

5-YEAR CAPITAL IMPROVEMENT PLAN



CAPITAL CITY
DEVELOPMENT CORP

FISCAL YEAR 2018-2022
APPROVED 8.29.2017



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CAPITAL CITY
DEVELOPMENT CORP

COLLABORATE

Collaborate by bringing partners together to achieve vitality goals

Collaborate with Boise City to realize vision of Comprehensive Plan

Collaborate with VRT/ACHD/ITD on transportation, transit and mobility goals

Collaborate with local, regional, state and federal economic development agencies to retain, develop and expand the business of commercial development

Collaborate with private developers and entrepreneur partners to find opportunities to leverage assets

CREATE

Create new places of disinvested spaces

Create livable urban neighborhoods

Create shared visions and aspirational plans to guide development

Create high quality urban projects with synergistic mixed uses

Create culture and livability in public realm

Create catalytic new projects that stimulate neighborhood health

VISION

HELP THE BOISE COMMUNITY THRIVE IN A SUSTAINABLE ECONOMY WHERE AN EXCEPTIONAL BUILT ENVIRONMENT AND EXCELLENT BUSINESS OPPORTUNITIES ARE IN PERFECT BALANCE.

MISSION

CCDC IGNITES DIVERSE ECONOMIC GROWTH, BUILDS VIBRANT URBAN CENTERS, AND PROMOTES HEALTHY COMMUNITY DESIGN.

FIVE CORE VALUES

PROFESSIONALISM
LEADERSHIP
ACCOUNTABILITY
INTEGRITY
TRANSPARENCY

DISTRICT PROJECTS

DEVELOP

CCDC Participation Program

Stimulating downtown development with public infrastructure

1. Grants
2. General Assistance
3. Special Assistance
4. Public-Private Project Coordination
5. Property Disposition/ Redevelopment

COMPLETE

Build lasting public infrastructure that stimulates development

Attract private development and grow economic base

Attract new infill developments and downtown core residents

Fuel economic growth creating low vacancy/high occupancy buildings

Target/promote development uses for healthy downtown economy



ECONOMIC
DEVELOPMENT



INFRASTRUCTURE



MOBILITY



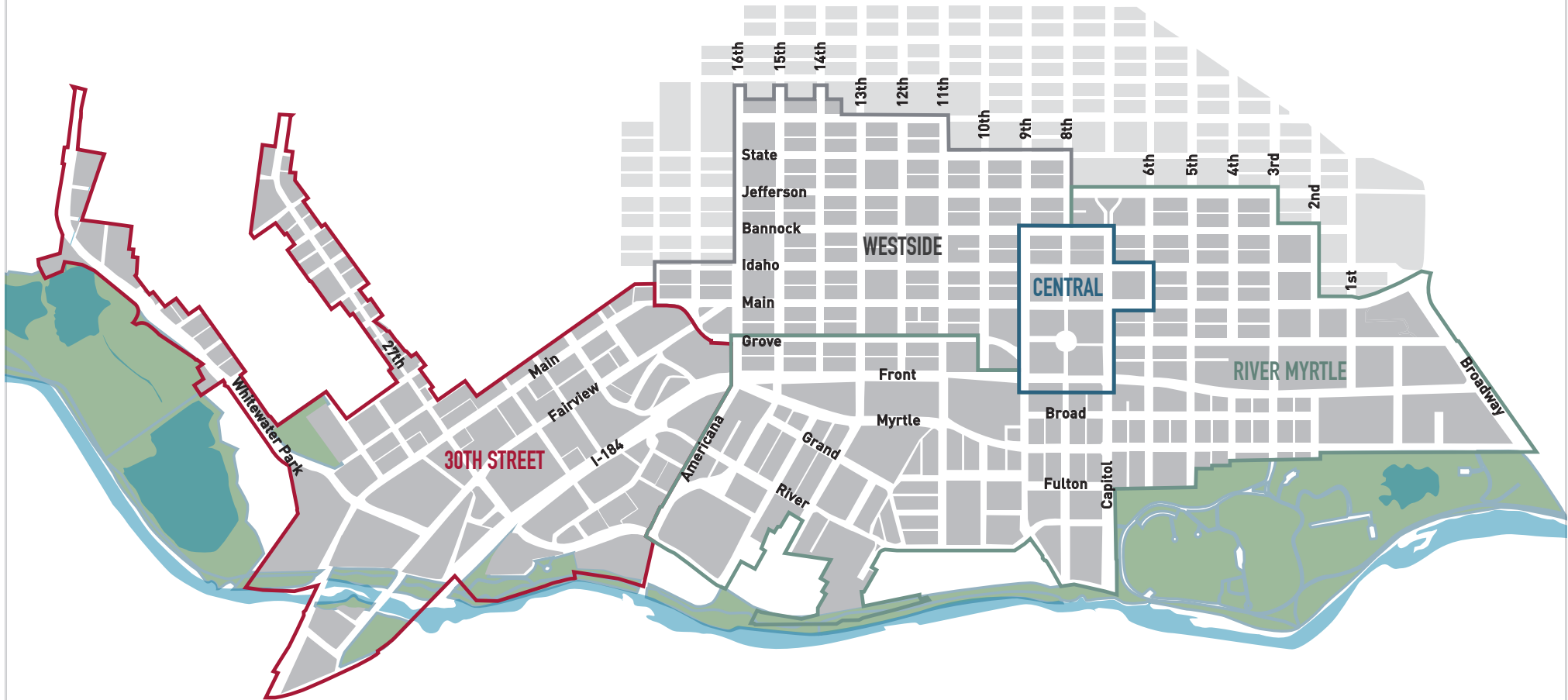
PLACE MAKING



SPECIAL PROJECTS

DISTRICT MAP

CIP
2018 – 2022



URBAN RENEWAL DISTRICT MAP

ABOUT THE CIP



PARTNER AGENCY PLANS

PARTNER AGENCY PLANS ARE USED TO INFORM THE URBAN RENEWAL PLANS.



URBAN RENEWAL PLANS

LONG TERM URBAN RENEWAL PLANS ARE WRITTEN WHEN THE DISTRICTS ARE FORMED.



