

CAPITAL CITY DEVELOPMENT CORPORATION
Board of Commissioners Meeting
Conference Room, Fifth Floor, 121 N. 9th Street
August 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 – July 2016

B. Minutes and Reports

1. Approval of Meeting Minutes from July 18, 2016

C. Other

1. Designation of Board Secretary Pro Tem

2. Approval of Resolution #1456 approving the Recordation of the property boundary adjustment for 647 S. Ash Street, a vacant parcel owned by CCDC. *(Presented to the Board 6/13/2016)*

3. Approval of Resolution #1457 adopting updated Parking Structure Design Guidelines. *(Presented to the Board 7/18/2016)*

IV. **ACTION ITEMS**

- 12:05 A. CONSIDER: Designation of City Hall Plaza Renovation as a Type 4 Project (10 minutes)
.....Doug Woodruff/Rob Bousfield
- 12:15 B. CONSIDER: Proposed FY 2016 Amended Budget (10 minutes).....Ross Borden
- 12:25 C. CONSIDER: Proposed FY 2017 Original Budget (10 minutes)Ross Borden
- 12:35 D. CONSIDER: Proposed FY 2017-2021 Capital Improvement Plan (10 minutes)....Todd Bunderson

V. **INFORMATION/DISCUSSION ITEMS**

- 12:45 A. Operations Report (5 minutes).....John Brunelle
- 12:50 B. Front & Myrtle Alternatives Analysis (5 minutes).....Matt Edmond
- 12:55 C. Alley Placemaking (10 minutes).....Matt Edmond

VI. **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 07/01/2016 through 07/31/2016**

Board Officer Review

Payee	Description	ACH Date	Amount
ABM/AMPCO Parking:			
Monthly Parkers ACH	Payments from Monthly Parkers	7/12/2016	(9,472.00)
ABM/AMPCO	Parking Operations & Admin Exp - April 16	7/28/2016	144,584.65
	Total Parking		<u>135,112.65</u>
Payroll:			
EFTPS - IRS	Federal Payroll Taxes	7/6/2016	12,877.40
Idaho State Tax Commission	State Payroll Taxes	7/6/2016	2,273.00
CCDC Employees	Direct Deposits Net Pay	7/6/2016	33,670.36
PERSI	Retirement Payment	7/6/2016	12,261.49
SUTA	Unemployment Taxes - 4th Quarter	7/6/2016	2,068.86
EFTPS - IRS	Federal Payroll Taxes	7/20/2016	11,827.72
Idaho State Tax Commission	State Payroll Taxes	7/20/2016	2,139.00
CCDC Employees	Direct Deposits Net Pay	7/20/2016	29,690.54
PERSI	Retirement Payment	7/20/2016	11,486.78
	Total Payroll		<u>118,295.15</u>
Other:			
Idaho Power (autopayment)	June electricity bills - AutoPay	7/18/2016	138.98
Boise City Utility Bills (autopayment)	July Utilities - AutoPay	7/26/2016	450.63
Valley Regional Transit	MMC Expense	Multi	53,355.54
US Bank Credit Cards	Credit Cards	7/5/2016	2,518.67
Paid Invoice's	Other Paid Invoice's	July 2016	591,149.22
Total Paid Invoices	Total Checks and Electronic payments		<u>647,613.04</u>
Grand Totals	Total Payments		<u><u>\$ 901,020.84</u></u>



Reviewed by:
Finance Director
[Signature]

Date:
8/4/2016

Reviewed by:
Executive Director

[Signature]
Date:
8/4/16

Reviewed by:
Board Member

[Signature]
Date:
8/4/16

Report Criteria:
Summary report type printed

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
1139	American Cleaning Service	51170	Trailhead Cleaning - 12 Mo	07/01/2016	892.10	61989	07/27/2016
Total 1139:					892.10		
3838	American Fire Protection L	8074	Annual inspection 2016	06/22/2016	5,087.00	61961	07/13/2016
		8273	Monthly pump inspection &	05/31/2016	185.00	61961	07/13/2016
		8285	Repairs to Leaking Sprinkl	06/24/2016	1,717.04	61961	07/13/2016
Total 3838:					6,989.04		
1196	APS Healthcare	SOINV-0006	Employee Assistance	07/01/2016	2,000.00	61990	07/27/2016
Total 1196:					2,000.00		
3559	Aurora Technical Consultin	2346	Cloud storage	07/04/2016	320.40	61962	07/13/2016
Total 3559:					320.40		
1316	Blue Cross of Idaho	1615800036	Health Insurance - JULY 2	07/01/2016	17,483.22	61955	07/01/2016
Total 1316:					17,483.22		
1346	Boise City Arts	#1	Quotes for LIV/Broad Stret	07/06/2016	750.00	61991	07/27/2016
Total 1346:					750.00		
1385	Boise City Utility Billing	0447416001	848 Main St # 0447416001	07/01/2016	5.78	10233	07/26/2016
		0548469002	CD 107 S 9th-Trash servic	07/01/2016	444.85	10233	07/26/2016
Total 1385:					450.63		
1418	Boise Metro Chamber of C	5766970	Mayor's State of the City sp	07/08/2016	650.00	61992	07/27/2016
Total 1418:					650.00		
1424	Boise Office Equip - Servic	IN891902	Copier maintenance	07/06/2016	308.00	61963	07/13/2016
Total 1424:					308.00		
3898	Carver Thornton Young (C	16-0701	Fulton Street Art Design	06/30/2016	5,940.00	61964	07/13/2016
Total 3898:					5,940.00		
1556	Caselle Inc.	73354	Contract support - JULY 20	07/01/2016	787.33	61956	07/01/2016
Total 1556:					787.33		
3972	CMYK Grafix	14334	6' x 12' Signs for Grove Pla	07/06/2016	2,607.00	61993	07/27/2016
Total 3972:					2,607.00		
1643	Community Planning Asso	Q4 MEMBER	FY16 4th qtr Membership	07/01/2016	2,110.00	61965	07/13/2016

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
Total 1643:					2,110.00		
3947	Crane Alarm Service	11681	Service Call at Hampton In	06/16/2016	925.00	61966	07/13/2016
Total 3947:					925.00		
1703	CSHQA	28479-2	Final Design, Construction	06/30/2016	.60	61967	07/13/2016
		28741	5th Street Julia Davis Park	06/30/2016	6,272.25	61994	07/27/2016
		28747	Final Design, Construction	06/30/2016	21,616.20	61967	07/13/2016
Total 1703:					27,889.05		
3973	David McDonald	CHECK 6457	Refund of check not meant	06/06/2016	30.00	61968	07/13/2016
Total 3973:					30.00		
1787	Downtown Boise Associati	7998	8th St Clean Team	06/30/2016	546.00	61969	07/13/2016
		7999	CD Clean Team	06/30/2016	4,387.26	61969	07/13/2016
Total 1787:					4,933.26		
1898	Fiberpipe	1817-17314	Email, Audio, & Domain	07/01/2016	64.90	61970	07/13/2016
Total 1898:					64.90		
3807	FreedomVoice Systems	2016-070105	Monthly Service	07/01/2016	535.14	61971	07/13/2016
Total 3807:					535.14		
3778	Gingerich Site & Undergro	05578	9th Street, Myrtle to Lee St.	06/27/2016	1,162.50	61983	07/13/2016
		05579	FY15 Watercooler/14th Str	06/27/2016	450.00	61983	07/13/2016
		96001	9th Street, Myrtle to Lee St.	06/30/2016	1,162.50	61983	07/13/2016
Total 3778:					2,775.00		
3931	Gjording Fouser	16107	Legal Services for Constru	06/30/2016	333.00	61972	07/13/2016
Total 3931:					333.00		
3832	Glancey Rockwell & Associ	15211	CCDC Garage and Lobby	06/30/2016	1,054.50	61984	07/13/2016
Total 3832:					1,054.50		
2165	Idaho Power	2200406607	9th St outlets #220040660	06/30/2016	3.54	10232	07/18/2016
		2200910368	617 S Ash #2200910368	06/30/2016	11.78	10232	07/18/2016
		2201627995	9th & State # 2201627995	06/30/2016	3.54	10232	07/18/2016
		2202934903	8th St lights #2202934903	06/30/2016	49.38	10232	07/18/2016
		2205983212	Grove Vault #2205983212	06/30/2016	70.74	10232	07/18/2016
		SERVICE RE	Alley between Main & Idah	07/13/2016	2,660.00	61985	07/13/2016
Total 2165:					2,798.98		
3900	Idaho Records Manageme	0115481	Records Storage	07/01/2016	80.04	61995	07/27/2016
Total 3900:					80.04		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
2186	Idaho Statesman	263244 JUN	Legal Notices	06/30/2016	37.48	61973	07/13/2016
Total 2186:					37.48		
2240	Intermountain Gas Compa	6948213000	617 Ash St #69482130007	06/22/2016	11.57	61974	07/13/2016
Total 2240:					11.57		
2252	International Downtown As	87776	Member dues	07/01/2016	1,180.00	61975	07/13/2016
Total 2252:					1,180.00		
3966	Involta	0018867	Website Hosting Services	06/30/2016	877.50	61976	07/13/2016
Total 3966:					877.50		
2288	Jensen Belts	1561-4	8th Street Corridor Master	06/21/2016	7,786.00	61977	07/13/2016
		1603-5	2016 LIV District Public Infr	06/30/2016	23,657.97	61996	07/27/2016
Total 2288:					31,443.97		
3913	Kimley-Horn and Associate	191934001-0	Strategic Parking Plan	06/30/2016	1,653.00	61997	07/27/2016
		191934008-0	On-Off Street Parking Coor	06/01/2016	4,950.53	61978	07/13/2016
		191934008-0	On-Off Street Parking Coor	06/01/2016	2,484.47	61978	07/13/2016
		191934010-0	Parcel B Garage Study	06/30/2016	2,025.00	61997	07/27/2016
Total 3913:					11,113.00		
3950	McAlvain Construction Inc.	115013-09	Grove Construction	06/30/2016	384,848.83	61998	07/27/2016
Total 3950:					384,848.83		
2774	Pro Care Landscape Mana	8788	617 Ash Street Lawn	06/23/2016	213.00	61986	07/13/2016
		8789	621 & 647 Ash Street	06/23/2016	99.00	61986	07/13/2016
		8790	8th Street Corridor	06/23/2016	331.00	61986	07/13/2016
		8791	9th and Grove Plaza	06/23/2016	274.19	61986	07/13/2016
		8792	Pioneer Street Green	06/23/2016	480.00	61986	07/13/2016
		8793	Plumb St Property	06/23/2016	40.00	61986	07/13/2016
Total 2774:					1,437.19		
3896	Rim View LLC	JULY 2016	Monthly Rent and NNN - Tr	07/01/2016	12,085.02	61957	07/01/2016
Total 3896:					12,085.02		
2888	Roper Investments	JUNE 2016	Capitol Terrace Condo billi	06/30/2016	5,266.37	61979	07/13/2016
Total 2888:					5,266.37		
3797	Sea Reach Ltd.	BOI-001-10	Wayfinding Contract w/ Am	06/14/2016	13,685.00	61987	07/13/2016
Total 3797:					13,685.00		
3542	Security LLC - Plaza 121	JULY 2016	Office rent - JULY 2016	07/01/2016	9,884.62	61958	07/01/2016
Total 3542:					9,884.62		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
3506	softwareONE	US-PSI-4948		06/21/2016	4,457.82	61980	07/13/2016
Total 3506:					4,457.82		
3815	Synoptek LLC	239438	PARIS Install	06/30/2016	1,125.00	61981	07/13/2016
		239528	Domain Name Renewal	06/30/2016	28.16	61999	07/27/2016
Total 3815:					1,153.16		
3831	The Land Group Inc.	0136041	Pioneer Pathway - Phase 3	03/31/2016	199.60	62000	07/27/2016
		0136537	ALTA Survey for Ash Stree	06/30/2016	1,045.09	61988	07/13/2016
Total 3831:					1,244.69		
3751	The Parking Consultants	201557	5th/Broad Garage (6125)	06/30/2016	4,700.00	61982	07/13/2016
Total 3751:					4,700.00		
3923	Trailhead	1129	R&M INV#1129	06/30/2016	8,333.00	62001	07/27/2016
		1134	Int. Gas - 05/20/16 Statem	06/30/2016	870.58	62001	07/27/2016
		1135	R&M INV#1135 & 1152	06/30/2016	16,666.00	62001	07/27/2016
		SUEZ CREDI	Suez Water Refund	06/30/2016	1,082.47-	62001	07/27/2016
Total 3923:					24,787.11		
3170	Treasure Valley Coffee Inc.	04571680	Water & Cooler Rental	07/12/2016	75.00	62002	07/27/2016
Total 3170:					75.00		
3233	United Heritage	02014-001 J	Disability insurance - July 2	07/01/2016	588.20	61959	07/01/2016
Total 3233:					588.20		
3479	US Bank - Copier Lease	307027524	Copier Contr #500-037566	07/01/2016	421.88	61960	07/01/2016
Total 3479:					421.88		
3266	Valley Regional Transit	18743	Local Capital - May - MMC	05/31/2016	188.34	10230	07/12/2016
		18934	Local Capital - June- MMC	06/30/2016	4,114.73	10231	07/29/2016
		18936	Local match contribution-M	06/30/2016	49,052.47	10231	07/29/2016
Total 3266:					53,355.54		
3365	Westerberg & Associates	187	Legislative Advisement Ser	06/30/2016	2,000.00	62003	07/27/2016
Total 3365:					2,000.00		
3374	Western States Equipment	IN000075555	Bldg 8 generator monthly i	07/08/2016	252.50	62004	07/27/2016
Total 3374:					252.50		
Grand Totals:					647,613.04		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
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Report Criteria:

Summary report type printed

MINUTES OF REGULAR MEETING
BOARD OF COMMISSIONERS
CAPITAL CITY DEVELOPMENT CORPORATION
121 N. 9th St., Conference Room
Boise, ID 83702
June 13, 2016 12:00 p.m.

I. CALL TO ORDER:

Commissioner Zuckerman led the meeting in Chairman Hale's absence. Commissioner Zuckerman convened the meeting with a quorum at 12:03pm.

Present were: Commissioner David Scot Ludwig, Commissioner Dana Zuckerman, Commissioner Pat Shalz, Commissioner Ben Quintana, Commissioner Ryan Woodings, Commissioner Maryanne Jordan, Commissioners Hale, Bieter, and Pearson, were absent.

Agency staff members present were: John Brunelle, Executive Director; Todd Bunderson, Development Director; Ross Borden, Finance Director, Max Clark, Parking and Facilities Director; Mary Watson, Contracts Manager; Kathy Wanner, Contracts Specialist, Shellan Rodriguez, Project Manager; Laura Williams, Project Specialist; Sarah Jones, Administrative Assistant, Deah LaFollette, Executive Assistant. Also present was Agency legal counsel, Matt Parks.

II. AGENDA CHANGES/ADDITIONS:

No changes

III. CONSENT AGENDA:

Commissioner Shalz moved to approve the consent agenda. Commissioner Ludwig seconded the motion. 6 said Aye, 0 said Nay. The motion carried, 6-0.

The consent agenda included:

- A. Expenses
 - 1. Approval of Paid Invoice Report – June 2016
- B. Minutes & Reports
 - 1. Approval of Meeting Minutes from May 9, 2016
 - 2. Approval of Meeting Minutes from June 13, 2016
- C. Other
 - 1. Approval of Resolution 1454 Approving Clairvoyant Brewing Company LLC T1 Participation Agreement (*NTE \$65,000; Board Reviewed 06/13/2016*)

IV. ACTION ITEMS

**A. CONSIDER: Resolution 1453 Environmental Remediation Reimbursement Agreement-
For remediation at 620 S. 9th Street**

Shellan Rodriguez, CCDC Project Manager, gave a report. Mike Hormaechea, RMH Company, answered questions from the Commissioners.

Commissioner Shalz moved to approve Resolution #1453 authorizing staff to finalize the Environmental Remediation Agreement with 620 9th Street LLC. Commissioner Ludwig seconded the motion.

6 said Aye, 0 said Nay. The motion carried 6-0.

**B. CONSIDER: Resolution 1455 T3 Transformative Assistance Participation Agreement
and Purchase & Sale Agreement with BVGC Parcel B, LLC.**

Shellan Rodriguez, CCDC Project Manager, gave a report, Geoff Wardle, Spink Butler Attorney, Tom Ahlquist and Dave Wali, Gardner Company, also gave a report.

Commissioner Shalz moved to adopt Resolution #1455 authorizing the execution of the Type 3 Transformative Assistance Participation Agreement as well as the Purchase and Sale Agreement for the Parcel B Garage Unit, with the amendment to the Purchase and Sale Agreement that CCDC will pay an additional \$400,000 for future proofing, bringing the total purchase price to \$5,400,000. Commissioner Ludwig seconded the motion.

6 said Aye, 0 said Nay. The motion carried, 6-0.

Commissioner Jordan requested an amendment in Section 8 of the agreement. The Anti-Discrimination during Construction must include anti-discrimination designations toward sexual orientation or gender identity.

Commissioners Shalz and Ludwig accepted the amendment.

V. INFORMATION/DISCUSSION ITEMS:

A. Operations Report

John Brunelle, CCDC Executive Director, gave a report.

B. Updated Parking Garage Design Standards

Max Clark, CCDC Parking & Facilities Manager, gave a report.

VI. ADJOURN

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

All said Aye. 6-0

The meeting was adjourned at 1:38pm.

- - - -

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

John Hale, Chair

Pat Shalz, Secretary



AGENDA BILL

Agenda Subject: Board Organization	Date: 8-8-16
Staff Contact: John Brunelle	Attachments: CCDC By Laws Executive Committee Charge
Action Requested: 1) Designation of Secretary Pro Tem	

Fiscal Notes:

No Change

Background:

ART III/Section 5 allows for the Board to appoint a person to serve as Secretary Pro Tem as backup to the officers.

This designation is to replace the former Board Secretary Pro Tem, Deah LaFollette, who is no longer employed with the Agency.

Staff Recommendation:

Recommendation is to appoint Ross Borden, CCDC Finance Director, to serve as Secretary Pro Tem.

Suggested Motion:

I move to appoint Ross Borden, CCDC Finance Director, to serve as Secretary Pro Tem.

RESOLUTION NO. 1243

**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,
REPEALING THE EXISTING BYLAWS OF THE CAPITAL
CITY DEVELOPMENT CORPORATION; ADOPTING THE
AMENDED AND RESTATED BYLAWS 2010 OF THE
CAPITAL CITY DEVELOPMENT CORPORATION WHICH,
AMONG OTHER THINGS, INDICATES HOW CORPORATE
DOCUMENTS ARE TO BE EXECUTED ON BEHALF OF THE
CORPORATION; AUTHORIZING THE CHAIRMAN,
EXECUTIVE DIRECTOR AND SECRETARY TO TAKE ALL
NECESSARY ACTION REQUIRED TO IMPLEMENT THIS
ACTION; AND PROVIDING AN EFFECTIVE DATE.**

THIS RESOLUTION, 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 (the "Law"), a duly created and functioning urban renewal agency for Boise City, Idaho, hereinafter referred to as the "Agency."

WHEREAS, the Agency Board by the adoption of Resolution No. 829 in June 2000, approved and adopted new Bylaws of the Agency Board;

WHEREAS, the Agency Board by the adoption of Resolution No. 1063 in June 2006, approved and adopted Amended and Restated Bylaws of the Agency Board;

WHEREAS, since 2006 three additional amendments were approved by Resolution No. 1151 in July 2008, Resolution No. 1176 in March 2009 and Resolution No. 1183 in June 2009;

WHEREAS, Article V of such Bylaws allows for repeal of existing Bylaws and adoption of new Bylaws by a majority vote of all members of the Board of Commissioners at any regular or special meeting;

WHEREAS, the Board finds it in the best interest of the Agency to adopt the Amended and Restated Bylaws 2010 which incorporates all changes since 2006 and provisions for technical revisions;

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

Section 1: That all previous Bylaws of the Capital City Development Corporation and amendments to such Bylaws are hereby repealed, superseded and replaced by the Amended and Restated Bylaws 2010, dated December 13, 2010, attached to this Resolution as Exhibit A and incorporated herein are hereby adopted.

Section 2: That the Chairman, Executive Director and Secretary of the Agency are hereby authorized to take all required action to implement this resolution and the Bylaws.

Section 3: 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 December 13, 2010.
Signed by the Chairman of the Board of Commissioners, and attested by the Secretary to the Board of Commissioners, on December 13, 2010.


APPROVED:



John S. May, Chairman



David Eberle, Vice Chairperson



Cheryl Larabee, Secretary / Treasurer



John Hale


Chuck Hedemark



Phil Reberger



Patrick Shalz


Alan Shealy

ATTEST:

By 
Cheryl Larabee, Secretary

AMENDED AND RESTATED
BYLAWS
OF
CAPITAL CITY DEVELOPMENT CORPORATION
December 2010

ARTICLE I

Name

The Urban Renewal Agency for the City of Boise as created pursuant to the provisions of the Idaho Urban Renewal Law of 1965 (Chapter 20, Title 50, Idaho Code) shall be known as the "Capital City Development Corporation" (hereinafter "Corporation") but shall also be authorized to use the name "Urban Renewal Agency of Boise City" if and as required.

ARTICLE II

Board of Directors

Section 1. The property, business, powers, and affairs of the Corporation shall be managed and controlled by the Board of Commissioners thereof. The Board of Commissioners is vested with all powers as provided by the Idaho Urban Renewal Law of 1965 (Chapter 20, Title 50, Idaho Code), as the same now exists, or as may be amended hereafter.

Section 2. The Board of Commissioners shall consist of a number of members determined in accordance with the provisions of Section 50-2006, Idaho Code, as the same now exists, or as may be amended hereafter, and as appointed by the Mayor of the City of Boise City with the advice and consent of the Boise City Council.

Section 3. Commissioners shall receive no compensation for their services but shall be entitled to the necessary expenses, including travel expense, incurred in the discharge of their duties.

Section 4. Each Commissioner shall hold office until his or her successor has been appointed and qualified. A certificate of the appointment or reappointment of a Commissioner shall be filed with the City Clerk of the City of Boise, Idaho, and such certificate shall be conclusive evidence of the due and proper appointment of such Commissioner.

Section 5. The qualifications and eligibility of persons to serve on the Board of Commissioners shall be as defined and described in Section 50-2006, Idaho Code, as the same now exists, or may be amended hereafter.

Section 6. The Board of Directors shall hold regular meetings at the Agency offices, 121 North 9th Street, Suite 501, Boise, Idaho, the second Monday of each month at the hour of 12 o'clock (noon). Regular and special meetings shall be held at the above noted location unless legally noticed for a different location provided in accordance with Idaho State Statutes.

Section 7. The Chairman or a majority of the Board of Commissioners has the power to call special meetings of the Board, the object of which shall be submitted to the Board as is appropriate to the circumstances or as otherwise provided by law; the call and object, as well as the disposition thereof, shall be entered upon the minutes of the Secretary. Notice for a special

meeting to deal with an emergency involving injury or damage to persons or property, or the likelihood of such injury or damage or other recognized emergency items, shall be as required by state law.

Section 8. A majority of the members of the Board of Commissioners shall constitute a quorum for the purpose of conducting business and exercising the powers of the Corporation and for all other purposes. Official action may be taken by the Board of Commissioners upon a vote of a majority of the members thereof present at a duly convened regular or special meeting at which a quorum is present. Actions of the Board to elect officers, to adopt or amend the annual budget, to adopt or amend an urban renewal plan, or to hire or remove the Executive Director, require a majority vote of the entire Board.

Section 9. The Board of Commissioners by majority vote may employ an Executive Director, who shall serve as the Chief Executive Officer of the Corporation. The Board of Commissioners or as delegated to the Executive Director serves at the pleasure of the Board and may be removed by a majority vote of the Board. The Executive Director is empowered to employ technical experts, legal counsel, and such other agents and employees, permanent and temporary, as the Corporation may require. The compensation for all said persons so employed shall be determined by the Executive Director in accordance with the adopted Compensation Plan of the Corporation or as approved by the Executive Director as may be delegated by the Board.

Section 10. The Board of Commissioners shall file with the City Clerk, City of Boise, Idaho, on or before March 31 of each year (or such date as may be set by state law), a report of its activities for the preceding calendar year which report shall include a complete financial statement setting forth the Corporation's assets, liabilities, income, and operating expenses as of the end of such calendar year. At the time of filing said report the Board shall cause to be published in The Idaho Statesman, Boise, Idaho, a notice to the effect that such report is available for inspection during the regular business hours in the office of the City Clerk and in the office of the Corporation

Section 11. For inefficiency or neglect of duty or misconduct in office, a Commissionerr may be removed only after a hearing and only after he or she shall be given a copy of the charges at least ten (10) days prior to such hearing and shall have had an opportunity to be heard in person or by counsel.

ARTICLE III

Officers

Section 1. The officers of the Corporation shall be a Chairman, Vice Chairman, Secretary, Treasurer (or the combined office of Secretary/Treasurer) and such other officers, as the Board of Commissioners may deem necessary. Only the Chairman and Vice Chairman need be members of the Board of Commissioners.

Section 2. The Board of Commissioners shall elect the Chairman, Vice Chairman, Secretary, Treasurer, Secretary/Treasurer and such other officers as are deemed necessary for a term of one (1) year and until his or her successor is duly elected and qualified. Such elections shall occur at the first regular meeting held in January. Officers elected at that meeting shall hold office until the first regular meeting the following year.

Section 3. The Chairman shall be the chief presiding officer of the Corporation. The Chairman shall execute all deeds, bonds, contracts, and other legal documents authorized by the Board

provided, however, that the Board may delegate certain of said duties to the Executive Director of the Corporation. The Chairman shall have the power to vote on any matter presented to the Board of Commissioners for their consideration. The Chairman shall also have such other powers and duties as may be assigned to him or her by the Board of Commissioners.

Section 4. The Vice Chairman shall be possessed of all the powers and shall perform all the duties of the Chairman in the absence or disability of the Chairman. The Vice Chairman shall have the power to vote on any matter presented to the Board of Commissioners for their consideration. The Vice Chairman shall also have such other powers and duties as may be assigned to him or her by the Board of Commissioners.

Section 5. The Secretary shall cause to be kept the minutes of all proceedings of the Board; shall cause the giving and serving of all notices of meetings of the Board as required; shall provide for the execution, along with the Chairman or other corporate officer, in the name of the Corporation all deeds, bonds, corporate instruments, any other documents required by state and/or federal law to be attested, and any document as requested by a third party as authorized by the Board and shall be the custodian of the Corporation seal, books, bylaws, and such other books, records, and papers of the Corporation as the Board shall direct. In addition, he or she shall perform other duties and have such responsibilities as may be designated by the Board. In case of the absence or disability of the Secretary or his or her refusal or neglect to perform such duties, all duties required of the Secretary may be performed by the Chairman or Vice Chairman or such other person as may be designated by the Board. The Board may also appoint a temporary Secretary who may be an employee of the Agency to carry out these duties when the Secretary is absent.

Section 6. The Treasurer shall have the general custody of all the funds and securities of the Corporation and shall have general supervision of the collection and disbursement of funds of the Corporation. He or she shall provide for endorsement on behalf of the Corporation, for collection, checks, notes, and other obligations and shall deposit the same to the credit of the Corporation in such bank or banks or depositories as the Board may designate. He or she may sign, with the Chairman or such other person or persons as may be designated for said purpose by the Board of Commissioners, all negotiable instruments. He or she shall enter, or cause to be entered, regularly in the books of the Corporation, full and accurate account of all monies received and paid by him or her on account of the Corporation; shall at all reasonable times exhibit the Corporation books and accounts to any Commissioner of the Corporation at the office of the Corporation during regular business hours; and, whenever required by the Board or the Chairman, shall render a statement of his or her accounts. He or she shall perform such other duties as may be prescribed from time to time by the Board or by the Bylaws. The Treasurer shall give bond for the faithful performance of his or her duties in such sum and with such surety as shall be approved by the Board.

Section 7. If any of the foregoing offices shall, for any reason, become vacant, the Board of Commissioners shall elect a successor who shall hold office for the unexpired term and until a successor is elected and qualified.

Section 8. The Board of Directors may appoint an Executive Director for the Corporation. The Executive Director shall be the chief executive officer of the Corporation, shall serve at the pleasure of the Board, and shall have such powers and duties as may be assigned to him or her by the Board of Commissioners.

ARTICLE IV

Miscellaneous

Section 1. The seal of the Capital City Development Corporation shall be circular in form and shall have the name of the Corporation on the circumference and shall have the words "Corporate Seal Idaho" in the center.

Section 2. The Board of Commissioners may appoint one or more committees to investigate and study matters of Corporation business and thereafter to report on and make recommendations concerning said matters assigned to the Board of Commissioners. When possible each of said committees should be chaired by a member of the Board, but said committees may be comprised of persons other than members of the Board of Commissioners. Unless specifically delegated by a majority vote of the Commission, and as allowed by law, regulation or applicable urban renewal plan provision, no such committee shall have the power to make final Corporation decisions with power being vested solely in the Commissioners. The terms of office, the persons serving, the matters to be studied, and all procedural decisions shall be made and decided by the Board of Commissioners.

The Board of Commissioners finds it in the best interests of the Corporation to establish an Executive Committee, consisting of the Board Chairman, Vice Chairman, Secretary/Treasurer, and a non-officer Board member, to investigate and study certain matters of the Corporation without the necessity of convening a meeting of the full Board of Commissioners. The Executive Committee shall report its activities to the full Board at one of the monthly Board meetings. Specific matters to be studied and any procedural protocol of the Executive Committee shall be defined by the Board of Commissioners and may be revised from time to time as appropriate by the full Commission.

Section 3. In addition to such bank accounts as may be authorized in the usual manner by resolution of the Board of Commissioners, the Treasurer of the Corporation, with the approval of the Chairman, may authorize such bank accounts to be opened or maintained in the name and on behalf of the Corporation as he or she may deem necessary or appropriate. Payments from such bank accounts are to be made upon the check of the Corporation, each of which checks shall be signed by two of such Commissioners, officers, or bonded employees of the Corporation as shall be authorized by the Board of Commissioners.

Section 4. The rules contained in the current edition of Robert's Rules of Order Newly Revised shall govern regular and special meetings of the Board of Commissioners in all cases to which they are applicable and in which they are not inconsistent with these Bylaws or state law and any special rules of order the Board of Commissioners may adopt.

ARTICLE V

Amendments

These Bylaws may be repealed, amended, or new Bylaws adopted at any regular or special meeting for such purpose of the Board of Commissioners by a majority vote of all members of said Board.


We, the undersigned, being all of the members of the Board of Commissioners of the Capital City Development Corporation, do hereby certify that the foregoing Bylaws-were duly and regularly adopted as the Bylaws of said Corporation on the 13th day of December, 2010, and those prior Bylaws of the Corporation adopted by the Board of Commissioners on June 8, 2009, or as amended since June 8, 2009, are hereby repealed, superseded and released by these Bylaws.




John S. May, Chairman



Phil Reberger, Vice Chairperson



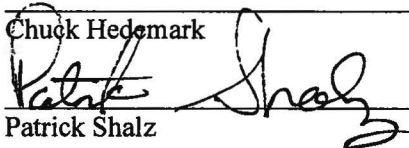
Cheryl Larabee, Secretary / Treasurer



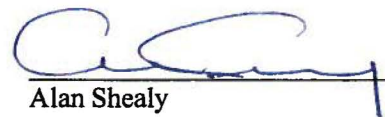
David Eberle



John Hale



Patrick Shalz



Alan Shealy

The undersigned, secretary of Capital City Development Corporation, hereby certifies that the foregoing Bylaws were duly adopted as the Bylaws of said Corporation on the 13th day of December, 2010.



Cheryl Larabee, Secretary



EXECUTIVE COMMITTEE (EC)

2010

*Study Areas & Protocols pursuant to:
ARTICLE IV, Section 2, of the
Adopted Bylaws of CCDC (June 8, 2009)*

Per ART IV/SECTION 2:

Members: Board Chair, Vice Chair, Secretary/Treasurer, Non-Officer Member appointed by Board

Purpose: To investigate and study certain matters of the Corporation without the necessity of convening a meeting

Reporting: The EC shall report its activities to the full Board of Directors as appropriate

Powers: No final decisions are made by the EC unless delegated by majority vote of the Board

Appointments: Terms and persons, study areas, and procedural decisions are reserved to the full Board

AS CURRENTLY ASSIGNED: To facilitate efficient work accomplishment by staff, it is desirable to supplement the volunteer Board efforts with the efforts of the EC to maintain close communications, coordinate efforts, receive feedback and advice, and to tend to general ministerial functions of the Agency.

- Personnel: Pursuant to the Agency's adopted personnel manual, pay plan, and budget, the EC will review annual salary adjustments with the ED as requested/appropriate. The EC advises the ED regarding any organizational, performance, reclassifications of position responsibilities, or pay issues which can be managed within the approved budget.
- Finance: The EC serves as budget advisor in preparing a draft budget for review and adoption by the full Board. Pursuant to the Agency's adopted budget, the EC provides oversight and direction in the execution of the budget and acts as a financial advisor on related issues.
- Audit: The EC will serve as the Agency's audit committee. The Board will formally receive the annual financial report/audit.
- Issues: The EC is empowered by the Board to serve as a "sounding board" for issues and to advise, plan, steer, coordinate, and calendar Board activities necessary to manage Agency issues and affairs for the benefit of the Board. Agency issues may be numerous and likely cover a broad range of topics given the Agency's charge. Regular reports to the Board provide communication and coordination.
- Procedure: The Board approves all Agency *policies*. The EC may review Agency operational procedures or practices as needed pursuant to adopted policies or other ministerial matters.



AGENDA BILL

Agenda Subject: Resolution No. 1456 Approval of the property line adjustment for 647 South Ash Street in order to align the property line perpendicularly to South Ash Street to better accommodate future development possibilities in the River Myrtle Street Area URD.		Date: 8.8.2016
Staff Contact: Shellan Rodriguez	Attachments: 1) Resolution No. 1456	
Action Requested: Adopt Resolution No. 1456 approving and authorizing the recordation of the property line adjustment for CCDC owned property addressed as 647 South Ash Street.		

Background:

CCDC owns the parcel addressed as 647 South Ash Street. The 0.17-acre parcel was purchased in June 2013. The site is currently vacant, although it was previously developed as multifamily residential. It is adjacent to 617 South Ash Street, commonly known as the Hayman House, and owned by CCDC.

In March 2016 CCDC Board affirmed staff's direction to begin due diligence needed to preserve the Hayman House as well as obtain background documentation for a future RFQ/P for the CCDC property adjacent to it. In June of 2016 CCDC Board reviewed and directed staff to move forward with the lot line adjustment. The said property will benefit from the property line adjustment as it will provide a boundary that is perpendicular to both the alley and to South Ash Street, thus providing 90 degree angles for site designers to work with. This will provide slightly more developable space for the future Ash Street RFP and will slightly decrease the size of the lot of the Hayman House property, which is intended to be preserved and likely to be conveyed to a public entity.

Upon completion of the property line adjustment a commercial land use appraisal will be completed. This is a critical piece of information that must be completed prior to publishing a complete RFQ/P for the development of the vacant parcels.

The application for the property line adjustment was reviewed and approved by City Planning and Development Services and the required documentation including a Record of Survey, quitclaim deed, and two Notice of Buildable Parcels have been drafted by the surveyor and the title company. Upon approval of Resolution 1456 the documents will be signed, notarized and recorded.

Fiscal Notes:

CCDC has contracted with The Land Group, an on-call design and land use planning/ surveying firm, to complete an ALTA survey and the property line adjustment. The task order is not to exceed \$7,740 which includes a series of tasks associated with applying for and recording the property line adjustment and producing the site survey.

This request falls within the \$50,000 allocated for the Ash Street RFQ/P within CCDCs CIP.

Staff Recommendation:

Adopt Resolution No. 1456 approving and authorizing the recordation of the property line adjustment for 647 South Ash Street.

Suggested Motion:

I move to adopt Resolution No. 1456 recordation of the property line adjustment for 647 South Ash Street.

RESOLUTION NO. 1456

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, APPROVING A PROPERTY BOUNDARY ADJUSTMENT FOR THE PROPERTY ADDRESSED AS 647 S. ASH STREET, BOISE; AUTHORIZING THE CHAIRMAN, VICE-CHAIRMAN, OR EXECUTIVE DIRECTOR TO EXECUTE THE RECORD OF SURVEY, DEEDS, AND ANY NECESSARY DOCUMENTS OR AGREEMENTS TO EFFECTUATE THE BOUNDARY ADJUSTMENT, SUBJECT TO CERTAIN CONTINGENCIES; AUTHORIZING ANY TECHNICAL CORRECTIONS TO THE DOCUMENTS; 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, and a duly created and functioning urban renewal agency for Boise City, Idaho (the "Agency"), 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, for the purpose of financing the undertaking of any urban renewal project (collectively the "Act"); and

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

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; and

WHEREAS, the Agency owns certain real property that is addressed as 647 South Ash Street, Boise, which is Lot 1, Block 1 of Tiffany Subdivision and identified as Parcel Number R8453210026 (the "Property"), which real property is located in the River Myrtle-Old Boise Urban Renewal District ("River Myrtle District"), as created by the River Myrtle-Old Boise Plan; and

WHEREAS, the Agency also owns the adjacent real property that is addressed as 617 South Ash Street, Boise, which is Lots 12-13, Block 1 of Lovers Lane Addition, identified as Parcel Number R5336500061, which real property also is located in the River Myrtle-Old Boise Urban Renewal District ("River Myrtle District"), as created by the River Myrtle-Old Boise Plan; and

WHEREAS, the Property is being prepared for future disposition; and

WHEREAS, the Agency has determined that it is in the public interest to make the parcel more developable before disposition; and

WHEREAS, the Agency has submitted and received approval of a Property Boundary Adjustment (“Adjustment”) from the City’s Department of Planning & Development Services in order to align the property line shared by the Property and the adjacent parcel perpendicularly to South Ash Street to better accommodate future development possibilities; and

WHEREAS, the Board of Commissioners finds it in the best public interest to approve the recording of the Adjustment, subject to the Executive Director’s negotiation of any exhibits, and to authorize the Chairman, Vice-Chairman, or Executive Director to execute the Record of Survey and related documents.

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

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

Section 2: That the Property Boundary Adjustment, a copy of which is attached hereto as Exhibit A, and incorporated herein by reference, be and the same hereby is approved.

Section 3: That the Chairman, Vice-Chairman, or Executive Director of the Agency are hereby authorized to finalize the documents needed to record the Property Boundary Adjustment, and to execute all necessary documents required to implement the actions contemplated by the Adjustment, subject to representations by the Agency staff and the Agency legal counsel that all conditions precedent to such actions have been met; and further, any necessary technical changes to the Adjustment or other documents are acceptable, upon advice from the Agency’s legal counsel that said changes are consistent with the provisions of the Agreement and the comments and discussions received at the August 8, 2016, Agency Board meeting; the Agency is further authorized to appropriate any and all funds contemplated by the Agreement and to perform any and all other duties required pursuant to said Agreement.

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 August 8, 2016.
Signed by the Chairman of the Board of Commissioners, and attested by the Secretary to the
Board of Commissioners, on August 8, 2016.

URBAN RENEWAL AGENCY OF BOISE CITY

BY: _____
John Hale, Chairman

ATTEST:

BY: _____
Secretary



Eagle

462 E Shore Dr, Suite 100
Eagle, Idaho 83616
P 208.939.4041
F 208.939.4445

Transmitted Via: Courier Fed Ex US Mail UPS Pick Up Fax

To:	Todd Tucker	From:	Denise Lauerman
Company:	Boise City Planning & Development	Date:	06-10-2016
Address:	150 N. Capitol Blvd. Boise, ID 83702	Project:	Ash St. Properties Record of Survey - PBA Application Package
Phone #:	208.384.3834	Project #:	116060
Fax #:		Faxed Pages:	

Copies	Date	Pages	Description
1	06-10-2016	2	Record of Survey - Property Boundary Adjustment
1	06-10-2016	1	Site Plan
1	06-10-2016		Ash St. Properties ROS - PBA Application Package
1	06-10-2016		Application fee - \$220.00

If enclosures are not as noted, kindly notify us immediately.

Notes:

Hi Todd,
Enclosed are the above items for application submittal and approval.
Please let us know if you have any questions or need anything additional.
Thanks!
Denise

Received By:		Date:	6.10.16
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RECORD OF SURVEY

Property Boundary Adjustment

For

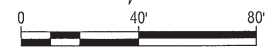
Capital City Development Corporation

Located in a portion of Lots 12 and 13, Block 1 of Lover's Lane Addition,
Being situate in the Northwest One Quarter of Section 10,
Township 3 North, Range 2 East, Boise Meridian,

Boise, Idaho

2016

ROS _____



SCALE: 1"=40'

Legend

- FOUND 1/2" REBAR AS SHOWN
- FOUND MAG NAIL WITH WASHER
- FOUND 5/8" REBAR AS SHOWN
- SET 5/8" X 24" REBAR WITH PLASTIC CAP, PLS 7880
- △ CALCULATED POINT
- LOT NUMBER - TIFFANY SUBDIVISION
- ⑬ LOT NUMBER - LOVER'S LANE ADDITION
- PROPERTY BOUNDARY
- - - ADJUSTED PROPERTY BOUNDARY
- - - ADJACENT PROPERTY BOUNDARY
- - - ROAD CENTERLINE
- - - EASEMENT LINE PER TIFFANY SUBDIVISION

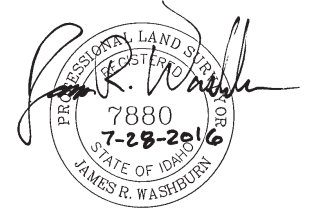
Survey Notes:

1. THIS RECORD OF SURVEY HAS BEEN APPROVED BY BOISE CITY UNDER APPLICATION ROS16-xxxxx.
2. THIS RECORD OF SURVEY ESTABLISHES PARCELS THAT MEET THE APPLICABLE REQUIREMENTS OF SECTION 11-09-02.1.B.
3. THIS PROPERTY IS ZONED R-0D.
4. SEE SHEET 2 FOR SURVEY NARRATIVE, SURVEY REFERENCES, AND CERTIFICATIONS.
5. THESE PARCELS MAY NOT BE DIVIDED UNLESS APPROVED BY THE CITY OF BOISE. THE ORIGINAL PARCELS ARE NO LONGER BUILDABLE PARCELS PURSUANT TO THIS RECORD OF SURVEY.



Sheet Index

- SHEET 1 RECORD OF SURVEY, LEGEND, CURVE TABLE
- SHEET 2 SURVEY REFERENCES, SURVEY NARRATIVE & CERTIFICATIONS



THE LAND GROUP
INCORPORATED

462 East Shore Drive, Suite 100
Eagle, Idaho 83616
Ph. 208.939.4041 Fax. 208.939.4445
www.thelandgroupinc.com

WEST 1/4 CORNER
SECTION 10
T.3N., R.2E., B.M.
CP&F No.: 95009907

RECORD OF SURVEY

Property Boundary Adjustment

ROS _____

For
Capital City Development Corporation
Located in a portion of Lots 12 and 13, Block 1 of Lover's Lane Addition,
Being situate in the Northwest One Quarter of Section 10,
Township 3 North, Range 2 East, Boise Meridian,
Boise, Idaho
2016

Survey References:

- R.1 LOVER'S LANE ADDITION SUBDIVISION, BOOK 2 AT PAGE 90 OF PLATS, ADA COUNTY RECORDS
- R.2 TIFFANY SUBDIVISION, BOOK 53 AT PAGE 4586 OF PLATS, ADA COUNTY RECORDS.
- R.3 PLAT OF FOREST RIVER NO. 1, BOOK 48, PAGE 3944, ADA COUNTY RECORDS.
- R.4 PLAT OF FOREST RIVER NO. 2, BOOK 53, PAGE 4634, ADA COUNTY RECORDS.
- R.5 PLAT OF FOREST RIVER NO. 3, BOOK 54, PAGE 4865/4634, ADA COUNTY RECORDS.
- R.6 PLAT OF KOHNY TRACT, BOOK 9, PAGE 502, ADA COUNTY RECORDS.
- R.7 RECORD OF SURVEY NO. 10210, ADA COUNTY RECORDS.
- R.8 RECORD OF SURVEY NO. 8914, ADA COUNTY RECORDS.
- R.9 RECORD OF SURVEY NO. 1576, ADA COUNTY RECORDS.
- R.10 WARRANTY DEED, INSTRUMENT No. 113072941, ADA COUNTY RECORDS.
- R.11 PERSONAL REPRESENTATIVE'S DEED, INSTRUMENT No. 111009888, ADA COUNTY RECORDS.

Survey Narrative:

- 1) THE FOUND 5/8" REBAR AT THE SOUTHERLY CORNER OF LOT 1, BLOCK 1, OF THE TIFFANY SUBDIVISION & THE FOUND 1/2" REBAR AT THE WESTERLY CORNER OF LOT 1, BLOCK 1, OF THE TIFFANY SUBDIVISION WERE HELD FOR THE ALIGNMENT OF SAID TIFFANY SUBDIVISION.
- 2) THE FOUND BRASS CAP AT THE EASTERLY CORNER OF LOT 2 OF TIFFANY'S SUBDIVISION WAS HELD FOR THAT POSITION.

Certificate of Surveyor

I, JAMES R. WASHBURN, DO HEREBY STATE THAT I AM A PROFESSIONAL LAND SURVEYOR, LICENSED BY THE STATE OF IDAHO, AND THAT THIS MAP HAS BEEN PREPARED FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY SUPERVISION, AND THAT THIS MAP IS AN ACCURATE REPRESENTATION OF SAID SURVEY.

JAMES R. WASHBURN



DATE

Certificate of Owner

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE PROPERTY DEPICTED ON THIS SURVEY AND THAT IT IS THEIR INTENTION TO INCLUDE SAID LAND IN THIS LOT LINE ADJUSTMENT.

Acknowledgment

STATE OF _____

SS

COUNTY OF _____

ON THIS ____ DAY OF _____, 20____, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED _____, KNOWN OR IDENTIFIED TO ME TO BE THE AUTHORIZED SIGNATORY OF, THAT EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF SAID, AND ACKNOWLEDGED TO ME THAT SAID LIMITED PARTNERSHIP EXECUTED THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR STATE OF _____

RESIDING AT _____

MY COMMISSION EXPIRES _____

Certificate of Boise City Planning Director

I HEREBY CERTIFY THAT I AM THE BOISE CITY PLANNING DIRECTOR AND THAT THE NEW BUILDABLE PARCEL IDENTIFIED ABOVE HAS BEEN ESTABLISHED IN ACCORDANCE WITH BOISE CITY CODE SECTION 9-20-04.E.

