

CAPITAL CITY DEVELOPMENT CORPORATION
Board of Commissioners Meeting
Conference Room, Fifth Floor, 121 N. 9th Street
January 9, 2017 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 – December 2016

B. Minutes and Reports

1. Approval of Meeting Minutes from December 12, 2016

C. Other

1. Defer election of Executive Committee officers, appointment of At-Large member, approval of Executive Committee Charge, and designation of Secretary Pro Tempore to February Board Meeting

IV. **ACTION ITEMS**

12:05 A. **CONSIDER: Resolution 1476 Broad Street CM/GC Guaranteed Maximum Price (GMP) No. 3**
(10 minutes) Karl Woods & Mary Watson

12:15 B. **CONSIDER: Resolution 1475 First Amendment to the 5th and Idaho Type 4 Agreement (10 minutes)**
.....Matt Edmond

V. **INFORMATION/DISCUSSION ITEMS**

12:25 A. **State Street MOU (5 minutes)** Matt Edmond

12:30 B. **City Hall Renovation Type 4 Agreement (10 Minutes)** Doug Woodruff

12:40 C. **8th Street Corridor Planning (15 minutes)**
..... Karl Woods, CCDC; Dwaine Carver, CTY Studio; and Mike Budge, LoCi

12:55 D. **Operations Report (5 minutes)**.....John Brunelle

VII. **ADJOURN**

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

Capital City Development Corp
ACH & Cash Disbursements Report
For the Period 12/01/2016 through 12/31/2016
Board Officer Review

Payee	Description	ACH Date	Amount
Debt Service:			
	Total Debt Service		0
ABM/AMPCO Parking:			
Monthly Parkers ACH	Payments from Monthly Parkers	12/5/2016	(9,427.00)
	Total Parking		(9,427.00)
Payroll:			
EFTPS - IRS	Federal Payroll Taxes	12/7/2016	13,629.86
Idaho State Tax Commission	State Payroll Taxes	12/7/2016	2,918.00
CCDC Employees	Direct Deposits Net Pay	12/7/2016	38,722.22
PERSI	Retirement Payment	12/7/2016	12,628.63
EFTPS - IRS	Federal Payroll Taxes	12/21/2016	11,011.28
Idaho State Tax Commission	State Payroll Taxes	12/21/2016	2,306.00
CCDC Employees	Direct Deposits Net Pay	12/21/2016	30,947.53
PERSI	Retirement Payment	11/23/2016	10,379.05
	Total Payroll		122,542.57
Other:			
Idaho Power (autopayment)	November electricity bills - AutoPay	December 2016	196.52
Intermountain Gas	November electricity bills - AutoPay	December 2016	9.29
Boise City Utility Bills (autopayment)	December Utilities - AutoPay	December 2016	469.29
Suez Water	October/November Water Bills - AutoPay	December 2016	652.91
US Bank Credit Cards	Credit Cards	12/21/2016	7,223.68
ABM/AMPCO	Parking Operations & Admin Exp - Oct. 16	12/16/2016	97,159.80
Paid Invoice's	Other Paid Invoice's	December 2016	1,320,316.63
Total Paid Invoices	Total Checks and Electronic payments		1,426,028.12
Grand Totals			Total Payments
			<u>\$ 1,539,143.69</u>

Reviewed by:
 Finance Director

Date:

12/28/2016

Reviewed by:
 Executive Director

Date:

12/28/16

Reviewed by:
 Board Member

Date:

1-4-16

Report type: GL detail

Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Invoice GL Account	Check Amount	
62230								
01/03/2017	62230	3983	A and M Communications	Wiring for New Server Inst	003167	101-480-6010	1,580.00	
01/03/2017	62230	3983	A and M Communications	Wiring for New Server Inst	003167	101-480-6010	210.80	
Total 62230:							1,790.80	✓
62231								
01/03/2017	62231	3871	ABC Stamp Signs & Awards	Notary black stamp	0498304	101-470-5125	36.95	
Total 62231:							36.95	✓
62232								
01/03/2017	62232	3989	Access Integration	New Keypads for Office	016O1044	101-480-6005	2,548.18	
01/03/2017	62232	3989	Access Integration	New Keypads for Office	016O1044	101-480-6005	283.29	
Total 62232:							2,831.47	✓
62233								
01/03/2017	62233	1139	American Cleaning Service Inc	Trailhead Cleaning - 12 Mo	54747	302-470-5111	892.10	✓
Total 62233:							892.10	
62234								
01/03/2017	62234	3838	American Fire Protection LLC	Monthly pump inspection &	8626	102-470-5254	185.00	
01/03/2017	62234	3838	American Fire Protection LLC	Monthly pump inspection &	8788	102-470-5254	185.00	
Total 62234:							370.00	✓
62235								
01/03/2017	62235	1316	Blue Cross of Idaho	Health Insurance - Decemb	163360000302	101-2115000	18,214.51	
Total 62235:							18,214.51	✓
62236								
01/03/2017	62236	1331	Boise Centre	Grove maintenance fee - D	8199-IN	301-470-5210	2,458.33	
Total 62236:							2,458.33	✓
62237								
01/03/2017	62237	1556	Caselle Inc.	Contract support - Janaury	77100	101-470-5515	787.33	
Total 62237:							787.33	✓
62238								
01/03/2017	62238	1703	CSHQA	Final Design, Construction	29272	301-480-6250	9,656.37	
01/03/2017	62238	1703	CSHQA	Grove Plaza Renovation D	29272	301-480-6250	897.49	
01/03/2017	62238	1703	CSHQA	Garage Signage	29273	401-480-8125	9,943.68	
Total 62238:							20,497.54	✓
62239								
01/03/2017	62239	1787	Downtown Boise Association	8th St Clean Team	8033	301-470-5209	546.00	
01/03/2017	62239	1787	Downtown Boise Association	CD Clean Team	8082	301-470-5213	2,193.63	

M = Manual Check, V = Void Check

Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Invoice GL Account	Check Amount	
01/03/2017	62239	1787	Downtown Boise Association	RM Clean Team	8082	302-470-5213	1,491.67	
01/03/2017	62239	1787	Downtown Boise Association	WS Clean Team	8082	303-470-5213	701.96	
Total 62239:							4,933.26	✓
62240								
01/03/2017	62240	1832	Eide Bailly LLP	Audit 2016	EI00452980	101-470-5520	21,600.00	
Total 62240:							21,600.00	✓
62241								
01/03/2017	62241	1838	Elam & Burke P.A.	Ash Street Properties	165238	302-470-5505	1,278.00	
01/03/2017	62241	1838	Elam & Burke P.A.	Associated Warehouse	165239	302-470-5505	68.00	
01/03/2017	62241	1838	Elam & Burke P.A.	Multi-Modal Center/Grove	165240	301-470-5505	990.90	
01/03/2017	62241	1838	Elam & Burke P.A.	Auditorium District Expansi	165241	301-470-5505	1,769.40	
01/03/2017	62241	1838	Elam & Burke P.A.	Civic Partners Developmen	165242	302-470-5505	340.00	
01/03/2017	62241	1838	Elam & Burke P.A.	The Fowler	165243	302-470-5505	421.20	
01/03/2017	62241	1838	Elam & Burke P.A.	RM Bond Financing	165245	302-470-5505	652.95	
01/03/2017	62241	1838	Elam & Burke P.A.	Coursey/Eastman	165246	401-470-5505	857.00	
01/03/2017	62241	1838	Elam & Burke P.A.	101-0 General	165247	101-470-5505	459.90	
01/03/2017	62241	1838	Elam & Burke P.A.	BLVD Garage Disp	165248	401-470-5505	40.00	
01/03/2017	62241	1838	Elam & Burke P.A.	RM Implement	165250	302-470-5505	476.00	
01/03/2017	62241	1838	Elam & Burke P.A.	WS District	165251	303-470-5505	151.00	
Total 62241:							7,504.35	✓
62242								
01/03/2017	62242	3986	Frontier Fence Company	BPC Fence	8084A	401-470-5215	1,455.29	
Total 62242:							1,455.29	✓
62243								
01/03/2017	62243	3732	Hi Tech Color LLC	Postcards for Grove Plaza	85463	301-480-6250	2,700.00	
Total 62243:							2,700.00	✓
62244								
01/03/2017	62244	3900	Idaho Records Management	Records Storage	0118047	101-470-5501	80.04	
Total 62244:							80.04	✓
62245								
01/03/2017	62245	3913	Kimley-Horn and Associates Inc	Parcel B Garage Study	191934010-11	401-470-5501	462.50	
01/03/2017	62245	3913	Kimley-Horn and Associates Inc	Parcel B Garage Study	191934010-11	401-470-5501	1,702.50	
Total 62245:							2,165.00	✓
62246								
01/03/2017	62246	3439	KPFF Consulting Engineers WA	Concrete Spalling Investiga	85386	401-470-5215	230.00	
Total 62246:							230.00	✓
62247								
01/03/2017	62247	3896	Rim View LLC	Monthly Rent and NNN - Tr	JANUARY 201	302-470-5110	12,085.02	

Check Issue Date	Check Number	Vendor Number	Payee	Description	Invoice Number	Invoice GL Account	Check Amount	
Total 62247:							12,085.02	✓
62248								
01/03/2017	62248	3542	Security LLC - Plaza 121	Office rent - January 2017	JANUARY 201	101-470-5110	10,219.30	✓
Total 62248:							10,219.30	
62249								
01/03/2017	62249	3988	Shift Strategies	CCDC Team Action Planni	815-1216	101-470-5501	4,000.00	✓
Total 62249:							4,000.00	
62250								
01/03/2017	62250	3494	Shred-It Boise	Document Shredding & Pic	8121291506	101-470-5501	92.66	✓
Total 62250:							92.66	
62251								
01/03/2017	62251	3815	Synoptek LLC	DPPS Website Design - Ph	242525	401-480-6125	403.75	✓
Total 62251:							403.75	
62252								
01/03/2017	62252	3864	USI Idaho Kibble & Prentice	D&O Liability Insurance - B	2012752	102-470-5261	1,455.00	✓
Total 62252:							1,455.00	
62253								
01/03/2017	62253	3419	Zimmer Gunsul Frasca Arch LLP	Broad Street Improvement	101885	302-480-6250	6,509.00	✓
Total 62253:							6,509.00	
Grand Totals:							123,311.70	

Dated:

1-4-16

Board Member:



Report Criteria:

Report type: GL detail

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

MEETING MINUTES

I. CALL TO ORDER

Chairman Hale convened the meeting with a quorum at 12:02 p.m.

Present were: Commissioner John Hale, Commissioner Dave Bieter, Commissioner Maryanne Jordan, Commissioner Ben Quintana, Commissioner Pat Shalz, Commissioner Ryan Woodings, and Commissioner Dana Zuckerman. Commissioner Stacy Pearson, Commissioner Scot Ludwig.

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, Attorney & Contracts Manager; Kathy Wanner, Contracts Specialist, Shellan Rodriguez, Project Manager; Matt Edmond, Project Manager; Laura Williams, Executive Assistant/Development Specialist, Also present was Agency legal counsel, Ryan Armbruster.

II. AGENDA CHANGES/ADDITIONS

There were no changes/additions to the agenda.

III. CONSENT AGENDA

- A. Expenses
 - 1. Approval of Paid Invoice Report – November 2016
- B. Minutes and Reports
 - 1. Approval of Meeting Minutes from November 14, 2016
 - 2. Approval of Meeting minutes from November 29, 2016
- C. Other
 - 1. Resolution 1470 Second Amendment to the Disposition and Development Agreement with 620 S. 9th Street LLC
 - 2. Resolution 1472 Second Amendment to Financial Advisory Services Agreement with Piper Jaffray & Co.

Commissioner Zuckerman moved to approve the consent Agenda.

Commissioner Shalz seconded the motion.

All said Aye. The motion to approve the Consent Agenda carried 9-0.

IV. ACTION ITEMS

- A. Adopt Resolution 1473, Direct Staff to Negotiate, Finalize and Execute Agreement to Negotiate Exclusively with deChase Miksis, the successful respondent of the Ash Street Workforce Housing RFQ/P**

Shellan Rodriguez, CCDC Project Manager, gave a report.

Commissioner Zuckerman moved to adopt Resolution 1469 Approving 'Official Intent' Eligible Tax Exempt Expenses

Commissioner Shalz seconded the motion.

All said Aye. The motion carried 9-0.

- B. Approve up to \$44,000 Cost Share for Concept Design to Convert 5th and 6th Streets to Two-Way Operation**

Matt Edmond, CCDC Project Manager, gave a report.

Commissioner Zuckerman moved to adopt Resolution 1469 Approving 'Official Intent' Eligible Tax Exempt Expenses

Commissioner Shalz seconded the motion.

All said Aye. The motion carried 9-0.

V. INFORMATION/DISCUSSION ITEMS

A. Draft ACHD Fairview & Main Local Streets Improvement Plan

Matt Edmond, CCDC Project Manager, gave a report.

B. Operations Report

John Brunelle, CCDC Executive Director, gave a report.

VI. EXECUTIVE SESSION

A motion was made by Commissioner Zuckerman to go into an executive session at 1:10 p.m. to deliberate regarding acquisition of an interest in real property which is not owned by a public agency [Idaho Code 74-206(1)(c)], and to communicate with legal counsel to discuss the legal ramifications and legal options for pending litigation or controversies not yet being litigated but imminently likely to be litigated [Idaho Code 74-206(1)(f)].

Commissioner Shalz seconded the motion. A roll call vote was taken:

Chair Hale Aye

Commissioner Zuckerman Aye

Commissioner Shalz Aye

Commissioner Ludwig Aye

Commissioner Pearson Absent

Commissioner Woodings Aye

Commissioner Jordan Aye

Commissioner Quintana Aye

Commissioner Bieter Aye

Commissioner Ludwig arrived at 1:11 p.m. Pending litigation was discussed during the executive session.

VII. EXECUTIVE SESSION ADJOURNMENT

A motion was made by Commissioner Zuckerman to adjourn executive session at 2:00 p.m. and return to the public meeting. Commissioner Shalz seconded the motion. A roll call vote was taken:

Chair Hale Aye

Commissioner Zuckerman Aye

Commissioner Shalz Aye

Commissioner Ludwig Aye

Commissioner Pearson Absent

Commissioner Woodings Aye

Commissioner Jordan Aye

Commissioner Quintana Aye

Commissioner Bieter Aye

VIII. REGULAR MEETING ADJOURNMENT

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

All said Aye. 7-0

The meeting was adjourned at 2:01 p.m.

- - - -

ADOPTED BY THE BOARD OF DIRECTORS OF THE CAPITAL CITY DEVELOPMENT CORPORATION
ON THE ____ day of _____, 2017.

John Hale, Chair

Pat Shalz, Secretary



AGENDA BILL

Agenda Subject: Defer election of Executive Committee officers, appointment of At-Large member, approval of Executive Committee Charge, and designation of Secretary Pro Tempore to February Board Meeting.		Date: January 9, 2017
Staff Contact: John Brunelle	Attachments: CCDC By Laws Executive Committee Charge	
Action Requested: Defer action on the following until the February Board meeting scheduled to take place on February 13 th , 2017 at noon. 1) Election of Officers a. Chair b. Vice Chair c. Secretary/Treasurer 2) Appointment of At-Large Member 3) Approval of Executive Committee Charge and 4) Designation of Secretary Pro Tempore		

Fiscal Notes:

No Change

Background:

ART III/Section 2 prescribes an annual election of officers in January of each year.

ART IV/Section 2 allows for the Board to confirm the Executive Committee charge and appoint the At-Large member.

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

Staff Recommendation:

Defer the election of the Executive Committee officers, appointment of the At-Large member, approval of the Executive Committee Charge, and designation of the Secretary Pro Tempore to the February Board of Commissioners meeting.

Suggested Motion:

I move to defer the election of the Executive Committee officers, appointment of the At-Large member, approval of the Executive Committee Charge, and designation of the Secretary Pro Tempore to the February Board of Commissioners meeting.

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

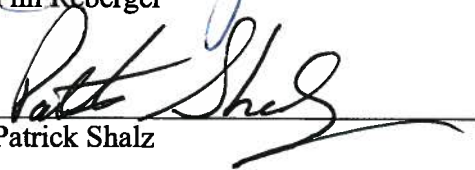


John Hale

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.

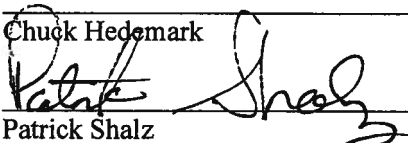

John S. May, Chairman


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) 2017

*Study Areas & Protocols pursuant to:
ARTICLE IV, Section 2, of the
Adopted Bylaws of CCDC (December 13, 2010)*

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 #1476 Approval of Broad Street CM/GC Guaranteed Maximum Price (GMP) No. 3		Date: January 9, 2017
Staff Contacts: Karl Woods Mary Watson	Attachments: 1. Resolution #1476 2. Amendment No. 3 to CM/GC Agreement with Guho Corp. 3. Bid Opening Information	
Action Requested: Adopt Resolution #1476 approving and authorizing the execution of Amendment No. 3 to the CM/GC Contract with Guho Corp. for the Broad Street – LIV District Public Infrastructure Improvement Project		

Fiscal Notes:

As the final phase for funding of the Broad Street improvements, Amendment No. 3 to the CM/GC Agreement approves an additional \$1,773,375.00 for construction services from Capitol Boulevard to 5th Street. This last segment of the Broad Street – LIV District Public Infrastructure Improvement Project has been congested with construction activity relating to the new Marriott hotel and Fowler apartments. CCDC's general contractor Guho Corp. has worked with these entities to align construction schedules and minimize disruption. Due to construction timing, approximately \$1M of the approved amended FY16 funding for the project was not expended in FY16. As a result, an FY17 budget amendment will be needed later this year to carry FY16 funding forward to complete the construction.

Project Summary – FY16 / FY17 - Total 2-Year Project

Total Project Budget \$6,606,000 (Streetscapes, Geothermal, Fiber Optic, Road Rebuild)

FY17 Approved Budget

FY17 Budget	\$4,342,535	(Approved FY17 construction budget minus soft costs)
Budget Amendment	<u>\$ 520,000</u>	(Budget amendment due to construction timing)
Available resources	\$4,862,535	

Approved Guho PO \$(3,084,843) (Guho PO balance for FY17)

FY17 Balance	<u>\$ 1,777,692</u>	(FY17 budget remaining to complete construction)
Amendment No. 3	<u>\$ 1,773,375</u>	(Capitol to 5 th St.: streetscapes, road rebuild, fiber optic)

FY17 Remaining \$ 4,317 (Remaining FY17 budget, including amendment)

In order to address any unforeseen circumstances that can arise during complex construction projects like this one, Resolution #1476 authorizes the Executive Director to adjust the GMP amount up to 5%, if determined necessary in his best judgment.

Background:

Construction of the Broad Street – LIV District Public Infrastructure Improvement Project began in September 2016 as part of Amendment No. 2 to the Construction Manager General Contractor (CM/GC) contract with Guho Corp. Work associated with Amendment No. 2 includes: geothermal installation; construction of the new non-motorized entry into Julia Davis Park at 5th Street; a wide variety of streetscape improvements including fiber optic expansion and a complete roadway rebuild from 2nd Street to 5th Street; and procurement of long lead time items for streetscape improvements from Capitol Boulevard to 5th Street.

At this time, CCDC and Guho Corp. need to execute one final GMP amendment for the balance of construction work from Capitol Boulevard to 5th Street, thereby finalizing all of the project components.

Funding for the Broad Street – LIV District Public Infrastructure Improvement Project was included in the 2016 and 2017 CIPs and Board-approved budgets.

The CM/GC construction delivery method contemplates that the construction agreement must be amended from time to time as the construction project moves forward so that the parties can best address construction complexities and pertinent financial details – such as procurement of long lead-time materials and the award of subcontracts. Here, the CM/GC contract with Guho Corp. allows us to amend the contract by setting a final amended Guaranteed Maximum Price (GMP) to proceed with those portions of the project which have been approved and bid. This final amendment includes all remaining project components.

Guho Corp. has competitively bid the various subcontractor and fixture packages involved in this Amendment No. 3 and is required to award the contracts to the lowest responsible bidders in accordance with Idaho Code § 54-4511. The GMP proposal includes the lowest responsive subcontractor bids. Upon approval of Resolution #1476, Guho will begin awarding subcontracts and scheduling for construction.

Staff Recommendation:

Staff recommends the Board find it in the best interest of CCDC and the public to adopt Resolution #1476 approving Amendment No. 3 to the CM/GC contract with Guho Corp. for continued construction of the Broad Street – LIV District Public Infrastructure Improvement Project.

Suggested Motion:

I move to adopt Resolution #1476 approving and authorizing the execution of the 3rd Amendment to the CM/GC Contract with Guho Corp.

RESOLUTION NO. 1476

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 AMENDMENT NO. 3 TO THE CONSTRUCTION MANAGER / GENERAL CONTRACTOR CONSTRUCTION AGREEMENT BETWEEN THE AGENCY AND GUHO CORP. TO INCREASE THE GUARANTEED MAXIMUM PRICE (GMP) FOR CONSTRUCTION OF THE BROAD STREET – LIV DISTRICT PUBLIC INFRASTRUCTURE IMPROVEMENT PROJECT FOR THE FINAL PHASE OF CONSTRUCTION SERVICES; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 3; 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, 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 City, 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, upon approval of Resolution 1428 by its Board of Commissioners on February 8, 2016, the Agency entered into a Construction Manager / General Contractor (CM/GC) construction agreement with Guho Corp, for the Broad Street – LIV District Public Infrastructure Improvement Project ("Project") using the CM/GC construction delivery method; and

WHEREAS, the CM/GC construction delivery method contemplates that the construction agreement must be amended from time to time as the construction project moves forward so that the parties to the agreement can best address construction complexities and pertinent financial details, including procurement of materials and buy-out of subcontracts; and

WHEREAS, on June 13, 2016, the Agency Board of Commissioners adopted Resolution No. 1452 approving and authorizing the Executive Director to execute "Amendment No. 1 to Standard Agreement and General Conditions Between Owner and Construction Manager" with Guho Corp. for early procurement of geothermal materials as a long lead-time material for the Project; and

WHEREAS, on September 12, 2016, the Agency Board of Commissioners adopted Resolution No. 1464 approving and authorizing the Executive Director to execute "Amendment No. 2 to Standard Agreement and General Conditions Between Owner and Construction Manager" with Guho Corp. to establish a Guaranteed Maximum Price (GMP) for the construction services associated with the project using the CM/GC construction delivery method, which Amendment specifically did not include costs for construction between Capitol Boulevard and 5th Street; and

WHEREAS, the Agency and Guho Corp., desire to amend the CM/GC construction agreement at this time with the execution of "Amendment No. 3 to Standard Agreement and General Conditions Between Owner and Construction Manager," attached as Exhibit A, in order to increase the Guaranteed Maximum Price (GMP) to include the costs associated with the final phase of construction between Capitol Boulevard and 5th Street; and

WHEREAS, the Board of Commissioners finds it to be in the best public interest to approve the Amendment and to authorize the Executive Director to execute same.

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 Amendment No. 3 to the Construction Manager / General Contractor construction agreement between the Agency and Guho Corp., attached hereto as Exhibit A and incorporated herein by reference, is approved as to both form and content.

Section 3: That the Executive Director of the Agency is hereby authorized to execute Amendment No. 3 to the Construction Manager / General Contractor construction agreement with Guho Corp., approving an increase to the Guaranteed Maximum Price in the amount of ONE MILLION SEVEN HUNDRED SEVENTY-THREE THOUSAND THREE HUNDRED SEVENTY-FIVE DOLLARS (\$1,773,375.00) for the costs associated with the final phase of construction between Capitol Boulevard and 5th Street, plus up to 5% of this amount to address unforeseen circumstances if determined necessary in his best judgment.

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 January 9, 2017.
Signed by the Chairman of the Board of Commissioners and attested by the Secretary to the
Board of Commissioners on January 9, 2017.

URBAN RENEWAL AGENCY OF BOISE CITY

By: _____
John Hale, Chairman

ATTEST:

By: _____
Secretary

AMENDMENT NO. 3 TO ConsensusDocs® 500

STANDARD AGREEMENT AND GENERAL CONDITIONS BETWEEN OWNER AND CONSTRUCTION MANAGER

**(Where the Basis of Payment is a Guaranteed Maximum Price with an Option for
Preconstruction Services)**

Dated 1/4/2017.

Pursuant to Section 3.3 of the Agreement dated 3/27/2016 between the Owner, Capitol City Development Corporation and the Contractor, Guho Corp for LIV District Public Infrastructure Improvement Project (the Project), the Owner and the Contractor desire to establish a Guaranteed Maximum Price ("GMP") for the Work. Therefore, the Owner and the Contractor agree as follows:

ARTICLE 1 GUARANTEED MAXIMUM PRICE

The Contractor's GMP for the Work, including the Cost of the Work as defined in Article 8 and the Contractor's Fee as set forth in Section 7.3, is Five Million, Two Hundred Eighty-Three Thousand, Five Hundred Forty-Three Dollars and Twenty-Two Cents (\$5,283,543.22).

The GMP is for the performance of the Work in accordance with the exhibits listed below, which are part of this Agreement.

EXHIBIT A Amendment No. 2 to ConsensusDocs 500, dated 9/7/2016, 22 pages.

EXHIBIT B Guaranteed Maximum Price, dated 1/4/2017, 2 pages.

EXHIBIT C Schedule of Values Phase II, dated 1/4/2017, 1 page.

EXHIBIT D Assumptions and Clarifications, dated 1/4/2017, 1 page.

EXHIBIT E Allowances, dated 1/4/2017, 1 page.

EXHIBIT F Subcontracts, dated 1/4/2017, 1 page.

EXHIBIT G Purchase Orders, dated 1/4/2017, 1 page.

EXHIBIT H Drawings and Specifications Log, dated 1/4/2017, 1 page.

ARTICLE 2 DATE OF SUBSTANTIAL COMPLETION

The Date of Substantial Completion of the Phase I Work is March 24, 2017.

The Date of Substantial Completion of the Phase II Work is May 31, 2017.

ARTICLE 3 DATE OF FINAL COMPLETION

The Date of Final Completion of the Work is: June 30, 2017 or within Thirty (30) Days after the Date of Substantial Completion, subject to adjustments as provided for in the Contract Documents.



This Amendment is entered into as of 1/9/2017.

ATTEST: _____

OWNER: Capitol City Development Corporation

BY: _____

PRINT NAME John Brunelle

PRINT TITLE Executive Director

ATTEST: _____

CONTRACTOR: Guho Corp

BY: _____

PRINT NAME Nick J. Guho

PRINT TITLE President

END OF DOCUMENT.



AMENDMENT NO. 2 TO ConsensusDocs® 500

STANDARD AGREEMENT AND GENERAL CONDITIONS BETWEEN OWNER AND CONSTRUCTION MANAGER

**(Where the Basis of Payment is a Guaranteed Maximum Price with an Option for
Preconstruction Services)**

Dated 9/7/2016.

Pursuant to Section 3.3 of the Agreement dated 3/27/2016 between the Owner, Capitol City Development Corporation and the Contractor, Guho Corp for LIV District Public Infrastructure Improvement Project (the Project), the Owner and the Contractor desire to establish a Guaranteed Maximum Price ("GMP") for the Work. Therefore, the Owner and the Contractor agree as follows:

ARTICLE 1 GUARANTEED MAXIMUM PRICE

The Contractor's GMP for the Work, including the Cost of the Work as defined in Article 8 and the Contractor's Fee as set forth in Section 7.3, including Amendment No. 1, dated 6/13/2016 is Three Million, Five Hundred Ten Thousand, One Hundred Sixty Eight Dollars and Twenty Two Cents (\$3,510,168.22).

The GMP is for the performance of the Work in accordance with the exhibits listed below, which are part of this Agreement.

EXHIBIT A Drawings and Specifications, including Addenda, if any, and information furnished by the Owner under Section 4.3, dated 9/7/2016, 1 page.

EXHIBIT B Allowance Items, dated 9/7/2016, 1 page.

EXHIBIT C Assumptions and Clarifications on which the GMP is based, dated 9/7/2016, 2 pages.

EXHIBIT D Schedule of Work, dated 9/7/2016, 5 pages.

EXHIBIT E Schedule of Values/ Unit Prices, dated 9/7/2016, 5 pages.

EXHIBIT F Subcontracts and self-performed work by the Contractor, dated 9/7/2016, 3 pages.

EXHIBIT G Purchase Orders, dated 9/7/2016, 3 pages.

ARTICLE 2 DATE OF SUBSTANTIAL COMPLETION

The Date of Substantial Completion of the Work is 3/24/2017.

ARTICLE 3 DATE OF FINAL COMPLETION

The Date of Final Completion of the Work is: 4/24/2017 or within Thirty (30) Days after the Date of Substantial Completion, subject to adjustments as provided for in the Contract Documents.



This Amendment is entered into as of 9/7/2016.

ATTEST: [Signature]

OWNER: Capitol City Development Corporation

BY: [Signature]

PRINT NAME John Brunelle

PRINT TITLE Executive Director

ATTEST: [Signature]

CONTRACTOR: Guho Corp

BY: [Signature]

PRINT NAME Nick J. Guho

PRINT TITLE President

END OF DOCUMENT.