CENTRAL DISTRICT
1989 - 2018

RIVER MYRTLE DISTRICT
1996 - 2025



WESTSIDE DISTRICT
2003 - 2026

30TH STREET DISTRICT
2014 - 2033



5-YEAR CAPITAL IMPROVEMENT PLAN



1-YEAR BUDGET



1-YEAR PROJECT LIST

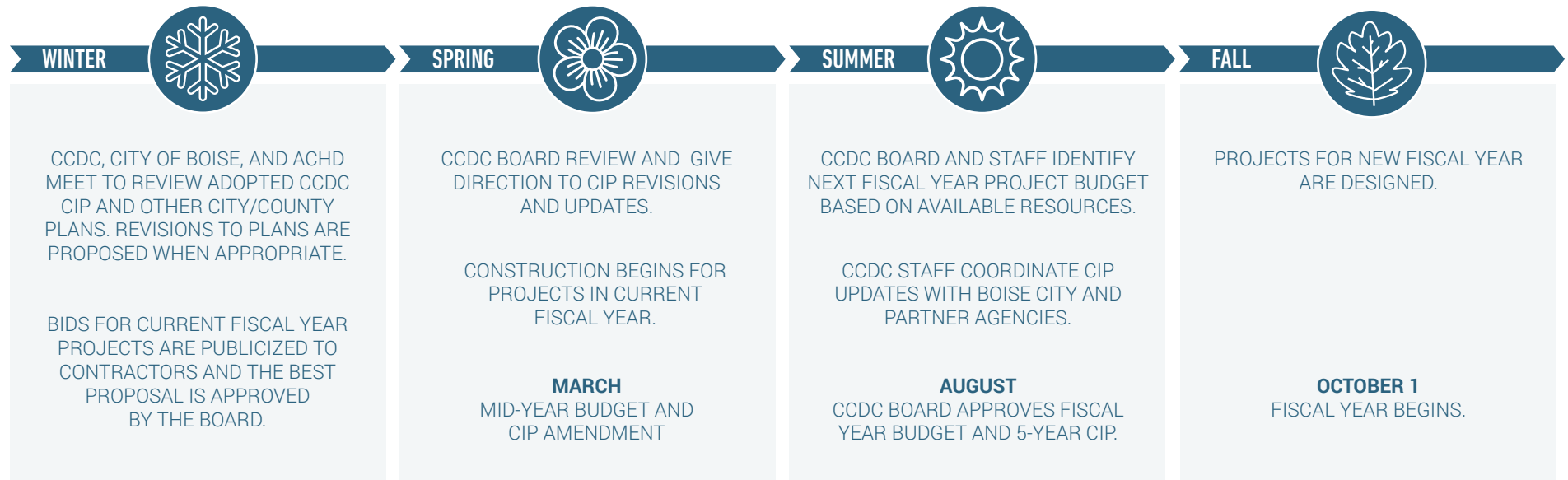
WHY DOES CCDC CREATE A 5-YEAR CIP?

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 program agreements. The plan is evaluated and revised annually and amended at the mid-year point to make necessary adjustments as conditions change.

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 benefit the public good. These investments fall into five main categories: Economic Development, Infrastructure, Mobility, Place Making, and Special Projects. In addition to managing our own projects, CCDC also assists the City of Boise and private developers by contributing to components of their projects which benefit the public.





KEY STRATEGIES

CIP
2018 – 2022



1

ECONOMIC DEVELOPMENT

CULTIVATE COMMERCE AND GROW RESILIENT, DIVERSIFIED, AND PROSPEROUS LOCAL ECONOMIES.



2

INFRASTRUCTURE

IMPROVE PUBLIC INFRASTRUCTURE TO ATTRACT NEW INVESTMENT AND ENCOURAGE BEST USE OF PROPERTY.



3

MOBILITY

EXPAND MOBILITY CHOICES THAT INCLUDE PARKING AND MULTIPLE TRANSIT MODES TO ENABLE UNIVERSALLY ACCESSIBLE URBAN DISTRICTS.



4

PLACE MAKING

DEVELOP PUBLIC SPACES AND ENERGIZED ENVIRONMENTS WHERE A BLEND OF CULTURES AND CONCENTRATED MIX OF USES CREATE A VALUED SENSE OF PLACE.



5

SPECIAL PROJECTS

INVEST IN PROJECTS THAT RESPOND TO EMERGING REVITALIZATION OPPORTUNITIES INCLUDING PUBLIC AMENITIES, HISTORIC PRESERVATION, AND SUPPORT OF LOCAL ARTS AND CULTURE.



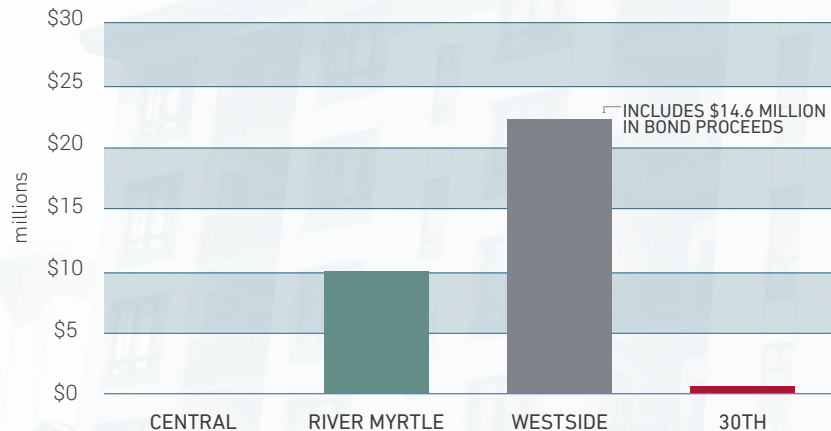


ECONOMIC DEVELOPMENT

CULTIVATE COMMERCE AND GROW RESILIENT, DIVERSIFIED, AND PROSPEROUS LOCAL ECONOMIES.

CIP
2018 – 2022

5-YEAR ECON. DEVELOPMENT INVESTMENT BY DISTRICT



WHAT DOES THIS TYPE OF PROJECT INCLUDE?

- PUBLIC PRIVATE PARTNERSHIPS THROUGH OUR PARTICIPATION PROGRAM AGREEMENTS
- CREATING BUSINESS INCUBATOR OFFICE SPACES (I.E. TRAILHEAD)
- LAND ACQUISITION FOR REDEVELOPMENT
- PROPERTY DISPOSITION FOR REDEVELOPMENT THROUGH PUBLIC REQUEST FOR PROPOSAL PROCESS

WHY DOES CCDC INVEST IN THESE PROJECTS?

Boise's redevelopment agency exists for the purpose of economic development and everything we do is to drive more investment in our district and to help the local economy thrive. Fostering the expansion of local enterprise and career opportunity creates economic energy in our districts and beyond. CCDC's Participation Program is a policy created to leverage private investment with public investment by funding public improvements with the tax increment the project will generate.

Redeveloping properties within our districts enhances the urban environment and fuels economic growth. When CCDC acquires a property it is for the specific purpose of redevelopment. Often the properties are under-utilized and the agency issues a public call for proposals, to see what the development community will create within the parameters CCDC sets. This gives the agency the ability to request and promote particular strategies, such as housing and mixed use development.