HAL SIMMONS, BOISE CITY PLANNING DIRECTOR

DATE

Certificate of Ada County Recorder

STATE OF IDAHO)

SS

COUNTY OF ADA)

INSTRUMENT NUMBER _____

I HEREBY CERTIFY THAT THIS PLAT WAS FILED AT THE REQUEST OF _____ AT _____ MINUTES PAST _____ O'CLOCK _____ M. THIS DAY OF _____, A.D. 20____, IN MY OFFICE AND WAS DULY RECORDED.

DEPUTY

EX-OFFICIO RECORDER

FEE: _____

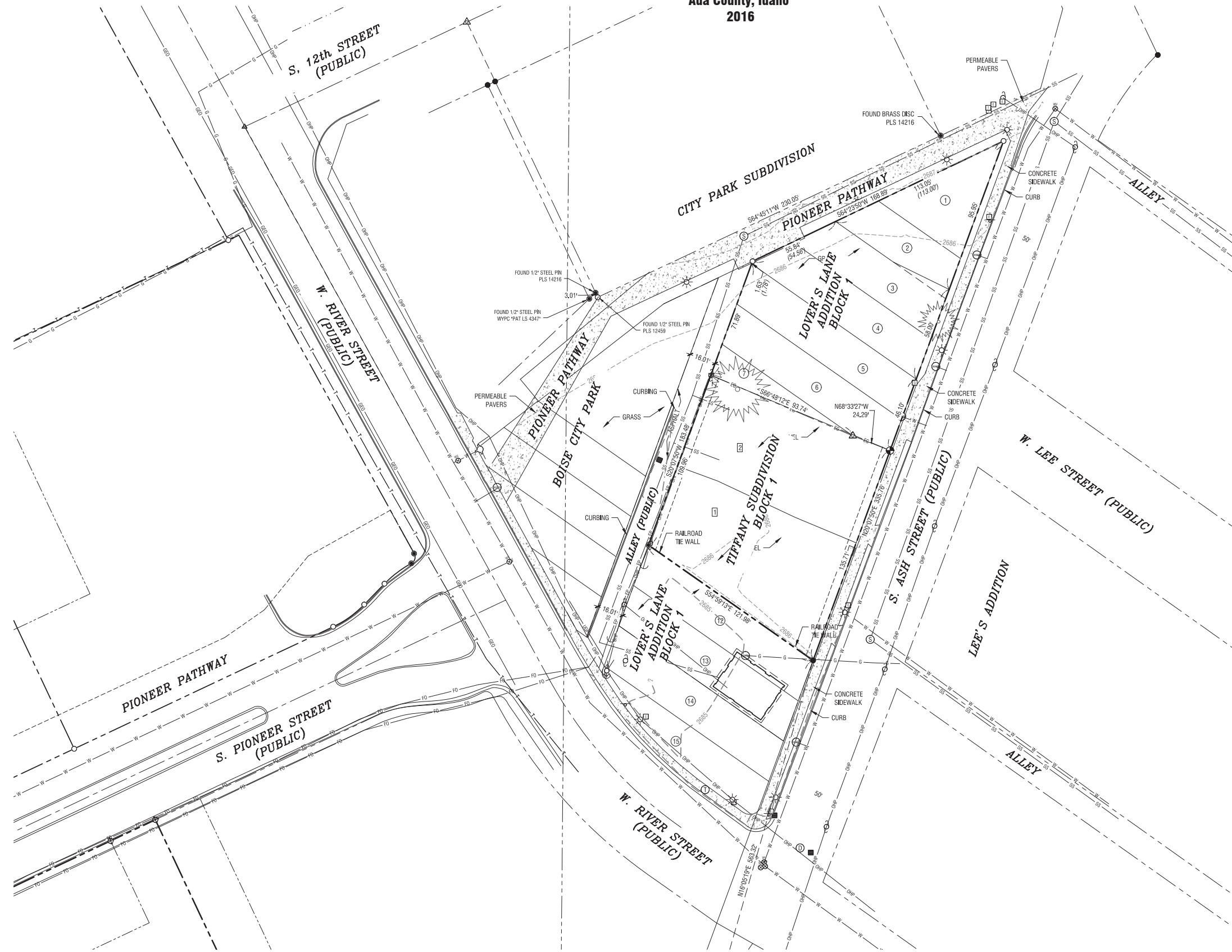


THE LAND GROUP
INCORPORATED

462 East Shore Drive, Suite 100
Eagle, Idaho 83616
Ph. 208.939.4041 Fax. 208.939.4445
www.thelandgroupinc.com

Site Plan

for
Capital City Development Corporation
 Being Tiffany Subdivision and a Portion of Lover's Lane Addition Located
 Being a Portion of the Northwest 1/4 of Section 10,
 Township 3 North, Range 2 East, Boise Meridian, City of Boise,
 Ada County, Idaho
 2016

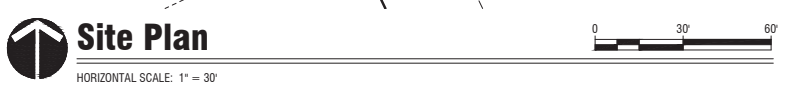


Legend:

	FOUND BRASS CAP MONUMENT, AS NOTED
	FOUND 5/8" REBAR - NO CAP
	SET 5/8"x24" REBAR MARKED "PLS 7880"
	SET 1/2"x24" REBAR MARKED "PLS 7880"
	TEMPORARY BENCHMARK
	POWER POLE
	GUY WIRE
	ELECTRIC RISER/JUNCTION BOX/Vault
	ELECTRIC TRANSFORMER
	TELEPHONE MANHOLE
	SANITARY SEWER MANHOLE
	MAIL BOX
	SIGN
	SQUARE INLET
	TRAFFIC SIGNAL MAST
	SIGNAL RISER/JUNCTION BOX
	WATER VALVE
	WELL
	IRRIGATION VALVE
	IRRIGATION MANHOLE
	GAS METER
	TELEPHONE RISER
	GAS LINE MARKER
	STREET LIGHT
	DECIDUOUS TREE
	CONIFEROUS TREE
	SHRUBS
	BOUNDARY LINE
	ADJACENT PROPERTY LINE
	TIE LINE
	EASEMENT LINE
	CENTERLINE
	EDGE OF ASPHALT
	FENCE LINE
	CONCRETE AREA
	CURB AND GUTTER
	OVERHEAD POWER LINE
	SANITARY SEWER LINE
	GAS LINE
	WATER LINE
	TELEPHONE LINE
	GEOTHERMAL LINE

Keynotes:

- UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE LOCATIONS SHOWN HEREON ARE BASED UPON ABOVE GROUND EVIDENCE, AND AS-BUILT PLANS. THE SURVEYOR MAKES NO GUARANTEE OF THE ACCURACY OF LOCATION OF UNDERGROUND UTILITIES.



Site Plan
 HORIZONTAL SCALE: 1" = 30'

Project Name: **Capital City Development Corporation**
503, 509, 511, 623 & 647 S. Ash Street
 Boise, Idaho

Site Plan

THE LAND GROUP
 INCORPORATED
 462 East Shore Drive, Suite 100
 Boise, Idaho 83616
 Ph. 208.259.4541 Fax. 208.259.4446
 www.thelandgroupinc.com

PROFESSIONAL LAND SURVEYOR
 REGISTERED
 7880
 6-10-2016
 STATE OF IDAHO
 JAMES R. WASHBURN

Project No.: 116060
 Date of Issuance: June 10, 2016
 Designed by: DOJ
 Checked by: JRW

Sheet No.: **1 of 1**

#203 Record of Survey

Property Information

Address

Street Number: 647	Prefix: S	Street Name: ASH ST	Unit #: 			
Subdivision name: TIFFANY SUB	Block: 1	Lot: 1	Section: 10	Township: 3	Range: 2	Zoning: R-ODD
Parcel Number: R8453210026	Additional Parcel Numbers: R5336500061					

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

Agent/Representative Applicant Owner

Applicant Information

First Name: Sheilan	Last Name: Rodriguez		
Company: Capital City Development Corporation			
Address: 121 N 9th St	City: Boise	State: ID	Zip: 83702
E-mail: srodriguez@ccdcboise.com	Phone Number: (208) 319-1225	Cell: 	Fax:

Agent/Representative Information

Role Type: Architect Land Developer Engineer Contractor Other

First Name: Denise	Last Name: Lauerman		
Company: The Land Group, Inc.			
Address: 462 E. Shore Dr., Ste. 100	City: Eagle	State: ID	Zip: 83616
E-mail: denise@thelandgroupinc.com	Phone Number: (208) 939-4041	Cell: 	Fax: (208) 939-4445

Owner Information

Same as Applicant? No Yes (If yes, leave this section blank)

First Name: 	Last Name: 		
Company: 			
Address: 	City: 	State: ID	Zip:
E-mail: 	Phone Number: 	Cell: 	Fax:

Information

1. Type of Survey: Property Line Adjustment Minor Land Division Parcel Consolidation

2. Neighborhood Association:
Downtown Boise

3. Existing Zoning Classification:
R-ODD

4. Building Program:
Number of Existing Buildings: Number of Existing Buildings to Remain:
Type of Existing Buildings to Remain:
historic residential

5. Water:
Note: For a Minor Land Division, connection to a municipal water source is required.
 United Water Capitol Water Well

6. Sewer:
 Bench Sewer District Boise City Northwest Boise Sewer District Owyhee Sewer District West Boise Sewer District
 Other:

The undersigned declares that the above provided information is true and accurate.
The undersigned acknowledges that failure to provide true and accurate information may result in rejection of this application, possible revocation of the permit where wrongfully issued and subject the undersigned any applicable civil and/or criminal penalties.

Agent/Representative Signature:
Date:



Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3830
Fax: 208/384-3753
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

#203 – Record of Survey Application Submittal Requirements

- ✓ 1. Completed application, including signature of applicant.
- ✓ 2. Submittal requirements list.
- ✓ 3. Detailed letter of explanation or justification for the proposed project.
- ✓ 4. Affidavit of Legal Interest. Form must be completed by the legal owner of record.
- ✓ 5. Proof of Legal Parcel (must fit one of the following categories)
 - a. Parcel(s) platted lot(s) in the original configuration in a recorded subdivision.
 - 1. Copy of Subdivision Plat
 - 2. Copy of the recorded deed(s)
 - b. Parcel(s) existed prior to October 30, 1965 and has not been adjusted since.
 - 1. Copy of recorded deed(s) with legal description that match the existing parcel(s) boundaries with a recording date either on or before October 30, 1965.
 - c. Parcel(s) are the result of a previously approved One Time Division.
 - 1. Copy of One Time Division approval by Boise City.
 - 2. Copy of recorded deed(s)
 - 3. Copy of recorded Record of Survey
 - 4. Copy of recorded Notice of Buildable Parcel(s)
 - 5. Copy of Ada County Assessor Land Records Parcel Activity Form
 - d. Parcel(s) are the result of a previously approved Property Line Adjustment.
 - 1. Copy of recorded Record of Survey signed by either the Planning Director or City Engineer
 - 2. Copy of recorded deed(s)
 - 3. Copy of recorded Notice of Buildable Parcel(s)
 - 4. Copy of Ada County Assessor Land Records Parcel Activity Form
 - e. Parcel(s) have not been altered since annexation in to Boise City.
 - 1. Copy of recorded deed(s) describing the current parcel(s) boundaries with a recording date prior to annexation into Boise City

2. Documentation for Ada County verifying that the lot(s)/parcel(s) had legal status at the time of annexation, if deemed necessary by staff

- 6. Legal Description for each new parcel being created.
- 7. Signatures and addresses of all adjacent residents, including those across streets and alleys, and a representative of the registered neighborhood association, indicating they have been notified of the intent of the Record of Survey. A note shall be provided indicating anyone unwilling to sign.

(Items 8-11 required for Minor Land Division only)

- N/A 8. Documentation on agency letterhead from the provider of the wet line sewer service that verifies that sewer lines currently exist in the public right-of-way that abuts the parcel being divided and that the sewer line is available to service the parcel.

- N/A 9. Documentation from the public agency responsible for the irrigation water indicating the property's water rights status.

- N/A 10. Documentation on agency letterhead from the provider of the public drinking water service that verifies that water lines currently exist in the public right-of-way that abuts the parcel being divided and that the water line is available to service the parcel.

- 11. Record of Survey:

- a. Title "Record of Survey for a Minor Land Division, Parcel Consolidation or Minor Land Division
- b. Location description including the Section, Township and Range
- c. North arrow
- d. Scale
- e. Adjacent Rights-of-Way with street names.
- f. All existing platted or recorded easements.
- g. All existing platted lot lines, or existing parcel lines.
- h. All new parcel boundary lines.
- i. The area in square feet of each parcel established by the Record of Survey
- j. A note stating: "The property is currently zoned _____."
- k. A note which states "This Record of Survey has been approved by Boise City under application ROS___-_____."
- l. Notarized signature of property owner(s).
- m. Certificate and signature of Surveyor.
- n. Signature of Boise City Planning Director.
- o. Certificate of Ada County Recorder.
- p. Complete and accurate legend reflecting all lines and symbols used.
- q. All new parcels are labeled using letters (i.e. "Parcel A", "Parcel B", etc.).

- r. Certification by the surveyor that the Record of Survey establishes parcels meets the applicable requirements of Section 11-09-02.2.A.

12. Site Plan:

- a. North arrow
- b. Scale
- c. Street addresses for each parcel being created
- d. Adjacent Rights-of-Way with correct street names
- e. All existing platted or recorded easements
- f. All existing platted lot lines, or existing parcel lines
- g. All new parcel boundary lines
- h. The area in square feet of each parcel established by the Record of Survey
- i. A depiction of all existing buildings with either:
 - j. The distances from the buildings to any parcel boundary line established by the Record of Survey; or,
 - k. A note that the building(s) are to be demolished or removed at the time of any remodeling or new construction.
- l. All existing utility lines including existing septic systems and drain fields and existing wells.



THE LAND GROUP, INC.

June 9, 2016

Boise City
Planning Division
150 N. Capitol Blvd.
Boise, ID 83702

**Re: Application for 647 S. Ash St. concerning
Record of Survey – Property Boundary Adjustment**

Dear Planning Division:

We are pleased to submit the enclosed application for Record of Survey – Property Boundary Adjustment for 647 South Ash Street located in Section 10 of Township 3N, Range 2E. This parcel, R8453210026, is within the jurisdiction of Boise City.

The final result of the Property Boundary Adjustment will:

- Align the southern property line perpendicularly to South Ash Street.
- Accommodate possible future development, while leaving the existing historical building to remain in the adjacent lot to the south.

We appreciate the opportunity to present this application to the City of Boise, and to notify you of the Property Boundary Adjustment application process. If you have any questions, please do not hesitate to contact our office, 208.939.4041 or email denise@thelandgroupinc.com.

Sincerely,

Denise C. Lauerman
The Land Group, Inc.

THE LAND GROUP, INC.

June 9, 2016
Project No. 116060

Exhibit "A"

CCDC ASH STREET
PARCEL A DESCRIPTION

A parcel of land being a portion of Lot 12, Block 1 of Lover's Lane Addition, recorded in Book 2 of Plats at Page 90 of Ada County Records, and a portion of Lot 1, Block 1 of Tiffany Subdivision, recorded in Book 83 of Plats at Page 4586 of Ada County Records, located in the Northwest One Quarter of Section 10, Township 3 North, Range 2 East, Boise Meridian, City of Boise, Ada County, Idaho, being more particularly described as follows:

Commencing at the southeast corner of Lot 12, Block 1 of said Lover's Lane Addition (from which point the West One Quarter Corner of said Section 10 bears South 16°05'19" West, 563.32 feet distant), said point being common with the westerly right-of-way line of South Ash Street, and being the POINT OF BEGINNING;

Thence North 67°21'14" West, a distance of 118.01 feet;

Thence North 20°07'50" East, a distance of 77.15 feet on the westerly lot line of Lot 1, Block 1 of said Tiffany Subdivision to the northwest corner of said Lot 1, Block 1;

Thence South 69°51'54" East, a distance of 26.00 feet on the northerly line of said Lot 1, Block 1;

Thence South 64°50'45" East, a distance of 52.13 feet on the northerly line of said Lot 1, Block 1;

Thence South 67°18'53" East, a distance of 40.00 feet on the northerly line of said Lot 1, Block 1 to the northeast corner of said Lot 1, Block 1;

Thence South 20°07'50" West, a distance of 75.98 feet on the easterly line of said Lot 1, Block 1 to the to the point of beginning.

The above described parcel contains 0.21 acres (9064 square feet) more or less.

PREPARED BY:
THE LAND GROUP, INC.

James R. Washburn



THE LAND GROUP, INC.

June 9, 2016
Project No. 116060

Exhibit "A"

CCDC ASH STREET
PARCEL B DESCRIPTION

A parcel of land being a portion of Lot 12 and 13, Block 1 of Lover's Lane Addition, recorded in Book 2 of Plats at Page 90 of Ada County Records, located in the Northwest One Quarter of Section 10, Township 3 North, Range 2 East, Boise Meridian, City of Boise, Ada County, Idaho, being more particularly described as follows:

Commencing at the southeast corner of Lot 12, Block 1 of said Lover's Lane Addition (from which point the West One Quarter Corner of said Section 10 bears South 16°05'19" West, 563.32 feet distant), said point being common with the westerly right-of-way line of South Ash Street, and being the POINT OF BEGINNING;

Thence South 20°07'50" West, a distance of 52.19 feet, (formerly described as 52.00 feet) on the easterly lot line of Lots 12 and 13, Block 1 of said Lover's Lane Addition to the southeasterly lot corner of said Lot 13;

Thence North 54°58'10" West, a distance of 121.99 feet (formerly described as 122 feet) on the southerly lot line of said Lot 13 to the southwesterly lot corner of said Lot 13;

Thence North 20°07'50" East, a distance of 26.00 feet on the westerly lot line of said Lot 13;

Thence South 67°21'14" East, a distance of 118.01 feet to the point of beginning.

The above described parcel contains 0.11 acres (4609 square feet) more or less.

PREPARED BY:
THE LAND GROUP, INC.

James R. Washburn





TitleOne
a title & escrow co.

ADA COUNTY RECORDER Christopher D. Rich AMOUNT 13.00 2
BOISE IDAHO **06/28/2013** 03:37 PM
DEPUTY Bonnie Oberbillig
Simplifile Electronic Recording
RECORDED-REQUEST OF
TITLONE BOISE



113072941

Order Number: 13225143 JG /s>

WARRANTY DEED

For Value Received,

Ellen T.R. Smith, a married woman as her sole & separate property and Sydney James Smith, an unmarried person , the Grantor, does hereby grant, bargain sell and convey unto, **Capital City Development Corporation** , whose current address is **121 N. 9th St., Ste 501, Boise, ID 83702**, the Grantee, the following described premises, in **Ada County, Idaho**, To Wit:

Lot 1 of Tiffany Subdivision, according to the official plat thereof, filed in Book 53 of Plats at Page(s) 4586, official records of Ada County, Idaho.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

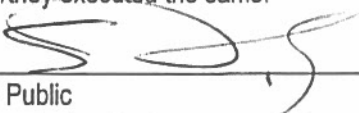
Dated: *6/20/13*

Ellen T. R. Smith
Ellen T.R. Smith

Sydney James Smith
Sydney James Smith

State of Idaho, County of Ada, ss.

On this 20th day of _____ in the year of _____, before me, the undersigned, a Notary Public in and for said State, personally appeared Ellen T.R. Smith and Sydney James Smith, known or identified to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same.



Notary Public
My Commission Expires:
(seal)

SCOTT DARLING
ESCROW OFFICER
RESIDING: EAGLE, ID
COMMISSION EXPIRES: 11-28-13



ROBERT L. ALDRIDGE, CHARTERED
Attorney at Law
1209 North Eighth Street
Boise, Idaho 83702-4297
Telephone: (208) 336-9880
Fax: (208) 336-9882
Idaho State Bar № 1296
Attorney for Personal Representative

Personal Representative's Deed

Richard P. Madry, as Personal Representative of the **Estate of Erma L. Hayman**, deceased, hereby transfers and assigns the hereinafter described property to Capital City Development Corporation, 121 North 9th Street, Boise, Idaho 83702 as follows:

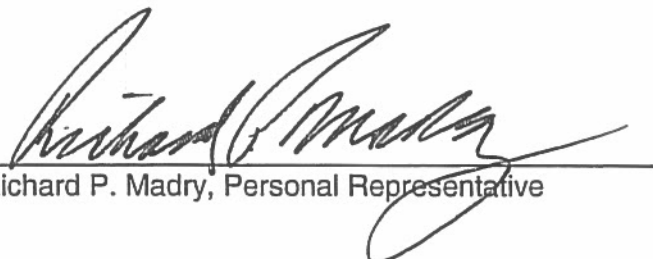
1. The estate of the said deceased was duly and regularly admitted to probate in Ada County, Idaho, as Probate Case Number CV IE 10 - 06358, and said Personal Representative has been duly appointed and Letters Testamentary issued in proper form.
2. **Therefore, as a sale and NOT in distribution of the said estate**, said Personal Representative hereby grants and conveys to the above party, and their heirs and assigns forever, all of the right, title, and interest of the said deceased, including any right, title, and interest which the said estate, by operation of law or otherwise, may have acquired, in and to the following real property and improvements, if any:

Lots 12 and 13 in Block 1 of LOVER'S LANE ADDITION, according to the official plat thereof, filed in Book 2 of Plats at Page 90, official records of Ada County, Idaho – more commonly known as 617 South Ash Street, Boise, Ada County, Idaho 83702.

Together with all and singular the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining.

IN WITNESS WHEREOF, the said Personal Representative has executed this Deed on December 28, 2010

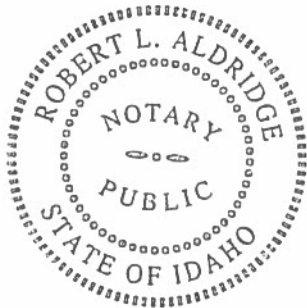
The Estate of Erma L. Hayman


Richard P. Madry, Personal Representative

STATE OF IDAHO)
) ss.
COUNTY OF ADA)

On December 28, 2010, before me, Robert L. Aldridge, a Notary Public in and for said State, personally appeared Richard P. Madry, known or identified to me to be the Personal Representative of the above referenced estate and to be the person who executed the foregoing Personal Representative's Deed, and acknowledged to me said execution in said capacity.

IN WITNESS WHEREOF, I have hereunto placed my official hand and seal the day and year in this Certificate first above written.



A handwritten signature in black ink, appearing to be "R. Aldridge", written over a solid horizontal line. The signature is somewhat stylized and overlaps the line.

Notary Public for Idaho
Residing at Meridian
My Commission expires on 7/1/2012

MAP
OF THE

LOVER'S LANE ADDITION

BOISE, IDAHO.

SCALE 50 FT. TO 1 INCH.

CHAS. H. LONG, N.P.C.E.

We the undersigned, S. H. Cox and Emma J. Cox his wife, do hereby certify that we are the owners of the following described property to wit: Beginning at a point which is South 193.5 65 ft. from the North West corner of Sec. 10 T.3 N. R.2 E. B. M. thence S. 89° 41' W. 2 E. 77 ft. to a stone. Thence S. 40° 19' E. 174 ft. to a stone, thence S. 85° 30' W. 485 ft. to a stone. Thence S. 50° 55' E. 488.46 ft. to a point. Thence N. 19° 5' E. 0.167 ft. to a stone. Thence S. 63° 48' W. 278.6 ft. to a stone. Thence S. 49° 41' W. 56.23 ft. to the place of beginning, containing 4.64 Acres, and that we intended to include the said premises in the accompanying plat and we hereby dedicate the streets and alleys hereon shown to the use of the public.

S. H. COX
Emma J. Cox

State of Idaho } ss.
County of Ada } On this 30th day of June, in the year 1905, before John M. Haines
Notary Public in and for said county personally appeared John M. Haines
person whose name is subscribed to the above Certificate, and acknowledged to me
that he executed the same in witness whereof I here onto set my hand and official
seal the day and year first above written.

John M. Haines

Notary Public.

State of Idaho } ss.
County of Ada } On this 30th day of June, 1905, before me, John
M. Haines, a Notary Public in and for said county personally appeared
Emma J. Cox from time to time to her person in her name as subscriber
to the above Certificate, described as a married woman, and
upon examination without the hearing of her husband (she has
acquainted with the contents of the above Certificate, and there
upon she acknowledged to me that she executed the same
and that she does not wish to retract such execution,
nor wishes thereof, I have here onto set my hand and
affixed my official seal the day and year first
above mentioned.

John M. Haines

Notary Public.

I Charles A. King do hereby certify that the following is a correct
description of the land included in the accompanying plat to wit: Beginning
at a point which is South 193.5 65 ft. from the N.W. cor. Sec. 10 T.3 N. R.2 E.
B. M. Thence S. 89° 41' W. 2 E. 77 ft. to a stone. Thence S. 40° 19' E. 174 ft. to a stone.
Thence S. 50° 55' E. 488.46 ft. to a point. Thence N. 19° 5' E. 0.167 ft. to a stone.
Thence S. 63° 48' W. 278.6 ft. to a stone. Thence S. 49° 41' W. 56.23 ft. to a stone,
and that this plat is made from actual survey and is correct.

Charles A. King

Surveyor.

State of Idaho } ss.
County of Ada } Personally appeared before me, John M. Haines, Notary
Public in and for the county aforesaid, Charles S. King, who makes
affidavit that the accompanying map is a true and correct survey
of the property hereon described.

John M. Haines

Notary Public.

State of Idaho } ss.
County of Ada } I hereby certify that this instrument was filed for record
at the request of J. M. Haines, 10 3 minutes past 10 o'clock P. M. this 23rd day
of September, A. D. 1905, in my office, and duly recorded in book 2 of
Lat Books, at page 92.

M. S. Cuddy
Deputy Clerk
Otto S. Johnson
Deputy

Fees \$2.50



90



Planning & Development Services

Boise City Hall, 2nd Floor
150 N. Capitol Boulevard
P. O. Box 500
Boise, Idaho 83701-0500

Phone: 208/384-3802
Fax: 208/384-3867
TDD/TTY: 800/377-3529
Website: www.cityofboise.org/pds

Receipt #: 720090000000004402

Print Date: 6/10/2016 4:00:34PM

Line Items:

Case No	Tran Code	Description	Revenue Account No	Amount
ROS16-00055		Property line adjustment	101-1300307011	220.00
Total Line Items:				\$220.00

Payments Applied:

Method	Payer	Bank No	Check No.	Confirm No	How Received	Amount
Check	THE LAND GROUP INC		22464		In Person	220.00
Payment Total:						\$220.00

\\boise\appdata\Tidemark\PRMSYS\Forms\cReceipt.rpt

NOTICE OF BUILDABLE PARCEL FOR PROPERTY LINE ADJUSTMENT

Legal Description of "Original Parcel"

Lot 1 of Tiffany Subdivision, according to the Plat thereof, filed in Book 53 of Plats at Page 4586, official records of Ada County, Idaho.

Capital City Development Corporation whose address is 121 N. 9th Street, Suite 501, Boise, ID 83702, being the fee owner of the New Buildable Parcel of real property located at 647 S. Ash Street, Boise, Idaho, 83702, legally described as follows:

Legal Description of "New Buildable Parcel"

Parcel "A" depicted on Record of Survey No. _____ recorded in the real property records of Ada County, Idaho on _____, 2016 as Instrument No. _____, and legally described as follows:

PARCEL A DESCRIPTION

A parcel of land being a portion of Lot 12, Block 1 of Lover's Lane Addition, recorded in Book 2 of Plats at Page 90 of Ada County Records, and a portion of Lot 1, Block 1 of Tiffany Subdivision, recorded in Book 83 of Plats at Page 4586 of Ada County Records, located in the Northwest One Quarter of Section 10, Township 3 North, Range 2 East, Boise Meridian, City of Boise, Ada County, Idaho, being more particularly described as follows:

Commencing at the southeast corner of Lot 12, Block 1 of said Lover's Lane Addition (from which point the West One Quarter Corner of said Section 10 bears South 16°05'19" West, 563.32 feet distant), said point being common with the westerly right-of-way line of South Ash Street, and being the POINT OF BEGINNING;

Thence North 67°21'14" West, a distance of 118.01 feet;

Thence North 20°07'50" East, a distance of 77.15 feet on the westerly lot line of Lot 1, Block 1 of said Tiffany Subdivision to the northwest corner of said Lot 1, Block 1;

Thence South 69°51'54" East, a distance of 26.00 feet on the northerly line of said Lot 1, Block 1;

Thence South 64°50'45" East, a distance of 52.13 feet on the northerly line of said Lot 1, Block 1;

Thence South 67°18'53" East, a distance of 40.00 feet on the northerly line of said Lot 1, Block 1 to the northeast corner of said Lot 1, Block 1;

Thence South 20°07'50" West, a distance of 75.98 feet on the easterly line of said Lot 1, Block 1 to the to the point of beginning.

The above described parcel contains 0.21 acres (9064 square feet) more or less.

Declarant hereby declares and affirms that the boundaries of the Old Parcel have been adjusted in accordance with Boise City Code Section 11-09-02.1.B. to form the New Buildable Parcel. Declarant further declares and affirms that the Original Parcel is no longer eligible for building permits from the City of Boise. Declarant agrees that it shall seek building permits from the City of Boise for projects located within the New Buildable Parcel using only the above legal description for the New Buildable Parcel.

The New Buildable Parcel is depicted as Parcel A on Record of Survey No. _____ recorded in the real property records of Ada County, Idaho on _____, 2016 as Instrument No. _____. Please see such Record of Survey for additional information and restrictions.

IN WITNESS WHEREOF, Owner caused this Notice of Buildable Parcel to be executed effective as of the _____ day of _____, 2016.

OWNER SIGNATURE:

(print name) _____

State of Idaho)
) ss.
County of Ada)

On this ____ day of _____, 2016, before me, a Notary Public in and for the State of Idaho, personally appeared _____, known or identified to me to be the persons who executed the instrument, and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set by hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho
Residing at _____
My Commission expires _____

CERTIFICATE OF BOISE CITY PLANNING DIRECTOR:

I hereby certify that I am the Boise City Planning Director and that the New Buildable Parcel identified above has been established in accordance with Boise City Code Section 11-09-02.1.B.

Hal Simmons, Boise City Planning Director

Date

State of Idaho)
) ss
County of Ada)

On this _____ day of _____, 2016, before me, a Notary Public in and for the State of Idaho, personally appeared **Hal Simmons**, known or identified to me to be the Boise City Planning Director, and acknowledged to me that he executed the same in his capacity as the Boise City Planning Director.

Notary Public for Idaho

Residing at: _____

My Commission expires _____

NOTICE OF BUILDABLE PARCEL FOR PROPERTY LINE ADJUSTMENT

Legal Description of "Original Parcel"

Lot 12 and 13, Block 1 of Lover's Lane Addition, according to the Plat thereof, filed in Book 2 of Plats at Page 90, official records of Ada County, Idaho.

Capital City Development Corporation whose address is 121 N. 9th Street, Suite 501, Boise, ID 83702, being the fee owner of the New Buildable Parcel of real property located at 617 S. Ash Street, Boise, Idaho, 83702, legally described as follows:

Legal Description of "New Buildable Parcel"

Parcel "B" depicted on Record of Survey No. _____ recorded in the real property records of Ada County, Idaho on _____, 2016 as Instrument No. _____, and legally described as follows:

PARCEL B DESCRIPTION

A parcel of land being a portion of Lot 12 and 13, Block 1 of Lover's Lane Addition, recorded in Book 2 of Plats at Page 90 of Ada County Records, located in the Northwest One Quarter of Section 10, Township 3 North, Range 2 East, Boise Meridian, City of Boise, Ada County, Idaho, being more particularly described as follows:

Commencing at the southeast corner of Lot 12, Block 1 of said Lover's Lane Addition (from which point the West One Quarter Corner of said Section 10 bears South 16°05'19" West, 563.32 feet distant), said point being common with the westerly right-of-way line of South Ash Street, and being the POINT OF BEGINNING;

Thence South 20°07'50" West, a distance of 52.19 feet, (formerly described as 52.00 feet) on the easterly lot line of Lots 12 and 13, Block 1 of said Lover's Lane Addition to the southeasterly lot corner of said Lot 13;

Thence North 54°58'10" West, a distance of 121.99 feet (formerly described as 122 feet) on the southerly lot line of said Lot 13 to the southwesterly lot corner of said Lot 13;

Thence North 20°07'50" East, a distance of 26.00 feet on the westerly lot line of said Lot 13;

Thence South 67°21'14" East, a distance of 118.01 feet to the point of beginning.

The above described parcel contains 0.11 acres (4609 square feet) more or less.

Declarant hereby declares and affirms that the boundaries of the Old Parcel have been adjusted in accordance with Boise City Code Section 11-09-02.1.B. to form the New Buildable Parcel. Declarant further declares and affirms that the Original Parcel is no longer eligible for building permits from the City of Boise. Declarant agrees that it shall seek building permits from the City of Boise for projects located within the New Buildable Parcel using only the above legal description for the New Buildable Parcel.

The New Buildable Parcel is depicted as Parcel B on Record of Survey No. _____ recorded in the real property records of Ada County, Idaho on _____, 2016 as Instrument No. _____. Please see such Record of Survey for additional information and restrictions.

IN WITNESS WHEREOF, Owner caused this Notice of Buildable Parcel to be executed effective as of the _____ day of _____, 2016.

OWNER SIGNATURE:

(print name) _____

State of Idaho)
) ss.
County of Ada)

On this ____ day of _____, 2016, before me, a Notary Public in and for the State of Idaho, personally appeared _____, known or identified to me to be the persons who executed the instrument, and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set by hand and affixed my official seal the day and year in this certificate first above written.

Notary Public for Idaho
Residing at _____
My Commission expires _____

CERTIFICATE OF BOISE CITY PLANNING DIRECTOR:

I hereby certify that I am the Boise City Planning Director and that the New Buildable Parcel identified above has been established in accordance with Boise City Code Section 11-09-02.1.B.

Hal Simmons, Boise City Planning Director

Date

State of Idaho)
) ss
County of Ada)

On this _____ day of _____, 2016, before me, a Notary Public in and for the State of Idaho, personally appeared **Hal Simmons**, known or identified to me to be the Boise City Planning Director, and acknowledged to me that he executed the same in his capacity as the Boise City Planning Director.

Notary Public for Idaho

Residing at: _____

My Commission expires _____

Quitclaim Deed

For value received, **Capital City Development Corporation, a public body, corporate and politic,**

Does hereby convey, release, remise, and forever quit claim unto

Capital City Development Corporation, a public body, corporate and politic,

whose current address is 121 N. 9th Street, Suite 501, Boise, Idaho, 83702

the following described premises:

EXHIBIT "A" ATTACHED HERETO AND MADE APART HEREOF

To have and to hold the said premises, unto the said grantees, heirs and assigns forever.

Date:

Capital City Development Corporation, a public body, corporate and politic

By: _____

Name: _____

Its: _____

State of _____, County of _____, ss.

On this _____ day of _____ in the year of _____, before me, the undersigned, a Notary Public in and for said State, personally appeared _____ known or identified to me to be the _____ of the corporation that executed the instrument or the person who executed the instrument on behalf of said corporation, and acknowledged to me that such corporation executed the same.

_____, Notary Public

Residing at: _____

My Commission Expires: _____

(seal)



AGENDA BILL

Agenda Subject: Resolution #1457 Adopting Updated Parking Structure Design Guidelines		Date: August 8, 2016
Staff Contact: Max Clark, Parking & Facilities Director	Attachments: Resolution #1457 Exhibit A: Parking Structure Design Guidelines	
Action Requested: Approve Resolution #1457 adopting updated Parking Structure Design Guidelines.		

Fiscal Notes:

There is no direct fiscal impact associated with the adoption of this measure. Once adopted, these standards will help assure that parking facilities the Agency invests in will be constructed to the highest industry standards, and therefore we will be getting the greatest benefit for our investment. Some of these standards may result in higher initial construction costs--- for example, low VOC paint—but the investments should lessen harmful environmental impacts, and/or provide us with longer term savings/returns on investment.

Background:

CCDC first authorized this document in 2008. Its creation was partially in reaction to a garage built for us in 2006 that had some issues with space size and turning radii. We were anxious not to repeat that situation. The concepts presented in these guidelines will help produce functional, well-designed and patron friendly parking structures that will become valued infrastructure elements for the downtown. The concepts are presented so that common design mistakes can be avoided by being addressed early in the design process.

This document is an update to the original design guidelines document with the specific goal of incorporating recent advances in the area of sustainable design standards, operations and management strategies. This addition nicely complements the recent Parking Strategic Plan recommendations that put a greater emphasis on mobility management strategies, whereby garages are expected to begin functioning as hubs for alternative transportation modes.

At the Board’s July 18th meeting, the term “future proofing” was used to direct staff to invest an additional \$400,000 into a proposed garage at Parcel B. That concept is closely linked to one currently generating attention in the parking realm called “adaptive re-use”, where parking structures are built to accommodate other uses once they become obsolete for storing vehicles. Residential and commercial units top the re-use list now. As this concept evolves we will amend our guidelines if appropriate to encompass that concept.

Staff Recommendation:

Staff recommends the adoption of the updated Parking Structure Design Guidelines.

Suggested Motion:

I move adoption of Resolution #1457 adopting updated Parking Structure Design Guidelines.

RESOLUTION NO. 1457

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, APPROVING AND ADOPTING THE PARKING STRUCTURE DESIGN GUIDELINES AS UPDATED IN 2016 BY KIMLEY-HORN AND ASSOCIATES, INC.; 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"), as a duly created and functioning urban renewal agency for Boise City, Idaho (hereinafter referred to as the "Agency"); and,

WHEREAS, the City adopted its Ordinance No. 6576 on June 26, 2007, approving 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 Central District Plan"); and,

WHEREAS, the City adopted its Ordinance No. 5596 on December 6, 1994, approving the River Street-Myrtle Street Urban Renewal Plan (the "River Street Plan"); and,

WHEREAS, the City adopted its Ordinance No. 6362 on November 30, 2004, approving 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 Plan (the "River Myrtle-Old Boise Plan"); and,

WHEREAS, the City adopted its Ordinance No. 6108 on December 4, 2001, approving the Westside Downtown Urban Renewal Plan (the "Westside Plan"); and,

WHEREAS, the City adopted its Ordinance No. 6868 on December 4, 2012, approving the 30th Street Area Plan (the "30th Street Plan"); and

WHEREAS, the 2007 Central District Plan, the River Myrtle-Old Boise Plan, the Westside Plan, and the 30th Street Plan are collectively referred to as the "Downtown Project Area Plans"; and,

WHEREAS, the Downtown Project Area Plans identify the Agency's development, operation, and management of public parking structures as a significant redevelopment activity to generate economic development; and,

WHEREAS, the Agency owns six (6) public parking garages within the several Downtown Project Areas and expects to increase and decrease its garage assets in the coming years; and,

WHEREAS, the Agency has an interest in ensuring its parking facilities will be constructed and improved to the highest industry standards, including emphasizing high functionality, durability, and design that is respectful to patron needs; and,

WHEREAS, the Agency engaged Kimley-Horn and Associates, Inc., to update the original design guidelines, drafted in 2008 by Carl Walker, Inc., with the specific goal of incorporating recent advances in the area of sustainable design standards, operations, and management strategies; and,

WHEREAS, the Parking Structure Design Guidelines were developed as a guide for future parking structure design in downtown Boise and contain information to help developers and designers incorporate certain parking structure components so as to address certain design details as early as possible in the design process; and,

WHEREAS, the Agency Board has considered the information and comments received at its July 18, 2016, Board Meeting where the updated Parking Structure Design Guidelines were presented by Agency staff; and,

WHEREAS, the Agency Board finds it in the best interest of the public to adopt the Parking Structure Design Guidelines to guide the Agency, developers, and designers in future construction and improvement of Agency public parking garages.

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 Parking Structure Design Guidelines, which is attached hereto as EXHIBIT A and incorporated herein by reference, are hereby approved and adopted.

Section 3: 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 August 8, 2016.
Signed by the Chairman of the Board of Commissioners, and attested by the Secretary to the Board of Commissioners, on August 8, 2016.

URBAN RENEWAL AGENCY OF BOISE CITY:

By: _____
John Hale, Chairman

ATTEST:

By: _____
Secretary

Prepared for



BOISE, IDAHO



PARKING STRUCTURE Design Guidelines

FINAL
August 2016





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Acknowledgement: This document was originally created by Carl Walker, Inc. in 2008. CCDC requested that Kimley-Horn update this document to incorporate changes in industry standards and practices especially in the areas of sustainable design best practices.

1. Introduction

This document was developed for the Capital City Development Corporation as a guide for future parking structure design in Downtown Boise. It contains information to help developers and designers incorporate parking structure components into proposed projects. The concepts presented will help produce functional, well-designed and patron friendly parking structures that will become valued infrastructure elements for the Downtown. The concepts are presented so that common design mistakes can be avoided by being addressed early in the design process. The document should be periodically updated to reflect state-of-the-art parking design practices and principles.

To support this point, this document is an update to the original design guidelines document with the specific goal of incorporating recent advances in the area of “sustainable operations and management strategies”. This addition nicely complements the recent Parking Strategic Plan recommendations that puts a greater emphasis on mobility management strategies. It includes the following categories:

- Introduction
- Project Delivery
- Sustainable Design & Accreditation
- Site Requirements
- Site Constraints
- Concept Design
- Circulation and Ramping
- One-way vs. Two-way Traffic
- Other Circulation Systems
- Access Design
- Parking Layout and Geometrics
- Parking Layout Efficiency
- Pedestrian Requirements
- Accessible Parking Requirements
- Safety and Security
- Lighting
- Signage and Wayfinding
- Drainage
- Open or Enclosed Parking Structures
- Structural Systems
- Durability Design
- Other Considerations
- Incorporating Other Land Uses
- Sustainable Operations & Mgmt.
- Sustainable Ops & Mgmt. Checklist

In any future parking development project, it is highly recommended that a qualified parking structure design specialty firm be engaged in the project due to the unique characteristics and special design expertise required to develop a successful project.

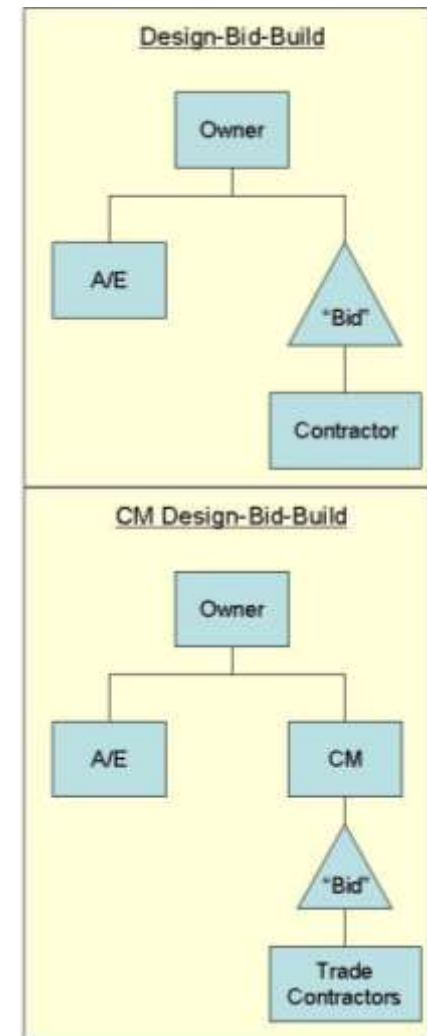


2. Project Delivery

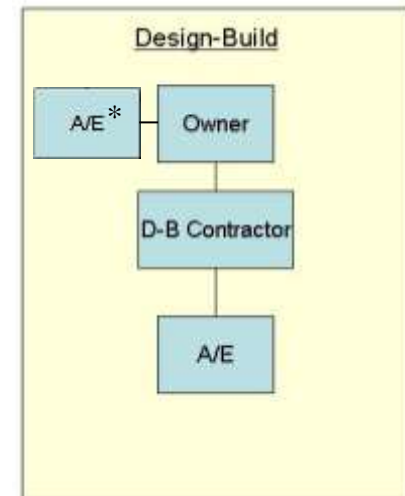
There are four primary project delivery methods commonly used to design and construct parking structures. Two design professional's handbooks titled the *Design-Build Project Delivery* and the *Design/Contract-Build Project Delivery*, published by the American Council of Engineering Companies (ACEC), are helpful references.

Each method is described on the following pages, along with a graphical depiction of the contractual relationships for each:

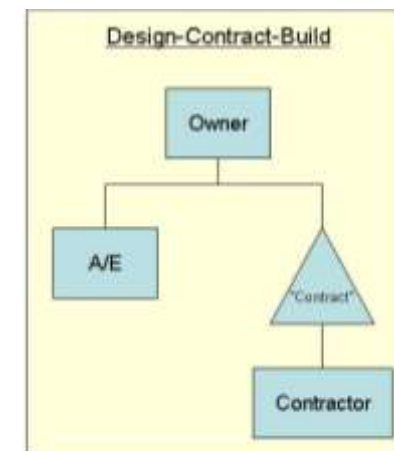
1. [Design-Bid-Build](#) (D-B-B) projects are those where the owner selects and contracts with the lead designer (Parking Consultant or Architect/Engineer). They in turn represent the owner in defining the project and preparing drawings and specifications to meet the owner's needs for competitive bidding to contractors. Often on public projects, the owner is required to select the lowest "responsive and responsible" bid, with the contractors' qualifications often not given consideration. The D-B-B method is sometimes referred to as the "traditional" process and is still the most common method.
2. [Construction Manager - Design-Bid-Build](#) (CM D-B-B) is where the owner selects and contracts with the architect/engineer (A/E) who represents the owner in defining the project and preparing drawings and specifications to meet the owner's needs for bidding. However, the owner also retains a construction manager (CM) who works with the A/E during the design phases, sets the project schedule, and performs construction cost estimates. The CM bids the work to subcontractors for the various trades. This is a better method than D-B-B for projects where the owner wants fast track or phased construction.



