

BOARD OF COMMISSIONERS MEETING

BOISE, ID 83702

CAPITAL CITY DEVELOPMENT CORPORATION

Board of Commissioners Meeting Conference Room, Fifth Floor, 121 N. 9th Street October 8, 2018 12:00 p.m.

AGENDA

I. CALL TO ORDER	Chair Zuckerman
II. AGENDA CHANGES/ADDITIONS	Chair Zuckerman
III. CONSENT AGENDA	
A. Expenses 1. Approval of Paid Invoice Report – September 2018	
B. Minutes and Reports1. Approval of September 10, 2018 Meeting Minutes	
 C. Other 1. Resolution #1574 – Transfer of Personal Property to the City of Boise (Central D 2. Resolution #1580 – Records Disposition 3. Resolution #1581 – Approving the 2019 Elder Street Park & Ride Agreement with 	,
IV. ACTION ITEM	
A. CONSIDER: Resolution #1575 – Approval of the Shoreline Urban Framework Docur	` '
B. CONSIDER: Resolution #1579 – Approval of the Shoreline Urban Renewal Plan (15	,
V. INFORMATION/DISCUSSION ITEMS	
A. ParkBOI Statistical Dashboard (10 minutes)	Max Clark
B. ParkBOI Waitlist Policy Update (10 minutes)	Max Clark
C. Gateway East Urban Renewal Plan Update: Prep for Adoption (10 minutes)	Matt Edmond
D. BikeBOI Bike Parking Update (10 minutes)	Matt Edmond
E. Operations Report (5 minutes)	John Brunelle
V/ AD IOUDN	

VI. ADJOURN

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



III. CONSENT AGENDA

BOISE, ID 83702



Paid Invoice Report

For the Period: 9/01/2018 through 9/30/2018

Payee	Description	Payment Date	Amount
Debt Service:	•		runount
Payroll:			
PERSI	Retirement Payment	9/10/2018	15,668.82
Idaho State Tax Commission	State Payroll Taxes	9/12/2018	1,855.00
EFTPS - IRS	Federal Payroll Taxes	9/12/2018	12,729.18
CCDC Employees	Direct Deposits Net Pay	9/12/2018	35,155.46
PERSI	Retirement Payment	9/24/2018	15,668.82
EFTPS - IRS	Federal Payroll Taxes	9/26/2018	12,729.18
Idaho State Tax Commission	State Payroll Taxes	9/26/2018	1,855.00
CCDC Employees	Direct Deposits Net Pay	9/26/2018	35,155.48
		Total Payroll Payments:	130,816.94
Checks and ACH			
Various Vendors	Check and ACH Payments Issued (Se	ee Attache September 2018	3,175,140.15
		Paid Invoice, Reported Payments:	3,175,140.15
		Total Cook Biol	
		Total Cash Disbursements: \$	3,305,957.09

I have reviewed and approved all cash disbursements in the month listed above.

Finance Director

Executive Theck

Date 1

Date

Paid Invoice Report - Alphabetical Check issue dates: 9/1/2018 - 9/30/2018 Page: 1 Oct 03, 2018 09:53AM

Report Criteria:

