parking and traffic information as well as alternative transportation options, transit info, etc. through a variety of media outlets.
- ◆ Implement valet stack parking protocols to increase parking capacity at key garages/lots
- ◆ Increase parking rates to encourage the use of transportation alternatives and to pay for additional event coordination.

4. Special Monthly Parking Category Related to Event Parking

Text: Offer monthly parking patrons an option that in the event of a large event, they agree to vacate their normal garage parking location (with 48 hrs advanced notice) and park in an alternative location (to be provided on a case by case basis). In exchange, a credit good for one day of free parking (or some other pre-defined amount) will be applied to the parker’s monthly account or they could receive a free parking pass to use within a one year period.

5. Strategies to Better Utilize Public and Private Parking Resources

In downtown Boise there are over 17,000 total parking spaces. Of this total, over 12,000 are privately owned and operated. Finding opportunities to increase the number of private spaces that can be used for public parking can be an effective strategy to increase parking options for a wide range of parkers, especially in an environment where funding for new public garages is diminishing. The following strategies are recommended for consideration.

- ◆ Allow and encourage shared private parking between uses with parking demands peaking at different times of the day, week, or year.
- ◆ Shift to building more public and less private parking by allowing or requiring developers to pay into a fund to be used for building public parking rather than providing parking spaces on-site (In-lieu-fees).
- ◆ Allow property owners with excess on-site parking to lease extra spaces or charge the public to use them during the site’s off-peak hours, or allow them to redevelop the excess space as building space if they pay into a fund to be used for building public parking
- ◆ Sometimes private parking owners are reluctant to open their parking facilities to public use after hours, because of concerns related to vandalism.
- ◆ Charge for on-street parking where demand exceeds supply. If there are already meters for on-street parking, raise hourly rates, or allow meter rates to vary with demand. To make this more palatable, make payment easy using advanced meter technology.
- ◆ Discourage shop owners and employees from parking in front of their stores.
- ◆ Consider allowing public parking in the City Hall garage after hours and on weekends.

A new area of potential for maximizing the utilization of existing private parking assets involves on-line search engines that steer drivers towards the cheapest and most convenient parking facilities. Millions of customers access these websites across the country and many of the largest parking operators in the country partner with the “on-line parking brokers” to rent parking spaces on both a daily and monthly basis. Motorists can search for parking by neighborhood, address, cross-street or attraction. All parking garages and lots near the search destination appear on a map and sortable list. Details for each facility are posted, including addresses, phone numbers, capacity (if available), indoor/outdoor, clearance height, electric vehicle charging, etc.

There are now several of these types of services available for review and assessment including: [ParkWhiz.com](#), [SpotHero](#)

- ◆ Best Parking
- ◆ Parking Panda
- ◆ Click N Park (SP+) and
- ◆ ParkWhiz
- ◆ Spot Hero
- ◆ Parker – by Streetline



Also – both ParkME (acquired by Inrix) and Parkopedia have partnered with some of the apps in different geographies to allow for booking within their sites.

6. Temporary Remote Surface Parking Lots with Shuttle Services

The Parking Supply/Demand Update developed as part of this plan (see summary on page 13 of this document) identified a growing parking demand based on new development activity and a fairly limited number of parking development sites and funds for future parking garage development.

As demand increases in the core areas of downtown, it is anticipated that parking rates will be adjusted to meet the new demands. This will likely force price sensitive customers to look for more affordable options. Until more parking supply is developed in the form of structured parking, developing some temporary surface lots in more remote areas, supplemented by a downtown circulator/shuttle service is a viable option and also an important option related to providing affordable options for service worker parking.

One alternative in this regard is the potential use of a City-owned parcel of land located at S. 27th Street and W. Fairview Avenue. This very large site could accommodate up to 840 spaces in an area of 277,000 sf. If the entire site is not needed, 467 spaces could be developed on only half the site (158,250 sf.) as illustrated in the conceptual layouts to the right.



INCREASE UTILIZATION OF ALTERNATIVE FORMS OF TRANSPORTATION

1. Larger Transportation Vision and Program Alignment
2. TDM and Demand Management Program Integration
3. Leveraging New Communications Technologies and “The Sharing Economy” to Reduce Parking Needs and Improve Overall Mobility
4. Adopt TDM Supportive Guidelines For Development Approvals

1. Larger Transportation Vision and Program Alignment

Integration with the City’s new Transportation Action Plan (TAP) was discussed on pages 21 – 23, earlier in this document. On page 25 the Vision and Framework for this parking strategic plan are discussed. This is summarized as: “From Parking to Integrated Access Management” The Institute for Transportation and Development Policy (ITDP) outlined eight principles that succinctly express the primary elements we envision in our shift from a “parking focused mission” to an “access management” approach.

This is not to diminish the importance of parking management, which will still be a critical element to help the community achieve its larger goals of neighborhood/district vitality, equity, healthy environments and economic development.

On pages 29-31, three documents are referenced to provide additional support for the “Access Management Concept.”

Another innovative approach to urban mobility planning that is closely aligned with and provides additional depth and context to our recommended “access management” approach was created by the European Commission and is referred to as “The SUMP Planning Model”. This strategic approach emphasizes the integration of transport planning policies with other policy sectors like environmental protection, land use planning, housing, social aspects of accessibility and mobility as well as economic development.

The firms of ARUP and Qualcomm recently published a whitepaper on “The Future of Urban Mobility” in which they discussed a series of emerging trends that they feel will impact and influence the hugely complex puzzle that is urban mobility planning. These trends are noted in this report (pages 29 - 31) as they provide additional support and context that will relate to policy decisions that will arise in the evolution of a broader community access management program in Boise.

Over the past decade, the CCDC parking program has primarily had an economic development focus. This has been highly successful, but with the sunsetting of the Central TIF District and the loss of a significant source of capital investment resources, a new focus on “mobility and demand management strategies are elevated in importance. However, we don’t want to abandon CCDC’s important economic development focus, but rather to embrace a “blended strategy” as described in the table on page 25.

2. TDM and Demand Management Program Integration

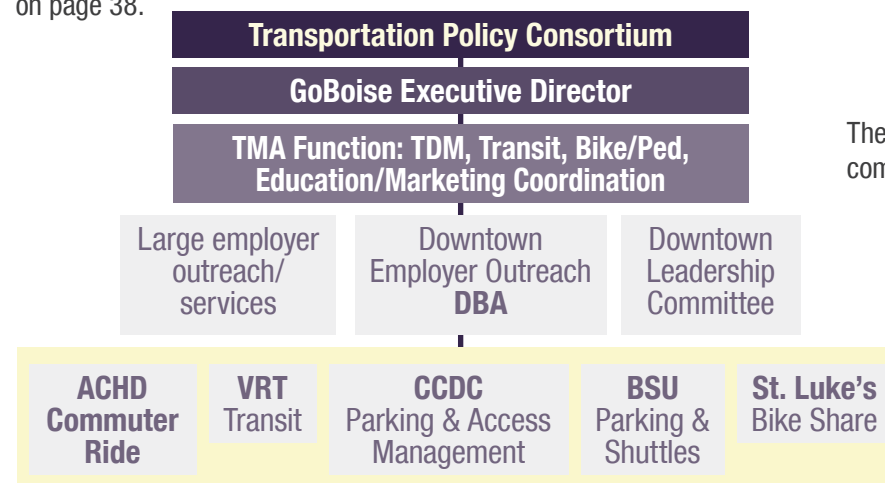
The development of a home for a community wide TDM program is needed. We recommend that the City become the lead agency to create a local Transportation Management Association or TMA or a consortium of agencies.

One potential organizational model for the TDM Consortium approach might look something like figure below.

The new TDM organization should adopt a set of guiding principles. The following is an example of such as set of principles or agency goals:

- ◆ **Goal 1 Equity:** Provide safe and accessible travel options for people of all abilities and for all modes.
- ◆ **Goal 2 Economic Development:** Focus travel options investments to ensure businesses thrive and residents and visitors can access employment, education, recreation, and community services.
- ◆ **Goal 3 Health and Environment:** Reduce vehicle miles traveled to improve air quality, reduce congestion, help existing infrastructure endure, enhance community health, and improve the quality of life for all Boishians.
- ◆ **Goal 4 Shifting Culture:** Focus travel options marketing and outreach to commuters, non-commuters, youth, and the elderly to contribute to a shift in culture that embraces non-single-occupancy vehicle travel options.
- ◆ **Goal 5 Performance:** Develop a dynamic performance monitoring process to ensure transportation dollars are spent responsibly to increase the lifetime of existing transportation infrastructure.
- ◆ **Goal 6 Safety:** Improve the understanding of the rules of the road by all users to reduce conflict and improve safety.