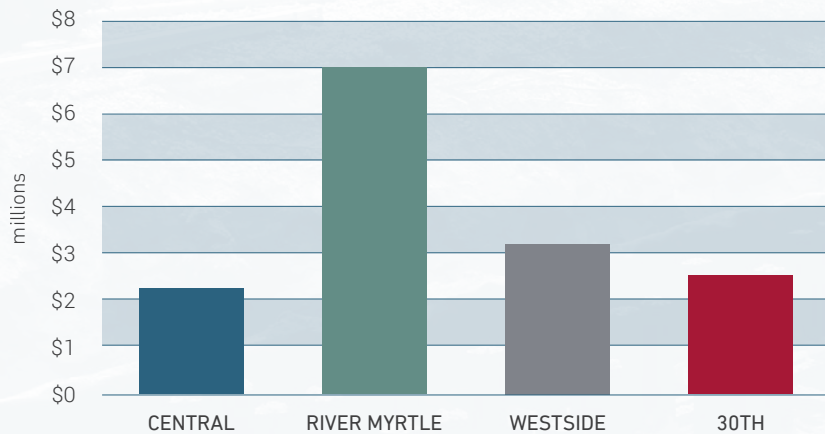


INFRASTRUCTURE

IMPROVE PUBLIC INFRASTRUCTURE TO ATTRACT NEW INVESTMENT AND ENCOURAGE BEST USE OF PROPERTY.

CIP
2018 – 2022

5-YEAR INFRASTRUCTURE INVESTMENT BY DISTRICT



WHAT DOES THIS TYPE OF PROJECT INCLUDE?

- FIBER-OPTIC CABLES
- PUBLIC WI-FI
- GEOTHERMAL EXTENSIONS
- NEW STREET CONSTRUCTION AND SIGNAL INSTALLATION
- UTILITY UNDER GROUNDING AND EXTENSION
- GREEN STORM WATER INFRASTRUCTURE (SUSPENDED PAVING SYSTEMS)

WHY DOES CCDC INVEST IN THESE PROJECTS?

The agency focuses on infrastructure as a means to attract more 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.

Another way in which CCDC promotes sustainability is through environmentally friendly infrastructure such as geothermal system expansion, and green storm water infrastructure which limits water runoff. 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 first Eco-District in the Central Addition Neighborhood**. These infrastructure advancements will make geothermal more accessible and gives real estate developers and property owners an attractive option in using this natural heating source.

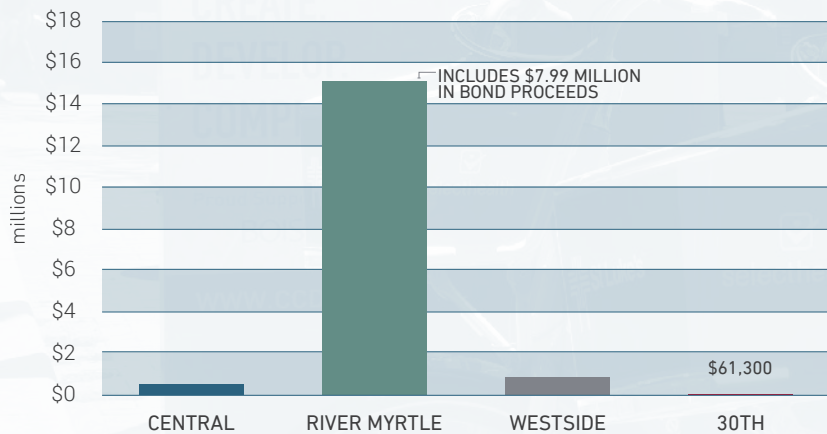


MOBILITY

EXPAND MOBILITY CHOICES THAT INCLUDE PARKING AND MULTIPLE TRANSIT MODES TO ENABLE UNIVERSALLY ACCESSIBLE URBAN DISTRICTS.

CIP
2018 – 2022

5-YEAR MOBILITY INVESTMENT BY DISTRICT



WHAT DOES THIS TYPE OF PROJECT INCLUDE?

- CAPITAL IMPROVEMENTS AND UPDATES TO EXISTING PARKING STRUCTURES
- CONTRIBUTING FUNDS TO PUBLIC/ PRIVATE PARTNERSHIP PARKING GARAGE PROJECTS
- DOWNTOWN WAYFINDING SYSTEM FOR PEDESTRIAN, BICYCLE, AND VEHICULAR TRAFFIC
- DOWNTOWN CIRCULATOR PRELIMINARY ENGINEERING
- BOISE GREENBIKE
- TRANSIT SHELTERS
- PROTECTED BIKE LANES
- MAIN STREET STATION FUNDING
- BUILDING NEW PARKING STRUCTURES
- 2- WAY STREET CONVERSIONS

WHY DOES CCDC INVEST IN THESE PROJECTS?

Expanding mobility choices and access to public transit is essential to a healthy downtown. Alternative transportation options increase property values and improve the capacity and efficiency of the street system. Through support of public transit, protected bike lanes, Boise GreenBike, a car-share program, and park and ride systems – CCDC improves access and mobility options in and around downtown. This in turn promotes economic and tourist activity as well as public health through active transportation options and reduced carbon emissions from traffic congestion. Additionally, a new Wayfinding System will **advance 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.

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 uninviting, 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. 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.**

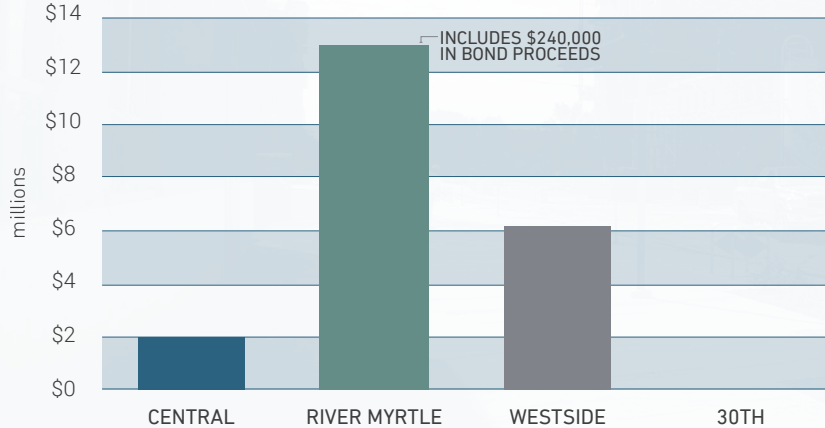


PLACE MAKING

DEVELOP PUBLIC SPACES AND ENERGIZED ENVIRONMENTS WHERE A BLEND OF CULTURES AND CONCENTRATED MIX OF USES CREATE A VALUED SENSE OF PLACE.

CIP
2018 – 2022

5-YEAR PLACEMAKING INVESTMENT BY DISTRICT



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. THE GROVE PLAZA, PIONEER PATHWAY)

WHY DOES CCDC INVEST IN THESE PROJECTS?

Creating places and neighborhoods people love is a key element in making a city desirable for residents, visitors, and investors. 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. Place making **contributes to the economic vitality of downtown** by making the city a place people want to spend time exploring. The Grove Plaza and 8th Street, 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, and public improvement projects.