3. Design-Build (D-B) are cases where the owner retains a D-B contractor who in turn retains the A/E so there is a single entity responsible for both design and construction. Often the owner prepares or retains another A/E to prepare design build criteria documents as described below. The owner can select the D-B team based on qualifications and cost, consistent with the bidding documents. There has been more interest in D-B type projects recently because of owners who perceive benefits regarding cost, schedule, and risk management.
4. Design-Contract-Build (D-C-B) are projects where the owner selects and contracts with the A/E. The A/E prepares preliminary documents that are the basis for the owner contracting with the contractor early in the design process, rather than waiting for final design documents to be prepared as for D-B-B. This method combines the advantages of the D-B-B and D-B methods while reducing many disadvantages to allow the owner to have the most qualified A/E and contractor involved in their project from the design phase through the completion of construction.



*: Optional but recommended; A/E prepares design build criteria documents that are basis for contract with contractor.





In recent years there has been an increasing interest and use of Design-Build in the construction of parking structures. Legislation has been enacted in many states to allow D-B to be used by public entities because prior laws required publicly funded construction contracts to be awarded based upon completed design documents.

Advantages of Design Build:

- Owner has a single point of responsibility for design and construction.
- Potential for better design and construction coordination because the A/E is working for the contractor.
- Owner does not have to arbitrate disputes between the A/E and contractor.
- Owner reduces their risk because the D/B contractor is responsible for errors or omissions in the design documents.
- Could be less administrative burden on the owner.
- Potential for accelerated schedule because the contractor is onboard at the beginning and because of the overlapping of design and construction work.
- Potential for lower costs due to the contractor being in greater control of the project and due to the accelerated schedule.
- Costs are well defined earlier in the process

Disadvantages of Design Build:

- The D-B contractor has the incentive to complete projects faster and less expensively which can mean reduced quality of materials and workmanship.
- The owner has less involvement and control of the design because the A/E represents the D-B contractor's best interests, not the owner's. Not only is this a disadvantage for the owner, but it creates a difficult conflict of interest for the A/E.
- The owner does not benefit from independent advice and input from the A/E and contractor.
- Greater definition of the project is required up front to define goals, objectives, and minimum requirements for project function, appearance, quality, materials, operation, etc. prior to bidding to D-B teams.
- More risk for D-B teams, which can negate the potential cost saving opportunities.

When owners decide that D-B is right for their project, they can have a better chance of achieving a successful project utilizing the following procedures.

Recommendations Regarding the Design-Build Delivery Method:

1. The owner should retain an A/E at project initiation to prepare the D-B criteria documents. This allows the owner to have more input into the concept design and set standards and criteria for the project. Also, due to the uniqueness of parking structures, it is important to have the A/E led by a parking consultant or for a parking consultant to have a significant role on the design team.
2. D-B criteria documents should clearly define the project scope, function, appearance, quality, materials, and operations. The level of completeness of these documents varies, but generally they are in the 10 to 30 percent range (between Schematic Design and Design Development level of completeness).
3. The owner should use a very transparent selection process to hire the D-B contractor, using the D-B criteria documents as the basis of the Request for Qualifications/Proposals (RFQ/RFP).
4. The selection process should consider the D-B teams' technical qualifications and experience in addition to cost. Typically, there is a weighting of selection criteria such as the experience and expertise of the firms and key personnel making up the team, experience of the team working together, technical merits of design, project appearance, quality and safety programs of the contractor, references, schedule, and cost. The selection criteria and weighting should be defined in the RFQ/RFP.
5. The owner's A/E who prepared the D-B criteria documents should continue on during the final design and construction to represent the



Parking structure built for Baylor University using the Design-Build delivery method



owner's interest and help assure that the design and construction are completed in conformance with the D-B criteria documents.

As an alternative to using the D-B method, the D-C-B or CM methods can often result in a project that meets the owner's best interests because:

- The A/E contracts to the owner, thus representing their interests, not the contractor's, which should enhance quality
- Design decisions can more easily be made that are in the best long-term interest of the owner, considering factors that will provide the lowest life cycle maintenance or operational cost, rather than emphasizing those that just provide the lowest first cost or schedule advantage
- The CM or contractor is onboard early in the design process so the A/E and contractor collaborate during design, enhancing innovation and opportunities to consider the contractor's cost saving ideas
- Similar schedule and cost advantages compared to D-B
- Less risk for all parties as responsibilities can be allocated where they are appropriate

Successful parking structure projects have been completed using all four of the construction methods discussed above. Understanding the advantages and disadvantages of each and following a process to address them will help assure that the completed project is a success for the user, owner, community, designer and builder.



3. Sustainable Design and Accreditation

While it is possible for parking structures to achieve certification, typically only occupied buildings receive certification for their sustainable design through the U.S. Green Building Councils (USGBC) Leadership in Energy and Environmental Design (LEED) accreditation program. However, parking structures that are part of a mixed use project can help attain LEED points for the entire building project. The fact that stand-alone parking structures are generally not eligible for LEED certification should not discourage including sustainable design elements in parking structures.

Note: The Green Parking Council was recently acquired by the Green Building Certification, Inc. (GBCI), the certification body for US Green Building Council's (USGBC) global LEED green building rating system, which will now administer the Green Garage Certification Program.

Examples of sustainable design features for parking structures include:

- Sustainable Site Development
 - Green roofs
 - Solar panel sunshades on the top levels
 - Alternative transportation accommodations
- Water Savings
 - Water-efficient landscaping
 - Irrigation using non-potable water
 - Innovative technologies for water retention/detention
- Energy Efficiency
 - Energy efficient light sources such as natural lighting, fluorescent, induction, and light emitting diodes (LED)
 - Photovoltaic solar panels
 - Computerized lighting controls and voltage reduction





Materials and Resources Selection

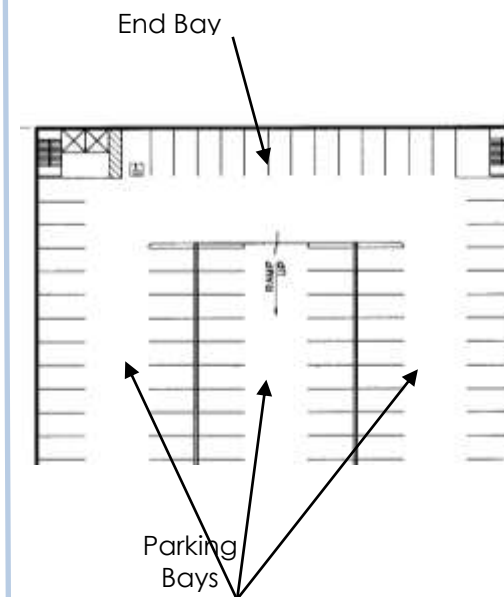
- Reuse of existing facades or shell
- Use of recycled materials such as silica fume, fly ash, and steel
- Carbon fiber reinforcement
- Thin brick façade panels
- Recycled rubber
- Indoor Environmental Quality
 - Low VOC products (e.g., paint, sealers and coatings)
 - CO monitoring and venting
 - Maximum natural ventilation and lighting (e.g., interior light wells)
 - Sustainable cleaning products
- Innovation and Design Process
 - Multi-modal facilities
 - Automated parking facilities on smaller site footprints
 - Designs for 75-100 year life
 - Bicycle storage lockers



4. Site Requirements

Large and rectangular shaped sites are ideal for parking structures. Although flat sites are generally more economical to develop, sloped sites can provide design opportunities such as access on different levels and/or no ramping between levels. For a reasonably efficient parking layout, double-loaded parking “bays” range in width from about 54 to 60 feet, depending upon the angle of parking and the width of the parking space. The overall width of the structure should be determined based upon multiples of the chosen parking bay width. An ideal length for a parking structure is at least 240 feet. Longer sites provide the opportunity to park along the end bays, which provides more parking spaces, improves efficiency, and lowers the cost per space. A longer site also allows for shallower ramps which provide improved user comfort.

Generally, parking bays should be oriented parallel to the longer dimension of the site and preferably in the predominate direction of pedestrian travel. Walking distance tolerances from parking to a primary destination are typically 200 to 300 feet for shoppers, 500 to 800 feet for downtown employees, and 1,500 to 2,000 feet for special event patrons and students.

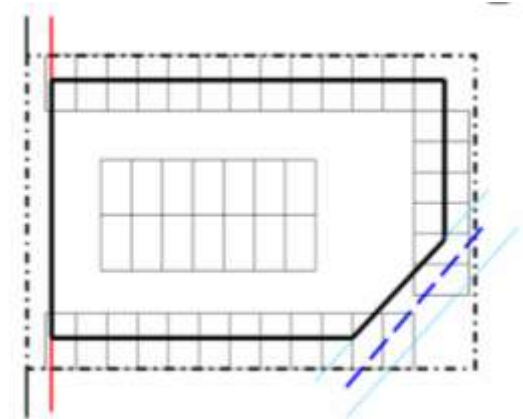




5. Site Constraints

Other site issues to be considered when evaluating a potential site for a suitable parking facility include the following:

- Site Survey – a topographic survey of the site is a very important precursor to develop a conceptual plan. The site survey should delineate property lines, easements, and utility lines.
- Site Slope – The topographic information will define the slope of the site. Sometimes the slope of a site can be utilized to reduce internal ramping in a parking structure, resulting in significantly lower costs (however, this should be weighed against operational concerns created by the inability to circulate within the structure). A parking structure that is built into a hillside can also reduce the visual mass of the facility.
- Geotechnical & Soils – Obtaining a soils report with sample borings and a geotechnical analysis early in the design process is prudent. If soils with poor bearing capacity are present on the site, the added cost for structural foundations can be significant.
- Codes and Ordinances – Municipal ordinances often specify setbacks, building height and bulk limitations, floor area ratio to site area, etc. that can significantly affect the allowable area on a site for a parking structure. The local planning organization may also impose development guidelines that must be followed.



6. Concept Design

Much of the remainder of these guidelines addresses issues and elements of parking structures that should be considerations during the conceptual design phase.

Parking Structures for People

An overall design principal to keep in mind is that parking structures are for people. Designing to accommodate the users of a particular structure will help produce a better parking structure.

- Different user types will have different needs
- Some user types may need to be physically separated to ensure revenue control or for security reasons
- Different users require different pedestrian circulation systems
- Parking space widths and circulation geometry needs vary depending on the user type.
- Some vehicular circulation systems are better for specific user types:
 - Residential – Regular users enter and exit two times a day.
 - Education – May have peak loads in and out.
 - Hotel – Overnight guests, maybe event parking too.
 - Office – Low turnover. Regular users enter and exit two times a day.
 - Health Care Visitors – Wayfinding very important. Need to accommodate elderly drivers and passengers.
 - Health Care Staff – Shift time overlap and loading. Security issues, particularly at night.
 - Retail – High turnover. Occasional users - wayfinding to and from vehicle.
 - Elderly or Families with Small Children – Wayfinding again important. May need larger spaces and more elevators.





- Events – Easy quick loading and unloading of structure. Multiple vehicular paths. Consider revenue collection methods, typically a flat fee on entry. Provide queuing space. Consider pedestrian flow to event - avoid crossing traffic.
- Multiuse Garages – These guidelines focus on parking garage design for downtown Boise. Most of the garages in downtown will serve at least two user groups – short-term and long-term parkers – and may serve many other user groups. This is due to the fact that future garages will be located in activity centers that include office, entertainment, special event, restaurants, retail, lodging, and residential land uses – all of which have different parking characteristics. Attention should be given to creating entry, exit, and circulation designs that are flexible and adaptable to particular situations. Dual exit lanes that allow parkers with passes to exit quickly without having to wait in line with parkers who are paying should be considered to lower frustration levels for customers.



7. Circulation and Ramping

The basic circulation element for a parking structure is the continuous ramp with parking on both sides of the drive aisle. In continuous ramp structures, some of the parking floors are sloped in order for traffic to circulate from one level to another. Only on a sloping site that permits direct access to each level from the exterior roadways are ramps unnecessary; but they still may be desirable for internal circulation.

The basic criteria for choosing a circulation system are the simplicity or complexity of the system and the architectural compatibility. Ingress and egress capacities are also a consideration in the selection of a circulation system. Some circulation systems provide the opportunity for level façades which may be desirable.

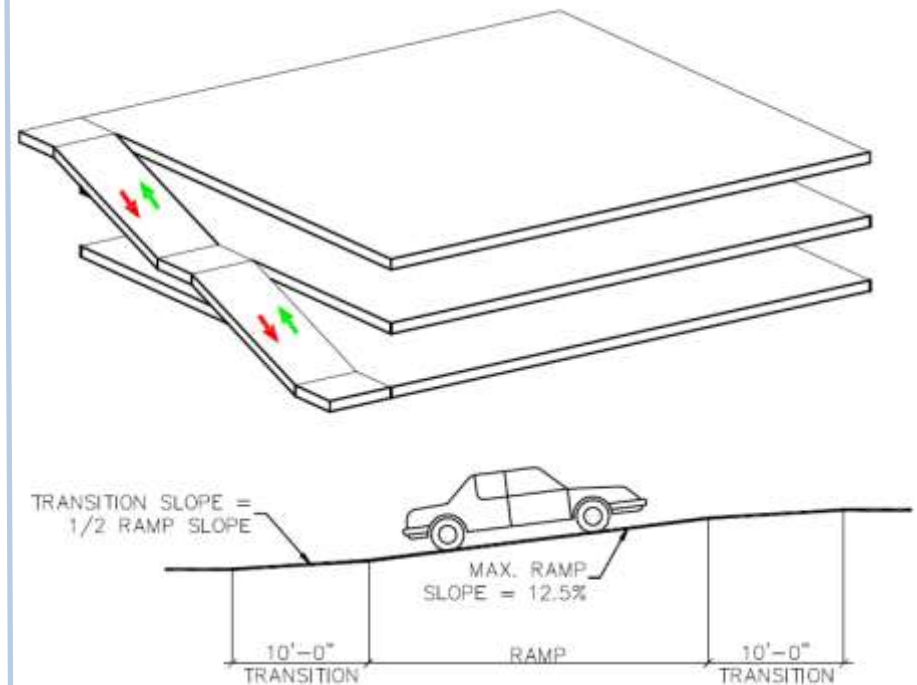
A parking ramp slope of 5% or less is preferred, although parking ramp slopes up to 7% are tolerated by the public in very dense urban areas. Parking ramp slopes should not exceed a 6.67% slope, which is the maximum parking slope permitted in the International Building Code (IBC). The acceptable ramp slope must also conform to the current Boise City Building Code.



Non-parking ramps are often employed at airports, casinos, large retail structures, for special event structures, and on small and irregularly shaped sites. Non-parking ramps consist of circular helixes (most common), express ramps (external), and speed ramps (internal). Non-parking ramp slopes should have a maximum slope in the 12% to 14% range. Non-parking ramp slopes up to 20% are sometimes considered if covered or equipped with snow melt systems.

Parking structures with non-parking ramps tend to be less efficient in terms of square feet of structure per parking space which directly increases the construction cost per parking space.

A grade difference of 8% or more requires transition slopes so vehicles do not “bottom out”. Recommended are minimum 10'-0" transition slopes at the top and bottom of the ramp that are one-half of the differential slope. For instance, two 10'-0" transition ramps sloped at 6.25% would be required at the bottom and the top of a ramp sloped at 12.5%.





8. One-Way vs. Two-Way Traffic

One of the primary factors in the design of parking structure is determining the traffic flow: one-way or two-way. Typically, a parking bay for a one-way traffic flow is narrower than for a two-way flow. The available site dimensions will influence the parking bay width and thus also influence the circulation pattern. There are advantages and disadvantages to both circulation patterns. One-way traffic flow should never be combined with 90° parking. In parking facilities with one-way traffic flow, the angle of the parking stalls establishes the direction of vehicle traffic.

Advantages of One-Way Traffic Flow:

- Easier for parkers to enter/exit parking spaces.
- Vehicles are more likely to be centered in angled spaces.
- Less circulation conflict and reduced potential for accidents.
- Better visibility when backing out of a stall.
- Separation of inbound and outbound traffic and improved flow capacity of the circulation system.
- The intended traffic flow is self-enforcing.
- One-way traffic allows the angle of parking to be changed to accommodate changes in vehicle sizes.

Advantages of Two-Way Traffic Flow:

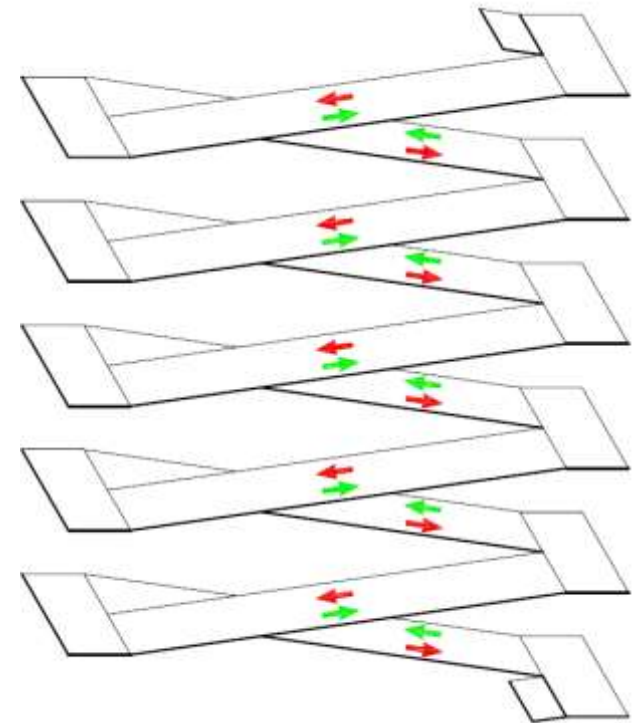
- Wider drive aisles allow parkers to pass other vehicles.
- Wider drive aisles are safer for pedestrians.
- Better angle of visibility when searching for a parking space.
- Traffic flow follows its own pattern rather than one that is forced.
- Two-way traffic and 90° parking makes more efficient use of parking aisles (more spaces in a run).
- Two-way parking facilities can essentially operate as one-way facilities when there is heavy directional traffic.



Single Threaded Design

In order to develop a reasonably efficient free-standing parking structure, the **minimum** dimensions needed are about 122 feet in width by 155 feet in length. A width of 122 feet allows for a two-bay facility with two-way traffic flow and 90-degree parking. A facility with two-way traffic and a five-foot rise along each bay requires approximately 155 feet in length for a minimum floor-to-floor height of about ten feet. That is, one 360-degree turn within the facility equates to a vertical rise of ten feet. A structure in this configuration has sloping floors along both façade sides. However, sloping floors can make façade treatments challenging. On larger sites that allow a structure length of about 255 feet, one bay can be sloped rising 10 feet with opposite façade having a “level” floor.

Because of the number of 360° turns needed to ascend in a single threaded structure, the number of levels (floors) should preferably be limited to a maximum of six, otherwise the number of turns required and the number of spaces passed becomes inconvenient. A structure with a two-bay single thread design has a capacity for a maximum of approximately 750 spaces. The isometric diagram to the right represents a two-bay single-threaded helix.



Single Threaded Helix with Sloping Floors

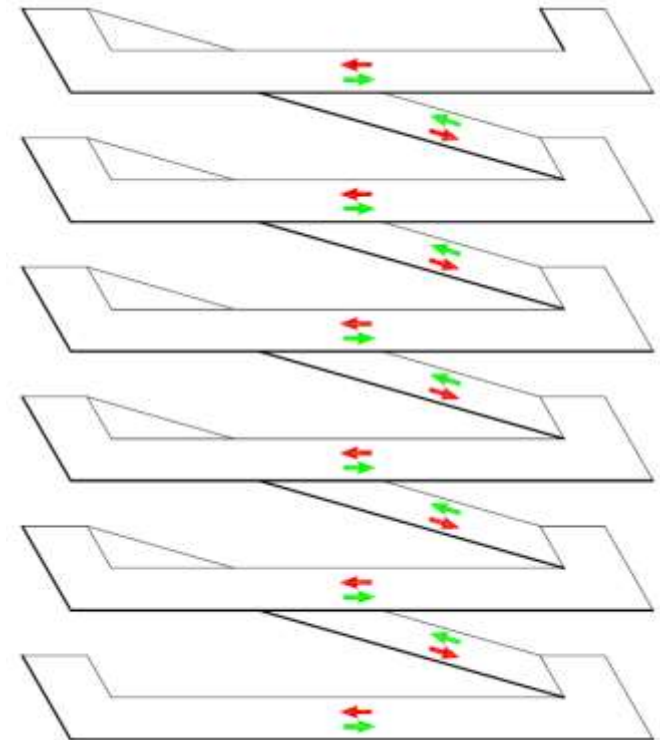


Principal Advantages of a Single-Threaded Helix:

- Repetitive and easy to understand for users.
- Potentially more flat-floor parking and level façade elements.
- Better visibility across the structure, which enhances security.

Principal Disadvantages of a Single-Threaded Helix:

- More revolutions required going from bottom to top and top to bottom.
- Two-way traffic bays have less flow capacity than one-way traffic bays. Traffic in both directions is impeded by vehicles parking and vacating a space.



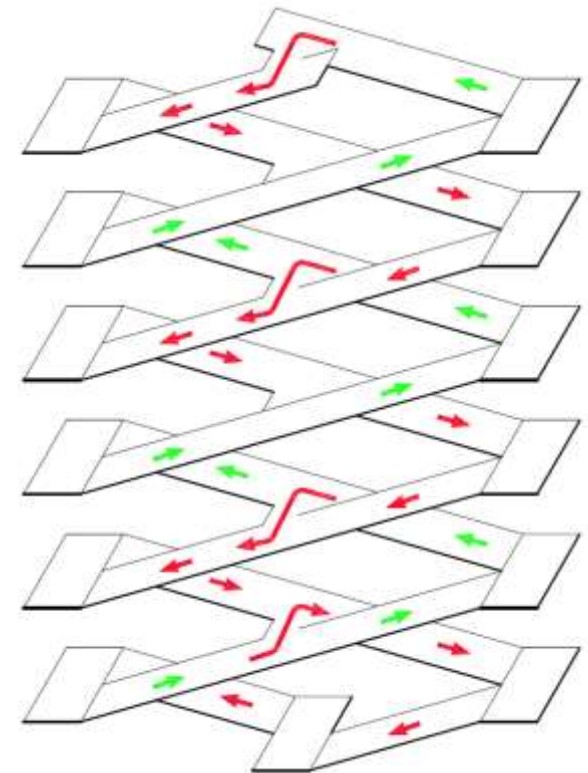
Single Threaded Helix with One Level Bay



Double Threaded Design

A facility with a one-way circulation system and angled parking can be provided in a double-threaded helix with modules ranging from 54 to 58 feet in width, depending upon the angle of parking. The preferred angles of parking for an efficient layout are 60°, 70° and 75°. A double thread, which requires a ten-foot rise along each module, requires 240 feet in length. More efficient layouts can be achieved on longer sites. The isometric to the right represents a two-bay double-threaded helix with one-way traffic.

A double-threaded helix can work with either one-way or two-way traffic flow, although one-way traffic is more common. A two-way double threaded design can be configured as two separate structures with no vehicular connection. A double-threaded helix rises two levels with every 360 degrees of revolution, which allows for two intertwined "threads" and the opportunity to circulate to an available parking space without passing all parking spaces as inbound and outbound traffic can be separated. Because of this, double-threaded helixes are often recommended for larger facilities with seven or more levels. A two-bay double thread has a functional system capacity for up to approximately 2,000 spaces with angled parking and one-way traffic flow.



One Way Double Threaded Design

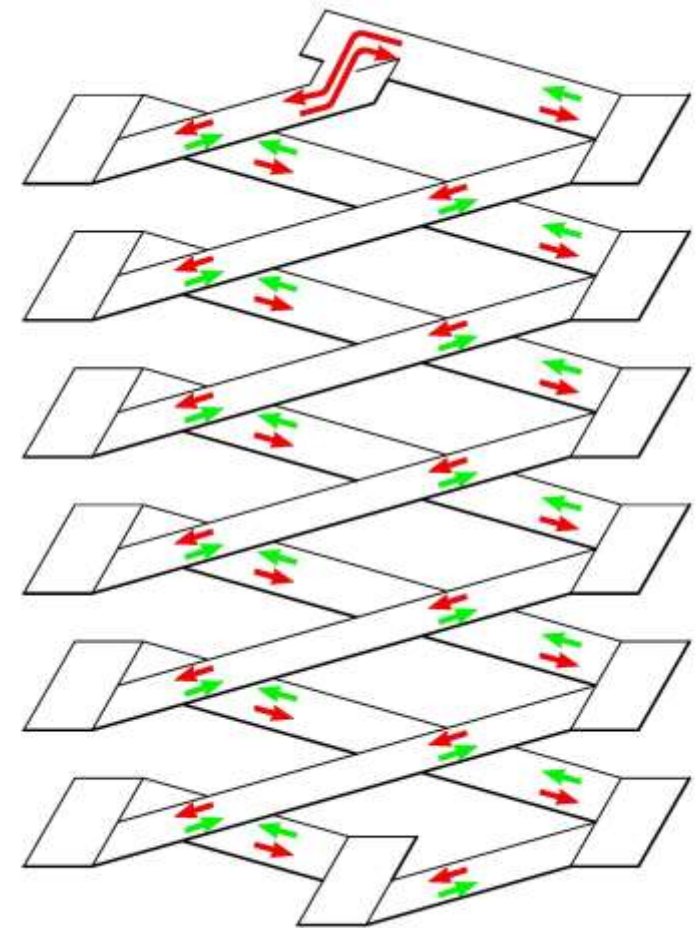


Principal Advantages of a Double-Threaded Helix:

- Efficient circulation and more traffic flow capacity
- Pass fewer spaces both inbound and outbound.

Principal Disadvantages of a Double-Threaded Helix:

- Can be complex and confusing, particularly in finding one's vehicle upon return to the parking facility.
- Two-sloped bays and minimal flat-floor parking.

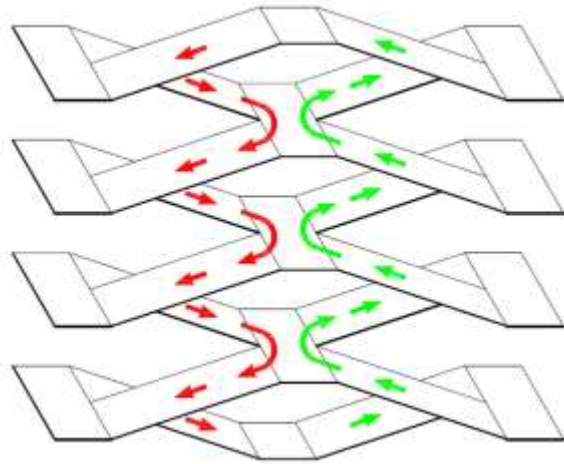


Two Way Double Threaded Design

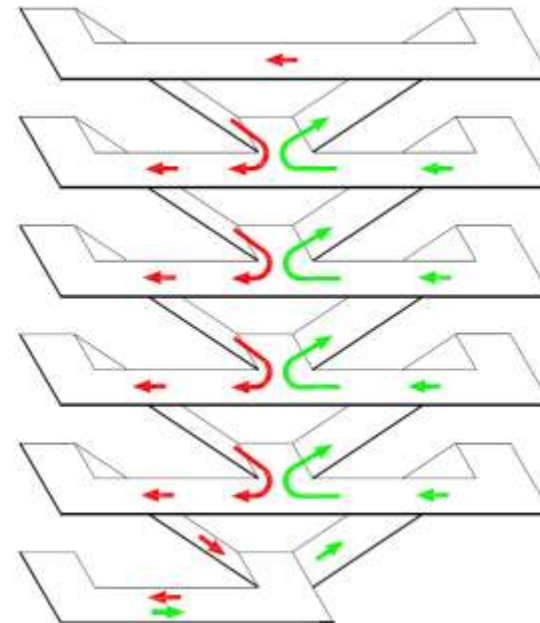


9. Other Circulation Systems

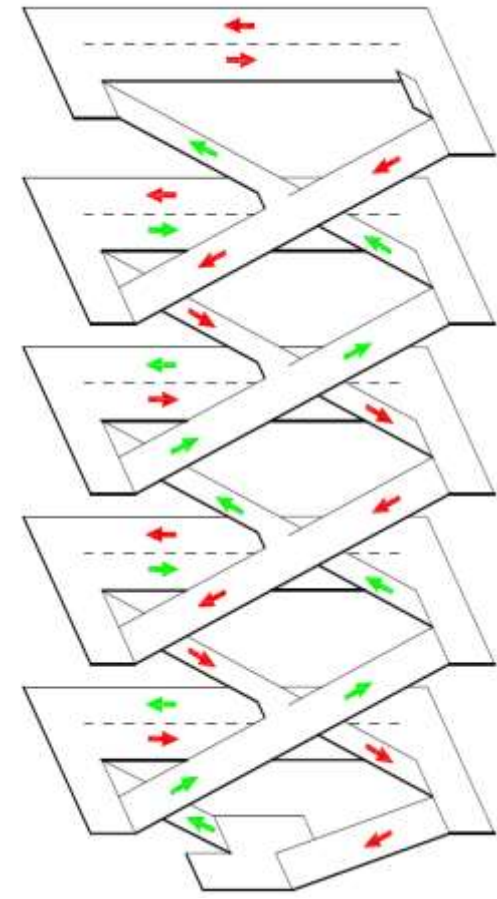
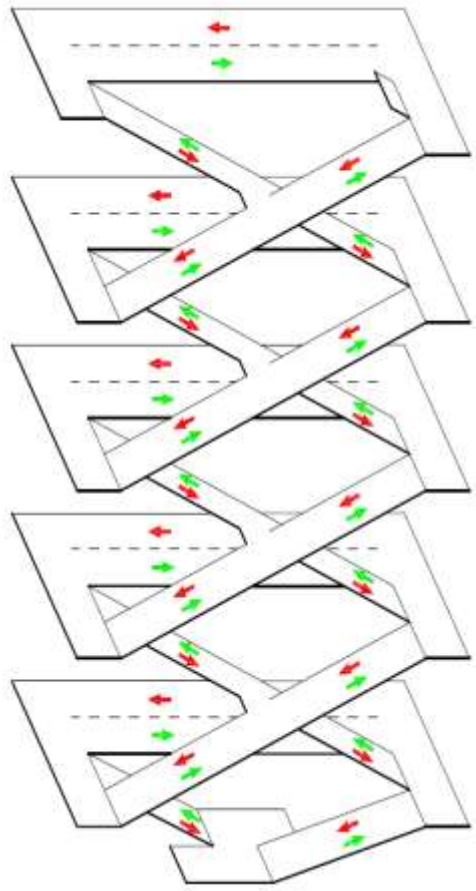
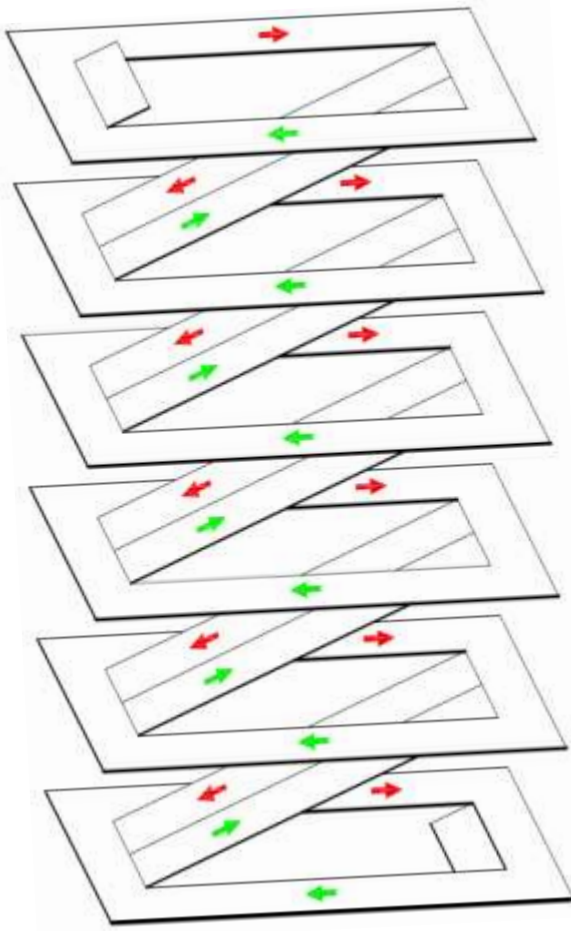
There are other parking and circulation systems that are often used in parking structures. Examples are provided below.



End-to-End Helix Both Bays Sloped



End-to-End Helix One Bay Sloped



Side-by-Side Helix

Two-way Double Threaded w/ Flat Bays

One-way Double Threaded w/ Flat Bays



10. Access Design

Vehicle entrances should be visible and easily identifiable. The minimum distance of entry/exits from corner intersections is at least 75 to 100 feet (preferably 150 feet). Entrances and exits should have clear lines of sight. It is preferable to enter a facility from a one-way street or by turning right from a two-way street and to exit a facility by turning right on a low-volume street. High traffic volumes and left turns can slow exiting and cause internal traffic backups. Consideration should be given to acceleration/deceleration lanes on busy streets. Gates should be located far enough away from the street to allow at least one vehicle behind the vehicle in the service position (at a ticket dispenser, card reader or cashier booth) without blocking the sidewalk. Entry/exit areas that have parking control equipment should have a maximum 3% slope.

It is very important to provide the appropriate number of entry/exit lanes to meet projected peak traffic volumes. The number of lanes is a function of user groups served, peak-hour traffic volumes, and service rates of the parking control equipment. It is recommended to have a parking professional prepare a lane and queuing analysis to guarantee sufficient entry and exit capacities.

Cross-traffic at entry/exits should be minimized and preferably eliminated. When placing vehicle entries and exits together on one-way streets it is preferable to avoid "English" traffic conditions where traffic keeps to the left instead of to the right. Pedestrian/vehicular conflicts should be minimized by providing a pedestrian walkway adjacent to entry/exit lanes. Stair/elevator towers should be located so pedestrians do not have to cross drive aisles on their way to primary destinations.

Important Issues for Vehicle Entry and Exit Lanes:

- The approach and the departure area from the lanes will also affect the rate of flow into or out of the structure. Tight turns equal a slower throughput.
- Pedestrian safety at entry and exit portals is paramount. Consider the vision cone of drivers entering or exiting the facility. Utilize "transitional lighting" at entry/exits.
- Check and recheck vehicle turning radii at all entry / exit lanes and adjacent ramps.
- Vehicle queuing analyses should be performed to ensure traffic does not back-up onto the exiting street system or the inside of the facility during peak periods of traffic flow.



11. Parking Geometrics

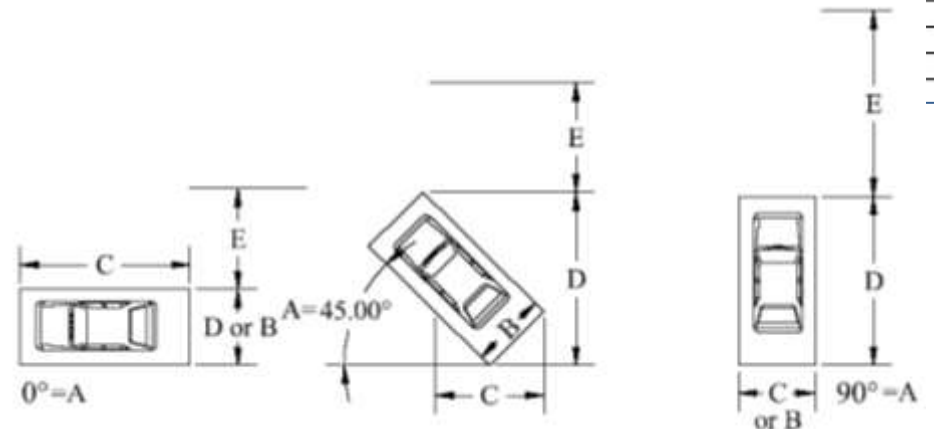
Parking geometrics refers to parking stall and drive aisle dimensions. Parking dimensions have been developed to comfortably accommodate the composite design vehicle, which refers to the dimensions of the 85th percentile vehicle in the range of vehicles from smallest (zero percentile) to largest (100th percentile). The composite design vehicle is the size of a Ford F150 truck (6'-7" x 17'-3").

The table on this page lists City of Boise parking geometrics by parking angle for standard and compact spaces.

Parking Angle	Stall Width	Curb Length Per Car	Stall Depth	Driveway Width
A	B	C	D	E
0°	9'-0"	23'-0"	9'-0"	12'-0"
20°	9'-0"	26'-4"	15'-3"	11'-0"
30°	9'-0"	18'-0"	17'-8"	11'-0"
40°	9'-0"	14'-0"	19'-6"	12'-0"
45°	9'-0"	12'-9"	20'-5"	13'-0"
50°	9'-0"	11'-9"	21'-0"	14'-0"
60°	9'-0"	10'-5"	21'-10"	16'-0"
70°	9'-0"	9'-8"	21'-10"	18'-0"
80°	9'-0"	9'-2"	21'-4"	20'-0"
90°	9'-0"	9'-0"	20'-0"	22'-0"

MINIMUM STANDARDS FOR COMPACT VEHICLES

Parking Angle	Stall Width	Curb Length Per Car	Stall Depth	Driveway Width
A	B	C	D	E
45°	7'-6"	10'-6"	16'-0"	11'-0"





The city's parking dimensions for standard spaces exceed industry standards. The table on the following page lists parking geometrics by User Comfort Factor (UCF) which correlates with a Level of Service (LOS) approach. Traffic engineers developed the LOS approach to classify traffic conditions on roadways from A (free flow) to F (gridlock). The UCF/LOS approach has been adopted by many parking consultants to help classify conditions in parking facilities. The recommended UCF categories for parking geometrics are as follows:

- UCF 4 = LOS A = Excellent
- UCF 3 = LOS B = Good
- UCF 2 = LOS C = Acceptable

LOS criteria should be related to the needs and concerns of users. Generally, users with low familiarity and high turnover should be accorded a higher UCF. If the city's parking standards are not used, we recommend minimum UCF 3 geometrics for moderate to high turnover parking (visitor, retail, etc.) and minimum UCF 2 geometrics for low turnover parking (employee, commuter, resident, etc.).

We recommend using "one-size-fits-all" parking spaces rather than segregating standard and small car spaces. However, if they are used, small car spaces should not exceed 15% to 20% of the total capacity of a facility.

Although parking garages can be custom designed to fit most sites of adequate size, in general, the minimum footprint dimensions for an "efficient parking garage" (in terms of square feet per stall) is approximately 125' x 300'. A base parking stall dimension, for most uses should be approximately 9.0' x 18.0'.



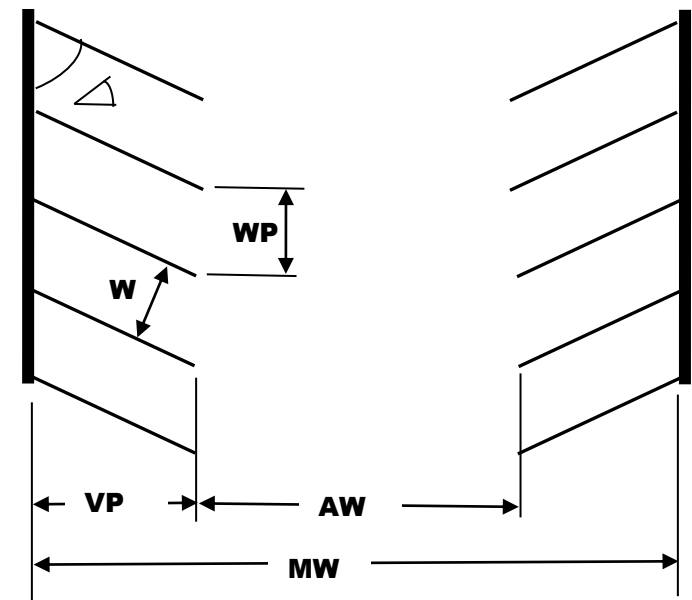
12. Parking Layout Dimensions

The following tables summarize parking layout dimensions by User Comfort Factor categories.

PARKING LAYOUT DIMENSIONS

Parking Angle	Stall Width Projection (WP)	Module Width (1) (MW)	Vehicle Projection (VP)	Aisle Width (AW)
User Comfort Factor 4				
w = 9'-0"				
45	12'-9"	49'-10"	17'-7"	14'-8"
50	11'-9"	51'-7"	18'-2"	15'-3"
55	11'-0"	53'-0"	18'-8"	15'-8"
60	10'-5"	54'-6"	19'-0"	16'-6"
65	9'-11"	55'-9"	19'-2"	17'-5"
70	9'-7"	57'-0"	19'-3"	18'-6"
75	9'-4"	58'-0"	19'-1"	19'-10"
90	9'-0"	62'-0"	18'-0"	26'-0"
User Comfort Factor 3				
w = 8'-9"				
45	12'-4"	48'-10"	17'-7"	13'-8"
50	11'-5"	50'-7"	18'-2"	14'-3"
55	10'-8"	52'-0"	18'-8"	14'-8"
60	10'-1"	53'-6"	19'-0"	15'-6"
65	9'-8"	54'-9"	19'-2"	16'-5"
70	9'-4"	56'-0"	19'-3"	17'-6"
75	9'-1"	57'-0"	19'-1"	18'-10"
90	8'-9"	61'-0"	18'-0"	25'-0"

Parking Angle	Stall Width Projection (WP)	Module Width (1) (MW)	Vehicle Projection (VP)	Aisle Width (AW)
User Comfort Factor 2				
w = 8'-6"				
45	12'-0"	47'-10"	17'-7"	12'-8"
50	11'-1"	49'-7"	18'-2"	13'-3"
55	10'-5"	51'-0"	18'-8"	13'-8"
60	9'-10"	52'-6"	19'-0"	14'-6"
65	9'-5"	53'-9"	19'-2"	15'-5"
70	9'-1"	55'-0"	19'-3"	16'-6"
75	8'-10"	56'-0"	19'-1"	17'-10"
90	8'-6"	60'-0"	18'-0"	24'-0"



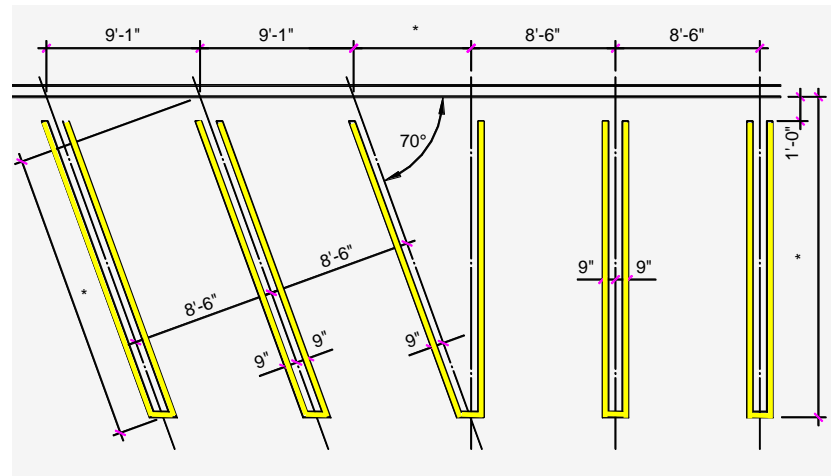
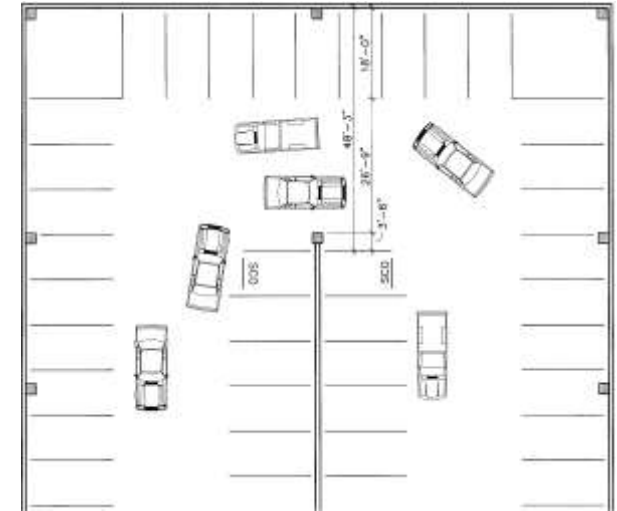
Note: (1) Wall to wall, double loaded aisle.



Parking spaces adjacent to walls, columns, elevators, stairs, etc. should be widened, if possible, by one foot so that vehicle doors can be more easily opened.

End bay drive aisles with two-way traffic should be a minimum of 26' wide for improved turning maneuverability. Wider end bay drive aisles are recommended for high turnover parking facilities. If possible, it is also suggested for more comfortable turns to hold back the first stall on either side of the turning bay. Small-Car-Only (SCO) spaces are also recommended at the ends of interior parking rows. It is very difficult to make a turn around only one row of parking. Refer to the following graphic.

Double stripes for space striping are recommended as they help parkers center their vehicles between stripes, maximizing the space between vehicles (refer to the graphic below). Also recommended is the use of traffic yellow paint for stall striping as yellow paint is more visible over time than white paint.





13. Parking Layout Efficiency

Parking efficiency is expressed in square feet of construction per parking space. Parking efficiency directly correlates with the construction cost per space. Build less structure per space and the cost per space drops. Non-parking speed ramps for example increase the square feet per space.

Parking efficiency should be calculated considering the total parking structure size including the stairs and elevators and non-parking ramps. Any retail space that is incorporated within the structure is also usually included in the calculation.

Typical ranges of parking structure efficiencies are:

- Short Span Structural System = 330 to 390 Square Feet per Space
- Long Span Structural System = 300 to 340 Square Feet per Space
- Mixed Use Developments with retail, residential and parking can be as high as 400+ square feet per space

PARKING EFFICIENCY MAKES A BIG DIFFERENCE – EXAMPLE

- $360 \text{ sf / space} \times 500 \text{ spaces} \times \$45 / \text{sf} = \$8,100,000$
- $330 \text{ sf / space} \times 500 \text{ spaces} \times \$45 / \text{sf} = \$7,425,000$

A difference of \$675,000 or \$1,350 per space!



14. Pedestrian Requirements

Pedestrian traffic is equally as important in a parking structure as vehicle traffic. A safe, secure and well signed pedestrian path must be provided. Pedestrian access at the grade level should be separated from vehicular ingress and egress. Pedestrian access is usually adjacent to stair/elevator towers. It is also desirable to place a dedicated pedestrian aisle adjacent to a vehicle entry/exit because pedestrians are naturally attracted to these openings. Maximum lines of sight for both pedestrians and vehicles should be provided, and mirrors and warning devices should be incorporated when necessary. Access locations should be restricted to a few locations for security reasons.