The world of TDM has grown and now involves a wide range of policy and strategy options. A detailed listing of these strategies are provided on page 38.



3. Leveraging New Communications Technologies and “The Sharing Economy” to Reduce Parking Needs and Improve Overall Mobility

Information and communication technologies combined with smartphone applications and location data from global positioning systems are making feasible transportation services that have long been imagined but never realized on a large scale. These innovations include carsharing, bikesharing, taxis, micro-transit services, and most notably, transportation network companies (TNCs) such as Uber and Lyft. These services are being embraced by millions of travelers who are using their smartphones to arrange for trips by car, shuttle, and public transit, as well as for short-term rental of cars and bicycles. The new services epitomize today’s sharing economy and allow an increasing number of people to enjoy the mobility benefits of an automobile without owning one, and may encourage others to leave their personal vehicles at home for the day, reduce the number of vehicles in their household, or even forgo having one at all.

The Transportation Research Board (TRB) recently released Special Report 319: Between Public and Private Mobility: Examining the Rise of Technology-Enabled Transportation Services. This report was developed by a special task force of transportation experts from industry and academia and identified a range of research needs. This document can be found in the report Appendices/ Tool Box.

In a separate but related publication, Xerox’s Innovator’s Brief for the Transportation Industry recently presented “A Three-Point Plan to Improve Urban Mobility.” This brief highlights the fact that cities are going to get a lot more crowded. Today, 54 percent of the world’s population lives in urban areas. The United Nations estimates that an additional 2.5 billion people could be based in cities by 2050. As our world becomes more urbanized, the issues of traffic congestion, parking, and access management are amplified. Xerox’s brief focuses on three key points that can empower cities to be more sustainable and improve the quality of life for residents and tourists:

- ◆ Improve the efficiency of existing mobility infrastructure. Adding more infrastructure is simply not an option in many urban environments. Using technology, we can move people, vehicles, and goods more efficiently through the existing infrastructure.
- ◆ Increase the capacity of the existing mobility infrastructure. The goal here is to move more people, vehicles, and goods through the existing infrastructure.
- ◆ Change the behaviors of urban travelers. This is about influencing the choices travelers make toward options that reduce congestion. Agencies that implement dynamic pricing can reduce traffic congestion improve on-street parking availability, using pricing as a mechanism to influence driver choices. Smart parking programs help increase space availability and reduce pollution by helping drivers get to a parking spot at their desired price point sooner. Incorporating telecommuting into the office culture helps to keep people and vehicles off the roads during the day. Providing accessible multimodal options such as ridesharing, carsharing, public transportation, etc., via mobility apps creates opportunities to make different choices that can result in less personal vehicle usage, and therefore less congestion.

These strategies reinforce the integration of parking and mobility management strategies into a more comprehensive and connected platform of transportation choices.

4. Adopt TDM Supportive Guidelines for Development Approvals

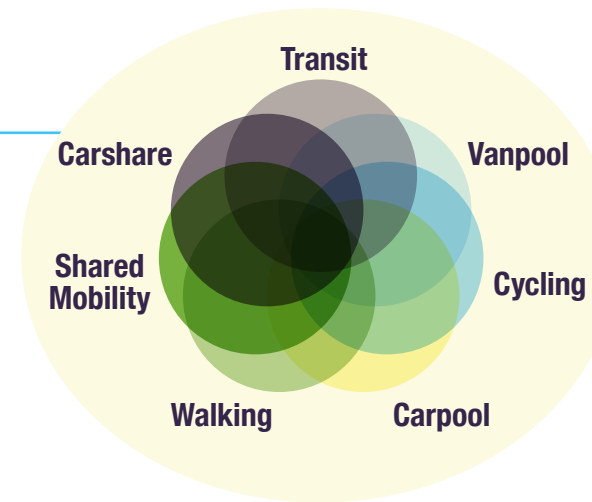
In Appendix N2 the concept of developing TDM Supportive Guidelines For Development Approvals is discussed. This report from Canada’s BA Group argues for effective education/collaboration between various City departments and agencies as well as for a “context sensitive” approach based on a 3 tiered classification system designed to focus TDM initiatives on developments where the most beneficial results are likely to be achieved. The report noted that creating an effective TDM framework within a municipality requires close collaboration and the acceptance of TDM within the various municipal departments. Recommendations are provided in 2 major categories: Policy Planning and Development Review.

Increase Utilization of Alternative Forms of Transportation

INTEGRATED ACCESS MANAGEMENT STRATEGIES

Planning, implementing, integrating, and managing access related functions including:

- ◆ Traffic and Circulation
- ◆ Public Transportation
- ◆ Alternative Transportation (walking, biking, ridesharing)
- ◆ Parking
- ◆ Pedestrian Access/ Walkability
- ◆ Signs, Parking Guidance, and Mobile Data
- ◆ Public Information, Program Branding, and Communications
- ◆ Materials Loading/Unloading Activity
- ◆ Shared Mobility
- ◆ Planning and Data Driven Management
- ◆ Policy Measures and Regulation
- ◆ A single program with benefits for multiple modes makes individual elements stronger.
- ◆ Respecting the needs of participants to occasionally vary their modes helps overcome initial reluctance.



FOUR CATEGORIES OF MOBILITY MANAGEMENT STRATEGIES

Improved Transport Options

- ◆ Alternative Work Schedules
- ◆ Bicycling Improvements
- ◆ Bike/Transit Integration
- ◆ Carsharing
- ◆ Guaranteed Ride Home
- ◆ Security Improvements
- ◆ Park and Ride Options
- ◆ Shuttle Services
- ◆ Improved Taxi and Ridesharing Services
- ◆ Telework
- ◆ Traffic Calming
- ◆ Pedestrian Realm Enhancements
- ◆ Transit Improvements

Incentives to Shift Mode

- ◆ Bicycle and Pedestrian Encouragement
- ◆ Congestion Pricing
- ◆ Distance-Based Pricing
- ◆ Commuter Financial Incentives
- ◆ Fuel Tax Increases
- ◆ High Occupancy Vehicle Priority
- ◆ Pay-As-You-Drive Insurance
- ◆ Parking Pricing
- ◆ Road Pricing
- ◆ Vehicle Use Restrictions

Land Use Management

- ◆ Car Free Districts
- ◆ Compact Land Use
- ◆ Location Efficient Development
- ◆ New Urbanism
- ◆ Smart Growth Strategies
- ◆ Transit Oriented Development (TOD)
- ◆ Street Reclaiming
- ◆ Parking Caps
- ◆ Perimeter Parking Strategies

Policies and Programs

- ◆ Access Management
- ◆ Campus Transport Management
- ◆ Data Collection and Surveys
- ◆ Commute Trip Reductions
- ◆ Freight Transport Management
- ◆ Marketing Programs
- ◆ School Trip Management
- ◆ Special Event Management
- ◆ Tourist Transport Management
- ◆ Transport Market Reforms
- ◆ Parking Taxes
- ◆ Special Benefit Districts

STRATEGY EXAMPLES

Improved Planning

- ◆ Location Efficient Development
- ◆ Transit-oriented Development
- ◆ New Urbanism
- ◆ Smart Growth
- ◆ Compact Land Use

Flexible Standards

- ◆ More accurate and flexible standards means that the parking requirements at a particular location are adjusted to account for various factors.

Shared Parking

- ◆ Results from variations in the peak accumulation of parked vehicles
- ◆ Overbuild avoidance
- ◆ Avoids a shift to higher-impact modes.

Improved Data Management

- ◆ The fundamental goal of TDM is to shape future behavior.
- ◆ Need to be able to understand who is currently doing what, when, where, and why.
- ◆ Modern technology = Better data & improved management

Eco Pass Programs

Access to:

- ◆ Transit
- ◆ Carpooling
- ◆ Vanpool/Vanshare
- ◆ Carsharing
- ◆ Bike/Ped programs
- ◆ Parking benefits
- ◆ Merchant discounts

Unbundled Parking

- ◆ From commercial & residential leases
- ◆ From employee benefit packages
- ◆ From transactional relationships
- ◆ Unbundled Monthly Parking

Preferential Parking

- ◆ Reinforces shared mobility choices
- ◆ Preferential parking for lower impact modes
- ◆ Reduced cost + greater convenience as an incentive

Flexible Work Arrangements

- ◆ Alternative Work Schedules
- ◆ Telecommuting
- ◆ Coworking
- ◆ Drop-in Centers

Intercept Facilities

- ◆ Move cars and parking demand away from downtown core
- ◆ Collector facility with express bus
- ◆ Potential to collect more drivers "funnel effect"

Parking Cash-Out

- ◆ Provides incentives for staff "not to drive"
- ◆ Cheaper than building structured parking
- ◆ Promotes healthy options

Priorities/ Regulations

- ◆ Prioritize by purpose or population
- ◆ Manifested in space allocation and in regulations
- ◆ Must not contradict & should support TDM goals

Cycling Programs

- ◆ End-of-Trip Facilities
- ◆ Secure, proximate storage
- ◆ Light maintenance services
- ◆ Showers / changing
- ◆ Strong Program Identity
- ◆ Perks and discounts

Shuttle Services

- ◆ Supports employee mobility
- ◆ Commute completion (first/last/only mile)
- ◆ Supports lower cost employee parking options

Jitneys and Pedi-cabs

- ◆ Provides incentives for staff "not to drive"
- ◆ Cheaper than building structured parking
- ◆ Promotes healthy options

Car-Sharing

- ◆ Business applications can reduce fleet size and cost while improving travel decision-making.