EXHIBIT B
1/4/17

LIV Public Infrastructure Improvement Project
Guaranteed Maximum Price
January 4, 2017

	<u>GMP # 1</u>	<u>GMP #2</u>	<u>GMP #3</u>
Geothermal Pipe Procurment			
GMP #1 Total (Approved 9/12/16)	\$ 288,690.00		
Streetscapes Phase I (2nd-5th), Geothermal, 5th Street/Julia Davis	\$ 3,221,478.22		
GMP #2 Total (Approved 9/12/16)		\$ 3,510,168.22	
Streetscapes Phase II (5th-Capitol)		\$ 1,773,375.00	
GMP #3 Total			\$ 5,283,543.22



EXHIBIT C
1/4/17

LIV Public Infrastructure Improvement Project PH II Schedule of Vaules Phase II January 4, 2017

Description	Quantity	Unit Cost	Total	Amount
50 BROAD STREET CAPITOL TO 5TH				
01.0000.00 General Conditions	4.00 mths	44,198.57 /mths		176,794
01.1200.00 Allowance- Utility Relocates	1.00 allo	5,000.00 /allo		5,000
01.5526.11 Traffic Control	4.00 mths	7,965.00 /mths		31,860
01.5626.12 Temp Fencing	1,700.00 lf/m	1.00 /lf/m		1,700
01.5713.10 SWPPP Allowance	1.00 allo	5,000.00 /allo		5,000
02.4113.20 Asphalt Demo	26,174.00 sqft	0.25 /sqft		6,544
02.4113.30 Sidewalk/Landscaping Demo	39,245.00 sqft	1.15 /sqft		45,132
05.7300.10 Metal Railing	50.00 ft	45.00 /ft		2,250
10.1453.10 Signage	1.00 ea	1,000.00 /ea		1,000
12.9200.20 Trash Receptacles	6.00	2,442.22		14,653
12.9300.10 Site Furnishing	29.00 ea	225.00 /ea		6,525
26.5613.10 Street Lights	16.00 ea	7,459.231/ea		119,348
31.0500.10 Unsuitable Soils Allowance	500.00 cyds	37.97 /cyds		18,985
31.1100.21 Road Base Section	26,174.00 sqft	0.834/sqft		21,841
31.1100.30 Sidewalk Gravel Section	21,613.00 sqft	1.51 /sqft		32,587
31.1313.20 Tree Removal	11.00 ea	320.00 /ea		3,520
31.2316.20 Road Excavation	1,191.00 sqft	18.83 /sqft		22,427
31.2316.21 Sidewalk Excavation	1,393.00 sqft	36.00 /sqft		50,148
32.1216.20 Asphalt Paving	13,463.00 sqft	2.004/sqft		26,973
32.1313.10 Concrete Paving	12,710.00 sqft	5.63 /sqft		71,525
32.1313.32 Concrete Drive Approaches	2,938.00 sqft	4.93 /sqft		14,484
32.1316.31 Scored Sidewalk	9,160.00 sqft	8.32 /sqft		76,175
32.1413.28 Permeable Pavers	2,129.00 sqft	11.743/sqft		25,000
32.1416.37 Unit Pavers	13,862.00 sqft	13.51 /sqft		187,200
32.1613.40 Concrete Curbs w/ Prep	2,448.00 lf	31.56 /lf		77,255
32.9343.10 Trees and Irrigation	38.00 ea	1,599.22 /ea		60,770
32.9433.20 Landscape Planter Beds	2,063.00 sqft	10.111/sqft		20,859
32.9433.30 Sod Repair	1,485.00 ls	2.29 /ls		3,401
32.9443.10 Tree Grate and Frame	25.00 ea	2,230.36 /ea		55,759
32.9446.10 Silva Cell	6,690.00 cf	24.83 /cf		166,104
33.4100.08 Storm Drain	886.00 lf	50.282/lf		44,550
33.4501.05 Seepage Beds	572.00 cyds	78.78 /cyds		45,061
50 BROAD STREET CAPITOL TO 5TH				1,440,430
60 Fiber Raceways				
26.0000.10 Kiosk Electrical Run	1.00 ls	1,708.00 /ls		1,708
31.2316.13 Trenching	1,139.00 lf	39.09 /lf		44,523
33.8126.10 Communications Vaults	11.00 ea	4,638.182/ea		51,020
60 Fiber Raceways				97,251
61 Future Signal Raceways				
34.4100.10 Signal Conduits	470.00 lf	56.934/lf		26,759
61 Future Signal Raceways				26,759
70 Phase I ADA Parking Stalls				
02.4113.30 Sidewalk/Landscaping Demo	2,895.00 sqft	1.15 /sqft		3,329
10.1453.10 Signage	2.00 ea	50.00 /ea		100
31.1100.21 Road Base Section	2,337.00 sqft	0.94 /sqft		2,197
31.1100.30 Sidewalk Gravel Section	359.00 sqft	1.08 /sqft		386
31.1313.20 Tree Removal	2.00 ea	320.00 /ea		640
31.2316.20 Road Excavation	2,337.00 sqft	0.914/sqft		2,135
31.2316.21 Sidewalk Excavation	359.00 sqft	0.67 /sqft		239
32.1216.20 Asphalt Paving	2,337.00 sqft	1.10 /sqft		2,571
32.1316.31 Scored Sidewalk	339.00 sqft	8.84 /sqft		2,995
32.1613.40 Concrete Curbs w/ Prep	104.00 lf	36.25 /lf		3,770
32.9433.30 Sod Repair	1.00 ls	1,500.00 /ls		1,500
70 Phase I ADA Parking Stalls				19,862
				1,584,302
CM Fee 7.5%			\$	118,822.65
Bond			\$	12,668.03
Contingency 3.63%			\$	57,582.32
Phase II Total			\$	1,773,375.00



EXHIBIT D
1/4/17

Assumptions and Clarifications

General Conditions

- Staging Area provided by Boise Parks (South 5th Street)
- Contractor Parking at CCDC Lot on Front and 5th/6th
- Substantial Completion May 31

Traffic Control

- ACHD Permits Fees waived
- Full Road Closure on Broad St
- 5th/6th Intersections Phased to keep 1 Lane Open
- Temp Orange Fence Perimeter
- Temp Pedestrian Sidewalk to Boise Brewing

Allowances for Utilities

- Relocate Overhead Fiber to Underground at Alley at Boise Brewing \$5,000
- Intermountain Gas will bed or relocate their lines as need- no allowance included
- Idaho Power- Outside work zones no allowances included
- Fiber Trench along south side will be exposed and worked "around."

Weather Allowances

- No Cold Weather Allowances for Phase II

Unsuitable Soils

- 500 cyds of export and import for unsuitable soils

Streetlights

- Relocate (1) High Mast Lights @ 5th
- Retrofit (4) Existing Light Poles to New Style at Trader Joes

Granite Slab Quote Pavers provided by others

Salvage and Reuse of Endicott Bricks on North Corner of Capitol and Broad

Coordination with Other Projects

- Hardscape demo inside curb line completed by others
- Site Provided clear of all construction debris
- Residence Inn
 - Electrical Service and Cabinet Provided by other
 - Conduits Stubbed to project limits at Capitol and Board
 - Streetscapes Start Date March 1 Completed May 31
- Fowler Project
 - Electrical Service and Cabinet Provided by others on 5th
 - Power provided northern light pole on 5th for connection
 - Conduits stubbed to corner by other
 - Streetscapes Start Date March 15 Completed May 31
- Suez Water Mainline Upgrade
 - Schedule and Coordinate work January-February



Assumptions and Clarifications

Fiber Infrastructure

- Placing Empty Conduits only
- Terminate in Junction Boxes
- Grout Seal at Penetration
- Crossing at Capitol
 - Further Evaluation/Coordination or Bore vs Open Trench

Future Signal Raceways

- Broad at 5th and 6th Street
- 5th and Myrtle
- (4) Empty 2" Conduits connecting each Corner
- J-Box on each Corner with 24" long elbows
- No Concrete Foundations

Phase I ADA Parking Stalls

- Handicap Parking Stalls added at 3rd and 4th Street
- ADA Stalls on 5th and 6th Included in Phase II design/cost



EXHIBIT E
1/4/17

LIV Public Infrastructure Improvement Project PH II Allowances

Item	Description	Takeoff Qty	Total	
			Amount	
3 GMP 3				
<hr/>				
50 BROAD STREET CAPITOL TO 5TH				
<hr/>				
A				
----	SWPPP	1.00 allo		5,000
----	Unsuitable Excavation	500.00 cyds		7,350
----	Imported Fill	500.00 cyds		11,635
----	Relocate Fiber at Alley 5th/6th	1.00 allo		5,000
	A			<hr/>
				28,985



EXHIBIT F
1/4/17

LIV Public Infrastructure Improvement Project PH II Subcontracts

Description	Quantity	Unit Cost	Subcontract	Amount
3 GMP 3				
A-1 Concrete				
32.1313.10	Concrete Paving			71,525
32.1313.32	Concrete Drive Approaches			14,484
32.1316.31	Scored Sidewalk			76,175
32.1613.40	Concrete Curbs w/ Prep			53,990
32.9443.10	Tree Grate and Frame			1,500
33.4100.08	Storm Drain			8,000
A-1 Concrete				225,674
Capitol Landscape				
32.1413.28	Permeable Pavers			25,000
32.1416.37	Unit Pavers			187,200
Capitol Landscape				212,200
Central Paving				
02.4113.20	Asphalt Demo			6,544
31.1100.21	Road Base Section			24,038
31.2316.20	Road Excavation			24,562
32.1216.20	Asphalt Paving			20,980
Central Paving				76,123
Curtis Clean Sweep				
32.1216.20	Asphalt Paving			8,564
Curtis Clean Sweep				8,564
Gingerich				
32.9343.10	Trees and Irrigation			44,074
32.9433.20	Landscape Planter Beds			17,536
32.9433.30	Sod Repair			4,901
Gingerich				66,510
Guho Corp				
31.1100.30	Sidewalk Gravel Section			32,587
32.9446.10	Silva Cell			145,909
33.4100.08	Storm Drain			11,827
Guho Corp				190,324
High Country Elect				
26.0000.10	Kiosk Electrical Run			1,708
26.5613.10	Street Lights			84,282
34.4100.10	Signal Conduits			7,098
High Country Elect				93,088
Idaho Material				
02.4113.30	Sidewalk/Landscaping Demo			45,132
26.5613.10	Street Lights			7,085
31.2316.13	Trenching			30,064
31.2316.21	Sidewalk Excavation			50,387
32.1613.40	Concrete Curbs w/ Prep			24,435
32.9446.10	Silva Cell			20,195
33.4100.08	Storm Drain			17,573
33.4501.05	Seepage Beds			43,182
33.8126.10	Communications Vaults			20,950
34.4100.10	Signal Conduits			10,951
Idaho Material				269,954
Pusher Const				
32.1316.31	Scored Sidewalk			2,995
32.1613.40	Concrete Curbs w/ Prep			2,600
Pusher Const				5,595
Specialty				
01.5526.11	Traffic Control			26,777
Specialty				26,777
Timmy Tree Service				
31.1313.20	Tree Removal			2,210
Timmy Tree Service				2,210
* unassigned *				
01.0000.00	General Conditions			2,500
01.1200.00	Allowance- Utility Relocates			
01.5626.12	Temp Fencing			1,700
01.5713.10	SWPPP Allowance			
02.4113.30	Sidewalk/Landscaping Demo			3,329
05.7300.10	Metal Railing			2,250
10.1453.10	Signage			100
12.9200.20	Trash Receptacles			
12.9300.10	Site Furnishing			
26.5613.10	Street Lights			2,000
31.0500.10	Unsuitable Soils Allowance			18,985
31.1100.30	Sidewalk Gravel Section			
31.2316.13	Trenching			11,843
32.9343.10	Trees and Irrigation			
32.9433.20	Landscape Planter Beds			
32.9443.10	Tree Grate and Frame			
33.4100.08	Storm Drain			
33.4501.05	Seepage Beds			
33.8126.10	Communications Vaults			
34.4100.10	Signal Conduits			500
* unassigned *				43,207



EXHIBIT G
1/4/17

LIV Public Infrastructure Improvement Project PH II

Purchase Orders

Purchase Orders		Material	
Description	Quantity	Unit Cost	Amount
3 GMP 3			
Deeproot			
32.9343.10	Trees and Irrigation		3,396
Deeproot			3,396
Diamond St.			
32.9433.20	Landscape Planter Beds		3,323
Diamond St.			3,323
Gingerich			
32.9343.10	Trees and Irrigation		
HD Fowler			
31.2316.13	Trenching		2,616
HD Fowler			2,616
Idaho Precast			
34.4100.10	Signal Conduits		3,300
Idaho Precast			3,300
KB Welding			
12.9300.10	Site Furnishing		5,800
KB Welding			5,800
Landscape Forms			
12.9200.20	Trash Receptacles		13,749
Landscape Forms			13,749
Northwest Geo			
33.4501.05	Seepage Beds		1,879
Northwest Geo			1,879
Northwest Rec.			
32.9443.10	Tree Grate and Frame		44,925
Northwest Rec.			44,925
Oldcastle			
33.4100.08	Storm Drain		4,975
33.8126.10	Communications Vaults		29,270
Oldcastle			34,245
* unassigned *			
01.0000.00	General Conditions		3,000
01.1200.00	Allowance- Utility Relocates		
01.5526.11	Traffic Control		
01.5626.12	Temp Fencing		
01.5713.10	SWPPP Allowance		
02.4113.20	Asphalt Demo		
02.4113.30	Sidewalk/Landscaping Demo		
05.7300.10	Metal Railing		
10.1453.10	Signage		1,000
26.0000.10	Kiosk Electrical Run		
26.5613.10	Street Lights		13,965
31.0500.10	Unsuitable Soils Allowance		
31.1100.21	Road Base Section		
31.1100.30	Sidewalk Gravel Section		189
31.1313.20	Tree Removal		
31.2316.13	Trenching		
31.2316.20	Road Excavation		
31.2316.21	Sidewalk Excavation		
32.1216.20	Asphalt Paving		
32.1313.10	Concrete Paving		
32.1313.32	Concrete Drive Approaches		
32.1316.31	Scored Sidewalk		
32.1413.28	Permeable Pavers		
32.1416.37	Unit Pavers		
32.1613.40	Concrete Curbs w/ Prep		
32.9343.10	Trees and Irrigation		13,300
32.9433.20	Landscape Planter Beds		
32.9433.30	Sod Repair		
32.9443.10	Tree Grate and Frame		5,434
32.9446.10	Silva Cell		
33.4100.08	Storm Drain		1,800
33.4501.05	Seepage Beds		
34.4100.10	Signal Conduits		4,910
* unassigned *			43,598

3 GMP 3

156,831



EXHIBIT H
1/4/17

Drawing & Spec Log

Civil Drawings				
Page	Title	Description	Stamped Date	Received Date
C-1	Civil Notes		11/10/2016	12/15/2016
C-2	Civil Details		11/10/2016	12/15/2016
C-3	Civil Details		11/10/2016	12/15/2016
C-4	Civil Details		11/10/2016	12/15/2016
C-5	Civil Details		11/10/2016	12/15/2016
C-6	Civil Details		11/10/2016	12/15/2016
C-7	Civil Details		11/10/2016	12/15/2016
C-8	Civil Details		11/10/2016	12/15/2016
C-9	Civil Demo Plan	Capitol - 6th	11/10/2016	12/15/2016
C-10	Civil Demo Plan	6th Intersection	11/10/2016	12/15/2016
C-11	Civil Demo Plan	6th - 5th	11/10/2016	12/15/2016
C-12	Civil Demo Plan	5th Intersection	11/10/2016	12/15/2016
C-19	Civil Plan	Capitol - 6th	11/10/2016	12/15/2016
C-20	Civil Plan	6th Intersection	11/10/2016	12/15/2016
C-21	Civil Plan	6th - 5th	11/10/2016	12/15/2016
C-22	Civil Plan	5th Intersection	11/10/2016	12/15/2016
C-29	Silva Cell & Fiber Optic	Capitol - 6th	11/10/2016	12/15/2016
C-30	Silva Cell & Fiber Optic	6th Intersection	11/10/2016	12/15/2016
C-31	Silva Cell & Fiber Optic	6th - 5th	11/10/2016	12/15/2016
C-32	Silva Cell & Fiber Optic	5th Intersection	11/10/2016	12/15/2016
C-39	Concrete Score Joint Plan		11/10/2016	12/15/2016

Streetscape Drawings

ST-1	Streetscape Notes			12/15/2016
ST-2	Streetscape Details			12/15/2016
ST-3	Streetscape Details			12/15/2016
ST-4	Streetscape Specifications			12/15/2016
ST-5	Streetscape Specifications			12/15/2016
ST-6	Streetscape Plan	Capitol - 6th		12/15/2016
ST-7	Streetscape Plan	6th Intersection		12/15/2016
ST-8	Streetscape Plan	6th - 5th		12/15/2016
ST-9	Streetscape Plan	5th Intersection		12/15/2016
ST-16	Streetscape Plan	6th - 5th Paving Pattern		12/15/2016

Electrical Drawings

EG-1	Electrical Legend		7/8/2016	12/15/2016
EG-2	Electrical Specifications		7/8/2016	12/15/2016
EG-3	Electrical Specifications		7/8/2016	12/15/2016
E-1	Electrical Demo Plan	Capitol - 6th	7/8/2016	12/15/2016
E-2	Electrical Demo Plan	6th Intersection	7/8/2016	12/15/2016
E-3	Electrical Demo Plan	6th - 5th	7/8/2016	12/15/2016
E-4	Electrical Demo Plan	5th Intersection	7/8/2016	12/15/2016
E-9	Electrical Plan	Capitol Intersection	9/30/2016	12/15/2016
E-10	Electrical Plan	6th Intersection	9/30/2016	12/15/2016
E-11	Electrical Plan	6th - 5th	9/29/2016	12/15/2016
E-12	Electrical Plan	5th Intersection	9/30/2016	12/15/2016
E-17	Electrical Details		7/8/2016	12/15/2016

Structural Drawings

S-1.1	Structural Light Pole Base Drawing			12/15/2016
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AGENDA BILL

Agenda Subject: Resolution 1475 First Amendment to the 5 th and Idaho Type 4 Agreement		Date: January 9, 2017
Staff Contact: Matt Edmond	Attachments: 1) Resolution No. 1475	
Action Requested: Approve Resolution No. 1475 approving and authorizing staff to finalize and execute of The First Amendment to the Type 4 Public Private Partnership Agreement for the addition of certain public eligible improvements located in the alley right-of-way near the development known as 5 th and Idaho Apartments.		

Background:

Project Summary:

5th and Idaho Apartments is a \$13 million development including 81 apartments, 3000 square feet of retail and a public park. Construction of the public improvements is to begin as early as January 2017 at the southwest corner of 5th Street and Idaho Street, in the River Myrtle – Old Boise Urban Renewal District. It is scheduled to be complete summer 2018

In May 2016, the CCDC Board of Commissioners approved the Type 4 Public Private Partnership Participation Agreement for public improvements including a park and utility upgrades. Specifically, the agreement included up to \$790,000 for construction and easement of an on-site park and undergrounding of overhead utilities along 5th Street and in the eastern portion of the alley between 5th and 6th Street immediately adjacent to the development. Additionally, the Board approved a separate T1 Agreement for undergrounding utilities in the alley behind the Paulsen Building, immediately to the west of this development. Neither of these participation agreements included undergrounding of overhead utilities between the Paulsen Building and City Hall, or upgrade of the existing asphalt surface in the alley beyond an asphalt patch back.

In August 2016, the CCDC Board of Commissioners approved the 2017-2021 Capital Improvements Plan (CIP). The CIP includes the Alley Improvement Project, 6th to 3rd between Main and Idaho in 2017 in the amount of \$285,000. This project was to underground the overhead utilities between 5th and 3rd Streets—concurrent with the undergrounding to take place with the 5th and Idaho project. This alley improvement effort was in part in support of Boise's draft *Downtown Parks & Public Spaces Plan*, which proposes a linear park in the alleys running the three blocks between City Hall and the Old Assay Office.

Staff had assumed that improving the surface of the two remaining asphalt alleys (between 5th and 6th, behind the 5th and Idaho project; and between 4th and 5th, behind the Veltex Building) to concrete and pavers could be accomplished through a stormwater alley project by ACHD. Staff has since determined that, although ACHD is planning on constructing a permeable paver alley behind the Veltex in 2018, a stormwater alley adjacent to 5th and Idaho is not feasible due to various site constraints. These constraints include the presence of grease barrels which would over time compromise the function of a permeable alley, and the proximity of rock and mortar foundations which are susceptible to water infiltration. Even in the absence of these challenges, a permeable alley on this particular block would provide very limited benefit to the downtown stormwater system. As such, there are currently no budgeted resources committed to improving this alley to concrete and pavers, or for undergrounding approximately 150 feet of overhead utility lines between the Paulsen Building and City Hall.

Staff proposes to amend the existing T4 Agreement to include \$93,000 for undergrounding the overhead utilities in the alley to City Hall, and \$122,000 to improve full width and length of the alley between 5th and 6th Streets with a concrete and paver treatment cosmetically similar to the existing and planned green stormwater alleys to the east. Staff believes that this is the most cost effective, most time efficient, and least disruptive way to accomplish the desired improvements in this alley in coordination with the private developments. Delaying these alley improvements for another time would incur additional costs (mobilization, traffic control), and would impact another 80 or more residents once the apartments are constructed.

Fiscal Notes:

The amendment increased the eligible public improvement reimbursement expenses for 5th and Idaho by \$215,000; from \$790,000 to \$1,005,000. This includes \$93,000 to complete the undergrounding of overhead utilities to City Hall and \$122,000 of improvements to the surface of the full width and length of the alley. The increase of \$215,000 is intended to be funded from the \$285,000 line item within the approved CIP for the Alley Improvement Project, 6th to 3rd between Main and Idaho in 2017.

Additional funds would have to be programmed to complete undergrounding of overhead utilities between 3rd and 5th Streets in 2018, when ACHD is planning to construct a green stormwater alley between 4th and 5th Streets. Delaying the underground work on this section would have the added benefit of minimizing disruption to adjacent properties between 4th and 5th Streets, especially those with parking that can only be accessed via the alley (Veltex, Dragonfly).

Staff Recommendation:

Approve and authorize staff to finalize and execute the First Amendment to the Type 4 Public Private Partnership Participation Agreement for the 5th and Idaho Apartments.

Suggested Motion:

I move to adopt Resolution No. 1475 to approve and authorize staff to finalize and execute The First Amendment to the Type 4 Public Private Partnership Participation Agreement with 5th and Idaho Developers, LLC, regarding the project commonly known as 5th and Idaho Apartments.

RESOLUTION NO. 1475

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 THE FIRST AMENDMENT TO THE TYPE 4 PARTICIPATION AGREEMENT BETWEEN THE AGENCY AND 5TH & IDAHO INVESTORS, LLC, AND 5TH & IDAHO DEVELOPMENT, LLC; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE AMENDMENT; 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, 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 (collectively, the "Act") for the purpose of financing the undertaking of urban renewal projects; and,

WHEREAS, the City of Boise City, 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 approved Resolution No. 1444 on May 9, 2016, approving that certain Type 4 Participation Program Agreement ("Agreement") among the Agency and 5th and Idaho Developers, LLC, an Idaho limited liability company (the "Developer"), and 5th and Idaho Investors, LLC, an Idaho limited liability company, for public improvements in the River Myrtle-Old Boise urban renewal district; and,

WHEREAS, Agency and Developer desire to amend the Agreement to reflect an increase in the amount reimbursed to Developer by Agency because of Developer's construction of certain additional public improvements that are eligible for reimbursement by Agency to Developer under Agency's Participation Program and were not initially included in the Agreement; and,

WHEREAS, Agency staff and Developer have drafted the First Amendment to Type 4 Participation Agreement ("First Amendment"), attached hereto as Exhibit A and incorporated herein, in order to address the additional public improvements desired by the parties; and,

WHEREAS, the Agency has determined that it is in the public interest to enter into the First Amendment with the Developer; and,

WHEREAS, the Board of Commissioners finds it in the best public interest to approve the First Amendment and to authorize the Executive Director to execute same.

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 First Amendment to the Type 4 Capital Improvement Reimbursement Agreement, 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 Executive Director of the Agency is hereby authorized to execute the First Amendment to the Type 4 Capital Improvement Reimbursement Agreement with 5th and Idaho Investors, LLC, and to execute all necessary documents required to implement the actions contemplated by the First Amendment, subject to representations by Agency staff and legal counsel that all conditions precedent to such actions have been met; and further, any necessary technical changes to the First Amendment to the Type 4 Capital Improvement Reimbursement Agreement or other documents are acceptable, upon advice from Agency legal counsel that said changes are consistent with the provisions of the First Amendment and the comments and discussions received at the January 9, 2017 Agency Board meeting; the Agency is further authorized to appropriate any and all funds contemplated by the First Amendment and to perform any and all other duties required pursuant to same.

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 January 9, 2017.
Signed by the Chairman of the Board of Commissioners and attested by the Secretary to the Board of Commissioners on January 9, 2017.

URBAN RENEWAL AGENCY OF BOISE CITY

By: _____
John Hale, Chairman

ATTEST:

By: _____
Secretary

**FIRST AMENDMENT TO THE
TYPE 4 CAPITAL IMPROVEMENT REIMBURSEMENT AGREEMENT**

This FIRST AMENDMENT TO THE TYPE 4 CAPITAL IMPROVEMENT REIMBURSEMENT AGREEMENT (the "Amendment") is made and entered into this ____ day of January, 2017, by and among the CAPITAL CITY DEVELOPMENT CORPORATION ("CCDC") and 5TH AND IDAHO DEVELOPERS, LLC, an Idaho limited liability company qualified to do business in Idaho, and/or assigns (the "Developer"), 5TH AND IDAHO INVESTORS, LLC, an Idaho limited liability company, qualified to do business in Idaho, and/or collectively the "Parties."

WHEREAS, Developer and CCDC have previously entered into that certain Type 4 Capital Improvement Reimbursement Agreement, dated May 23, 2016 (the "Agreement"); and,

WHEREAS, CCDC has a 2017-2021 Capital Improvements Plan, approved on August 24, 2016, which includes an Alley Improvement Project from 6th to 3rd between Main and Idaho in FY 2017; and,

WHEREAS, CCDC recognizes the Developer is intending to complete a portion of the said surface alley improvements (the "Alley Improvements") as part of the Agreement and desires to extend the scope of the Agreement to improve the entire alley between 5th and 6th Streets; and,

WHEREAS, Developer and CCDC wish to amend the terms of the Agreement as set forth herein.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Developer and CCDC agree as follows:

1. **Amendments to the Agreement.** The following amendments are made to the Agreement:

- a. **Section 11. Estimated Costs for Public Project** is deleted in its entirety and replaced with a new Section 11 as follows:

Developer has estimated the cost of the Public Project to be One Million Five Thousand Dollars (\$1,005,000) (the "Estimated Costs"), as set forth on Exhibit C.

- b. **Section 14. Deadline to Complete Public Project** is amended as follows:

In order to be eligible for any final reimbursement for the Public Project under this Agreement, Developer must complete the all portions of Public Project within ~~twenty-four (24)~~ thirty (30) months of the Effective Date.

Upon written request, CCDC may grant one extension for a period not to exceed two years. If Developer does not complete the Public Project within the time period set forth in this Section, CCDC shall have no obligation to reimburse Developer for the costs of the Public Project. The Public Project shall be considered completed for the purposes of this Section upon CCDC's provision of written confirmation that the Public Project has been completed pursuant to Section 10.

- c. **Exhibit B: The Public Project** shall include sub-projects consisting of utility undergrounding, alley surface improvements, and plaza improvements, and Exhibit B is hereby replaced with the document attached hereto as Attachment 1 and labelled "Exhibit B-1: Utilities", "Exhibit B-2: Alley" and "Exhibit B-3: Park". The Public Project includes three separate, stand alone, scopes of work referenced and defined as: Utilities, Alley and Park.
 - d. **Exhibit C: Schedule of Eligible Costs** is hereby replaced with the document attached hereto as Attachment 2 and labelled "Exhibit C".
- 2. **Repayment of Actual Eligible Costs.** Notwithstanding Section 14, upon the completion by Developer of any sub-project comprising the Public Project (Utilities, Alley, or Park), the Actual Eligible Costs related to those completed and approved Public Improvements shall be reimbursed at that time in accordance with the terms of the Agreement rather than requiring the completion of all three sub-projects to trigger CCDC's reimbursement obligations.
 - 3. **Conditions Precedent to CCDC's Payment Obligations.** Section 13 of the Agreement is hereby deleted and the parties agree that the completion by Developer and approval by CCDC of any sub-project comprising the Public Project is the only condition precedent to CCDC's obligation to reimburse Developer for that specific sub-project.
 - 4. **Damage to Public Improvements.** Until Developer completes the Project, Developer shall be responsible to repair any damages caused to the Public Improvements by Developer (or Developer's agents) after the completion and acceptance of the Public Improvements by CCDC.
 - 5. **Capitalized Terms.** Capitalized terms not defined herein shall have the meaning ascribed in the Agreement.
 - 6. **Full Force and Effect.** All other terms and conditions of the Agreement remain in full force and effect. This Amendment shall control in the event of a conflict between this Amendment and the Agreement.

End of Amendment | *Signatures on the following page.*

IN WITNESS WHEREOF, the effective date of this Amendment shall be the date when this Amendment has been signed by CCDC.

CCDC: Capital City Development Corporation

Date By: _____
John Brunelle, Executive Director

DEVELOPER: 5th and Idaho Development, LLC
an Idaho limited liability company

Date By: _____
J. Dean Pape, Manager

Date By: _____
Peter Oliver, Manager

INVESTORS: 5th and Idaho, an Idaho limited liability company

By 5th and Idaho Development, LLC
an Idaho limited liability company, Manager

Date By: _____
J. Dean Pape, Manager



Date By: _____
Peter Oliver, Manager

Attachments:

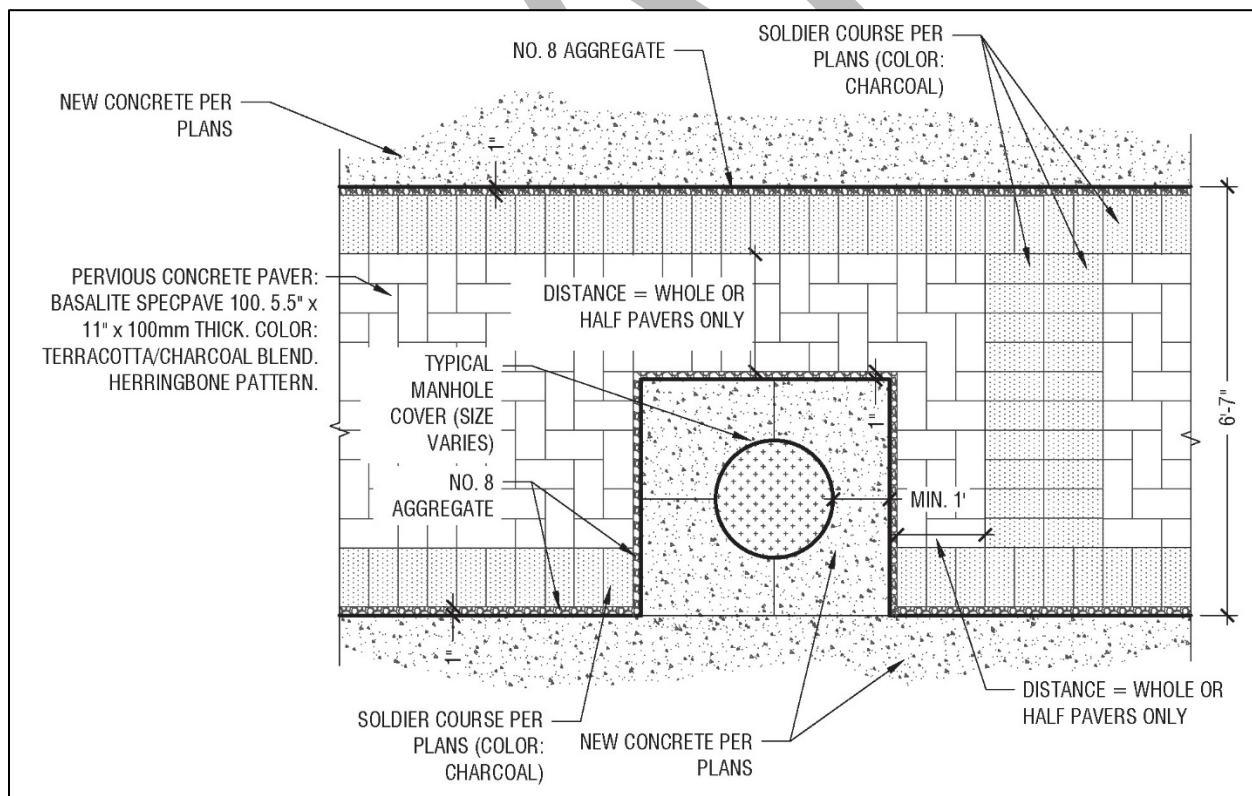
- 1: Replacement Exhibit B for the Type 4 Agreement: Depiction of the Public Project.
- 2: Replacement Exhibit C for the Type 4 Agreement: Schedule of Eligible Costs.