Detail report type printed

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
1058	Ada County Highway Distri	15025	green stormwater- Simplot	09/17/2018	21,984.90	63056	09/27/2018
Tot	al 1058:				21,984.90		
4085	Ada County Treasurer	093018	central district termination	09/01/2018	5,330.00	63057	09/27/2018
Tot	al 4085:				5,330.00		
1139	American Cleaning Service	3087	Trailhead Cleaning - Sept	09/01/2018	936.71	10958	09/11/2018
Tot	al 1139:				936.71		
3838	American Fire Protection L	12252	Monthly pump inspection &	09/05/2018	185.00	63040	09/24/2018
Tot	al 3838:				185.00		
4055	Anderson & Wood Constru	180078-3	Alley Imprv (6th to 3rd Mai	08/31/2018	54,345.70	10971	09/26/2018
Tot	al 4055:				54,345.70		
3770	AutoSort Mailing Services	101317	Annual Report Mailing	08/31/2018	707.33	63041	09/24/2018
Tot	al 3770:				707.33		
4084	Axiom PLLC	8/29/18 REF	desposit error: refund to Ax	08/29/2018	396.25	63023	09/07/2018
Tot	al 4084:				396.25		
1316	Blue Cross of Idaho	1821400017	Health Insurance - Septem	09/01/2018	22,333.87	63019	09/01/2018
Tot	al 1316:				22,333.87		
1331	Boise Centre	0008320-IN	Grove maintenance fee - A	08/01/2018	6,922.00	63036	09/10/2018
		0008322-IN	Grove maintenance fee - A	09/01/2018	6,922.00	63036	09/10/2018
		8326-IN	Misc. Expense	09/10/2018	760.00	63048	09/26/2018
	al 1331:				14,604.00		
	Boise City Utility Billing	1177 SEPT1	848 Main St # 0447416001	09/01/2018	7.15	10987	09/26/2018
	al 1385:				7.15		
3/12	Car Park	11TH & FRO	Refund - 11th & Front	08/31/2018	48,000.00	10955	09/10/2018
		AUGUST 20	10th & Front - Grove	08/31/2018	29,185.57	10980	09/29/2018
		AUGUST 20	9th & Front - City Centre	08/31/2018	38,109.67	10980	09/29/2018
		AUGUST 20	9th & Main - Eastman	08/31/2018	36,448.34	10980	09/29/2018
		AUGUST 20	Cap & Front - BLVD	08/31/2018	16,210.32	10980	09/29/2018
		AUGUST 20	Cap & Main (Cap T)	08/31/2018	40,178.93	10980	09/29/2018
		AUGUST 20	Cap & Myrtle - Myrtle	08/31/2018	26,352.78	10980	09/29/2018
		JULY 2018	10th & Front - Grove	07/31/2018	25,215.95	10955	09/10/2018
		JULY 2018	9th & Front - City Centre	07/31/2018	31,447.14	10955	09/10/2018
		JULY 2018	9th & Main - Eastman	07/31/2018	50,422.96	10955	09/10/2018
		JULY 2018	Cap & Front - BLVD	07/31/2018	13,926.55	10955	09/10/2018
		JULY 2018	Cap & Main (Cap T)	07/31/2018	33,316.12	10955	09/10/2018

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
		JULY 2018	Cap & Myrtle - Myrtle	07/31/2018	21,810.85	10955	09/10/2018
Tot	al 3712:				410,625.18		
3857	Carew Co	2568	Quarterly Web Maint.	08/27/2018	875.00	63024	09/07/2018
Tot	tal 3857:				875.00		
1556	Caselle Inc.	89398	Contract support - Septem	09/01/2018	790.00	63020	09/01/2018
Tot	tal 1556:				790.00		
2810	CenturyLink	1450238269	Grove - Data Service	09/11/2018	1,219.05	10973	09/24/2018
Tot	al 2810:				1,219.05		
1595	City of Boise	3541 IL1220 IL1220 IL1220	8th & Fulton Art Down Town Core Maint - C Down Town Core Maint - R Down Town Core Maint -	08/31/2018 09/04/2018 09/04/2018 09/04/2018	9,000.00 1,110.00 754.80 355.20	63046 63049 63049	09/21/2018 09/26/2018 09/26/2018 09/26/2018
		PO 180076 PO 180076 PO 180076 PO 180076 PO 180076	RD, Traffic Box Art Wraps WD, Traffic Box Art Wraps 30D, Traffic Box Art Wraps CD, Traffic Box Art Wraps CD, Traffic Box Art Wraps	09/14/2018 09/14/2018 09/14/2018 09/14/2018 09/14/2018	8,790.00 8,790.00 9,960.00 6,600.00 2.00	63058 63058 63058 63058 63058	09/27/2018 09/27/2018 09/27/2018 09/27/2018 09/27/2018
Tot	tal 1595:				45,362.00		
4070	Copperhead Electric	1572	9th & Main Audible Exit Saf	09/14/2018	6,292.00	63059	09/27/2018
Tot	tal 4070:				6,292.00		
3947	Crane Alarm Service	11360	Fire Alarm System - Monito	09/01/2018	25.00	63043	09/24/2018
Tot	al 3947:				25.00		
1703	CSHQA	31328 31328 31328	2018 CD Public Improvem 2018 CD Public Improvem 2018 CD Public Improvem 2018 CD Public Improvem 2018 CD Public Improvem	08/31/2018 08/31/2018 08/31/2018 08/31/2018 08/31/2018	2,000.00	10974	09/28/2018
Tot	al 1703:				2,000.00		
3977	CTA Inc.	138845 139143	CCDC Urban Renewal Pla Shoreline URD PR Shoreline URD PR CCDC Urban Renewal Pla	08/23/2018 08/23/2018 08/31/2018 08/31/2018	5,525.11 4,035.75 15,480.88 5,507.91	10956 10956 10981 10981	09/10/2018 09/10/2018 09/29/2018 09/29/2018
Tot	al 3977:				30,549.65		
1832	Eide Bailly LLP	EI00705582	Risk Based Cycling Review	09/12/2018	8,100.00	10982	09/29/2018
Tot	al 1832:				8,100.00		
3882	Eighth and Main LLC	OPA REIMB	OPA Reimbursement for F	08/21/2018	764,345.00	Multiple	Multiple