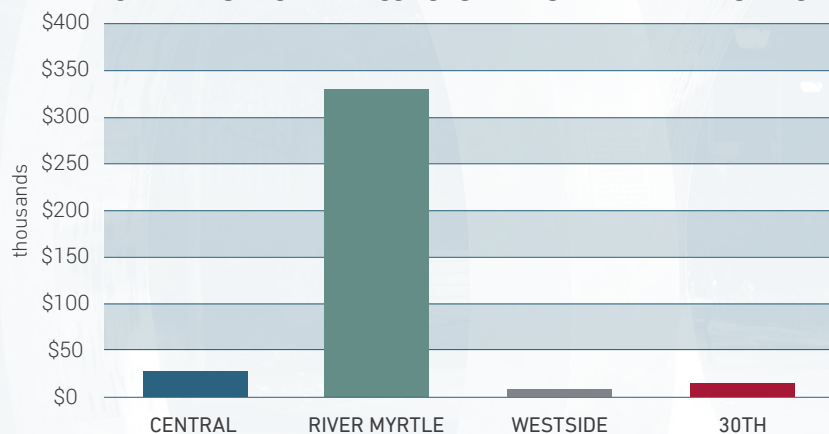


SPECIAL PROJECTS

INVEST IN PROJECTS THAT RESPOND TO EMERGING REVITALIZATION OPPORTUNITIES INCLUDING PUBLIC AMENITIES, HISTORIC PRESERVATION, AND SUPPORT OF LOCAL ARTS AND CULTURE.



5-YEAR SPECIAL PROJECTS INVESTMENT BY DISTRICT



WHAT DOES THIS TYPE OF PROJECT INCLUDE?






- PUBLIC ART (E.G. SCULPTURE IN BODO)
- MARKET STUDIES (HOUSING, HOTEL)
- HISTORIC PRESERVATION

WHY DOES CCDC INVEST IN THESE PROJECTS?

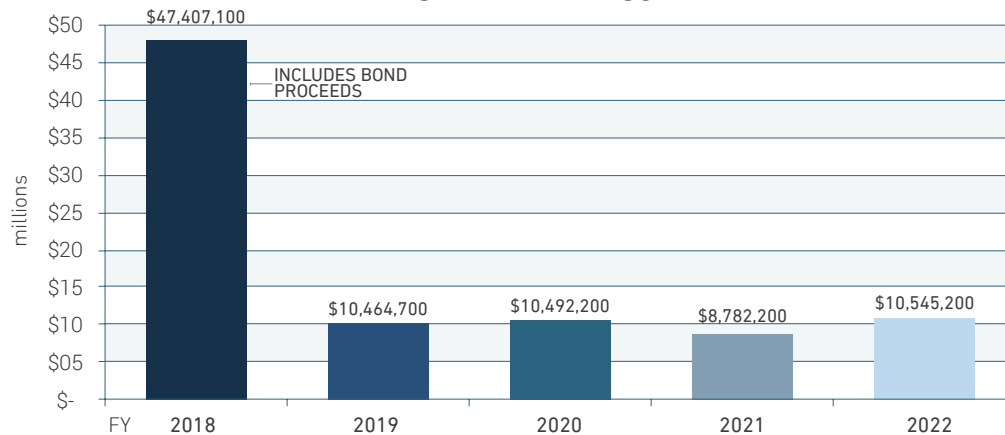
Special efforts are essential to ensuring a vibrant downtown with a **world class quality of life**. Public art enhances the downtown environment, offers social and educational opportunities, and promotes tourism. It can also be used to **celebrate local artists** and discourage vandalism. CCDC funds 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 on various development topics such as downtown housing and parking 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.

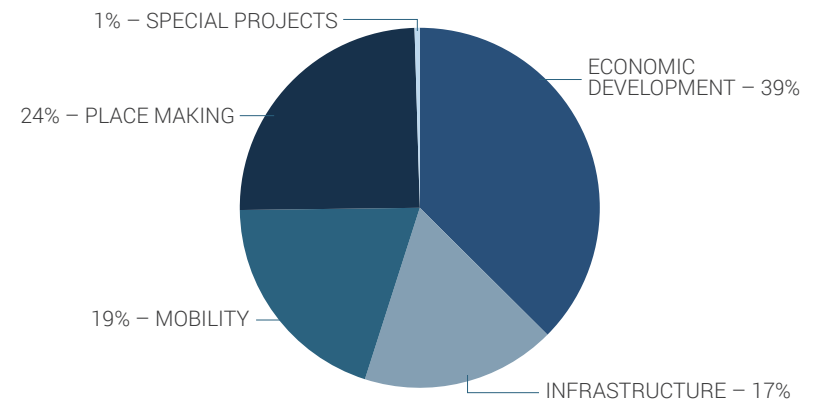
INVESTMENT SUMMARY

| FY '18 INVESTMENT SUMMARY | | CENTRAL | RIVER MYRTLE | WESTSIDE | 30TH STREET | TOTAL |
|---|----------------------|-------------|--------------|--------------|-------------|--------------|
|  | ECONOMIC DEVELOPMENT | | \$10,379,300 | \$22,952,000 | \$439,900 | \$33,771,200 |
|  | INFRASTRUCTURE | \$2,274,300 | \$7,029,000 | \$3,200,000 | \$2,690,000 | \$15,193,300 |
|  | MOBILITY | \$601,500 | \$15,293,100 | \$1,062,000 | \$61,300 | \$17,017,900 |
|  | PLACE MAKING | \$1,961,000 | \$13,248,000 | \$6,125,000 | | \$21,334,000 |
|  | SPECIAL PROJECTS | \$30,000 | \$320,000 | \$10,000 | \$15,000 | \$375,000 |
|  | TOTAL | \$4,866,800 | \$46,269,400 | \$33,349,000 | \$3,206,200 | \$87,691,400 |

INVESTMENT PER FISCAL YEAR



5-YEAR INVESTMENT BY PROJECT TYPE



DISTRICT OVERVIEW AND PROJECTS

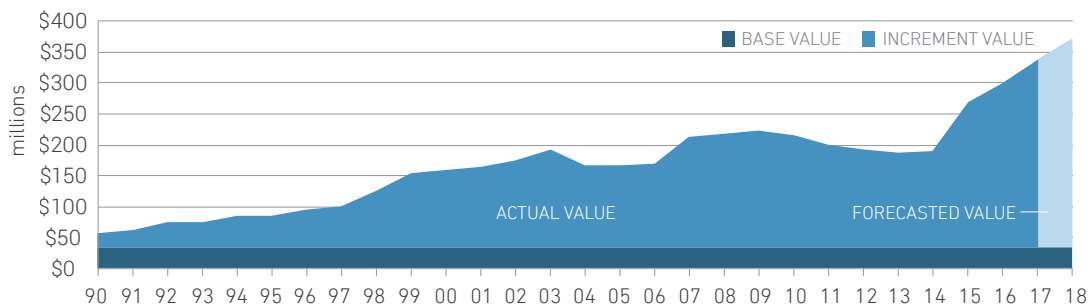
ABOUT CENTRAL DISTRICT

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.