Guaranteed Ride Home

- ◆ Guaranteed Ride Home services address one of the largest psychological barriers to HOV travel.
- ◆ Common as a value add to transit programs but also a valuable tool for other low-impact modes.

Mobile Data Platforms

- ◆ Supports employee mobility
- ◆ Commute completion (first/last/only mile)
- ◆ Supports lower cost employee parking options
- ◆ Encourages transit usage

Integrated Mobility Websites

- ◆ Connected traveler concept
- ◆ Promotes all modes
- ◆ Community education and research opportunities

Car-Sharing

- ◆ Focus can be mid-day mobility or, ideally, reduced car ownership.
- ◆ Business applications can reduce fleet size and cost while improving travel decision-making.

Car and Vanpooling

Carpooling

- ◆ Reduced prices
- ◆ Priority access
- ◆ Registered carpools
- ◆ Casual carpools

Vanpooling

- ◆ Generally single-mode
- ◆ Typically longer-haul
- ◆ More driver perks

IMPLEMENT DEMAND-BASED PARKING PRICING STRATEGIES

1. On and Off-Street Parking Rate Coordination
2. Long-term Parking Rate Adjustment Strategies
3. On-Street Permit Parking

1. On and Off-Street Parking Rate Coordination

The City of Boise has replaced its old electronic single space MacKay parking meters with new IPS smart meters that are capable of accepting credit card payments and integrating with in-street wireless sensors that will provide improved on-street parking utilization and management data. A pay-by-cell phone payment option is also being provided through Park Mobile.

These technology upgrades will support another program goal of improving data-driven management. Additional program goals include setting new fee structure guidelines with council approved minimum and maximum rates and a price to be set by location. A three zone approach has been developed that includes:

Zone 1 – The Downtown Core

Characteristics:

- ◆ Premium rates
- ◆ Rates need to exceed garage pricing

Zone 2 – Transition Zone and Zone 3 - Perimeter Areas

Characteristics:

- ◆ Economical rates
- ◆ Greater distance from garages and flat lots
- ◆ Meter Zones Identified by a Color Scheme
- ◆ Fees will be assessed on defined time schedule
- ◆ A portion of FY16 revenues will support transportation initiatives

These actions support a key goal of the parking strategic plan to increase on-street rates in the downtown core to be higher than the off-street rate. CCDC will also be increasing rates in core garages and coordination of on and off-street rates is critical.

Another key goal for the City to consider is to reduce the percentage of revenue that the on-street program generates through citations as that metric currently is higher than industry norms.

The City is also adopting a “Demand-Based Parking Philosophy” that follows the basic principles:

Short-term parking

- ◆ On-Street

Long-term parking

- ◆ Garages
- ◆ Parking Lots

Park Once Concept

- ◆ Mobility Application

Compliance

- ◆ Increased On-Street Compliance
- ◆ Recommended Compliance Metrics:
 - Total Meter Occupancy – not above 93% to 95%
 - Illegal Meter Occupancy – 5- 7%
 - Paid Meter Occupancy – 60-85%
 - Unpaid Legal Meter Occupancy Up to 15%
 - Meter Violations Capture Rate – 33% overall and up to 40% in core areas
 - Duration, or average length of Stay – 67% to 140% of the regulated duration

Higher Capital/Operational Expense

- ◆ Credit Card Transaction Fees
- ◆ Real Time Connection Fees

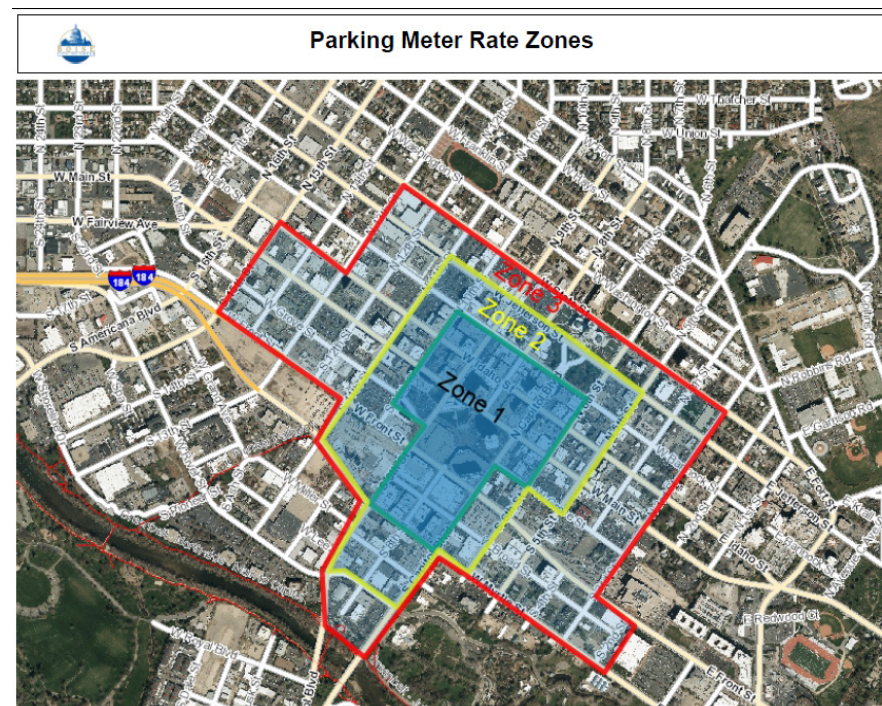
2. Long-term Parking Rate Adjustment Strategies

The steering committee for this strategic plan decided early in this planning process that while some immediate monthly parking rates may increase in early 2016, a more formal parking rate assessment would be conducted once the parking strategic plan was completed. The consultant team agreed with this approach as it would allow any potential parking rate adjustments to be informed by the larger parking and access management strategy for the downtown.

A detailed process and scope for this work has been approved and budgeted and is expected to start in March or April of 2016.

3. On-Street Permit Parking

Text: In Zone 3 (Perimeter Area) of the new City downtown parking meter map, consider implementing a 10 hr parking permit for employee parking. Price these permits to be competitive with off-street surface lots in the immediate area. This practice could be accomplished with meters or without. If meters are in place, then these spaces would be available to both visitors who would use the meter to pay or to permit holders on a first come - first served basis.





PARKING DEVELOPMENT AND REGULATORY POLICY REVIEW

- 1. **Redefine Public/Private Partnership Models re: Parking**
- 2. **Evaluate Parking In-Lieu-Fee Options**
- 3. **Evaluate Modified Parking Minimum Requirements**

1. **Redefine Public/Private Partnership Models re: Parking**

The concept of creating a Parking Benefit District was recommended in the City’s Transportation Action Plan. Typically a parking benefit district takes a percentage of net on-street parking revenues (usually a 60% /40% split after operating expenses) and dedicates those funds back to the district in which they were generated. In the case of Boise, with the sunset of the Central TIF District, the proposed parking benefit district revenues could be transferred to the Downtown Boise Association to fund downtown clean and safe programs and other downtown maintenance functions that had been provided by TIF funding.

A variety of documents including sample parking benefit district ordinances, permit applications, FAQs and policies are provided in the report appendices.

A broader concept of creating a Transportation Benefit District is another option Boise could consider. A Transportation Benefit District “TBD” is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within a defined area, or “district.” The City of Spokane has implemented such a district. A “fact sheet” on their district is provided in the appendices for reference.

Examples from other communities are also provided.

2. **Evaluate Parking In-Lieu-Fee Options**

Some cities allow developers to pay a fee in lieu of providing parking spaces required by zoning ordinances, and use this revenue to finance public parking spaces to replace the private parking spaces the developers would have been required to provide.