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
Tot	tal 3882:				764,345.00		
1838	Elam & Burke P.A.	175194	Carley Project - 5th & Front	08/31/2018	480.00	10983	09/29/2018
		175196	New Bench URD	08/31/2018	304.35	10983	09/29/2018
		175197	CD Closeout	08/31/2018	2,090.95	10983	09/29/2018
		175198	Civic Partners Developmen	08/31/2018	80.00	10983	09/29/2018
		175199	Parking Matters	08/31/2018	260.00	10983	09/29/2018
		175200	Downtown Boise Public Lib	08/31/2018	117.45	10983	09/29/2018
		175201	New Shoreline URD	08/31/2018	7,664.85	10983	09/29/2018
		175202	New URD - State STreet	08/31/2018	270.00	10983	09/29/2018
		175203	101-0 General	08/31/2018	1,185.05	10983	09/29/2018
		175204	RM Implement	08/31/2018	400.00	10983	09/29/2018
		175205	WS District	08/31/2018	100.00	10983	09/29/2018
		175206	New URD - GWD	08/31/2018	3,297.10	10983	09/29/2018
Tot	tal 1838:				16,249.75		
4083	Envision 360 Inc	ENVISION A	1420 W Front Street - Verr	08/22/2018	149,942.78	63037	09/10/2018
Tot	tal 4083:				149,942.78		
4043	Fountain Supply Company	57575	Grove Plaza Fountain Prog	08/28/2018	9,859.50	63038	09/10/2018
4043	Fountain Supply Company		Grove Plaza Fountain Prog	09/07/2018	25,925.25	63047	09/21/2018
Tot	tal 4043:		Š		35,784.75		
		2019 000105	Monthly Consise	00/04/2018	152.26	63025	09/07/2018
3607	FreedomVoice Systems	2018-090105	Monthly Service	09/01/2018	152.26	03025	09/07/2010
Tot	tal 3807:				152.26		
4086	Ground Control Systems	11196	9th & Main Parking Garage	09/18/2018	15,001.41	63060	09/27/2018
Tot	tal 4086;				15,001.41		
4088	Grove Hotel	092418	Grove hotel refund	09/24/2018	34,057.40	63061	09/27/2018
Tot	tal 4088:				34,057.40		
3695	Guho Corp.	17084-04	2018 CD Public Improvem	08/29/2018	11,214.95	10984	09/29/2018
0000	Curio Gorp.		2018 CD Public Improvem	08/31/2018	944,148.58	10984	09/29/2018
Tot	tal 3695:				955,363.53		
3872	Guy Hand Productions	1846	Pictures for gateway east	08/29/2018	650.00	63026	09/07/2018
Tot	al 3872:				650.00		
2165	Idaho Power	3212-AUG18	Grove Vault #2205983212	08/31/2018	545.60	10968	09/19/2018
		4903-AUG18	8th St lights #2202934903	08/31/2018	28.73	10967	09/19/2018
		6607-AUG	9th St outlets #220040660	08/31/2018	3.54	10966	09/19/2018
		7995-AUG	9th & State # 2201627995	08/31/2018	3.54	10965	09/19/2018
Tot	al 2165:				581.41		
3900	Idaho Records Manageme	0129009	Records Storage & Deliver	09/04/2018	139.32	10959	09/11/2018

CAPITAL CITY DEVELOPMENT CORP	Paid Invoice Report - Alphabetical
	Check issue dates: 9/1/2018 - 9/30/2018