CENTRAL DISTRICT INCREMENT VALUE GROWTH

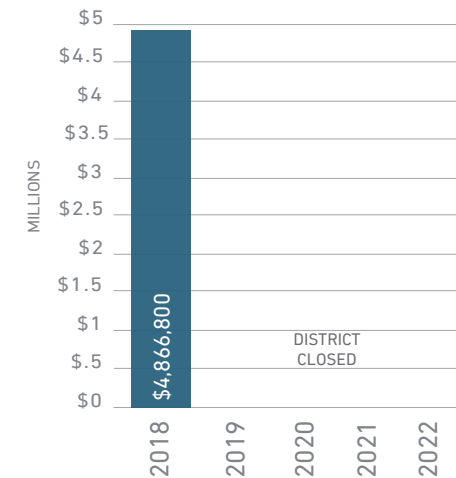


FAST FACTS:

- 34 ACRES
- ESTABLISHED: 1989
- DISTRICT ENDS: 2018
- BASE VALUE: \$31 MILLION
- 2017 TOTAL VALUE: \$353 MILLION
- 2018 TIF REVENUE: \$5.2 MILLION



CENTRAL DISTRICT ANNUAL INVESTMENT



TOTAL: \$4,866,800
2018-2022

CENTRAL DISTRICT PROJECTS



| CENTRAL DISTRICT | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | STATUS |
|---|--------------------|------------|------------|------------|------------|------------|
| Estimated Resources | \$4,866,800 | N/A | N/A | N/A | N/A | |
| INFRASTRUCTURE | | | | | | |
| 1 176 Capitol Blvd - Business Interiors of Idaho - Type 1 Participation Program | 150,000 | | | | | Tentative |
| 2 150 8th Street - Capitol Terrace - Type 1 Participation Program | 150,000 | | | | | Tentative |
| 3 8th Street Streetscape Improvements - Main to Bannock | 650,000 | | | | | Designated |
| 4 Capitol Blvd. Streetscape Imp - east side, Front St to alley between Grove and Main St. | 450,000 | | | | | Designated |
| 5 Capitol Blvd. Streetscape Imp - east side, Idaho to Bannock | 154,800 | | | | | Designated |
| 6 Treegrates repair/replacement - district wide | 150,000 | | | | | Designated |
| 7 Paving, furnishings, misc. spot repair/replacement - district wide | 169,500 | | | | | Designated |
| 8 Loading Zone/Sidewalk Enhancement - @ 5 locations | 125,000 | | | | | Designated |
| 9 Idaho Street Pedestrian/Bike Improvements - North side, Capitol BLVD to 9th St | 275,000 | | | | | Designated |
| MOBILITY | | | | | | |
| 10 Idaho Street Pedestrian/Bike Improvements - 9th - Capitol, see #9 | | | | | | Designated |
| 11 Main Street Pedestrian/Bike Improvements - 9th - Capitol | 150,000 | | | | | Designated |
| 12 Wayfinding Project Installation | 151,500 | | | | | Designated |
| 13 Pedestrian Scramble - 8th and Main Intersection | 100,000 | | | | | Tentative |
| 14 Pedestrian Scramble - 8th and Idaho Intersection | 100,000 | | | | | Tentative |
| 15 Pedestrian Scramble - 8th and Bannock Intersection | 100,000 | | | | | Tentative |
| PLACEMAKING | | | | | | |
| 16 8th Street Retractable Event Bollards | 100,000 | | | | | Obligated |
| 17 Alley Placemaking Project (8th to Capitol between Idaho and Bannock) | 419,000 | | | | | Obligated |
| 18 City Hall Plaza Improvements | 787,000 | | | | | Obligated |
| 19 City Hall Streetscapes West Side | 655,000 | | | | | Obligated |
| SPECIAL PROJECTS | | | | | | |
| 20 Protective Bollards at Capitol Blvd. & Front St. | 30,000 | | | | | Designated |
| Estimated Expenses | \$4,866,800 | | | | | |

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.

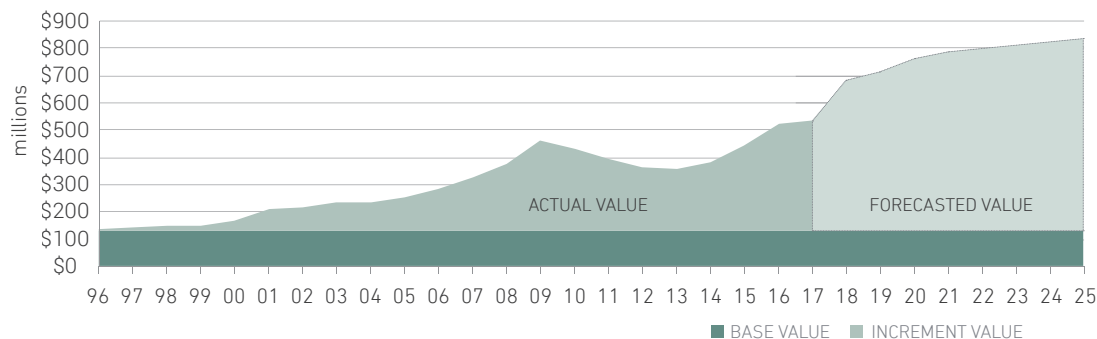
ABOUT RIVER MYRTLE DISTRICT

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 Fowler Apartments, and four new hotels.

RIVER MYRTLE DISTRICT INCREMENT VALUE GROWTH

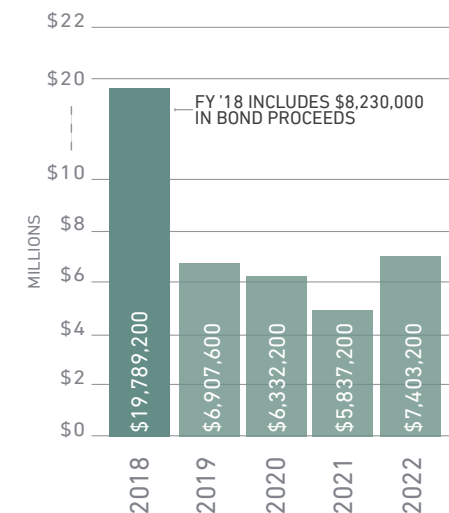


FAST FACTS:

- 340 ACRES
- ESTABLISHED: 1994
- DISTRICT ENDS: 2026
- BASE VALUE: \$129 MILLION
- 2017 TOTAL VALUE: \$673 MILLION
- 2018 TIF REVENUE: \$8.5 MILLION