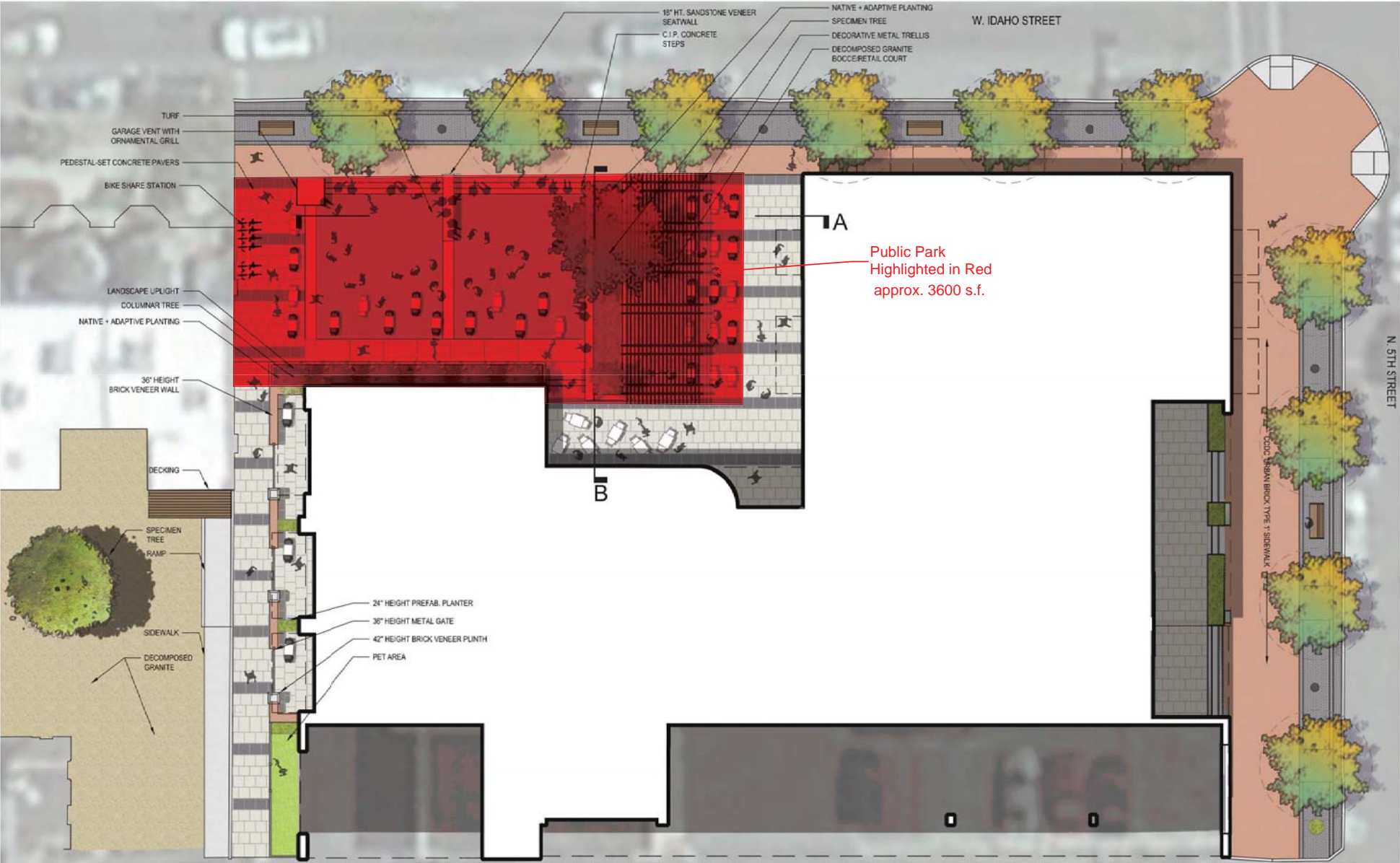
Attachment 1: Exhibit B-1: Utilities



-  Overhead utilities that will be undergrounded as part of this project
-  Overhead utilities that will be undergrounded with Paulson Building T1

Attachment 1: Exhibit B-2: Alley





LANDSCAPE SITE PLAN - LEVEL 1 0 4 12 24



RENDERED PERSPECTIVE LOOKING SOUTH



5th and Idaho LLC

GGLO DESIGN



SECTION A THROUGH TURF, BOCCIE COURT, AND PLAZA



SECTION B THROUGH STAIR, TURF, AND RIGHT OF WAY

Attachment 2: Replacement Exhibit C for the Type 4 Agreement

DRAFT

CCDC Participation Program Type 4 Eligible Costs

Project Name:
5TH AND IDAHO - PLAZA

Plan Date:
n/a

By:
D Pape

PARK IMPROVEMENT

#	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL COST
LAND					
	Land Value	SF	42.00	3400	142,800
SITE PREPARATION:					
1	Surface demolition	LS	2,451.00	1	2,451
2	Surface Prep	LS	inc	1	-
3	Curb and gutter demolition	LS	inc	1	-
4	Saw cut	LS	inc	1	-
5	Replace subbase	LS	-	1	-
6	Stand alone tree removal	LS	inc	1	-
PLAZA WORK:					
7	Civil and Structural	LS	105,732.00	1	105,732
8	Waterproofing	LS	15,000.00	1	15,000
9	Hardscape	LS	217,132.00	1	217,132
10	SoftScape	LS	33,635.00	1	33,635
11	Irrigation	LS	10,491.00	1	10,491
12	Misc Metals	LS	54,500.00	1	54,500
13	Mechanical, Electrical, Plumbing	LS	39,875.00	1	39,875
OTHER:					
14	Asphalt repair		-	0	-
15	*Site Concrete - Installation of paver surface and concrete in the alley approximating the appearance of the ACHD "green" alleys, covering the full width and length of the alley right-of-way, from the existing streetscape improvements on 6th Street to the streetscape improvements to be built by the Developer on 5th Street.		122,000.00	1	122,000
16	Curb and Gutter		-	0	-
17	Meyers cabinet		-	0	-
18	Water meter		-	0	-
SITUATIONAL FURNISHINGS:					
19	Street trees		-	0	-
20	Tree grates & frames		-	0	-
21	Trench drain cover		-	0	-
22	Historic street light		-	0	-
23	Bench		-	0	-
24	Bike rack		-	0	-
25	Litter receptacle		-	0	-
26	Pre-cast planter		-	0	-
OTHER					
26	Power line undergrounding on 5th Street (Bannock to Main)		167,700	1	167,700
27	*Power line undergrounding and/or surface mount of overhead utility lines and power transformers in the alley between the Paulsen Building (515 Idaho Street) across 6th street to City Hall		93,000	1	93,000
	* Line Items within Amendment 1				-

TOTAL ELIGIBLE COSTS: 1,004,316

Important Note:

Each program where eligible costs are identified will only pay for those approved expenses not otherwise paid for by another public entity.



INFORMATION/DISCUSSION ITEM

Agenda Subject: MOU Renewal for State Street/Idaho 44 Transit Corridor Implementation Coordination		Date: January 9, 2017
Staff Contact: Matt Edmond	1. DRAFT Memorandum of Understanding for State Street/Idaho 44 Transit Corridor Implementation Coordination	

Compass, Valley Regional Transit, and other partner agencies are in the process of updating and renewing the Memorandum of Understanding (MOU) for the coordination and implementation of the State Street Transit and Traffic Operation Plan (TTOP). CCDC is involved as a party to the MOU because the geographic scope of the TTOP includes parts of the Westside and 30th Street Urban Renewal Districts. While the vast majority of State Street lies outside of CCDC's urban renewal district boundaries, CCDC is involved in State Street and other regional transit corridor planning and implementation efforts as they generally terminate in downtown Boise where CCDC plays an increasingly important role in mobility and travel demand management.

Background

Land use and transportation agencies in the Treasure Valley have been working together for a number of years to develop and improve State Street as an essential high capacity transit corridor into Downtown Boise through transit-supportive development, including transit-oriented development nodes, pedestrian-oriented streetscapes, improved pedestrian and bicycle facilities, and dedicated travel lanes for transit and high occupancy vehicles. The current effort began with the State Street Corridor Strategic Plan Study in 2004, followed by the Downtown Boise Mobility Study in 2005. Following this effort, the State Street Corridor Implementation Agency MOU was executed by Ada County Highway District (ACHD), City of Boise, City of Garden City, and Valley Regional Transit (VRT) in 2006 and was in effect through 2010. The City of Boise has since developed the Transportation Action Plan, which seeks to scale plans for State Street as a transit corridor to three best-in-class transit routes citywide.

With the completion and adoption of the State Street Transit and Traffic Operation Plan (TTOP)—which identifies and prioritizes roadway, transit, and land use improvements on the corridor—in 2011, the parties to the original MOU were joined by Capital City Development Corporation (CCDC), City of Eagle, Community Planning Association of Southwest Idaho (COMPASS), and Idaho Transportation Department (ITD) on a second five-year implementation MOU to be in effect from 2011 through 2016. This second MOU was intended to cover the near-term activities of the State Street TTOP. Under it, partner agencies accomplished a number of these items, including completion of the Downtown Boise Multi-Modal Center, now named “Main Street Station,” and in which CCDC played a major role.

The updated MOU, which will run from 2017 through 2021, is intended to cover near and medium term activities identified in the State Street TTOP. While CCDC's roles and responsibilities under the previous MOU were fairly substantial due to the need to facilitate the construction of Main Street Station, its roles and responsibilities in the upcoming MOU are more modest, and/or coincident with routine agency activities:

- Support the State Street TTOP process. Responsible for potential creation and/or implementation of urban renewal (redevelopment) plans;
- Assist with Development of the Downtown Multimodal Center (MMC), including providing local matching funds for the federal grant (COMPLETE);
- Responsible for planning and facilitation of activities involving the application of redevelopment tools;
- Collaborate with other agencies to integrate land use with various types of transportation facilities, e.g., structured parking, protected bike lanes, etc.;
- Coordinate development activity and provide assistance subject to the plan provisions and applicable law;
- Coordinate Travel Demand Management (TDM) approaches and education with other agencies.

Next Steps:

Each participating agency will be taking the updated MOU to their respective appointed or elected boards for endorsement or adoption in the coming weeks. Staff will present a resolution to the CCDC Board to approve the updated MOU at the February board meeting.

**MEMORANDUM OF UNDERSTANDING
STATE STREET/IDAHO 44 TRANSIT CORRIDOR
IMPLEMENTATION COORDINATION**

**Between
ADA COUNTY
ADA COUNTY HIGHWAY DISTRICT
CAPITAL CITY DEVELOPMENT CORPORATION
CITY OF BOISE
CITY OF EAGLE
CITY OF GARDEN CITY
COMMUNITY PLANNING ASSOCIATION OF SOUTHWEST IDAHO
IDAHO TRANSPORTATION DEPARTMENT
VALLEY REGIONAL TRANSIT**

This Memorandum of Understanding (“MOU”) is entered into this ____ day of _____, 2017, by and between Ada County, Ada County Highway District (ACHD), Capital City Development Corporation (CCDC), City of Boise, City of Eagle, City of Garden City, Community Planning Association of Southwest Idaho (COMPASS), Idaho Transportation Department (ITD), and Valley Regional Transit (VRT). Collectively, these entities are referred to herein as “Agencies” or individually as “Agency.”

RECITALS

Whereas, the State Street/Idaho 44 Corridor (the “Corridor”) is identified in the 2040 Communities in Motion (CIM) Plan as a regionally significant corridor with a strong transit emphasis; and,

Whereas, the State Street Corridor Strategic Plan Study (the “Study”) was completed in February 2004 and defines short-term and long-term implementation strategies. The original boundaries during the development of the Strategic Plan were 23rd Street on the east to Idaho 55 on the west. The following agencies have acted upon the Study as follows:

- ACHD adopted the Study on February 11, 2004,
- Boise City approved the Study on January 20, 2004,
- Garden City reviewed the Study on February 3, 2004,
- Valley Regional Transit (“VRT”) endorsed the Study on March 17, 2004; and,

Whereas, the Study recommended the State Street Transit Scenario as the preferred solution for future transit, traffic and land use needs; and,

Whereas, the Study also recognized the need for significant changes in land use policies to accommodate development and redevelopment within the Corridor to support higher use transit operations, including Transit Oriented Development (“TOD”); and,

Whereas, development of the State Street Corridor as set forth in the State Street Transit Scenario will occur in phases; and,

Whereas, twelve (12) TOD sites were identified in the 2010 TOD Site Selection and Prioritization report, a component of the 2011 State Street Transit and Traffic Operational Plan (TTOP); and,

Whereas, the original State Street Corridor Implementation Agency MOU (the “Original MOU”) was executed in January 2006 by the following:

- Ada County Commission Chairman,
- ACHD Commission President,
- City of Boise Mayor,
- Garden City Mayor,
- VRT Board Chairman; and,

Whereas, in 2009 the boundaries of the State Street Implementation Project (“State Street Project”) were extended, with the Downtown Boise Multi-Modal Center (“MMC”) becoming the eastern terminus and State Highway 16 the western terminus; and,

Whereas, the revised 2009 boundaries include the Downtown Boise MMC, Main Street Station, a portion of the State Street Transit Corridor Project within the Westside Downtown Urban Renewal Plan Project Area, and the 30th Street Urban Renewal District; and,

Whereas, VRT and the Capital City Development Corporation (“CCDC”) had a Memorandum of Understanding defining their roles and responsibilities relative to the development of the MMC, including the use of CCDC funds as a match for the federal grant for the MMC; and the MMC has now been successfully completed,

Whereas, the Agencies support the application of high-capacity transit as determined by adopted existing and future plans, and realize that it cannot be achieved without close cooperation by all the Agencies working together; and,

Whereas, the original MOU expired in December 2010 and the current MOU expires on December 31, 2016; and

Whereas, the following significant accomplishments have been made pursuant to the Original MOU:

- Signed inter-agency cooperation to fund and participate in activities defined in the Original MOU;
- Completed Transit Oriented Development Policy Guidelines;
- Completed initial Market Strategy;
- Established initial corridor alignment and right-of-way needs, (from Glenwood Street east to 23rd Street,) to accommodate the combination of vehicular traffic and a high-capacity transit system (pending);
- Completed the Downtown Boise Multi-Model Center (DMMC), named “Main Street Station”, in 2016 at the 8th Street and Main Street intersection;
- Completed and adopted the 2011 Transit and Traffic Operational Plan (TTOP) Project;
- Constructed interim pedestrian facilities from Glenwood to Veterans Memorial Parkway, including an additional pedestrian opportunity at State St and Arthur St.;
- Implemented intelligent transportation system (ITS) and transit signal priority (TSP) projects along the length of the corridor,
- Completed valleyconnect, the vision of a comprehensive alternative transportation system for the region; and,

Whereas, the TTOP was adopted by the following MOU partners;

- Ada County Highway District, (August 24, 2011)
- Capital City Development Corporation, (April 25, 2011)
- City of Boise, (April 16, 2013)
- City of Eagle, (June 28, 2011)
- City of Garden City (January 23, 2012)
- Valley Regional Transit (May 18, 2012); and,

Whereas, the State Street Program and Finance Plan (Finance Plan) was completed in 2012; and,

Whereas, the Finance Plan lists the near, medium and long term State Street projects required to implement TTOP, and the lead agency for each project; and,

Whereas, in October, 2016 the Federal Transit Administration awarded Valley Regional Transit and the State Street partners a \$279,000 grant to conduct Transit Oriented Development Planning on the corridor; and,

Whereas, the Agencies now desire to enter into this MOU to focus on respective Agency actions that need to occur in the next five (5) years in order to support the long-term vision of the Corridor; and,

Whereas, it is the primary purpose of this document to ensure that the Agencies which are parties to this MOU continue their cooperation and collaborative efforts in support of the long-range transit vision of the Corridor. The parties hereto specifically acknowledge that this MOU is not an Interagency Agreement and does not create a separate governmental entity or obligate the parties hereto to commit to funding expenditures; and,

Whereas, the parties hereto recognize and agree that the activities contemplated herein are subject to any applicable federal, state or local law; and,

Whereas, that by entering into this MOU, the parties hereto acknowledge and agree that they are not delegating or otherwise impairing their statutory authority, including the authority to enact rules, regulations or ordinances regulating land use, highways and the general safety and welfare within their jurisdictional borders; and,

Whereas, the Agencies will continue to involve other agencies and stakeholder groups interested in participating in the implementation process of the State Street Implementation Project.

NOW THEREFORE, the signing Agencies, in consideration of the foregoing and the terms and conditions set forth below, agree as follows:

1. FINANCIAL COMMITMENTS; PURPOSE AND TERM; DEFINITIONS.

A. This MOU does not require the signing Agencies to make any financial commitments or appropriations of specific funds. The parties to this MOU agree that failure of any party to appropriate or otherwise commit to fund any of the activities described herein will not be deemed a violation of this MOU, and no party shall have any legal recourse against another party's failure to make such financial commitments or expenditures.

B. The purpose of this MOU is to set forth the planning activities for the Corridor, and to delineate the responsibilities and specific assignments between each of the signing

Agencies regarding the continued planning and initial implementation of Corridor improvements.

C. The term of this MOU shall be five (5) years, and will begin on January 1, 2017 and expire December 31, 2021.

D. Capitalized terms used herein shall have the meaning ascribed to them in Attachment 1.

2. ACTIVITY DESCRIPTIONS.

The following activities are expected to be completed during the five-year period of this MOU. The project descriptions below are considered to be a summary of and a preliminary description of each identified project. When funding for each project is identified, a detailed project plan will be developed as a recommendation to guide the implementation.

A. Implement TTOP Near-and Medium Term Plans

TTOP includes an Implementation Plan which defines logical time periods when roadway, transit, and land use improvements are needed based on future conditions in the Corridor. The near-medium term recommendations for the TTOP implementation encompass the following areas:

- Financial implementation strategy by project
- Enhanced transit service
- Technology (ITS) solutions (both traffic and transit oriented)
- Park & Ride study (a component of a regional study)
- Roadway, bicycle, and pedestrian improvements
- Intersection improvements
- Master plans, area plans and zoning ordinances to support land use changes
- TOD Planning
- TOD Implementation
- Planning for HOV/transit lane(s) implementation from 23rd Street to Glenwood Street
- Expand HOV/transit lane(s) implementation from Glenwood Street to State Highway 16

B. Prepare major components of the Corridor Wide Master Plan by conducting and completing the FTA funded State Street Transit Oriented Development Design and Implementation Planning Project (November, 2016 – November, 2018)

In Fall of 2016, The Federal Transit Administration awarded VRT and State Street partners a \$279,000 grant (\$404,000 total project cost) to develop and recommend incentives to encourage a mix of land uses and densities in order to stimulate and sustain a high capacity Bus Rapid Transit Line on the corridor, and produce 30% design plans for four high-priority TOD sites.. Project deliverables include:

- Existing conditions report
- Housing needs analysis
- Updated 2007 Market Strategy and TOD Report
- Connectivity Analysis between neighborhoods and TOD sites and Infrastructure Cost Estimates
- Public Involvement Activities
- Design workshops at four TOD sites
- Concept Designs for each TOD site
- Recommendations for transit supportive land uses and concepts between nodes
- Recommendations for TOD incentives and changes to Zoning Ordinances
- Recommended Policy Changes to Comprehensive Plans of land use agencies
- Interim and Final Reports

C. Complete Components of the Corridor-Wide Master Plan, not covered by the FTA grant (Section B)

The purpose of the Master Plan is to define an integrated approach to land use and transportation on the State Street Corridor, with recommended design standards to achieve the Corridor Transit Vision. The Master Plan is designed to meet new requirements of the federal government to strengthen the connection between land use, housing and transportation decisions and to promote sustainable development.

To complete the Corridor Wide Master plan, the following deliverables are required:

Identify development opportunities and necessary public investments at each TOD location;

- Develop corridor design principles to detail the look and feel of the corridor (medians, landscaping, TOD relationship to the roadway, etc.);
- Partner agencies adopt developed design principles for the corridor.
- Partner land use agencies adopt zoning code changes within Section B deliverables to accommodate and encourage TODs;

D. Evaluate and Implement Existing Access Management Policies

The viability of State Street to function as a high-volume corridor in the future depends largely on the efficiency of the street itself. The number and design of access points along the Corridor will affect its carrying capacity, safety of pedestrians, motor vehicles, and other travelers, in addition to congestion, intersection density and travel times. An application of appropriate access management policies for the Corridor, and at the TOD sites, is essential.

Initial activities to accomplish this task include taking inventories of existing policies and ordinances, as well as the location and description of existing and approved access points. Examples of supporting documents currently under review include the Idaho 44 Access Management Plan (from Ballantyne Road to I-84) and ACHD policies – Section 7200 (from Glenwood Street to 23rd Street). Review of successful access management policies and practices at existing TOD locations, with a comparison to current Corridor policies, will be conducted to help formulate strategies and steps necessary for affected jurisdictions.

E. State Street/Idaho 44 Long-Term Public Transportation Investments

Public transportation investments in the Corridor should be significant to achieve the vision of a truly integrated transportation system. A comprehensive and integrated approach to the transportation system will assure successful and effective phasing of the planned improvements over the course of the MOU and beyond.

The following activities should be completed to assure the objectives of the Corridor's strategic vision are achieved:

- Implement VRT valleyconnect plan (2011)

- Complete VRT valleyconnect plan 2.0 defining near-term investments needed to maintain existing services and short-term investments required to achieve the CIM vision. (2017)
- Complete a regional high capacity transit systems plan (of which the Corridor is one component), to confirm and prioritize the development of the regional premium (high capacity) transportation services and corridors for the 2040 Communities in Motion and subsequent long-range plans developed and maintained by COMPASS;
- Develop a strategic plan for scheduling, funding and completing the necessary federal requirements including a transit alternative analysis to secure federal funding needed to leverage local investments in development of premium public transportation services in the Corridor;
- Secure a stable and on-going funding source for public transportation capital investments and for the maintenance and operations of public transportation improvements in the Corridor.

F. Conduct Important Supportive Activities

In addition to the key MOU activities listed above, several supportive activities are recommended to enable and facilitate the success of the MOU. These include:

- Dedicated, structured coordination and networking among the Agencies;
 - Integrating appropriate results from completed, ongoing, and future studies, such as:
 - Idaho HY 16 Environmental Analysis (North of SH 44 to Emmett, approved August 11, 2004)
 - Idaho HY 16 Environmental Impact Study (I-84 to SH 44, approved March 4, 2014)
 - Idaho 44 Corridor Preservation Study in progress (Anticipated approval date 2017) (ITD)
 - Idaho 55 Corridor Study in progress (Anticipated approval date end of calendar year 2016) (ACHD, ITD)
- Researching and documenting recent national experience to help guide future activities;
- Identifying, seeking, and securing funding (from all possible sources);

- Conducting a continuing education campaign – to include building an “identity” for the Corridor, staff education, general transit system exposure, description of premium transit service, engaging schools from third grade on, engaging environmental protection agencies, and focused efforts with developers and realtors.

AGENCY ROLES AND RESPONSIBILITIES. Each party to this MOU has a lead role and specific responsibilities, as generally described in the table below. Each party to this MOU agrees to use its best efforts to contribute its support to the activities described in Article 2 herein within the limits of available funds and resources. Specific assignments will be determined when each activity is funded and a work plan is prepared.

Agency	Lead Role	Responsible For
Ada County	Land use and zoning (within unincorporated areas outside of adopted areas of city impact) Zoning (in unincorporated Ada County within adopted areas of city impact)	<ul style="list-style-type: none"> • Establish land use and zoning changes in unincorporated Ada County, outside of adopted areas of city impact • Implement applicable city comprehensive plans for land in unincorporated Ada County, within adopted areas of city impact • Coordinate demand management approaches and education with other agencies • Public involvement, including outreach to neighborhoods and businesses • Support planning process
ACHD	Roadway, bike and pedestrian improvements (N. Glenwood St. east to Boise Downtown Multimodal Center)	<ul style="list-style-type: none"> • Planning, design and construction of roadway improvements • Working with other agencies, integrate roadway design and transit-enhancing features with adjacent land uses and adopted design standards • Right-of-way determination and acquisition • Public involvement process for roadway improvements • Signal systems and system operation including signal priority for transit and access issues • Access management policies and implementation • Manage existing park and ride facilities • Primary contact with businesses adjacent to the roadway • Coordinate demand management approaches and education with other agencies
Capital City Development Corporation	City of Boise’s Urban Renewal Agency	<ul style="list-style-type: none"> • Support the State Street TTOP process. Responsible for potential creation and/or implementation of urban renewal (redevelopment) plans • Assist with Development of the Downtown Multimodal Center (MMC), including providing local matching funds for the federal grant.

		<ul style="list-style-type: none"> • Responsible for planning and facilitation of activities involving the application of redevelopment tools • Collaborate with other agencies to integrate land use with various types of transportation facilities, e.g., structured parking, etc. • Coordinate development activity and provide assistance subject to the plan provisions and applicable law • Coordinate Travel Demand Management (TDM) approaches and education with other agencies
City of Boise	<p>Land use and zoning within City of Boise city limits</p> <p>Land use (within City of Boise adopted area of city impact)city limits</p>	<ul style="list-style-type: none"> • Leadership in land use issues • Concentrated planning at TOD sites and implementation of the TOD concept design • Establish land use and zoning changes within Boise City • Review development applications within the City's Area of Impact • Public involvement, including outreach to neighborhoods and businesses • Coordinate Travel Demand Management (TDM) approaches and education with other agencies • Provide match for the FTA State Street Corridor Transit Oriented Development Design and Implementation Plan grant
City of Eagle	<p>Land use and zoning within City of Eagle city limits.</p> <p>Land use within City of Eagle adopted area of city impact</p>	<ul style="list-style-type: none"> • Establish land use and zoning changes within City of Eagle jurisdiction • Concentrated planning at TOD sites and implementation of the TOD concept design • Review development applications within the City's Area of Impact • Public involvement, including outreach to neighborhoods and businesses • Participate in planning process • Coordinate Travel Demand Management (TDM) approaches and education with other agencies
City of Garden City	<p>Land use and zoning within City of Garden City city limits</p> <p>Land Use within Garden City adopted area of city impact</p>	<ul style="list-style-type: none"> • Establish land use and zoning changes within Garden City jurisdiction • Concentrated planning at TOD sites and implementation of the TOD concept design • Review development applications within the City's Area of Impact • Public involvement, including outreach to neighborhoods and businesses • Support planning process • Coordinate Travel Demand Management (TDM) approaches and education with other agencies
COMPASS	Regional transportation planning agency	<ul style="list-style-type: none"> • Develop and maintain the regional long range transportation plan

		<ul style="list-style-type: none"> • Provide leadership to regional collaboration and planning issues • Research and recommend best practices for successful high capacity transit and TODs • Responsible for consultant management of the FTA State Street Corridor Transit Oriented Development Design and Implementation Plan grant • Project management and agency coordination, where appropriate
Idaho Transportation Department	Roadway improvements (Idaho 16 east N. Glenwood St.	<ul style="list-style-type: none"> • Planning, design and construction of roadway improvements • Working with other agencies, integrate adopted design standards, and transit-enhancing features with adjacent land uses • Right-of-way determination and acquisition • Access management policies and implementation • Public involvement process for roadway improvements
VRT	Transit improvements	<ul style="list-style-type: none"> • Lead transit operations planning and implementation • Coordination of siting of park and ride facilities with transit stops (and with other agencies) • Coordinate Travel Demand Management (TDM) approaches and education with other agencies • Lead transit education and marketing efforts • Provide management of the FTA State Street Corridor Transit Oriented Development Design and Implementation Plan grant

3. FISCAL RESPONSIBILITIES.

Several of the MOU activities described herein are not yet budgeted and will require annual appropriation by one or more parties to this MOU. Subject to Article 1(A) herein, it is anticipated that each party to this MOU will use its best efforts to take advantage of funding opportunities and pursue funding to execute the activities referenced in this MOU.

In order to facilitate multi-year projects and provide for funding priority, each Agency will support the execution of the MOU activities described herein to the best of their abilities. Funding allocations will consider the MOU schedule illustrated below.

The Corridor is integrated into the region's 2040 Long Range Transportation Plan ("Communities in Motion") and local Comprehensive Plans. The parties agree to apply for funds in the appropriate Capital Improvement Plan, Regional Transportation Improvement Plan ("TIP"), and other outside funding in an effort to obtain the necessary funding to execute the projects on or before the MOU schedule. Interagency agreements will be considered, as appropriate, to support the implementation of future projects.

In addition to securing project funding, the parties agree to use their best efforts to dedicate

the necessary staff resources to implement the specific assignments as provided herein.

4. SCHEDULE.

Attachment 2 provides a preliminary schedule of proposed project activities.

DRAFT

5. PROCEDURES AND IMPLEMENTATION OF THIS MOU.

All parties to this MOU agree that the following activities are essential to the success of the State Street Project implementation and will participate in the execution of these activities:

- A. **Program Coordination.** The Agencies acknowledge that program coordination is needed to ensure the Agencies are working closely together to achieve common project goals and objectives. COMPASS has allocated staff time in the FY 2017 Unified Planning Work Program to provide project management and other interagency coordination and implementation.
- B. **Periodic Meetings.** The Agencies will continue to participate in the State Street Steering Committee to meet once a year or more frequently if needed.
- C. **Annual Status Report.** An annual MOU status report shall be prepared by the Program Coordinator that describes the accomplishments achieved between reports. These reports shall be made available to policy makers of all parties to this MOU as part of regular updates given by COMPASS staff.
- D. **Coordination with Other Studies.** The Agencies will continue to coordinate with to implement ongoing and future studies, including but not limited to the State Street Right of Way and Alignment Study, the Land Use Master Plan, and a Financial Implementation Strategy by Project. It is anticipated that this coordination will both make adjustments to the direction of the Corridor implementation and have an impact on the other studies to better incorporate the goals and objectives of the State Street Corridor Program.
- E. **Initial Steps Following Execution of this MOU.** The Agencies agree to immediately begin the following initial activities upon signing the MOU:
 - 1. Begin to pursue funding for the assigned projects and program these projects in the annual Transportation Improvement Program and in the participating Agency's annual budgets as feasible.
 - 2. Prepare detailed work plans, with full participation from appropriate agencies, to support the activities described within and coordinate timing and implementation of specific activities.

End of Agreement – Signatures Appear on Following Page

WHEREFORE, the Parties have hereunto fixed their signatures as indicated below.

Jim Tibbs
Chairman
Board of Ada County Commissioners

Date: _____

Kent Goldthorpe
President
Ada County Highway District

Date: _____

John Brunelle
Executive Director
Capital City Development Corporation

Date: _____

David H. Bieter
Mayor
City of Boise

Date: _____

John Evans
Mayor
City of Garden City

Date: _____

Stan Ridgeway
Mayor
City of Eagle

Date: _____

Matthew J. Stoll
Executive Director
COMPASS

Date:_____

Amy Revis
District 3 Engineer
Idaho Transportation Department

Date:_____

Kelli Badesheim
Executive Director
Valley Regional Transit

Date:_____

DRAFT

Attachment 1: DEFINITIONS.

The following words and phrases when used in this MOU shall have the meanings respectively given herein.

“State Street/Idaho 44 Corridor” (sometimes referred to herein as the (**“Corridor”**)) defines the portion of State Street from Idaho 16 east to Boise Downtown Mobility Center – with the State Street Corridor west of Glenwood Boulevard to Idaho 16 being designated Idaho 44.

“State Street Corridor Master Plan” refers to an effort to provide a comprehensive framework for understanding, designing, and implementing land use details, including concentrated, mixed-use development, associated with planned transit improvements in the State Street Corridor.

“State Street Project” for purposes of this MOU shall mean a coordinated effort by the Agencies to implement various steps to transform State Street/Idaho 44 Corridor into an integrated high capacity transit corridor. This integration requires the implementation of land use policies, roadway and multi-modal improvements, and significant enhancements to the transit system.

“State Street Corridor Strategic Plan Study” (referred to herein as the (**“Study”**)) refers to the Study sponsored by ACHD and Boise City, and prepared by Meyer, Mohaddes Associates, dated February 2004, that defines State Street’s future vision as a transit corridor.

“State Street Transit and Traffic Operational Plan” (TTOP), describes the components to achieve an integrated corridor concept which incorporates multimodal infrastructure, a high-capacity transit system, and transit oriented development. TTOP was adopted by ACHD by Resolution on August 24, 2011, accepted by the City of Boise by Resolution on June 28, 2011, and accepted by City of Eagle on 28, 2011. The City of Garden City adopted the concept of TTOP as a guideline for implementation of transit on the corridor on January 23, 2012. Valley Regional Transit adopted TTOP on May 18, 2012

“State Street Corridor Transit Alternative Analysis” refers to a planned future project that will determine the long-term transit solution in the corridor. This project will evaluate various alternate transit systems. Key outcomes of the alternative analysis will include:

- Determining long term transit operations
- Establishing a final transit termini and routing
- Prepare the region to apply for federal funding to begin implementation

“Communities in Motion” is the six county regional long range transportation plan adopted by the COMPASS Board on August 17, 2006. The 2035 update to CIM was adopted by the COMPASS Board on September 20, 2010. The 2040 update to CIM as adopted by the COMPASS Board in July 21, 2014.