These in-lieu programs can reduce the cost of development, encourage shared parking, improve urban design, support historic preservation and allow development of sites that cannot physically accommodate the required parking. Establishment of in-lieu fees also reveals that the cost of complying with minimum parking requirements is more than four times the cost of the impact fees that cities levy for all other public purposes combined. The high cost of meeting parking requirements suggests other promising in-lieu policy options that allow developers to reduce parking demand rather than increase the parking supply and provide a mechanism to support alternative transportation modes that help accomplish that goal. Reducing parking demand can cost far less than increasing the parking supply.

Advantages of In-Lieu Fees

In-lieu fees have five major advantages for both cities and developers.

1. In-lieu fees give developers an alternative to meeting the parking requirements on sites where providing all the required parking spaces would be difficult or extremely expensive.
2. Shared parking. Public parking spaces allow shared use among different sites where the peak parking demands occur at different times. Shared public parking is more efficient and cost effective than single-use private parking because fewer spaces are needed to meet the total peak parking demand. Shared parking also allows visitors to leave their cars parked while making multiple trips on foot, and is one of the easiest ways to make better use of scarce urban land.
3. Better urban design. Cities can put public parking lots and structures where they have the lowest impact on vehicle and pedestrian circulation. Less on-site parking allows continuous storefronts without “dead” gaps for adjacent surface parking lots. To improve the streetscape, some cities dedicate the first floor of the public parking structures to retail uses. Developers can undertake infill projects without assembling large sites to accommodate on-site parking, and architects have a greater range of design options that can translate into more attractive buildings
4. Fewer variances. Developers often request parking variances when providing the required parking would be difficult. These variances create unearned economic windfalls, granted to some but denied to others. If developers can pay cash rather than provide the required parking, cities do not have to grant parking variances and can therefore treat all developers consistently.
5. Historic preservation. In-lieu fees allow adaptive reuse of historic buildings where the new use requires additional parking that is difficult to provide. The in-lieu policy therefore makes it easier to preserve historic buildings and rehabilitate historic areas.

Disadvantages of In-Lieu Fees

Officials in many cities recommended in-lieu fees, but some report that developers were initially skeptical. The following four points summarize the potential disadvantages mentioned by developers.

1. Lack of on-site parking. Parking is a valuable asset for any development. A lack of on-site, owner- controlled parking can reduce a development’s attractiveness to tenants and customers. While a lack of on-site parking is a real disadvantage, developers who are concerned about this problem can normally provide the parking rather than pay the fee.
2. High fees. Cities may not construct and operate parking facilities as efficiently as the private sector. For example, cities may pay extra to improve the architectural design of parking lots and structures. The resulting in-lieu fees may be high. Although some cities charge high in-lieu fees, most set their in-lieu fees lower than the cost of providing a public parking space. Because the fixed cost for ramps, elevators, stairwells, and curb cuts can be spread among more spaces in large public parking structures, economies of scale in building these structures can further reduce the in-lieu fees.
3. No guarantees. Cities may intend to use the in-lieu fee revenue to finance public parking, but they do not guarantee when or where the parking spaces will be provided. To address this concern, some cities build public parking structures before receiving the in-lieu fees. The in-lieu fees are then used to retire the debt incurred to finance the structures. Other cities return the in-lieu fees if they do not provide the parking within a certain time. A city can also delay collecting the in-lieu fees until the revenue is needed to construct the public parking.
4. Fewer parking spaces. In-lieu fees will reduce the parking supply if cities provide fewer than one public parking space for each in-lieu fee paid. A smaller parking supply can put an area at a competitive disadvantage. Cities may not provide one public parking space for each in-lieu fee paid, but if a city uses in-lieu fees to build public parking spaces rather than grant variances to reduce parking requirements, the in-lieu policy will increase rather than decrease the parking supply. Even if an in-lieu policy does reduce the parking supply, shared public parking reduces the parking supply needed to meet the sum of all individual peak parking demands.

While the developers’ concerns cannot be ignored, officials in most of the surveyed cities said that the fees had become a form of administrative relief for developers who do not want to provide the required parking spaces. In practice, the in-lieu fees have benefited developers by offering them an alternative to building expensive parking spaces.

3. **Evaluate Modified Parking Minimum Requirements**

For more than a decade, the downtown core (P-1 overlay district) has been exempt from minimum parking requirements as a strategy to reduce barriers to development. This was a successful strategy largely because a mechanism was in place to provide for parking development (CCDC/TIF Financing). The legacy of this successful strategy is a vibrant, walkable and growing downtown that continues to be an attractive destination for businesses, developers and residents. The strategy of “parking investment leading to enhanced economic development” has been a success and in addition to a thriving downtown, Boise is now has five mixed-use parking facilities that are debt free and generating positive cash flow that can continue to fund parking operations, maintenance and maintenance reserves going forward, as well as some excess funds to continue to invest in some highly valued economic development projects, or to support new mobility management and transportation strategies with a goal of mitigating parking demand going forward. In essence, the P-1 overlay district could adopt the requirements (or some modified version) of the P-2 or P-3 overlay districts.

As the Central TIF District sunsets (2017), the primary funding source for public parking infrastructure also sunsets in this area. It can be argued that Central TIF District has achieved its objective and that the downtown is now healthy enough that these types of support are no longer needed. And without a defined funding source with which to off-set the parking development exemption in the downtown core, it may be time for a return to some form of parking requirements to accompany new development.

We are aware that “Parking Requirements Reform” is a major topic of discussion in the planning world and we are certainly not arguing for “sub-urban parking standards”. Appendix ___ contain a white paper on this topic and provides a great deal of background and support for a more progressive and limited use of parking requirements. However, it would be mistake to allow development to continue with no provision for either additional parking to meet the demands generated by new development or investments in transportation infrastructure or TDM initiatives to offset the demands.

It is recommended that a range of options be evaluated including:

- ◆ A set of flexible parking standards calibrated to the demands of the downtown core
- ◆ Some variation of Parking In-Lieu-Fees (either mandatory or optional) be explored
- ◆ Alternative funding sources including LIDS, SIDS or a new URD be considered.

CREATE ADDITIONAL PARKING

1. Future Parking Garage and TDM Initiative Financing Strategies

1. Future Parking Garage and TDM Initiative Financing Strategies

Financial Scenarios Introduction

CCDC's successful use of investing in structured parking as a tool to incentivize other development also has another major benefit. As the Central TIF district approaches its "sunsetting", the agency has not only stimulated many major development projects, but it is left with an inventory of 5 mixed-use parking garage assets that will be essentially debt free and generating positive cash-flow.

While there is still a significant amount of bond debt outstanding for garage assets outside of the Central TIF District, and because all garage debt has been cross-collateralized, with debt service payments being guaranteed by other TIF district revenues as well as parking system revenues, a strategy of simply transferring the Central District garage assets to the City is not possible without the City assuming approximately \$25 M in debt obligations.

The sunsetting of the Central TIF District is first of the 4 CCDC managed TIF Districts. The sunsetting of a TIF District comes with a requirement to create a District Termination Plan. It also creates a need/opportunity for CCDC to reassess how the parking development/management component that has been an integral part of CCDC's strategic framework for many years will evolve going forward. For many years, CCDC has embraced a five pronged strategy to meet/achieve the agency's vision and mission. These strategies included: planning, place making, parking, public art and streetscapes/infrastructure. To address this transition and to define the on-going and evolving role of parking as an element of CCDC's plan for achieving its and the community's larger strategic goals, this "Parking Strategic Plan" project was authorized by the CCDC Board to map out new approaches to continue to leverage parking assets and parking management as a core strategy going forward.

It should be noted that while CCDC has played a leading role in providing parking infrastructure in the past, the agency cannot and should not be the sole source of parking infrastructure going forward. With the sunsetting of the urban renewal districts and their related funding sources, CCDC may continue to play some role in parking infrastructure development using available TIF funds and parking system revenues, however, the bulk of parking system revenues should be pledged to system operations, long-term facility maintenance and maintenance reserves.

Potential Financial Scenarios

A number of potential parking garage development scenarios will be discussed on the following pages. A summary of the general scenario description is outlined below:

Scenario #1 – Continue Parking Investment as an Economic Development Strategy Using Net Parking System Revenues

Scenario #2 – Reintroduce Parking Minimum Requirements to the Zoning Code

Scenario #3 – Parking Asset Divestiture to Create Capital for New Parking Asset Development

Scenario #4 – Leverage Parking System Revenues to Fund Interim Transportation Strategies and the Development/Promotion of Transportation Demand Management (TDM) Programs

Scenario #5 – Temporary Parking Lots

Scenario #6 – Create a District Management Model to back-fill the potential loss of services/revenues created by the sunsetting of the TIF District partially supported by parking system revenues. (BIDs/SIDs/LIDs)

Scenario #7 – Evaluate parking asset privatization/monetization as a potential downtown development or transit system funding strategy.