RIVER MYRTLE ANNUAL INVESTMENT



TOTAL: \$46,269,400
2018 - 2022

RIVER MYRTLE DISTRICT PROJECTS



| RIVER MYRTLE DISTRICT | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | STATUS |
|---|---------------------|--------------------|--------------------|--------------------|--------------------|------------|
| Estimated Resources | \$19,789,200 | \$6,907,600 | \$6,332,200 | \$5,837,200 | \$7,403,200 | |
| ECONOMIC DEVELOPMENT | | | | | | |
| 1 1099 Front Street - JUMP and Simplot HQ - Type 3 Participation Program | | 875,000 | | | | Obligated |
| 2 1150 Myrtle Street - Pioneer Crossing - Type 3 Participation Program | | 311,200 | 313,200 | 553,200 | 553,200 | Obligated |
| 3 401 5th Street - Fowler Apartment - Type 3 Participation Program | 550,000 | | | | | Obligated |
| 4 410 Capitol Blvd. - Residence Inn Marriott - Type 2 Participation Program | | 360,000 | 360,000 | 156,000 | | Obligated |
| 5 500 Capitol Blvd. - Inn at 500 Hotel - Type 2 Participation Program | | 269,500 | | | | Obligated |
| 6 502 Front Street - Remnant Parcel - Type 5 Participation Program (Conveyance Costs) | 5,000 | | | | | Obligated |
| 7 503 - 647 Ash Street - Ash Street Properties - Type 5 Participation Program (Land Development, Alley Purchase, Public Improvements) | 40,000 | 318,000 | | | | Obligated |
| 8 503 Idaho St. - 5th & Idaho Apartments - Type 2 Participation Program | | 156,000 | 156,000 | 53,000 | | Obligated |
| 9 T5 Participation: Parcel Acquisition/Redevelopment | 2,000,000 | | | | 3,350,000 | Tentative |
| INFRASTRUCTURE | | | | | | |
| 10 1420 Front Street - Verraso - Type 1 Participation Program | 150,000 | | | | | Obligated |
| 11 535 15th Street - River Street Lofts - Type 1 Participation Program | 150,000 | | | | | Obligated |
| 12 610 Julia Davis Drive - Idaho Historical Museum - Type 4 Participation Program | 146,000 | | | | | Obligated |
| 13 6th Street Streetscapes, Main to Front St | | 600,000 | | | 950,000 | Tentative |
| 14 8th Street Improvements, State to Bannock (split with Westside District) | | 200,000 | | | | Designated |
| 15 Bannock Street Improvements, 8th to Capitol Blvd, North side (split with Westside District) | | 400,000 | | | | Designated |
| 16 Capitol Boulevard Streetscape, Boise River to Fulton St 2.5 blocks | | | | | 950,000 | Tentative |
| 17 Front Street, Capitol Blvd. to 5th Street, North Side (Pending ITD Permission) | | 330,000 | | | | Tentative |
| 18 Main Street, Capitol - 5th, South Side | 150,000 | | | | | Obligated |
| 19 Myrtle Street, Capitol - 2nd, Both Sides (Pending ITD Permission) | | 610,000 | 493,000 | | | Tentative |
| 20 River Street Streetscapes, Ash to 12th St. | 150,000 | | | | | Tentative |
| 21 Streetscape - Design Next Year's Projects | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | Tentative |
| 22 Type 1 Participation Program Streetscape Reimbursements (Not yet awarded) | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | Tentative |
| MOBILITY | | | | | | |
| 23 Front & Myrtle Street Improvements: Enhanced Crosswalk Treatments Post Microsealing | | | 200,000 | | | Tentative |
| 24 Front & Myrtle Street Improvements: Signalized Crossing at 10th & Front | | | | | 200,000 | Tentative |
| 25 Front & Myrtle Street Improvements: Signalized Crossing at 12th & Front | | | | | 200,000 | Tentative |
| 26 5th & 6th Street 2-Way Conversions; Front to Myrtle 50:50 Cost Share w/ ACHD | | 750,000 | | | | Tentative |
| 27 Signalized Crossing at 5th & Myrtle | 200,000 | | | | | Designated |
| 28 11th & Myrtle - Pioneer Corner Improvements - Type 4 Participation Program | 125,000 | | | | | Obligated |
| 29 Downtown Circulator Preliminary Engineering | 354,100 | 327,900 | | | | Designated |
| 30 Idaho Street Pedestrian/Bike Improvements, Capitol Blvd - 2nd St. | | 150,000 | | | | Designated |