“Transportation Improvement Program” (**“TIP”**) is the regionally approved and fiscally constrained 5-year Program listing transportation projects programmed for the Treasure

Valley region. The TIP identifies the Agency responsible for funding the approved projects, with associated funding by year. Potential future projects that are unfunded or scheduled are identified in a category called “Preliminary Development.”

“**Transit Oriented Development (“TOD”) Policy Guidelines**” refers to the April 2008 document that defines the following eight principles to guide future transit oriented development in the Corridor:

1. Ensure land uses are transit supportive and sensitive to local communities

Purpose: Ensure State Street corridor-wide land uses encourage high frequency transit use, provide for development nodes that offer a wide range of choices, address local community needs and identity, are appropriate for their specific location, and are focused on market realities.

2. Increase density within the corridor and at specific nodes

Purpose: Increase densities surrounding node developments within the State Street corridor. The densities must support high frequency transit services and provide a base for a variety of residential, employment, retail, and local services/amenities that support future (re)development.

3. Define each node to be a “place” responsive to market needs with a unique design and suitable mix of uses

Purpose: Each development node should be unique to the community, the market, and the environment and be attractively designed to support an attractive integrated mixed-use hub of activity.

4. Incorporate pedestrian- and bicycle-oriented design features

Purpose: Prioritize convenient, comfortable, direct, and safe pedestrian linkages to and from development nodes to support a walkable area and promote the use of transit. Pedestrian routes and travel are paramount and the highest priority for a successful TOD.

5. Manage parking, bus and vehicular traffic at nodes

Purpose: Provide transit, bus and private automobile facilities that accommodate circulation and parking needs, while maintaining a comfortable pedestrian environment.

6. Optimize corridor traffic/transit operations to function efficiently and safely

Purpose: Prepare and implement State Street corridor operations plans that balance vehicular traffic with optimized high capacity public transportation service using appropriate technology to promote efficient and safe travel within the regional and local

areas.

7. Maintain a robust outreach and education program

Purpose: Initiate a focused outreach and education program with key stakeholders, decision makers, developers, and neighborhood associations, and other active groups to improve understanding and increase participation in the realization of these policy objectives for the State Street Corridor.

8. Employ approaches that maximize energy conservation and minimize environmental impacts

Purpose: Encourage wise use of innovative technical advances to conserve resources, provide incentives for energy efficient development and redevelopment, and reduce unnecessary consumption of energy and other limited resources currently and in the future.

“State Street Corridor Market Strategy” refers to a May 2007 market study that provided a high level analysis of the potential future market for residential housing, retail, and employment in the corridor. The study concluded that apartments and townhouses are likely types of higher density housing, transit oriented development will likely be focused in nodes, new development can have a significant impact on retail growth, and employment emphasis will likely be at the west end of the Corridor – with limited expansion within the Corridor and at the development nodes.

“Right-of-Way and Alignment Study” refers to a project that has preliminarily defined the alignment of the 120 foot cross section needed to implement the Corridor, and the extent and location of the right-of-way required to achieve the complete cross section from 23rd Street west to Glenwood Street. While not formally adopted, this information will be used to preserve the needed right-of-way, assist the land use agencies in making land use and development decisions, and eventually purchase the needed land as part of individual implementation projects.

“Idaho 44 Corridor Preservation Study” refers to a project under final review which recommends that right-of-way for Idaho 44, from Ballantyne Road west to the I-84 junction in Canyon County, be purchased for future expansion to a four lane roadway as funding becomes available. Upon approval and adoption, the Idaho 44 Study will become a guiding document for ITD design of this section of the roadway.

“Transit and Traffic Operational Plan (“TTOP”) refers to an ongoing project that is developing:

- a phased implementation plan that defines improvement projects for the roadway, transit systems, and land use;
- a financial strategy to help guide programming of projects and potential sources of funding to support implementation;

- a more comprehensive market analysis that included the potential location of future transit oriented development sites along the corridor;
- Intelligent Transportation Systems (ITS) – roadway and transit – recommended for implementation;
- Preliminary information that will form the basis for a future project to conduct a high capacity transit alternatives analysis (required by the Federal Transit Administration (FTA) for future funding).

“Access Management Policies” refers to existing and new policies that will appropriately apply access management specific to the Corridor consistent with the objective to promote the desired land use and mobility plans for State Street. Implementation will come either through development or implementation of broader capital improvements.

“Access Management” is the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections to a roadway.


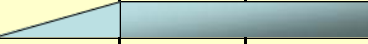



“Transportation Demand Management (“TDM”) refers to the identification of strategies that result in more efficient use of transportation resources by impacting the traffic demand on the transportation network including strategies such as, but not limited to, improved transit options, incentives for car/van pooling, improved bicycle/walking facilities, employer assistance programs, alternate work schedules, and telecommuting.

“Overlay District/Interim Dual Zone District” defines a designated area with specialized design standards directed toward achieving the desired and planned uses on the State Street Corridor. Design standards ensure compatibility with the existing development and the designated purpose of a district. A **“Dual Zone”** concept provides for two zoning options which may be applied to a particular project.

Attachment 2: SCHEDULE.

Specific project schedules will be prepared following funding allocations and be included in the detailed project plans. The schedules for each project activity identified in Article 2 will reflect the detailed scopes of work, contained in the project plans, at the time funding is available. The preliminary schedule identified below reflects the current understanding of priorities.

State Street Memorandum of Understanding (2016 - 2021) Preliminary Schedule

MOU Activities	Calendar Year					
	2017	2018	2019	2020	2021	
Implement TTOP Near Mid Term Activities - Enhanced transit service - Technology (ITS) solutions - Park n' Ride Study - Other roadway improvements - Enable land use change						
Prepare Corridor -wide Master Plan - Identify development opportunities - Prepare development plans - Prepare corridor design principles - Prepare ped/bike plans						
Evaluate and Implement Access Management Policies - Evaluate Access management policies - Implement policies, as appropriate						
Corridor Alternatives Analysis - Determine long -term transit service - Prepare federal funding request						
Conduct Supportive Activities - Dedicated, focused agency coordination - Research recent nat'l experience - Identify, seek, secure funding - Continue education campaign						

UPDATE: City Hall Plaza Renovation - a Type 4 Participation Project



January 9, 2016

CCDC Board of Commissioners Meeting

Doug Woodruff – CCDC Project Manager

Summary

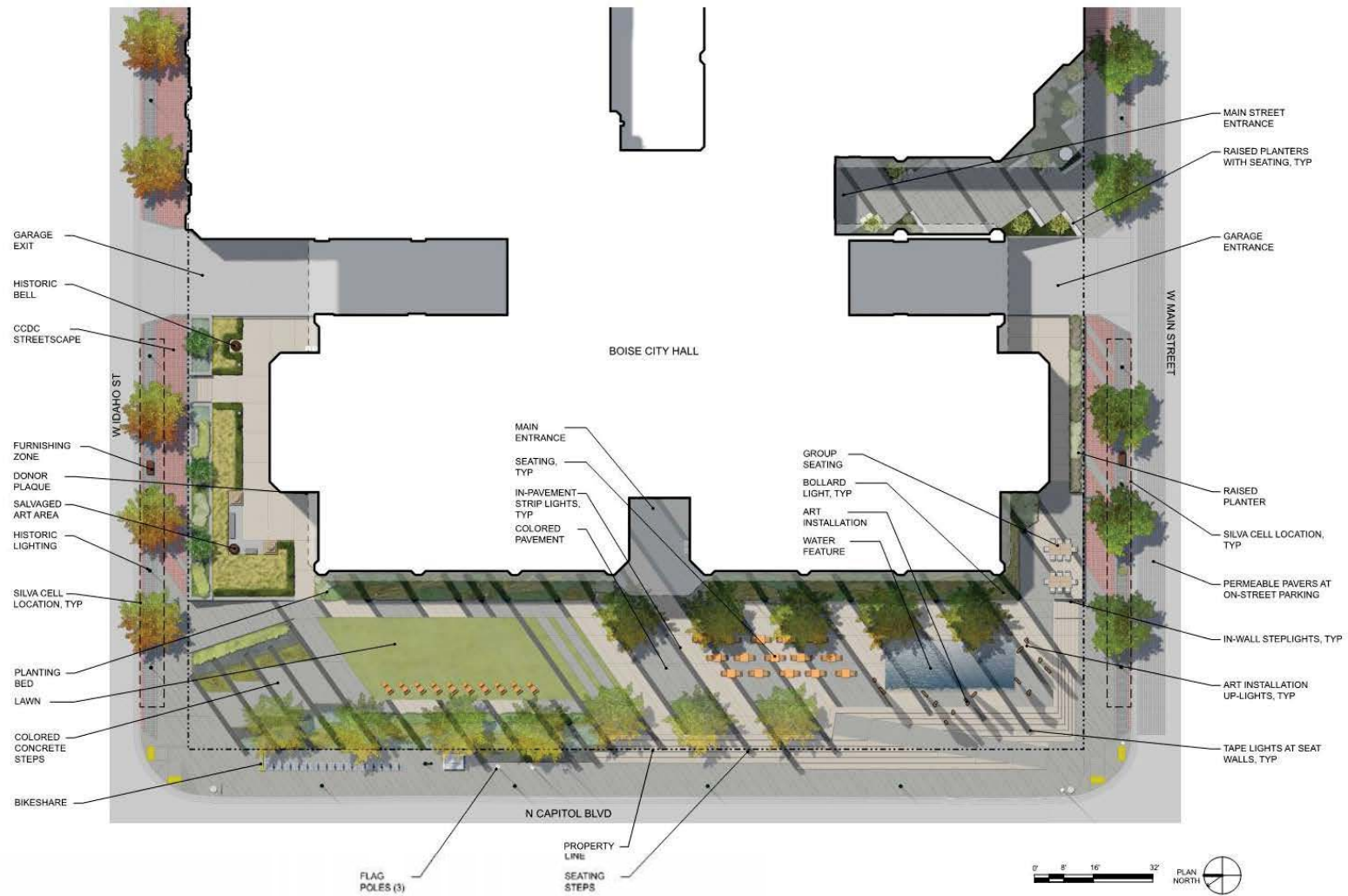
A photograph of a city plaza, likely in Seattle, featuring a wooden walkway, teal-colored planters, and flagpoles. The scene is overlaid with a timeline of events. The background shows a mix of modern and older buildings, with a water tower visible in the distance. The sky is overcast.

August 2016 – T4 Designation

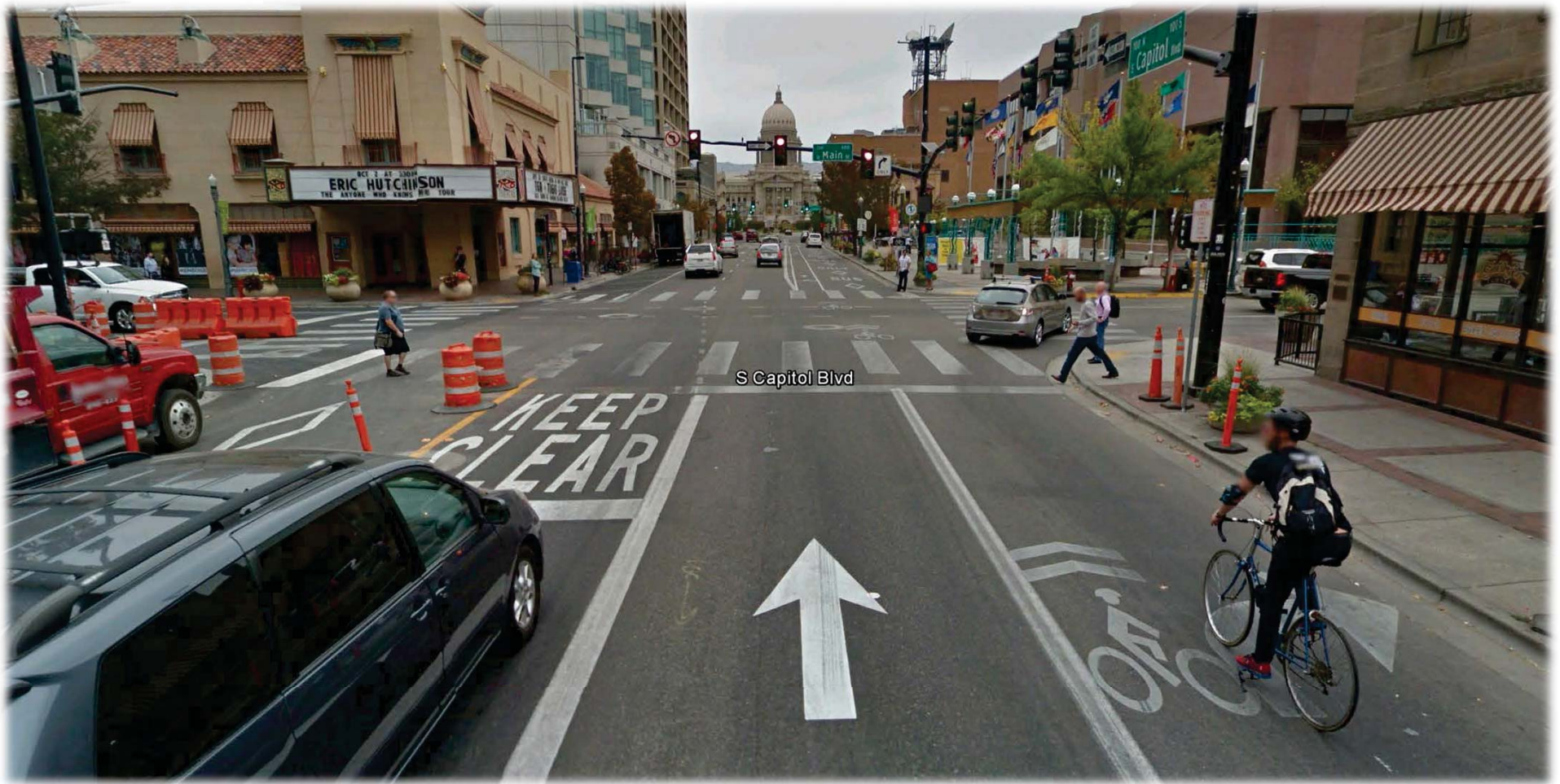
CCDC/City Staff – Finalize Agreement

January 10 – City Council Approval

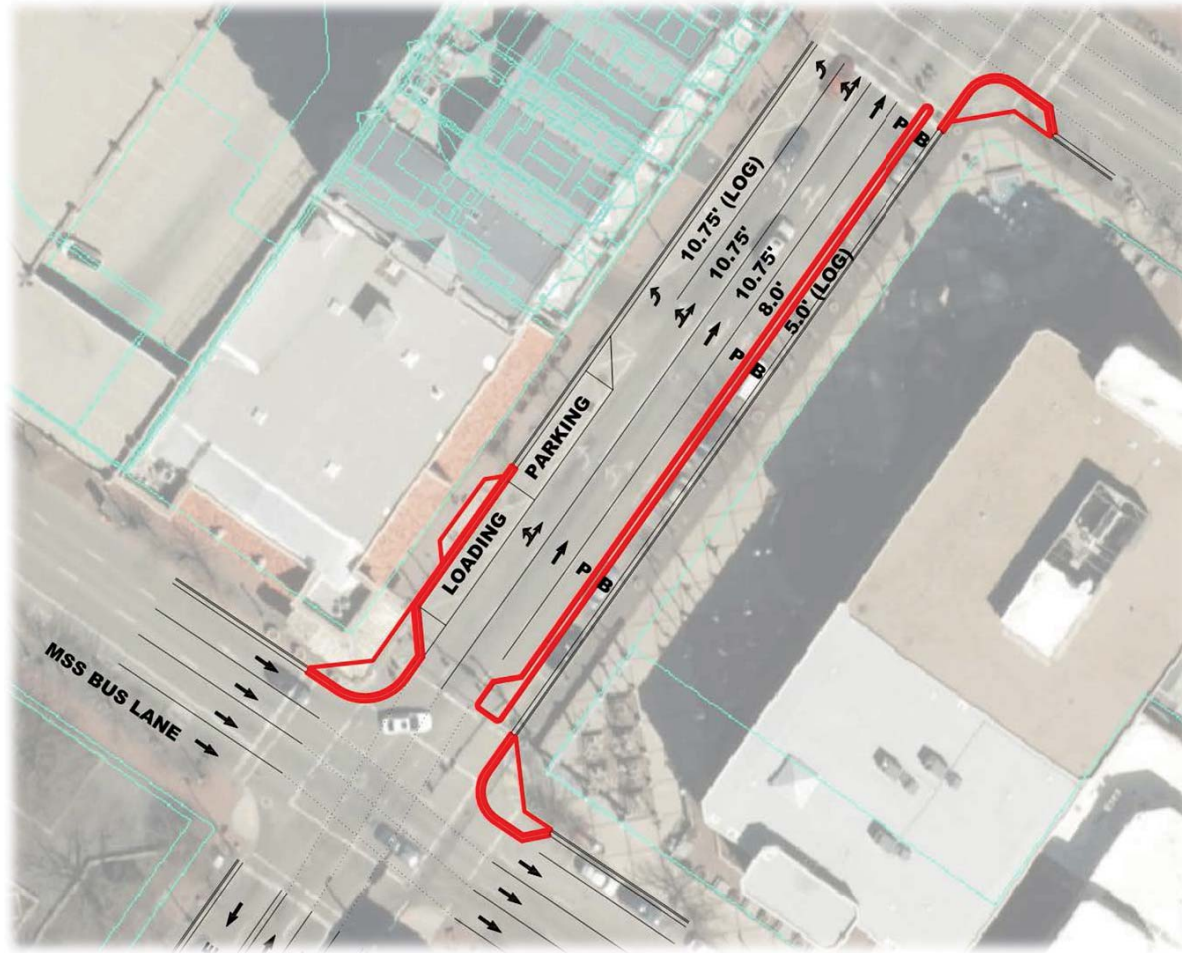
February 13 – Consent Agenda Item



City Hall Plaza Renovation



Capitol Boulevard Improvements



Capitol Boulevard Improvements

CCDC Participation

\$1,225,000 Plaza Renovation

\$80,000 Capitol Blvd Improvements

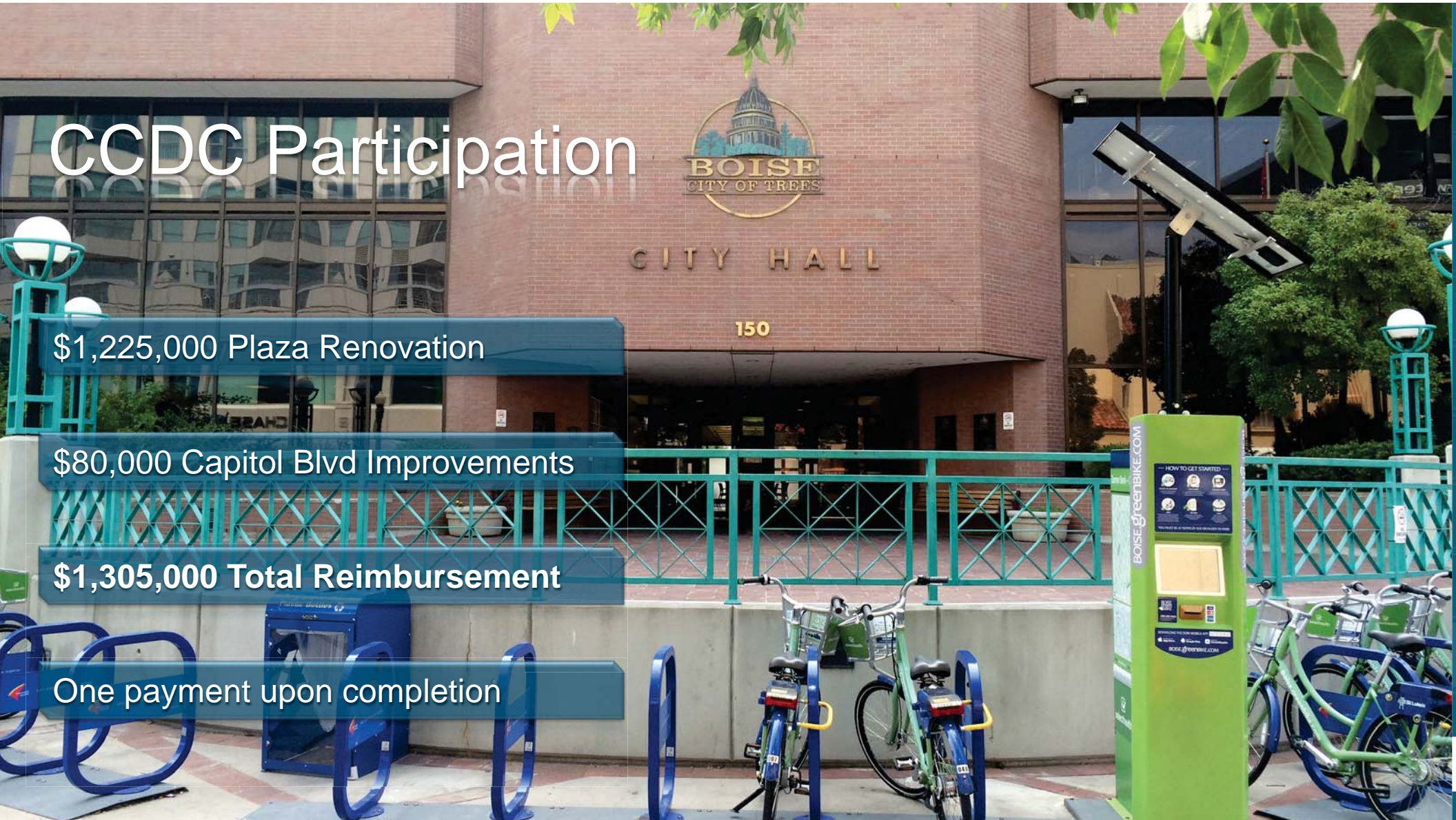
\$1,305,000 Total Reimbursement

One payment upon completion



CITY HALL

150



Next Steps

An architectural rendering of a modern, multi-story building complex with a large, open plaza in front. The building has a reddish-brown facade and large windows. The plaza is filled with green trees, grass, and people walking and sitting. There are several cars parked on the street in front of the plaza. The background shows a city skyline with other buildings.

Approve Agreement, Consent Agenda

Permit/Bidding Underway

Start Construction March 2017

Complete November 2017



Boise, Idaho

8TH STREET CORRIDOR MASTER PLAN



CAPITAL CITY DEVELOPMENT CORPORATION

July 2016



TABLE OF CONTENTS

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho |

July 2016

INTRODUCTION

About 8th Street	A	5
Assets & Liabilities		6
Design Process		7
District Identity		8
Existing Conditions		9

SHORT TERM STRATEGIES

Overview	B	15
Crosswalk/Intersection Safety and Design		16
Temporary Festival Street on Fulton		18
Temporary Performance Plaza		22
Sat/Sun Bicycle Street		24

LONG TERM STRATEGIES

Landmarks & District Monumentation	C	28
Esther Simplot Performing Arts Academy Alley		30
Public Art and Murals		32
Parking		34

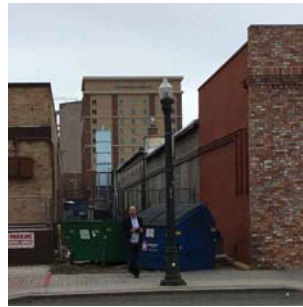
DEVELOPMENT SCENARIOS

Scenario A	D	38
Scenario B		40
Scenario C		42
Scenario D		44

PRECEDENT IMAGES		
Residential		46
Commercial		47
Civic/Cultural		48
Parking		49

INTRODUCTION

Section A



ABOUT 8TH STREET

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | INTRODUCTION

July 2016

The 8th Street Corridor Master Plan was developed through a collaborative process between the Capital City Development Corporation (CCDC), the City of Boise, numerous stakeholders, and the project consultants, Loci and Jensen Belts Associates. The stakeholder group was involved in reviewing and providing feedback on the proposed solutions and directing further design goals. Through this iterative process, the following goals and areas of focus were identified:

SHORT-TERM STRATEGIES | Propose simple, cost effective interventions that can be implemented in the near-term under existing budgets for prioritized focus areas. These solutions are aimed at increasing pedestrian safety, promoting visual interest, and creating active spaces and programs that test longer-term ideas before these longer term solutions are funded and implemented. Proposed short-term interventions include:

- + **CROSSWALK / INTERSECTION SAFETY AND DESIGN** | Create strongly-marked pedestrian crossings at crucial intersections to increase perceived safety and encourage safe crossings into the district across the busy downtown arterial streets surrounding the site. Provide safe and easy pedestrian and bicycle links to the wealth of surrounding city assets in order to make the district feel seamlessly connected with the rest of the city (City Library, museums, parks and trail systems, The Grove, BoDo, etc.).

- + **TEMPORARY FESTIVAL STREET ON FULTON** | Create a temporary or transitional festival event space on Fulton Street to test the viability of a permanent festival street in that location.

LONGER-TERM STRATEGIES | Propose longer-term interventions that could provide additional interest, character and identity, activity and investment in the district. These solutions are aimed at transforming the district into a significant destination in the city for residents and visitors alike. Proposed longer-term interventions include:

- + **LANDMARKS** | Strengthen pedestrian interest and interaction through the use of strong visual landmarks throughout the district. These landmarks should mark gathering points, create tourist attractions, build the brand and character of the district and encourage pedestrian movement into the neighborhood from the surrounding city.

- + **ESTHER SIMPLOT PERFORMING ARTS ACADEMY ALLEY** | Reorganize and redefine the alley adjacent to the Esther Simplot Arts Academy in order to increase drop-off safety and efficiency for students attending the Academy and

capture its space as a part of the pedestrian realm of the district. The alley should act as a place to organize small events related to the district and the educational mission of the Academy. This could entail closing the alley to vehicles during non-drop-off/pick-up hours. As with the temporary Festival Street on Fulton, this redefinition of the alley could be done with temporary means such as paint, street murals, and temporary/movable furniture to test configurations, sizes and events before permanent design and capital investment are made. Interventions should include the continuation of the alley from Fulton Street south through the alley at The Afton and encourage pedestrian movement from River Street.

- + **PUBLIC ART AND MURALS** | Utilize strategically placed public art installations and murals to increase street interest and activate neglected alleys in the district. This optional strategy should be explored in conjunction with other public art and mural installations throughout the downtown area.

- + **PARKING** | Provide public parking for the district in accordance with an overall downtown parking plan and in conjunction with future improvements of the City Library.

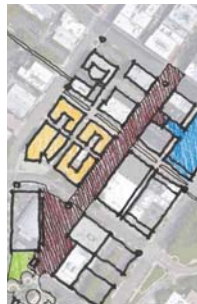
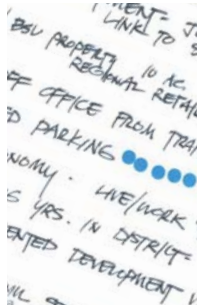
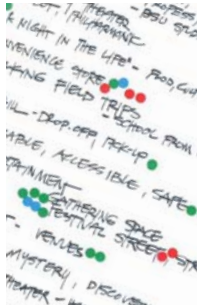
- + **DEVELOPMENT SCENARIOS** | Develop multiple development scenarios that illustrate potential options for additional residential, commercial, and cultural uses in the 8th St. district. These scenarios are intended to be used for visioning and discussion purposes only and do not represent concrete proposals for uses, densities or locations.



ASSETS AND LIABILITIES

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | **INTRODUCTION**

July 2016



DESIGN PROCESS

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | INTRODUCTION

July 2016

PLANNING AND DESIGN PROCESS | The 8th Street Corridor Master Plan was developed through a series of site visits, visioning sessions, and stakeholder meetings conducted in Boise that resulted in an analysis of Assets and Liabilities associated with the study area, Alternative Sketch Plans, Short and Long-Term Strategies and Conceptual Development Scenarios.

ASSETS AND LIABILITIES | The design team conducted an Assets and Liabilities study for the study area and its surrounding context. Major assets of the District include:

- + Proximity to Downtown
- + Direct connection to the regional trail system
- + Superb visibility because of its location on major streets
- + Proximity to Boise State University
- + Historic character
- + Established institutions that act as destinations within the District such as Boise Public Library, Esther Simplot Performing Arts Academy, Boise Contemporary Theater and The Foothills School
- + New residential development
- + Developable real estate parcels
- + Other civic destinations and institutions directly surrounding the study area
- + A broad mix of hospitality, food and beverage, residential, civic, commercial and office uses directly adjacent to the study area

Major liabilities include:

- + Fast and busy streets surrounding the District that discourage pedestrian movement
- + Perceived lack of public parking in the Downtown

The study showed that the study area has an abundance of civic and cultural assets upon which to build a vibrant Arts and Culture District. This rich collection of assets can be found nowhere else in the region and constitute a strong foundation for the neighborhood.

VISIONING SESSION AND PLANNING CHARRETTE

The design team presented the Assets and Liabilities Study to stakeholders for feedback and conducted an extensive Visioning Session to solicit information, ideas and direction in creating initial Sketch Plan Alternatives for the study area. Based upon the information gathered in the Visioning Session, the design team developed multiple sketch alternatives that contemplated public realm improvements such as locations for a festival street,

landmarks and gathering spaces. Real estate development opportunities were also explored. These Sketch Plan Alternatives were then presented to the stakeholders who had been present at the Visioning Session for their feedback and direction.

SHORT AND LONG-TERM STRATEGIES | As a result of the feedback received from the stakeholders at the end of the planning charrette, the design team was tasked with developing short and long-term public improvement strategies for the District. Short-term strategies are focused on simple and sometimes temporary interventions that can be made with existing budgets to activate the District and make it an interesting and bustling location in the city for workers, residents and visitors. Long-term strategies are focused on additional public improvements that can be budgeted and constructed over time.

CONCEPTUAL DEVELOPMENT SCENARIOS | In addition to the short and long-term strategies for the public realm, the design team also developed four conceptual Development Scenarios that illustrate different ways the District could grow over time. These scenarios are intended to generate discussion and debate over possible uses and their locations throughout the District and illustrate possibilities. These scenarios are not formal proposals for recommended real estate development.

FINAL STAKEHOLDER MEETING | The proposed short and long-term strategies for the public realm and the four Conceptual Development Scenarios were presented to a broad stakeholder group in two sessions in order to solicit final input, feedback and direction on the plans.

FINAL RECOMMENDATIONS | Based upon the feedback received from the stakeholders in the final meeting, the Short and Long-Term Strategies and Conceptual Development Scenarios were revised, finalized and are recorded in this document.

City of Boise	Derick O'Neill Hal Simmons Sarah Schafer Scott Beecham
CCDC	Todd Bunderson Karl Woods Doug Woodruff Terrall Budge
Loci	Michael Budge Kim Siegenthaler
JBA	Ricardo Zavala
Quadrant	Nic Miller
Mayor's Office	Chandra Ford John Brunelle John Hale
CCDC	Roger Quarles
Trailhead	Jamie Scott
JKAF	Kevin Booe
Library!	Terri Schorzman
Arts & History	Chris Nelson
Fulton Street LLC	Cecil Wilcomb
Wilcomb LLC	Mike Hormaechea
The Afton	Esther Simplot
Esther Simplot Performing Arts Academy	Annette Elg Tom Tompkins
Fulton Annex LLC	Mark Mcallister
Boise Contemporary Theater Inc	Matthew Clark Marney Ellis
LGD Ventures LLC	Garrett Goldberg Darren Goldberg Lesley Andrus
Rim View LLC	Greg Kaslo
Parks & Recreation	Doug Holloway
Boise Police	Chief Bones
Zoo Boise	Steve Burns
Boise State University	Mike Sumpter Drew Alexander
Opera Idaho	Mark Junkert
Ballet Idaho	Jenny Weaver
Boise Philharmonic	Sandra Culhane
Idaho Shakespeare Festival	Mark Hofflund
Log Cabin	Karen Baerlocher
Boise Art Museum	Melanie Fales
Idaho Historical Museum	Jody Ochoa
Discovery Center of Idaho	Eric Miller
Anne Frank Human Rights Memorial	Dan Prinzing
Foothills School	Jon Ninnemann
Trailhead	Raino Zoller
JRS Properties	Vic Conrad
JUMP	Kathy O'Neill
CC Fulton Investors	Ed Miller
Biomark/Rocky Mountain	Chris Beeson
Marriott - Residence inn	Mike Fery
Inn at 500	Dean Park Jared Smith David Kodanko Aaron Black

CHARRETTE PARTICIPANTS



DISTRICT IDENTITY | The District is comprised primarily of one and two-story brick and masonry buildings built as warehouses in the early to mid-1900's. This gives the District an historic, industrial character. The District is home to a variety of civic, cultural and commercial uses. Residential units are currently under construction at The Afton and will be home to the District's first residents. Along with the architecture and new streetscapes, the civic and cultural institutions in the District help define its arts and culture identity. They are well-known places and destinations for residents of the city and should be protected and celebrated as the neighborhood develops and grows.