Scenario #8 - Assign a dedicated percentage of parking system net revenues to support transportation initiatives

Scenario #9 – Institute a Parking Tax

Scenario #10 - Create a Parking Urban Renewal District (URD)

Scenario #1 – Continue Parking Investment as an Economic Development Strategy Using Net Parking System Revenues

- ◆ This approach would prioritize a continuation of the successful strategy that CCDC has employed for the past decade plus, but at a reduced level. One example of how this strategy might be enacted is to determine how much net parking operational revenues could be set aside annually after funding parking management and operations, existing facility maintenance and maintenance reserves. If, as an example, \$2,000,000.00 per year could be set aside, a new 400 space parking garage with an estimated cost of \$10,000,000 could be funded every five years or a portion of a public/private partnership could help incentivize multiple smaller investments.

Scenario #2 – Reintroduce Parking Minimum Requirements to the Zoning Code

- ◆ This strategy was discussed above in the Parking Development and Regulatory Policy Review section. The advantage of this option is that it shifts the development of parking back onto the private sector and potentially frees up agency funds to support TDM, Transportation or economic development initiatives.

Scenario #3 – Parking Asset Divestiture to Create Capital for New Parking Asset Development

- ◆ Having successfully leveraged TIF funding to build parking garages which have now had their debt retired, another option to continue to generate funds for new capital investments could be to sell selected parking assets to interested property owners or investment firms then reinvest the proceeds to continue strategic parking garage development that has the potential to stimulate new community and economic development activity.

Scenario #4 – Leverage Parking System Revenues to Fund Interim Transportation Strategies and the Development/Promotion of Transportation Demand Management (TDM) Programs

- ◆ As the Boise market matures and traffic and congestion issues grow, investment in transportation infrastructure will become more critical. A range of long-term mobility strategies are currently being explored. In the short to midterm timeframe, before major transit infrastructure investments are realized, parking demand is expected to increase (due to increased development activity). This development activity often also has the result of eliminating surface parking. The loss of surface parking can translate to loss of low cost parking options for service workers. Thus a need to develop new surface parking options that are more remote from the downtown core will likely be needed. However, because of the remote nature of these lower cost parking options, an efficient and low cost transportation option such as a shuttle program or downtown circulator will be required. Using parking revenues as one possible funding source for remote parking/shuttle services as well as an enhanced TDM program could be a very practical and strategic use of parking system revenues.

Scenario #5 – Temporary Parking Lots

- ◆ Work with the City to authorize a special CCDC temporary parking lot exemption from normal parking lot development standards. CCDC will still provide the basic improvements related to patron safety (lighting, etc.) however improvements such as lot screening, paving, drainage, landscaping, etc. will be waived for temporary parking lot uses that are not expected to exceed 2 years in duration.



Scenario #6 – Create a District Management Model to back-fill the potential loss of services/revenues created by the sunset of the TIF District partially supported by parking system revenues.

This option was briefly touched on under the “Create a Parking Benefit District” recommendation earlier, however parking benefit districts are typically restricted to on-street meter revenues. This alternative would involve the creation of some form of Special Improvement District. (PBIDs/SIDs/LIDs)

- ◆ Property-Based Improvement District (PBID)
 - A PBID is a quasi-governmental entity utilized to foster the growth of commercial business districts. As a financing mechanism, PBIDs are used to provide revenue for a variety of local improvements and services that enhance, not replace, existing municipal services. The PBID is self-imposed and self-governed and must be supported by private sector businesses and property owners to be established. There are currently 200+ PBIDs across California and more than 1,500 across the United States. In California, PBIDs are created pursuant to the “Property and Business Improvement District Law of 1994” as amended. The number of PBIDs in existence across California, the US, and the world, indicate their effectiveness and importance to the health of commercial business districts. Once established, PBIDs have a 95%+ renewal rate. PBIDs have a track record of success for reasons including:
 - 1) They are flexible in what they can pay for and do. Unlike some special district funding tools that can only pay, for example, for maintenance or infrastructure, PBIDs can fund a wide range of services as well as subsidize management, staff and operational. Additionally, different levels of services within a PBID can be delivered by creating “geographic benefit zones.” This allows one overarching district to provide different levels of service in a coordinated way for a larger area.
 - 2) They are a reliable source of revenue that can leverage other resources. Once established, PBIDs provide a guaranteed revenue stream each year, allowing for future planning and the ability to utilize dependable funds to leverage loans, grants, etc.
 - 3) The costs of a PBID relate directly to its benefits, making it inherently fair. Assessments are based on characteristics of the properties and are devised to align with the services being delivered. The PBID law requires that the assessment to any individual property be tied directly to the benefits being received, and that a return on investment be demonstrated. Additionally, participation isn’t just limited to commercial property owners – all classes of property within a PBID must participate, including commercial, government, residential, non-profits and mixed-use.

- ◆ Community Development Corporation (CDC)
 - CDC’s are not-for-profit entities that allow multiple investors to participate in both the physical and economic development of an area. Because they are stand-alone non-profits created for a community-serving purpose that acquire resources from a broad range of sources, they are highly flexible in how they are used. Their varied benefits include:
 - 1) 1) Their 501c3 status. Having 501c3 status means that revenue can be brought in from a wide variety of sources. The public can easily contribute funds to a 501c3, and grant dollars are easier to access. Additionally, private sector donations (either from investors or community entities like banks) are easier to acquire as the contribution brings with it a tax deduction for the contributor.
 - 2) 2) They are community-based. They bring together the public and private sectors to achieve common-goals that each could not achieve acting alone.
 - 3) 3) They leverage a diversity of funds. General funds, grants, fees, private investment, banks, donations, etc. can all be leveraged for the same purpose.
 - 4) 4) They are extremely flexible. They are non-governmental and therefore can fund diverse projects. There are very few limitations on what they can do. A CDC is a great tool for collecting revenues from a variety of sources. A CDC can also be used as a way to bring together funding dedicated to a specific area and collectively manage them for a unified purpose. The CDC is a potential tool to help link a PBID, IFD and Parking District – and leverage these dollars – for downtown Boise.
 - The CDC is another strong funding collection tool that can be helpful in tackling tough-to-address development challenges, can spur economic development, and can unite the public and private sectors.
- ◆ Local Improvement Districts (LIDs). In this mechanism, you would determine what properties would benefit by the construction of a garage and assess the cost to those who are benefitted. The Agency could subsidize the project to some level 30-50-60%, with the balance being paid by the benefitted properties. This might close the gap between actual cost and cost supported by fees. This approach could align the limited money with more garages as the property owners get money in the game. You might be able to condo the facility with each floor being a condo unit, assessing certain private floors to the private property owners along with a share of the common area and land costs. Pooled resources will go a lot further than Agency handouts. This option is legal in Idaho and might be the most straightforward for the number and dispersed nature of the facilities that CCDC and the City are now looking at.

Scenario #7 – Evaluate parking asset privatization/monetization as a potential downtown development or transit system funding strategy.

- ◆ While not a top recommendation, the option to leverage parking facilities through a “monetization” strategy involving a long-term leasing of CCDC’s debt-free facilities in exchange for a fairly large upfront payment, is an option being used on a limited basis across the US. The most famous (or infamous) example was the monetization of the Chicago parking system. This deal was largely criticized for a number of reasons. A more successful use of this approach was implemented at the Ohio State University campus in 2012.

Scenario #8 - Assign a dedicated percentage of parking system net revenues to support transportation initiatives

- ◆ If a new program to develop a comprehensive Transportation Demand Management program is established elsewhere in the community (under the City, as a new TMA, etc.) CCDC could and should be an active partner and participate in this new initiative. Dedicating a percentage of net parking revenues to support demand management programs would be in the best interest of all parties. CCDC can also play an important role through the setting of parking rates, offering preferential parking for carpool, vanpool and alt fuel vehicles, and other more traditional TDM strategies.

Scenario #9 – Institute a Parking Tax.

- ◆ Many communities across the country have parking taxes. In some communities, the tax is applied on a per stall basis and in others it is essentially a sales tax added to the value of any parking transaction. Parking taxes are typically used to support larger transportation infrastructure investments. An excellent summary of parking taxes with examples from various communities can be found at http://www.vtppi.org/parking_tax.pdf.
- ◆ Potentially all private parking garages and lots could be taxed with the money going toward public garage construction or TDM initiatives. To incentivize participation in TDM initiatives large businesses that actively participate in Transportation Demand Management programs could potentially earn credits (rebates) on their taxes as a tool to encourage participation.