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RIVER MYRTLE DISTRICT PROJECTS CONTINUED

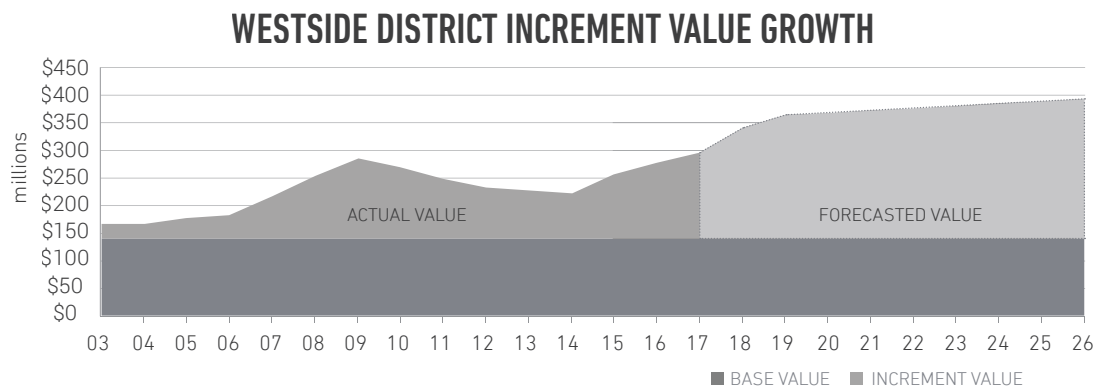


| RIVER MYRTLE DISTRICT CONTINUED.... | | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | STATUS |
|--|---|---------------------|--------------------|--------------------|--------------------|--------------------|------------|
| MOBILITY | | | | | | | |
| 31 | Main Street Pedestrian/Bike Improvements, Capitol Blvd. - Broadway St. | | 150,000 | | | | Designated |
| 32 | Public Parking Supporting Julia Davis Park (see TBD parking garage) | | | | | | Tentative |
| 33 | River Street Neighborhood Traffic Calming and 8th & River Bike/Ped Raised Intersection | 200,000 | | | | | Tentative |
| 34 | River Street Traffic Calming, Medians | | | | | 650,000 | Tentative |
| 35 | RM Parking Garage - Partial Ownership Property Acquisition | 3,000,000 | | | | | Tentative |
| 36 | 401 5th Street - 5th & Broad Garage- Purchase 89 Public Parking Spaces (BOND) | 2,590,000 | | | | | Obligated |
| 37 | 1150 Myrtle Street - 11th & Front Garage - Purchase of 250 Public Parking Spaces (BOND) | 5,400,000 | | | | | Obligated |
| 38 | Wayfinding Project Installation | 770,100 | | | | | Designated |
| 39 | VRT Transit Improvements | 26,000 | | | | | Obligated |
| PLACEMAKING | | | | | | | |
| 40 | 8th Street Corridor Improvements Phase 1 | 359,000 | | | | | Designated |
| 41 | 8th Street Corridor Improvements Phase 2 | | | 1,200,000 | 300,000 | | Tentative |
| 42 | Broad Street, Capitol - 2nd, Street and Infrastructure Improvements | 240,000 | | | | | Obligated |
| 43 | CCDC Alley Program - between 5th and 6th, Myrtle to Broad | | | 30,000 | 250,000 | | Tentative |
| 44 | CCDC Alley Program - between 8th and 9th, River to Fulton | | | | 25,000 | 200,000 | Tentative |
| 45 | CCDC Alley Program - between 9th and 10th, Miller to Myrtle | 15,000 | 150,000 | | | | Tentative |
| 46 | CCDC Alley Program - between Front and Grove, 11th to 12th | 250,000 | | | | | Designated |
| 47 | CCDC Alley Program - between Front and Grove, 15th to 16th | | 200,000 | | | | Tentative |
| 48 | CCDC Alley Program - between Grove and Main, 4th to 5th | | 25,000 | 250,000 | | | Tentative |
| 49 | CCDC Alley Program - between Grove and Main, 5th to 6th | | 25,000 | 250,000 | | | Tentative |
| 50 | CCDC Alley Program - between Grove and Main, 6th to Capitol | 30,000 | 250,000 | | | | Designated |
| 51 | CCDC Alley Program - between Idaho and Bannock, 6th to Capitol | | | 30,000 | 250,000 | | Tentative |
| 52 | CCDC Alley Program - between Main and Idaho, 3rd to 5th | 250,000 | | | | | Obligated |
| 53 | Downtown Urban Parks Plan / Development Catalyst TBD | | | | | | Tentative |
| 54 | Grove Street Pedestrian Street Plan (16th to 10th) per ACHD/DBIP | 75,000 | 100,000 | 2,700,000 | | | Tentative |
| 55 | Grove Street Pedestrian Street Plan (6th to 3rd) per ACHD/DBIP | 75,000 | | | 3,900,000 | | Tentative |
| 56 | Main Library Area Pre-Development Improvements | 1,000,000 | | | | | Designated |
| 57 | Pioneer Corridor Pathway Monument Signage | 75,000 | | | | | Designated |
| 58 | 503 Idaho St. - 5th & Idaho Public Park and Undergrounding Utilities - Type 4 Participation | 744,000 | | | | | Designated |
| SPECIAL PROJECTS | | | | | | | |
| 59 | 620 S 9th Street Phase II Site Remediation | 240,000 | | | | | Obligated |
| 60 | Hayman House Capital Projects | 70,000 | | | | | Designated |
| 61 | Traffic Box Art Wraps | 10,000 | | | | | Tentative |
| Total River Myrtle Estimated Expenses | | \$19,789,200 | \$6,907,600 | \$6,332,200 | \$5,837,200 | \$7,403,200 | |

ABOUT WESTSIDE DISTRICT

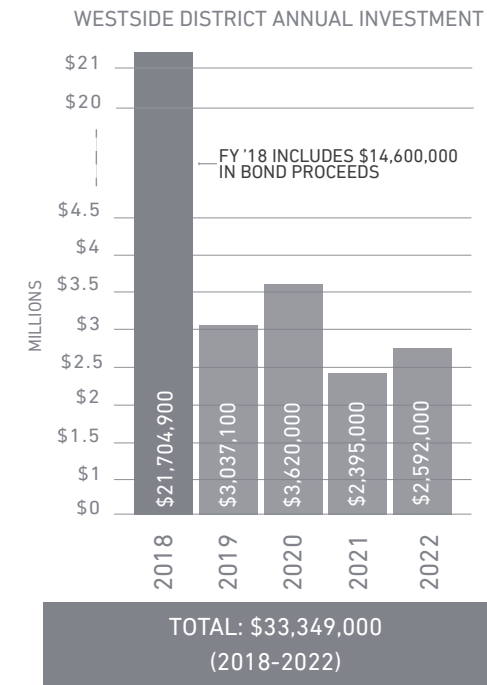
The Westside Downtown District was established in 2001, and is home to Boise Cascade, Idaho Power, Meadow Gold, One Capitol Center, and an abundance of surface parking. The Westside plan calls for a rich mixture of urban-style housing, shops, restaurants; increased downtown housing availability; an urban village; 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 underway 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: \$139 MILLION
- 2017 TOTAL VALUE: \$331 MILLION
- 2018 TIF REVENUE: \$3.0 MILLION



WESTSIDE DISTRICT PROJECTS



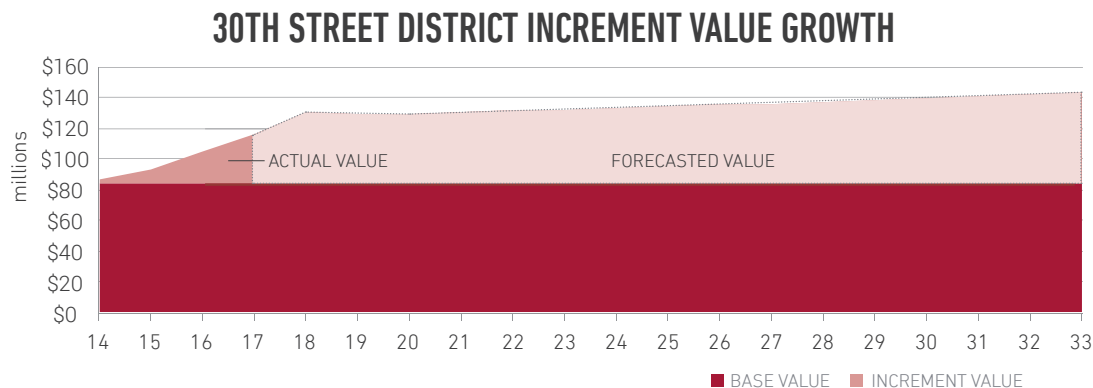
| WESTSIDE DISTRICT | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | STATUS |
|--|---------------------|--------------------|--------------------|--------------------|--------------------|------------|
| Estimated Resources | \$21,704,900 | \$3,037,100 | \$3,620,000 | \$2,395,000 | \$2,592,000 | |
| ECONOMIC DEVELOPMENT | | | | | | |
| 1 Parking Garage + Mixed Use Catalyst Development, e.g. Public Market (BOND) | 14,600,000 | | | | | Tentative |
| 2 1024 Bannock Street - Hyatt Place - Type 2 Participation Program | | 120,000 | 120,000 | 120,000 | 92,000 | Obligated |
| 3 918 Idaho Street - Athlos Acadamies - Type 3 Participation Program | 750,000 | | | | | Obligated |
| 4 Type 5 Participation Program - Parcel Acquisition for Redevelopment | 3,300,000 | | | 1,900,000 | 1,950,000 | Tentative |
| INFRASTRUCTURE | | | | | | |
| 5 8th Street Streetscapes, State - Bannock, Both Sides (Split w RM) | | 400,000 | | | | Tentative |
| 6 Bannock Street Streetscapes, 9th - Capitol (Split with RM) | | 500,000 | | | | Tentative |
| 7 Design Upcoming Streetscape Projects | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | Tentative |
| 8 Main Street Streetscapes, 13th - 14th, 1/2 block Streetscape Infill, NW corner | 100,000 | | | | | Designated |
| 9 State Street Streetscapes, 16th - 8th, Both Sides (Joint Project w/ACHD) | | | 450,000 | | | Designated |
| 10 Type 1 Participation Program Streetscape Reimbursements (Not yet awarded) | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 | Tentative |
| MOBILITY | | | | | | |
| 11 Rightsizing per ACHD DBIP 15th & 16th Streets, Grove to Idaho | | 200,000 | | | | Tentative |
| 12 Downtown Circulator Preliminary Engineering | 234,400 | 217,100 | | | | Tentative |
| 13 Idaho Street Pedestrian/Bike Improvements, 16th St - 9th St. | | 150,000 | | | | Designated |
| 14 Main Street Pedestrian/Bike Improvements, 16th St. to 9th St. | | 150,000 | | | | Designated |
| 15 Wayfinding Project Installation | 110,500 | | | | | Designated |
| PLACEMAKING | | | | | | |
| 16 Canal Daylighting / Development Catalyst | | 950,000 | | | | Tentative |
| 17 CCDC Alley Program - Between Bannock and Jefferson, 8th to 9th | | | | 25,000 | 200,000 | Tentative |
| 18 Downtown Urban Parks Plan / Development Catalyst | 2,000,000 | | | | | Tentative |
| 19 Grove Street Pedestrian Plazas, 16th - 10th | | | 2,700,000 | | | Tentative |
| 20 Westside Public Space | 250,000 | | | | | Tentative |
| SPECIAL PROJECTS | | | | | | |
| 21 Traffic Box Art Wraps | 10,000 | | | | | |
| Estimated Expenses | \$21,704,900 | \$3,037,100 | \$3,620,000 | \$2,395,000 | \$2,592,000 | |