+ **BOISE PUBLIC LIBRARY** | Libraries can act as living rooms for a neighborhood. The location of the Boise Public Library is key to the future of the District. Improvements to the public realm in this part of the District should be closely coordinated with ongoing plans for renovations and improvement of the Library.

+ **FOOTHILLS SCHOOL OF ARTS AND SCIENCES** | Access to quality education is always one of the impediments to residential development in downtown locations. Residents want their children to go to good schools. The Foothills School is an important asset in the neighborhood for this reason. It also brings children and adults to the District on a daily basis.

+ **BOISE CONTEMPORARY THEATER** | The Boise Contemporary Theater is an icon in the cultural fabric of the City and should be protected in its home. Proposed performance venues and festival street activities should be closely coordinated with the theater and the theater should be encouraged to make use of the public improvements to the District.

+ **ESTHER SIMPLOT PERFORMING ARTS ACADEMY** | The Esther Simplot Performing Arts Academy has been a long-time anchor and supporter of the District. Their programs and mission exemplify the arts and culture ideals that form the basis of the District's identity. Improvements to the public realm, especially the alley that runs through the center of their buildings, should be closely coordinated and designed with the Academy in mind.

DISTRICT IDENTITY

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | **INTRODUCTION**

July 2016



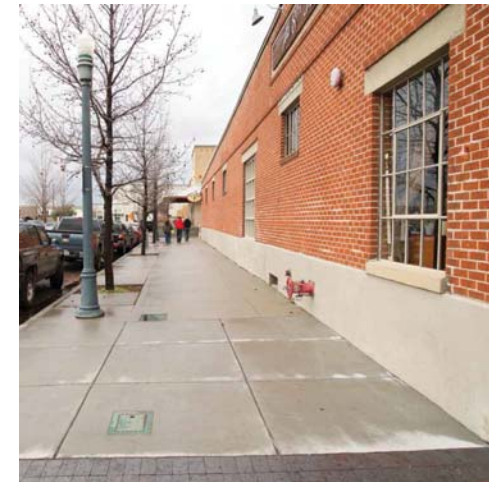
The District is primarily industrial in character reflecting the rail and warehouse uses that were common in the area. New streetscape improvements on 8th Street exemplify this character through the use of brick pavers and steel furnishings.

Above: Trestle Bridge over the Boise River



Architecture in the District is characterized by one and two-story warehouse masonry buildings. They have an industrial character that includes large punched windows and loading docks and they are built to the edges of the public rights-of-way. Materials are primarily brick and concrete of various colors or painted brick.

Newly-installed streetscape improvements add richness and character to the public realm.



EXISTING CONDITIONS

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | INTRODUCTION

July 2016



DESCRIPTION I The existing and approved development conditions of the 8th Street Corridor include a mix of urban uses. Uses include:

Commercial Uses

Retail Establishments
Restaurants
Convenience Services
Professional Offices

Residential Uses

The Afton Apartments Phases I and II

Cultural and Civic Uses

Boise Public Library
Foothills School of Arts and Sciences
Boise Contemporary Theater
Esther Simplot Performing Arts Academy
The Cabin

While the mix of uses is quite diverse, the development density is quite low for a downtown location such as this. Vacant building pads and large surface parking lots are located throughout the district and with the exception of The Afton apartments that are under construction and part of the public library, buildings are primarily only one story tall.

PROS I

- + Diverse mix of urban uses which creates a strong foundation for the creation of a vibrant urban neighborhood
- + Civic destinations such as the public library and the Boise Contemporary Theater
- + Established iconic institutions such as the Esther Simplot Performing Arts Academy
- + Office space for working professionals
- + Educational opportunities at the Foothills School
- + Residential units that will provide 24-hour activity and presence in the district
- + Excellent visibility and access from surrounding streets

CONS I

- + Low development density for this location which limits activity, character and interest
- + Large vacant parcels and surface parking lots disrupt the continuity and walkability of the neighborhood and detract from its overall character and identity
- + Wide surrounding streets create barriers to pedestrian movement and discourage people from entering or exploring the district and separate it from surrounding city assets

EXISTING CONDITIONS

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | INTRODUCTION

July 2016



SHORT TERM STRATEGIES

Section B

SHORT AND LONG-TERM STRATEGIES | Short and Long-Term Strategies were developed for the public realm and are depicted in the diagram on the right.

Short-term strategies include:

- + Crosswalk Enhancements for Safety and Design
- + Temporary Festival Street on Fulton
- + Temporary Performance Venue
- + Bicycle Street Closures

Long-Term Strategies include:

- + Landmarks and Bridge Lighting
- + Esther Simplot Performing Arts Academy Alley
- + Public Art, Monumentation and Mural Walk



8th STREET | Improvements

IMPROVEMENTS KEY

- TEMPORARY FESTIVAL STREET
- TEMPORARY PERFORMANCE VENUE
- CROSSWALK ENHANCEMENTS

- MURAL WALK
- BRIDGE ART LIGHTING
- SAV/SUN BICYCLE CLOSURE

- DISTRICT MONUMENTATION
- PUBLIC ART LANDMARK



Purpose | To encourage pedestrians and bicyclists to cross into and through the Arts and Culture District multiple times on a daily basis

Issues to be addressed | Wide, busy streets surrounding the core of the district discourage pedestrians from crossing. Existing crossings feel unsafe and uninviting and act as a barriers to the activation of the public realm of the district.

Design | The design of the crosswalks and intersections should encourage and invite pedestrians and bicyclists to enter the district. The designs should be artistic in nature and reflect the culture and history of the City or the District. The designs need not be consistent from intersection to intersection but should have common themes, forms or materials that create a family of related crosswalks.

Materials | Materials should be compatible and complementary with historical buildings in the area and the newly installed streetscapes on 8th Street. The materials need not match the buildings and streetscapes and may contrast with them in artistic ways but they should have some relationship in form, detail or theme to the history and culture of the area.

Priority Intersections |

- + **Myrtle Street and 8th Street** | This intersection is the primary pedestrian connection between downtown, BoDo, and the District. As such, it deserves highest priority in the creation of safe and inviting pedestrian crossings through crosswalk or intersection painting, material changes, public art, etc.
- + **River Street and 8th Street** | This intersection is the primary pedestrian and bicyclist connection between Boise State University, the Boise River trail system, the Boise River itself and the District. In conjunction with the intersection at Myrtle and 8th Street, it also connects everything south of the river to downtown.
- + **Capitol Boulevard and Fulton Street** | This intersection should be reconfigured to establish a safe and identifiable east/west pedestrian and trail connection between the festival street of the District and the Julia Davis Park, museums, zoo and bicycle corridors on 5th and 3rd Streets.
- + **Capitol Boulevard and River Street** | This intersection should emphasize safe pedestrian crossings between the City Library and the museums in Julia Davis Park. Safe, identifiable crossings will also help encourage the sharing of parking resources in the District.
- + **9th Street and Fulton Street** | This intersection should serve to connect pedestrians and bicyclists between the festival street of the District and the Pioneer Corridor trail system at the western end of Miller Street. The intersection should clearly identify this connection from a wayfinding and safety standpoint.

CROSSWALK/INTERSECTION SAFETY AND DESIGN

8TH STREET CORRIDOR MASTER PLAN

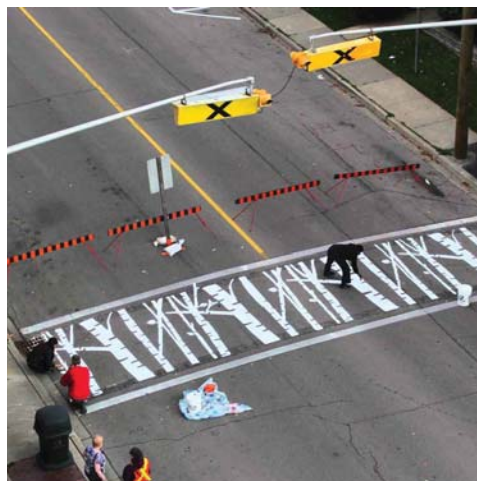
| Boise, Idaho

| **SHORT TERM STRATEGIES**

July 2016

Changes of paving materials that include changes of color and texture can alert drivers to pedestrian crosswalks and provide a level of safety and comfort for pedestrians. Materials and colors should be compatible with the character and identity of the Arts and Culture District and serve to reinforce the culture or history of the place. Warning lights embedded in the drive lanes at cross walks can be used in creative ways to signal crossings and provide visual interest to the pedestrian.

Clockwise from Top Right: The Green Lane Project, Memphis, TN; Project Crosswalk, Oakville, Canada; Main St. East Hampton, NY



Creative and artistic street crossings can be simple and inexpensive and yet create visual interest, encourage exploration and interpret and embellish the culture and history of a place. Community artists and designers should play important roles in the design, content and execution of these crossings. The CCDC, City of Boise and ACHD should commission local artists to assist in the design of the crossings or consider sponsoring a design competition involving stakeholders as participants in the selection of winners.

Washed Up by Roadsworth, Montreal, Canada



FESTIVAL STREET

Purpose | To test the long-term viability, design and programming of a permanent festival street on Fulton Street and to create a vibrant interim destination in the District that will attract residents and citizens

Issues to be addressed | Fulton Street is an underused street at the center of the Arts and Culture District. It has the potential to become a public destination for outdoor urban events in this part of the city. Fulton Street should also serve as a link between the Julia Davis Park and surrounding neighborhoods on the east with the Pioneer neighborhoods on the west.

Design | The design of the temporary festival street on Fulton should express the artistic nature of the District. The street should be clearly demarcated as a pedestrian zone that can accommodate vehicles during non-event times. The street should be designed to be closed in multiple ways for differing sizes of events. For large events, the entire length of the street might be closed from Capitol Boulevard to 9th Street. For smaller events, perhaps only one block is closed. Lane closures that permit vehicle movement but reserve half of the street for pedestrian activities should also be explored.

Materials | Materials including street murals, furnishings and temporary architecture should be compatible and complementary with historical buildings in the area and the newly installed streetscapes on 8th Street. The materials need not match the buildings and streetscapes and may contrast with them in artistic ways but they should have some relationship in form, detail or theme to the history and/or culture of the District.

+ **Temporary Furnishings** | Temporary, inexpensive furnishings on the Festival Street should provide ample seating opportunities, shade, street containment, and artistic/visual interest. Furnishings could include movable tables and chairs, temporary lighting, movable planters, overhead canopies or banners and other furnishings that support festival activities and create a festive and artistic atmosphere.

+ **Temporary Plaza Painting** | In order to designate Fulton Street as a Festival Street, the City should investigate painting the street so that it is clearly different from normal street traffic lanes. The street could be painted in differing patterns and colors that reflect the District and create a festive and artistic mood on the street. Closing painted sections of the streets for events will allow the City to test the long term viability and operations of future permanent Festival Street furnishings prior to making large capital expenditures.

+ **Events** | One of the most important things that can be done to energize and activate the Arts and Culture District is to establish regular programmed events on the Festival Street and in the District. Events should be tied to arts and culture when possible but shouldn't be limited to only those events. The City, or some other organization (such as an Arts and Culture District Committee

or a private foundation), must be responsible to organize, fund and operate the soft programming for the District. In the absence of an organized and dedicated programming effort, the District will fail to reach its potential as an active and vibrant part of the downtown fabric.



Sunset Triangle Plaza, Los Angeles, CA

TEMPORARY FESTIVAL STREET ON FULTON

8TH STREET CORRIDOR MASTER PLAN

| Boise, Idaho

| **SHORT TERM STRATEGIES**

July 2016



Above: Filmore Square, Denver, CO; Larimer Square, Denver, CO
Below: The Pallet Pavilion, Christchurch, New Zealand



Above: Filmore Square, Denver, CO; Larimer Square, Denver, CO;
Below: Piccolo Spoleto Festival, Charleston, SC

Overhead lighting, banners or other artistic canopies help to create the feeling of a festive outdoor room on the street. Lighting and banners need not be permanent in order to perform the task. Moveable furnishings, kiosks and creative barriers as simple as painted pallets placed and stacked in artistic ways can help create outdoor enclosures that are customizable to events and that change over time. Simple colored lighting projected on walls, barricades or furnishings can create a special ambiance for minimal cost.



Movable, pop-up architecture in the form of shipping containers can provide shade and seating for events and for everyday use. They can be relocated to form barriers, adjust event space size and provide locations for artist's murals that enhance the artistic character of the District.

Shipping Container Parkettes, Montreal, Canada



Consideration should be given to food truck locations and a food kiosk locations during events and on regular days. One section of Fulton Street could be designated as the "outdoor food court" during events or during food truck days in the District. Alternatively, food trucks could be parked along 8th Street during events with lines queuing on the sidewalks leading to the festival street.

Top to Bottom: Shipping Container Parkettes, Montreal, Canada; Mark's Carl's, Ann Arbor MI; Food Truck Court, Jacksonville, FL

TEMPORARY FESTIVAL STREET ON FULTON

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | **SHORT TERM STRATEGIES** July 2016



Overhead canopies of lights or other interesting elements create a special character on a street and create memorable experiences for visitors. These overhead displays can also serve as a billboard or landmark for the District to drivers passing in and out of the City on Capitol Boulevard and 9th Street. While more dramatic when stretching the length of the street, these overhead treatments can also be used in focused locations at intersections to form gateways to the festival street.

Clockwise from Above: City Creek Center, Salt Lake City, UT; Larimer Square, Denver CO; Boutes Roses, Montreal, Canada



TEMPORARY VENUE

Purpose | To test the long-term viability, design and programming of a permanent, small performance venue or plaza adjacent to the festival street on Fulton Street OR to demonstrate the types of performance possibilities in the District that should be transitioned to the permanent festival street in the future. This performance venue/ plaza will also help create a vibrant interim destination in the District that will attract residents, citizens and private development.

Issues to be addressed | There are currently two vacant parcels located at the center of the Arts and Culture District. The southwest corner of Fulton and 8th Street has potential to become a public destination for outdoor urban events in this part of the city in conjunction with the festival street on Fulton.

Design | The design of the temporary plaza on Fulton should express the artistic nature of the District and be designed in conjunction with the temporary festival street on Fulton. Design may or may not include theater style seating but should serve to accommodate small-scale performances or events. Design should reflect the artistic and cultural nature of the District and be moveable and flexible in order to adjust for various events.

Materials | Materials including street murals, furnishings and temporary architecture should be compatible and complementary with historical buildings in the area and the newly installed streetscapes on 8th Street. The materials need not match the buildings and streetscapes and may contrast with them in artistic ways but they should have some relationship in form, detail or theme to the history and/or culture of the District.

+ **Temporary Furnishings** | Temporary, inexpensive furnishings on the Festival Street should provide ample seating opportunities, shade, street containment, and artistic/visual interest. Furnishings could include movable tables and chairs, temporary lighting, movable planters, overhead canopies or banners and other furnishings that support festival activities and create a festive and artistic atmosphere. Funding to be provided by various entities outside of the CCDC.

+ **Temporary Plaza Painting** | In order to designate the plaza as a public place, the City should investigate painting it so that it is integrated into the design of the festival street.

+ **Events** | One of the most important things that can be done to energize and activate the Arts and Culture District is to establish regular programmed events on the Festival Street and in the District. Events should be tied to arts and culture when possible but shouldn't be limited to only those events. Organizations across the city should be encouraged to use the festival street and performance plaza as a stage of operations for a wide variety of events. Funds and agency staffing should be made available to organize a programming committee or organization that will be responsible for scheduling, fundraising and programming the plaza and festival street.

Top: Pop-Up Concert, Culver City, CA
Bottom: The Playing Field Theatre, Southampton, England



TEMPORARY PERFORMANCE PLAZA

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | **SHORT TERM STRATEGIES**

July 2016



Temporary stages and seating can create intimate performance venues that are adjustable and customizable to the scale of performances. These venues can host music, theater, dance, film screenings as well as serving as a stage for impromptu street performers during lunch hours, food truck days or after-hour beer gatherings.

Temporary Stage at SXSW, Austin, TX



Left: Pickathon Tree Line Stage, Portland, OR
Below: PROXY, San Francisco, CA



PRECEDENT PROXY
What: Temporary Block Festival
Location: San Francisco, CA
Website: <http://proxysf.net/>
Size: 2 blocks



SAT/SUN BIKE CLOSURE

Purpose | To utilize 8th Street as a public bicycle and pedestrian thoroughfare on certain days to connect the surrounding neighborhoods, Boise State University and the Boise River Parkway to downtown. The purpose is to introduce broader audiences to the Arts and Culture District and create a community-building activity for the citizens of Boise.

Issues to be addressed | 8th Street should be closed to vehicle traffic for certain hours of the some weekends in conjunction with organized city bicycle rides or simply as a means of encouraging alternate transportation downtown. For organized rides, street crossings of major streets should be facilitated by Boise City Police Department. For casual rides, intersections should be marked with signs and cones alerting motorists to the increased presence of bicyclists and pedestrians.

Design | One of the advantages of this strategy to create activity in the District is that no new designs or capital expenditures are necessary. 8th Street is already a great street and closing it to traffic at certain times will allow the public to experience it in a new and exciting way.

Materials | Materials need only include temporary signage and traffic cones or markers to alert motorists to the street closure and the increased potential for bicyclists and pedestrians at intersections.

+ **Events |** Street closures can coincide with events on the festival street and plaza in order to give attendees an alternate way of coming to the events. Closures can also be planned with organized city bicycle events or simply closed between certain hours to allow pedestrians and cyclists to enjoy this direct link between downtown and the river parkway system.

Right: Cambodia Town - Bike-Friendly Business Districts, Long Beach, CA
Below: Bicycle Coffee - Grand Lake Farmer's Market Oakland, CA



BICYCLE STREET CLOSURES

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | **SHORT TERM STRATEGIES**

July 2016



Bicycle events can help activate and energize city streets on lazy weekends and introduce riders to the Arts and Culture District, the festival street and businesses and institutions that are located in the neighborhood. These rides are great community-building activities that bring together people of all ages and demographic groups.

Clockwise from Top: World Bicycle Day, Mexico City, Mexico; CicLAvia - 7th Street, Los Angeles, CA;



SUMMER STREETS
What: Saturday Bike Closures
Location: New York, NY
Website: www.nyc.gov/summerstreets
Size: 7 miles

PRECEDENT

LONG TERM STRATEGIES

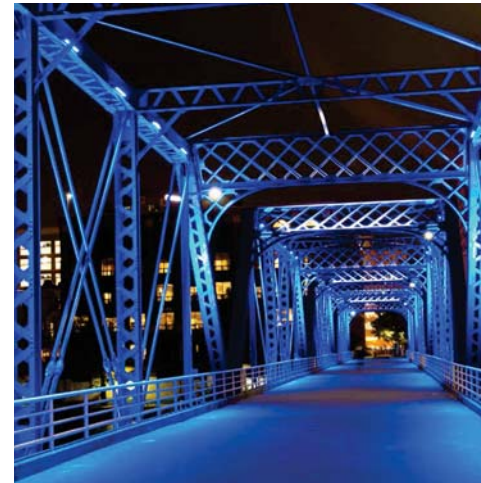
Section C



Purpose I To increase the value and visibility of the existing landmarks and create new ones that add to the character and identity of the Arts and Culture District

Design I Design should be focused on creating visual landmarks that create visual interest and encourage exploration from within and from without the District. District monumentation and wayfinding signage should be used to mark District thresholds and define edges.

- + **Trestle Bridge Lighting I** The existing trestle bridge over the Boise River is an under-utilized gateway for the District. It could become a much more visible icon through a comprehensive lighting strategy so that it lights up at night. The lighting should accentuate the structure and lighting colors should be variable so that colors may be adjusted according to events taking place within the District. While it lies just outside of the District boundary a partnership would be necessary with local stakeholders (Boise State University, City of Boise, etc.) to secure funding.
- + **Library Vertical Landmark I** In order to strengthen the visual interest and connection between downtown, the river and the Boise Public Library, a vertical landmark of some sort is recommended for the City Library block on the 8th Street alignment. The landmark should be something that is clearly visible from Myrtle Street if not further into downtown and should entice pedestrians to walk to the Library and the River to see it. This landmark should be designed at the same time as the Library renovation to be compatible with the new design. The landmark could even be incorporated into the architecture of the Library.
- + **Fulton Street Landmark I** The Fulton – 8th Street intersection is the central public point in the District and is a part of the temporary and future Festival Street on Fulton. It also is one of the two-block "pulse points" between the Grove and the River. A vertical landmark that marks the Festival Street crossing and its centrality in the neighborhood will help provide visual interest along 8th Street. The landmark should celebrate arts and culture and mark the center of the District.
- + **District Monumentation I** Monumentation that marks the corners and thresholds of the District should be placed at the exterior intersections of the district. These monuments do not need to be large but rather they should simply mark the District and contribute to the identity and character of the neighborhood.



Top: Tempe Town Lake Bridge, Tempe, AZ
Bottom: Big Four Ramp Project, Jeffersonville, IN

LANDMARKS

8TH STREET CORRIDOR MASTER PLAN

Boise, Idaho

LONG TERM STRATEGIES

July 2016



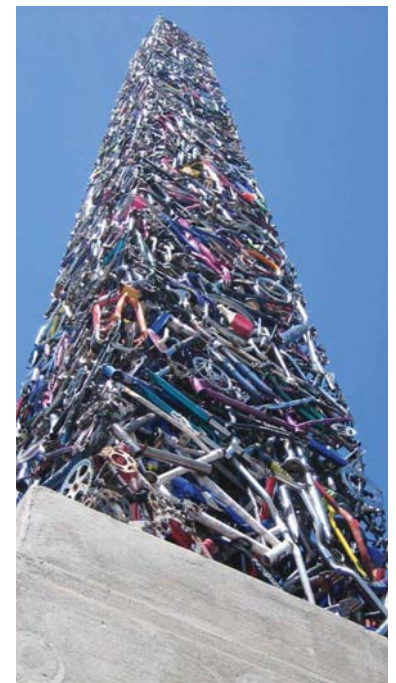
Vertical landmarks that are visible from many places outside of the Arts and Culture District can act as a spatial organizer to users of the city and create an unmistakable marker of the District's presence in the community.

The monument of Light, Dublin, Ireland



Well-designed landmarks are works of public art and can become icons of the city. They can become objects that visitors must see, photograph and touch. In this way, they become destinations that people return to over and over again and become permanently embedded in the identity of the city and the District.

Clockwise from Left: Chihuly Garden & Glass, Seattle, WA; Cyclisk, Santa Rosa, CA; I See What You Mean, Denver, CO





Purpose | To utilize the full potential of the Esther Simplot alley as thoroughfare and public space

Issues to be addressed | First and foremost, the alley should be a safe place for students of the Esther Simplot Performing Arts Academy to arrive and depart from the Academy. In addition, the alley should become a strong pedestrian link from Myrtle Street to the north to River Street and The Afton to the south. It should become part of the public realm of the District and be used for small events.

Design | The alley should be designed as a place for people that can accommodate vehicles when necessary for drop-off and pick-up of students.

Materials | As with other physical improvements in the District, materials should be compatible and complementary with historical buildings in the area and the festival street on Fulton. The materials need not match the buildings and streetscapes and may contrast with them in artistic ways but they should have some relationship in form, detail or theme to the history and/or culture of the District.

- + **Identity and Safety** | The alley along the Esther Simplot Performing Arts Academy between Myrtle and Fulton Streets and through The Afton to River Street should become an integral part of the pedestrian network of the District. The alley should be designed to prioritize student drop-off and crossing safety, encourage very slow driving speeds and to connect artistically to the Festival Street on Fulton. It should reflect the character of the institutions that are adjacent to it and promote outdoor activities associated with them.
- + **Public Art** | Partnerships with adjacent building owners should be pursued in order to display public art or murals in order to make the alley more inviting and reinforce the identity of the District.



ESTHER SIMPLOT PERFORMING ARTS ACADEMY ALLEY

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | **LONG TERM STRATEGIES**

July 2016

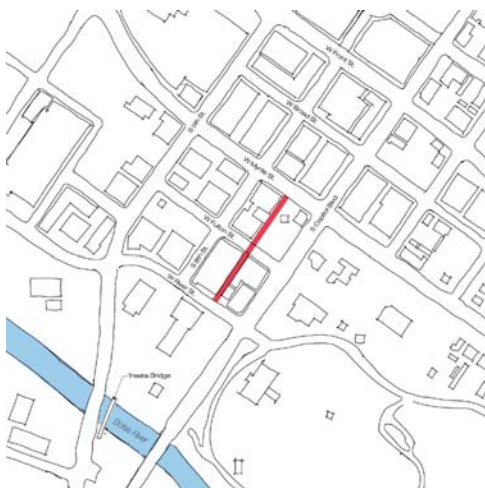
A curbless alley encourages pedestrian cross-traffic and signals motorists to drive at very slow speeds. The artistic canopy and painted light poles along with moveable furniture create a pedestrian friendly environment and a memorable outdoor experience. Future buildings that may be constructed adjacent to the alley should ensure that active entrances and patios face the alley. Existing buildings should also find ways to open onto the public space of the alley to help activate it.

Umbrella Sky Project, Águeda, Portugal



Active ground floor uses in buildings with entrances and patios, porches or seating areas help activate and enliven the street and provide quiet places for employees, students and others to take breaks, eat lunch or wait for parents. Creative street furniture that is attractive to kids should be considered for the alley for play and safe zones for pick-up and drop-off.

Top to Bottom: Pedersen+Lennards's Field Office, Cape Town, South Africa; Pop-Up Street Furniture, Seattle, WA; The Yellow Picnic Wave - Vancouver, Canada



MURAL ALLEY

Purpose | To create additional interest and destination points within the District that encourage pedestrian circulation within the blocks as well as on the streets

Issues to be addressed | Inactive and potentially unsafe space behind buildings in the neighborhood can be transformed to interesting and active gallery space.

Design | The alley should be designed as a safe, well-lit walkable corridor that gives people an additional walking route through the neighborhood and enhances the character of the District.

Materials | As with other physical improvements in the District, materials should be compatible and complementary with historical buildings in the area and the festival street on Fulton. The materials need not match the buildings and streetscapes and may contrast with them in artistic ways but they should have some relationship in form, detail or theme to the history and/or culture of the District.

+ **Public Art** | Public art should be utilized along 8th Street to add character and interest to the District and to enhance the beautiful existing streetscape and reinforce the link between downtown and the river.

+ **Alley Murals** | The alley that runs north and south between Capitol Boulevard and 8th Street should be considered for outdoor, large-scale mural artwork on the blank building facades that face it. This would provide needed space for mural artists within the city and create an art walk destination within the District. Alleys should be lighted for safety and artistic interest and could serve as auxiliary festival space to the Festival Street on Fulton.

Public art along city streets creates memorable experiences and adds life and character to neighborhoods. It can also encourage exploration and movement as people move from piece to piece along corridor.

Clockwise from Top: Forever Marilyn, Chicago, IL; The BUS Project, Baltimore, MD; The Sequence, Brussels, Belgium



PUBLIC ART AND MURALS

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | LONG TERM STRATEGIES

July 2016



Curated murals created on blank walls by local and national artists can draw repeat visitors and create a destination in the city. Painted walls in alleys makes use of otherwise inactive and potentially unsafe space in the neighborhood and turns it into an asset to be celebrated.

Wynwood Walls, Miami, FL



Mural walls not only help create an interesting artistic, walkable neighborhood but they can also be changed over time so that the displays do not remain static. The alley could be closed for special events or even leased out to generate a small revenue stream for the District.

Wynwood Walls, Miami FL



WYNWOOD WALLS
What: Street Art Gallery
Location: Miami, FL
Website: www.thewynwoodwalls.com
Size: 80,000 SF of Wall Space

PRECEDENT



Purpose | To recommend a comprehensive public parking study of the downtown area in order to develop a parking plan for the District that will satisfy demands as surface lots are developed over time.

Issues to be addressed | Concerns about parking were among the highest concerns of stakeholders. Parking needs for the district and downtown should be addressed in a comprehensive parking study that takes into account all existing parking, new parking being built as a part of the JUMP project and build out scenarios for the District. We recommend looking at user demographics, habits and destinations to determine opportunities for lot sharing. The short-term priorities identified above should not have a major impact on parking needs in the District except for major Festival Street events which typically take place in the evening or on weekends.

Design | Any new parking structures to be constructed in the District should provide active uses at the ground level such as retail shops or artist's studios or galleries. Studios and galleries can be located in places where it would be difficult for retail uses to survive and leased at rates that artists can afford. This accomplishes the goal of active streets or pedestrian ways while providing space to artists in the District.

Materials | As with other physical improvements in the District, materials should be compatible and complementary with historical buildings in the area and the festival street on Fulton. The materials need not match the buildings and streetscapes and may contrast with them in artistic ways but they should have some relationship in form, detail or theme to the history and/or culture of the District.

PARKING

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho

| LONG TERM STRATEGIES

July 2016



Small artists studios inserted into the ground level of parking structures create an active street while providing inexpensive space for local artists. Even surface parking lots can be designed or painted in artistic ways that contribute to the overall character of the District. These are relatively inexpensive ways to turn potential liabilities into community assets.



Top: Block 7, Belmar, CO
Bottom: Dandelions by Roadsworth, Montreal, Canada



Parking garages should fit the architectural or cultural context of the District. They should provide active uses at the ground level and screen parked cars from the public realm on upper floors.



Top: 15th & Pearl Parking Garage, Boulder, CO
Bottom: Conceptual Rendering - Station Center, Salt Lake City, UT

SCENARIOS

Section D



Description I Development Scenario A contemplates a minimal amount of future development in the District. This development takes place on currently vacant parcels or parcels that currently are being used for surface parking lots.

Pros I

- + Complements and completes the residential uses currently being built or planned in the District.
- + Encourages utilization of downtown amenities (library, parks, museum, etc) and living close to work.
- + Commercial office uses complement existing office and entrepreneurial services located on the northeast block such as The Trailhead.
- + Fills development gaps in the District fabric and helps define street edges facing onto the festival street at Fulton.