Scenario #10 - Create a Parking Urban Renewal District (URD)

- ◆ The creation of a new URD would need to be of sufficient size to provide space for private (i.e. taxable) development to produce revenue allocation proceeds (TIF) to pay off construction costs. How much goes to each type of public investment (parking, streets, utilities etc.) would be a policy discussion by the CCDC Board and City Council (see specific example from Jerome, ID). Sufficient amenities would be required to attract the private investment into the new district so that TIF would be generated to pay for parking structures. While the concept has merit it would need to be tailored to a specific development proposal rather than being a speculative action.

➔ **Section 7:
Appendices and
Additional Resources**



Appendices/Parking Management Tool-Kit

The following report appendices/parking management tool-kit contains a variety of resource materials that will support report recommendations and provide general planning resources. These materials are arranged in the following general categories:

Appendix A – Active Transportation

- ◆ Document A1 – Arlington County Capital Bikeshare TDP FY 2013-2018
- ◆ Document A2 – US Bike Sharing Guide
- ◆ Document A3 – ITDP The Bike-share Planning Guide
- ◆ Document A4 – Nonmotorized Transportation Pilot Program

Appendix B – Parking Enforcement

- ◆ Document B1 – Parking Enforcement Audit Checklist
- ◆ Document B2 – Sample Parking Enforcement Operations Manual

Appendix C – Autonomous Vehicles

- ◆ Document C1 – RAND Autonomous Vehicle Technology - A Guide for Policymakers

Appendix D – Car Sharing

- ◆ Document D1 – TCRP Car-sharing - Where and How It Succeeds
- ◆ Document D2 – Carsharing White Paper
- ◆ Document D3 – City-Carshare Best Practices
- ◆ Document D4 – Denver Car Share Program 2013 - 2014 Assessment

Appendix E – Customer Education

- ◆ Folder E1 – Parking Annual Report Examples
- ◆ Folder E2 – Parking Radio Ad Examples
- ◆ Folder E3 – Customer Education Bulletins

Appendix F – Economic Development

- ◆ Document F1 – Parking as an Economic Development Strategy White Paper
- ◆ Document F2 – ULI Article - Parking as a Catalyst

Appendix G – Emergency Preparedness

- ◆ Document G1 – Emergency Preparedness Report
- ◆ Document G2 – IPI Emergency Preparedness Manual 2015
- ◆ Document G3 – Security and Emergency Management

Appendix H – Parking and Transportation Benefit Districts

- ◆ Folder H1 – City of Houston Parking Benefit District Files
- ◆ Folder H2 – City of Pasadena Parking Benefit District Files
- ◆ Document H1 – Parking 101 - City of Boulder
- ◆ Document H2 – Pacific Beach Community Parking District Proposal
- ◆ Document H3 – Shoup on Parking Districts
- ◆ Document H4 – ULI LA Study on Parking Benefits District for New Orleans
- ◆ Document H5 – Transportation Benefit District Fact Sheet

Appendix I – Parking In-Lieu-Fees

- ◆ Document I1 – Ann Arbor - CIL Policy
- ◆ Document I2 – Parking White Paper Parking In-Lieu Fees

Appendix J – Safety and Security

- ◆ Document J1 – Parking Facility Security White Paper
- ◆ Document J2 – CCDC Garage Pedestrian Safety Report

Appendix K – Parking Management Best Practices

- ◆ Document K1 – Parking Management and Design Best Practices
- ◆ Document K2 – 20 Characteristics of Effective Parking White Paper
- ◆ Document K3 – Parking System Organizational Options

Appendix L – Transportation Demand Management (TDM)

- ◆ Document L1 – WSU Comprehensive Transportation Plan
- ◆ Document L2 – TDM Strategy Paper
- ◆ Document L3 – Examining the Rise of Technology- Enabled Transportation Services
- ◆ Document L4 – Waterloo TDM Checklist
- ◆ Document L5 – The Last Mile - Providing Information Presentation

Appendix M – Urban Mobility Planning

- ◆ Document M1 – Principles for Transport in Urban Life ITDP
- ◆ Document M2 – Guidelines - Sustainable Urban Mobility Plan

Appendix N – Zoning

- ◆ Document N1 – Parking Requirements Reform White Paper
- ◆ Document N2 – TDM Supportive Guidelines for Development Approvals

Appendix O – Planning

- ◆ Document O1 – Boise Parking Supply/Demand Update 2015

Appendix P – Sustainability

- ◆ Document P1 – Parking Going Green



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FRIDAY UPDATE

FEBRUARY 5, 2016

TO: John Hale, Chairman, CCDC Board Executive Committee
FM: John Brunelle, Executive Director
RE: CCDC Operations Report – January 2016

GROUNDBREAKING DOUBLEHEADER – The Agency dug right into 2016, and we have no plans to slow down. Many plans are coming to fruition, such as The Fowler and Hyatt Place shown below. Other projects are moving closer and closer to construction, and they are among the dozens of Agency endeavors reported on the following pages.



LOOKING AHEAD – The coming months will include even more community celebrations in the CCDC districts, including groundbreakings, ribbon cuttings, and grand openings. Large scale features like City Center Plaza will be complemented by smaller-scale – but important – projects such as the completion of the Pioneer Pathway. While these concepts become reality, there are even more ideas and promising plans in the pipeline. Read through the following report and I believe you will feel the excitement at CCDC. During this period of rapid, sustained growth we remain relentless in our quest to create the most livable urban renewal districts in the nation.

Development Team: Todd Bunderson, Doug Woodruff, Shellan Rodriguez, Karl Woods, Matt Edmond, Laura Williams & Jay Story

617 S. Ash St. (Erma Hayman House) - CCDC provided a letter of support to P.I. for a \$30,000 grant application to renovate and operate the Haymen House. Staff continues to meet with representatives from Preservation Idaho and the City of Boise to determine the most effective way to honor the history and preserve the structure.

Broad Street Improvements - CCDC issued an RFP for CMGC services on December 8, 2015. RFP proposals were submitted on January 7, 2016. An RFP for design professional services was issued on January 4, 2016. RFP proposals were submitted on January 14, 2016. CMGC and Design Professional teams have been evaluated and selections have been made. Staff will be seeking approval of selections at the Board Meeting on February 8th.

"The Fowler" Local Construct Project - 5th & Broad - The developer held a January 27th groundbreaking event that was well attended and CCDC support was highly regarded and recognized. CCDC staff will be reviewing construction drawings and specifications throughout the coming months. Additional 3rd party consultants may be called upon to assist with specifications and oversight, this is TBD.

RMH Company DDA - 620 S 9th St - The Afton - The development is moving forward and the developer is working through the soil remediation. Costs are higher than expected. The developer asked CCDC to consider additional assistance and has requested a meeting with CCDC leadership on the subject.

Update of Streetscape Standards & Specifications Manual - In order to reduce redundancy and confusion, improve flexibility in applying and updating adopted standards, and to allow CCDC to focus on its core mission of promoting downtown development, CCDC is in the process of transferring downtown streetscape standards to Boise City Planning & Development Services. CCDC first developed standards and specifications for streetscapes in the Central District in 1986, and expanded these standards with the subsequent adoption and update of the River Myrtle – Old Boise and Westside Downtown districts. These standards have been occasionally updated as attachments to adopted urban renewal plans, as recently as 2007. During this time, CCDC assumed a quasi-regulatory role as the keeper of the standards.

CCDC recently completed an effort to update the existing streetscape standards. This update included emerging best practices for storm water and urban forestry management, updated furnishing standards, and streetscape standards and specifications for the 30th Street District. As part of the update effort, CCDC and City of Boise staff determined that the standards should be appended to the Boise Downtown Design Standards and Guidelines (<http://pds.cityofboise.org/media/215767/downtownguidelines.pdf>) rather than as attachments to the urban renewal plans, which in turn have to be adopted by reference into Blueprint Boise via comprehensive plan amendment. This will ensure these standards have flexibility to consider unique development considerations when a better approach has been identified.

This strategy will make it clear that these regulatory streetscape standards are the City of Boise's standards and that financial assistance may be available from CCDC to assist in implementing these standards.

The following steps will achieve this result.