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.

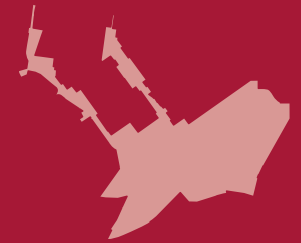
Recent and ongoing improvements in the district include the Whitewater Park, Esther Simplot Park, Whitewater Park Boulevard, 27th Street road upgrades, a new surgical office building, and a proposed College of Western Idaho campus.

Significant new development projects on several large parcels are in various stages of pre-development and are expected to advance in the next 1-2 years. These projects may add significant new mixed-use, commercial development including medical office, housing, retail, and parking to the existing uses.

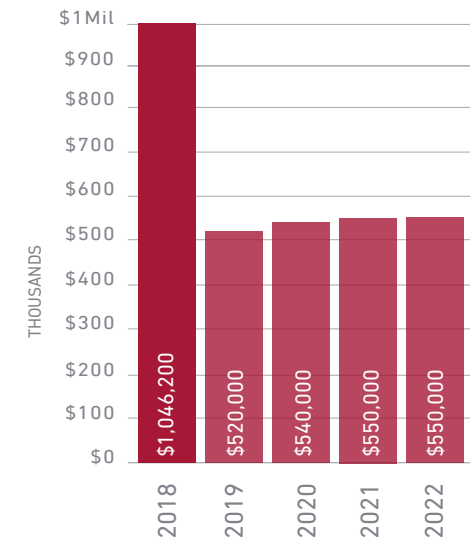


FAST FACTS:

- 249 ACRES
- ESTABLISHED: 2014
- DISTRICT ENDS: 2033
- BASE VALUE: \$81 MILLION
- 2017 TOTAL VALUE: \$128 MILLION
- 2018 TIF REVENUE: \$0.7 MILLION



30TH STREET DISTRICT ANNUAL INVESTMENT



TOTAL: \$3,206,200
2018 - 2022

30TH STREET DISTRICT PROJECTS

| 30TH STREET DISTRICT FY | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | STATUS |
|--|--------------------|------------------|------------------|------------------|------------------|------------|
| Estimated Resources | \$1,046,200 | \$520,000 | \$540,000 | \$550,000 | \$550,000 | |
| ECONOMIC DEVELOPMENT | | | | | | |
| 1 Development Projects General | 74,900 | 100,000 | 90,000 | 85,000 | 90,000 | Tentative |
| 2 Whitewater and Main - College of Western Idaho Boise Campus - Participation Type TBD | | | | | | Tentative |
| 3 Whitewater and Main - Mixed Use Development - Participation Type TBD | | | | | | Tentative |
| 4 27th & Fairview - Medical Office Development - Participation Type TBD | | | | | | Tentative |
| 5 24th & Fairview - Housing First Development - Participation Type TBD | | | | | | Tentative |
| 8 27th & Stewart - Whitewater Station - Participation Type TBD | | | | | | Tentative |
| INFRASTRUCTURE | | | | | | |
| 7 3200 Moore Street - Sandhill Crane Apartments - Type 1 Participation Program | 150,000 | | | | | Designated |
| 8 Capital Improvements General | 595,000 | 420,000 | 450,000 | 465,000 | 460,000 | Tentative |
| 9 301 N 29th Street - Whittier School - Type 1 Participation Program | | | | | | Tentative |
| 10 Type 1 Participation Program Streetscape Reimbursements (Not yet awarded) | 150,000 | | | | | Tentative |
| MOBILITY | | | | | | |
| 11 Downtown Circulator Preliminary Engineering | | | | | | Tentative |
| 12 Main Fairview Improvements TBD | | | | | | Tentative |
| 13 Shared Parking and Transit Improvements (Park and Ride) | | | | | | Tentative |
| 14 Wayfinding Project Installation | 61,300 | | | | | Designated |
| PLACEMAKING | | | | | | |
| 15 Downtown Urban Parks Plan / Development Catalyst (TBD) | | | | | | Tentative |
| SPECIAL PROJECTS | | | | | | |
| 16 Traffic Box Art Wraps | 15,000 | | | | | |
| Estimated Expenses | \$1,046,200 | \$520,000 | \$540,000 | \$550,000 | \$550,000 | |

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 Key Strategies used to accomplish our mission and vision for downtown Boise. CCDC values collaboration with the City and works to advance both

the redevelopment goals of each urban renewal plan as well as the City's Blueprint Boise goals for Downtown. All of CCDC's projects fall under one of the five key strategies identified below, and each key strategy works in unison with at least one of Blueprint Boise's goals.

| BLUEPRINT BOISE DOWNTOWN GOALS |  INFRASTRUCTURE |  PLACE MAKING |  MOBILITY |  ECON. DEVELOPMENT |  SPECIAL PROJECTS |
|--|--|--|--|---|--|
| 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 | ● | ● | | ● | ● |

CIP PROJECT MAP

CIP
2018 – 2022



PARTICIPATION PROJECTS / DEVELOPMENT AGREEMENTS

- P 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

INFRASTRUCTURE PROJECTS

- 2018
- 2019
- 2020
- 2021
- 2022

MOBILITY AND PLACEMAKING PROJECTS

- ↔ 2019 2-WAY STREET CONVERSION (PENDING ACHD APPROVAL)
- 2019 PROTECTED BIKE LANES
- 2018 ALLEY IMPROVEMENTS
- 2019 ALLEY IMPROVEMENTS
- 2020 ALLEY IMPROVEMENTS
- 2021 ALLEY IMPROVEMENTS
- 2022 ALLEY IMPROVEMENTS

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