Cons I

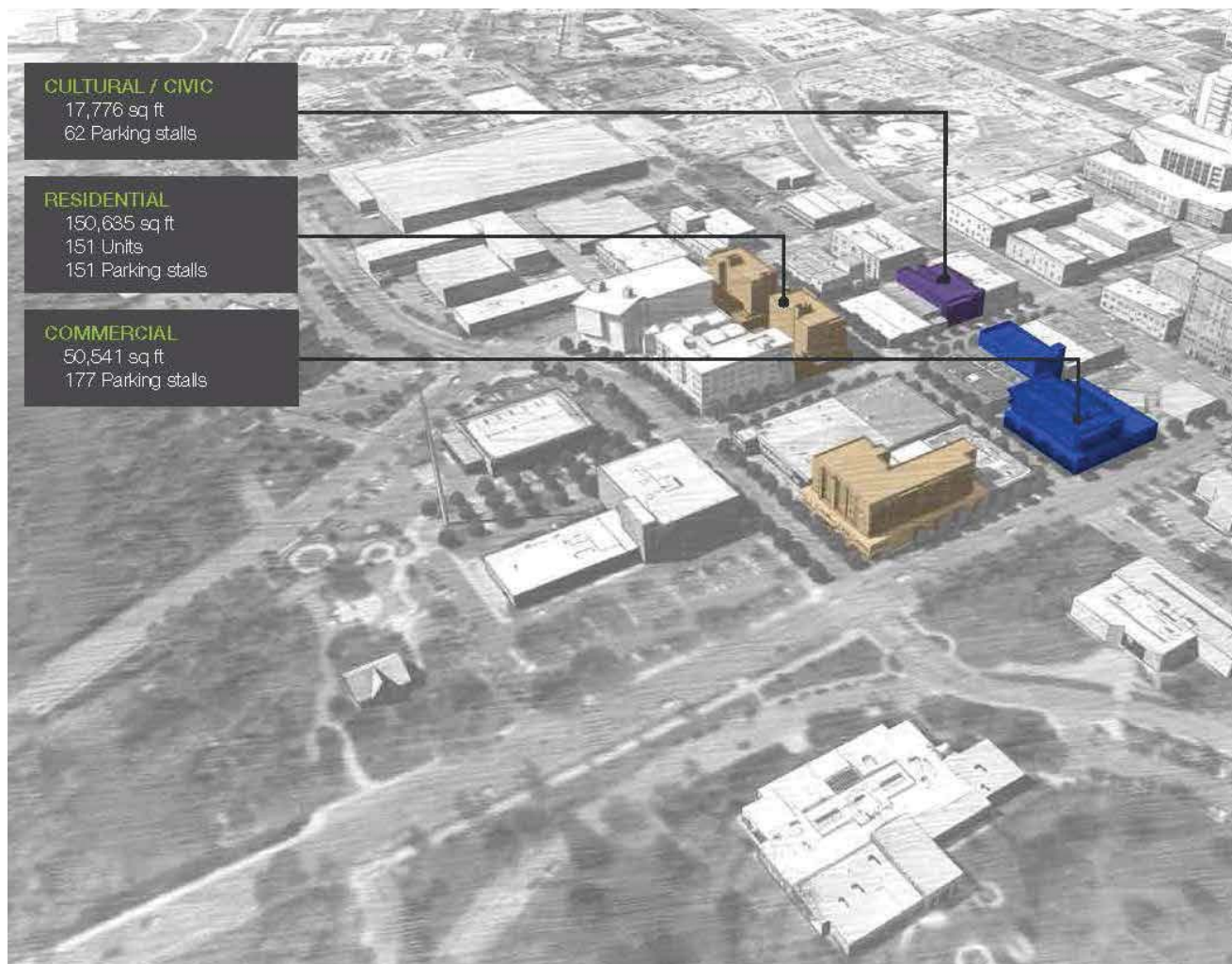
- + Relatively small increase in overall density of uses in the District
- + Consumes public parking which is already deemed to be lacking in the District.

SCENARIO A

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | SCENARIOS

July 2016





CULTURAL / CIVIC

17,776 sq ft
62 Parking stalls

RESIDENTIAL

150,635 sq ft
151 Units
151 Parking stalls

COMMERCIAL

50,541 sq ft
177 Parking stalls

Description I Development Scenario B builds on Scenario A and contemplates the insertion of additional institutional and commercial buildings on northern 8th Street. The institutional building should expand or complement the existing institutions on that block while the commercial building should serve as a link between 8th Street and the commercial uses proposed on Fulton and Capitol Boulevard. This scenario also contemplates the demolition and reconfiguration of the current strip retail facing Capitol Boulevard. Retail uses could be maintained at the ground level with new residential development above. This scenario increases the number of people living and working in the District which will serve to activate and enliven the public realm.

Pros I

- + Increased number of residents and employees in the District and adjacent to downtown.
- + Increased density increases land values
- + Fills gaps in the neighborhood fabric and increase the active uses on the ground floor of all blocks in the District.
- + Presents an architectural facade to Capitol Boulevard and thereby enhancing the entrance sequence of people coming into the city.

Cons I

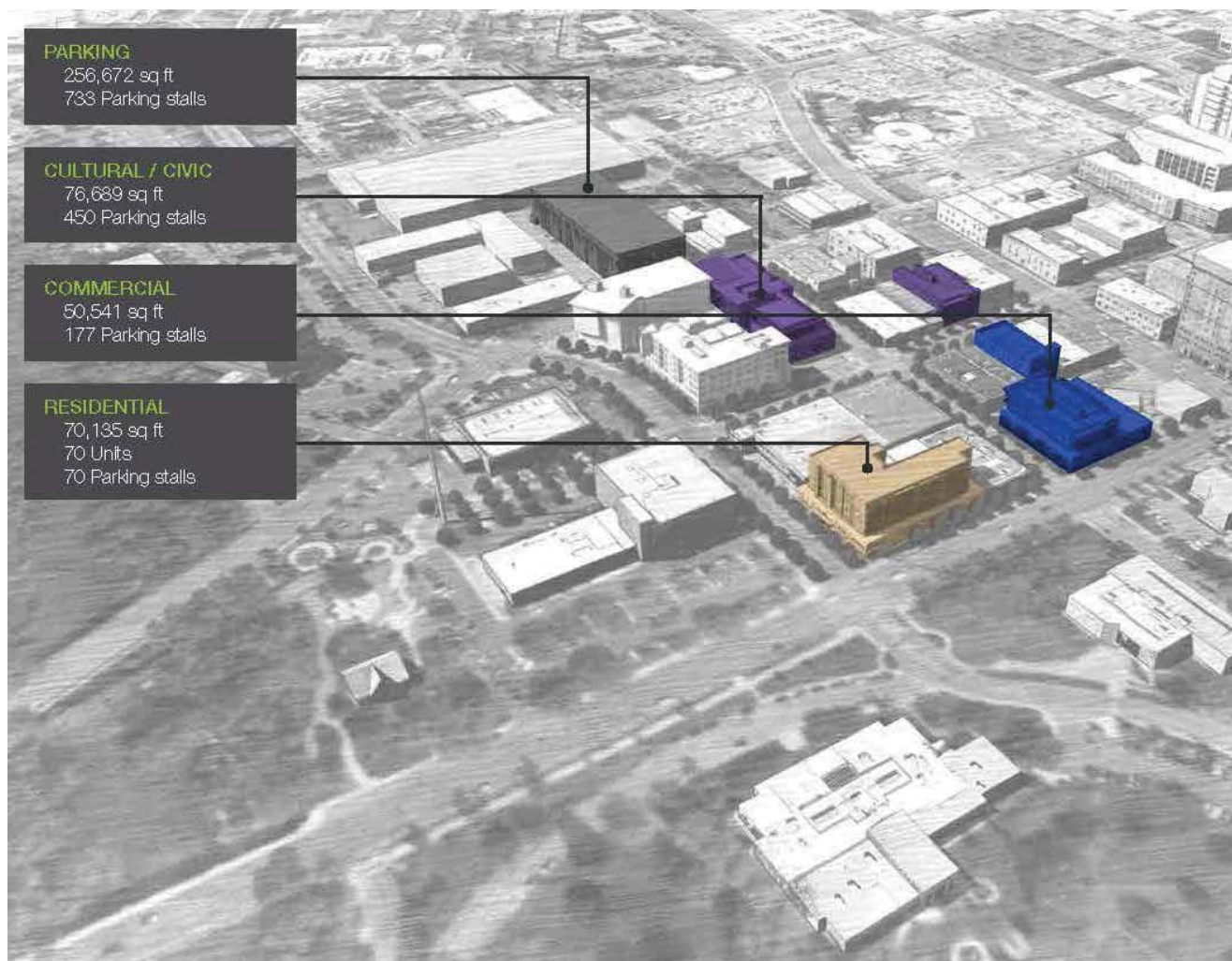
- + Displaces existing public parking

SCENARIO B

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | SCENARIOS

July 2016





Description I Development Scenario C is identical to Scenario B with the exception of a new cultural institution being contemplated at the center of the District on Fulton Street between 8th and 9th Streets. The cultural institution could be a large capacity theater or other type of cultural facility that would act as the anchor to the District. A plaza entrance plaza is located in front of the building on the corner of 8th Street and Fulton and could accommodate small outdoor performances. This scenario contemplates a large parking structure on the west side of 9th Street that would supply parking for the cultural facility as well as displaced surface parking lots in the District.

Pros I

- + Locates a large cultural facility in the center of the District that would act as a destination and anchor for the neighborhood.
- + Adds a small performance plaza to the corner of the festival street at Fulton and 8th Street.
- + Replaces lost surface parking
- + Fills gaps in the neighborhood fabric and increase the active uses on the ground floor of all blocks in the District.
- + Presents an architectural facade to Capitol Boulevard and thereby enhancing the entrance sequence of people coming into the city.

Cons I

- + Locates parking across busy 9th Street.
- + Reduces residential density and the number of people living in the District.

SCENARIO C

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | SCENARIOS

July 2016





CULTURAL / CIVIC

95,212 sq ft
450 Parking stalls

RESIDENTIAL

150,635 sq ft
151 Units
151 Parking stalls

PARKING

215,897 sq ft
466 Parking stalls

COMMERCIAL

3,945 sq ft
41 Parking stalls

Description I Development Scenario D is the densest of the four Development Scenarios. This Scenario contemplates a large cultural institution on the corner of Myrtle Street and Capitol Boulevard. The cultural institution could be a large capacity theater or other type of cultural facility that would act as the anchor to the District. It is linked to 8th Street through an annex building through the center of the block. A parking garage that would supply parking for the cultural facility as well as the remainder of the District is located on the corner of River Street and Capitol Boulevard. The retail uses currently located on that site could be moved into new retail space on the base of the parking garage and facing onto River Street. A large residential complex is located on 8th Street at the site of the existing Foothills School. The residential units would be built over the existing building in order to preserve the architectural facade of the school. This scenario creates the biggest residential base of the four scenarios and therefore the most people living in the District.

Pros I

- + Locates a large cultural facility in the District that would act as a destination and anchor for the neighborhood.
- + Locates the cultural facility on Capitol Boulevard along with other cultural assets such as the museum. This is a very visible corner.
- + Adds a small performance plaza facing onto the festival street at Fulton and Capitol Boulevard.
- + Replaces lost surface parking.
- + Fills gaps in the neighborhood fabric and increase the active uses on the ground floor of all blocks in the District.
- + Maximizes the number of people living in the District.
- + Presents an architectural facade to Capitol Boulevard and thereby enhancing the entrance sequence of people coming into the city.

Cons I

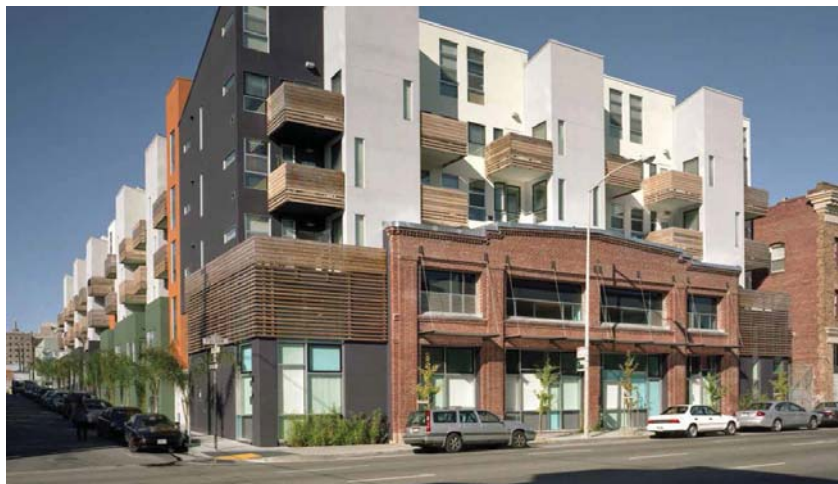
- + Locates a large parking structure in the District that consumes valuable real estate.
- + Reduces residential density and the number of people living in the District.

SCENARIO D

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | SCENARIOS

July 2016





Residential buildings should reflect the cultural and architectural history of the District. Rather than being historical reproductions, they should interpret historical forms and materials in modern, artistic ways. Industrial materials such as brick, concrete, steel and glass are appropriate for the District. Buildings should meet the street at a human scale of one to three stories with setbacks for additional floors above.

Clockwise from top left: Cube Lofts, Toronto, Canada; 21 Clarence Place, San Francisco, CA; Folsom & Dore, San Francisco, CA

RESIDENTIAL

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | PRECEDENT IMAGES

July 2016

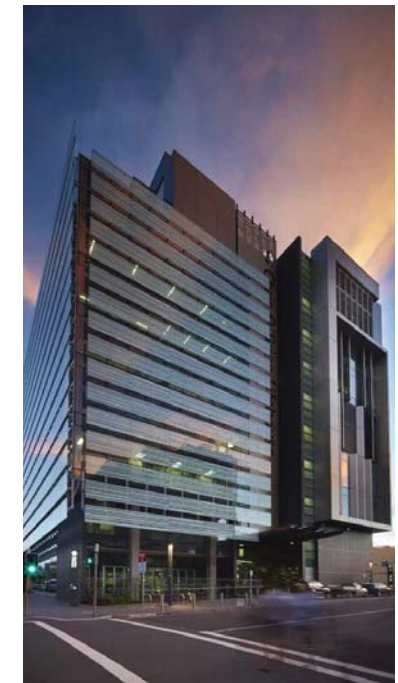


Commercial buildings should reflect the cultural and architectural history of the District. Rather than being historical reproductions, they should interpret historical forms and materials in modern, artistic ways. Industrial materials such as brick, concrete, steel and glass are appropriate for the District. Buildings should meet the street at a human scale of one to three stories with setbacks for additional floors above.

Studio 5C, Tempe, AZ



Clockwise from top left: Zentro Office Building, La Molina, Peru; Chris O'Brien Lifehouse, Camperdown, Australia; Supply Laundry Building, Seattle, WA



COMMERCIAL

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | PRECEDENT IMAGES

July 2016



Cultural and civic buildings should act as magnets or lanterns for the District. They should be open and welcoming with large transparent facades. Active uses should be located at the ground level in the form of lobbies, cafes and gift shops.



Clockwise from top left: Eccles Theater, Salt Lake City, UT; The City Library - Marmalade Branch, Salt Lake City, UT; Kunsthaus (Cultural Center) Weiz, Weiz, Austria.



Top: The Carve, Oslo, Norway
Bottom: Public Records Office of Northern Ireland, Belfast, Northern Ireland



CULTURAL/CIVIC

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | PRECEDENT IMAGES

July 2016

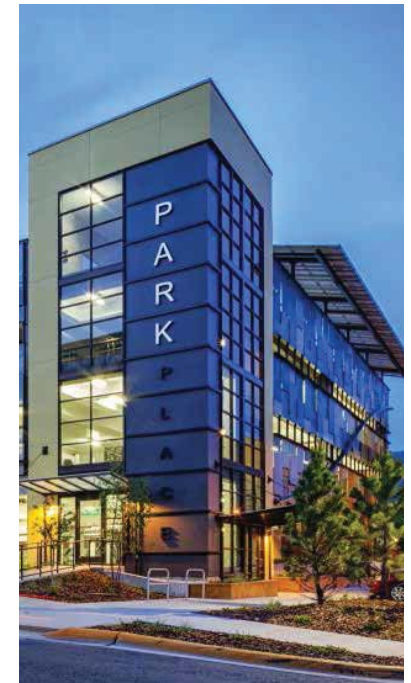


Parking structures should contribute to the architectural character of the District. Active uses should be located at the ground level to provide continuity to the pedestrian experience and to activate the street. Ground level uses might include retail shops, artist studios, professional offices or gyms. Entrances to public parking should be clearly marked and, wherever possible, should not be located on primary pedestrian streets.

Block 7, Belmar, CO.



Clockwise from top left: Santa Monica Civic Center parking, Santa Monica, CA; Park Place, Missoula, MT; Festspielgarage Erl, Erl, Austria.



PARKING

8TH STREET CORRIDOR MASTER PLAN | Boise, Idaho | PRECEDENT IMAGES

July 2016

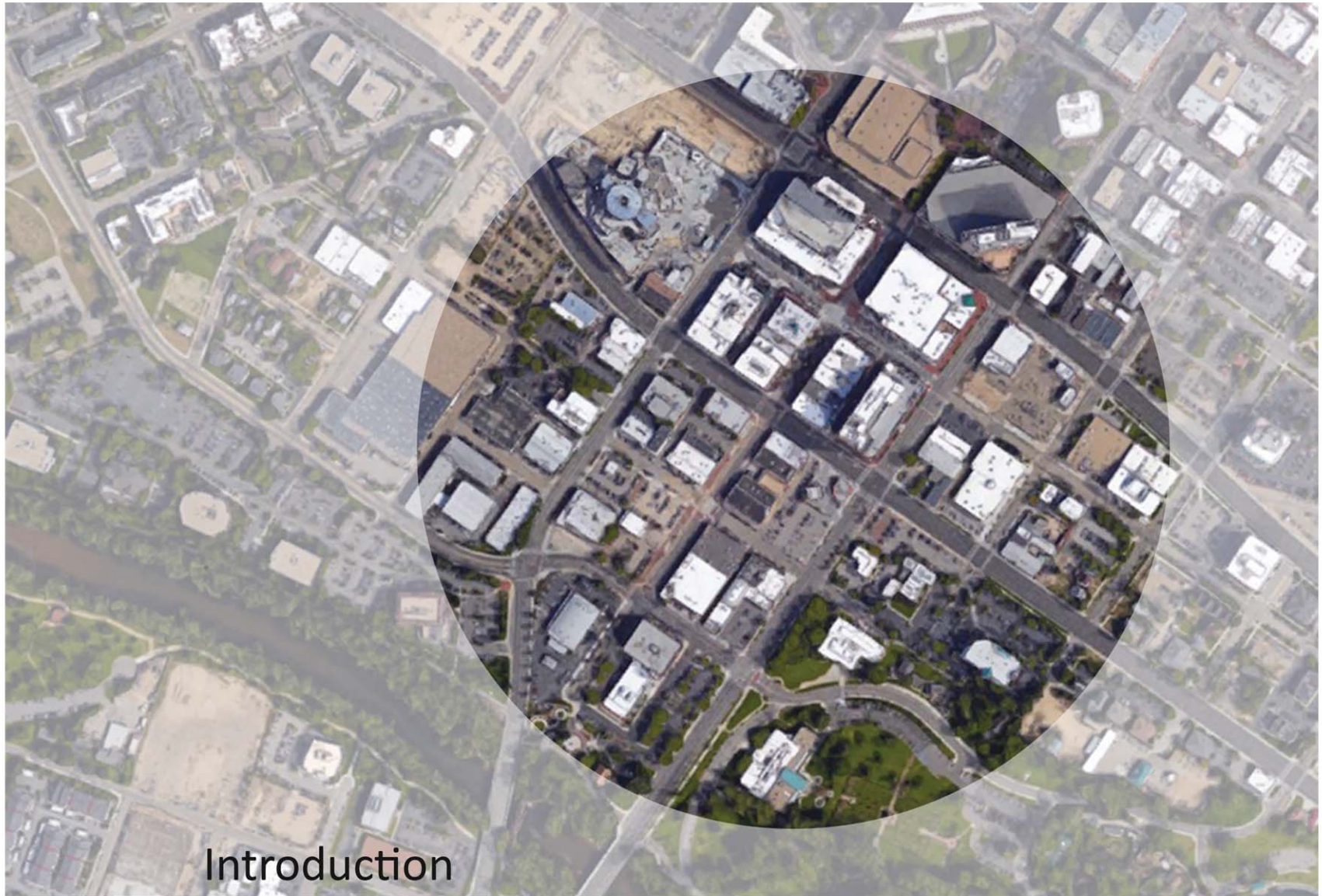


South 8th Street District: Cultural Strategies for Placemaking and Activation

Boise, Idaho

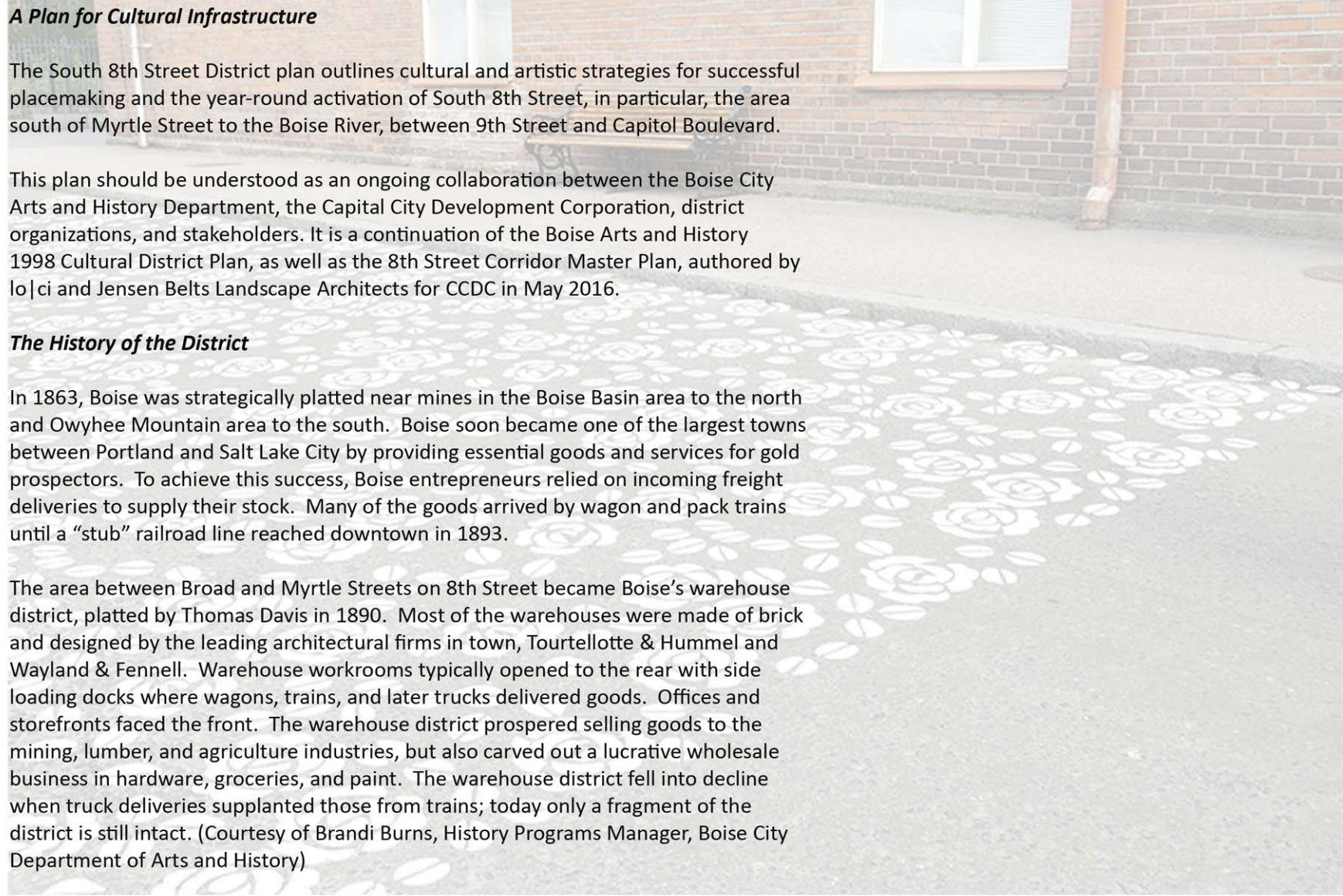
Capital City Development Corporation
December 2016

Introduction <i>Lighter, Quicker, Cheaper</i>	page 3
Overview <i>Principal Institutions, Sites, and Intersections</i>	page 6
Intersections and Crossings <i>3 Priority Infrastructures</i> <i>Creative Crossings</i>	page 8
Alleys as Asset <i>Simplot Alley</i> <i>Capitol Alley</i>	page 12
Festivals and Other Temporary Programs <i>Fulton Street</i> <i>8th Street</i>	page 16
New Landmarks for the City <i>Steel Truss Bridge</i> <i>Landmark at the Library!</i> <i>8th and Fulton</i>	page 20
Other Pop-Up Urbanisms	page 26
Coordinating with the District: A Calendar of Events	page 27
Budget Summary	page 28
Priority Projects	page 29
Funding Limitations	page 30
Index of Stakeholders	



Introduction

South 8th Street District: lighter, quicker, cheaper



A Plan for Cultural Infrastructure

The South 8th Street District plan outlines cultural and artistic strategies for successful placemaking and the year-round activation of South 8th Street, in particular, the area south of Myrtle Street to the Boise River, between 9th Street and Capitol Boulevard.

This plan should be understood as an ongoing collaboration between the Boise City Arts and History Department, the Capital City Development Corporation, district organizations, and stakeholders. It is a continuation of the Boise Arts and History 1998 Cultural District Plan, as well as the 8th Street Corridor Master Plan, authored by lo|ci and Jensen Belts Landscape Architects for CCDC in May 2016.

The History of the District

In 1863, Boise was strategically platted near mines in the Boise Basin area to the north and Owyhee Mountain area to the south. Boise soon became one of the largest towns between Portland and Salt Lake City by providing essential goods and services for gold prospectors. To achieve this success, Boise entrepreneurs relied on incoming freight deliveries to supply their stock. Many of the goods arrived by wagon and pack trains until a “stub” railroad line reached downtown in 1893.

The area between Broad and Myrtle Streets on 8th Street became Boise’s warehouse district, platted by Thomas Davis in 1890. Most of the warehouses were made of brick and designed by the leading architectural firms in town, Tourtellotte & Hummel and Wayland & Fennell. Warehouse workrooms typically opened to the rear with side loading docks where wagons, trains, and later trucks delivered goods. Offices and storefronts faced the front. The warehouse district prospered selling goods to the mining, lumber, and agriculture industries, but also carved out a lucrative wholesale business in hardware, groceries, and paint. The warehouse district fell into decline when truck deliveries supplanted those from trains; today only a fragment of the district is still intact. (Courtesy of Brandi Burns, History Programs Manager, Boise City Department of Arts and History)

The Goals and Principles of the Plan

- + To enhance and preserve neighborhood places
- + To activate the district through cultural programming
- + To provide greater visual and physical access to the district
- + To provide new landmarks and public areas
- + To provide a temporary testing ground for ideas
- + To foster partnerships among artists, agencies, organizations, and other stakeholders

Recommended Content and Themes for Artworks

Artists are encouraged to engage the following:

- + The specific and localized history of the district
- + The cultural organizations within the district
- + The principle activities of district, such as, the production and dissemination of knowledge, dance, theater, education, technological development, nature, and recreation

Artist Opportunities

Because of the range of project scales, timelines, and longevity, there are opportunities for wide range of artists, from new, local, to intermediate, regional, to national.

Administrators' Responsibilities

The plan recommends establishing an agency administrator, or contracting a programming organizer on an event by event basis, for the execution of the proposed works. Several works are opportunities for the development of partnerships among agencies, local organizations and institutions, as well as stakeholders within the district.



South 8th Street District: lighter, quicker, cheaper



Lighter, Quicker, Cheaper

The Cultural Strategies plan proposes lightweight and agile projects aimed at the activation and the subsequent transformation of the district.

Many of the projects are temporary in nature, proposing inexpensive infrastructure for multiple future events, such as one-day festivals, temporary installations, outdoor theater, outdoor cinema, chalk art, student and family oriented street events in collaboration with the Esther Simplot Academy, the Foothills School, Boise Public Library, and Boise Contemporary Theater.

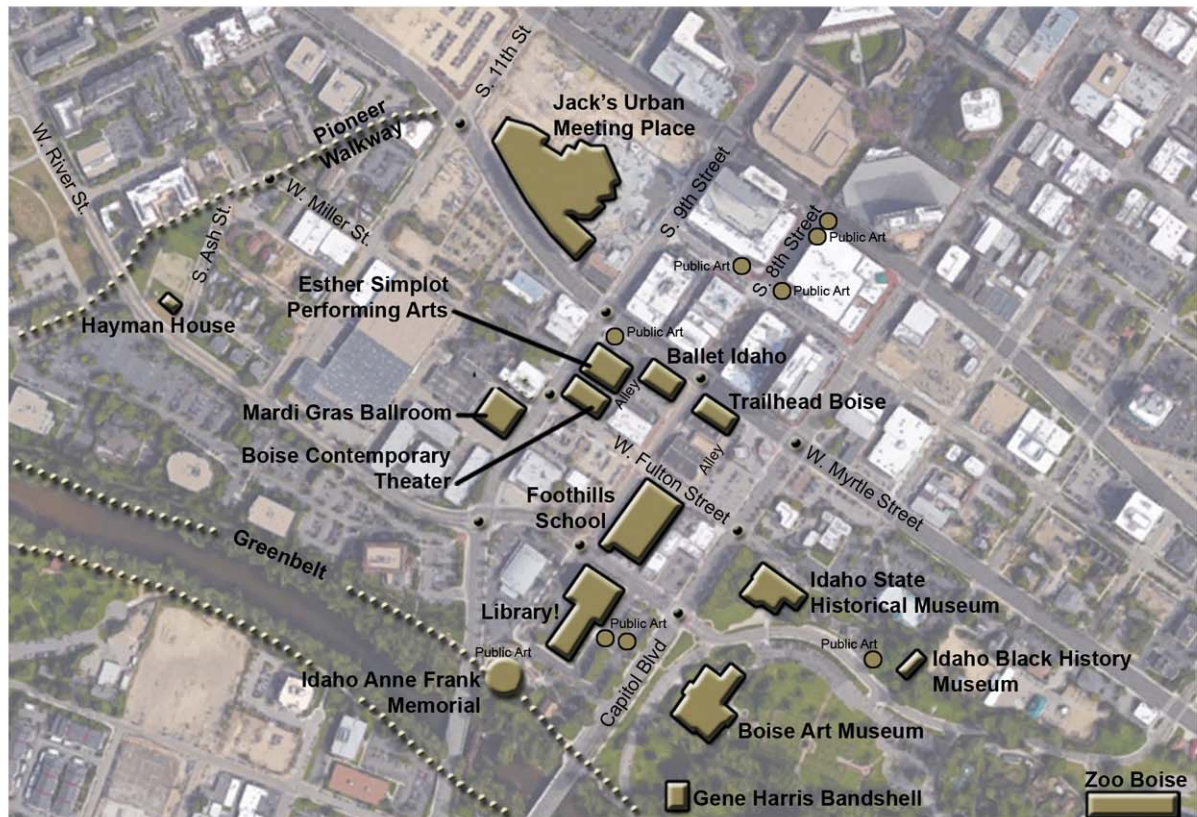
Others projects are focused upon providing greater visual and physical access to the district. The plan proposes artistic interventions at several intersections, providing cues for drivers and pedestrians of safe areas to cross, visual gateways to the district, and increased awareness of the cultural institutions that reside there.

New Landmarks for the City

The plan seeks to emphasize district assets and provide new landmarks for the City of Boise: large wall murals visible from Capitol Boulevard, a new large-scale sculpture at the intersection of 8th and River Streets, and lighting the 9th Street Steel Truss Bridge.

Pop-Up Urbanisms

The South 8th Street District is an ideal zone for temporary art and experimental, pop-up urbanisms: parklets, food truck rallies, mini-music festivals, public pianos, temporary sculptures and installations, and one-time events. Temporary art is an ideal method of testing ideas for the district with relatively minor investment.



Principle Institutions and Amenities

Numerous district institutions significantly contribute to the civic and cultural life of Boise. Boise Public Library, Foothills School of Arts and Sciences, Boise Contemporary Theater, Esther Simplot Performing Arts Academy, and Trailhead Boise, are just a few of the key institutions here. By increasing pedestrian safety and the visibility of the district, each can be given the opportunity to contribute to the street life of the district.



Temporary Programs for Sites

An important part of cultural short-term strategies for the Cultural District and in particular, the South 8th Street, is activating key streets and selected sites. Festivals and special activities as seasonal, recurring events will contribute to increased interest and use of the area. Events should coordinate with and take full advantage of existing recurring events such as Boise Art Museum's Art in the Park, Idaho Historical Museum's History Days, and the Boise Public Library Book Comic-Con event.