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Vendor Invoice Invoice Check Check Check Number Name Number Description Date Amount Number Issue Date Total 3900: 139.32 2174 Idaho Smart Growth 9.20.2018 One year sponsorship 09/20/2018 15,000.00 63062 09/27/2018 Total 2174: 15,000.00 2186 Idaho Statesman 263244 AUG Budget 08/06/2018 1,502.52 09/07/2018 Total 2186: 1,502.52 4027 Inn at 500 Capitol LLC 093018 Type 2 Reimbursement - Y 09/01/2018 228,961.69 63063 09/27/2018 Total 4027: 228,961.69 2240 Intermountain Gas Compa 78347 AUG1 1010 W Jeferson #880935 08/23/2018 21.20 10989 09/11/2018 09/11/2018 99689 AUG1 415 N 10th #75314699689 08/23/2018 9.79 10989 Total 2240: 30.99 3966 Involta 0033531 AU Website Hosting Services 08/16/2018 1,347.90 63028 09/07/2018 34116 Website Hosting Services 09/04/2018 1,347.90 63044 09/24/2018 Total 3966: 2,695.80 3808 Jed Split Creative 09/14/2018 2095 creative services 2.256.19 63064 09/27/2018 2107 2019-2023 CIP Document 09/11/2018 63064 09/27/2018 2,067.20 2108 Gateway East Study Area 09/14/2018 63064 09/27/2018 2,350.00 Total 3808: 6,673.39 2288 Jensen Belts 1765-8 WD, Downtown Urban Par 08/31/2018 3,500.56 10975 09/28/2018 Total 2288: 3,500.56 3910 Joey Chen 090718 9/7/18 deposit error correct 09/07/2018 25.00 63042 09/24/2018 Total 3910: 25.00 3940 John Brunelle 07.12 LYFT Boise School District Meeti 07/12/2018 13.58 10953 09/07/2018 07.12 LYFT Boise School District Meeti 07/12/2018 16.05 10953 09/07/2018 Total 3940: 29.63 4006 Kathy Wanner AUG 18 NIGP AUG2018 Expense 08/30/2018 1,371.37 10952 09/07/2018 Total 4006: 1,371.37 3913 Kimley-Horn and Associate 11717303 Park Plus Parking modelin 08/01/2018 4.602.50 63029 09/07/2018 Total 3913: 4,602.50 2360 Kittelson & Associates Inc. 0097487 Traffic Analysis - 8th Street 09/17/2018 6,457.50 63065 09/27/2018 Total 2360: 6,457.50 3439 KPFF Consulting Engineer 1021180002 9th & Main Precast Panel 09/01/2018 450.00 10976 09/28/2018

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
		228525	Consolidated Newspaper S	08/31/2018	520.00	10976	09/28/2018
Tot	tal 3439:				970.00		
2396	Leland Consulting Group	5937.1.4	State Street URD	08/31/2018	1,232.50	10969	09/25/2018
Tot	tal 2396:				1,232.50		
3819	Level 3 Communications L	72584034 73625139	Internet & Data Internet & Data	08/17/2018 09/17/2018	605.18 605.18	63030 63050	09/07/2018 09/26/2018
Tot	tal 3819:				1,210.36		
3833	Musgrove Engineering P.A.	16-198P	Alley Imprv (6th to 3rd Mai	08/28/2018	749.10	10960	09/11/2018
Tot	tal 3833:				749.10		
3991	North by Northwest	SS125A	Downtown History Video (09/17/2018	20,000.00	10985	09/29/2018
Tot	tal 3991:				20,000.00		
3874	Owyhee Place LLC C/O Lo	FY18 PARTI	FY18 T-2 reimbursement	09/08/2018	172,633.46	10954	09/10/2018
Tot	tal 3874:				172,633.46		
2774	Pro Care Landscape Mana	22009 22010 22071 22072 22073A 22074	10th & Front Garage	08/31/2018 08/31/2018 08/31/2018 08/31/2018 08/31/2018 08/31/2018	279.53 423.00 70.00 138.00 473.00 40.00	63045 63045 63045 63045 63045	09/24/2018 09/24/2018 09/24/2018 09/24/2018 09/24/2018 09/24/2018
Tot	tal 2774:				1,423.53		
2798	Quadrant Consulting Inc.	9921 9925 9933 9934 9946	Gateway URD - Legal discr Grove Plaza ALTA Update Shoreline Infrastructure As Gateway URD - Infrastruct Undergrounding Power - 1 Undergrounding Power - 1	08/24/2018 08/24/2018 08/31/2018 08/31/2018 09/05/2018 09/05/2018	1,040.00 260.00 3,654.14 2,945.99 4,106.44 1,039.29	63031 63031 63066 63066 63066	09/07/2018 09/07/2018 09/27/2018 09/27/2018 09/27/2018 09/27/2018
Tot	tal 2798:				13,045.86		
3896	Rim View LLC	SEPTEMBE	Monthly Rent and NNN - Tr	09/01/2018	13,279.29	63021	09/01/2018
Tot	al 3896:				13,279.29		
3929	SB Friedman Development	1 AUG18 4 AUG18 PO 180098-4 PO 180098-4	Gateway URD - Feasibility Shoreline URA District, Urb Gateway URD Gateway URD	08/24/2018 08/24/2018 08/31/2018 08/31/2018	26,737.50 4,081.55 2,661.51 2,588.23	10957 10957 10986 10986	09/10/2018 09/10/2018 09/29/2018 09/29/2018
Tot	al 3929:				36,068.79		
3796	Scheidt & Bachmann USA	33669	Aug 2018 Merchant Fees	09/01/2018	879.90	10977	09/28/2018