A minimum of two stairs are required to meet code-required means of egress for fire exits in parking structures. Stairs shall be open or glass enclosed and be visible to the street for security reasons. The minimum stair width in parking structures is 44" and wider stairs are required for special events. Travel distance between exit stairs is specified in the IBC and is a maximum 300 feet without a sprinkler system and 400 feet with a sprinkler system. Stairs are usually placed in dead corners.

Elevators should be located at the facility terminus in the direction of pedestrian travel. Hydraulic elevators can be used for up to 5 levels or 50' to 60'. Traction elevators should be used beyond 5 levels. The minimum capacity and size is 3,500 lbs. and 5'-0" x 7'-0". The number of elevators is based on the number of spaces, the number of levels, user group(s) served, peak-hour flow rates, and the size and capacity of the elevator. A parking consultant can provide a preliminary indication of the number of elevators based on a formula that takes into account the information presented above. **We highly recommend that elevators have glass backs for security reasons.** Enclosed lobbies are recommended for protection from the elements on the top level.



15. Accessible Parking Requirements (ADA)

The following table presents the required number of accessible parking spaces based on the total number of spaces provided in any given facility.

The accessible parking requirement for an institution like a hospital campus is not based on the total parking capacity but rather on the capacities of the individual facilities within a parking system, which always results in the provision of more accessible spaces overall. Accessible spaces for the institution do not have to be provided in each parking area, but can be supplied at a different location provided at least equivalent accessibility in terms of distance, cost, and convenience is provided.

All accessible spaces are 8' wide with either a 5' or 8' access aisle. An accessible space and access aisle cannot be placed at a location with a running or cross slope greater than 1:50 (2%).

The current 1 to 8 ratio for the provision of van accessible spaces is changing to 1 to 6, and it is required to round up to the nearest whole number when determining the number of van spaces. The barrier free section of the International Building Code (IBC) has the same requirement. It is recommended to use the new 1 to 6 ratio when determining the number of van spaces. Van accessible spaces require minimum 8'-2" vertical clearance and have 8'-0" wide access aisles.

Each accessible space must have a sign showing the international symbol of accessibility mounted at least five feet above the pavement. All van accessible spaces must have an additional "Van Accessible" sign mounted below the symbol of accessibility (mount minimum of 5' above pavement with other sign above).

ADA requires rounding up to the next whole number when calculating the required number of spaces based on a percentage or ratio. For example, a parking facility with 810 spaces will have 17 accessible spaces ($810 \times .02 = 16.2 = 17$ spaces), and 3 spaces will have to be van accessible ($17 \div 6 = 2.833 = 3$).

Required Accessible Spaces	
Total Spaces in Facility	Minimum Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total
1,001 and over	20 plus 1 for each 100 over 1,000



Accessible stalls cannot share access aisles when the parking is angled. Access aisles for van spaces must be on the passenger side when the parking is angled because vehicles cannot back into these spaces.

All accessible spaces must have an accessible route to public streets or sidewalks, accessible elevators, or accessible building entrances. An accessible route must have a minimum unobstructed width of 3'. A vehicle way (drive aisle) may be part of an accessible route, although it is preferred to place the accessible route at the front of the stalls. An accessible route can only pass behind other accessible spaces. It is permitted to cross a vehicle way with an accessible route. Automatic or push button door opening devices will be needed if the accessible path includes doors that patrons will need to enter/exit.

The running slope along an accessible route cannot exceed 1:20 (5%) and the cross slope cannot exceed 1:50 (2%).

It is recommended to cross hatch all access aisles and accessible routes.

Ultimately, accessible parking must be provided as required by existing city building and zoning codes. However, it is recommended that the standard ADA requirements detailed in this section be used if they exceed existing city requirements.



16. Safety and Security

Because curbs can be a potential tripping hazard, curbs in all pedestrian areas (at the end of parking rows, around stairs and elevators, dead corners, etc.) are strongly discouraged. The faces and edge of curbs that remain should be painted traffic yellow to enhance visibility.

Glass-backed elevators and glass enclosed and/or open stairways, visible to the adjacent street, are highly recommended for enhanced security. Security fencing should be installed below stairwells to eliminate the possibility of a person hiding under the stairs.

Lighting that enables users to see and be seen is one of the most important security features of a parking structure. A separate discussion on lighting is included in these guidelines.

Other important aspects of security design:

- Short span construction is not recommended. In short span construction, the columns are placed more closely together; thereby adding additional obstructions to lines of sight.
- Security fencing at the ground level should not be climbable. Security fencing ensures pedestrians enter/exit the facility only at designated pedestrian points.
- Landscaping should not provide hiding places.
- Security cameras are a deterrent to criminal activity.
- Panic alarms and two-way communication systems are recommended in prominent locations on each level.

In general, assure that as much openness as possible is provided in the design to improve sight lines, eliminate hiding places, and enhance perceived security.



17. Lighting

The following are key lighting considerations in parking facility design:

- Lighting is a key security measure
- Good lighting enhances user comfort & perception of safety
- Good lighting is a business attraction amenity
- Good lighting permits safe movement for pedestrians and vehicles
- Enhances signage visibility and readability
- Typically, light levels are not code regulated
 - Except emergency lighting @ 1 footcandles minimum
- Industry Standards
 - Illuminating Engineering Society of North America (IESNA)
 - IESNA publishes minimum lighting standards by building type
 - Liability risk for non-compliance

The recommended lighting standards listed in the table to the right, slightly exceed the Illuminating Engineering Society of North America (IES) lighting standards for parking facilities. Staining the ceilings and walls white to enhance light levels is suggested.

IES also recommends higher light levels at facility entry/exit points ("transitional lighting").

Recommended Parking Structure Lighting Standards			
Areas	Minimum Horizontal Illuminance on Floor Footcandles	Minimum Vertical Illuminance at 5 feet Footcandles	Maximum to Minimum Uniformity Ratio
General Parking & Pedestrian	2	1	10:1
Ramps and Corners			
Days	2	1	10:1
Nights	1	0.5	10:1
Entrance Areas			
Days	50	25	10:1
Nights	1	0.5	10:1
Stairways	7 avg.		10:1





Lighting Entry and Exit Lanes

- Provide additional lighting (50 fc) for 10'- 60' zone from building edge (Transitional lighting)
- Include daylight infiltration (> 15 fc)
- Typically 10' X 10' spacing of 150 watt fixtures
- Turn 2/3 of fixtures off at night

Light Source Types

- **High Pressure Sodium**
 - Golden White HPS Light Color
 - Common Parking Structure Lighting
 - Lamp Life = 24,000-28,500 Hours
- **Metal Halide**
 - White Light Color
 - Perceived Greater Brightness
 - Lamp Life = 15,000 Hours
 - Operating Cost Slightly > HPS
- **Light Emitting Diode (LED)**
 - Emerging Technology
 - Energy Efficient
 - Long Life
- **Fluorescent**
 - White Light Color
 - New Technology – Use in Cold Climates
 - Cold Weather Ballast (If Temps < 50° F)
 - Phosphor Coating
 - Sealed Fixtures
 - Lamp Life = 30,000 Hours
 - Energy Cost Effective
- **Induction Lighting**
 - White Light – Best color rendition
 - Instant Ignition Long Life Bulbs = 100,000 Hours
 - Energy Efficient
 - High Initial Costs





Lighting Expense Reduction Strategies

We recommend that the exterior bay lighting of “open” parking structures as well as roof top lighting be on separate circuits so that these lights can be turned off during the day to reduce energy consumption/costs as depicted in the lower picture on the right.





18. Signage and Wayfinding

Parking facilities can be very large, complex, and confusing. A well-designed graphics and signage system will effectively communicate necessary information to patrons, reduce confusion, improve safety, and enhance the overall user experience.

Sign messages should be simple and succinct. Messages on signs that are to be read quickly, such as vehicular signs, should be no more than 30 characters and six words in length. The typeface used should be simple and easy to read, and there is a general preference for Helvetica medium in the parking industry. Signs with lower case letters and initial caps are most easily read. The simple block arrow is recommended for parking signs. If a left turn is required, the arrow should be placed on the left side of the sign. The opposite is true for a right turn.

In parking structures, signs with a dark background and white letters are more easily read than signs with a white background and dark letters. The opposite is true in surface lots, where signs with white background and dark letters are better.

Vehicle Signs

Examples of vehicular signs include "Park" and "Exit" directional signs. Vehicular signs are ten or twelve inches in height with six or seven inch letters. Ten-inch signs are recommended for precast structures where sign visibility can be a problem. Vehicular signs should be centered over the drive lane or centered over the drive aisle when signs are mounted back-to-back.



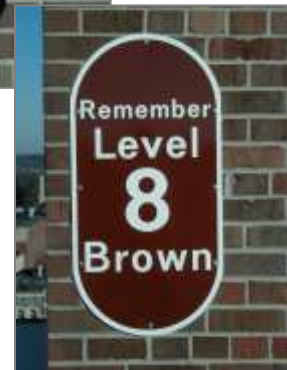


Pedestrian Signs

Examples of pedestrian signs include “Level #,” “Remember Level #,” “Row #,” and “Stair” and “Elevator” identification and directional signs. Pedestrian signs can be all one color or be color-coded by level. Pedestrian signs should be clearly distinguishable from vehicle signs so as not to interfere with vehicular traffic. Pedestrian signs in parking bays are most effective if located perpendicular to traffic flow, and they should be placed at the rear of parking stalls. Color-coding is often used to help patrons find their vehicles. It is not necessary to provide color-coding in parking facilities that are three levels or less. When color coding, it is recommended to use primary and secondary colors including red, blue, yellow, orange, purple, and green. If there are more than six levels that need to be color-coded, it is recommended to use white, brown, and black. Confusing colors such as turquoise (blue or green?) and taupe (brown, tan, or gray?) should be avoided.

The elevator core area provides an excellent location to utilize super graphics. Super graphics is defined as a graphic that covers a large area and is generally painted on a vertical surface, such as painted walls or elevator doors, with level designation incorporated.

Once colors have been determined, the color coding must appear on each parking floor (e.g., on columns and walls) and adjacent to elevator lobbies and stairwells – as well as inside elevators.



PARKING STRUCTURE

Design Guidelines



Level Theming

“Level Identification Theming” and other wayfinding aids provides an opportunity to enhance parking interior environment enhancements while also providing a practical tools to assist patrons in remembering where they parked. Several creative examples are illustrated below.



	10's
	20's
	30's
	40's
	50's
	60's
	70's
	80's
	90's
	2000

Entry Signs

Emphasizing the entrance to a parking facility is important. Large illuminated signs are often used to emphasize the facility entry and attract patrons. These signs often spell out "Parking" or use the International symbol for parking. Architectural features, such as an arch, canopy, or some different treatment of the façade, are often used to highlight the entry area as well. A height clearance bar is required for all parking structures, including the top (surface) level of below-grade facilities to prohibit over-height vehicles. Generally, the height clearance bar is located at the facility entrance(s). There may be instances when the clear height in a parking structure changes from one level to another (for example, a higher ground level than typical level to accommodate ADA vans), which may require additional height clearance bars within the facility itself. Generally, the height clearance bar is an eight-inch PVC pipe.

Having internally or externally illuminated ENTRY and EXIT signage over entry/exit lanes is another recommended best practice.

Regulatory Signs

Regulatory signs are often used in parking facilities. Examples include "STOP," "YIELD," "ONE WAY," "NO PARKING," "DO NOT ENTER," and accessible parking signs. When used it is imperative that they comply with local and federal requirements. The Manual of Uniform Traffic Control Devices (MUTCD) provides examples of standard highway signs.





Illuminated Signs

Illuminated signs are becoming more and more common in parking facilities. Technology has advanced significantly in recent years and illuminated signs have become more reliable. Generally, illuminated signs are used for the following parking applications:

- Entry and Exit Lanes (Open in green/Closed in red)
- Facility Full Signs
- Stop (red)/Go (green)
- Level Space Capacity
- Directional Control
- Fee Display
- Space Count Systems
- Variable Message Signs

Pavement Markings

Pavement markings should conform to Manual of Uniform Traffic Control Devices (MUTCD) or local standards. MUTCD specifies that white paint be used for markings for traffic flow in the same direction and yellow paint used for traffic flow in opposite directions, which implies a warning.

Pavement markings can be an effective way to direct and control traffic flow in a parking facility. However, pavement markings must be re-applied due to wear and deterioration from vehicular traffic. Pavement arrows may enhance traffic flow. They are often utilized on surface lots or the top level of parking structures where overhead directional signage is not possible. Traffic arrows are also commonly used in facilities with a combination of one-way and two-way traffic flow.





19. Drainage

Proper floor drainage is essential for all types of parking structures in all climates. While direct rain or snow may not enter all areas of the parking garage, windblown rain and snow and/or vehicles carrying ice, snow and water will distribute water throughout the facility. Heavy rains will also overload top floor drains and water will run down the ramped floors to lower levels. In addition, the frequent floor wash-downs (e.g., washing the parking surfaces/floors) that should be part of a good maintenance program are a source of water throughout the parking facility. If the floor is not adequately sloped, water is allowed to pond and deterioration will accelerate beneath the ponds.

A design slope of 2%, or $\frac{1}{4}$ inch per foot, is desired, with a minimum design slope of 1- $\frac{1}{2}$ %. Water should be drained away from exterior columns/walls and pedestrian paths. Washes may be needed in slab corners to achieve drainage slopes.

Floor drain locations are determined by the circulation system, number of bays, and structural system. The top level drain system should be designed to accept a 10-year design rainfall or as required by local code. Three to four inch piping is generally used on covered levels.



20. Open or Enclosed Parking Structure

Natural ventilation requires openings in exterior walls of sufficient size distributed in such a way that fresh air will enter the facility to disperse and displace contaminated air. The 2003 and 2006 International Building Code (IBC) states:

“For natural ventilation purposes, the exterior side of the structure shall have uniformly distributed openings on two or more sides. The area of such openings in exterior walls on a tier must be at least 20 percent of the total perimeter wall area of each tier. The aggregate length of the openings considered to be providing natural ventilation shall constitute a minimum of 40 percent of the perimeter of the tier. Interior walls shall be at least 20 percent open with uniformly distributed openings.”

“Exception: Openings are not required to be distributed over 40 percent of the building perimeter where the required openings are uniformly distributed over two opposing sides of the building.”

Setbacks can affect openness as firewalls are required if certain distance requirements from property lines and other buildings are not maintained. Parking structures are typically classified as enclosed if other uses (retail, office, residential) are located above the parking, but may remain open if parking is above or adjacent other uses. When a parking structure is positioned below grade, areaways can be used to achieve natural ventilation. The building code addresses the geometry required to permit acceptance of an areaway.

Parking structures classified as “open” do not require mechanical ventilation, fire suppression (sprinklers), and enclosed stairs.

“Enclosed”



- Enclosed Shafts
- Mechanical ventilation
- Increased illumination
- Increased fire rating
- Fire sprinklers

“Open”



- “Open” structures are allowed much larger floor plates and many more levels
- “Open” structures are naturally ventilated, so do not usually need mechanical ventilation
- “Open” structures do not require stairs to be enclosed
- “Open” structures allow a lot of natural light



21. Structural Systems

Following are the advantages and disadvantages of the three primary structural systems commonly used in parking structures today:

- **Cast-in-Place Concrete**
- **Precast Concrete**
- **Steel Framed**

The selection of the structural system should be given careful consideration. The decision is often made based on the following:

- Owner preference
- Design team preference
- Development Review Agency (or Agencies) input
- Schedule
- Construction budget
- Openness and perceived headroom
- Owner's tolerance and budget for maintenance
- Local availability of product and labor





Cast-in-Place Concrete

Advantages of Cast-in-Place Construction:

- Monolithic construction so fewer sealant joints
- Positive drainage is easier to achieve
- Post-Tensioning forces reduces slab cracking
- Floor vibration imperceptible
- Flexible column spacing (20' to 27')
- Generally no shear walls
- Lower maintenance cost
- Wide beam spacing creates more open feeling with perception of higher ceiling
- Accommodates parking structures on irregular sites, beneath buildings, and underground

Disadvantages of Cast-in-Place Construction:

- Potentially higher construction cost
- Quality control is more difficult to attain due to exposed weather conditions
- May require architectural cladding to improve exterior aesthetics
- Less adaptable to winter construction in cold climates
- Longer on-site construction schedule
- Closer expansion joint spacing
- Congestion of tendons and rebar at beam column joints
- Larger on-site staging requirement





Precast Concrete

Advantages of Pre-Cast Construction:

- Quality control because members are fabricated at a plant
- Potentially lower construction cost in some regions
- Shorter on-site construction schedule
- Greater expansion joint spacing (up to 300 feet)
- More adaptable to winter construction
- Architectural façade spandrels also serve as structural load bearing elements

Disadvantages of Pre-Cast Construction:

- More propensity for leaking at the joints
- Higher maintenance cost for sealants
- The close spacing of the tee stems creates the perception of lower ceiling height
- Garage structural "tee stems" can block signage and interfere with lighting distribution
- Shear walls affect architecture at the exterior and reduce visibility at the interior
- Reduced drainage slopes
- More bird roosting ledges
- Might not be performed by local subcontractors





Steel Framed

Advantages of Steel Construction:

- Flexible column spacing of 18' to 22'
- Generally no shear walls
- Can be performed by local subcontractors
- Shorter on-site construction schedule
- Potentially lower construction cost
- Easily accommodates vertical expansion

Disadvantages of Steel Construction:

- Erection concerns due to mixing foundation, steel, and precast subcontractors
- Not recommended where the steel is required to be fire rated by the building code
- Depending upon code requirements, steel structure may need to be fireproofed
- Steel painting for corrosion protection
- Maintenance of steel paint system
- Steel delivery times can fluctuate
- Extensive bird roosting ledges on the beam flanges





22. Durability Design

It is recommended to perform an analysis in the schematic design phase to determine which durability elements should be included in the design of a parking structure. These elements include sealers, deck coatings, concrete additives, corrosion inhibitors, and epoxy coated reinforcement. Durable parking structures also require quality concrete (low water-to-cement ratio), adequate concrete cover, proper concrete curing, and good drainage. Tradeoffs between initial costs and long-term maintenance costs should be considered. Enhanced durability systems should be provided in areas with severe exposure, such as supported structure near vehicular entries and snow storage areas on the roof level. Deck coatings (membrane) are recommended over occupied space and over electrical and storage rooms.

The design of a parking structure should at a minimum conform to the intent of American Concrete Institute's Guide for the Design of Durable Parking Structures (ACI 362). The design life of a parking structure should be 60 years.



23. Incorporating Other Land Uses

Many cities today are encouraging or requiring the design of parking structures that enhance the urban environment. Design Guidelines have been established that require parking structures to have level façades on the street sides (no exposed ramps) and pedestrian-active uses on the ground level. Even if not required by local code, there has definitely been a trend away in recent years from stand-alone, single-purpose parking structures. The development of ground-floor retail space in parking structures is often encouraged as even second-rate retail space will typically generate more income per square foot than a good parking space. This is an important consideration as most new parking structures are not self supporting. When selecting a site for the development of a parking structure, the site that offers the best possibility for ground-floor retail space should be an important consideration.

- New parking structures should incorporate other land uses (e.g., first level commercial space or commercial/residential space wrapping one or more sides) whenever physically/financially possible.
- First level commercial space will increase first level floor-to-floor heights and may necessitate adjustments to the structure's ramping scheme (e.g., inclusion of non-parkable speed ramps).
- Designs should minimize the impact of commercial space on the first level circulation system.
- Designs may need to consider loading dock space and garbage space in the parking structure.
- Restaurant space will need adequate ventilation, which may impact parking efficiency on the levels above the space.
- Entry/exit locations should be adequately positioned to account for adjacent traffic patterns and roadway conditions. Entry/exits should provide for easy identification and access from adjacent streets.





- Parking demand for the integrated commercial/residential land uses should be included in the parking supply and demand analysis for the structure.
- If there is no current market for additional commercial space, the parking facility could be designed to accommodate additional land uses in the future when market conditions warrant.



24. Other Considerations

There are other aspects of parking structure design that will not be specifically addressed but should be kept in mind, including:

- Zoning Requirements (permitted uses, setbacks, easements, etc.)
- Building Code Compliance
- Subsurface Conditions and Foundations
- Aesthetics
- Fire Rating, Fire Protection and Life Safety
- Mechanical Systems
- Storm Drainage and Water Storage
- Parking Access and Revenue Control Equipment
- Impact of Mixed Uses (retail, residential and office)
- Parking Office Requirements
- Maintenance





25. Sustainable Parking Operations and Management

This chapter identifies the many areas that can be addressed when a program wishes to enhance the sustainability of their parking operations program. Ideas are presented for the parking operator or owner to consider, whether the parking system includes one or multiple facilities, and whether it is an established system or a new one.

In the introduction to the Green Parking Garage Certification manual it is noted that “as an asset class and building type, historically parking has lagged in the sustainability movement. Yet, parking and mixed-use structures constitute a substantial portion of the built environment. Additionally, parking and transportation have significant environmental impacts, especially regarding carbon emissions, pollution, and fuel consumption.”

Parking sits at the critical intersection of the built environment and transportation modes. As such, parking structures create new opportunities to advance sustainability – both in how we plan, design, and maintain parking structures (the built environment) and our commuting and travel options (transportation modes).

Note: A more comprehensive discussion of these concepts as well as a structured approach to developing a parking operations and management program that is designed to meet specific sustainability goals can be found in the book “The Sustainability of Parking” jointly published by the International Parking Institute and the National Parking Association. (See CHAPTER 5, Sustainable Parking Operations and Management.)

It should be noted that, while this chapter references programs geared toward reducing greenhouse gasses and other climate change related issues, carbon emission reductions are necessarily the ultimate goal, but are one example of “measurable outcomes” if your program has adopted a climate change based philosophy. Many other ways to quantify sustainable parking and transportation program impacts exist and more are being developed as these programs evolve.



26. Sustainable Parking Operation and Management Checklist

The following check list of sustainable parking and transportation demand management strategies was developed after reviewing several current texts on this topic as well as reviewing programs such as LEED, Green Globes and the Green Parking Council. This checklist provides a wide range of options in a number of categories designed to promote:

- Increased energy efficiency and performance
- Reduced environmental impact
- Efficient parking space management
- Integrated sustainable mobility services and technologies
- Enhanced performance as mobility hub
- Stronger community relationships

The Green Parking Council uses a standard that is organized into four major categories: Management, Programming Technology/Structure Design and Innovations.

- Management highlights ways in which garage operations can maximize the use of a parking asset while minimizing waste. Embracing these practices ensures facility staff utilizes resources to their full potential.
- Programming guides garages to new revenue sources, greater customer satisfaction and stronger community relations. Green garage programs ensure effective vehicle ingress/egress, provide access to alternative mobility solutions, and leverage the garage's potential as a public space.
- Technology and Structure Design outlines the physical attributes a garage can deploy to increase energy efficiency, lower waste and support customer mobility choice.
- Innovations focuses on emerging sustainability initiatives and concepts that while not yet in the mainstream usage provide creative ideas and inspiration for potential future adoption.



The Sustainable Parking Operation and Management Checklist is organized into the following categories:

1. Planning
2. Parking Management
3. Facility Design/Layout
4. Demand Reduction / Transportation Demand Management (TDM)
5. Alternative Transportation Support Programs
6. Wayfinding and Parking Guidance
7. Use of Recyclables
8. Energy Savings/Generation Strategies
9. Water Management
10. Facility Maintenance and Cleaning
11. Electric Vehicle Charging
12. Green Garages

1. Planning

- Integrated Parking and Transportation Planning**
 - Develop a parking strategic plan in conjunction with a larger community-wide transportation plan
- Parking Requirements or Guidelines**
 - Ensure parking requirements or guidelines (where exempt) are appropriate and “right-sized” for the environment
- Flexible Zoning Code Standards**
 - Adopt flexible zoning code standards that take multiple factors into account
- Environment Specific Parking Ratios**
 - Develop a parking space-to-gross square foot (GSF) ratio goal that reflects “essential need”
 - Use the target ratio in parking planning appropriate for the environment
- Shared Parking**
 - Promote shared parking whenever possible



- Utilize the ULI “Shared Parking Model” to promote the “rightsizing” of parking development (taking advantage of complementary peak parking accumulation patterns by certain combinations of land-uses when the parking resources can be effectively shared).
- Encourage and design parking facilities to support shared parking.
- **Parking Location Planning**
 - Consider providing public parking in locations that strategically supports an area or district.
 - Plan for some additional public supply when a new development is created to anticipate adaptive reuse and in-fill projects in the area
 - Strategically consider the proximity of parking facilities to transit resources to promote a “Park Once” environment.
- **Life Cycle Cost Assessment**
 - Conducting a life cycle cost assessment especially of durability design elements, may increase initial facility development costs, but can provide significant savings in terms of long-term life cycle costs for a parking facility.

2. Parking Management

- **Charge for Parking**
 - Charging market rates for parking makes the public aware of the fact that parking is never free and promotes consideration of alternatives.
 - Implement “Demand-Based Parking Pricing” strategies.
 - Coordinate on and off-street parking rates:
 - Set pricing for on-street parking to promote short-term, high turnover parking
 - Set off-street pricing to encourage longer-term parking
- **Develop a parking allocation program based on “essential need”.**
 - The way we allocate our resources gets to heart of a parking program's philosophy and core principles. If sustainability is considered a core value, then decisions related to parking resource allocation should reflect sustainability principles. For example, at the Seattle Children's Hospital, all parking is provided



- only on a daily fee basis (monthly parking charges were eliminated). With no sunk costs related to monthly parking passes, other commute options are encouraged.
- Develop parking policies designed to meet the needs of multiple parking patron types (i.e. commercial, retail, residential, etc.)
- Reserved Parking Areas**
 - In general, the use of “reserved parking” is discouraged in that it promotes inefficiency in utilizing available resources and limits the ability to share and over-sell spaces
 - Implement or expand reserved areas for car/vanpools
 - Implement or expand reserved areas for hybrid/low emission vehicles
- Discounted Parking Rates and special offers**
 - Offer “Clean Air Car Discounts” or “Green Parking Permits” (i.e., reduced parking rates) for car/vanpools
 - Offer “Clean Air Car Discounts” or “Green Parking Permits” (i.e., reduced parking rates) for hybrid/low emission vehicles
- Technology**
 - Help drivers exit the garage with little or no idle time with traffic control (i.e. pay-on-foot kiosks, automatic vehicle identification (AVI) technology, etc.)
 - Evaluate space availability systems to reduce the search time for spaces within parking facilities
- Special Programs / Events**
 - Participate in annual events such as “Parking Day” to promote awareness of program alternatives
 - Offer tire inflation stations to encourage proper tire pressure which can contribute to increased fuel economy
 - Work with local TMAs or Transit Agencies to develop and promote “Transportation Fairs” or other community-based programs to educate and encourage the use of transportation alternatives



3. Facility Design/Layout

- **Facility Design**
 - Consider “Green Roofs” (vegetation), “Blue Roofs” (retains water), or “Cool Roofs” (roof coated with a light colored, solar reflective materials)
- **Facility Lighting**
 - Light with energy-efficient fixtures / Reevaluate lighting types (consider replacement with LED or fluorescent lights to reduce power usage)
 - Develop a fluorescent lamp recycling program
 - Stain or paint interior parking garage surfaces to maximize reflectivity and enhance facility lighting without increasing energy costs
 - Consider the use of sensors/timers to reduce light levels in certain zones when not in use, or during daylight hours
 - Evaluate individually powered solar parking lot lights
- **Parking Layout**
 - Assess current parking space layouts, and consider options to maximize use of existing spaces

4. Demand Reduction / Transportation Demand Management (TDM)

- **Evaluate changes to parking pricing that could reduce parking demand**
 - Belong to an organized Transportation Management Association
 - Provide easy access to alternatives
 - Consider restricting parking availability
 - Offer discounted transit passes and sell them along with parking permits
 - Develop a “commute options” program to make patrons more aware of the alternatives to driving alone
 - Offer a “parking Cash-Out” option
 - Commute bonus for alternative commute—up to \$65/month (pre-tax deduction)



- ❑ Develop an on-line commute management system that allows employees to claim commute bonus, track parking charges and plan alternative commute trips and find carpool/vanpool partners.
- ❑ Offer an option to the traditional “monthly parking contract” – Consider offering a “Parking Scratch-off Card”
 - “Unbundle” monthly parking by offering a punch card option instead of a traditional access card
 - Drivers only pay for days they drive
 - Creates an incentive to consider alternatives to driving
- ❑ **Support Active Transportation Program Development**
 - ❑ Promote zero-impact modes of travel
 - ❑ Add or expand secured parking facilities for bikes
 - ❑ Company bike or a free bike for an employee who commits to bike to work at least 2 days/week
 - ❑ Implement a program of providing temporary bike racks to handle seasonal demand peaks for bike parking. The temporary bike rack pictured to the right takes up only one on-street parking spaces
 - ❑ Implement or participate in promoting a bike-share program
 - ❑ Offer parking for bicycles
 - ❑ Offer bike sharing (or have one nearby)
- ❑ **Marketing and Communications**
 - ❑ Improve marketing of transportation alternatives
 - ❑ Improve TDM marketing outreach to include direct participation in all new student and employee orientations
 - ❑ Solicit and convey vanpool and bus club customer testimonials about their positive experiences as members
 - ❑ Solicit/Expand transportation department's participation in the larger community “Sustainability Committees” or “Transportation Master Planning processes”
 - ❑ Promote an increase in funding for pretax transit and downtown shuttle programs
 - ❑ Generate/Expand car-sharing program participation through user-based promotional efforts





□ Fleet Management

- Reduce campus fleet vehicles' reliance on fossil fuels
- Increase percentage of "alternative fuel" vehicles in fleet
- Expand car-share fleet to meet daily vehicle trip demand of departments, employees, and students
- Integrate campus or corporate fleet management with carsharing programs providing faculty, staff, and students with instant access to a fleet of vehicles within walking distance from campus or downtown offices
- Offer reserved or discounted parking for vanpool or carpool customers
- Provide reserved or discounted parking for fuel efficient vehicles
- Provide reserved or discounted parking for alternative fuel vehicles

5. Alternative Transportation Support Programs

□ Provide or support a range of transport alternatives

- Increase the amount and types of bike parking
- Become a funding partner for campus or community bike rental programs
- Invest in changing rooms/showers
- Partner with bike concierge services
- Provide reduced priced parking in remote "ride sharing" collector lots, supported by transit or shuttle programs

6. Wayfinding and Parking Guidance

□ Improve parking signage and information

- Help drivers find your parking facility more easily with enhanced signage and wayfinding outside of your garage
- Consider incorporating parking availability data into external and internal parking signage
- Help patrons locate available spaces more quickly and efficiently with internal wayfinding
- Evaluate or implement parking guidance systems to improve parking efficiency



- Develop a parking availability/location mobile device application to reduce the circling of vehicles

7. Use of Recyclables

□ Recyclable Resources

- Replace all light bulbs in office environments with compact fluorescent bulbs
- Replace concrete parking and traffic products with those made from 100% recycled rubber (e.g., wheel stops, speed humps, sign bases, etc.)
- Implement a parking garage lighting recycling program (especially if fluorescent lighting fixtures are in use.)
- Offer recycle bins for patrons & employees
- Purchase recycled, organic or local products
- Recycle disposed materials, use local labor, or source local or recycled materials when undergoing new construction or renovations

8. Energy Saving/Generation Strategies

□ Energy Related Strategies

- Have climate controlled occupied areas (programmable thermostats/sensor controls)
- Have an open air design with no ventilation system in the parking areas
- Ventilate the decks with variable controlled air flow (i.e. VFD) or sensor activated (i.e. DCV) technology
- Generate renewable energy (i.e. solar PV, wind turbines, hydroelectric)
- Cover parking lots and garage roofs with solar panels.
- Generate renewable energy strategies (i.e. solar PV, wind turbines, etc.)





9. Water Management

□ Water Saving

- Replace plumbing fixtures with water-saving fixtures
- Use water-efficient landscaping (e.g., xeriscaping/native plants to reduce irrigation needs)
- Develop a storm water management plan
- Capture “grey water” for use in watering parking landscaped areas

10. Facility Maintenance and Cleaning

- Maintenance, Recycling and Environment Enhancements
 - Implement on-site wastewater treatment
 - Use sustainable cleaning supplies/Clean with green, non-toxic cleaning products
 - Apply low- or no- VOC (Volatile Organic Compound) coatings to all surfaces
 - Make interior spaces tobacco free
 - Add recycling containers for all facilities where they are convenient to patrons and staff

11. Electric Vehicle Charging

- Promote the use of non or reduced emission vehicles
 - Provide charging stations for electric vehicles
 - Develop electric vehicle charging system specifications

12. Green Garages

- Consider third party sustainability certifications, such as LEED or Green Globes
- Adopt a standard that all parking construction will seek a LEED ®-based equivalency rating of “Silver” or better when feasible and/or Green Parking Council standards.
- Adopt a standard for new garage development that solar arrays that generate up to 50% of the facility’s power needs must be integrated



AGENDA BILL

Agenda Subject: Type 4 Project Designation for City Hall Plaza Renovation.	Date: 8/08/2016
Staff Contact: Doug Woodruff	Attachments: Site Plan Perspective
Action Requested: Designate City Hall Plaza Renovation as a Type 4 Project and direct staff to negotiate and finalize terms of a Type 4 Capital Improvements Reimbursement Agreement for future Board Approval.	

Background:

In 2014, the City of Boise began a multi-year phased renovation of City Hall. The renovation efforts completed to date include seismic upgrades, streetscape improvements, as well as some interior remodeling and code upgrades. CCDC participated in the streetscape improvements portion of these renovation efforts via a T4 Capital Improvement Reimbursement agreement. The streetscape improvements encompassed the eastern half of the block and fulfilled a portion of the Agency's goals to improve the pedestrian network throughout Old Boise.

The upcoming phase of renovation includes plaza improvements, streetscape improvements and waterproofing the subterranean parking structure underneath the plaza. Water leaks causing damage to the garage need to be repaired. The plaza has also fulfilled its useful lifecycle and requires major maintenance to the fountain, concrete paving and stairs, and declining landscape. In order to waterproof the subterranean garage a large portion of the plaza must be replaced.

The Public Works department with CH2mHill and GGLO Landscape Architects have designed a plaza that better suits downtown Boise's civic space needs. Four design alternatives were presented to the public and through a series of work sessions and outreach in 2015. From the extensive public input, a preferred solution was chosen and refined. The City Hall Plaza Renovation incorporates the remaining streetscape improvements needed around the block into the plaza design. The streetscape improvements will enhance key pedestrian connections to Old Boise along Idaho Street, Main Street, and Capitol Boulevard.

Key Features of the City Hall Plaza Renovation as depicted in the enclosed site plan include:

- A skim fountain that incorporates the public art piece: Cottonwood Copse
- A hardscape shaded patio with informal seating
- A lawn terrace, and water wise naturalized landscaping
- Ability to host large events by spanning the shaded patio and lawn terrace
- Amenities such as a Boise Green bike station, traditional bike parking, and a bicycle repair station
- Green Storm Water Infrastructure to address storm water runoff

Construction plans are 90% complete. Public Works staff plan to bid construction of the renovation project in early calendar year 2017 with construction beginning in spring 2017 and completing in fall 2017.

CCDC is assisting with the City Hall Plaza Renovation for several reasons. The Agency's mission sets forth to address infrastructure deficiencies and budget challenges, such as the ones noted above. We have the ability to deliver, in partnership with COB, an enhanced plaza with robust features that enliven the downtown core and better meet the needs of a growing city. And, the discrete amount of real estate downtown dedicated to civic space should be activated and publicly utilized to the greatest extent reasonable.

Fiscal Notes:

CCDC CIP includes \$1,225,000 of funding during fiscal year 2017 for the City Hall Renovation. The T4 agreement is expected to include the full amount to reimburse for eligible project costs.

The City Hall Plaza Renovation project budget is \$3,700,000. The city council approved this amount with the understanding that CCDC intends to contribute \$1,225,000 to the project.

CCDC's Capital Improvement Plan has contemplated streetscape improvements around the City Hall block since 2014. CCDC's initial consideration to assist with funding the plaza renovation occurred in fall 2015 when COB conducted a project budget and design revision exercise. Additional funds were needed to accomplish the necessary repairs and preferred design. Upon the request for assistance from COB, CCDC incorporated funds into the Central District CIP to assist with the renovation costs.

Staff Recommendation:

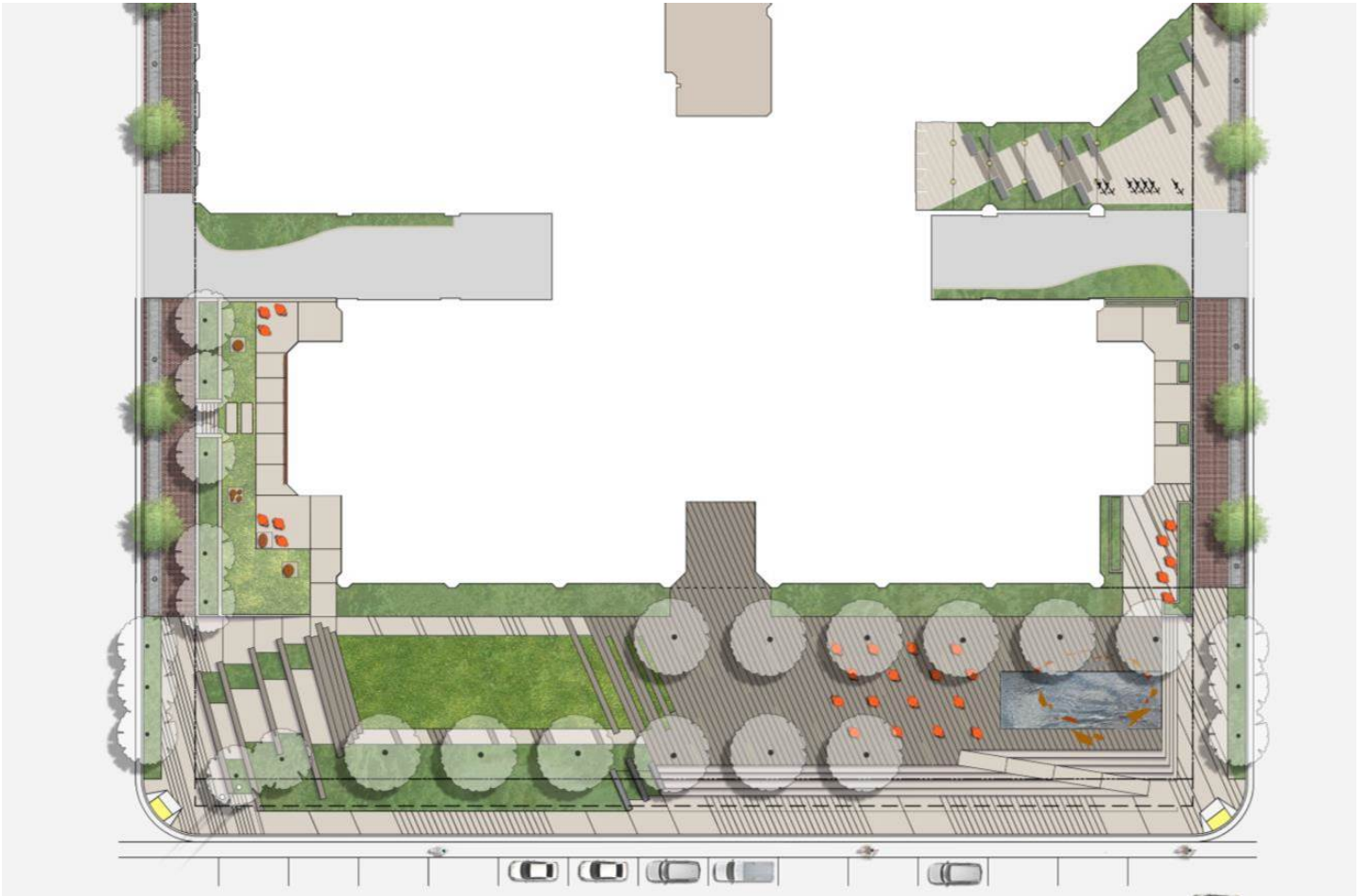
Designate project as Type 4 Project and direct staff to negotiate and finalize terms of a Type 4 Capital Improvements Reimbursement Agreement for future Board Approval.

Suggested Motion:

I move to designate the City Hall Plaza Renovation as Type 4 Project and direct staff to negotiate and finalize terms of a Type 4 Capital Improvements Reimbursement Agreement for future Board Approval.

City Hall Plaza Renovation

Site Plan



City Hall Plaza Renovation

Perspective Rendering





AGENDA BILL

Agenda Subject: FY 2016 Amended Budget		Date: August 8, 2016
Staff Contact: Ross Borden, Finance Director	Attachments: 1. <i>Proposed</i> FY 2016 Amended Budget 2. <i>Proposed</i> Notice of Public Hearing	
Action Requested: 1. Approve <i>proposed</i> FY 2016 Amended Budget 2. Advertise Public Hearing at August 24 Special Board Meeting		

Background:

The CCDC Board of Commissioners has routinely amended its current year budget one time near the end of the fiscal year to reflect updated revenues, expenses and projects as a starting place for the coming fiscal year’s budget.

Fiscal Notes:

FY 2016 Original Budget	\$42,572,360	
<u>Proposed FY 2016 Amended Budget</u>	<u>\$46,350,610</u>	
Change	\$ 3,778,250	+9%

The Budget Highlights provide a comprehensive yet succinct narrative of the changes to the various revenue and expenditure categories.

The one-page Revenue and Expense Summary is accompanied by Expense Detail reports for the primary expense categories that show how those totals were produced.

The report format includes “Permanent Change” and “Timing Change” columns. Permanent changes are mid-year, positive or negative adjustments or reallocations of budgeted revenues or expenses. Timing changes are the acceleration or delay of budgeted funds to or from projects in different fiscal years.

Staff Recommendation:

Approve motion to amend FY 2016 Amended Budget and advertise the August 24 public hearing.

Suggested Motion:

I move to amend the FY 2016 Amended Budget to new revenue and expense totals of \$46,350,610 and set the time and date of Noon, August 24, 2016, for the statutorily-required public hearing on the Budget Amendment.



FY 2016 AMENDED BUDGET
October 1, 2015 - September 30, 2016



FY 2016 AMENDED BUDGET

----- HIGHLIGHTS -----

REVENUE

- **Increases.**
 - Parking revenue by \$220,310 due to an increase to the monthly rate in all garages beginning Jan 1, 2016 and continued demand downtown (permanent).
 - \$500,000 reimbursement from the City of Boise for the LIV District / Central Addition / Broad Street geothermal installation co-project (permanent).
 - \$750,000 from the Greater Boise Auditorium District (GBAD) for various expenses and projects associated with the Agency's lease revenue bond financing of the District's expansion into the City Center Plaza complex (permanent).
 - \$180,000 for Grove Plaza Engraved Brick Program gross sales.
- **Decreases.**
 - Revenue Allocation (Tax Increment) in both the Central District (\$200,000) and River-Myrtle / Old Boise (RMOB) District (\$600,000) due to tax appeals for the 8th & Main building and the JUMP project respectively (permanent).
 - Term Loan / Bond Financing. \$13.5 million for RMOB District projects moved to FY 2017 due to project timing. Of the original \$18.5 million budgeted for FY 2016, a \$5 million bond was secured for three Central District projects: Main Street Station local match, Grove Plaza 2.0 and City Hall Plaza (timing).
 - Courthouse Corridor Project decreased by \$125,000 to \$392,078 due to early termination of Civic Partners agreement (permanent).
- **Fund Balance / Working Capital.** Adjusted by net of \$6.9 million to synch Working Capital with projects now timed in FY 2017 (timing).

EXPENDITURES

OPERATING EXPENSES.

- **Increases.**
 - Interagency Partnerships by \$104,086 due primarily to an agreement with Trailhead entrepreneurship resource center for Engagement Consulting expenses of \$99,986 (permanent).

- **Decreases.**
 - Professional Services by \$167,230 due primarily to reallocation of Project Assessment funding to the Grove Plaza 2.0 renovation project and Pioneer Pathway Phase 3 project. The City of Boise \$70,000 contribution for parking system rebranding ameliorated the decrease (permanent).
 - Repairs/Maintenance – Streets & Facilities by \$186,622, most of which is being reallocated to the Grove Plaza 2.0 renovation project (permanent).

CONTRACTUAL OBLIGATIONS

- An additional \$1.5 million is budgeted for potential reimbursement of sales prices for 620 S. 9th and 1401 W. Idaho properties according to development agreements.

CAPITAL OUTLAY

- **Decreases.**

Obligated/Designated Projects.

- **Timing:** Moved to FY 2017 is \$1.2 million for Wayfinding in the four URDs, \$1.4 million for 8th Street Corridor improvements, \$1.3 million for LIV District / Central Addition / Broad Street improvements, \$750,000 for Athlos Leadership Academy streetscape and façade easement and \$180,000 for Connector Analysis re Front & Myrtle streets. In the RMOB District, \$5 million for approximately 265 spaces in Parcel B parking garage to be constructed at 11th & Front streets by Gardner Company and \$3.24 million for approximately 89 spaces in Fowler apartment building parking garage being constructed at 5th & Myrtle streets moved to FY 2017. Moved to FY 2019 is \$600,000 for streetscapes in the Westside District.

Tentative Projects.

- **Timing:** \$4 million for a to-be-determined parking garage or parking spaces in the RMOB District.

Parking Projects.

- **Timing:** \$470,000 moved to FY 2017 for Downtown Public Parking System (DPPS) signage.

Property Development.

- **Timing:** In the Westside District, \$2.5 million moved to future years.

- **Increases.**

Obligated/Designated Projects.

- **Permanent:** \$381,000 for Grove Plaza Renovation; \$120,000 for Grove Plaza 2.0 engraved bricks (cost covered by brick sales revenue); \$100,000 for Pioneer Pathway Phase 3 of 3; \$100,000 for LIV District / Central Addition / Broad Street fiber optic cable installation.

Tentative Projects

- **Permanent:** \$617,000 for Participation Agreement streetscape grants including in the LIV District, West Side and 30th Street Districts.
-

Pass-Through Revenue & Expense.