- 1) CCDC Board recommends new Streetscape Standards to the Boise City Council, November 2015 [COMPLETE]
- 2) Boise Design Review Committee recommends adoption of new Streetscape Standards, January 13, 2016 [COMPLETE]
- 3) Boise Planning & Zoning Commission recommends adoption of new Streetscape Standards, February 1, 2016 [SCHEDULED]
- 4) Boise City Council approves new Streetscape Standards and removes old streetscape standards from Blueprint Boise, March/April 2016 [DATE TBD]
- 5) CCDC removes old streetscape from four urban renewal plans, May 2016 [DATE TBD]

CCDC Leads EPA Grant Efforts - Matt Edmond at CCDC led an effort with the help of the City of Boise and the Idaho DEQ to submit for an Environmental Protection Agency Brownfields grant. If this grant application is successful, this would allow CCDC to proactively use grant funds for predevelopment environmental studies on sites throughout the West End.

Front & Myrtle Redesign - Boise Elevated has developed a problem statement with broad support from the business community, and a draft RFP is out to Boise Planning staff and Boise Elevated for review and comment. Once there is reasonable agreement, CCDC will put out the RFP for a consultant to conduct analysis.

Hotel on Capitol: Pennbridge Lodging - Environmental remediation is complete, utilities have been buried, an alleyway dedicated to ACHD and progress on obtaining foundation permits has been made. Contractor is mobilizing and project is on schedule.

Inn at 500 - Foundation and footing permits are in place, with shell and core to follow in the coming months. The project is on schedule and Obie Development has announced they've hired an experienced General Manager for The Inn at 500.

Environmental Brownfields Completed On 6.5 acre City Property - The Brownfields assessment on the City's 6.5 acre parcel within the West End have been completed, and the final risk assessment indicates no use restrictions on the property. This is a positive outcome which allows the property to be developed in a number of different ways, and importantly, doesn't impose any restrictions on residential housing being developed on the property.

Historical Museum Streetscapes - Museum expansion/renovation is expected to break ground May 2016 and be complete August 2017. Final agreement (est. \$150,000) is tentatively on the February board meeting consent agenda. Agreement will be on February 8th board agenda provided CCDC can work out language with DPW/Idaho AG.

George's Cycle - Board approved this project as a T1 Streetscape Grant for approximately \$140,000 in January. Staff expects a request for payment in the coming months.

Idaho Statesman Highlights Activities in the West End - Several articles regarding the West End were published in the Idaho Statesman during the month of January. The first article highlighted activities that are under way to include a brewery that is under construction, several properties that have recently been sold, and the City property that is currently under an exchange agreement with LocalConstruct. The second article discussed the completion of the environmental cleanup at Esther Simplot Park, which is slated to open mid-summer 2016.

Julia Davis Park 5th Street Entrance - Parks Commission approved the path concept in November and the consultant submitted the DR application in December. The consultant is also working out design details of the Myrtle St intersection with ITD. Construction will be scheduled to coordinate with geothermal line extension, beginning April/May 2016. Compass collected data in December at the gate behind IHFA that indicates approximately 100 crossings into/from Julia Davis Park daily; suggesting strong demand for this pathway connection. This connection is essential to meeting warrants for a signalized crossing of Myrtle at 5th.

Parcel B Redevelopment - On January 21st the District Board approved an amended agreement with Gardner Company allowing the purchase and sale to proceed but removed the requirement to construct a hotel. CCDC and Gardner Company have discussed redesigns of the site/building plan which will continue after closing of the land sale.

PP3: JUMP!/Simplot HQ - Developer is revising some streetscape plans on Front St, which includes a pullout. Final agreement (est. \$875,000) tentatively scheduled on the March board meeting consent agenda.

SS: Fulton Street Concept Plan - City of Boise has requested that the Fulton Streetscape efforts be postponed to allow a higher level planning effort of the overall area. The boundaries of the Cultural District are currently being reworked; the Royal Blvd. extension is eminent; a pedestrian and bike corridor are being considered for 8th Street; The Afton construction is underway and master planning efforts for The Library! continue. CCDC has coordinated with City of Boise and has solicited proposals for the requested higher level planning effort of the overall area. Proposals have been submitted to CCDC for review. Contract has been issued to LOCI/JBA/QCI for the planning effort. Design team performed initial stakeholder charrette on January 21 and 22. Alternatives will be refined and presented to a larger stakeholder group in early March.

The One Nineteen - Board approved a T1 Streetscape Grant for approximately \$150,000 in streetscape improvements for this development in January. Staff expects a request for payment later this spring.

SS: Broad Street (Capitol/2nd) - Agency staff have been working closely with City of Boise and ACHD to vet initial concept designs. City of Boise is preparing a Letter of Intent to maintain the storm water infrastructure to satisfy ACHD's requests. CMGC and Design Professional teams have been evaluated and selections have been made. Staff will be seeking approval of

selections at the Board Meeting on February 8th. In the meantime, CMGC and Design Professional teams will work collaboratively to complete project.

CC Anderson Building Redevelopment - The CCDC Board has approved terms of a T3 Participation Agreement and the agreements have all been executed. Athlos Academies has closed on the purchase of the property and work on the building is now underway. In cooperation with the City of Boise, Athlos Academies received approval of a Tax Reimbursement Incentive award through the Idaho Department of Commerce which will incentivize the company expansion adding 50 new employees with an average wage of \$50,000 and investing an estimated \$10 million into redevelopment of the building with CCDC providing the local match of \$750,000 toward this creative adaptive reuse in the Westside District.

2.5 acre city parcel - Staff has met with the City of Boise and developers regarding proposals for affordable housing on this property. No formal requests for CCDC participation have been received but staff aims to review and entertain any requests.

Italian café and retail shop- historic home reuse - Staff is meeting with the owner to discuss possible assistance with public utility upgrades. Staff expects a T1 Application to be submitted in the near future.

Pioneer Corridor Phase 3 Construction - Curbing, pavers, and lights are installed and the pathway is open to traffic. We are still awaiting delivery of benches (mid-February), installation of bollards and trash cans (on hand) and connection of lighting to power (relying on adjacent development for this). Substantial complete is scheduled for February 15.

The Hyatt Place - The project's final T2 scoring is still to be determined but due to the developer's schedule, staff is working with the development team to finalize an agreement for CCDC board approval in March 2016. There was a groundbreaking event on site on Wednesday January 27th with CCDC recognized.

PP4: JPA: Public Works Central Addition Geothermal Expansion - CCDC is in cooperation with Public Works is seeking CMGC services to conduct the geothermal system expansion in unison with the Broad Street GSI and streetscape improvements in summer 2016. CCDC staff will be seeking approval of a CMGC firm to the Board at the February 8th Board Meeting.

RFQ/P 1401/1403 W Idaho St - CCDC Board approved the DDA in January and the document was fully executed on January 12, 2016. Escrow has been opened at Title One. Next critical performance milestone is submission of the developer's evidence of financing no later than mid-April 2016.

SS: Westside Refresh Master Plan - 14th Street streetscape improvements have been pulled from project scope for the year due to property owners that are opposed to the improvements and other circumstances. City of Boise has recently brought on an outside consultant to develop a strategy for maximizing return on investment within the district. CCDC is working with City of Boise to refresh the planning efforts in this area. A draft of the refresh is underway but is not completed yet.

Participation in Housing on COB property (6.5 acres) - CCDC staff receives regular updates from Jay Story and city staff regarding the progress made on this site's redevelopment. Staff also met with the developer to discuss the proposed project and the Participation Policy.

West End SS Standards - Draft streetscape manual sent to Boise PDS in November to consider adding as an attachment to its Downtown Design Guidelines rather than a comp plan amendment. Design Review Committee recommended approval to P&Z on January 13, 2016; P&Z approved on consent on February 1, 2016; City Council hearing and final approval expected late March. Once that occurs, CCDC will go about stripping old streetscape standard attachments from its urban renewal plans. At the request of Boise PDS; CCDC, Boise PDS, and ACHD staffs are discussing whether to add specific planting details with the Main & Fairview Green Street standards.

Public Art - Traffic Box Artwork - City of Boise Arts and History has reissued an RFQ for the Traffic Box Artwork fabrication. Contractor selections to provide fabrication and installation of Traffic Box Artwork were to be made on December 15, 2015. Three contractors will be installing wraps on four boxes, then their work will be evaluated and the remainder of the wraps will be assigned for installation.

Wayfinding Project - Manufacture of prototype wayfinding sign and project manual have been delayed ending Federal Highway Administration ruling on compliance of proposed design and color coding scheme with Chapter 2 of the Manual on Uniform Traffic Control Devices (Community Wayfinding section). ACHD staff notified CCDC of this issue on June 11, 2015. ACHD Deputy Director Wallace is following up with FHWA on this as of January 29, 2016. Sea Reach is working on project manual. The vehicular legend plan has been finalized.