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
Tot	al 3796:				879.90		
		EVA DENTI	05	00/04/0040	0.750.00	22222	00/04/0040
3542	Security LLC - Plaza 121	FY18 RENT I SEPT 2018	Office rent catch up - July t Office rent - September 20	09/01/2018 09/01/2018	6,756.99 10,898.86	63022 63022	09/01/2018 09/01/2018
Tot	al 3542:				17,655.85		
3974	Stability Networks Inc.	27552A	Complete Care Network Su	08/31/2018	2,125.00	10970	09/25/2018
		27552A	Azure Cloud Backup	08/31/2018	420.00	10970	09/25/2018
		27552A	Caselle upgrade	08/31/2018	137.51	10970	09/25/2018
Tot	al 3974:				2,682.51		
3242	Suez Water Idaho	77190 SEPT	8th & Bannock 060055507	09/14/2018	298.80	63051	09/26/2018
Tot	al 3242:				298.80		
3831	The Land Group Inc.	0140404	RD, River Street SS, Ash t	08/31/2018	485.80	10972	09/26/2018
0001	The Earla Group inc.		RD, Alley Program - Grove	08/31/2018	4,559.24	10972	09/26/2018
Tot	al 3831:			6	5,045.04		
4074	The Potting Shed	15930	Interior Plant Maint.	08/31/2018	65.00	63032	09/07/2018
Tot	al 4074:				65.00		
3170	Treasure Valley Coffee Inc.	2160056991	Coffee	08/20/2018	129.45	63033	09/07/2018
		2160057015	Water & Cooler Rental	08/21/2018	75.00	63033	09/07/2018
		2160057391	Coffee & tea	09/17/2018	145.08	63052	09/26/2018
		2160057414	Water & Cooler Rental	09/18/2018	75.00	63052	09/26/2018
		2160057468	Office/Kitchen Supplies	09/04/2018	17.70	63033	09/07/2018
Tot	al 3170:				442.23		
3233	United Heritage	02014-001 S	ST & LT Dissability & Life I	09/01/2018	1,321.27	63034	09/07/2018
Tot	al 3233:			,	1,321.27		
3835	US Bank - Credit Cards	08.27.2018	Prepaid Expenses	08/27/2018	2,481.20	10963	09/14/2018
		08.27.2018	Office Supplies	08/27/2018	1,795.57	10963	09/14/2018
		08.27.2018	Postage	08/27/2018	544.49	10963	09/14/2018
		08.27.2018	Dues & Subscriptions	08/27/2018	1,799.00	10963	09/14/2018
		08.27.2018	Travel & Meeting(non-local	08/27/2018	1,568.15	10963	09/14/2018
		08.27.2018	Personnel Training (Local)	08/27/2018	120.00	10963	09/14/2018
		08.27.2018	Local Meetings & Transpor	08/27/2018	317.17	10963	09/14/2018
			Professional Services Gen	08/27/2018	37.00	10963	09/14/2018
		08.27.2018	The Grove - Operations	08/27/2018	83.78	10963	09/14/2018
		08.27.2018	R&M - Trailhead Facility	08/27/2018	4.19	10963	09/14/2018
		08.27.2018 08.27.2018	Advertising Banking & Merchant Fees	08/27/2018 08/27/2018	220.00 61.30	10963 10963	09/14/2018 09/14/2018
Tot	al 3835:				9,031.85		
4060	Veritas Material Consulting	1006	10th & Front Garage Refur	09/11/2018	3,872.00	63053	09/26/2018