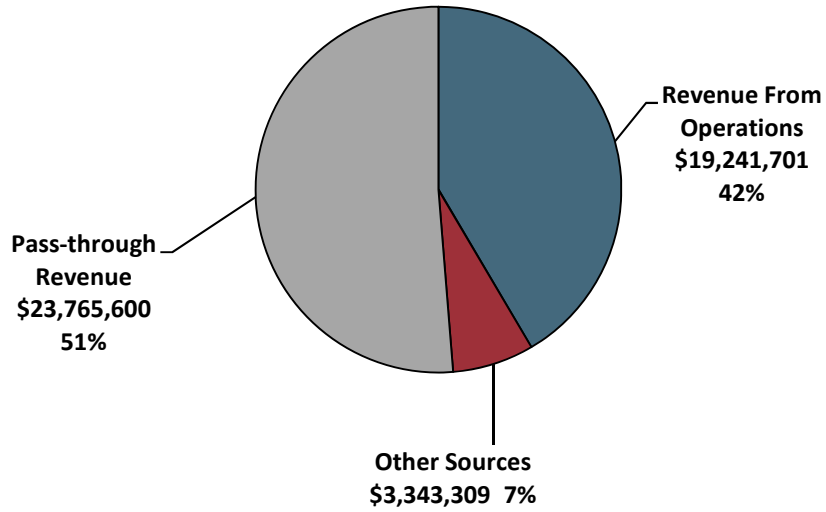
- **GBAD Expansion Financing:** \$25.6 million pass-through revenue for GBAD Lease Revenue bond proceeds and lease revenue from GBAD for its convention center expansion facilities in the City Center Plaza's Centre building nearing completion on the Grove Plaza in the Central District. Related costs for bond issuance and purchase cost of Financed Projects are included in the pass-through expenses. GBAD's fiscal year (Dec 1 – Nov 30) does not coincide with CCDC's fiscal year (Oct 1 – Sept 30). The bond repayment schedule is based on GBAD's fiscal year. \$2.2 million transferred into the Fund Balance due to this timing situation. CCDC will continue to have a non-zero fund balance for the debt service fund until the twenty-year bond is paid off.
 - **Courthouse Corridor Financing:** \$125,077 decrease due to early termination of the Civic Partners development agreement.
-



FY 2016 AMENDED Budget

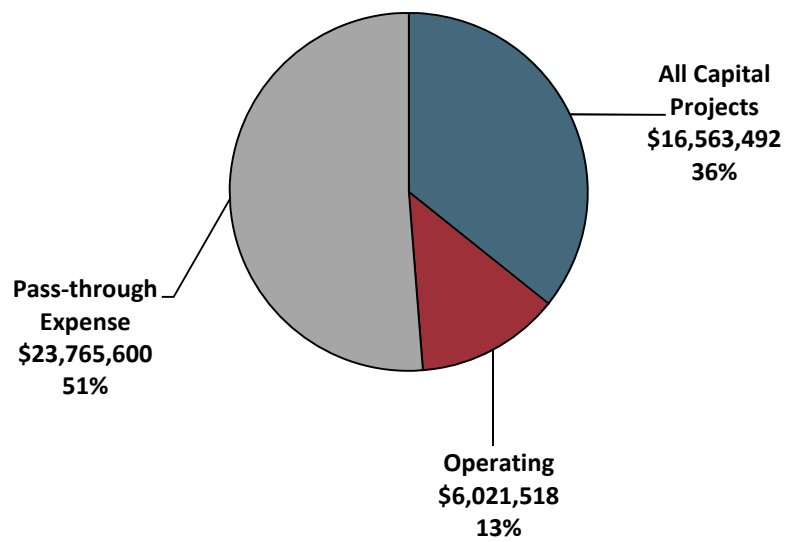
Sources

\$46,350,610



Uses

\$46,350,610

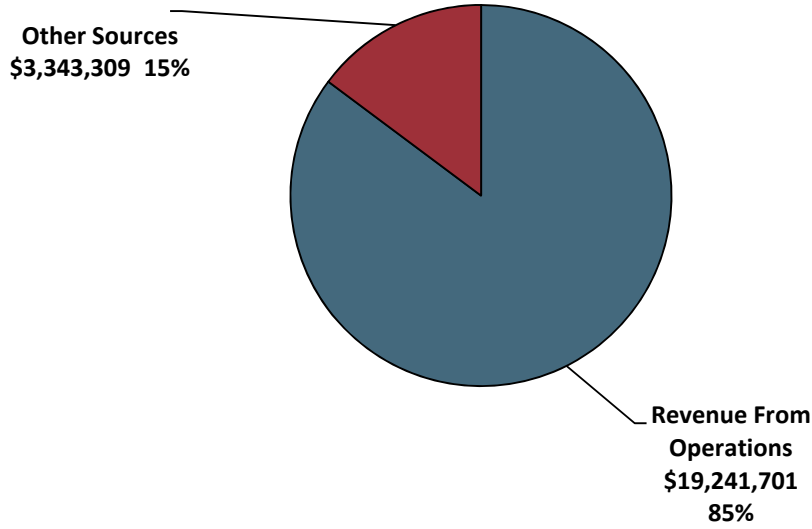




FY 2016 AMENDED Operating Budget

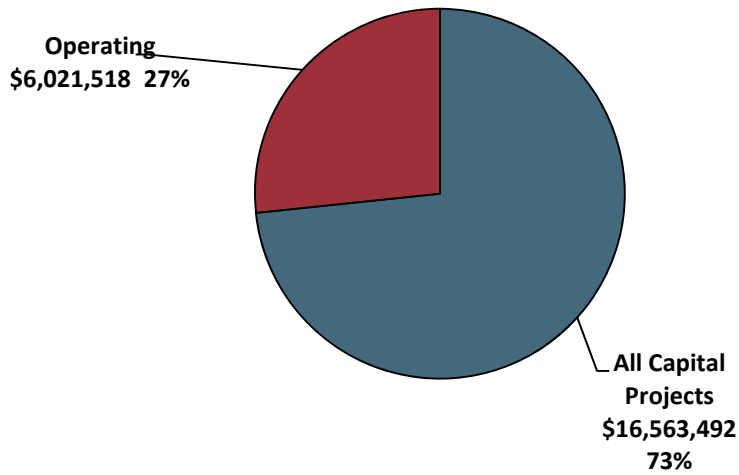
Sources

Less Pass-Through Revenue
\$22,585,010



Uses

Less Pass-Through Expense
\$22,585,010



CCDC FY 2016 AMENDED BUDGET REVENUE SUMMARY	2016 ORIGINAL	2016 AMENDED	Permanent Change	Timing Change
Revenue from Operations				
Revenue Allocation (Tax Increment).....	13,340,000	12,540,000	(800,000)	
Parking Revenue.....	5,649,908	5,870,218	220,310	
Other Revenues (Various Reimbursements).....	347,337	831,483	484,146	
Subtotal	\$ 19,337,245	19,241,701	(95,544)	-
Other Sources				
Misc. Revenues (Grants/Leases/Gain on Sales on Properties Held for Resale).....	91,000	936,000	845,000	
Grove Plaza Brick Program Gross Sales.....	-	180,000	180,000	
Term Loan/Bond Financing.....	18,500,000	5,000,000		(13,500,000)
Use of (Transfer to) Fund Balance.....	4,126,960	(2,772,691)		(6,899,651)
Subtotal	\$ 22,717,960	3,343,309	1,025,000	(20,399,651)
Subtotal - Revenue from Operations	\$ 42,055,205	22,585,010	929,456	(20,399,651)
Pass-Through Revenue				
GBAD Expansion Financing.....	-	25,607,778	25,607,778	
Courthouse Corridor Financing.....	517,155	392,078	(125,077)	
Use of (Transfer to) Fund Balance for GBAD Expansion Financing.....	-	(2,234,256)		(2,234,256)
Subtotal	\$ 517,155	\$ 23,765,600	\$ 25,482,701	\$ (2,234,256)
TOTAL REVENUE	\$ 42,572,360	\$ 46,350,610	\$ 26,412,157	\$ (22,633,907)

CCDC FY 2016 AMENDED BUDGET EXPENSE SUMMARY	2016 ORIGINAL	2016 AMENDED	Permanent Change	Timing Change
Operating Expense				
* Interagency Partnerships.....	144,100	248,186	104,086	-
* Legal Services.....	218,000	211,000	(7,000)	-
Parking Operator (Contractor).....	1,665,936	1,607,973	(57,963)	
Personnel Costs.....	1,734,209	1,728,350	(5,859)	
* Professional Services.....	1,351,185	1,081,955	(167,230)	(102,000)
* Rent/Maintenance/Office.....	934,080	942,821	(9,259)	18,000
* Repairs/Maintenance: Streets & Facilities.....	387,855	201,233	(186,622)	-
Subtotal	\$ 6,435,365	6,021,518	(329,847)	(84,000)
Debt Service & Contractual Obligations				
* Parking Garage Debt Service/Contractual Obligations.....	4,417,120	5,898,587	1,481,467	-
Capital Outlay				
* Obligated/Designated Capital Improvement Projects.....	22,410,720	9,125,905	425,185	(13,710,000)
* Tentative Capital Improvement Projects.....	5,470,000	1,265,000	120,000	(4,325,000)
* Parking Reinvestment Plan.....	797,000	249,000	(5,000)	(543,000)
* Property Development.....	2,525,000	25,000	-	(2,500,000)
Subtotal	\$ 31,202,720	10,664,905	540,185	(21,078,000)
Subtotal - Expenses for Operations	\$ 42,055,205	22,585,010	1,691,805	(21,162,000)
Pass-Through Expense				
GBAD Expansion Financing.....	-	23,373,522	23,373,522	
Courthouse Corridor Financing.....	517,155	392,078	(125,077)	
Subtotal	\$ 517,155	\$ 23,765,600	\$ 23,248,445	\$ -
TOTAL EXPENSE	\$ 42,572,360	\$ 46,350,610	\$ 24,940,250	\$ (21,162,000)

Permanent Changes - mid-year adjustments/reallocations of budgeted revenues or expenses.

Timing Changes - acceleration or delay of budgeted funds to/from projects in different fiscal years.

* Detail Attached

CCDC FY 2016 AMENDED BUDGET EXPENSE DETAIL	2016 ORIGINAL	2016 AMENDED	Permanent Change	Timing Change
Interagency Partnerships				
1. Boise Valley Economic Partnership.....	20,000	20,000	-	
2. BVEP: Dues.....	3,000	3,000	-	
3. Building Owners and Managers Association (BOMA).....	5,000	5,000	-	
4. Chamber of Commerce: Regional Leadership.....	1,000	1,000	-	
5. Chamber of Commerce: State of City.....	650	650	-	
6. Chamber of Commerce: Dues.....	400	400	-	
7. COMPASS.....	8,100	8,440	340	
8. DBA: Annual Membership.....	10,000	10,000	-	
9. DBA: Public Relations: Alive After 5.....	7,500	12,500	5,000	
10. DBA: Public Relations: Bronco Shuttle.....	2,500	5,000	2,500	
11. DBA: Public Relations: State of Downtown.....	2,500	2,500	-	
12. DBA: Trash Service/Clean Team.....	67,200	63,450	(3,750)	
13. Other Sponsorships.....	5,500	5,500	-	
14. Trailhead: Engagement Consulting.....	-	99,996	99,996	
15. Redevelopment Association of Idaho.....	10,750	10,750	-	
Subtotal	144,100	248,186	104,086	-
Legal Services				
1. 1401 W Idaho Disposition (The WaterCooler).....	5,000	6,000	1,000	
2. 620 S 9th Phase I and Phase II Disposition.....	2,000	2,000	-	
3. 8th & Main Development.....	1,000	1,500	500	
4. Ash Street Properties Disposition.....	5,000	5,000	-	
5. Auditorium Expansion.....	10,000	20,000	10,000	
6. Auditorium "Friends of the District".....	10,000	-	(10,000)	
7. Auditorium Others.....	10,000	-	(10,000)	
8. 5th & Idaho Apartment Project.....	10,000	10,000	-	
9. Sherman & Howard - Bond Counsel.....	5,000	-	(5,000)	
10. City Center Project.....	3,000	6,000	3,000	
11. Central District General Including Grove Plaza.....	20,000	20,000	-	
12. Civic Partners Issues.....	5,000	5,000	-	
13. Future URA District Assessment.....	1,000	1,000	-	
14. General Contracting (Parking).....	38,000	38,000	-	
15. General Legislative Activities (Ops).....	7,000	8,000	1,000	
16. General/Miscellaneous (Ops).....	20,000	20,000	-	
17. Bond Financing - Central.....	1,000	500	(500)	
18. Macy's Building (Athlos Academies).....	5,000	2,000	(3,000)	
19. Main Street Station.....	5,000	5,000	-	
20. Central District Termination Planning.....	7,000	7,000	-	
21. River Myrtle/Old Boise District General.....	30,000	30,000	-	
22. Roost Development (The Fowler).....	2,000	8,000	6,000	
23. Stadium Assessment.....	1,000	1,000	-	
24. 30th District General.....	5,000	5,000	-	
25. Westside District General.....	10,000	10,000	-	
Subtotal	218,000	211,000	(7,000)	-

CCDC FY 2016 AMENDED BUDGET EXPENSE DETAIL	2016 ORIGINAL	2016 AMENDED	Permanent Change	Timing Change
Professional Services				
1. Boise GreenBike Station Sponsorship.....	10,000	10,000	-	
2. Central District Termination Planning.....	25,000	-		(25,000)
3. Grove Plaza 2.0 Marketing/Consultant.....	30,000	90,000	60,000	
4. Irrigation Assessment.....	5,000	-	(5,000)	
5. Parking Rate Study.....	25,000	8,000	(17,000)	
6. Project Assessment.....	700,000	380,000	(320,000)	
7. DPPS Rebranding (Parking).....	20,000	90,000	70,000	
8. Ash Street Properties RFP/Disposition.....	30,000	30,000	-	
9. Compensation Consultant (BDPA).....	7,000	7,000	-	
10. Document Management Systems/Services.....	6,500	9,500	3,000	
11. Document Shredding.....	385	385	-	
12. Education Outreach (PARCS and DPPS).....	51,000	26,000	(25,000)	
13. Financial Advisor: Credit Facility/GBAD Expansion Project.....	25,000	46,270	21,270	
14. Financial Services: Arbitrage.....	10,500	10,500	-	
15. Governmental Relations (Legislative).....	36,000	36,000	-	
16. Independent Audit Fees.....	47,000	47,000	-	
17. IT Services.....	26,800	31,800	5,000	
18. Office Update/Renovation.....	3,000	15,000	12,000	
19. Parking Consulting/General Structural Consulting.....	50,000	10,000	(40,000)	
20. Parking Comprehensive Strategic Plan.....	25,000	75,000	50,000	
21. Parking Construction Standards Updates.....	5,000	5,000	-	
22. Parking Garage Structural Evaluations.....	25,000	25,000	-	
23. Parking Mgmt Plan Update.....	10,000	-		(10,000)
24. Parking Operator RFQ.....	-	23,500	23,500	
25. PARCS Issues Consulting.....	-	10,000	10,000	
26. Professional Services (Planning, Design, Engr.).....	81,000	76,000	(5,000)	
27. Public Information Program.....	75,000	20,000		(55,000)
28. Warehouse Storage/Moving.....	10,000	-	(10,000)	
29. 8th Street Direction Analysis.....	12,000	-		(12,000)
Subtotal	1,351,185	1,081,955	(167,230)	(102,000)

CCDC FY 2016 AMENDED BUDGET EXPENSE DETAIL	2016 ORIGINAL	2016 AMENDED	Permanent Change	Timing Change
Rent/Maintenance/Office				
1. Advertising: Legal notices & Marketing.....	5,500	5,500	-	
2. Banking Fees.....	1,000	500	(500)	
3. Computer & Software Supplies.....	12,000	8,000	(4,000)	
4. Computer Equipment.....	35,000	53,000		18,000
5. Condominium Mgmt Expenses.....	118,300	116,200	(2,100)	
6. Data And Web Hosting Service.....	16,000	22,100	6,100	
7. Dues & Subscriptions.....	9,486	10,016	530	
8. Insurance.....	100,000	97,000	(3,000)	
9. Local Meeting Expense.....	8,000	8,000	-	
10. Merchant Fees (Parking Operations).....	220,000	245,000	25,000	
11. Miscellaneous.....	3,605	3,605	-	
12. Office & Phones.....	4,620	5,000	380	
13. Office Equipment Lease & Repairs.....	29,000	25,000	(4,000)	
14. Office Furniture & Equipment.....	15,000	9,500	(5,500)	
15. Office Rent (CCDC, West End, Trailhead).....	287,869	273,200	(14,669)	
16. Office Supplies.....	14,000	15,000	1,000	
17. Personnel Training (Local).....	12,000	13,000	1,000	
18. Postage.....	2,000	1,500	(500)	
19. Printing & Binding.....	5,000	3,000	(2,000)	
20. Professional Development (Out of State).....	33,000	26,000	(7,000)	
21. Validation Expense (Parking Operations).....	2,700	2,700	-	
Subtotal	934,080	942,821	(9,259)	18,000
Repairs/Maintenance - Streets & Facilities				
1. 8th Street	30,000	18,000	(12,000)	
2. Holiday Lighting.....	14,250	11,250	(3,000)	
3. Powerwashing.....	17,300	-	(17,300)	
4. Repairs & Maintenance.....	123,205	90,183	(33,022)	
5. Street Furniture.....	105,000	9,000	(96,000)	
6. The Grove - Operations.....	55,000	40,000	(15,000)	
7. Utilities.....	43,100	32,800	(10,300)	
Subtotal	387,855	201,233	(186,622)	-
Parking Garage Debt Service/Contractual Obligations				
1. Parking Garage Debt Repayments.....	2,644,104	2,642,004	(2,100)	
2. CD, Bond Repayment.....	598,016	581,583	(16,433)	
3. CD, 8th & Main (Owner Participation).....	1,000,000	1,000,000	-	
4. WD, Owyhee Plaza T2 Reimbursement.....	175,000	175,000	-	
5. RD, 620 S. 9th Reimbursement (Adjusted Sales Price).....	-	765,000	765,000	
6. WD, 1401 W. Idaho Reimbursement (Adjusted Sales Price).....	-	735,000	735,000	
Subtotal	4,417,120	5,898,587	1,481,467	-

CCDC FY 2016 AMENDED BUDGET EXPENSE DETAIL	2016 ORIGINAL	2016 AMENDED	Permanent Change	Timing Change
Obligated/Designated Capital Improvement Projects				
1. CD, Grove Plaza Renovation.....	3,950,000	4,331,000	381,000	
2. CD, Grove Plaza Renovation - Personalized Brick Engraving.....	-	120,000	120,000	
3. CD, T3 Participation: Main Street Station (FTA 20% Local Match).....	578,000	633,000		55,000
4. CD, T3 Participation: City Center Plaza Project	350,000	350,000	-	
5. CD, VRT Transit Capital Improvements.....	25,000	25,000	-	
6. CD, Wayfinding Project Installation.....	400,000	-		(400,000)
7. CD, Main Street Station Interior Design/Art.....	50,000	50,000	-	
8. CD, Grove 2.0 Art Project - Boise City.....	12,000	12,000	-	
9. RD, Streetscape-T4 Participation: 8th St, Broad-Myrtle, Both Sides.....	710,000	567,405	(142,595)	
10. RD, 8th Street Corridor Improvements.....	1,500,000	75,000		(1,425,000)
11. RD, Boise City Art Project (Hayman House/Pioneer Pathway).....	25,000	-		(25,000)
12. RD, Boise City Art Project (8th Street Corridor).....	12,500	12,500	-	
13. RD, Wayfinding Project Installation.....	600,000	-		(600,000)
14. RD, Pioneer Pathway Phase 3: River St - Greenbelt.....	500,000	600,000	100,000	
15. RD, 5th & Julia Davis Park New Pedestrian Entrance.....	410,000	470,000	60,000	
16. RD, T4 Participation: Broad St Geothermal Extension & Hookups.....	500,000	500,000	-	
17. RD, Install Fiber Optic Cable to Incentivize/Service Commercial Development.....	-	100,000	100,000	
18. RD, Broad Street, Capitol-2nd, Street and Infrastructure Improvements.....	2,000,000	700,000		(1,300,000)
19. RD, Streetscape-Bannock St, 9th to Capitol Blvd, North Side (Split w/RD).....	400,000	-	(400,000)	
20. RD, Connector Analysis (Front & Myrtle).....	200,000	20,000		(180,000)
21. RD, T5 Participation: Ash Street Properties RFQ/P.....	100,000	5,000		(95,000)
22. RD, CIP Ash Street Properties - Hayman House.....	-	5,000	5,000	
23. RD, 620 S 9th Phase II Site Remediation (The Afton).....	-	30,000	30,000	
24. RD, Alley Improvement (6th to 3rd between Main and Idaho) w/5th&Idaho Apts.....	-	15,000	15,000	
26. RD, T3: Parcel B Development-Parking Structure.....	5,000,000	-		(5,000,000)
27. RD, T3: 5th&Broad St Parking Deck, Fowler Apts.....	3,240,000	-		(3,240,000)
28. WD, Streetscape (2015) - 11th/15th/Main Street.....	263,220	420,000	156,780	
29. WD, State Street, 16th - 8th, Both Sides (Joint Project w/ACHD).....	100,000	-		(100,000)
30. WD, Wayfinding Project Installation.....	100,000	-		(100,000)
31. WD, Streetscape-Bannock St, 9th to Capitol Blvd, North Side (Split w/RD).....	500,000	-		(500,000)
32. WD, T3 Participation: Athlos DA Streetscape & Façade Easement.....	750,000	-		(750,000)
33. 30D, CCDC/City West End Revitalization Agreement.....	85,000	85,000	-	
34. 30D, Wayfinding Project Installation.....	50,000	-		(50,000)
Subtotal	22,410,720	9,125,905	425,185	(13,710,000)

An Obligated/Designated Capital Improvement Project has been designated by the Board of Commissioners or is the subject of an informal or formal agreement or demonstrated commitment.

CCDC FY 2016 AMENDED BUDGET EXPENSE DETAIL	2016 ORIGINAL	2016 AMENDED	Permanent Change	Timing Change
Tentative Capital Improvement Projects				
1. RD, T1 Participation; Streetscape Grants	300,000	223,000	(77,000)	
2. RD, T1 Participation; Streetscape Grants - Central Addition LIV District.....	-	282,000	282,000	
3. RD, Parking Garage - Partial Ownership or Property Acquisition	4,000,000	-		(4,000,000)
4. RD, Streetscape Design Next Year's Projects.....	50,000	50,000	-	
5. RD, Central Addition Gateways.....	300,000	-		(300,000)
6. RD, Multipurpose Stadium Assessments.....	-	25,000	25,000	
7. RD, Jefferson Street, 4th - 5th (Idaho Supreme Court).....	75,000	-	(75,000)	
8. RD, Central Addition, Numbered Streets Streetscapes.....	300,000	-	(300,000)	
9. WD, T1 Participation; Streetscape Grants.....	300,000	600,000	300,000	
10. WD, Streetscape Design for Upcoming Projects.....	50,000	50,000	-	
11. 30D, Main - Fairview Right Sizing.....	35,000	-	(35,000)	
12. 30D, Multipurpose Stadium Assessments.....	35,000	-	(35,000)	
13. 30D, T1 Participation; Streetscape Grants.....	-	35,000	35,000	
14. 30D, Capital Improvement General.....	25,000	-		(25,000)
Subtotal	5,470,000	1,265,000	120,000	(4,325,000)
Parking Reinvestment Plan				
1. Waterproofing for Capitol Terrace (2015 Project).....	-	42,000		42,000
2. Cameras at Exits for All Garages.....	42,000	42,000	-	
3. Exit Improvements - Pedestrian Safety.....	40,000	40,000	-	
4. Downtown Public Parking Garage Signage.....	470,000	-		(470,000)
5. Exterior Signage Design.....	25,000	20,000		(5,000)
6. LED Lights for Capitol Terrace.....	75,000	-		(75,000)
7. Lobbies & Stairwells Painting.....	90,000	70,000		(20,000)
8. Relocate Grove St Signs to 9th & Front.....	5,000	-	(5,000)	
9. Parking Website Upgrades.....	50,000	35,000		(15,000)
Subtotal	797,000	249,000	(5,000)	(543,000)
Property Developments				
1. WD, Development Project.....	2,500,000	-		(2,500,000)
2. 30D, Development Project.....	25,000	25,000	-	
Subtotal	2,525,000	25,000	-	(2,500,000)

Tentative Capital Improvement Projects are important projects and initiatives in the early stages of the development timeline.

**EXHIBIT A
CAPITAL CITY DEVELOPMENT CORPORATION
PROPOSED FISCAL YEAR 2016 AMENDED BUDGET**

AN AMENDED ESTIMATE OF REVENUES AND EXPENSES OF THE CAPITAL CITY DEVELOPMENT CORPORATION FOR THE FISCAL PERIOD BEGINNING OCTOBER 1, 2015 TO AND INCLUSIVE OF SEPTEMBER 30, 2016 (FISCAL YEAR 2016) AND NOTICE OF PUBLIC HEARING .

As required by Idaho Code, the Board of Commissioners of the Capital City Development Corporation has estimated the amount of money necessary for all purposes during Fiscal Year 2016 and prepared a proposed amended budget that includes an estimate of revenues and expenses and that reflects current Board policy on budget-related matters. As also required by Idaho Code, the amended budget will be entered into the minutes of the Agency and published in the Idaho Statesman newspaper. Citizens are invited to attend the budget hearing that begins at noon, August 24, 2016, at Capital City Development Corporation, 121 N. 9th St, Suite 501, Boise, Idaho. Citizens may submit written or oral comments concerning the Agency's proposed amended budget. A copy of the proposed amended budget is available at Capital City Development Corporation during regular business hours, weekdays, 8:00 a.m. to 5:00 p.m. Please notify CCDC at 208-384-4264 for any accommodations necessary for persons with disabilities.

	<u>FISCAL YEAR 2014</u>	<u>FISCAL YEAR 2015</u>	<u>ORIGINAL FISCAL YEAR 2016</u>	<u>AMENDED FISCAL YEAR 2016</u>
	ACTUAL	ACTUAL	BUDGET	BUDGET
GENERAL/SPECIAL REVENUE FUNDS:				
GENERAL OPERATIONS FUND				
Transfers	1,859,647	2,296,164	2,553,900	2,602,387
Other	158,678	128,847	118,300	116,200
Total Revenues	<u>2,018,325</u>	<u>2,425,011</u>	<u>2,672,200</u>	<u>2,718,587</u>
Total Expenses	2,018,325	2,425,011	2,672,200	2,718,587
CENTRAL REVENUE ALLOCATION FUND				
Revenue Allocation <i>(Property Tax Increment)</i>	2,851,537	4,009,084	4,300,000	4,100,000
Transfers	(2,161,789)	(325,333)	(1,733,134)	(2,665,680)
Other	130,510	124,699	5,053,700	5,980,783
Total Revenues	<u>820,257</u>	<u>3,808,450</u>	<u>7,620,566</u>	<u>7,415,103</u>
Total Expenses	820,257	3,808,450	7,620,566	7,415,103
RIVER-MYRTLE / OLD BOISE REV ALLOC FUND				
Revenue Allocation <i>(Property Tax Increment)</i>	4,642,958	5,405,856	6,400,000	5,800,000
Transfers	(3,188,465)	(3,575,977)	984,633	(1,369,849)
Other	506,245	602,785	14,096,437	1,234,000
Total Revenues	<u>1,960,738</u>	<u>2,432,664</u>	<u>21,481,070</u>	<u>5,664,151</u>
Total Expenses	1,960,738	2,432,664	21,481,070	5,664,151
WESTSIDE REVENUE ALLOCATION FUND				
Revenue Allocation <i>(Property Tax Increment)</i>	1,508,757	2,071,072	2,300,000	2,300,000
Transfers	(450,602)	(1,531,296)	2,707,070	(99,250)
Other	5,342	7,893	4,500	(51,000)
Total Revenues	<u>1,063,497</u>	<u>547,669</u>	<u>5,011,570</u>	<u>2,149,750</u>
Total Expenses	1,063,497	547,669	5,011,570	2,149,750
30TH STREET REVENUE ALLOCATION FUND				
Revenue Allocation <i>(Property Tax Increment)</i>	37,864	148,209	340,000	340,000
Transfers	35,809	(92,410)	(22,800)	(132,617)
Other	0	60	0	0
Total Revenues	<u>73,673</u>	<u>55,859</u>	<u>317,200</u>	<u>207,383</u>
Total Expenses	73,673	55,859	317,200	207,383
PARKING FUND				
Parking	4,770,533	5,176,112	5,639,908	5,860,218
Transfers	1,896,085	1,396,840	(442,409)	(1,183,182)
Other	141,124	140,794	70,000	70,000
Total Revenues	<u>6,807,741</u>	<u>6,713,746</u>	<u>5,267,499</u>	<u>4,747,036</u>
Total Expenses	6,807,741	6,713,746	5,267,499	4,747,036
DEBT SERVICE FUND				
Lease & Bond Revenue	5,234,238	37,082,663	200,155	25,682,856
Transfers	2,100	2,100	2,100	(2,234,256)
Total Revenues	<u>5,236,338</u>	<u>37,084,763</u>	<u>202,255</u>	<u>23,448,600</u>
Total Expenses	5,236,338	37,084,763	202,255	23,448,600
TOTAL REVENUES	\$ 17,980,569	\$ 53,068,162	\$ 42,572,360	\$ 46,350,610
TOTAL EXPENSES	\$ 17,980,569	\$ 53,068,162	\$ 42,572,360	\$ 46,350,610

MOTION TO APPROVE THE PROPOSED AMENDED BUDGET PASSED BY THE BOARD OF COMMISSIONERS OF THE CAPITAL CITY DEVELOPMENT CORPORATION IN BOISE, IDAHO, THIS 8th DAY OF AUGUST 2016. This is an accurate statement of the proposed expenditures and revenues as presented to the Board of Commissioners for Fiscal Year 2016 as amended. APPROVED BY THE CHAIRMAN OF THE CAPITAL CITY DEVELOPMENT CORPORATION IN BOISE, IDAHO THIS 8th DAY OF AUGUST 2016. John Hale, Chair. Pat Shalz, Secretary/Treasurer.



AGENDA BILL

Agenda Subject: FY 2017 Original Budget		Date: August 8, 2016
Staff Contact: Ross Borden, Finance Director	Attachments: 1. <i>Proposed</i> FY 2017 Original Budget 2. <i>Proposed</i> Notice of Public Hearing	
Action Requested: 1. Approve <i>proposed</i> FY 2017 Original Budget 2. Advertise Public Hearing at August 24 Special Board Meeting		

Background:

The Agency's fiscal year runs from October 1 to the following September 30. Each fiscal year's Original Budget accounts for all revenues from all sources and all expenses for all Agency general operations, capital improvement projects, development contracts, parking activities, debt service and pass-through funds.

Fiscal Notes:

<i>Proposed</i> FY 2016 Amended Budget	\$46,350,610	
<u><i>Proposed</i> FY 2017 Original Budget</u>	<u>\$56,541,179</u>	
Change	\$10,190,569	+22%

The Budget Highlights provide a comprehensive yet succinct narrative of the changes to the various revenue and expenditure categories.

The one-page Revenue and Expense Summary is accompanied by Expense Detail reports for the primary expense categories that show how those totals were produced.

Unlike the FY 2016 Amended Budget also being considered by the Board at this meeting, the FY 2017 Original Budget assumes that all revenues and expenditures will occur during the fiscal year. Therefore the "Permanent Change" and "Timing Change" presentation in the FY 2016 Amended Budget has not been applied to the FY 2017 Original Budget.

Staff Recommendation:

Approve motion to adopt FY 2017 Original Budget and advertise the August 24 public hearing.

Suggested Motion:

I move to approve the FY 2017 Original Budget totaling \$56,541,179 and set the time and date of Noon, August 24, 2016, for the statutorily-required public hearing on the Agency's budget for the coming fiscal year.



FY 2017 ORIGINAL BUDGET
October 1, 2016 - September 30, 2017



FY 2017 ORIGINAL BUDGET

----- HIGHLIGHTS -----

REVENUE

- **Increases.**

- Revenue Allocation (Tax Increment) increase of 13% or \$1.7 million across all four URD's to an FY 2017 total of \$14.2 million.
- Parking revenue increase of \$149,690. The most recent rate increase – for monthly parking permits only – took effect January 1, 2016. No rate increase is budgeted for FY 2017. Continued and substantial development downtown is expected to increase demand for and utilization of the Agency's 2,567 parking spaces in its six parking garages.
- \$13.0 million moved from FY 2016 for these Potential Capital Improvement Projects in the River-Myrtle / Old Boise (RMOB). The financing will be backed by district-specific increment revenue and system-wide net parking revenue.
 - \$5.0 million to purchase 2 parking decks (approximately 265 of 650 total parking spaces) in the Gardner Company-constructed parking garage planned for the northeast corner Parcel B at 11th & Front streets. At its July meeting, the Board added \$400,000 to this project to allow additional possible future parking levels to be constructed above the currently designed four-level structure.
 - \$2.6 million to purchase one parking deck (approximately 89 of 189 total parking spaces) in the Fowler apartment building being constructed at 5th & Myrtle streets.
 - \$4.8 million for LIV District / Central District / Broad Street improvements.
 - \$200,000 estimated Cost of Issuance.
 - Note: a \$5.0 million term loan was obtained in FY 2016 for three Central District projects: Main Street Station local match, Grove Plaza 2.0 and City Hall Plaza. This three year loan will be paid-off in FY 2018, Central District's final year before termination.
- This FY 2017 budget includes a 'new' \$10.2 million bond financing for a potential parking garage with mixed use development in Westside District.
- **Decreases.** Removal of one-time funds in the FY16 Amended budget: \$500,000 from the City of Boise for the LIV District / Central Addition / Broad Street geothermal installation co-project; \$750,000 from GBAD for expenses and projects associated with the Agency's financing of the District's expansion into the City Center Plaza complex. Engraved brick sales revenue reduced to coincide with the scheduled completion of the Grove Plaza 2.0 renovation.

- **Fund Balance / Working Capital.** Net adjustment to use \$11.1 million of Working Capital for projects originally planned for FY 2016 but now programmed in FY 2017 and FY 2017 original capital projects. The FY 2016 Amended budget transferred \$6.9 million into Working Capital to reserve for the projects in FY 2017.

EXPENDITURES

OPERATING EXPENSES

- **Increases.**
 - Parking Operator contract by \$118,222 to add one full-time, \$25,000 per year maintenance person and \$24,000 for twelve months rent. Another \$90,000 is budgeted in the Parking Reinvestment Plan to evenly split the cost of a potential new support agreement. The agreement being developed would pay for a full-time, on-site representative of the PARCS equipment manufacturer Scheidt & Bachmann to quickly address parking garage access / exit issues and to establish an inventory of parts and equipment for quick repair.
 - Personnel Costs by 4% which includes funding to add life and short-term disability benefits, an estimated 15% increase health insurance premiums and funding for an average 3% performance / 2% goal pool. The employer-paid PERSI contribution rate is not expected to increase for FY 2017 but may for FY 2018. No change in the currently-budgeted 16.0 full-time equivalent positions.
 - Professional Services by a net \$124,945 after removing \$212,000 for Grove Plaza 2.0 marketing / consulting, Parking Comprehensive Strategic Plan and DPPS rebranding expenses and adding \$220,000 for Project Assessments (\$220,000 was reallocated from Project Assessments to the Grove Plaza 2.0 project and Pioneer Pathway Phase 3 project in the FY 2016 Amended budget).
 - Repairs / Maintenance: Streets & Facilities by \$252,517 to replace funds reallocated to the Grove Plaza 2.0 project in the FY 2016 Amended budget and add an additional \$50,000 for parking garage upkeep.

Parking Garage Debt Service & Contractual Obligations

- The Year 2 (of 3) payment for the Central District \$5.0 million term loan increased by \$1.75 million to \$2.33 million over the Year 1 payment.
- Potential \$935,000 reimbursement of the sales price from the developer for Phase II of the 620 S 9th project (The Afton) after the completion of Phase I.
- Also included here but unchanged from the current budget is the \$1.0 million Year 2 (of 4) reimbursement to Gardner Company for the 8th & Main building Owners Participation Agreement, and the \$175,000 Year 2 (of 4) reimbursement to Local Construct for the Owyhee Plaza Participation Agreement.

CAPITAL OUTLAY

- **Obligated/Designated Projects**

- **Central District.** \$1.2 million for City Hall plaza renovation and streetscape. \$1.6 million for various Grove Plaza 2.0 renovation elements (design, chartering, construction contract, engraved bricks), down from \$4.5 million in the FY16 Amended budget. \$1.2 million for various 8th Street projects (closeout, corridor and alley improvements).
- **RMOB District.** \$4.9 million for LIV District / Central Addition / Broad Street initiatives (geothermal and fiber optic installation, infrastructure, crossing signalization). \$270,000 for Phase 2 site remediation at 620 S 9th Street. \$5.4 million to purchase 2 parking decks (approximately 265 of 650 total parking spaces) in the Gardner Company-constructed parking garage planned for the northeast corner of Parcel B at 11th & Front streets; \$2.6 million to purchase one parking deck (approximately 89 of 189 total parking spaces) in The Fowler apartment building currently under construction by developer Local Construct at 5th & Myrtle streets;
- **Westside District.** \$750,000 for streetscapes and façade at the Athlos Leadership Academy at 10th and Idaho streets (formerly the CC Anderson / Macy's department store).
- **All Districts.** \$1.2 million for Wayfinding carried forward from the previous year again. \$1.9 million for streetscapes.
- **Tentative Projects:** \$3.0 million for partial ownership or property acquisition of a yet-to-be-determined parking garage or portion of a parking garage in the RMOB District. In the Westside District \$10.2 million for a potential parking garage with mixed use development. \$1 million for a development catalyst on the half-block at 11th and Bannock streets.
- **Parking Projects:** \$470,000 for new DPSS garage signage carried over from FY 2016; \$200,000 for 9th & Front garage exterior painting; \$125,000 for TDM (Transportation Demand Management) initiatives; \$90,000 for PARCS parts (50% of a conceived new agreement); \$50,000 for traffic / parking development modeling; \$70,000 for up to four electric vehicle charging stations in the Capitol & Main garage; \$50,000 for parking garage theming / inside garage wayfinding.
- **Property Development:** \$1.0 million in the Westside District and an additional \$25,000 for a total of \$50,000 in the 30th Street District.

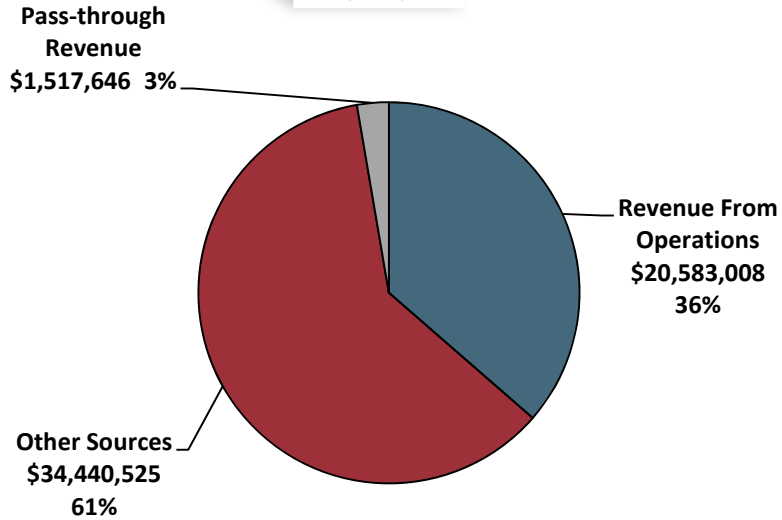
Pass-Through Revenue & Expense. Revenue of \$1.6 million for the first Pass-Through debt service payment from the GBAD to CCDC to Trustee Zions Bank to begin paying off the twenty year lease revenue bonds for the GBAD's convention center expansion facilities. The new facilities are located in the City Center Plaza's Centre building across the Grove Plaza from GBAD's existing facility in the Central District. Occupancy is scheduled for September 2016. GBAD's fiscal year (Dec 1 – Nov 30) does not coincide with CCDC's fiscal year (Oct 1 – Sept 30). The bond repayment schedule is based on GBAD's fiscal year. CCDC will continue to have a non-zero fund balance in the debt service fund until the twenty-year bond is paid off. For FY 2017, \$512,010 will be transferred to Fund Balance for the Debt Service fund.