Fulton Street, 8th Street and Simplot Alley are ideal spaces for temporary events: a music festival, a children's dance party, or a family chalk art street party

Priority Street and Alleys 



Improved Intersections and Crossings

Myrtle Street Intersections:

S. 11th Street, S. 9th Street, S. 8th Street, Capitol Boulevard

River Street Intersections:

S. Ash Street, S. 11th Street, S. 9th Street, Capitol Boulevard

Fulton Street Intersections:

S. 9th Street, S. 8th Street, Capitol Boulevard

Miller Street Intersections:

S. Ash Street, S. 11th Street

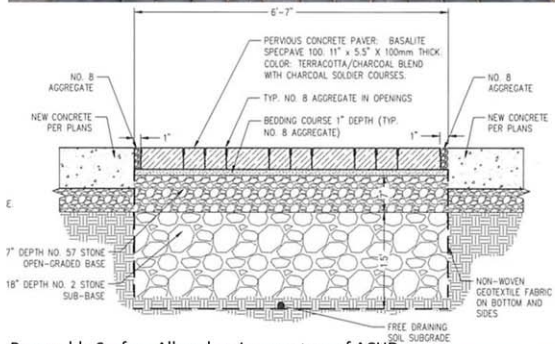
Priority Intersections 

S. 8th Street District: faster, lighter cheaper

3 Priority Infrastructures



South 8th Street District: lighter, quicker, cheaper



3 Priority Infrastructures:

Simplot Alley Resurface, Intersections 8th and River, and Fulton and Capitol

Sites

Simplot alley between 9th and S. 8th Steets, from Myrtle to Fulton

Intersection at 8th and River Streets

Intersection at Capitol and Fulton Streets

Program

To create safer, pedestrian friendly points of entry into the district.

**Hardscape paving
Painted Pavement
Programmed Events**

Materials and Infrastructure

Permeable paving, concrete, thermoplastic paint

Budgets

Resurface Simplot Alley (in addition to, and in coordination with, ACHD) \$40,000.00

Thermoplastic paint at 8th \$10,000.00

Thermoplastic paint at Fulton \$10,000.00

Timeline and Duration

Immediate

Alley resurface - 20 year life

Thermoplastic paint - 6 years

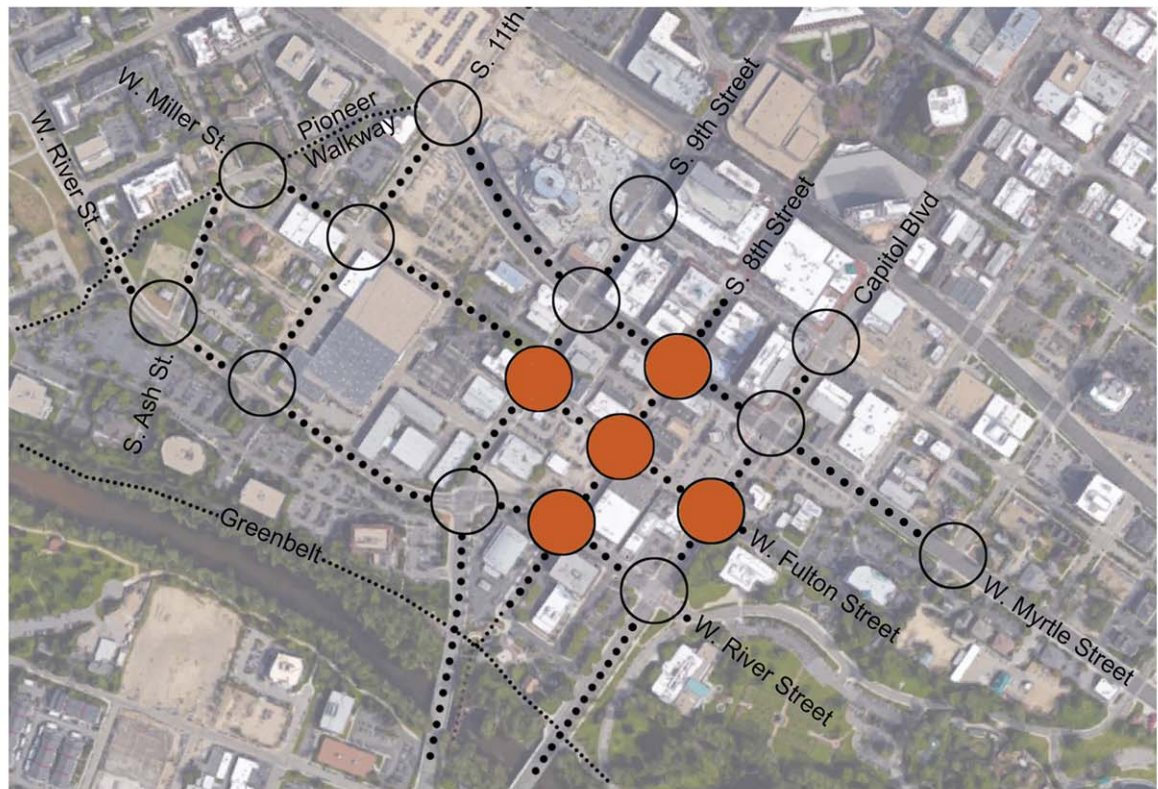
Administration

*CCDC and Boise Department of Arts and History
in coordination with local organizations, property
and business owners*

Narrative

*Simplot Alley, priority should be given to visibility and continuity of the alley
from the north. and strive to accomodate future events. Painted intersections
should reference local institutions and provide high-visibility points of entry.*

Creative Crossings



South 8th Street District: lighter, quicker, cheaper



Saint Louis Symphony Crosswalk, St Louis, MO



Painted Intersection, Portland, OR



Painted Curb Extensions, Austin, TX

Creative Crossings

Sites

South 8th and Myrtle, Fulton, and River Streets
Capital Boulevard and Myrtle, Fulton, and River Streets
South 9th and Myrtle, Fulton, and River Streets
South 11th and Myrtle, Miller, and River Streets
Ash and Miller and River Streets

Program

3-10 Year Rotations of Artistic Painting of Intersections

Materials and Infrastructure

Non-solvent based paint and thermoplastic paint

Budget

\$3,000.00 - \$10,000.00 each

Timeline and Duration

Immediate to mid-term (See 3 Priority Infrastructures)

Non-solvent paints will last 1 - 3 years

Thermoplastic paint 4 - 8 years

Administration

CCDC and Boise Department of Arts and History in coordination with ACHD, ITD and local organizations, property, and business owners.

Narrative

An artist designed collection of painted intersections and/or crosswalks for the South 8th Street neighborhood, The Creative Crossings project will contribute to the identity of the district. These intersections, will also facilitate pedestrian and bicycle visitors by providing inviting, fun and highly visible crossings.

Simplot Alley



South 8th Street District: lighter, quicker, cheaper



Umbrella Sky, Agueda, Portugal



Small Wall Painting, Paris



The Belt, Detroit, MI

Programming Simplot Alley

Site

North-south alley between S. 8th and 9th Streets, from Broad Street to River Street.

Program

Curated overhead temporary installations, small and medium scale murals, painted pavement, programmed events, especially theater, dance, and visual arts.

Temporary installations

Small and Medium Scale Murals

Painted Pavement

Programmed Events

Materials and Infrastructure

Overhead and accent lighting

Overhead wire and fasteners

Electrical supply at grade, in R.O.W.

Budget

Overhead Infrastructure \$20,000.00

Small Scale Murals and Temporary Installations \$20,000.00 - \$50,000.00

Programming organizer - on event basis

Timeline and Duration

Immediate to Mid-term

Duration of event: semi-permanent

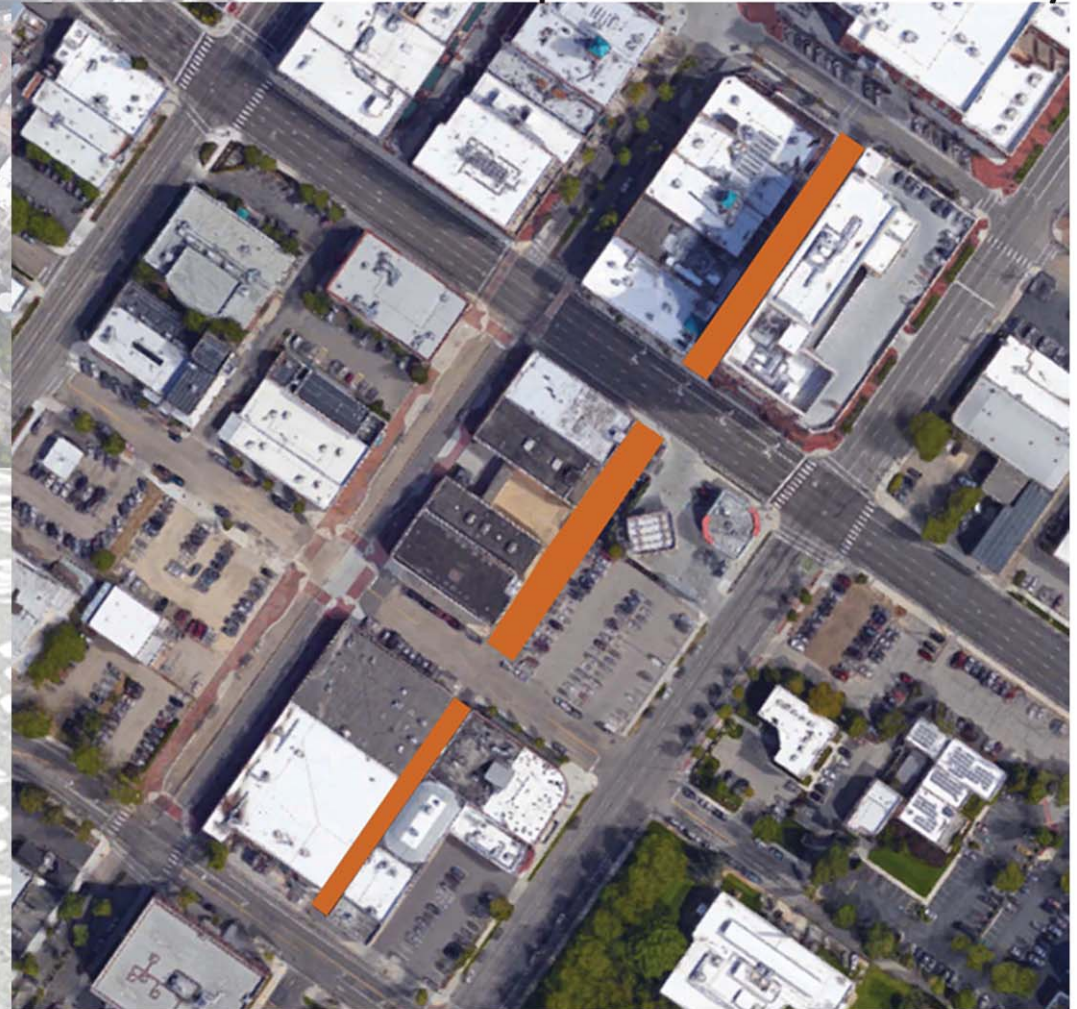
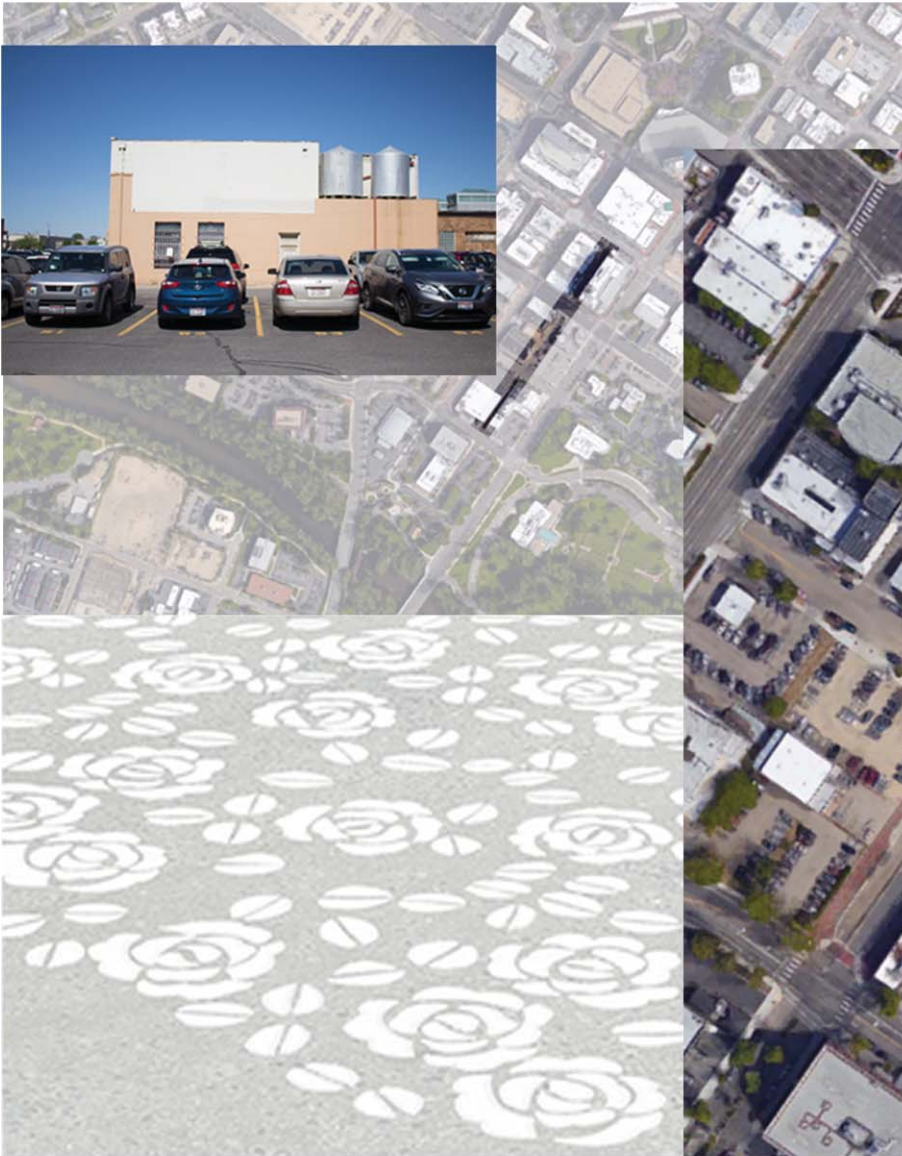
Administration

CCDC and Boise Department of Arts and History, in coordination with local organizations, property and business owners

Narrative

Projects for Simplot Alley should be emphasize visibility and continuity with the pedestrian alley to north. Content could range from themed installations for specific events, and seasonal installations to referencing cultural programs with painted pavement patterns or small mural projects. Possible coordination opportunities for student, workshop or classroom opportunities with The Boise Public Library!, Boise Contemporary Theater, Esther Simplot Performing Arts Academy, Opera Idaho, Ballet Idaho, Boise Philharmonic, The Foothills School of Arts and Sciences.

Capitol Boulevard Alley



South 8th Street District: lighter, quicker, cheaper

Mural, Bialystok, Poland



Mural, Phoenix, AZ



Murals for Capitol Alley

Site

North-south alley between Capitol Blvd and S. 8th St, from Broad Street to River Street.

Program

Curated Murals and exterior wall art

Materials and Infrastructure

Overhead and accent lighting

Budget

\$500.00 - \$5,000.00 per item

\$30,000.00 Total

Timeline and Duration

Immediate

5-10 years

Administration

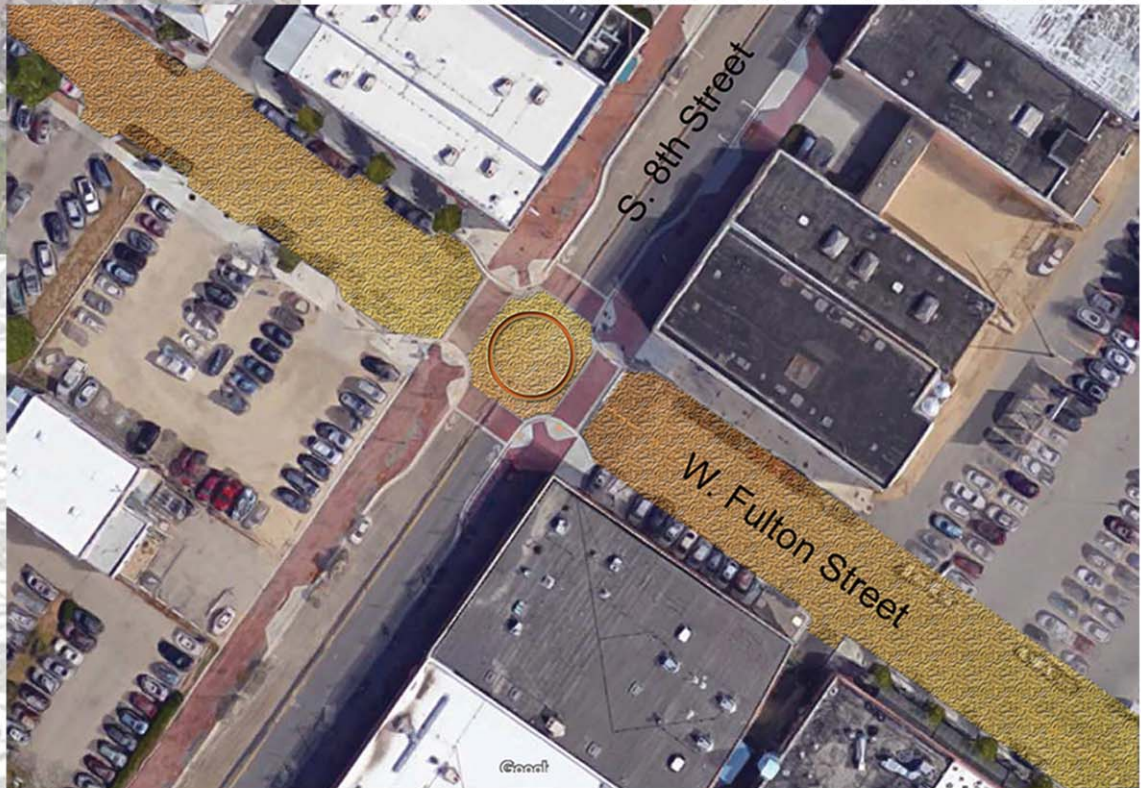
CCDC and Boise Department of Arts and History
in coordination with local organizations, property
and business owners

Narrative

Murals for Capitol Blvd Alley should be highly visible from Capitol Blvd. Content could range from trompe l'oeil, to history, to referencing cultural programs within the district: The Boise Public Library!, Boise Contemporary Theater, Esther Simplot Performing Arts Academy, Opera Idaho, Ballet Idaho, Boise Philharmonic, The Foothills School of Arts and Sciences.



Festival Street: West Fulton



South 8th Street District: lighter, quicker, cheaper



Colorado Courtyard, Pasadena, CA



Parklet, Spokane, WA



Timpuyog Festival, Kiamba, Philippines

Festival Programming Fulton Street

Site

Fulton Street from Capitol Boulevard to S. 9th Street

Program

Street and Sidewalk Festivals

Pop-up Theater and Performance Stage

Fulton Street Food Truck Rally

Pop-up Parklets and Vendors

Materials and Infrastructure

Overhead lighting, banners, canopies

City power sources

Temporary stage and seating

Temporary Street Paint

Budget

\$10,000.00 overhead infrastructure

\$10,000.00 street and intersection paint

Programming organizer - on event basis

Timeline and Duration

Midterm 5 - 10 years

Administration

*CCDC and Boise Department of Arts and History
in coordination with local organizations, property
and business owners*

Narrative

*Festival events - programming themes should coordinate
with locals businesses and institutions: chalk art with Foothills School,
outdoor cinema with Flicks, outdoor theater with Boise Contemporary
Theater, a Flea Market event with Renewal, et cetera.*



Programming 8th Street

South 8th Street District: lighter, quicker, cheaper



Chalk Art Festival, Denver, CO



Kids' Chalk Art Festival, Fair Oaks, CA



Nomad Cinema, London

Temporary Cultural Programming for South 8th Street

Site

South 8th Street from Myrtle to Anne Frank Memorial

Program

Annual Street Festivals

8th Street Flea Market
8th Street Children's Chalk Art Festival
National "Parking Day"
Outdoor Cinema Festival
Outdoor Theater Festival

Materials and Infrastructure

Overhead lighting, banners, canopies
 City power sources
 Temporary markings for stalls and/or artworks
 Screen or wall preparation for projection

Budget

\$15,000.00 - overhead infrastructure
 \$5,000.00 - \$10,000.00 per event
 Programming organizer - on event basis

Timeline and Duration

Immediate
 repeating, longterm

Administration

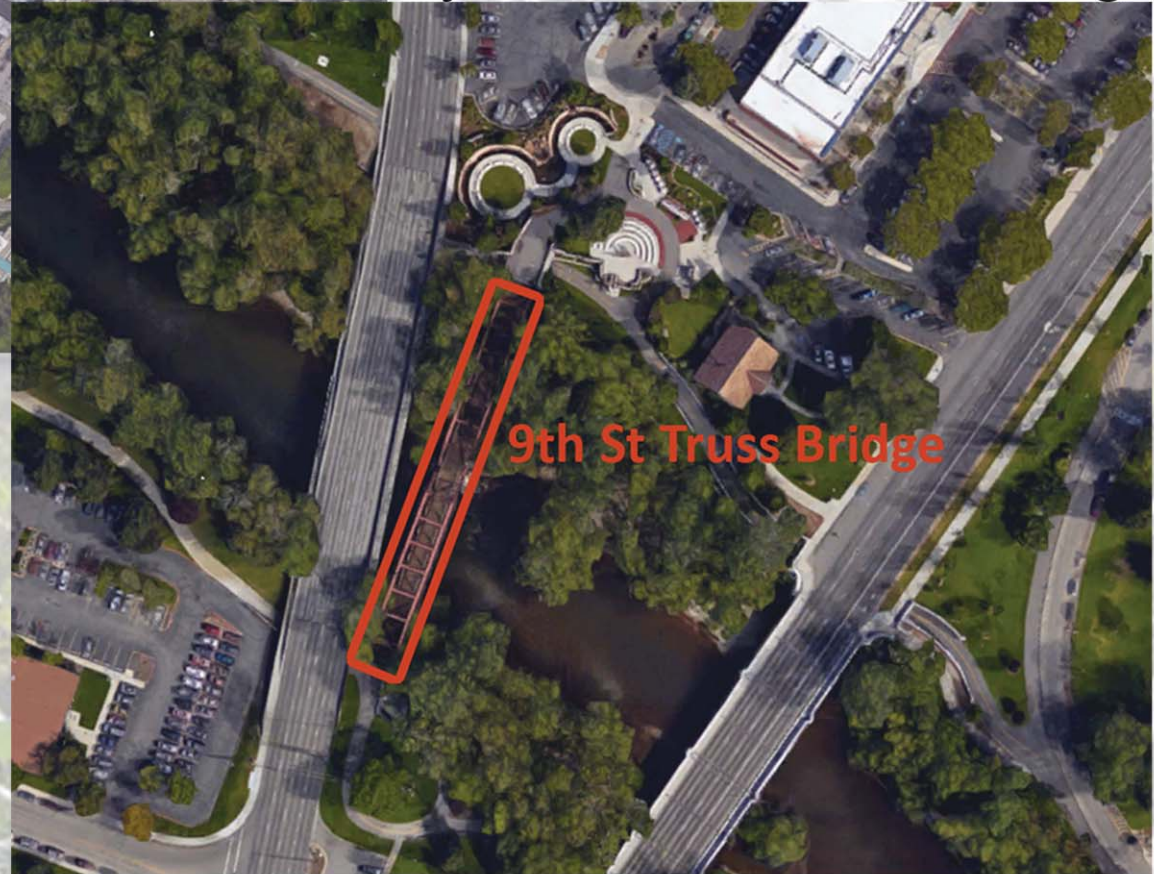
Boise Department of Arts and History, CCDC,
 in coordination with local organizations, property
 and business owners

Narrative

Festival events - programming themes should coordinate with locals businesses
 and institutions: chalk art with Foothills School, outdoor cinema with Flicks, outdoor
 theater with Boise Contemporary Theater, a Flea Market event with Renewal, et cetera.



Landmark Project: 9th Street Steel Bridge



South 8th Street District: lighter, quicker, cheaper



Old Northern Avenue Bridge, Boston, MA



Bay Bridge, San Francisco, CA



The Garden Bridge, Shanghai

Lighting the 9th Street Truss Bridge

Site

9th Street Pedestrian Bridge

Program

Adjustable and programmable lighting for seasonal and special occasions

Seasonal Displays

Commemorative Occasions

Landmark Lighting

Festival Lighting

Materials and Infrastructure

Programmable LED lighting system

City power sources

Budget

\$50,000.00

Timeline and Duration

Immediate

Long-term

Administration

CCDC and Boise Parks and Recreation Department
in coordination with local organizations, property
and business owners

Narrative

A programmable lighting system for the 9th Street pedestrian bridge will contribute to the safety and landmark visibility of this historic structure. Lighting design should address visibility from multiple points, especially the southern end of Capitol Boulevard and north from 8th and Myrtle. Setting and colors should address seasonal and holiday events as well as specific commemorative occasions.



Landmark Project: River & 8th Streets



South 8th Street District: lighter, quicker, cheaper



Colorado Convention Center, Denver, CO



Park Avenue, New York, New York

Landmark Art at 8th and River Streets

Site

Any of the four corners at the intersection of 8th and River Streets, incorporated into new construction or renovations of existing or new buildings, as well as the median strip at 8th Street, south of the intersection, are all possible sites for a new landmark scale artwork.

Program

A large-scale, high-visibility landmark artwork will visually connect BoDo to the Library! and the river, helping to draw interest, pedestrians, and traffic toward the river from north of Myrtle Street

High visibility

Vertical

Light-weight

Day and night presence

Required infrastructure

Access to city power source

Budget

\$75,000.00 - \$200,000.00

Administration

CCDC and Boise City Arts and History in coordination with local organizations, property and business owners

Narrative

The project should be mindful of plans for a new or renovated Main Library! and consider coordinating this element as part of a 1% initiative. The project may also proceed without development. In any case, it is recommended the project keep in mind broad themes of community able to co-exist with the multiplicity of cultural and historical contents of the district as well as the programmed presence of children in the case of schools, the Library and parks.



Landmark Project: Fulton & 8th Streets



South 8th Street District: lighter, quicker, cheaper



Landmark Art at 8th and Fulton Streets

Site

Any of the four corners at the intersection of 8th and Fulton Streets. new construction or renovations of existing or new buildings, as well as incorporating into new festival infrastructure for both Fulton and 8th Streets, are all possible sites for a new large scale artwork.

Program

The project should visually connect Broad and Myrtle intersections along 8th Street to Fulton and River Streets to the south. It should be understood as part of a series of landmarks: The trestle bridge, the landmark artwork at 8th and River as well as the Fulton site. A large-scale, high-visibility work will connect BoDo to the Library! and river areas, helping to draw interest and entice pedestrians toward the river from Broad and Myrtle Streets.

High visibility

Day and night presence

festival and seasonal infrastructure

Required infrastructure

Access to city power source

Budget

\$50,000.00 - \$100,000.00

programming organizer - on event basis

Timeline and Duration

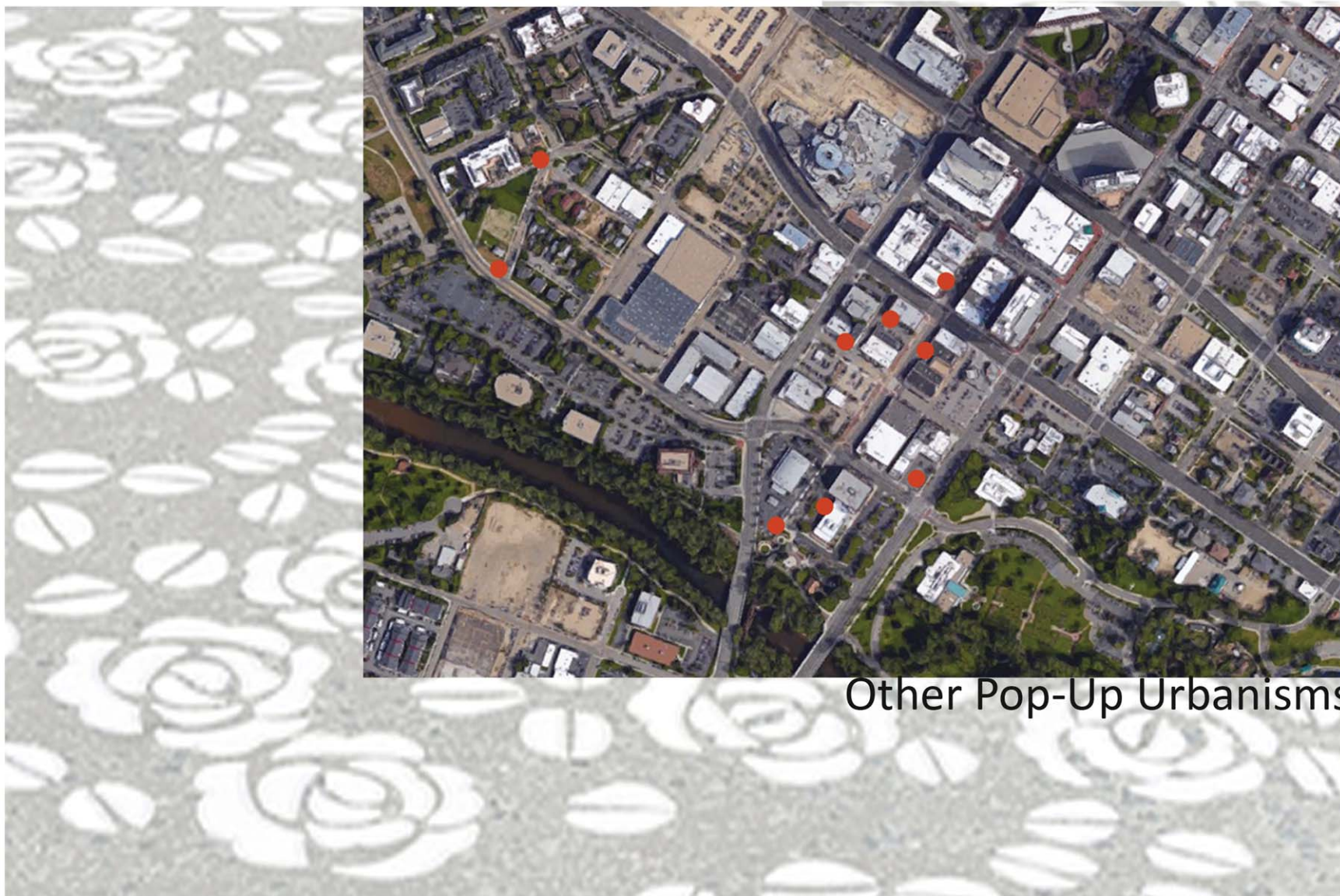
Immediate. Longterm,

Administration

CCDC and Boise City Arts and History in coordination with local organizations, property and business owners

Narrative

The project should function as infrastructure for festivals and special occasions for both 8th and Fulton Streets as well as a landmark piece marking a pulse point of the South 8th Street District.