Paid Invoice Report - Alphabetical Check issue dates: 9/1/2018 - 9/30/2018 Page: 7 Oct 03, 2018 09:53AM

Vendor Number	Name	Invoice Number	Description	Invoice Date	Check Amount	Check Number	Check Issue Date
Tota	al 4068:				3,872.00		
3841	VoiceText Communications	090218-9042 092418-9427	Conference calls	09/02/2018 09/24/2018	12.14	10961 10978	09/11/2018 09/28/2018
Tota	al 3841:				15.86		
3870	Welsh Studios	19874	Staff photos - Holli	08/22/2018	200.00	63035	09/07/2018
Tota	al 3870:				200.00		
3365	Westerberg & Associates	213	Legislative Advisement Ser	08/31/2018	2,000.00	10962	09/11/2018
Tota	al 3365:				2,000.00		
3998	Western Records Destructi	0409321	Records Destroyed	08/31/2018	40.00	63054	09/26/2018
Tota	al 3998:				40.00		
3374	Western States Equipment	762549 762627	Bldg 8 generator monthly i Bldg 8 generator maintena	09/11/2018 09/11/2018	480.98 240.04	63055 63055	09/26/2018 09/26/2018
Tota	al 3374:				721.02		
3990	Xerox Corporation	094392211	Copier Lease	08/31/2018	468.58	10979	09/28/2018
Tota	al 3990:				468.58		
Gra	and Totals:				3,175,140.15		

Report Criteria:

Detail report type printed

MINUTES OF REGULAR MEETING BOARD OF COMMISSIONERS CAPITAL CITY DEVELOPMENT CORPORATION Conference Room, Fifth Floor, 121 N. 9th Street September 10, 2018 12:00 p.m.

I. CALL TO ORDER

Chair Zuckerman convened the meeting with a quorum at 12:00 p.m.

Present: Commissioner Gordon Jones, Commissioner Maryanne Jordan, Commissioner Scot Ludwig, Commissioner Ben Quintana, Commissioner Ryan Woodings, and Commissioner Dana Zuckerman.

Absent: Commissioner David Bieter

Agency staff members present: John Brunelle, Executive Director; Todd Bunderson, Development Director; Max Clark, Parking & Mobility Director; Ross Borden, Finance & Administration Director; Shellan Rodriguez, Real Estate Development Manager; Doug Woodruff, Senior Project Manager; Karl Woods, Project Manager; Matt Edmond, Holli Klitsch, Accounting & Finance; Kathy Wanner, Contracts Specialist; and Sandy Lawrence, Administrative Assistant. Also present was Agency legal counsel, Ryan Armbruster.

II. AGENDA CHANGES/ADDITIONS

There were no changes to the agenda.

III. CONSENT AGENDA

A. Expenses

1. Approval of Paid Invoice Report – August 2018

B. Minutes and Reports

- 1. Approval of Meeting Minutes from August 13, 2018
- 2. Approval of August 29, 2018 Special Meeting Minutes

Commissioner Ludwig and Commissioner Jones recused themselves from voting on the August 13, 2018 meeting minutes due to their absence from that meeting.

Commissioner Woodings moved to approve the Consent Agenda.

Commissioner Jordan seconded.

The motion to approve the Consent Agenda passed 5-0, with the exception of the approval of the august 13, 2018 minutes, which passed three in favor and two abstaining.

IV. ACTION ITEMS

A. CONSIDER: Resolution #1572 – Approve amended special warranty deed conveying ownership of The Grove Plaza to the City of Boise.

CCDC Executive Director, John Brunelle, and Agency Counsel, Ryan Armbruster, gave a report.

Commissioner Woodings moved to defer to October 8, 2018 meeting.

Commissioner Jordan seconded.

All said Aye, the motion carried 5-0.

B. CONSIDER: Resolution #1573 - Approve the License for Access and Use of Units 401-102 between CCDC

CCDC Executive Director, John Brunelle, and Agency Counsel, Ryan Armbruster, gave a report.

Commissioner Woodings moved to accept Resolution #1573.

Commissioner Jordan seconded the motion.

All said Aye. The motion carried 5-0.

Commissioner Ben Quintana arrived at 12:08 p.m. and was not present to vote on the Consent Agenda or the Action Items.