Multi-Purpose Stadium - This project has been an ongoing topic of discussion at the Tri-Agency meeting. The most recent discussion occurred at the meeting of December 2, 2015. With the affirmative decision by the Idaho Supreme Court regarding the expanded convention center financing other opportunities may be pursued for facilities such as this.

Update CCDC Streetscape Manual - Draft streetscape manual sent to Boise PDS in November to consider adding as an attachment to its Downtown Design Guidelines rather than a comp plan amendment. Design Review Committee recommended approval to P&Z on January 13, 2015; P&Z approved on consent on February 1, 2016; City Council hearing and final approval expected late March. Once that occurs, CCDC will go about stripping old streetscape standard attachments from its urban renewal plans. At the request of Boise PDS; CCDC, Boise PDS, and ACHD staffs are discussing whether to add specific planting details with the Main & Fairview Green Street standards.

Due Diligence Extended 60 days for Exchange - The City and LocalConstruct have mutually agreed to extend the due diligence timeframe for the exchange agreement by 60 days from January 12, 2016. This will allow LocalConstruct more time to evaluate their development options, as well as give both parties additional time to negotiate a mutually acceptable development agreement and finish up any other outstanding due diligence items.

Parking & Facilities Team: Max Clark & Ben Houpt

Capitol Terrace Garage – Waterproofing - Project is substantially complete. Punch list items have been completed with the exception of all fasteners in the new coping cap at the top deck due to icy conditions. Those fasteners will be replaced once weather permits. Final completion walkthrough scheduled for February 9, 2016.

Capitol Terrace Parking Expansion - A review of this project is on hold as the owner of the Capitol Terrace retail building is considering the sale of his property.

Parking Rate Examination - With the implementation of the new rates January 1st we lost 14 customers, who were quickly replaced from the wait list. Further rate adjustments will be analyzed after the Parking Strategic Plan has been adopted. It is expected that demand based, tiered rates will be implemented as part of the 2017 budget.

Rebranding Parking System - ParkBOI has been approved as the brand for the on and off street parking systems. Mock ups of various signs for the garages have been created and tentatively approved. Staff needs to review brand taglines and key messaging, as well as the initial "brandbook".

Finance Team: Ross Borden, Mary Watson, Joey Chen, Kevin Martin & Peggy Breski

First Quarter FY 2016 Financial Report - The financial report for the Agency's 1st Quarter FY 2016 was presented to the Executive Committee on February 4 and is included as a Consent Agenda item on the Board's regular February meeting Agenda. The report shows Revenues and Expenditures to be on-track and consistent with expectations. Since property tax revenues are received in January and July and debt service payments are made in March (interest only) and September (principal and interest), the Actual-to-Budget percentages of those categories will come to life in the 2nd and 4th Quarters.

GBAD Expansion (Centre Building) Conduit Financing - As presented to the Board at its January meeting, the Agency and Greater Boise Auditorium District along with a financial advisor and attorneys (Financing Team) continue to work on a plan for CCDC to act as conduit financier for GBAD's \$24 million expansion into the Centre building portion of Gardner Company's City Center Plaza development adjacent to the Grove Plaza. The Financing Team had been working with Wells Fargo Bank since the fall of 2014 when that bank's financing plan was selected based on a Request for Proposals. Progress was interrupted for a year while the District's annual appropriation-dependent lease agreement was litigated twice at the District Court level then finally decided in GBAD's favor by the Idaho Supreme Court in October 2015. In December 2015 Wells Fargo determined that it would be willing to finance only 65% of the required amount. The Financing Team then moved on to the second of the two RFP respondents, US Bank. While the Wells Fargo financing was proposed to be a private placement, US Bank proposed a public bond sale (capital markets underwriting transaction) in which a Lease Revenue Bond would be underwritten by US Bank and sold to investors. 100% of the project would be financed with a fixed interest rate over the 20 year bond term. A public bond sale requires preparation of an Official Statement for the sale of the Lease Revenue

Bonds. It also requires obtaining a bond rating. The decision was made to pursue a rating from Standard & Poor's rating agency. The Financing Team and US Bank are operating under a preliminary timeline in which a rating would be obtained the end of February, CCDC would publish a Notice of Sale by mid-March, the bonds would be priced and interest rate locked by the end of March, and the transaction closed and bond proceeds delivered by the end of April. A public bond sale, being more complex and technical, is costlier than a private placement. Those additional costs are currently under review.

CCDC is not involved in financing the other phases of the District's expansion which include the elevated concourse connecting the existing convention center with the Centre building via interposed CenturyLink Arena, and renovations to the existing convention center facility.

COMPETITIVE BIDDING and QUALIFICATION-BASED SELECTIONS

Broad Street – LIV District Public Infrastructure Improvement Project

Construction Manager / General Contractor (GM/GC) services

Request for Qualifications Issued: December 8
Pre-Proposal Meeting: December 15
Submissions Due: January 7
Interviews: January 25
Board Selection: February 8 (tentative)

Status: If selection made, contracting process for Construction Management services to begin immediately.

Broad Street – LIV District Public Infrastructure Improvement Project

Professional Design Services

Request for Proposals Issued: January 4 to three pre-approved firms.
Submissions Due: January 14
Board Selection: February 8 (tentative)

Status: If selection made, Task Order process for design services to begin immediately.

Pioneer Pathway, Phase 3 of 3 (River Street to Greenbelt)

Invitation to Bid Issued: August 24
Bids Opened: September 10
Board Awards Contract: September 23
Contract Awarded to: Pusher Construction, Inc.
Bid Amount: \$595,600.

Status: Substantial Completion anticipated by February 15. With only four change orders to date, this project is slated to reach Final Completion under bid by \$1,205.

OTHER CONTRACTS ACTIVITY

The Grove Plaza: Amendment with Fund Raisers Ltd. to integrate the “Brick by Brick School Fundraising Program” into the Professional Services Agreement. This Amendment is meant to enhance the current brick sales campaign by allowing school and youth groups to sell bricks, increasing brick sales and providing fundraising efforts for their respective tax-exempt programs.

The Grove Plaza – Patio Licensing: License Agreement with Gardner Plaza LLC for sidewalk space along the north spoke of the Grove Plaza to allow tenants of the Clearwater Building to utilize certain patio space. Each tenant will execute a separate Patio License Agreement as needed, similar to the Agency’s 8th Street Patio License Agreements.

The Grove Plaza – Operations and Maintenance: Finalized a new Operations and Maintenance Agreement with the Greater Boise Auditorium District for limited maintenance services before and after Grove Plaza renovations.

The Grove Plaza Renovation Project:

- Assist with materials selections, planning, site meeting, provide resources to CSHQA.
- Vendor Marketing List for the Brick by Brick Program.

8th Street Restriping: Agreement with Pavement Specialties of Idaho to repaint/re-stripe 8th Street from Main to Bannock streets to enhance vehicular and pedestrian safety and aesthetics.

Marriot Residence Inn: License Agreement allowing Big-D Construction to install 3 cameras on the rooftop/edge of the Myrtle Street Garage to record progress of the construction of the Marriot Residence Inn on the northeast corner of Capitol Boulevard and Myrtle Street.

DPPS Security Contract: A one-year Professional Services Contract with Securitas Security Services and allowing for four one-year extensions.

Downtown Public Parking System:

- Research on Myrtle Garage Bond restrictions.
- Research and development of imagery used to conduct two parking studies on two downtown parcels.
- Parking Management Plan research.
- Legal Notice for the Board to consider changes to the Parking Management Plan.

Streetscape Reimbursement: Contract development and negotiations with State of Idaho Division of Public Works to finalize the T4 Participation Agreement reimbursement for streetscapes constructed at the State Historical Museum on Capitol Boulevard.

Participation Agreements: Legal contract review and editing of T1 Participation Agreements reimbursements for streetscape constructed at George’s Cycles & Fitness and 119 Boise LLC (a.k.a. The One Nineteen – a residential condominium development currently under construction adjacent to the Owyhee).

GovDeals.com Public Auction Site: Contract development to utilize GovDeals.com to process some of the Agency’s surplus property. GovDeals.com is a free service and well-known and used by many local public entities.

Records Project: Contract amendment with Pam Sheldon to continue the Agency's records management program in January, then in-house transition of the records management role to Contracts Specialist Peggy Breski.

Notary Public: With Pam Sheldon's retirement, Celine Acord's transition to new employment at the City of Boise, and Deah LaFollette's maternity leave through February, the Agency had the need for an in-house Notary Public. Contract Specialist Peggy Breski is now a Notary Public and is available to provide notary services.