Other Pop-Up Urbanisms

South 8th Street District: lighter, quicker, cheaper



Street Piano, New York, New York



Parklet, Spokane, WA



Parklet, San Francisco, CA

Other Pop-Up Urbanisms

Sites

District-wide

Program

Temporary Parklets and Furnishings

Street Pianos

Temporary Visual Arts, Projection, Sculpture, Installation

Temporary Performing Arts, Theater, Dance

Pop-up Vendors

A Flea Market

A Temporary Outdoor Cinema

A Recurring Farmers' Market

A Recurring Food Truck Rally

Materials and Infrastructure

Access to city power

Budget

\$500.00 - \$25,000.00

programming organizer - on event basis

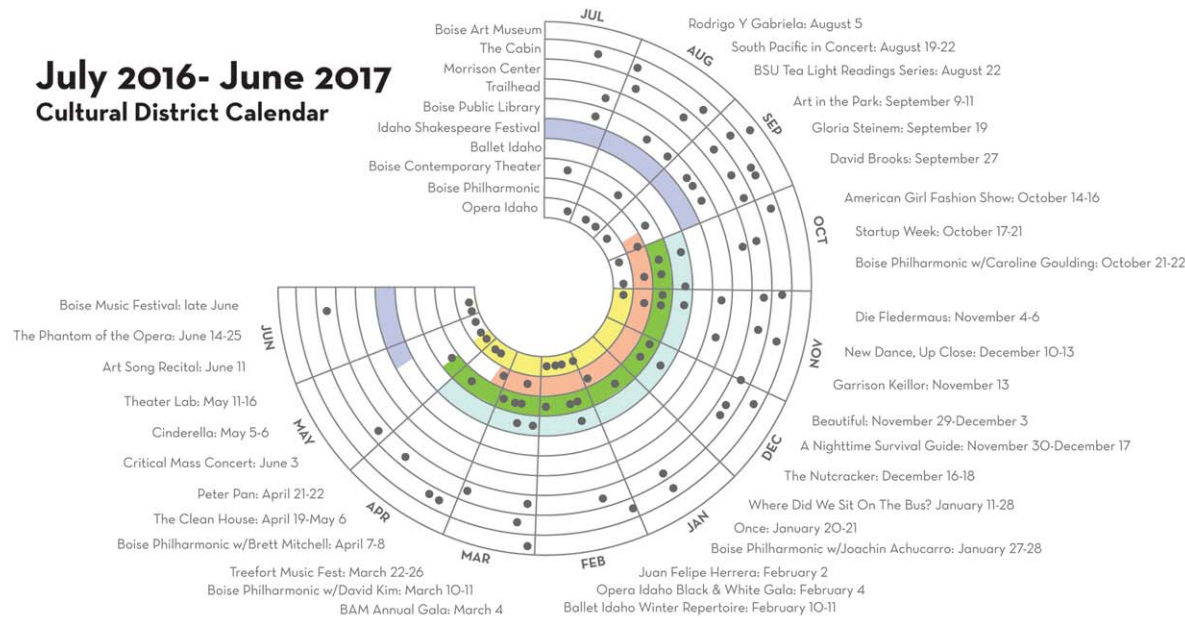
Administration

*CCDC and Boise Department of Arts and History
in coordination with local organizations, property
and business owners*

Narrative

Projects should seek to activate the district and engage the larger community by encouraging the use of streets, temporary plazas, and alleys for a variety of events, day and night.

July 2016- June 2017 Cultural District Calendar



September 2016

- 6: Drop-In Writing Workshop (The Cabin)
- 8: Critical Mass Concert (Opera Idaho)
- 9: Rodney Carrington (Morrison Center)
- 9-10: Clearance Book Sale (Library)
- 14: Shakespeare Film: A Midsummer Night's Dream (Library)
- 17: BCT Gala (BCT)
- 19: Gloria Steinem (Morrison Center and The Cabin)
- 21: Getting the Most Out of Your Big Game (Library)
- 22: Tall Tales Reading Series (The Cabin)
- 27: David Brooks (Morrison Center)

October 2016

- 1: Andrew von Oeyen, piano (Philharmonic, Morrison Center)
- 4: Free Drop-In Writing Workshop (The Cabin)
- 5-22: Hedwig and the Angry Inch (BCT)
- 6: The Golden Age of Operetta (Opera Idaho)
- 13: Jackson Browne (Morrison Center)
- 14-16: American Girl Fashion Show (Ballet Idaho)
- 17-21: Startup Week (Trailhead)
- 21-22: Caroline Goulding, violin (Philharmonic, Morrison Center)
- 23: Children's Reading Series (BCT)
- 24: Operatini (Opera Idaho)
- 29: Fall Gala (Ballet Idaho)

November 2016

- 1: Free Drop-In Writing Workshop (The Cabin)
- 3: The Head and the Heart (Morrison Center)
- 3-5: Theater Lab (BCT)
- 4-6: Die Fledermaus (Opera Idaho)
- 4-6: Friends Fall Book Sale (Library)
- 10-13: New Dance, Up Close Fall Series (Ballet Idaho)
- 11: Children's Reading Series (BCT)
- 12-13: Kevin Cole, piano (Philharmonic, Morrison Center)
- 14: Garrison Keillor (Morrison Center)
- 16: A Reception with Colum McCann (The Cabin)
- 19: Beautiful (Morrison Center)

Calendar courtesy of Boise City Planning and Development services

South 8th Street District: lighter, quicker, cheaper

Budget Summary

Priority Infrastructure - Resurfacing Simplot Alley	40,000	
Priority Infrastructure - Crossing at 8th and River	10,000	
Priority Infrastructure - Crossing at Fulton and Capitol	10,000	
Creative Crossings (15 x 5K)	75,000	
Alleys - Simplot Alley Overhead Infrastructure	20,000	
Alleys - Simplot Alley Art and Installations	20,000	- 50,000
Alleys - Capitol Alley Art	30,000	
Festival - Fulton Street Overhead Infrastructure	10,000	
Festival - Fulton Street Paint	10,000	
Festival - 8th Street Overhead Infrastructure	15,000	
Landmark - Steel Truss Bridge Lighting	50,000	
Landmark - Library	50,000	- 200,000
Landmark - 8th and Fulton	50,000	- 100,000
Events Programming - Coordination	40,000	- 80,000
Total	\$430,000	- 700,000

Priority Projects and Timeline

1. Landmark - Steel Truss Bridge	
LED Lighting	50,000
<i>Timeline: early 2017</i>	
2. Intersection at Fulton and 8th Streets	
Creative Crossing	5,000
Landmark – 8th and Fulton	50,000 - 100,000
Overhead Infrastructure	10,000
Fulton Street Paint	10,000
<i>Timeline: Spring 2017</i>	
3. Priority Infrastructures - Crossings	
8th and River	10,000
Fulton and Capitol	10,000
<i>Timeline: Summer/Fall 2017</i>	
4. Simplot Alley	
Resurfacing (in addition to ACHD)	40,000
Simplot Alley Overhead Infrastructure	20,000
Small Scale Murals and Installations	20,000 - 50,000
<i>Timeline: 2018</i>	
5. Creative Crossings	
Multiple Intersections	75,000
<i>Timeline: 2017 - 2018</i>	
<i>Total</i>	<i>300,000 - 380,000</i>

Funding limitations

The use of revenue allocation (tax increment) funds is governed by the Idaho Local Economic Development Act of 1988, as amended, Chapter 29, Title 50, Idaho Code (the Act). The definitions of Project and Project Costs under Idaho Code Section 50-2903(13) and (14), depict projects which might be best described as “bricks and mortar”. Revenue allocation funds were never envisioned to provide the funding for ongoing maintenance and operation of the facilities which would be funded by revenue allocation funds, except for repair and replacement or other approved reserves during the authorized period for revenue allocation. Professional services related to the development of those facilities are allowed, as well as direct administrative costs related to the development of the project. However, use of revenue allocation funds for ongoing maintenance or programming of the facilities would not be in compliance with the Act.

Revenue allocation funds (with some very limited exceptions) must be spent within the revenue allocation area from which the funds are generated. Spending revenue allocation funds for projects outside the revenue allocation area would not be appropriate.

The Economic Feasibility Study of the First Amended and Restated River-Myrtle/Old Boise Urban Renewal District, an attachment to the First Amended and Restated River-Myrtle/Old Boise Urban Renewal District Plan (Plan) describes the various activities contemplated and corresponds to the limitations set out in the Act. Revenue allocation authority under the Plan terminates in 2025.

Index of Stakeholders and Affiliates

Anne Frank Human Rights Memorial *Dan Prinzing*

Ballet Idaho *Jenny Weaver*

Biomark *Mike Fery*

Boise Art Museum *Melanie Fales*

Boise Contemporary Theater *Matthew Clark*

Boise Parks *Doug Holloway*

Boise Philharmonic *Sandra Culhane*

CC Fulton Investors *Ed Miller*

Foothills School *Jon Ninnemann*

Fulton Annex LLC *Mark McAllister*

Fulton Street LLC *Chris Nelson*

Hon R L Family Trust *Ron Hon*

Idaho Historical Museum *Jody Ochoa*

Idaho Shakespeare Festival *Mark Hofflund*

JRS Properties *Vic Conrad*

JUMP *Kathy O'Neill*

LGD Ventures *Garret Goldberg*

Library! *Kevin Booe*

Log Cabin *Kurt Zwolfer*

Opera Idaho *Mark Junkert*

Rim View LLC *Gregg Kaslo*

Trailhead *John Hale*

Wilcomb LLC *Cecil Wilcomb*



FRIDAY UPDATE

JANUARY 6, 2017

TO: John Hale, Chairman, CCDC Board Commissioners
FROM: John Brunelle, Executive Director
RE: CCDC Operations Report – December 2016

In 2017, the combination of CCDC's signature placemaking project (The Grove Plaza) and our milestone economic development project (financing for Boise Centre expansion) will pay immediate dividends for Boise. The sales team at Boise Centre has announced early successes, and it's gratifying to watch them thrive as their calendar fills up here: <https://boisecentre.com/attend/events/>.

Last week, the agency was able to help coordinate the installation of the new signage at Boise Centre East, and will do the same with CenturyLink Arena next week. This newly energized environment at The Grove Plaza and cultivation of diversified activity promises a vibrant and prosperous urban center for many years to come.



Also in the coming year, a number of ribbon cuttings and grand openings will take place involving residential and visitor lodging properties in our URDs. These projects, supported by CCDC's Participation Program, will be game changing. In the city's 150+ year history, the goal has often been to "attract people downtown" to shop or visit. This year will mark the largest single year increase in the number of people who will already be downtown -- either living in apartments, condominiums, or staying in new hotels. Collaborating with private and public partners to proactively plan and complete these high quality projects has advanced the overall planning goals for downtown and will permanently enrich our local economy.

The new year brings excitement for the team at CCDC and recommitment to help the Boise community thrive in a sustainable economy where an exceptional built environment and excellent business opportunities are in perfect balance.

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

FY 2017 \$13 million River-Myrtle Financing – Request for Proposals

With the Request for Proposals having been issued, the wheels are in motion to secure the Board-approved direct loan or direct purchase of approximately \$13 million tax-exempt (interest earned is excludable from gross income) of Redevelopment Bonds, Series 2017. If all goes as planned this financing will be on the Board's April meeting agenda for final consideration.

Timeline:

Dec 16, 2016:	RFP sent to ten financial institutions
Jan 26, 2017:	Proposals due
April 10, 2017:	Bond Resolution to Board (<i>projected</i>)
May 11, 2017:	Closing (<i>projected</i>)
Sept, 2024	Final Maturity (<i>projected</i>)

Use of Funds:

1. Pioneer Crossing parking garage condo (approx. 250 spaces)	\$5.4 million
2. The Fowler parking garage condo (approx. 89 spaces)	\$2.6 million
3. Broad St / Central Addition / LIV District Improvements	\$4.9 million

Security:

1. River-Myrtle / Old Boise tax increment revenues
2. Net parking revenues

Central District Sunset Working Group Meeting 4

The Working Group met for the fourth time on December 21 to continue planning for the close-out of the Central District. See the [attached meeting minutes](#) for a synopsis of the progress made and what future work plan.

Tax Year / Calendar Year (TY/CY) 2017 property tax revenue above the Base Year amount generated by properties in the Central District will be the last to come to CCDC as increment revenue in the Agency's FY 2018.

Timeline:

- December 31, 2017: 'Formal' Central District sunset date.
- January 2018: First TY/CY 2017 property tax revenue distribution.
- July 2018: Second and final TY/CY 2017 property tax revenue distribution.
- September 30, 2018: Practical Central District sunset date. No new Central-generated tax increment revenue expenditures (first day of FY 2019).

All TY/CY 2018 property tax revenue will be distributed to the seven affected taxing districts when those revenues are distributed in January and July 2019.

1. Ada County
2. Ada County Highway District
3. Boise School District

4. Boise City
5. College of Western Idaho
6. Emergency Medical Services District
7. Mosquito Abatement District

Although other urban renewal districts have been terminated across the state, this is a first for CCDC and Boise. It will be another seven years before this process is repeated for the River-Myrtle / Old Boise District. The Westside District sunsets the following year, at the end of FY 2026. The Agency's newest district, 30th Street, runs through FY 2033.

COMPETITIVE BIDDING and QUALIFICATION-BASED SELECTIONS

Broad Street – LIV District Public Infrastructure Improvement Project

Project: Agency investments in Broad Street, the core of the city's first LIV District, include streetscapes, expansion of the city's geothermal system, installation of green storm water management and fiber optic infrastructure and historic preservation activities. Guho Corp was competitively selected for Construction Manager / General Contractor (CM/GC) services.

- Sept 12: The Board of Commissioners approved Amendment 2 to the CM/GC contract, authorizing the amended Guaranteed Maximum Price (GMP) start of construction services and award of subcontracts.
- Jan 9, 2017: Board considers of final GMP construction amendment
- March 24, 2017: Anticipated Substantial Completion.
- April 24, 2017: Anticipated Final completion.

Status: Construction is well underway. Subcontractors are being secured for the final construction component, Capitol Boulevard to 6th Street.

2017 Streetscape Improvements Project – Request for Qualifications

Project: The Agency desires to hire a general contractor to construct the designated streetscape improvements this coming summer.

- Jan 4: RFQ issued.
- Feb 8: Submissions due from any interested public works contractor.

Status: Per standard Agency procedure and Section 67-2805(3)(b), Idaho Code, only pre-qualified contractors are able to bid the project.

10th & Front Garage Concrete Repairs – Informal Invitation to Bid

Project: Repair concrete spalling on levels 2, 3 and 4 in the 10th & Front Street public parking garage. Total cost estimated to be less than \$100,000.

- Oct 31: Informal Invitation to Bid sent to three licensed public works contractors.
- Nov 9: Pre-bid meeting.
- Nov 21: Three bids received by the 3 pm deadline.

Status: The lowest responsive bid was submitted by Watson Associates. Agency proceeding with a public works construction contract with Watson Associates for the scope of work.

OTHER CONTRACTS ACTIVITY

The Grove Plaza

1. Limited vehicular access license agreements for YESCO sign company to hang Boise Centre signage on Center East building.
2. ESI/Boise access to Boise Centre Construction site via West Spoke for saw cutting work.
3. Eastwind Community Church for Christmas Eve Candlelight Service.

Public Parking Garages – Modus Architecture Collaborative contract amendment for additional electrical engineering design services required to increase electrical panel capacity.

Front Street Remnant – Mountain States Appraisal contract amendment extending re-use appraisal due date due to developer delay.

Ash Street Properties – Ash Street Properties Exclusive Right to Negotiate update to show deChase Miksis as approved by the Board at its December 12 meeting.

Westside District – Professional Service Agreement with ZGF Architects to prepare potential development concepts for various properties.

VRT / Boise Green Bike – Three-year Sponsorship Agreement for a 5-station-hub Boise Green Bike Station located at the Red Lion Downtowner in the 30th Street District.

Bike Racks – Fabrication contract with KB Fabrication & Welding for 15 U-shaped bike racks in accordance with the updated design specifications for the Downtown Streetscapes.

CCDC Operations

1. Professional Services Agreement with Idaho Airships for air photography and updated images/maps showing new development areas.
2. Continued insurance certificates audit to ensure current and required coverage on various projects. Work with consultants and/or underwriting company for updated certificates and correct additional insured language.

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

INFRASTRUCTURE PROJECTS

Broad Street – Central Addition Improvements - CIP Project

Project Description

Improvements in the Central Addition including streetscapes on Broad Street from Capitol Blvd. to 2nd Street, geothermal expansion, fiber optic expansion, and road rebuild and entry into Julia Davis Park.

Update

Guho continues their progress on the streetscape work. The approaches to the IIB building and the Shilo parking lot have reopened. The parking lanes will remain closed to allow Guho to use the areas to place concrete as weather allows. The geothermal pipe installation on Broad Street between Capitol Blvd. and 5th Street is complete. Guho anticipates starting the geothermal pipe installation on south 5th Street adjacent Julia Davis Park the week of 1/9. They will work north to tie into the existing system adjacent Broad. Guho anticipates starting the Julia Davis Park Entry work towards the end of January. Construction activity has slowed due to inclement weather but recent forecasts show weather favorable for increased construction activity moving into January.



Next Steps

Seeking Board approval in January for Phase 2 Streetscape Improvements (5th Street to Capitol Blvd.)

Other Active Infrastructure Projects

2017 Streetscape Improvements – CIP Project

On 11/14/16 the Board approved of selection of JBA as the Landscape Architect for the 2017 Streetscape Improvement Projects. DR submittal forthcoming for the streetscape improvements on Main Street adjacent 14th Street, Main Street between Capitol Blvd. and 5th Street (south side) and on Capitol Blvd. and 5th Street, south of Main.

Streetscape project on State Street, 16th - 8th, Both Sides

This project is intended to accomplish a more consistent streetscape, including buffers/detached sidewalks, and roadway section along State Street, a gateway corridor for downtown Boise, concurrent with ACHD road work. Staff from ACHD, CCDC, and COB have scoped the project, and ACHD staff is developing some preliminary plan work for consideration.

5th & Myrtle New Signalized Crossing

The new Julia Davis pathway/entrance from 5th should be complete February 2017. COMPASS will be getting ped/bike counts on the path in March to check for signal warrants.

MOBILITY PROJECTS

Boise GreenBike Station Sponsorship at Red Lion Downtowner



Project Description

Boise GreenBike is expanding its station network in 2017, including a station at Red Lion Downtowner in the 30th Street URD. This presents an opportunity both for CCDC branding/sponsorship and to improve connections between 30th Street URD (currently not well supported by bike share) and the rest of downtown.

Project Update

CCDC and Boise GreenBike (VRT) have signed a sponsorship agreement for a new bike

share station at the Red Lion Downtowner (at 1800 W Fairview, not to be confused with the Riverside in Garden City that was formerly a Red Lion). CCDC will pay \$4,300 equipment costs for sponsorship/branding for 3 years and first right of renewal.

Next Steps

Equipment is on order, with an expected delivery in March 2017 and installation shortly thereafter.

Other Active Mobility Projects

5th & 6th 2-way Conversion

Staff will provide the cost share agreement to the Executive Director for signature once finalized. Concept design phase expected to be complete fall 2017.

401 S. 5th Street - The Fowler Public Parking - PP Type 3

CCDC is working with Andersen and Local Construct to finalize parking equipment and signage packages.

Bike Rack Infill

ACHD staff has finalized a license agreement, pending ACHD commission approval, to install a bike corral in the pullout on the north side of Main next to Taphouse (BPD does not want it used for deliveries anymore due to encroachment in the travel lane). CCDC and Boise staff are discussing relocation of the bike corral next to Egyptian Theater/Tony's to Idaho/8th when the City Hall Plaza/Capitol Blvd project begins this coming spring. License agreement for Main St bike corral to be considered for approval by ACHD commission on January 11; installation in early February.

State Street TTOP MOU Renewal

Staff will present this as an information/discussion item at the January 2017 board meeting, followed with a resolution to consider for adoption at the February 2017 board meeting.

PLACEMAKING PROJECTS

826 W Main Street - The Grove Plaza - Brick Sales Goal Achieved!

Project Description

The Grove Plaza Brick by Brick program is a community engagement and fundraising project where personalized bricks are available to the public for purchase and placement on the newly renovated Grove Plaza. The program replaces the original Founders Bricks on the plaza.

Project Update

Brick Sales ended on December 31st. In total CCDC sold 4,172 bricks. 2,270 in the first phase (August 2015-April 2016) and 1,902 in the second phase (May 2016 – December 2016). Currently, staff is working to finalize a variety of Corporate Sponsorships, some of which include a 16"x16" granite plaque placed next to the tree of the company's choosing. This money will go towards additional fountain programming that will coordinate fountain effects to music.



Next Steps

Secure final corporate sponsorships. Work with Brick Engraving company on logistics for final round of engraving. Bricks from Phase 2 will be installed during the final phase of The Grove Plaza renovation in the spring.

Other Active Placemaking Projects

CCDC Alley Program

6th to 3rd between Main & Idaho - Staff will ask the board to approve a T4 modification with 5th & Idaho at Janaury board meeting to conduct all alley improvements between 5th and 6th with its project in 2017. Staff will also propose to accomplish undergrounding east of 5th concurrently with the ACHD alley project in 2018 in order to minimize disruption to adjacent properties.

11th to 12th Street between Grove & Front CCDC will hire a consultant to design utility undergrounding ahead of ACHD alley project.

South 8th Street District Plan - CIP Project

CTY has been hired to further the LOCI plan to identify interventions to be implemented in the immediate future. CTY is finalizing their phase one implementation recommendations based on the LOCI plan. The plan to be presented to the Board in January for input.

150 N. Capitol - City Hall Plaza - PP Type 4

Agency staff and city staff are developing the agreement for review and approval by the city council. City Staff is presenting the agreement to City Council on January 10 for approval. CCDC staff will update the Board in January and place this agreement on the February agenda for final approval.

826 W Main Street - The Grove Plaza Renovation - CIP Project

Planning efforts to restart construction on the South Spoke March 15, 2017 are underway. Initial fountain water display programming has begun and staff is developing a process to determine the desired water displayed.

Traffic Box Artwork

A call to artists was released in fall of 2016 with a deadline of February 2017 for artwork for 12 traffic boxes in the River Myrtle district.

Boise Art Project (South 8th Street Area) – Public Art

CCDC working with Arts and History on public art installations identified in the 8th Street Corridor planning effort.

8th Street Retractable Bollards – CIP Project

This project will install retractable bollards at the ends of the portion of 8th Street owned by CCDC to facilitate street closure for the frequent special events that occur there. Staff is conducting preliminary due diligence to determine feasibility of retractable bollards, including necessary and/or preferred features, specifications, and placement. Staff has met with Parks, Public Works, and Fire Department staff to discuss general considerations. Staff will meet with ACHD in January to discuss traffic considerations and whether bollards should be placed within or outside ACHD ROW.

ECONOMIC DEVELOPMENT PROJECTS

503 - 647 S. Ash Street - Ash Street RFP - PP Type 5

Project Description

This series of parcels are currently vacant and total approximately 0.75 acres. The site is adjacent to the Pioneer Pathway, the Hayman House, and a small city park and within the River Street Neighborhood. An RFQ/P for a workforce housing development was published in September 2016 with proposals due on November 15th. The Board reviewed the proposals on November 29th.



Update

In December the Board chose to award the RFP to deChase Miksis to construct workforce housing. The deChase Miksis project proposes 23 townhomes with 3 bedrooms and one-car garages, and (8) 1-bedroom apartments with one reserved parking space each.

Next Steps

Finalize the ERN and administer the contract.

Other Active Economic Development Projects

119 S. 10th - 119 Condos - PP Type 1

Staff reviewed all cost documentation and inspected the public improvements. 119 Boise, LLC was reimbursed for the full contract amount of \$150,000 for their Type 1 agreement on December 16. As of December 7th, the project had closed on 3 units and over 50% of the units were reserved. This project is complete.

5th Street - 5th and Idaho Apartments - PP Type 2/Type 4

CCDC has existing Type 4 and Type 2 Participation Agreements (approved May 2016), which include the cost of the public park (land and improvements), streetscapes, alley improvements and underground utilities. CCDC has asked the developer to incorporate additional alley improvements near the project site and is requesting an amendment to the Type 4 Agreement for this purpose.

620 S. 9th - Afton - PP Type 5

In December, CCDC approved a five month extension to the Phase I construction completion deadline. The development continues to move forward and there are over 20 units reserved. The developer is working on planning Phase 2 of the project and will likely close on it before contractually obligated, spring or summer of 2017.

502 W. Front Street - Remnant RFP -PP Type 5

Capitol Partners, LLC, has submitted an application to Design Review for the January commission hearing. Staff is working with ValBridge/ Mountain States Appraisal for re-use appraisal services. The appraiser is awaiting detailed information from the developer. Staff hopes to bring the DDA to the board for approval in coming months.

500 S. Capitol - Inn at 500 - PP Type 2 and Type 4

The project is on schedule and is still aiming to be complete by early 2017. The developers hosted a media event for the Art Dedication on Friday, December 30th.

SPECIAL PROJECTS

EPA assessment grant

Staff will continue to coordinate with DEQ and City of Boise environmental and economic development staff to identify where the DEQ brownfield assessment program could be used to foster redevelopment downtown.

Parking & Facilities Team: Max Clark & Ben Houpt

Exterior Signage for All Garages

Project Description

This project consists of replacing existing exterior signage and adding new signage with newly branded ParkBOI logo and additional information.

Update

Staff has met with Boise City regarding sign code requirements, and bid specifications are nearly complete. We expect to go to bid in February.

Next Steps

Go to bid, Board approval in March, Installation in April at latest.

Park & Ride Shuttle

Project Description

A public and private sector working group is exploring the desirability and feasibility of creating one or two Park & Ride facilities as a short term solution to the downtown's parking shortage. The sites being considered include BSU's Elder Street site near the airport; and The College of Western Idaho's site near Whitewater Boulevard.

Update

Teams of task force members spent autumn interviewing prospective service users regarding various commuting questions. Answers to these questions should help determine desirability and feasibility of the proposals.

Next Steps

In January the group is expected to deliver their recommendations to the inter-agency steering committee. Also, CCDC staff will meet with the CWI Board on 1/17 to discuss how the project might compliment their plans for a Boise campus.

Park BOI Website

Project Description

There are two parking related websites that CCDC manages. The first is BoiseParking.com, which is an assimilation of all the known parking resources downtown. The second is for ParkBOI, the on & off street public parking system.

Update

Minor updates are in the works for the BoiseParking site. A more thorough updating of the ParkBOI site is anticipated. This will include updating the site graphics in addition to enabling the garages to transact business through an Internet interface.

Next Steps

Complete technical construction of a safe and efficient payment processing functionality for the ParkBOI site by March 1st. Finalization of a scope of work for the ParkBOI graphical environment will occur soon, with completion of the work expected by mid-March.

Nighttime Parking Pass Update

Project Description

In response to requests for night time parking options for service industry workers, CCDC offered 50 deeply discounted parking passes at the 10th & Front Garage for use between 4p-9a, daily. This pass was intended to benefit service workers who may find parking hard to secure, in a facility that is under-utilized evenings.

Update

No permits have been rented as of 1/3/17.

Next Steps

Staff will reach out to the hotels and convention center to see why there have been no purchasers. If changes to the plan make sense, we will pursue them.

Daily Parking Usage Info

Project Description

Staff will report monthly on various statistics, which indicate how the parking system is performing. Because of this report timing, statistics from the previous month (i.e. December '16) have not been finalized, so we will use the previous month.

Update

We had fewer hourly parkers this November than last year. However, the hourly revenue is much greater this year than in 2015 due to length of stay. We are seeing a lot more “all-day” tickets which is reflected in the revenue. In Nov '15 we had 76,403 hourly visitors, representing

\$429,927 in revenue. In Nov. '16 we had 73,456 hourly visitors, representing \$493,149 in revenue.

Next Steps

We intend to finalize an agreement with a parking analytics company, “Smarking,” which will provide more varied statistics than we currently are capable of providing.



CENTRAL DISTRICT SUNSET WORKING GROUP

Meeting 4

10:00 a.m., Wednesday, December 21, 2016 CCDC Board Room

MINUTES

1. CALL TO ORDER

Executive Director John Brunelle convened the meeting at 10:18 a.m.

- Also Present: Jade Riley, City of Boise, Counsel Ryan Armbruster, Elam & Burke, Development Director Todd Bunderson, Finance Director Ross Borden.
- Absent: CCDC Board and Working Group Chairman John Hale, CCDC Commissioner Maryanne Jordan.

2. MEETING PACKET REVIEW

Finance Director Ross Borden reviewed the 24-page Meeting 4 packet that updated and replaced all previous materials and schedules.

3. CENTRAL DISTRICT ASSETS – POST-SUNSET

Executive Director Brunelle introduced and led the discussion of post-sunset ownership of Central District assets. Brunelle presented that it is CCDC's intent to have the city assume ownership of CCDC-owned 8th Street from Bannock to Main and the Grove Plaza including the north, west and south spokes. The acceptance of this plan was confirmed by Jade Riley. Though there is no firm timeline for this transfer, it will occur no later than September 28, 2018. The concomitant operations and maintenance issues the city will inherit and their estimated costs were also discussed. O&M agreements among CCDC, the city, Downtown Boise Association, auditorium district and the Capital City Public Market will also require review and updating where necessary. Property taxes / former tax increment revenue that will again be distributed to the seven taxing districts including the city beginning in FY 2019 is the likely revenue source to fund those 'new' city activities.

4. PARKING GARAGE OWNERSHIP

The previously explored topic of future ownership of the CCDC parking garages was again discussed. It was reviewed that current CCDC parking revenue remaining after paying for operations is focused on debt service, both existing and new (such as the \$13 million River-Myrtle District financing anticipated for a May 2017 closing). The Agency's current financing strategy for constructing new downtown parking facilities is to partner with private development. Examples include the new 11th & Front garage in Pioneer Crossing development and the 5th & Broad garage at The Fowler apartment building, both in the River-Myrtle / Old Boise District. This strategy is based on a dual revenue pledge of district-specific tax increment revenue and net public parking system revenue. While both contribute, the majority of debt service is currently paid from net parking income, thereby maximizing tax increment revenue's ability to make public infrastructure

investments. The existing River-Myrtle debt obligation (\$17.6 million principal only) extends through 2024. The approved new \$13 million bond will obligate parking revenue through 2025 corresponding with the final year tax increment revenue is received from the River-Myrtle tax increment area.

CCDC has identified many downtown mobility goals and is implementing numerous improvements, such as the protected bike lanes in front of City Hall. Riley noted the benefits of combining the city's on-street parking revenue with the Agency's structured parking income can be used to support even more mobility options. Discussion centered around developing a policy or approach to ensure long-term parking system stability and a plan with sufficient 'side boards' to fund quality public parking operations, satisfy debt service, allow construction of new facilities and pursue mobility alternatives. An important element of a successful plan is the fee structure. The benefits of a parking modeling system to aid in maximizing parking resources and investments was also discussed as were alternatives such as in-house modeling capability. Executive Director Brunelle offered that a separate working group or subcommittee focused on financial planning to support improving Boise's mobility challenges could be formed to explore this further. This collaborative effort would be separate from the existing Central District Sunset Working Group, and the parking modeling planning initiative will not become a barrier to finalizing the Central District Sunset plan.

5. UNEXPENDED FUNDS AFTER SUNSET

Executive Director Brunelle reiterated that the Agency's plan – as approved by the Board in the 5-Year CIP – matches all anticipated Central District tax increment revenue with strategic projects and other investments to create a bodacious Boise. Projects such as the reinvention and renovation of The Grove Plaza and the new City Hall Plaza are included in the CIP. It was agreed that this is the appropriate strategy, given the project opportunities to improve the district and the ability to hand-off Boise's urban core in excellent condition. Any uncommitted funds as of October 1, 2018 would be rebated pro rata to the seven taxing districts.

6. ADDITIONAL TOPICS

Executive Director Brunelle suggested developing an outreach program to inform key target publics of the imminent sunset of Idaho's first urban renewal district / revenue allocation area. He reported on early discussions regarding a video documentary on the success and sunset of the Central District and what it means to the city, its citizens, the seven affected taxing districts, property owners and developers.

7. NEXT MEETING

It was agreed that a formal Working Group meeting would not be necessary in the first quarter of 2017 due to the success of CCDC's planning efforts, and multiple meetings held in 2016. It was decided a separate staff-level group could form and meet in February to discuss parking/mobility financial forecasting.

8. ADJOURNMENT

The meeting was adjourned at 11:09 a.m.