FY 2017 ORIGINAL Budget

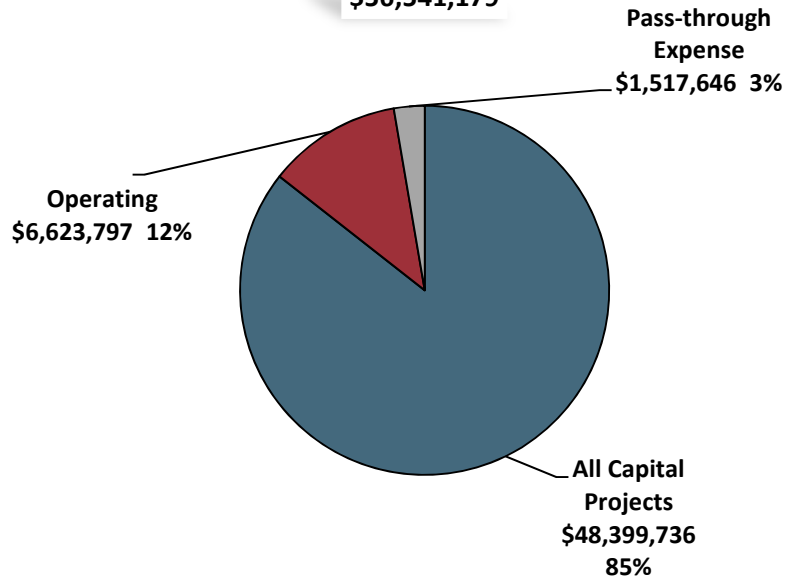
Sources

\$56,541,179



Uses

\$56,541,179

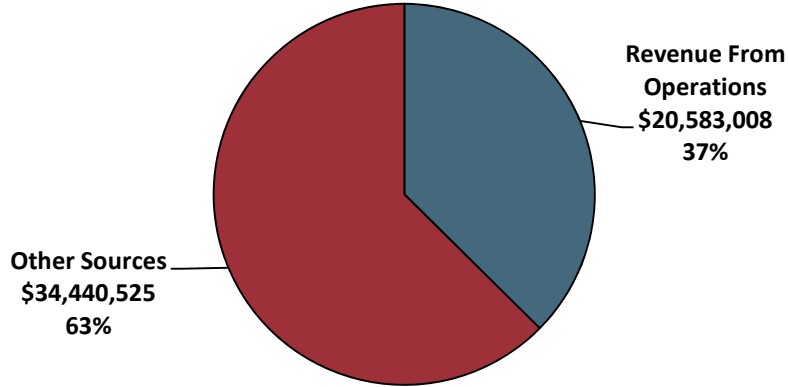




FY 2017 ORIGINAL Operating Budget

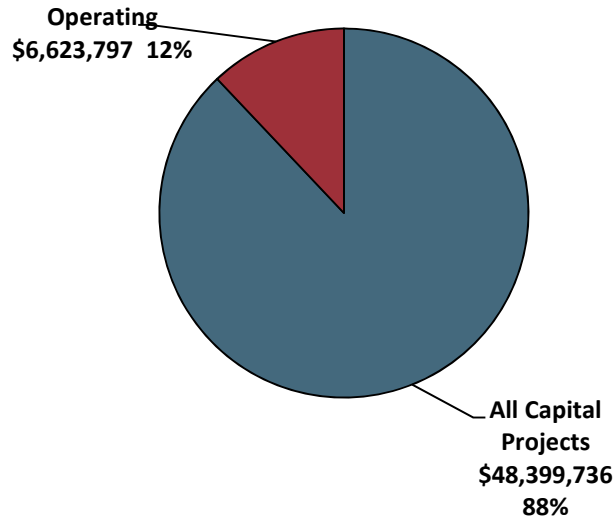
Sources

Less Pass-Through Revenue
\$55,023,533



Uses

Less Pass-Through Expense
\$55,023,533



CCDC FY 2017 ORIGINAL BUDGET REVENUE SUMMARY	2016 AMENDED	2017 ORIGINAL	Change
Revenue from Operations			
Revenue Allocation (Tax Increment).....	12,540,000	14,200,000	1,660,000
Parking Revenue.....	5,870,218	6,019,908	149,690
Other Revenues (Various Reimbursements).....	831,483	363,100	(468,383)
Subtotal	19,241,701	20,583,008	1,341,307
Other Sources			
Misc. Revenues (Grants/Leases/Gain on Sales on Properties Held for Resale).....	936,000	257,000	(679,000)
Grove Plaza Brick Program Gross Sales.....	180,000	90,000	(90,000)
Term Loan/Bond Financing.....	5,000,000	23,000,000	18,000,000
Use of (Transfer to) Fund Balance.....	(2,772,691)	11,093,525	13,866,216
Subtotal	3,343,309	34,440,525	31,097,216
Subtotal - Revenue from Operations	22,585,010	55,023,533	32,438,523
Pass-Through Revenue			
GBAD Expansion Financing.....	25,607,778	1,624,704	(23,983,074)
Courthouse Corridor Financing.....	392,078	404,952	12,874
Use of (Transfer to) Fund Balance for GBAD Expansion Financing.....	(2,234,256)	(512,010)	1,722,246
Subtotal	23,765,600	1,517,646	(22,247,954)
TOTAL REVENUE	46,350,610	56,541,179	10,190,569

CCDC FY 2017 ORIGINAL BUDGET EXPENSE SUMMARY	2016 AMENDED	2017 ORIGINAL	Change
Operating Expense			
* Interagency Partnerships.....	248,186	253,496	5,310
* Legal Services.....	211,000	208,500	(2,500)
Parking Operator (Contractor).....	1,607,973	1,726,195	118,222
Personnel Costs.....	1,728,350	1,803,700	75,350
* Professional Services	1,081,955	1,206,900	124,945
* Rent/Maintenance/Office.....	942,821	971,256	28,435
* Repairs/Maintenance: Streets & Facilities.....	201,233	453,750	252,517
Subtotal	6,021,518	6,623,797	602,279
Debt Service & Contractual Obligations			
* Parking Garage Debt Service/Contractual Obligations.....	5,898,587	7,276,936	1,378,349
Capital Outlay			
* Obligated/Designated Capital Improvement Projects.....	9,125,905	22,312,800	13,186,895
* Tentative Capital Improvement Projects.....	1,265,000	16,575,000	15,310,000
* Parking Reinvestment Plan.....	249,000	1,185,000	936,000
* Property Development.....	25,000	1,050,000	1,025,000
Subtotal	10,664,905	41,122,800	30,457,895
Subtotal - Expenses for Operations	22,585,010	55,023,533	32,438,523
Pass-Through Expense			
GBAD Expansion Financing.....	23,373,522	1,112,694	(22,260,828)
Courthouse Corridor Financing.....	392,078	404,952	12,874
Subtotal	23,765,600	1,517,646	(22,247,954)
TOTAL EXPENSE	46,350,610	56,541,179	10,190,569

* Detail Attached

**CCDC FY 2017 ORIGINAL BUDGET
EXPENSE DETAIL**

**2016
AMENDED** **2017
ORIGINAL** **Change**

Interagency Partnerships

1. Boise Valley Economic Partnership.....	20,000	20,000	-
2. BVEP: Dues.....	3,000	3,000	-
3. Building Owners and Managers Association (BOMA).....	5,000	5,000	-
4. Chamber of Commerce: Regional Leadership.....	1,000	1,000	-
5. Chamber of Commerce: State of City.....	650	650	-
6. Chamber of Commerce: Dues.....	400	400	-
7. COMPASS.....	8,440	7,950	(490)
8. DBA: Annual Membership.....	10,000	10,000	-
9. DBA: Public Relations: Alive After 5.....	12,500	12,500	-
10. DBA: Public Relations: Bronco Shuttle.....	5,000	2,500	(2,500)
11. DBA: Public Relations: State of Downtown.....	2,500	2,500	-
12. DBA: Trash Service/Clean Team.....	63,450	71,750	8,300
13. Other Sponsorships.....	5,500	5,500	-
14. Trailhead: Engagement Consulting.....	99,996	99,996	-
15. Redevelopment Association of Idaho.....	10,750	10,750	-
Subtotal	<u>248,186</u>	<u>253,496</u>	<u>5,310</u>

Legal Services

1. 1401 W Idaho Disposition (The WaterCooler).....	6,000	5,000	(1,000)
2. 620 S 9th Phase I and Phase II Disposition.....	2,000	2,000	-
3. 8th & Main Development.....	1,500	1,500	-
4. Ash Street Properties Disposition.....	5,000	5,000	-
5. Auditorium Expansion.....	20,000	25,000	5,000
6. 5th & Idaho Apartment Project.....	10,000	10,000	-
7. City Center Project.....	6,000	5,000	(1,000)
8. Central District General Including Grove Plaza.....	20,000	10,000	(10,000)
9. Civic Partners Issues.....	5,000	-	(5,000)
10. Future URA District Assessment.....	1,000	1,000	-
11. General Contracting (Parking).....	38,000	30,000	(8,000)
12. General Legislative Activities (Ops).....	8,000	9,000	1,000
13. General/Miscellaneous (Ops).....	20,000	20,000	-
14. Bond Financing - Central.....	500	-	(500)
15. Macy's Building (Athlos Academies).....	2,000	2,000	-
16. Main Street Station.....	5,000	5,000	-
17. Central District Termination Planning.....	7,000	10,000	3,000
18. Redevelopment of Civic Parcels.....	-	15,000	15,000
19. River Myrtle/Old Boise District General.....	30,000	25,000	(5,000)
20. Roost Development (The Fowler).....	8,000	8,000	-
21. Stadium Assessment.....	1,000	5,000	4,000
22. 30th District General.....	5,000	5,000	-
23. Westside District General.....	10,000	10,000	-
Subtotal	<u>211,000</u>	<u>208,500</u>	<u>(2,500)</u>

CCDC FY 2017 ORIGINAL BUDGET EXPENSE DETAIL	2016 AMENDED	2017 ORIGINAL	Change
Professional Services			
1. Boise GreenBike Station Sponsorship.....	10,000	10,000	-
2. Central District Termination Planning.....	-	25,000	25,000
3. Grove Plaza 2.0 Marketing/Consultant.....	90,000	43,000	(47,000)
4. Parking Rate Study.....	8,000	20,000	12,000
5. Project Assessment.....	380,000	600,000	220,000
6. DPPS Rebranding (Parking).....	90,000	-	(90,000)
7. Aerial Maps.....	-	12,000	12,000
8. Ash Street Properties RFP/Disposition.....	30,000	-	(30,000)
9. Compensation Consultant (BDPA).....	7,000	2,000	(5,000)
10. Document Management Systems/Services.....	9,500	4,200	(5,300)
11. Document Shredding.....	385	400	15
12. Education Outreach (PARCS and DPPS).....	26,000	51,000	25,000
13. Financial Advisor: Credit Facility/GBAD Expansion Project.....	46,270	25,000	(21,270)
14. Financial Services: Arbitrage.....	10,500	10,500	-
15. Governmental Relations (Legislative).....	36,000	36,000	-
16. Independent Audit Fees.....	47,000	47,000	-
17. IT Services.....	31,800	44,800	13,000
18. Office Update/Renovation.....	15,000	3,000	(12,000)
19. Parking Consulting/General Structural Consulting.....	10,000	-	(10,000)
20. Parking Comprehensive Strategic Plan.....	75,000	-	(75,000)
21. Parking Construction Standards Updates.....	5,000	-	(5,000)
22. Parking Garage Structural Evaluations.....	25,000	-	(25,000)
23. Parking Mgmt Plan Update.....	-	20,000	20,000
24. Parking Operator RFQ.....	23,500	-	(23,500)
25. PARCS Issues Consulting.....	10,000	-	(10,000)
26. Professional Services (Planning, Design, Engr.).....	76,000	131,000	55,000
27. Public Information Program.....	20,000	75,000	55,000
28. IPI Accredited Parking Certification.....	-	10,000	10,000
29. ParkBOI Signage&New Garage Names Outreach.....	-	25,000	25,000
30. 8th Street Direction Analysis.....	-	12,000	12,000
Subtotal	1,081,955	1,206,900	124,945

CCDC FY 2017 ORIGINAL BUDGET EXPENSE DETAIL	2016 AMENDED	2017 ORIGINAL	Change
Rent/Maintenance/Office			
1. Advertising: Legal notices & Marketing.....	5,500	5,500	-
2. Banking Fees.....	500	500	-
3. Computer & Software Supplies.....	8,000	13,000	5,000
4. Computer Equipment.....	53,000	10,000	(43,000)
5. Condominium Mgmt Expenses.....	116,200	116,200	-
6. Data And Web Hosting Service.....	22,100	26,500	4,400
7. Dues & Subscriptions.....	10,016	9,551	(465)
8. Insurance.....	97,000	113,000	16,000
9. Local Meeting Expense.....	8,000	8,000	-
10. Merchant Fees (Parking Operations).....	245,000	250,000	5,000
11. Miscellaneous.....	3,605	3,605	-
12. Office & Phones.....	5,000	5,000	-
13. Office Equipment Lease & Repairs.....	25,000	30,000	5,000
14. Office Furniture & Equipment.....	9,500	15,000	5,500
15. Office Rent (CCDC, West End, Trailhead).....	273,200	292,700	19,500
16. Office Supplies.....	15,000	15,000	-
17. Personnel Training (Local).....	13,000	12,000	(1,000)
18. Postage.....	1,500	2,000	500
19. Printing & Binding.....	3,000	5,000	2,000
20. Professional Development (Out of State).....	26,000	36,000	10,000
21. Validation Expense (Parking Operations).....	2,700	2,700	-
Subtotal	942,821	971,256	28,435
Repairs/Maintenance - Streets & Facilities			
1. 8th Street	18,000	30,000	12,000
2. Holiday Lighting.....	11,250	14,250	3,000
3. Repairs & Maintenance.....	90,183	177,500	87,317
4. Street Furniture.....	9,000	139,000	130,000
5. The Grove - Operations.....	40,000	55,000	15,000
6. Utilities.....	32,800	38,000	5,200
Subtotal	201,233	453,750	252,517
Parking Garage Debt Service/Contractual Obligations			
1. Parking Garage Debt Repayments.....	2,642,004	2,836,836	194,832
2. CD, Bond Repayment.....	581,583	2,330,100	1,748,517
3. CD, 8th & Main (Owner Participation).....	1,000,000	1,000,000	-
4. WD, Owyhee Plaza T2 Reimbursement.....	175,000	175,000	-
5. RD, 620 S. 9th Reimbursement (Adjusted Sales Price).....	765,000	935,000	170,000
6. WD, 1401 W. Idaho Reimbursement (Adjusted Sales Price).....	735,000	-	(735,000)
Subtotal	5,898,587	7,276,936	1,378,349

CCDC FY 2017 ORIGINAL BUDGET EXPENSE DETAIL	2016 AMENDED	2017 ORIGINAL	Change
Obligated/Designated Capital Improvement Projects			
1. CD, Grove Plaza Renovation.....	4,331,000	1,668,000	(2,663,000)
2. CD, Grove Plaza Renovation - Personalized Brick Engraving.....	120,000	60,000	(60,000)
3. CD, T3 Participation: Main Street Station (FTA 20% Local Match).....	633,000	-	(633,000)
4. CD, T3 Participation: City Center Plaza Project	350,000	-	(350,000)
5. CD, VRT Transit Capital Improvements.....	25,000	25,000	-
6. CD, Wayfinding Project Installation.....	-	400,000	400,000
7. CD, Main Street Station Interior Design/Art.....	50,000	-	(50,000)
8. CD, Grove 2.0 Art Project - Boise City.....	12,000	-	(12,000)
9. CD, City Hall Plaza.....	-	650,000	650,000
10. CD, City Hall Streetscape West Side.....	-	575,000	575,000
11. CD, 8th Street Improvements.....	-	580,000	580,000
12. RD, Streetscape-T4 Participation: 8th St, Broad-Myrtle, Both Sides.....	567,405	59,800	(507,605)
13. RD, 8th Street Corridor Improvements.....	75,000	1,425,000	1,350,000
14. RD, Boise City Art Project (Hayman House/Pioneer Pathway).....	-	25,000	25,000
15. RD, Boise City Art Project (8th Street Corridor).....	12,500	-	(12,500)
16. RD, Wayfinding Project Installation.....	-	600,000	600,000
17. RD, Pioneer Pathway Phase 3: River St - Greenbelt.....	600,000	-	(600,000)
18. RD, 5th & Julia Davis Park New Pedestrian Entrance.....	470,000	-	(470,000)
19. RD, T4 Participation: Broad St Geothermal Extension & Hookups.....	500,000	500,000	-
20. RD, Install Fiber Optic Cable to Incentivize/Service Commercial Development.....	100,000	210,000	110,000
21. RD, Broad Street, Capitol-2nd, Street and Infrastructure Improvements.....	700,000	3,800,000	3,100,000
22. RD, Connector Analysis (Front & Myrtle).....	20,000	180,000	160,000
23. RD, T5 Participation: Ash Street Properties RFQ/P.....	5,000	45,000	40,000
24. RD, CIP Ash Street Properties - Hayman House.....	5,000	45,000	40,000
25. RD, 620 S 9th Phase II Site Remediation (The Afton).....	30,000	270,000	240,000
26. RD, 5th & Myrtle New Signalized Crossing.....	-	200,000	200,000
27. RD, Main St, Capitol-5th, South Side.....	-	1,020,000	1,020,000
28. RD, Streetscape T4: Capitol & Broad SS (Inn at 500 Hotel).....	-	200,000	200,000
29. RD, T3: SS Improvements on Capitol & Myrtle (Fowler Apts).....	-	550,000	550,000
30. RD, Alley Improvement (6th to 3rd between Main and Idaho) w/5th&Idaho Apts.....	15,000	285,000	270,000
31. RD, T3: Parcel B Development-Parking Structure.....	-	5,400,000	5,400,000
32. RD, T3: 5th&Broad St Parking Deck, Fowler Apt.....	-	2,590,000	2,590,000
33. WD, Streetscape (2015) - 11th/15th/Main Street.....	420,000	-	(420,000)
34. WD, Wayfinding Project Installation.....	-	100,000	100,000
35. WD, T3 Participation: Athlos DA Streetscape & Façade Easement.....	-	750,000	750,000
36. WD, Main St, 13th - 14th SS Infill (Hurless).....	-	50,000	50,000
37. 30D, CCDC/City West End Revitalization Agreement.....	85,000	-	(85,000)
38. 30D, Wayfinding Project Installation.....	-	50,000	50,000
Subtotal	9,125,905	22,312,800	13,186,895

An Obligated/Designated Capital Improvement Project has been designated by the Board of Commissioners or is the subject of an informal or formal agreement or demonstrated commitment.

CCDC FY 2017 ORIGINAL BUDGET EXPENSE DETAIL	2016 AMENDED	2017 ORIGINAL	Change
Tentative Capital Improvement Projects			
1. CD, Protective Bollards, River Sculpture.....	-	30,000	30,000
2. CD, 8th Street Event Bollards (Electric).....	-	250,000	250,000
3. CD, Alley Improvement (8th to Capitol between Idaho & Bannock).....	-	400,000	400,000
4. RD, T1 Participation; Streetscape Grants	223,000	450,000	227,000
5. RD, T1 Participation; Streetscape Grants - Central Addition LIV District.....	282,000	300,000	18,000
6. RD, Parking Garage - Partial Ownership or Property Acquisition TBD	-	3,000,000	3,000,000
7. RD, Streetscape Design Next Year's Projects.....	50,000	50,000	-
8. RD, Central Addition Gateways.....	-	75,000	75,000
9. RD, Multipurpose Stadium Assessments.....	25,000	150,000	125,000
10. RD, Traffic Box Art Wraps.....	-	30,000	30,000
11. WD, Streetscape Design for Upcoming Projects.....	50,000	50,000	-
12. WD, Parking Garage w/Mixed Use Development.....	-	10,200,000	10,200,000
13. WD, Development Catalyst - 11th & Bannock 1/2 Block.....	-	1,000,000	1,000,000
14. WD, T1 Participation; Streetscape Grants.....	600,000	300,000	(300,000)
15. 30D, T1 Participation; Streetscape Grants.....	35,000	65,000	30,000
16. 30D, T1 Participation; 32nd & Moore.....	-	150,000	150,000
17. 30D, Capital Improvement General.....	-	75,000	75,000
Subtotal	1,265,000	16,575,000	14,630,000
Parking Reinvestment Plan			
1. Waterproofing for Capitol Terrace (2015 Project).....	42,000	-	(42,000)
2. PARCS Equipment/Parts.....	-	90,000	90,000
3. Electric Vehicle Charging Stations (up to 4)-Cap T.....	-	70,000	70,000
4. Exterior Painting - 9th&Front/City Ctr Garage.....	-	200,000	200,000
5. TDM Support (bike facilities/carpools) All Garages.....	-	125,000	125,000
6. Smarking-Advanced Analytics Parking Software.....	-	15,000	15,000
7. Parking+ (Traffic/Parking Development Modeling).....	-	50,000	50,000
8. Garage Theming/Wayfinding inside Garages.....	-	50,000	50,000
9. Cameras at Exits for All Garages.....	42,000	-	(42,000)
10. Exit Improvements - Pedestrian Safety.....	40,000	-	(40,000)
11. Downtown Public Parking Garage Signage.....	-	470,000	470,000
12. Exterior Signage Design.....	20,000	5,000	(15,000)
13. LED Lights for Capitol Terrace.....	-	75,000	75,000
14. Lobbies & Stairwells Painting.....	70,000	20,000	(50,000)
15. Parking Website Upgrades.....	35,000	15,000	(20,000)
Subtotal	249,000	1,185,000	936,000
Property Developments			
1. WD, Development Project.....	-	1,000,000	1,000,000
2. 30D, Development Project.....	25,000	50,000	25,000
Subtotal	25,000	1,050,000	1,025,000

Tentative Capital Improvement Projects are important projects and initiatives in the early stages of the development timeline.

**EXHIBIT A
CAPITAL CITY DEVELOPMENT CORPORATION
PROPOSED FISCAL YEAR 2017 ORIGINAL BUDGET**

AN ESTIMATE OF REVENUES AND EXPENSES OF THE CAPITAL CITY DEVELOPMENT CORPORATION FOR THE FISCAL PERIOD BEGINNING OCTOBER 1, 2016 TO AND INCLUSIVE OF SEPTEMBER 30, 2017 (FISCAL YEAR 2017), AND NOTICE OF PUBLIC HEARING .

As required by Idaho Code, the Board of Commissioners of the Capital City Development Corporation has estimated the amount of money necessary for all purposes during Fiscal Year 2017 and prepared a proposed budget that includes an estimate of revenues and expenses and that reflects current Board policy on budget-related matters. As also required by Idaho Code, the budget will be entered into the minutes of the Agency and published in the Idaho Statesman newspaper. Citizens are invited to attend the budget hearing that begins at noon, August 24, 2016 at Capital City Development Corporation, 121 N. 9th St, Suite 501, Boise, Idaho. Citizens may submit written or oral comments concerning the Agency's proposed budget. A copy of the proposed budget is available at Capital City Development Corporation during regular business hours, weekdays, 8:00 a.m. to 5:00 p.m. Please notify CCDC at 208-384-4264 for any accommodations necessary for persons with disabilities.

	FISCAL YEAR 2015 ACTUAL	AMFNDFD FISCAL YEAR 2016 BUDGET	FISCAL YEAR 2017 BUDGET
GENERAL/SPECIAL REVENUE FUNDS:			
GENERAL OPERATIONS FUND			
Transfers	2,296,164	2,602,387	2,744,897
Other	128,847	116,200	116,200
Total Revenues	<u>2,425,011</u>	<u>2,718,587</u>	<u>2,861,097</u>
Total Expenses	2,425,011	2,718,587	2,861,097
CENTRAL REVENUE ALLOCATION FUND			
Revenue Allocation <i>(Property Tax Increment)</i>	4,009,084	4,100,000	4,700,000
Transfers	(325,333)	(2,665,680)	3,722,900
Other	124,699	5,980,783	125,700
Total Revenues	<u>3,808,450</u>	<u>7,415,103</u>	<u>8,548,600</u>
Total Expenses	3,808,450	7,415,103	8,548,600
RIVER-MYRTLE / OLD BOISE REV ALLOC FUND			
Revenue Allocation <i>(Property Tax Increment)</i>	5,405,856	5,800,000	6,500,000
Transfers	(3,575,977)	(1,369,849)	3,573,310
Other	602,785	1,234,000	13,770,700
Total Revenues	<u>2,432,664</u>	<u>5,664,151</u>	<u>23,844,010</u>
Total Expenses	2,432,664	5,664,151	23,844,010
WESTSIDE REVENUE ALLOCATION FUND			
Revenue Allocation <i>(Property Tax Increment)</i>	2,071,072	2,300,000	2,500,000
Transfers	(1,531,296)	(99,250)	1,389,850
Other	7,893	(51,000)	10,005,000
Total Revenues	<u>547,669</u>	<u>2,149,750</u>	<u>13,894,850</u>
Total Expenses	547,669	2,149,750	13,894,850
30TH STREET REVENUE ALLOCATION FUND			
Revenue Allocation <i>(Property Tax Increment)</i>	148,209	340,000	500,000
Transfers	(92,410)	(132,617)	(47,800)
Total Revenues	<u>55,859</u>	<u>207,383</u>	<u>452,200</u>
Total Expenses	55,859	207,383	452,200
PARKING FUND			
Parking	5,176,112	5,860,218	6,009,908
Transfers	1,396,840	(1,183,182)	(365,132)
Other	140,794	70,000	95,000
Total Revenues	<u>6,713,746</u>	<u>4,747,036</u>	<u>5,739,776</u>
Total Expenses	6,713,746	4,747,036	5,739,776
DEBT SERVICE FUND			
Lease & Bond Revenue	37,082,663	25,682,856	1,712,656
Transfers	2,100	(2,234,256)	(512,010)
Total Revenues	<u>37,084,763</u>	<u>23,448,600</u>	<u>1,200,646</u>
Total Expenses	37,084,763	23,448,600	1,200,646
TOTAL REVENUES	\$ 53,068,162	\$ 46,350,610	\$ 56,541,179
TOTAL EXPENSES	\$ 53,068,162	\$ 46,350,610	\$ 56,541,179

MOTION TO APPROVE THE PROPOSED BUDGET PASSED BY THE BOARD OF COMMISSIONERS OF THE CAPITAL CITY DEVELOPMENT CORPORATION IN BOISE, IDAHO, THIS 8th DAY OF AUGUST 2016. This is an accurate statement of the proposed expenditures and revenues as presented to the Board of Commissioners for Fiscal Year 2017. APPROVED BY THE CHAIRMAN OF THE CAPITAL CITY DEVELOPMENT CORPORATION IN BOISE, IDAHO THIS 8th DAY OF AUGUST 2016. John Hale, Chair. Pat Shalz, Secretary/Treasurer .



AGENDA BILL

Agenda Subject: CCDC Capital Improvement Plan (CIP) 2017-2021/Original	Date: August 8, 2016
Staff Contact: Todd Bunderson	Attachments: CCDC Capital Improvement Plan (CIP) 2017-2021/Original
Action Requested: Approve CCDC Capital Improvement Plan (CIP) 2017-2021/Original	

Fiscal Notes:

Projects and estimated costs are identified by project description, district, and fiscal year for a total of \$72.2 million of new investment in the downtown. Fiscal Year 2017 is notably higher due to \$23.2M of planned bond sales in River-Myrtle and Westside Districts and still significant at \$16.7M without bonds due to pre-planned larger CIP projects. The table below summarizes the many capital projects and cost estimates by district and fiscal year over the 5-year cycle.

DISTRICT TOTALS	FY2017	FY2018	FY2019	FY2020	FY2021	5-Year
	Plan	Plan	Plan	Plan	Plan	Totals
Central	4,638,000	918,400	n/a	n/a	n/a	5,556,400
River	21,459,800	3,605,100	6,327,600	4,629,200	6,512,200	42,533,900
Westside	13,450,000	1,154,400	2,087,100	3,170,000	2,392,000	22,253,500
30th Street	390,000	300,000	375,000	400,000	400,000	1,865,000
Total	39,937,800	5,977,900	8,789,700	8,199,200	9,304,200	72,208,800

Background:

The development of a multi-year capital improvement plan has been a valuable tool for coordinating capital improvements with intergovernmental agencies and working with private partners through the Agency's Participation Program.

In the previous planning cycle, the CCDC Board approved the original 2016-2020 Capital Improvement Plan (CIP) in August of 2015 as part of the Fiscal Year 2016 budget. This CIP was updated and approved as the amended 2016-2020 CIP by the Board in May, 2016 to reflect changes and most current information on resources and project costs.

In the current planning cycle, the established process of producing a rolling five-year CIP removes nearly-complete Fiscal Year 2016, updates Fiscal Years 2017 through 2020 based on new information and changed conditions, and adds Fiscal Year 2021. The process again anticipates a mid- Fiscal Year 2017 update of the CIP to provide flexibility and keep the CIP responsive.

Significant coordination of effort has occurred with City of Boise staff in Planning & Development Services, Parks, Public Works, and the Mayor's Office as well as with private partners.

HIGHLIGHTS

CENTRAL DISTRICT

- The renovation of The Grove Plaza continues with a planned finish in summer 2017 in coordination with significant adjacent development. Most of the work has been/will be completed in Fiscal Year 2016.
- Wayfinding is planned for Fiscal Year 2017 with funds identified in all districts totaling \$1.15M.
- City Hall Plaza is scheduled to begin in Fiscal Year 2017 in a cost share agreement with Boise City with total project costs estimated at \$3.7M (CCDC total for Fiscal Year 16/17 is \$1.2M).
- CCDC owns 8th Street from Bannock Street to Front Street and has identified resources for improvements to this very successful patio dining street as well as general district improvement resources to make selected improvements in this district before sunset.
- If approved by ACHD in Fiscal Year 2017, protected bike lanes are scheduled for Fiscal Year 2019 (also included in River-Myrtle & Westside). Central funds would be contracted for in Fiscal Year 2018 for Central district in advance of construction due to sunset of the district.

RIVER-MYRTLE DISTRICT

- Total planned investment in this district is significant in part due to the planned issuance of a \$13 million dollar bond which includes: \$2.6M public parking in the Fowler housing project, \$5.4M for public parking in the Parcel B garage and mixed use development, and \$4.8M for Broad Street improvements in the LIV district, plus \$0.2M cost of issuance.
- The LIV district improvements total \$8.3M (\$10.3 including Fiscal Year 2016) which include a robust redesigned and reinvented Broad Street, geothermal and fiber installations and ped-bike friendly street and streetscape improvements.
- 8th Street corridor improvements of \$1.4M are identified and guided by significant staff/consulting work identifying cultural strategies for placemaking.
- Alley improvement projects are identified at \$1.6M which vary by location and include utility undergrounding, green storm water infrastructure (in partnership with ACHD), and placemaking through esthetic enhancements and the creation of pedestrian friendly walk ways enhancing downtown mobility.
- A significant redesign and renovation of Grove Street similar to the work being done now on Broad Street is planned with \$6.9M of resources identified in River-Myrtle and \$2.7M in the Westside District. Grove Street has potential to be a robust and exciting pedestrian street extending energy and activity in an east-west fashion similar to the north-south success of 8th Street. Recent community outreach and strategic planning updates conducted by Boise City identified strong support for this concept. Design work and community outreach would begin in Fiscal Year 2018.

RIVER-MYRTLE DISTRICT – cont'd

- CCDC's very active Participation Program includes \$6.2M for infrastructure, utility, and streetscape improvements in partnership with private projects throughout the district.
- Additional public-private partnership in a mixed use development with public structured parking is identified at \$3 million.
- An additional \$3 million of strategic property acquisition resources to continue CCDC's successful property redevelopment is identified in Fiscal Years 2019 & 2021. CCDC's T5 property disposition program involves solicitation of development proposals through a competitive RFQ/P process.

WESTSIDE DISTRICT

- Balancing the strategy of sustaining a robust program of annual capital improvements in the Westside District, CCDC is now able to consider a significant investment in one or more mixed use developments which include a public structured parking use in a catalyst project or projects. \$10.2 million of bond proceeds are identified in the CIP in Fiscal Year 2017; funds which can be deployed in concert with a transformational private development proposal. CCDC may conduct a competitive RFQ/P for proposals and may consider 1-3 projects with these resources. \$1M is identified for property acquisition which could be part of this effort or may be a stand-alone strategic property acquisition.
- CCDC and Boise City have identified resources of approximately \$5.2M with CCDC's cost share at \$2.3M and split between the Westside District, the River-Myrtle district, and CCDC parking as follows: Westside \$451,500; River-Myrtle \$682,000; Parking \$1,133,500. The project is planned over Fiscal Years 2018-19. The apportionment of resources is based on linear feet of a 5.3 mile route associated with the City's alternatives analysis nearing completion. City Council decisions on route and mode are forthcoming and anticipated in Fiscal Year 2017. These combined resources should allow full consideration of all alternatives and the associated pre-engineering costs.
- Boise City is nearing completion of a comprehensive downtown urban parks plan which overlaps CCDC's redevelopment districts. As a priority area for urban parks the Westside District CIP has \$1M included as a cost-share approach to the identification and improvement of a property to be converted into an urban park use then operated by Boise City.
- \$2M is included for strategic acquisition of a redevelopment property in Fiscal Year 2021.
- Conversion of the Macy's building into the HQ for Athlos Academies is substantially underway. CCDC's assistance has helped transform and reuse this dated building activating the block with new corporate office space and out-of-state teacher training which will generate overnight stays in downtown Boise. CCDC's façade improvement and streetscape enhancements will create a fresh new look and be complete in Fiscal Year 2017.

30TH STREET DISTRICT

- CCDC staff and Jay Story (CCDC/COB West End Coordinator) have been exceptionally active with developers regarding the development of multiple vacant land parcels in this new district. Presently the CIP map identifies some of the key parcels with significant development in planning and pre-development phases. Over 30 acres of property, over 300,000 SF of mixed uses, and over 300 for-rent housing units are in active pre-development presently. As these significant projects advance and district resources become quantifiable, additional programming of the CIP will immediately occur. Both exempt and taxable uses are forthcoming.
- Resources for targeted capital improvements, T1 Participation Program grants, and general development activities are presently included at a baseline level however CCDC anticipates upward revision in the forecast to occur over the next year.

Staff Recommendation:

Approve CCDC Capital Improvement Plan (CIP) 2017-2021/Original

Suggested Motion:

I move to approve the 2017-2021 original CIP as presented.

5-YEAR CAPITAL IMPROVEMENT PLAN FISCAL YEAR 2017-2021



INFRASTRUCTURE

PLACEMAKING

PUBLIC PARKING



TRANSIT

SPECIAL PROJECTS

PROPOSED 8-2-2016



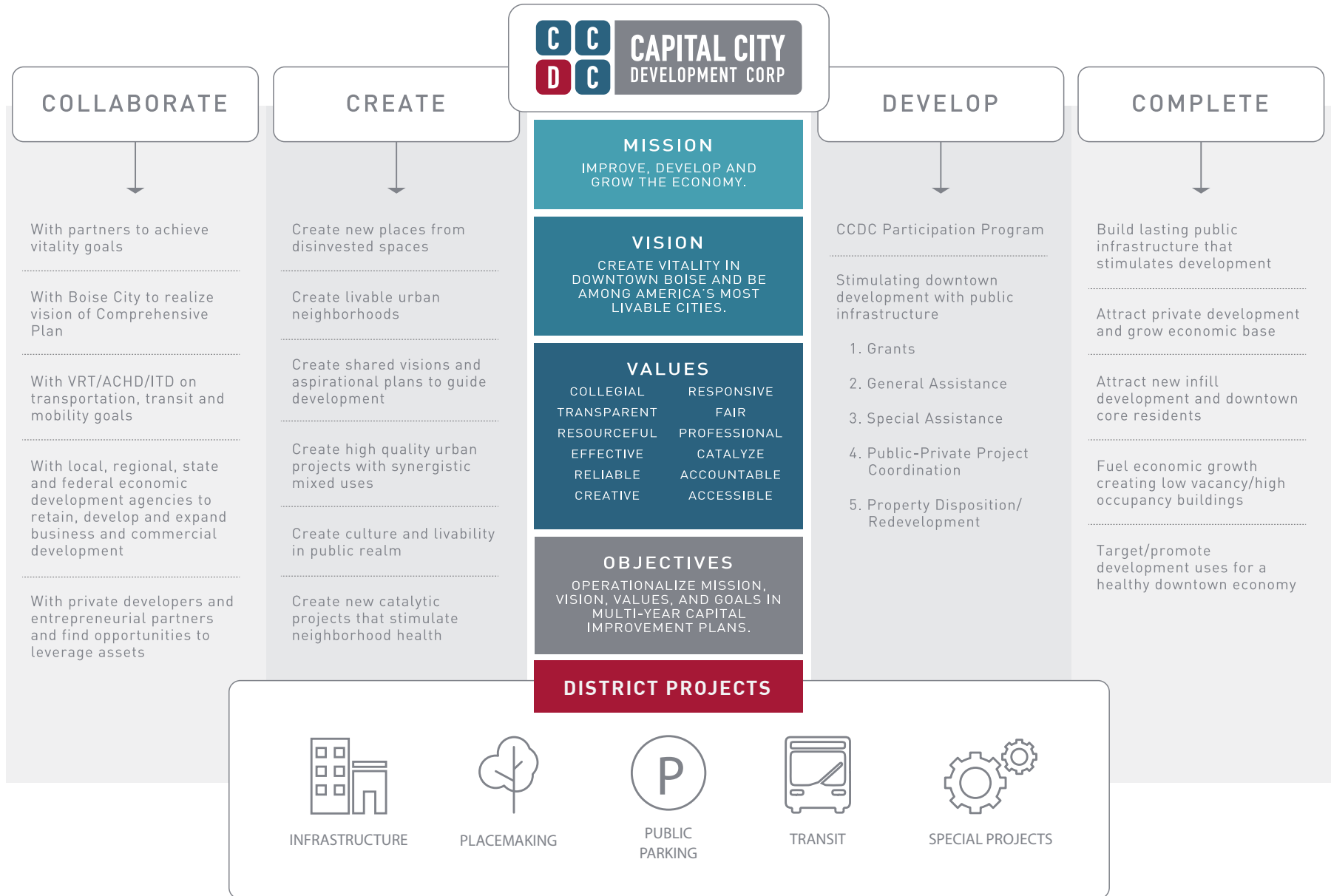
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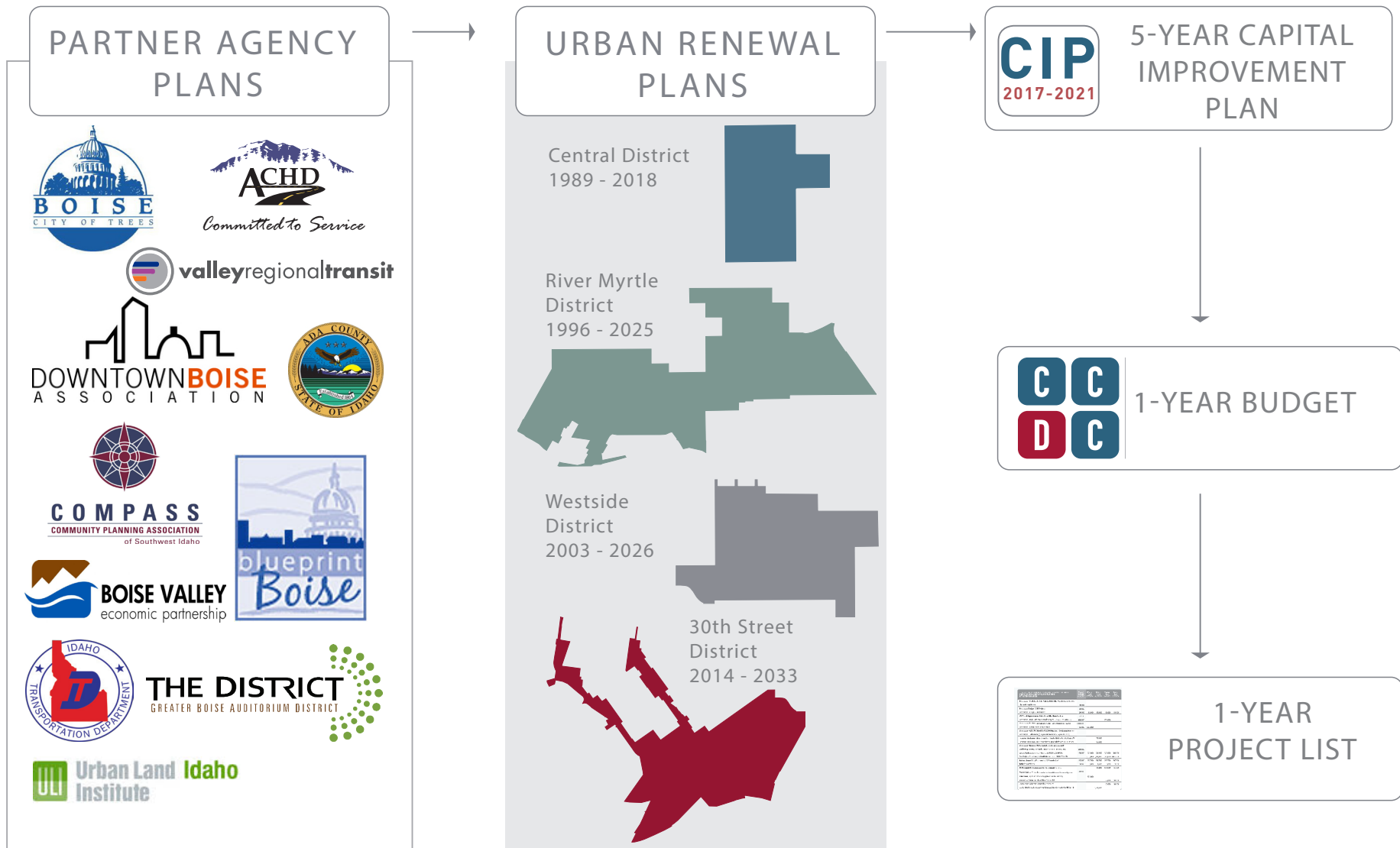
ABOUT CCDC





URBAN RENEWAL DISTRICT MAP





Partner Agency plans are used to inform the Urban Renewal Plans.

Long term Urban Renewal Plans are written when the districts are formed.



CIP CREATION



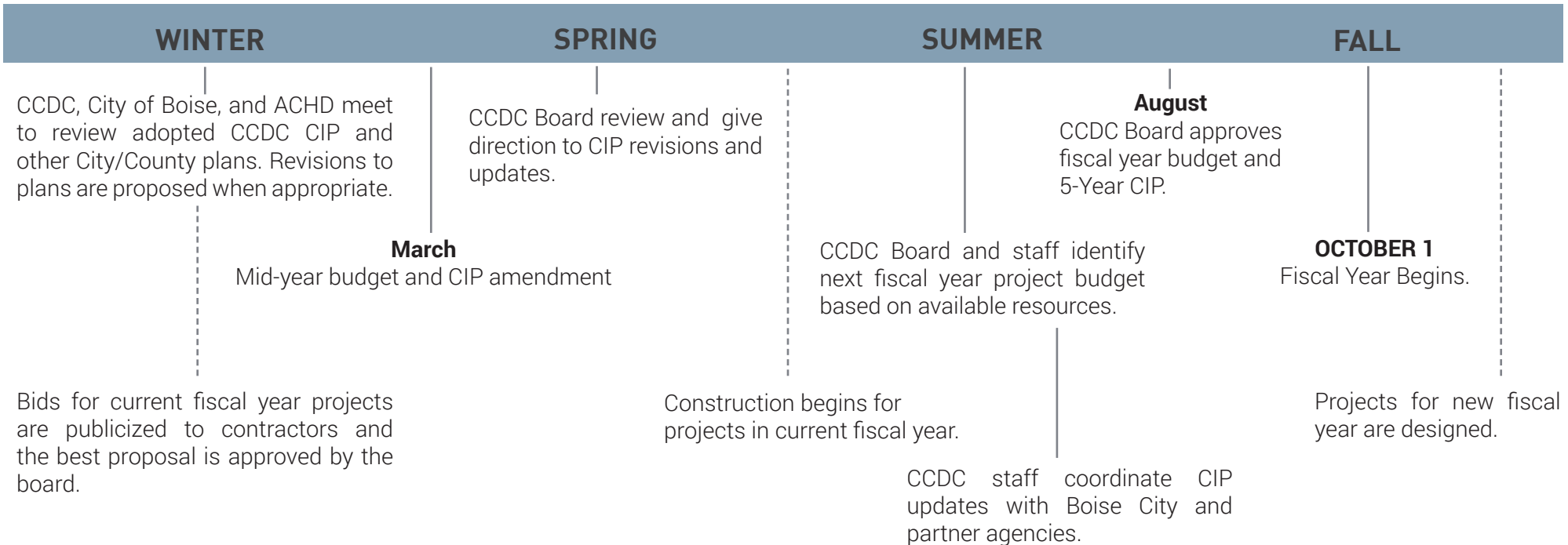
Why does CCDC Create a 5-Year CIP?

CCDC creates a 5-year, fiscally responsible CIP as a predictable framework to collaborate with agency and community partners to achieve urban redevelopment goals and the long term vision for the city. The plan allows for flexibility to take advantage of unanticipated opportunities and changes in market conditions.

The CIP is built in conjunction with the budget to allocate limited resources by district to various capital improvement projects and participation agreements. The plan is evaluated and revised annually to make necessary adjustments as conditions change. As the CIP is updated each year, an additional year will be added so the CIP is always addressing the 5 upcoming years.

What Types of Projects Are Included in the CIP?

CCDC is enabled by state statute to “prevent or arrest the decay of urban areas” and to “encourage private investment in urban areas.” CCDC does this through a variety of direct investments in public amenities and strategic planning efforts that benefits the public good. These investments fall into five main categories: Infrastructure, Placemaking, Parking, Transit, and Special Projects. In addition to managing our own projects, CCDC also assists the City of Boise and private developers by contributing to parts of their projects which fall under the categories previously mentioned.










CITY GOAL IMPLEMENTATION



Blueprint Boise, the comprehensive plan for the City of Boise, was originally adopted in November 2011 and has seventeen goals for the Downtown Boise Planning Area. These goals are compatible with CCDC's mission and vision for downtown Boise. As such, in addition to advancing the redevelopment goals of adopted urban renewal plans, the Capital Improvement Plan also seeks to advance the Blueprint Boise goals for Downtown. One or more of the five project types undertaken by CCDC support each of Blueprint Boise's seventeen goals for Downtown, as shown below. For more information on CCDC's project types see pages (19-23).

Blueprint Boise Downtown Goals	CCDC Project Types				
	 Infrastructure	 Parking	 Placemaking	 Transit	 Special
Centers, Corridors & Neighborhoods					
Downtown as civic, economic, educational, social and cultural center			●		●
Create in-town residential neighborhoods on the periphery of the CBD			●		●
Encourage redevelopment of surface parking	●	●			●
Parking					
Implement a Downtownwide parking system		●			
Connectivity					
Develop a robust, multimodal transportation system	●			●	
Strengthen connections to the Boise River and Downtown subdistricts	●		●		
Public Services/Facilities					
Maximize the use of existing infrastructure Downtown	●	●		●	
Neighborhood Character					
Use Downtown development as a model for sustainable land use	●	●	●	●	●
Create a safe, clean, and enjoyable environment Downtown.		●	●		●
Recognize the role religious institutions and other service providers					●
High standard for quality design and construction Downtown		●	●		●
Culture, Education & Arts					
Maintain Downtown as the cultural center for the community and region			●		●
Retain and expand education opportunities Downtown					●
Recognize and protect historic resources Downtown			●		●
Economic Development					
Create and maintain a prosperous economy Downtown	●	●			●
Strive to keep Downtown's economy diversified	●	●			●
Balance prosperity, preservation, and design in permitting new development			●		●



INFRASTRUCTURE

What does this type of project include?

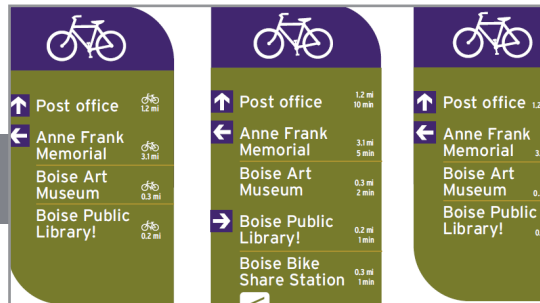
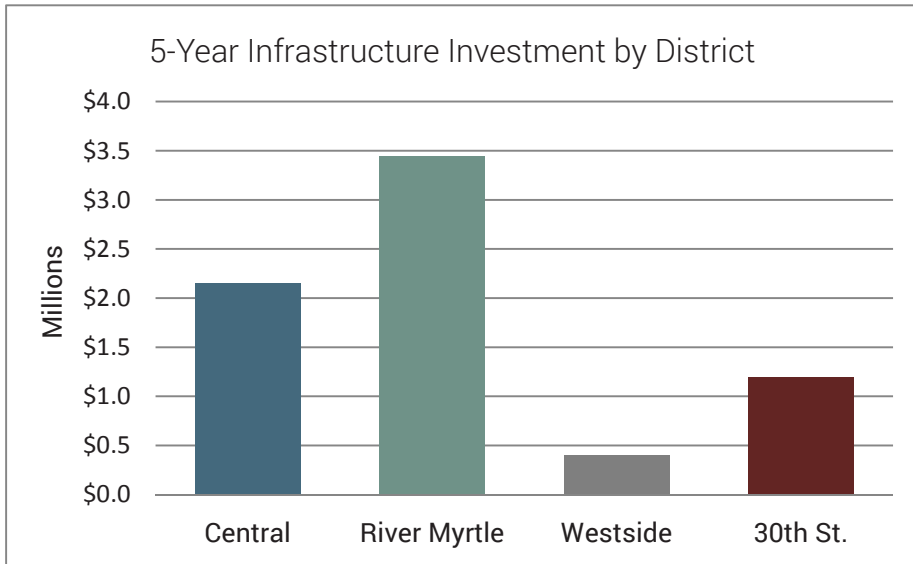
- New street construction and signal installation
- Protected bike lanes
- Utility under grounding
- Geothermal extensions
- 2- way street conversions
- Downtown wayfinding system for pedestrian, bicycle, and vehicular traffic

Why does CCDC invest in these projects?

Public investment fosters private investment. Improving access, livability, and sustainability in downtown increases property values and also stimulates private developers to invest in and enhance real estate. CCDC's investments in public infrastructure encourage the highest and best use for properties downtown. By constructing infrastructure private developers can simply connect to existing utilities and amenities, which helps offset higher land and construction costs. Adding protected and clearly designated bike lanes on the roadways promotes alternative transportation options by making it easier for Boise residents and visitors to safely bicycle in and around downtown.

Another way in which CCDC **promotes sustainability** is through geothermal system expansion. CCDC's partnership with the City of Boise is essential to growing the city's robust geothermal heating system; a key goal of **Boise's Central Addition LIV District**. These extensions will make geothermal more accessible and gives real estate developers and property owners an attractive option in using this natural heating source.

Lastly, the new Wayfinding System **advances economic vitality** by clearly designating popular downtown locations and parking structures. This makes it easier and more convenient for visitors and residents to shop, dine, and enjoy our beautiful city. All of these infrastructure projects combined create an exciting city where people and business can thrive.





PUBLIC PARKING

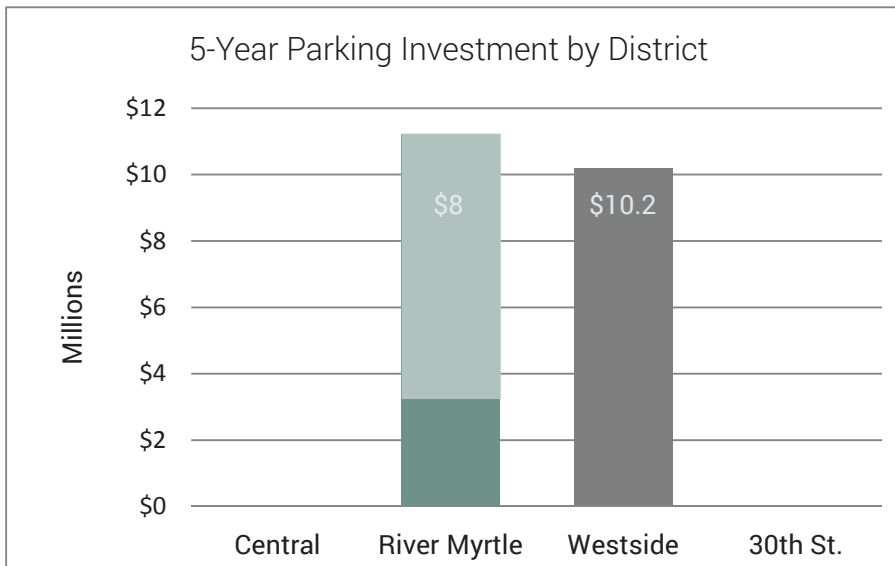
What does this type of project include?

- Capital improvements and updates to existing parking structures
- Building new parking structures
- Contributing funds to public/private partnership parking garage projects

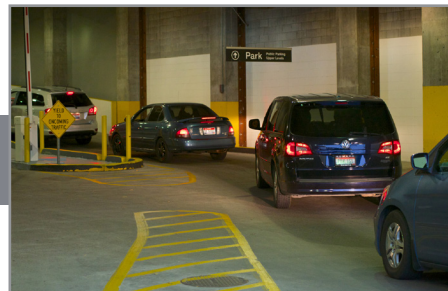
Why does CCDC invest in these projects?

Structured public parking contributes to a vibrant downtown and a strong economy in many ways. Structured public parking consolidates parking facilities and **frees up land for development** that would otherwise continue to be used as uninventing, under performing, inefficient surface parking. Structured parking can also be located more conveniently to high demand areas than surface lots, and can be integrated with a mix of retail, commercial, and residential uses. Structured parking allows former surface lots to redevelop into a **variety of uses** that are more productive and appealing, including residential, commercial, or even open space.

This new development both broadens the tax base and creates a virtuous cycle allowing more people to live, work, and play downtown. Well-designed structured parking with consolidated driveways and integrated ground floor retail, office and restaurant uses enhances the street level experience by making it more safe, comfortable, useful, and interesting for all users. Structured public parking allows for more convenience for users, better flexibility for businesses and employers, and reduced parking provision and management costs overall. CCDC supports public structured parking by providing financing of new structures and management of existing structures. Public parking garages **leverage significant new private development investment.**



Note: \$8 million of River Myrtle parking investment and all \$10.2 million of Westside parking investment is from bond revenue.





PLACEMAKING

What does this type of project include?

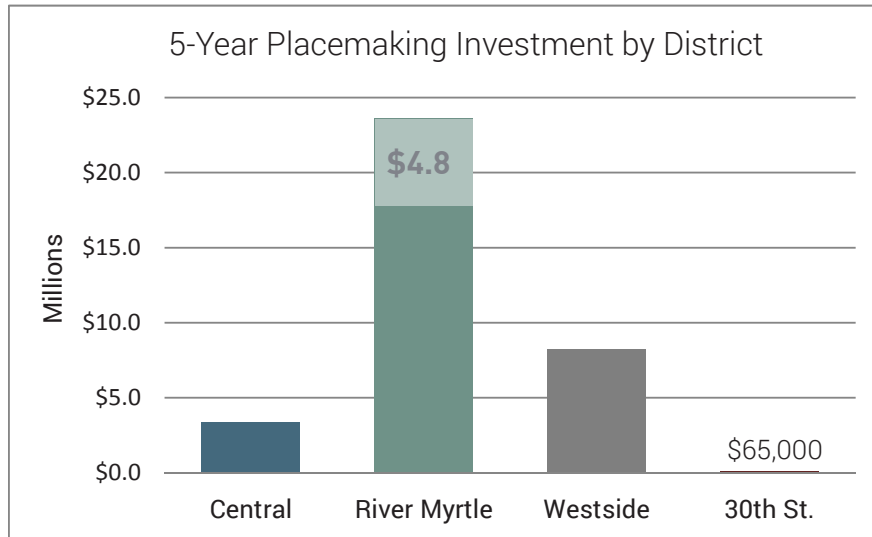
- Streetscape updates - new sidewalk paving, curb and gutter, street trees, historic streetlights, bike racks, litter receptacles, and benches
- Open space creation - public parks, plazas, sidewalk cafe seating, and pathways (e.g. Pioneer Pathway)
- Suspended paving system under sidewalks - a cell based system used under paving as a means to deliver soil to support tree growth and absorb stormwater right where it falls

Why does CCDC invest in these projects?

Creating a **sense of place** through streetscapes and public open space is an essential part of keeping downtown Boise the regional center for business, government, tourism, and culture. There is a tangible difference between the streets which CCDC has improved with new trees, pavers, and benches and the old, cracked concrete sidewalks with no shade or interest for a pedestrian. Placemaking **contributes to the economic vitality of downtown** by making the city a place people want to spend time exploring. 8th Street and The Grove Plaza, both CCDC projects, are thriving gathering places which benefit neighboring shops and restaurants.

This energetic city center has a multiplier effect, bringing **vibrancy to the entire downtown** neighborhood. CCDC will continue to expand this energy into new neighborhoods with many upcoming streetscape improvement projects.

NOTE: Although suspended paving systems are normally installed with placemaking projects, they are an increasingly important component in stormwater management downtown.



Note: \$4.8M in bonding for Broad Street improvements included





TRANSIT

What does this type of project include?

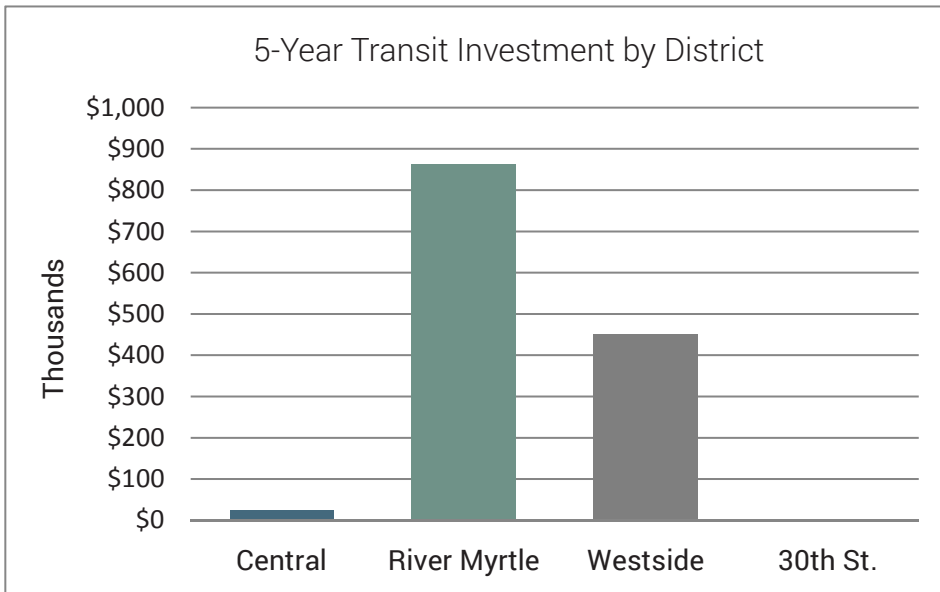
- Boise GreenBike
- Main Street Station
- Transit Shelters
- Downtown Circulator Preliminary Engineering

Why does CCDC invest in these projects?

Public transit is essential to a healthy downtown. It **improves access and mobility** into and around downtown, allows downtown employers to access larger workforces, provides a transportation alternative to the privately owned automobile, increases property values, and improves the capacity and efficiency of the transportation system. Emerging transit services, such as bike share systems increase access and mobility, and in turn increase economic and tourist activity within downtown Boise.

Through providing matching funds of \$2.4 million, CCDC is **leveraging significant federal funding of \$9.6 million** to construct Main Street Station, a modernized transit hub that will allow Valley Regional Transit to effectively serve downtown Boise and the Boise metro region for years to come. CCDC is also a founding partner and station sponsor for **Boise GreenBike**, downtown Boise's brand new bike share system. Both of these investments will not only make it easier for locals and visitors to get into and explore downtown, they will do so in a healthy and sustainable way that **promotes air quality and public health** while reducing traffic congestion.

Initial funds are programmed for an alternatives analysis and pre-engineering to advance transit with a downtown circulator system.





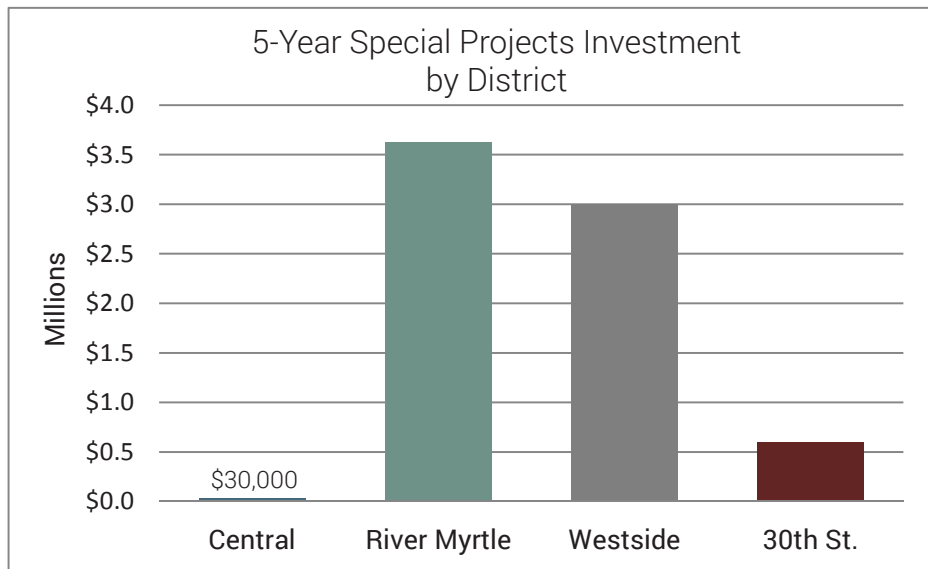
SPECIAL PROJECTS

What does this type of project include?

- Land acquisition for redevelopment
- Public art (e.g. sculpture in BoDo)
- Market Studies (Housing, Hotel)
- Creating business incubator office space (Trailhead and Watercooler)

Why does CCDC invest in these projects?

Special efforts are essential to ensuring a vibrant downtown with a **world class quality of life**. Such efforts include broad investment in public arts, proactive property development and redevelopment initiatives, and strategies to attract and promote housing, hospitality, and entrepreneurship downtown.



Public art enhances the downtown environment, offers social and educational opportunities, and promotes tourism. It can also be used to **celebrate local artists** and discourage vandalism. CCDC funds public art downtown on an ongoing basis, including standalone installations, installations with streetscape improvements, and innovative programs such as the traffic box art wraps.

Commissioned studies of the condition of downtown housing and hospitality can identify shortfalls and opportunities not otherwise readily recognized by the market. These studies may in turn be used to **encourage private development** and facilitate financing. Efforts to acquire, consolidate, and remediate properties also promote redevelopment downtown (e.g. The Afton condominiums and 1401 Idaho St. apartments). Redevelopment is not the only means of revitalization. Otherwise vacant facilities can also be transitionally re-purposed into business incubators (Watercooler, Trailhead), attracting and supporting entrepreneurial talent and economic growth downtown.

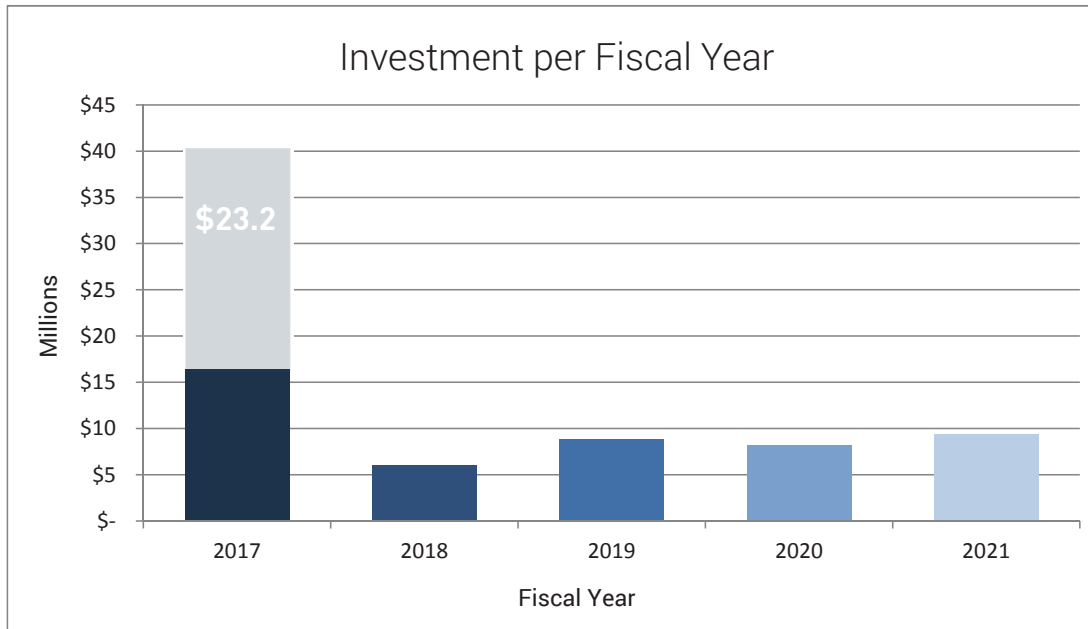




INVESTMENT SUMMARY



	Central	River Myrtle	Westside	30th St.	Total
Infrastructure	\$ 2,148,400	\$ 3,445,000	\$ 400,000	\$ 1,200,000	\$ 7,193,400
Parking		\$ 10,990,000	\$ 10,200,000		\$ 21,190,000
Placemaking	\$ 3,353,000	\$ 23,611,900	\$ 8,202,000	\$ 65,000	\$ 35,231,900
Transit	\$ 25,000	\$ 862,000	\$ 451,500		\$ 1,338,500
Special	\$ 30,000	\$ 3,625,000	\$ 3,000,000	\$ 600,000	\$ 7,255,000
Total	\$ 5,556,400	\$ 42,533,900	\$ 22,253,500	\$ 1,865,000	\$ 72,208,800



NOTE: Bond proceeds of \$23.2 Million included in 2017 investment



ABOUT CENTRAL DISTRICT



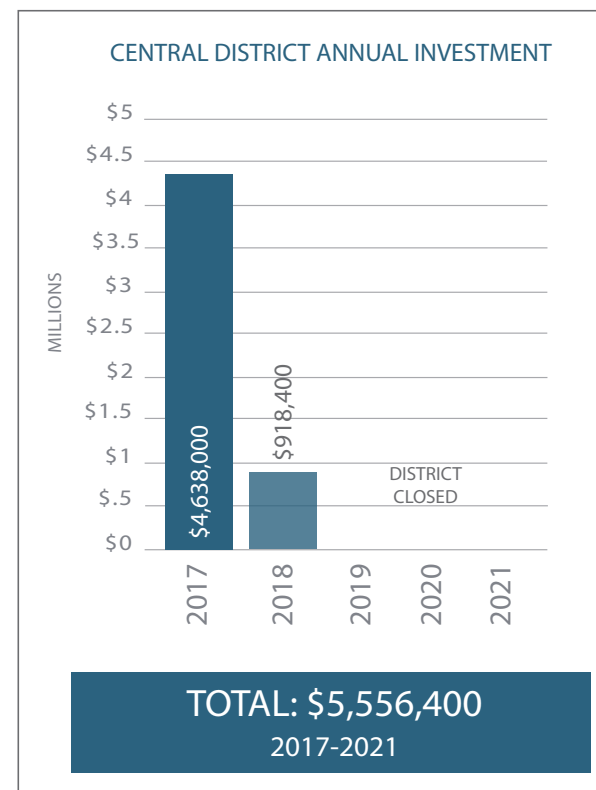
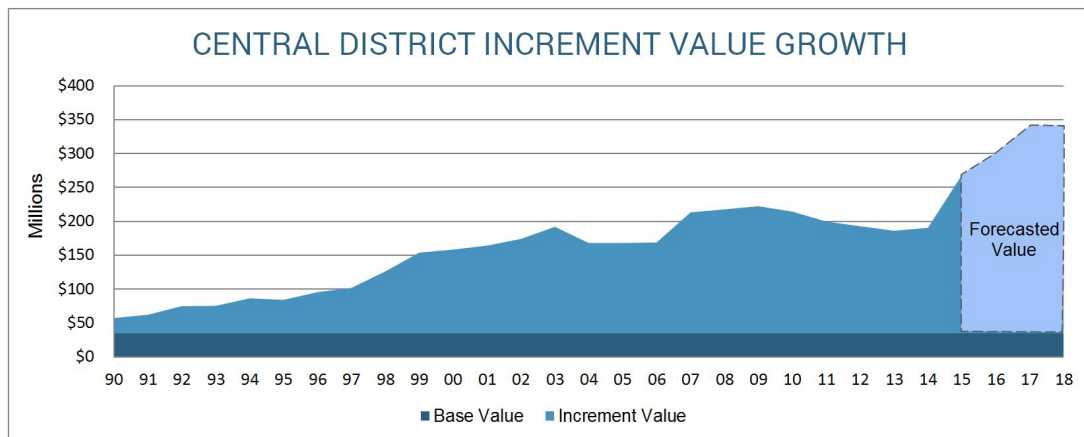
The original urban renewal district in downtown Boise, the Central District has evolved a great deal over the years. It was first established as part of the federal urban renewal program in 1965 in hopes of locating a regional shopping mall in downtown Boise. After the federal government discontinued its urban renewal program and efforts to establish a regional mall downtown were averted, the Central District was subsequently reconfigured as an urban renewal district funded by tax increment financing in 1987.

Rather than a regional mall the plan called for mixed-use, pedestrian-oriented development, including office, retail, residential and cultural uses in new structures or renovated historic buildings. As the Central District prepares to sunset, nearly all of the goals of the 1987 have been accomplished including creating lively streets lined with retail; enhancing Capitol Boulevard as a grand gateway; improving 8th Street as a principal pedestrian connection; building a major public open space - The Grove Plaza; eliminating surface parking by constructing structured public parking to allow downtown development to intensify; funding public art projects; and creating a downtown business association to manage downtown marketing and events, as well as public space operation and maintenance.

These public improvements have been joined by substantial private investments, including the 8th & Main building, Aspen Lofts, Boise Centre, Chase building, Grove Hotel & CenturyLink Arena, and Wells Fargo building. Still more public and private investments are expected before the district expires, including City Center Plaza and Main Street Station as well as City Hall Plaza and The Grove Plaza renovations.

FAST FACTS

- 34 acres
- Established: 1989
- District Ends: 2018
- Base Value: \$35 Million
- 2016 Total Value: \$331 Million
- 2017 TIF Revenue: \$4.7 Million





CENTRAL DISTRICT PROJECTS



CENTRAL DISTRICT		FY2017	FY2018	FY2019	FY2020	FY2021	STATUS
Estimated Resources		\$ 4,638,000	\$ 918,400	N/A	N/A	N/A	
INFRASTRUCTURE				DISTRICT CLOSED			
1	8th Street Improvements	580,000					Designated
3	8th Street Event Bollards (Electric)	250,000					Tentative
4	Central District Closeout Improvements		668,400				Tentative
5	Protected Bike Lanes - Idaho St, 9th - Capitol (Joint Project w/ACHD)		100,000				Designated
6	Protected Bike Lanes - Main St, 9th - Capitol (Joint Project w/ACHD)		150,000				Designated
7	Wayfinding Project Installation	400,000					Designated
PLACEMAKING							
8	Alley Placemaking Project (8th to Capitol between Idaho and Bannock)	400,000					Tentative
9	City Hall Plaza Improvements	650,000					Obligated
10	City Hall Streetscapes West Side	575,000					Obligated
11	The Grove Plaza Renovation	1,668,000					Obligated
12	The Grove Plaza Renovation - Personalized Brick Engraving (revenue estimated at \$270K)	60,000					
TRANSIT							
13	VRT Transit Improvements in District	25,000		Obligated			
SPECIAL PROJECTS							
14	Protective Bollards at Capitol Blvd. & Front St.	30,000		Tentative			
Estimated Expenses		\$ 4,638,000	\$ 918,400				

Status Definitions

Obligated: projects for which a formal agreement has been approved and/or executed. This may include an awarded contract, executed task order, or participation agreement.

Designated: proposed projects for which there has been a board designation, an informal agreement, or demonstrated commitment. This includes things like City Hall Plaza, participation agreements in process, or interagency coordination (Fulton, Broad, State).

Tentative: includes important projects and efforts that are less well defined, or projects that are less time sensitive.



ABOUT RIVER MYRTLE DISTRICT



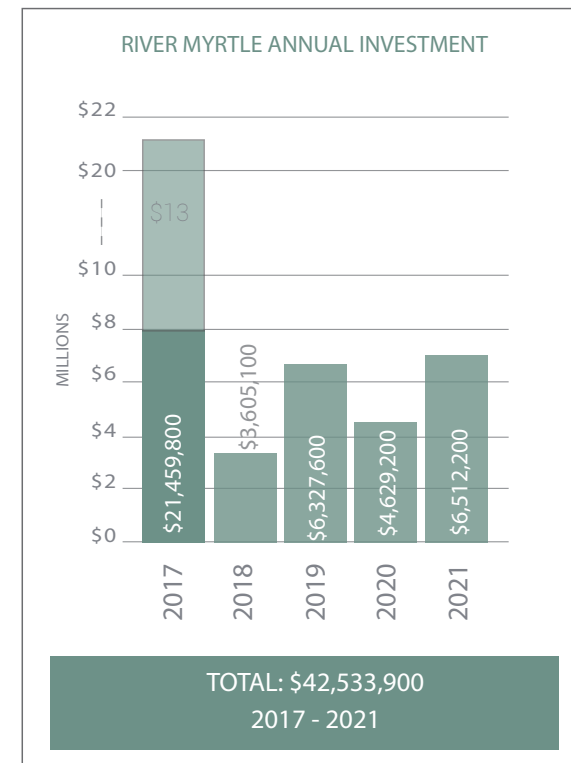
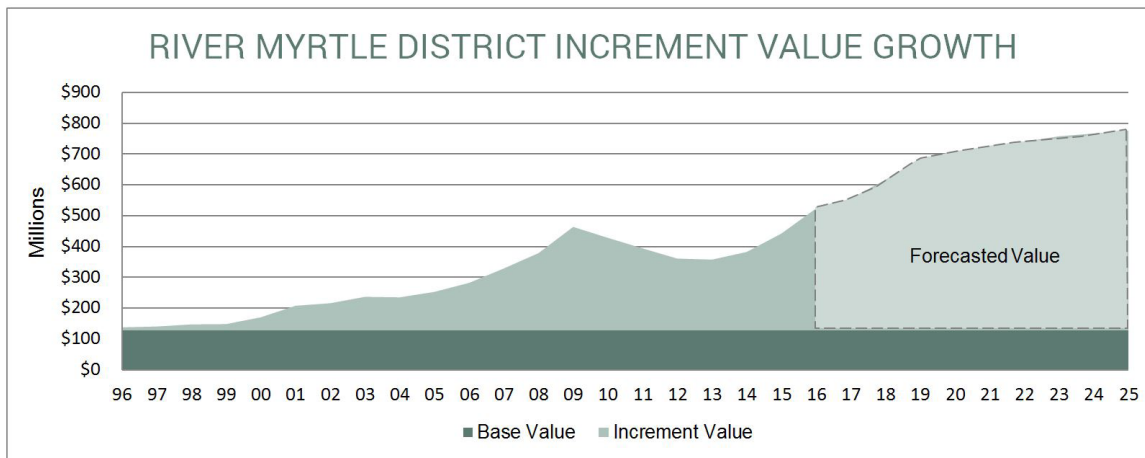
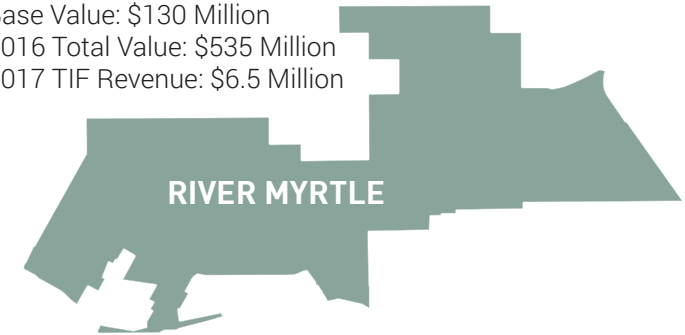
The River Myrtle District consisted of mostly vacant property, deteriorated residences and warehouses, and remnants of older industrial uses when it was first established in 1994. Redevelopment opportunities included the vacant Union Pacific switch yard properties, the 14-acre Ada County property, and the historic Eighth Street Marketplace, while assets included close access to the major employment centers in downtown (St. Luke's Medical Center), riverfront parks and the Boise River Greenbelt, and Boise State University. In 2004, the district was expanded to include Old Boise-Eastside and some additional areas between River Street and the Boise River making it the largest district. The district's urban renewal plan seeks to strengthen north-south connections between downtown and the Boise River; re-establish mixed-use, urban neighborhoods as part of an expanded downtown; extend/connect the Boise River Greenbelt and Julia Davis Park into sub-districts; and develop the Cultural District on the south end of 8th Street.

Public and private investment in the district to date includes the Ada County Courthouse Corridor, BoDo, the Downtown Connector (Front and Myrtle), Idaho Independent Bank Building, three public parking garages, numerous streetscape improvements, three prominent regional or national grocery chains, and numerous multifamily housing developments.

Still more public and private investment is underway or expected, including the Afton, Central Addition LIV District infrastructure improvements, JUMP and Simplot world headquarters, Payette Brewery, the completion of the Pioneer Pathway, 5th & Idaho, Idaho History Museum remodel, The Roost Apartment Project, and as many as three new hotels.

FAST FACTS

- 340 acres
- Established: 1994
- District Ends: 2026
- Base Value: \$130 Million
- 2016 Total Value: \$535 Million
- 2017 TIF Revenue: \$6.5 Million



Note: FY '17 Includes \$13 million of bond proceeds



RIVER MYRTLE DISTRICT PROJECTS



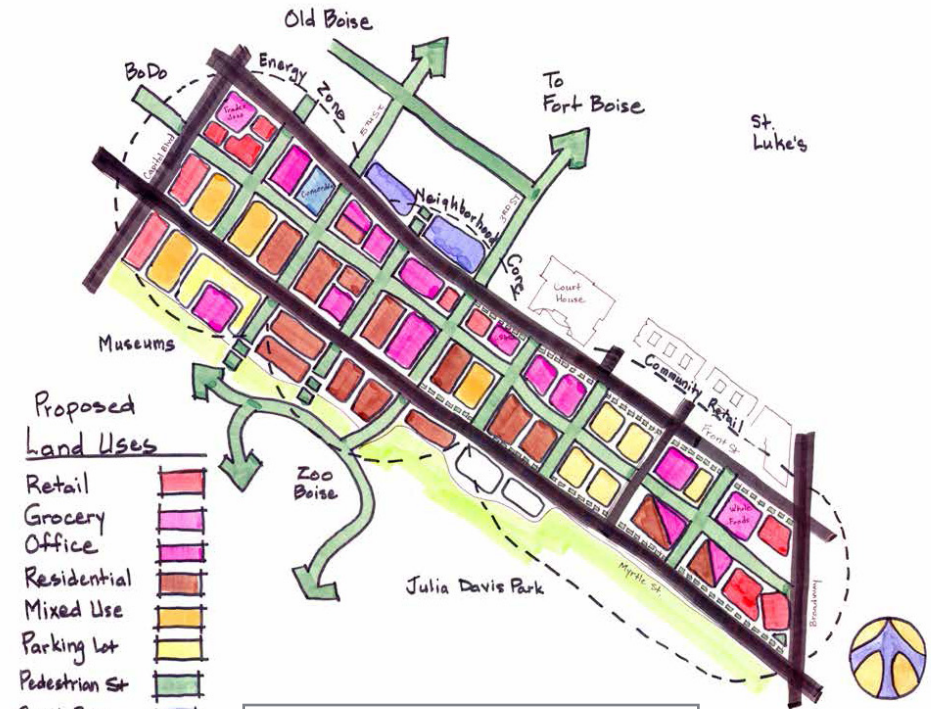
RIVER MYRTLE DISTRICT		FY2017	FY2018	FY2019	FY2020	FY2021	STATUS
Estimated Resources		\$ 21,459,800	\$ 3,605,100	\$ 6,327,600	\$ 4,629,200	\$ 6,512,200	
INFRASTRUCTURE							
1	Protected Bike Lanes - Idaho Street, Capitol - 2nd (Joint Project w/ACHD)			150,000			Designated
2	Protected Bike Lanes - Main Street, Capitol - Broadway (Joint Project w/ACHD)			150,000			Designated
3	Wayfinding Project Installation	600,000					Designated
4	Alley Improvement Project (11th to 12th between Grove to Front)				450,000		Tentative
5	Alley Improvement Project (6th to 3rd between Bannock and Idaho)			450,000			Tentative
6	Alley Improvement Project (6th to 3rd between Bannock and Jefferson)			450,000			Tentative
7	Alley Improvement Project (6th to 3rd between Main and Idaho)	285,000					Designated
PARKING							
8	RM Parking Garage - Partial Ownership Property Acquisition	3,000,000					Tentative
9	T3 Participation: 5th & Broad Streets Parking Deck, Fowler Apartments, (BOND)	2,590,000					Obligated
10	T3 Participation: Parcel B Development - Parking Structure (BOND)	5,400,000					Designated
PLACEMAKING							
11	8th Street Corridor Improvements	1,425,000					Designated
12	8th Street Improvements, State to Bannock (split with Westside District)			200,000			Designated
13	Bannock Street Improvements, 9th to Capitol Blvd, North side (split with Westside District)			400,000			Designated
14	Downtown Urban Parks Plan / Development Catalyst TBD						Tentative
15	Grove Street Pedestrian Street Plan (16th to 10th) per ACHD/DBIP		75,000	100,000	2,700,000		Tentative
16	Grove Street Pedestrian Street Plan (6th to 3rd) per ACHD/DBIP		75,000			3,900,000	Tentative
17	Main Street, Capitol - 5th, South Side	1,020,000					Designated
18	Streetscape - Design Next Year's Projects	50,000	50,000	50,000	50,000	50,000	Tentative
19	T1 Participation: Streetscape Grant, 515 W Idaho (Paulsen Building)	150,000					Designated
20	T1 Participation: Streetscape Grants (not yet assigned)	300,000	300,000	300,000	300,000	300,000	Tentative
21	T2 Participation: 5th & Front Mixed Use Development (TBD)						Tentative
22	T2 Participation: 5th & Idaho Streetscape Improvements (5th & Idaho Apartments)			156,000	156,000	53,000	Obligated
23	T2 Participation: Capitol & Broad Streetscape Improvements (Inn at 500 Hotel)			269,500			Obligated
24	T3 Participation: Infrastructure, Utilities, Streetscapes (Parcel B Development)			311,200	313,200	553,200	Designated
25	T3 Participation: Streetscape Improvements Front & Myrtle, 9th&11th (JUMP/Simplot HQ)		875,000				Obligated
26	T3 Participation: Streetscape Improvements on Capitol & Myrtle (Fowler Apartments)	550,000					Obligated
27	T4 Participation: Public Park (\$620K) and Undergrounding Utilities (5th & Idaho Apartments)		790,000				Designated
28	T4 Participation: Streetscape Improvements 8th Street, Broad - Myrtle, Both Sides	59,800					Obligated
29	T4 Participation: Capitol & Broad Streetscapes (Inn at 500 Hotel)	200,000					Obligated
30	T4 Participation: Idaho Historical Museum Streetscapes at Julia Davis Park		146,000				Obligated
TRANSIT							
31	Connector Analysis (Front & Myrtle) ITD \$3.3M Resurface Planned for FY19/Planning FY17	180,000					Designated
32	Downtown Circulator Preliminary Engineering		354,100	327,900			Designated
SPECIAL PROJECTS							
33	620 S 9th Street Phase II Site Remediation	270,000					Designated
34	Boise City Art Project (Hayman House/Pioneer Pathway)	25,000					Designated
35	CIP Ash Street Properties - Hayman House	45,000					Designated
36	T5 Participation: Ash Street Properties RFQ/P	45,000					Designated
37	T5 Participation: Parcel Acquisition/Redevelopment			1,500,000		1,500,000	Tentative
38	Traffic Box Art Wraps	30,000	30,000	30,000			Tentative
39	Multi-Purpose Stadium Assessment	150,000					Tentative
SUBTOTAL RIVER MYRTLE (NOT LIV DISTRICT)		16,374,800	2,695,100	4,844,600	3,969,200	6,356,200	
SUBTOTAL CENTRAL ADDITION LIV DISTRICT (listed on following page)		5,085,000	910,000	1,483,000	660,000	156,000	
Total River Myrtle Estimated Expenses		21,459,800	3,605,100	6,327,600	4,629,200	6,512,200	

CENTRAL ADDITION LIV DISTRICT

The Central Addition LIV District is a sub-district within the River Myrtle Urban Renewal District. The intent of this district is to create a dedicated area within Boise focused on implementing a variety of sustainability goals. Through a partnership between the City of Boise, CCDC, ACHD, and ITD a large investment in green infrastructure, geothermal expansion, placemaking, and historic preservation will occur. This investment will leverage private funds by encouraging and supporting private developers. Already, Trader Joe's, Concordia Law School, Idaho Independent Bank, Boise Brewing, George's Cycles, and CSHQA have established a presence in the district. Other planned private developments include a luxury boutique hotel and a 160-unit workforce housing apartment complex.

CCDC is leading the streetscape improvements and historic preservation activities, while also funding the geothermal system expansion, green stormwater management, and new public parking facilities. Streetscaping on Broad Street is scheduled to begin in the spring of 2016. Broad Street will become the core of the LIV District with new urban density housing and small retail services on the street level. Front and Myrtle are high volume vehicle traffic roads, however plans are being made to manage the traffic and increase pedestrian walkability.

Surrounded by the Ada County Courthouse, Julia Davis Park, Zoo Boise, and BoDo, the Central Addition is uniquely poised to exist as a vibrant and well-connected sub-district of Downtown. Signage and pathways connecting BSU to Julia Davis Park through the LIV District will be established. District policies will encourage mixed-use infill development with parking garages to promote walkability and land development. Environmental sustainability will be encouraged by establishing green infrastructure solutions including permeable pavers on sidewalks, low water usage plants, and geothermal heating systems that can easily be connected to new developments.



- Elements of LIV District**
- Infrastructure
 - Energy
 - Stormwater
 - Geothermal
 - Mobility
 - Housing
 - Placemaking
 - Economic Development
 - Stakeholder Engagement
 - Metrics



CENTRAL ADDITION LIV DISTRICT

RM CONTINUED... CENTRAL ADDITION LIV DISTRICT	FY2017	FY2018	FY2019	FY2020	FY2021	STATUS
INFRASTRUCTURE						
1 5th & Myrtle New Signalized Crossing	200,000					Designated
2 Broad Street Geothermal Extension & Hookups (Includes \$500,000 COB/EPA Grant/BOND)	500,000					Obligated
3 Install Fiber Optic Cable to Incentivize/Service Commercial Development in LIV (BOND)	210,000					Obligated
PARKING						
4 Public Parking Supporting Julia Davis Park (see TBD parking garage)						Tentative
PLACEMAKING						
5 5th & 6th Street 2-Way Conversions; Front to Myrtle (Amount TBD)						
6 Broad Street, Capitol - 2nd, Street and Infrastructure Improvements (BOND)	3,800,000					Designated
7 Central Addition Gateways	75,000					Tentative
8 Front Street, 6th - 3rd, North Side (Pending ITD Permission)			330,000			Tentative
9 Myrtle Street, Capitol - 2nd, Both Sides (Pending ITD Permission)		610,000	493,000			Tentative
10 New Pedestrian Entrance - 5th & Julia Davis Park						Obligated
11 T1 Participation: Central Addition (Not yet awarded)	300,000	300,000	300,000	300,000		Tentative
12 T2 Participation: Capitol & Broad Streetscape Improvements (Marriott Hotel)			360,000	360,000	156,000	Designated
SUBTOTAL CENTRAL ADDITION LIV DISTRICT	5,085,000	910,000	1,483,000	660,000	156,000	
SUBTOTAL RIVER MYRTLE (NOT LIV DISTRICT)	16,374,800	2,695,100	4,844,600	3,969,200	6,356,200	
Total River Myrtle Estimated Expenses	\$ 21,459,800	\$ 3,605,100	\$ 6,327,600	\$ 4,629,200	\$ 6,512,200	

Status Definitions

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ABOUT WESTSIDE DISTRICT

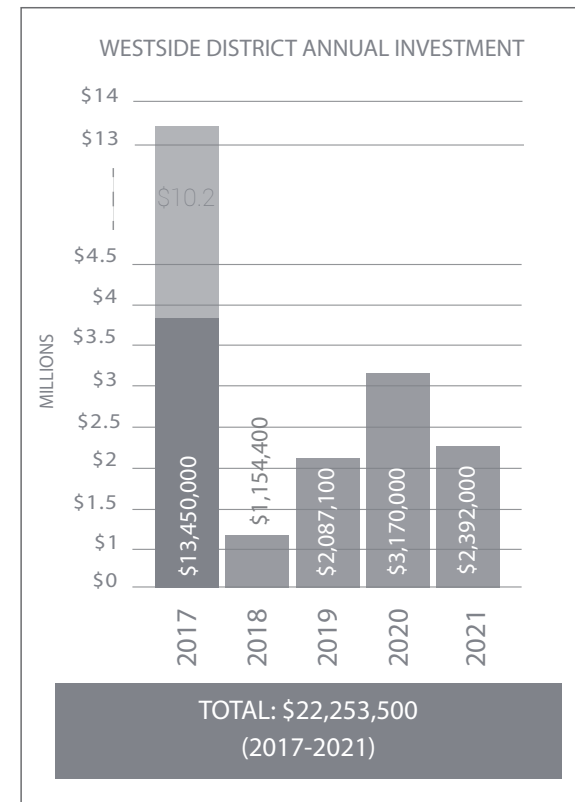
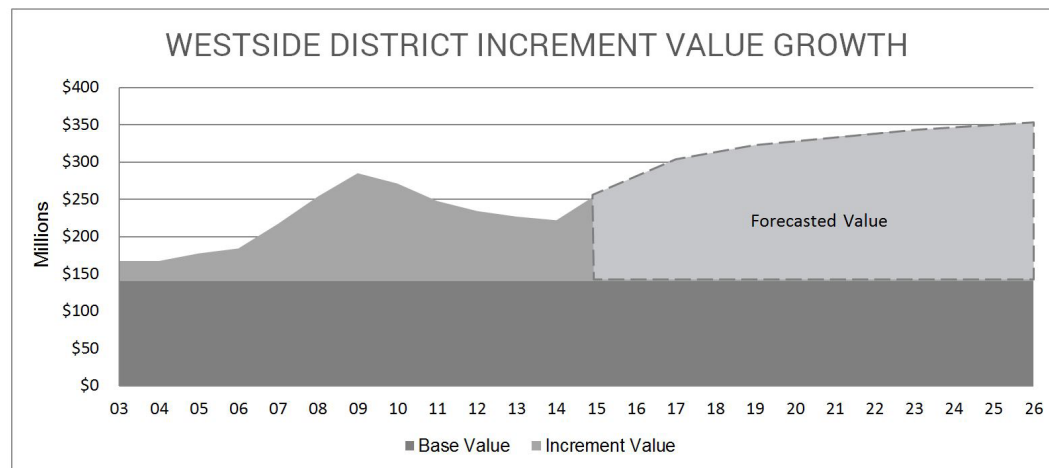


The Westside Downtown District was established in 2001, and is home to Boise Cascade, Idaho Power, Meadow Gold, One Capitol Center, and an abundance of surface parking. The Westside plan calls for a rich mixture of urban-style housing, shops, restaurants; increased downtown housing availability; an urban village centered around a plaza on 14th Street; plazas and park-like green spaces enriched with public art, concerts and cultural events; improved transit service; robust connections to other parts of downtown, the greenbelt, and the foothills; conversion of surface parking to structured parking; Main and Idaho as retail streets connecting to the downtown core; pedestrian-oriented design; and enhancement of the Boise City Canal through the district.

Public and private investment in the district to date includes the 9th & Grove Plaza, Banner Bank building, Boise Plaza remodel, Hotel 43 remodel, Linen building remodel, Owyhee hotel to apartment/office/event space conversion, Modern Hotel remodel, and numerous streetscape improvements, particularly along Main and Idaho streets. Still more investment in the district is either underway or expected in the near term, including One Nineteen, 1401 Idaho St. apartment project, CC Anderson building preservation and conversion to corporate headquarters, and a new hotel.

FAST FACTS

- 144 acres
- Established: 2004
- District Ends: 2026
- Base Value: \$140 Million
- 2016 Total Value: \$296 Million
- 2017 TIF Revenue: \$2.5 Million



Note: FY '17 Includes \$10.2 million of bond proceeds



WESTSIDE DISTRICT PROJECTS



WESTSIDE DISTRICT		FY2017	FY2018	FY2019	FY2020	FY2021	STATUS
Estimated Resources		\$ 13,450,000	\$ 1,154,400	\$ 2,087,100	\$ 3,170,000	\$ 2,392,000	
INFRASTRUCTURE							
1	Protected Bike Lanes - Idaho Street, 16th - 9th (Joint Project w/ACHD)			150,000			Designated
2	Protected Bike Lanes - Main Street, from 16th to 9th (Joint Project w/ACHD)			150,000			Designated
3	Wayfinding Project Installation	100,000					Designated
PARKING							
4	Parking Garage with Mixed Use Development (BOND)	10,200,000					Tentative
PLACEMAKING							
5	15th & 16th Streets/Grove to Idaho Rightsizing per ACHD DBIP			200,000			Tentative
6	8th Street, State - Bannock, Both Sides (Split w RM)			400,000			Tentative
7	Bannock Street, 9th - Capitol (Split with RM)			500,000			Tentative
8	Design Upcoming Streetscape Projects	50,000	50,000	50,000	50,000		Tentative
9	Downtown Urban Parks Plan / Development Catalyst	1,000,000					Tentative
10	Grove Street Pedestrian Plazas, 16th - 10th				2,700,000		Tentative
11	Main Street, 13th - 14th Streetscape Infill (Hurless)	50,000					Designated
12	State Street, 16th - 8th, Both Sides (Joint Project w/ACHD)		450,000				Designated
13	T1 Participation: Streetscape Grants (Not yet awarded)	300,000	300,000	300,000	300,000	300,000	Tentative
14	T2 Participation: 10th & Bannock Streetscape Improvements (Hyatt Place Hotel)		120,000	120,000	120,000	92,000	Designated
15	T3 Participation: Streetscape Improvements & Façade Easement (Athlos Academies)	750,000					Obligated
TRANSIT							
16	Downtown Circulator Preliminary Engineering		234,400	217,100			Tentative
SPECIAL PROJECTS							
17	T5 Parcel Acquisition for Redevelopment	1,000,000				2,000,000	Tentative
Estimated Expenses		\$ 13,450,000	\$ 1,154,400	\$ 2,087,100	\$ 3,170,000	\$ 2,392,000	

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ABOUT 30TH STREET DISTRICT

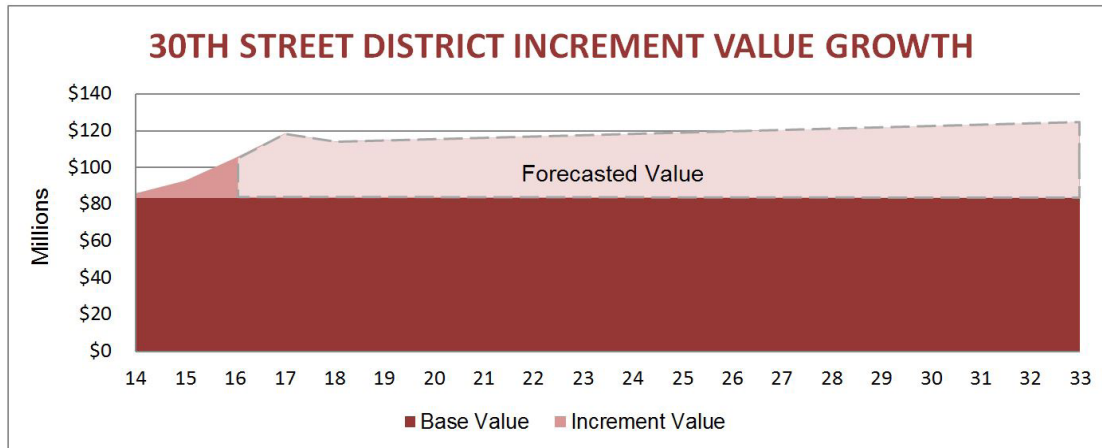


The 30th Street District, also known as the West End, established in 2014, is the newest district in downtown Boise. The 30th Street master plan envisions the district as a premiere urban place celebrating its unique location between the Boise River corridor and downtown Boise. It includes attractive neighborhoods and vibrant mixed-use activity centers serving local residents, the community and the region. The area serves as a gateway to downtown, welcomes visitors and has a unique identity and strong sense of place where people and businesses thrive.

Recent and ongoing improvements in the district include the Whitewater Park, Esther Simplot Park, Whitewater Park Boulevard, 27th Street road diet, a new surgical office building, and a proposed College of Western Idaho campus.

FAST FACTS

- 249 acres
- Established: 2014
- District Ends: 2033
- Base Value: \$81 Million
- 2016 Total Value: \$114 Million
- 2017 TIF Revenue: \$0.5 Million



NOTE: Anticipated value growth from upcoming private development is not yet included in forecast. See 30th Street Area "Special Projects" for a list of planned future developments.





30TH STREET DISTRICT PROJECTS



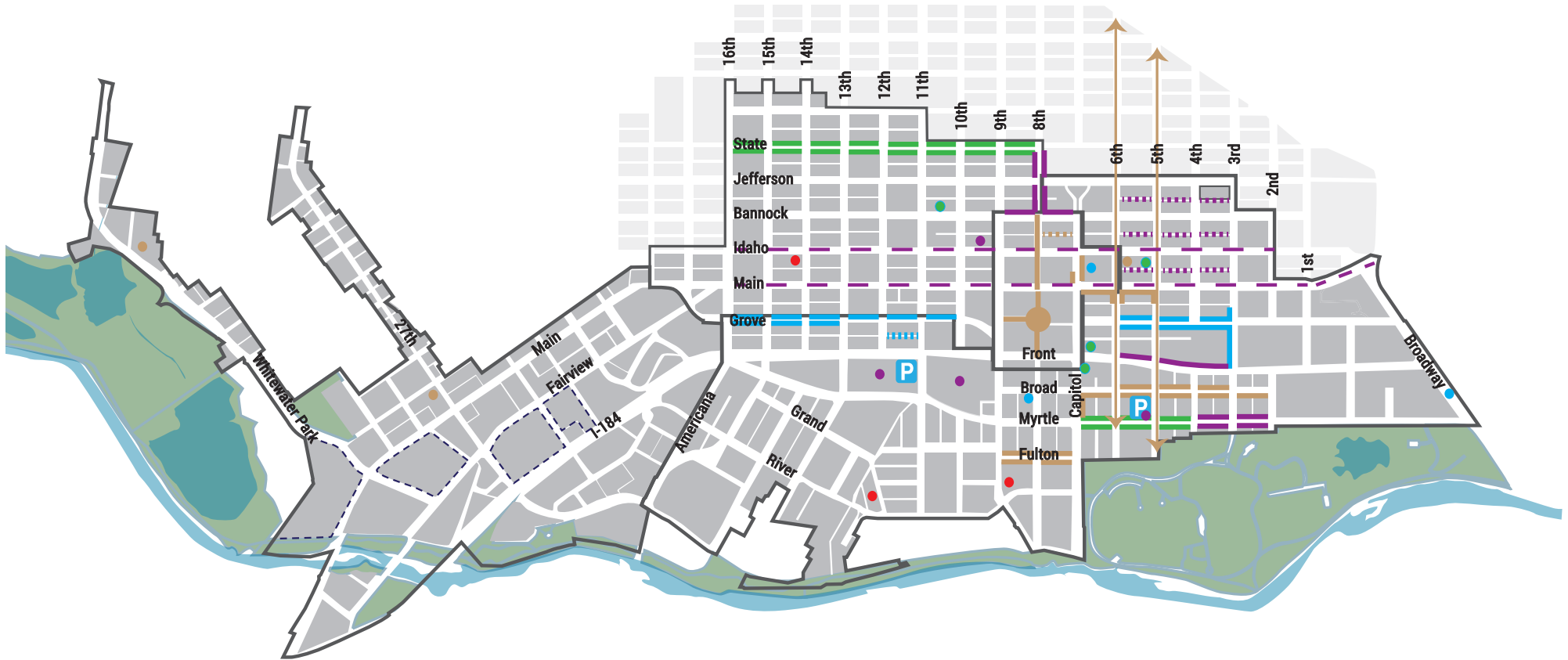
30TH STREET DISTRICT FY		FY2017	FY2018	FY2019	FY2020	FY2021	STATUS
Estimated Resources		\$ 390,000	\$ 300,000	\$ 375,000	\$ 400,000	\$ 400,000	
INFRASTRUCTURE							
1	Capital Improvements General	75,000	200,000	275,000	300,000	300,000	Tentative
2	Wayfinding Project Installation	50,000					Designated
3	Main Fairview Improvements TBD						
PLACEMAKING							
4	Downtown Urban Parks Plan / Development Catalyst (TBD)						Tentative
5	T1 Participation: Streetscape Grants (Not yet awarded)						Tentative
6	T1 Participation: Streetscape Grants (Clairvoyant Brewing Company)	65,000					Designated
TRANSIT							
7	Downtown Circulator Preliminary Engineering						Tentative
SPECIAL PROJECTS							
9	Development Projects General	50,000	100,000	100,000	100,000	100,000	Tentative
10	T1 Participation: 32nd & Moore	150,000					Tentative
11	27th & Stewart (TBD)						Tentative
12	6.5 Acres on Whitewater Park & Main (TBD)						Tentative
13	2.5 Acres on 24th & Fairview (TBD)						Tentative
14	10.5 Acres on 27th & Fairview (TBD)						Tentative
15	10 Acres College of Western Idaho Boise Campus (TBD)						Tentative
Estimated Expenses		\$ 390,000	\$ 300,000	\$ 375,000	\$ 400,000	\$ 400,000	

Status Definitions

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Tentative: includes important projects and efforts that are less well defined, or projects that are less time sensitive.



- Participation Projects / Development Agreements**
- Parking Participation
 - Type 1 Participation Project: Streetscape Grant
 - Type 2 Participation Project: General Assistance
 - Type 3 Participation Project: Transformative Assistance
 - Type 4 Participation Project: Public-Private Coordination
 - Type 5 Participation Project: Property Disposition (CCDC - Owned)
 - Pending 30th Street Area (West End) Developments

- Placemaking & Streetscape Projects**
- 2017
 - 2018
 - 2019
 - 2020
 - 2021

- Infrastructure Projects**
- 2017 2-way Street Conversion (pending ACHD Approval)
 - 2017 Alley Improvements (utility undergrounding)
 - 2019 Protected Bike Lanes
 - 2019 Alley Improvements (utility undergrounding)
 - 2020 Alley Improvements (utility undergrounding)

Project Specs:

- Total Construction Budget: \$5.9 Million
- Substantial Completion: Late 2016
- District Location: Central

Major Improvements:

- A new interactive fountain with more jets, added lights, and programmed features
- New brick pavers
 - Re-engraved 1986 personalized bricks
 - New personalized bricks
- New lighting and sound system
- New trees to replace trees in decline
- Green stormwater infrastructure
- Added tables and chairs
- Public restrooms with attendant booth
- Improved performance stage
- Free Wi-Fi

The Grove Plaza has become Boise's most vibrant downtown public space. During the day children play in the fountain, while adults read or enjoy lunch. Sometimes, you may find you are the only person in the whole plaza, while in the evenings you can enjoy a concert with thousands of others. The Grove Plaza hosts a variety of events including a summer concert series, Alive After Five, and the Capital City Public Market on Saturdays. This public plaza has leveraged tens of millions of dollars in private development over the years. The most recent building constructed is City Center Plaza, a mixed use development with over \$70 million of new investment.

A portion of The Grove Plaza was closed in summer 2015 to accommodate the construction of the adjacent City Center Plaza project which includes a regional transit hub below grade (Main Street Station). In November 2014, CCDC began an outreach campaign to gather input on The Grove Plaza renovation. Property owner meetings were held and a public survey was conducted to find out which kind of improvements Boise residents would like to see in the next generation of the plaza. Using this input, CCDC with design help from the local Boise firm, CSHQA, and the Portland-based firm, Zimmer Gunsul Frasca (ZGF), prepared exciting plans for the renovation.

CCDC is performing construction in conjunction with the other major construction projects on The Grove Plaza including the City Center Plaza building, Main Street Station, and the Boise Centre expansion. In May 2016, CCDC with McAlvain Construction as the construction manager / general contractor began construction. The renovation of the central plaza is scheduled to be finished by late 2016. Similar to 1986, CCDC is re-energizing The Grove Plaza: Brick by Brick program. You can buy a brick engraved with your own name or personal message to support The Grove Plaza renovations.



Project Specs:

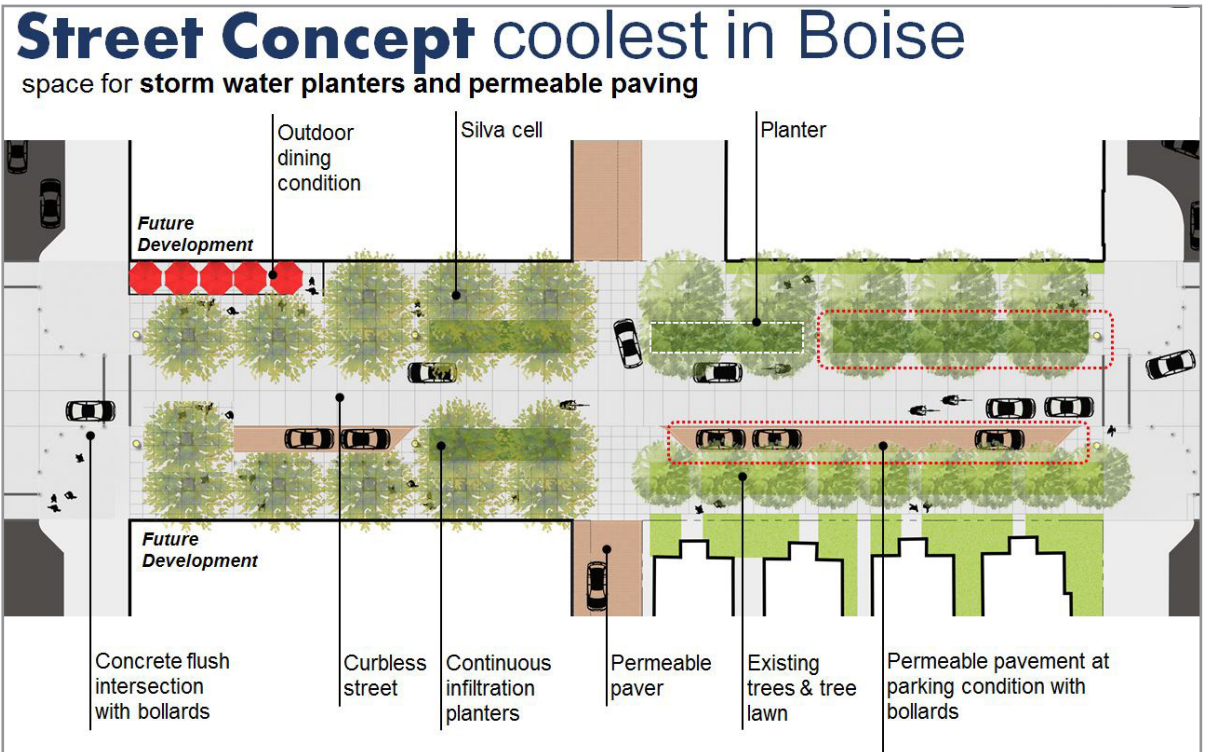
- Total Budget: \$5.8 Million (Broad Street only)
- Completion Estimate: Summer 2017
- District Location: River Myrtle
- Total LIV District Budget: \$10.3 Million

Key Components:

- Reconstruction of Broad Street with creative design and streetscape amenities (lights, benches, trees/planters, permeable pavers, green storm water infrastructure, etc.)
- Extension of the geothermal system down Broad Street and into the injection well at Julia Davis Park
- Additional Fiber Optic resources
- Use of innovative storm water solutions
- Construct new pedestrian entrance into Julia Davis Park at 5th Street

The City of Boise has created a vision for the area which it calls “The Central Addition 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.

In cooperation with the City of Boise and ACHD, CCDC will participate in the 2016 LIV District plan through a variety of place making improvements and infrastructure enhancements to Broad Street, the district’s primary arterial road. CCDC has contracted with ZGF for conceptual design work, Jensen Belts Associates for construction drawings and permitting, and Guho Corporation to be the Construction Manager/ General Contractor. CCDC looks forward to contributing to this effort, making the area a catalyst for economic development and downtown reinvestment by private entities



Project Specs:

- Total Budget: \$6 million, leveraging approximately \$57 million in private investment
- Completion Estimate: 2019 (all phases); units are expected to become available for all three projects in 2017
- District Location: River Myrtle and Westside

Key Components:

- Participating in 3 housing developments
 - 620 S. 9th St. - The Afton
 - 1401 W. Idaho St. - Watercooler Building
 - 5th and Broad St. - The Roost
- 620 9th St. and 1401 Idaho St. are CCDC owned properties conveyed to property owners after competitive selection
- 5th and Broad will receive funding for a parking structure built as part of the housing development

Housing brings needed vitality to downtown, supports the development of a strong and diverse retail presence, provides rental and ownership options to attract and retain downtown workers, reduces auto-dependent commute trips, and strengthens the tax base. CCDC commissioned a study in April 2015 to assist the organization and policy makers in better understanding the downtown Boise housing environment. The study identified barriers to development, best practices for encouraging development, and provided recommendations for CCDC housing initiatives over the next 5 years.

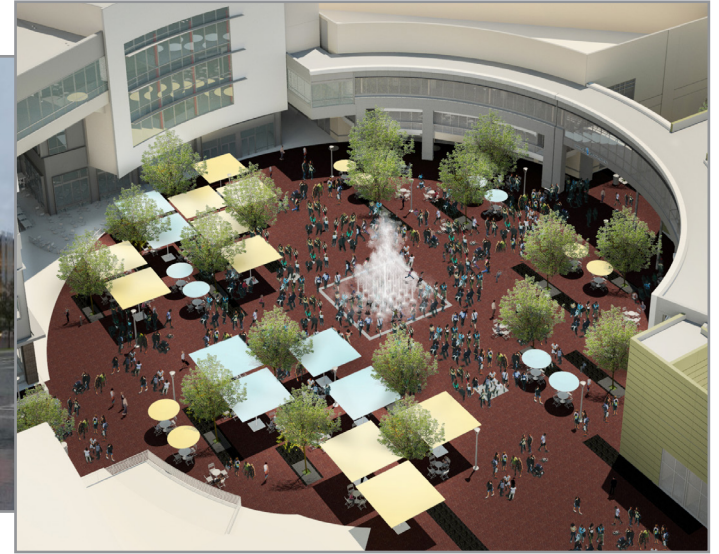
One of the ways CCDC can encourage housing development is by conveying CCDC owned properties to private developers for a price that reduces the land basis, making development more feasible for private investment. In order to receive this competitively-priced land, a private developer must comply with a stringent set of priorities CCDC establishes in the RFP. After staff and board review, CCDC awards an Exclusive Right to Negotiate (ERN) to the developer that best understands and fulfills CCDC's vision for the property.

CCDC conveyed ownership of a portion of its property located at 620 S. 9th Street in October 2015. RMH Development won the ERN by successfully including the elements CCDC proposal required. RMH plans include creating a mixed use development called The Afton, which has over 5000 square feet of retail space and 25 residential condominium units in phase one and an additional 39 residential condominiums in phase 2.

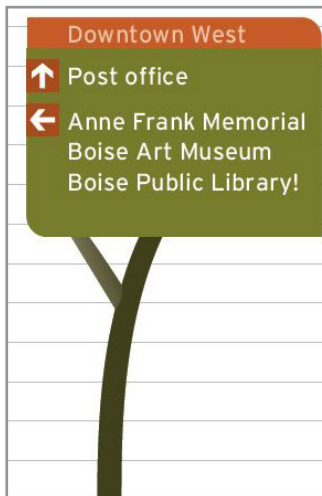
1401 West Idaho Street, commonly known as the Watercooler building, was conveyed to LocalConstruct in May 2016. An Exclusive Right to Negotiate was awarded to LocalConstruct in June 2015 after a competitive proposal process. The developer's plans for the building include 32 market rate apartments, 7 live work units, 1,450 square feet of retail space, and a pocket park.

Another crucial way in which CCDC can assist in residential development is through funding public parking, which creates shared efficiencies between private and public needs. LocalConstruct plans to build an apartment building with 152 for rent apartments in the Central Addition LIV District. CCDC will be participating in this development by purchasing and operating the parking structure built by LocalConstruct, but available to be used by the public at large.





5-YEAR CAPITAL IMPROVEMENT PLAN FISCAL YEAR 2017-2021





FRIDAY UPDATE
AUGUST 5, 2016

TO: John Hale, Chairman, CCDC Board Executive Committee
FM: John Brunelle, Executive Director
RE: CCDC Operations Report – July 2016

In July, CCDC put the finishing touches on agreements that will support development of the long-vacant “Parcel B.” This substantial investment by Gardner Company will result in a mix of uses that will attract substantial economic growth to downtown and provide important services, such as public parking. A tip of the CCDC cap to all involved in bringing this vision to reality, particularly the work by Gardner Company, its design team, and the City of Boise PDS department. Construction is expected to begin in the coming weeks.

Todd Bunderson and his team have finalized the FY17 5-Year Capital Improvement Program, which will be presented to the board along with our FY16 Amended and FY17 Original Budget items on August 8. Thanks to input from the team, as well as other public agencies and developers, we have a CIP that will guide us to even more CCDC success in the months ahead.

To follow up my report last month of agency-owned-and-operated parking capacity, here is updated data. The availability of weekday (M-F)/daytime (6a-6p) monthly passes in CCDC garages is currently 284. There are 84 available from our initial offering (200 of the 400 converted hourly spaces). The CCDC garages at Capitol & Myrtle and 9th & Front are the two with monthly passes available. CCDC’s 90 new spaces at 5th & Broad Garage, along with our 250 new spaces at 11th & Front Garage, will come online late 2017 when those development-related garage projects (The Fowler and Parcel B) reach completion.



The Agency took a tour of the new Clearwater Building, Main Street Station, Boise Centre East during July. Thanks to VRT, ESI, Gardner Company, Boise Centre and others for taking the time and making the effort to see the project up close during this hectic construction period. It’s exciting to welcome these new buildings, companies, and restaurants to The Grove Plaza!

August promises to be another interesting and productive month, including the IBR Breakfast Series discussion on redevelopment at The Grove Hotel on August 9th. See you there!

Development Team: Todd Bunderson, Doug Woodruff, Shellan Rodriguez, Karl Woods, Matt Edmond, Laura Williams & Jay Story

City Hall Plaza Design & Funding

City Hall Plaza renovation technical drawings are 90% complete. City staff plans to bid for construction in January 2017 and begin construction thereafter in spring. CCDC and City staff is requesting a Type 4 project designation at the August Board Meeting. With Board approval, staff will negotiate terms and present the agreement to City Council for approval.

Gardner DDA Reimbursement – 8th & Main Building

CCDC staff have received from Gardner information needed to conduct the final certification of costs. The information is under review by staff in order to finalize costs and make payment prior to the 2016 fiscal year end.

MMC: Environmental & Tree Wells

Gardner Company agreed to deliver the VRT lid, including the tree wells, to CCDC on August 1. On August 1, the tree wells remain incomplete. They are missing the paver grate necessary to bridge the wells for brick paving. Other overhead work on the Boise Centre East Building remains to be completed which also impedes CCDC's construction crews from maintaining The Grove Plaza renovation schedule.

PP3: Gardner – City Center Plaza Project

The streetscape improvements along Main Street are in place and have been reopened to public use. The latest draw request from Gardner Company requests payment for the improvements. Agency staff is currently reviewing the agreement, draw request, and work completed in order to reimburse the eligible costs.

Boise Centre Ph. 2 Expansion

ESI has placed fencing on the south spoke and central plaza and begun construction of the Boise Centre's second phase of expansion. The next 30 days of activity will include utility relocations, footing and foundations in preparation for the placement of the steel sky bridge.

Broad Street Improvements

Project approved at DR hearing on April 13. ACHD commission approved the design on May 18. Review comments anticipated from ACHD the week of August 11 with bidding immediately following.

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. Selection of Guho Corp. was approved by The Board. Contract negotiations completed with Guho. Procurement of pipe and fittings was approved at the 6/13/16 Board Meeting. Pipe has been ordered with delivery scheduled for the end of August. Geothermal installation is out to bid with bid opening scheduled for August 11.

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. Stakeholder presentation conducted on 3/10/2016 and results will be compiled into prioritized list of public improvements. Prioritized list still forthcoming due to extended illness of key LOCI personnel. Priority list submitted 5/16; CoB and CCDC have submitted comments on list. Follow up conference call occurred on 6/22/16. Final document has been delivered. CTY has been hired to further the LOCI plan to identify interventions to be implemented in the immediate future.

Public Art – Whittier Fence

CCDC has paid our portion of the project to City of Boise to close out FY14 (\$10,000). Dennis & Margo Proksa of Black Rock Forge in Pocatello were selected to be the artists. Fence was fabricated over the winter. The fence posts have been installed and the artists are preparing for the art installation which is scheduled to occur in September.

5th & Broad – Public Parking

CCDC is working with Local Construct and Andersen Construction to finalize desired parking equipment prior to underground rough-in to ensure utilities are installed in the correct locations. CCDC currently working on rough-in requirements for garage signage and final approvals of parking equipment. CCDC working with YESCO to submit signage package to CoB DR for approval. Parking equipment has been approved; Andersen Construction is working on signage package. Parking component portion of the project is substantially complete.

Broad Street – Fiber Optic Expansion

CCDC has coordinated with CoB to scope the work and include it in the CIP. CoB has hired Quadrant Consulting Incorporated to design the project. The project will be incorporated in the streetscape improvement package. Design of fiber optic nearing completion with bidding anticipated in August.

617 S. Ash St. (Erma Hayman House)

Staff presented a preservation strategy to the Board in March 2016 and has had follow up discussions with City Arts & History to determine how best to preserve the home including conveying ownership to the City. Staff expects to review a detailed preservation strategy with CCDC Board in coming months in conjunction with an RFQ/P for the adjacent parcels. The Board is being asked to approve the recordation of the Lot line adjustment between this property and the adjacent property.

RMH Company DDA – 620 S 9th Street – The Afton

Based on the Board's approval in July 2016, the Remediation Agreement has been fully executed and staff is working with the Developer to reimburse for the upcoming environmental analysis. The developer is on target for an early 2017 completion of Phase I.

Inn at 500

This project is on schedule and is still aiming to be complete by New Year's Eve 2016.

Parcel B Redevelopment

A development proposal was presented by staff to the CCDC Board of Commissioners on June 11th and the Board designated the proposal as Type 3 assistance. On July 18th the CCDC Board approved Resolution 1455 which authorized the execution of a Type 3 Transformative Assistance Participation Agreement and a Purchase and Sale Agreement for the Parcel B Garage Condominium Unit. The project is scheduled for the August 10 Design Review Board for approval of 60% construction drawings.

Property Development 503 – 647 S. Ash Street

Staff has received a proposal for a land use appraisal. The property line adjustment has been approved by the City of Boise on between 647 and 617 S. Ash Street and upon Board approval this month the recordation of the lot line adjustment will get recorded. The Capital Needs Assessment is underway. Staff has met with brokers and designers who have expressed interest in the property. Staff is drafting a RFQ/P for future approval as well as outlines of the entire process so as to provide a transparent process to staff, board and developers.

Property Development: 5th & Front (Remnant)

This parcel could be used in the proposed adjacent development concept. Disposition options are being explored.

“The Fowler” Local Construct Project – 5th & Broad

Staff continues to meet onsite on a regular basis to track construction progress. Condo declarations have been drafted and a parking maintenance agreement will be negotiated in the short term.

AC/BC HA 32nd St. Property Concept

CCDC Staff met with representatives from AC/BC HA design and construction team to discuss CCDCs Participation Policy and eligible costs. Staff expects to receive a request for Participation as a Type 1 or Type 2 project soon. The developer stated the development was delayed due to funding challenges but is intended to be a project for income qualified families with various amenities for both the residents and the neighborhood, including extending 32nd to Whitewater Blvd. The developer is working closely with the Neighborhood Association.

Clairvoyant Brewery

CCDC Board designated the project as a Type 1 Streetscape Grant amounting to approximately \$65,000. Staff is requesting approval of the participation agreement this month.

Front & Myrtle Redesign

CCDC published the RFP on July 6 with a deadline of August 3; two proposals received. The expectation is to have CCDC Board approve a contract at the September Board Meeting.

Julia Davis Park 5th Street Entrance

Construction documents are finalized. Tentative schedule by Guho Corp estimates construction to be done in September following geothermal work in August.

Pioneer Corridor Phase 3 Construction

Project complete; final payment issued the week of 8/1/2016.

DBIP (DT Boise Implementation Plan) Update

FY2016 DBIP work is underway; it principally includes conversion of Jefferson St to two-way and adding bike lanes in conjunction with pavement resurfacing. ACHD held a work session on 7/20 to discuss the feasibility of converting 5th & 6th Streets to two-way, Commissioners Hansen and Woods expressed strong support for proceeding. The delay on Main and Idaho from 2017 to 2019 will likely mean a lot less ACHD road work downtown in 2017.

Protected Bike Lanes

In light of the ACHD Commission deferring a decision on the Main/Idaho bike lanes indefinitely, ACHD staff has proposed to delay any work on Main/Idaho until FY2019. In response, CCDC staff has moved funding for protected bike lanes in the CIP into FY19 for River-Myrtle and Westside districts and FY18 for Central District (due to sunset). If ACHD does move forward

with protected bike lanes (in 2019), CCDC would make advance payment for any improvements in Central District in FY18.

Wayfinding Project

CCDC staff met with Sea Reach to work finishing details the first week of August. Sea Reach will submit draft project manual documents to CCDC mid-August. Project should be ready for bid fall 2016.

Alley Placemaking

CCDC staff is working on undergrounding overhead utility lines in the alley between Main, Idaho, 5th and 3rd as an extension of undergrounding to be done as part of the 5th & Idaho development. Idaho Power and Musgrove Engineering are doing the design work, to be complete around the end of September. CCDC is also working with ACHD and City of Boise to coordinate efforts of alley placemaking with green stormwater infrastructure improvements.

50 Apartments Coming to Whitewater Park Blvd.

The Boise City Ada County Housing Authority is partnering with Northwest Real Estate Capital Corp. to develop 50 housing units in the West End. This ideal housing site is located along Whitewater Park Boulevard directly across from Esther Simplot Park. There have been several neighborhood meetings with the developer and neighbors to discuss the project. Current plans show a local street connection of 32nd Street to Whitewater Park Boulevard as well as an outdoor recreation area.

New Development Coming to Salvation Army Site

The Salvation Army property located at 1901 West Jefferson Street sold several months ago, and the new owners must be thinking about a new development. During July, the old office building was demolished and several structures were removed from the property. The site preparation for a new development looks to be about complete. Stay tuned for upcoming news.

Commercial Property Values Increasing in the West End

Over the last three years, the City of Boise and CCDC has put a lot of effort into leading a revitalization effort in the West End. During this time, various properties have sold and prices continue to rise. Using these sold properties as a gauge for value, it is easy to realize commercial land values have increased over 30% during the last 3 years.

ACHD Feedback on Main/Fairview and Local Streets & August Open House

During June and July, ACHD reached out to the neighborhood and local stakeholders to get feedback on possible lane configurations along Main & Fairview as well as some potential new local street connections. Sixty official written comments were submitted to ACHD. A follow-up open house is scheduled for August 11th at 5:30 at the Red Lion Downtowner.

Finance Team: Ross Borden, Mary Watson, Joey Chen, Kevin Martin & Kathy Wanner

FY 2016 Amended and FY 2017 Original Budgets and 5-Year CIP

Executive Director and Executive Committee-reviewed *proposed* FY16 Amended and FY17 Original budgets and the 5-Year Capital Improvement Plan (FY17 is Year 1 of the rolling 5-Year CIP) were distributed to the full Board on August 3 in advance of the Board's Regular meeting



on August 8. Staff invites and welcomes inquiries as commissioners prepare for the Board meeting.

The Board has two opportunities to consider the budgets in August, first at its Regular meeting and then at a Special budget meeting on August 24. Final adoption by Resolution must occur prior to September 1.

Budget Development Calendar

June 30	Executive Director Review
July 14	Executive Committee Review 1
July 28	Executive Committee Review 2
August 8	Board considers <i>proposed</i> Budgets and CIP
August 17 & 24	Budgets published in the Idaho Statesman
August 24	Special Board Meeting: Public hearing, Budget Resolution
September 1	Statutory deadline to adopt FY 2017 Budget
September 30	FY 2017 Budget filed with City Clerk
October 1	Fiscal Year 2017 begins

Risk-Based Cycling Review, Year 2 of 3: IT Security

The Year 2 Risk-Based Cycling Review / 'Agreed Upon Procedures' under the direction of Controller Joey Chen is in its final phase. This year's review examined Agency computer system policies and procedures including conformity of security protocols, internal control practices, network and remote access security, communications policy & security including email, public records retention and recovery, and disaster planning and recovery. Audit firm Eide Bailly LLC conducted their field work at the Agency in June and recently delivered a draft report. The final report is expected to be ready for the Executive Committee and Board's September meetings.

- Year 1 reviewed the Parking Operator's internal controls, policies and procedures on the heels of the installation of the new automated parking garage access control system.
- Year 3 will review accounting and contract management policies, internal controls, conformity to best practices and documentation.

COMPETITIVE BIDDING and QUALIFICATION-BASED SELECTIONS

CCDC – Information Technology Support Services RFP

- Services desired: management and support of all aspects of the Agency's IT needs.
 - July 7: RFQ/P issued
 - July 22: Submission deadline
- Six proposals were received. A selection committee is evaluating the proposals and may interview some or all of the respondents. The Executive Director will seek to execute a contract with the top ranked provider.

ParkBOI – Parking Operator RFQ/P

- Services desired: complete parking operations for the Agency’s six public parking garages.
 - July 6: RFQ/P issued publicly
 - July 20: Required pre-submittal meeting
 - August 5: Updated deadline to submit proposals
 - Sept 12: Target Board meeting
- A committee of private and public downtown parking stakeholders will evaluate the proposals and thereafter interview the top ranked companies.
- The Board of Commissioners will consider committee recommendations and select a Parking Operator.

CCDC – Front & Myrtle Couplet Alternatives Analysis RFP

- Services desired: an assessment of existing conditions and an alternatives analysis of options that can address connectivity and multi-modal mobility while creating a calmer, more economically productive corridor that is better integrated into the busy downtown core.
 - July 6: RFP issued publicly
 - August 3: Submission deadline
 - Sept 12: Target Board meeting
- A committee will evaluate the proposals and thereafter make its selection recommendation for action by the Board of Commissioners.

Broad Street – LIV District Public Infrastructure Improvement Project

- Guho Corp. hired for Construction Manager / General Contractor (CM/GC) services
- **Status:** CM services still active. CM/GC Contract Amendment 1 executed for early procurement of geothermal pipes and fittings. Bidding all subcontractor work continues. Cooperative agreements with City of Boise and the Ada County Highway District for certain improvements are moving forward.

Other Contracts activity:

ACHD – cost share for street improvements including street reconstruction on Broad Street and 5th Street entrance to Julia Davis Park.

Musgrove Engineers – Task Order for engineering services for relocation of overhead power lines in the alley between Main and Idaho Streets, from 3rd Street to 5th Street.

Grove Plaza – Patio License Agreement with the Gyro Shack on the north spoke of the Grove Plaza.

Parking Website Upgrades – Task Order with Synoptek to pursue Phase 2 of the DPPS website upgrades to add the ability to purchase monthly parking via the website and the ability to see “live” availability of parking spaces in each garage.

Hayman House on Ash Street – Task Order with CTY Studio to perform a Capital Needs Assessment for the Historic Hayman House in an effort to facilitate the conveyance of the property to the Boise City Department of Arts and History.

Agency Document Management System – Exploring options regarding a content management system that would better handle agency work flow, document management, and records retention.

Template efficiencies – Creation of an Exclusive Right to Negotiate template and a Disposition and Development Agreement Summary for use in an upcoming RFQ/P for the Ash Street properties and future projects.

8th Street Event Agreement – Friday night block party in advance of New Belgium Brewing's "Tour de Fat."

Agency Goodwill – provided Agency-drafted Construction Manager / General Contractor (CM/GC) contract and related documents and information to Twin Falls' urban renewal agency. CM/GC contract by public agencies is relatively new. Since none exist now, the CCDC solicitation and contract documents are being circulated among public agencies as excellent examples and templates.



INFORMATION/DISCUSSION ITEM

Agenda Subject: Front and Myrtle Alternatives Analysis Request for Proposals (RFP)	Date: August 8, 2016
Staff Contact: Matt Edmond	Attachments: 1) Front and Myrtle Request for Proposals

Background

In coordination with the City of Boise, ACHD, ITD, and Boise Elevated, CCDC will be hiring a consultant to conduct an alternatives analysis on Front and Myrtle Streets in Downtown Boise. While this couplet serves as a vital corridor into and out of Downtown Boise, City and CCDC staff, in addition to some members of the community, are concerned that, as currently configured and operated, the couplet hinders north-south travel within Downtown and is a perceived impediment to public safety, economic health, and quality of life along the corridor.

The alternatives analysis will identify and consider a number of alternative treatments that might be used to address the challenges presented by the corridor. Once the technical analysis has been conducted and the alternatives have been vetted with the appropriate agencies for feasibility, they will be further vetted through a public outreach process and an implementation strategy will be developed.

CCDC staff published the RFP on July 6 with proposals due by August 3. Two responses were received by the published deadline. Reviewers from CCDC and partner agencies are in the process of reviewing the proposals and expect to have a consultant selected this month.

Fiscal Notes:

The CCDC Board originally budgeted \$200,000 for this effort in FY2016. With multiple partner agencies involved in identifying the best approach the timing for most of the assessment work will necessarily move into fiscal 2017. Of this \$200,000; \$180,000 has since been moved/re-budgeted into FY2017.

Next Steps:

- August 15: Selection team (CCDC, City of Boise, Boise Elevated, ACHD, ITD) scores and selects consultant (unless follow-up interviews are necessary)
- September 12: CCDC board approves consultant contract
- Summer 2017: Technical analysis complete
- Fall 2017: Conduct public outreach and agency coordination on recommended treatment



Front and Myrtle Couplet Alternatives Analysis

Request for Proposals

July 6, 2016

Capital City Development Corporation (CCDC), in cooperation with the City of Boise (City), seeks a consultant to prepare and analyze a range of possible treatments to modify an auto-focused thoroughfare in Downtown Boise to better balance the interests of all travel modes as well as non-transportation interests along the corridor. Written proposals will be received via email or at the offices of CCDC at 121 N. 9th Street, Suite 501, Boise, Idaho 83702, no later than 3:00 p.m. local time, Wednesday, August 3, 2016.

Vision for Front and Myrtle

The Front and Myrtle corridor should:

- Function as a safe and efficient multimodal transportation facility moving people (employees, customers, visitors and residents) and goods to and through Downtown Boise while allowing all of Downtown to function as a seamless, integrated urban neighborhood;
- Acknowledge, complement, and enhance surrounding land uses and activities within the context of a vibrant Central Business District;
- Promote and support economic development with buildings facing and interacting with pedestrians on Front and Myrtle;
- Reduce barriers to all modes of cross traffic while accommodating through traffic.

Background

The City of Boise recently completed a plan for a modern transportation system that puts people first. Known as the Transportation Action Plan (TAP), the document articulates a clear vision of a transportation system that provides real choice in mobility while creating great places for people. Fundamental to this vision is the idea that city streets (particularly in a downtown setting) are much more than spaces for moving vehicles - they are public places where urban life happens, and as such they must accommodate a range of functions and activities that extend well beyond efficient and speedy vehicle conveyance.

In addition, a non-profit consortium of landowners, businesses, and advocates known as Boise Elevated has been active in promoting a better downtown. They have been instrumental in highlighting the outsized economic impacts that Front and Myrtle Streets are having on Downtown through an outreach campaign targeted to downtown businesses and other stakeholders.

Front and Myrtle Streets serve a vital function in bringing commuters to the major employment centers as well as customers to businesses in Downtown Boise. Front and Myrtle Streets constitute a one-way couplet of US Highway 20/26 that bisects Downtown Boise, east to west, for 1.25 miles between Park Avenue/Parkcenter Boulevard at Broadway Avenue and Interstate 184 at 13th Street. Each street is a one-way, five-lane street (approximately 64 feet curb face to curb face) with a posted speed limit of 35 MPH and average daily traffic volumes of 25,000-40,000 cars as shown in the table below.

Front St (WB)	13th – 11th	11th – 9th	9th – Capitol	Capitol – 6th	6th – 3rd	3rd – Broadway
AM Peak	1,600	1,700	1,600	1,300	1,200	1,500
PM Peak	3,900	3,400	3,000	2,500	2,400	2,100
Daily	40,000	38,000	35,000	29,000	25,000	26,000
Myrtle St (EB)	13th – 9th	9th – Capitol	9th – Capitol	Capitol – 5th	5th – 3rd	3rd – Broadway
AM Peak	3,100	3,100	2,900	2,600	2,100	1,600
PM Peak	2,200	2,200	2,200	2,000	2,000	2,100
Daily	31,000	32,000	31,000	29,000	27,000	25,000

The Front and Myrtle one-way couplet creates a dilemma for Downtown Boise. On the one hand, the couplet is an essential transportation corridor for the largest employment center in the state as well as the seat of state government. As such it is an essential component of commerce in the Downtown area, providing convenient and direct access to and from the I-184 Connector, not only for commuters from West Valley communities but also for the delivery of goods to Boise. Front and Myrtle also serves as an important thoroughfare for employees travelling to and from employment centers Downtown (e.g. St. Luke’s Hospital and Boise State University) and points east such as Parkcenter Boulevard (e.g. Albertsons corporate headquarters).

On the other hand, the couplet hinders north-south travel within Downtown and is a perceived impediment to public safety, economic health, and quality of life along the corridor. Vehicle speeds, volumes, competing turning movements, and wide cross sections result in barriers for pedestrians and bicyclists attempting to cross. Long signal cycles at peak hours make crossing the corridor a time-consuming and inconvenient endeavor for all modes.

This auto-oriented configuration limits other mobility options and divides the Downtown, sequestering the Downtown core and North End from significant destinations within the corridor (BoDo, JUMP, Simplot World Headquarters, Central Addition, food retailers) and those south of the corridor (workforce housing, Boise Greenbelt and regional parks, Boise State University). The result is a transportation corridor out of context with a vital Central Business District with significant pedestrian and bicycle traffic, contributing to underperforming retail and real estate. Focus groups in Boise’s Downtown Parks and Public Spaces Study universally identified Front and Myrtle as Downtown Boise’s greatest impediment to creating and connecting quality public spaces.

The development that has occurred along the corridor has done so by orienting the buildings away from Front and Myrtle. BoDo is perhaps the best example. Planned as a major retail destination (in part to take advantage of the large volumes of daily vehicle traffic on Front and Myrtle), BoDo was built about a decade ago and focuses inward on 8th and Broad streets, turning its back to Front and Myrtle. The project has struggled despite the large amount of traffic flowing by each day, experiencing longstanding vacancies and declining sales and rents.

Downtown demographic and development trends point to an increase in all modes of travel along and across Front and Myrtle.

Boise is well on its way to achieving its goal of 1,000 new housing units in the Downtown core in the next five years. Projects under construction include The Fowler (159 apartments), The Afton (63 residential condominiums) and 119 Condos (26 residential condominiums) with several other projects in design or entitlement. In addition, commercial projects like the Simplot headquarters and JUMP complex are

expected to add thousands of workers while the expansion of the convention center and at least three new hotels will bring visitors needing safe, convenient, and pleasant walking and biking facilities.

In addition to an increase in generators of foot traffic, there will be limited accommodation for increased car traffic Downtown. Downtown parking is limited and likely to remain so. Many erstwhile surface parking lots have given way to the developments mentioned above. While some structured parking likely be built that can offset some loss of surface parking Downtown, commuter and other parking Downtown will only become more difficult and/or more expensive going forward. At the same time, increased demand for quality transit, non-motorized travel, and public spaces is likely to coincide with a plateau in demand for motorized travel Downtown. Additionally, a recent poll conducted by the Ada County Highway District (ACHD) revealed that a majority of drivers traveling across Downtown are willing to accept modest travel delays to accommodate safer, more comfortable travel for people who walk or bike.

This convergence of development and demographic factors creates a rare opportunity. However, the prospect of improving Front and Myrtle Streets faces some jurisdictional challenges. Most of Boise's public streets are under the jurisdiction of an independent, county-wide road agency, ACHD, while Front and Myrtle are state highways under the jurisdiction of the Idaho Transportation Department (ITD). While these organizations are traditionally most concerned with vehicular level of service and crash rates, they are also interested in optimizing the system for all modes of travel. Alternative metrics that consider the broad range of conditions and needs within a thriving downtown will be vital to making the case for complete street treatments that meet multiple objectives including the conveyance of vehicles.

SCOPE OF SERVICES

Considering all the above, CCDC, City of Boise, ITD, ACHD and community partners are seeking consultant services to conduct an Alternatives Analysis to present options to balance the many competing demands within the Front and Myrtle corridor, resulting in a calmer, more economically productive corridor that is better integrated into a busy downtown core. The Alternatives Analysis should include innovative thinking and alternative approaches to address connectivity, multi-modal mobility, enhance business opportunities, and accommodate traffic flow to and from the area.

Task 1: Existing Conditions Assessment

Provide a snapshot of the corridor at this time, including:

- Traffic analysis: traffic counts, turn counts, corridor travel time and delay, lane utilization, crash data analysis, and function of Front and Myrtle in the state and local road network.
- Qualification and quantification of the problems and impacts addressed in the background section.

Task 2: Alternatives Analysis

The consultant will develop a menu of possible treatments for the Front and Myrtle corridor that will work alone or in tandem to achieve the desired future condition described above. The treatments will be analyzed for efficacy, cost, and impacts on the existing system and should include performance measures and metrics for determining the impacts and desirability of each treatment or combination of treatments. Performance measures should include economic and livability measures in addition to traffic measures. It is anticipated that traffic measures will include a mix of traditional and non-traditional measures such as all day traffic analysis, travel time by mode, pedestrian & bicycle LOS & delay, vehicle delay/travel time, intersection LOS & V/C.

Performance measures should address a balanced assessment of the roadway environment including economic activity, health, and quality of life, as well as pedestrian, bicycle, and vehicular delay. Metrics should be based on attainable data and should be reasonably attributed to the configuration and operation of the Front and Myrtle corridor and adjacent streets. Authorities having jurisdiction over the Front and Myrtle corridor traditionally utilize vehicular level of service and crash rates as primary performance measures per traditional industry standards, so any proposed solutions or modifications must include a compelling set of metrics to describe if the status quo is wanting and how any proposed alternative would improve upon it, particularly from an economic perspective. The analysis should consider different treatments for different segments of the corridor and forecast growth. The analysis should include an objective discussion of the use and limitations of traffic modeling in a downtown environment and recommended criteria for use in balancing the proposed treatments.

Note: The above scope of work does not include a public involvement process. The project partners seek a holistic range of treatments, options, and possibilities that ideally can be mixed and matched to produce the desired outcomes along with a technical analysis assessing their impacts and tradeoffs. Once that work is completed, the project partners will determine an appropriate strategy for engaging the public in determining the appropriate mix of treatments for the corridor.

REQUIRED CONTENT OF PROPOSAL

All responses to this RFP shall include the following elements:

Section I: Team

Describe the project team including the roles, responsibilities, experience, and qualifications for each person participating on the project along with their anticipated level of participation. Special emphasis should be given to the project manager and their experience with similar projects.

Section II: Project Approach

Please describe in detail your approach to the project by developing a scope of work, task detail, deliverables, and attendant schedule to achieve the project objectives. The approach should include a strategy for managing and utilizing the project stakeholders including the project management team (CCDC, City of Boise), transportation agencies (ITD, ACHD), and Downtown Business Interests (Boise Elevated).

Section III: Relevant Project Experience

Describe previous project experience in analyzing alternatives for reinventing a surface transportation corridor to achieve a well-balanced system that promotes economic vitality and livable communities while maintaining access. Discuss traffic and other analysis conducted, performance measures considered, and how buy-in was achieved with various interests, particularly transportation officials and business leaders. Provide analysis done after successful implementation of recommendations in previous analyses including the before and after outputs of both a transportation nature (LOS, crash rates and severity, etc.) and of a land use nature such as spurred economic development.

Section IV: Estimate of Project Schedule and Cost

Based on the proposed scope of services above, provide an estimate of project schedule and cost of services including hourly rates.

GENERAL CONDITIONS

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 this RFP and any irregularities in the proposals received, to request additional data and information from any and all Respondents, 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 RFP 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 RFP at any time without liability.

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 Respondent claims any part of a proposal is exempt from disclosure under the Idaho Public Records Act, the Respondent 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, Respondent 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 Respondent’s designation. Any questions regarding the applicability of the Public Records Act should be addressed to your own legal counsel prior to submission.

Contract Form

The successful Respondent will provide CCDC with professional services and represent CCDC’s best interests within set budgets and as contracted. The form of contract will be a professional services contract with CCDC (sample contract available upon request).

Proposal Submission

Qualified responders should submit completed proposals via email to Matt Edmond (medmond@ccdcb Boise.com) or to the offices of CCDC at 121 N. 9th Street, Suite 501, Boise, Idaho 83702 by 3:00 p.m. local time Wednesday, August 3, 2016.



INFORMATION/DISCUSSION ITEM

Agenda Subject: Downtown Boise Alley Placemaking	Date: August 8, 2016
Staff Contact: Matt Edmond	

Background

Of late, there has been growing interest among local developers, property owners, and public in making greater use of alleys in the downtown area. This includes both using alleys as public spaces and optimizing their functionality as infrastructure, particularly in reducing stormwater runoff. ACHD has improved three alleys with permeable pavers, and has prioritized 13 others for potential green stormwater infrastructure (GSI) improvements. 5th and Idaho Development LLC is proposing to improve the alley between Main, Idaho, 6th and 5th Streets with an apartment project. City of Boise planning staff and others have expressed an interest in partnering with CCDC to beautify and improve certain alleys as public spaces.

This interest follows a national trend of municipalities seeking to optimize use of alleys, particularly in the downtown/central business district, as public space and/or green stormwater infrastructure. Cities that have adopted plans or other documents to improve alleys include Austin, Bozeman, Chicago, Fort Collins, Longmont, Los Angeles, and Seattle. CCDC has compiled these documents for purposes of sharing here: <https://www.dropbox.com/sh/27bagq594sv9ynk/AADcdQz940Vpl-5GJWAdQ0Ua?dl=0>

Next Steps

CCDC staff is in the initial stages of identifying possible treatments, which alleys would be improved and when, and responsible parties. To date, the following menu of treatments have been identified. Some of these improvements, such as public utilities may be appropriately funded by CCDC. Adjacent property owners, Boise City Public Works, ACHD, or another party will likely need to take on other efforts to achieve the desired alley improvements.

- Upgrading utilities (undergrounding overhead wires, extending fiber)
- Permeable Pavers/GSI surface treatments (ACHD)
- Mitigating barriers to installation of GSI (basements, oil barrels, unpaved adjacent lots)
- Non-GSI paving treatments
- Dumpster consolidation and screening, trash compactors
- Lighting
- Patios and courtyards
- Programming

Once appropriate treatments and responsible parties are identified, alleys will need to be prioritized based on their specific circumstances. One or more alleys may require immediate investment, either to optimize other improvements (undergrounding overhead lines ahead permeable alley project by ACHD) or to accomplish a high priority alley. Some alleys may be good candidates for public placemaking improvements at any time. Other alleys may require redevelopment adjacent lots or significant contributions from adjacent property owners/managers to make a placemaking project worthwhile. Lastly, some alleys, due to adjacent uses, such as large institutional uses, government offices, or

surface parking, may never present a worthwhile opportunity for placemaking. CCDC will work with partner agencies on a prioritization scheme and implementation strategy

Per direction from the May CCDC Board meeting, CCDC staff has contracted design services to underground the existing overhead utility wires in the alley between Main and Idaho from 5th Street to 3rd Street. This will extend the utility undergrounding effort that is set to occur between 6th and 5th Streets as part of the 5th and Idaho project, and create an alley corridor clear of overhead utilities from City Hall to the Assay Office. The easternmost alley has already been improved with permeable pavers by ACHD, and the middle alley (behind Veltex/Dragonfly/Norco) is likely to be improved with permeable pavers, as it ranks high on ACHD's alley priority list. This effort will serve as a pilot project to determine the feasibility, costs, challenges, and benefits of a coordinated alley beautification effort going forward.

Fiscal Notes:

CCDC staff has tentatively included \$2.035 million in the DRAFT 2017-2021 CIP for alley placemaking.