V. <u>INFORMATION/DISCUSSION ITEMS</u>

A. Update on Gateway East Urban Renewal Plan, prep for October adoption

CCDC Project Manager, Matt Edmond; SB Friedman Vice-President, Geoffrey Dickinson, and SB Friedman Associate, Caren Kay, gave a report.

B. Update on Shoreline Urban Renewal Plan, prep for October adoption

CCDC Real Estate Manager, Shellan Rodriguez; SB Friedman Vice-President, Geoffrey Dickinson, and SB Friedman Associate, Caren Kay, gave a report.

C. Boise Main Library Campus Project Update

City of Boise Assistant Facilities Program Manager, Shawn Wilson, gave a report.

D. Operations Report

CCDC Executive Director, John Brunelle, gave a report.

VI. <u>ADJOURNMENT</u>

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

Commissioner Jordan seconded the motion.

All said Aye.

The meeting was adjourned at 1:08 p.m.

- - - -

ADOPTED BY THE BOARD OF DIRECTORS OF THE CAPITAL CITY DEVELOPMENT CORPORATION ON THE 8th DAY OF OCTOBER 2018.

Dana Zuckerman, Chair	
Ryan Woodings, Vice Chair	



AGENDA BILL

Agenda Subject: Approve transfer of surplus person	Date: 10/08/2018			
Staff Contact: Benjamin Houpt	Attachments: Resolution No. 1574 Declaration of Surplus Personal Property			
Action Requested: Approve Resolution No. 1574	<u>'</u>			

Background: CCDC owns certain personal property for operations specific to 8th Street, The Grove Plaza, and the Boise Central Urban Renewal District. Upon termination of the Central URD and transfer of ownership of 8th Street and The Grove Plaza, this personal property may be designated as surplus personal property. Current plans are for the City of Boise to receive the property which can then be used by the entity that will be responsible for 8th Street, The Grove Plaza, and paver maintenance in the Central URD, Staff recommends transferring the property to the City of Boise.

The majority of these personal property items are under four years old and in good condition, so the original purchase price was used to establish a current value. The only items older than four years are the dogbone pavers (also known as "I-bricks" because of their shape), and their current value was established using the current purchase price of equivalent style pavers.

A Surplus Personal Property Declaration Request form has been prepared which includes a listing of these items and their current value. The total value is over \$5,000 and therefore requires to be declared surplus by the Board of Commissioners in accordance with CCDC Surplus Personal Property Policy.

Fiscal Notes: None

Staff Recommendation: Approve Resolution 1574

Suggested Motion: I move to approve Resolution 1574.

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, DECLARING CERTAIN PERSONAL PROPERTY AS SURPLUS PROPERTY AND AUTHORIZING THE DISPOSITION OF SUCH SURPLUS PROPERTY IN ACCORDANCE WITH THE ADOPTED AGENCY POLICY; AND PROVIDING AN EFFECTIVE DATE.

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

WHEREAS, the City Council of the City of Boise City, Idaho (the "City"), after notice duly published, conducted a public hearing on the 1987 Amended and Restated Urban Renewal Plan for the Boise Central District Project I, Idaho R-4, and Project II, Idaho R-5 (the "Boise Central District Urban Renewal Plan") and, following said public hearing, the City adopted its Ordinance No. 5026 on August 19, 1987, approving the Boise Central District Urban Renewal Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the 1994 Amended and Restated Urban Renewal Plan for the Boise Central District Project I, Idaho R-4, and Project II, Idaho R-5 (the "1994 Amended Urban Renewal Plan") and, following said public hearing, the City adopted its Ordinance No. 5597 on December 6, 1994, approving the 1994 Amended Urban Renewal Plan and making certain findings; and,

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

WHEREAS, the Agency has acquired certain personal property for the administration of the urban renewal projects approved by the Central District Plan; and,

WHEREAS, under the authority of the Law, the Act, and the Central District Plan, the Agency is authorized to dispose of certain personal property; and,

WHEREAS, on October 14, 2014, the Agency Board approved Resolution No. 1360 which adopted a Statement of Policy Regarding the Surplus Property (the "Policy"); and,

RESOLUTION NO. 1574 - 1

WHEREAS, pursuant to the Policy, the Agency Board shall be responsible for declaring any item or groupings of personal property with an estimated current value of over \$5,000 as surplus; and,

WHEREAS, with the sunsetting of the Boise Central Urban Renewal District, Agency Staff is recommending to the Agency Board that certain district-specific personal property, listed on the attached Exhibit A, be declared Surplus Property and disposed of in accordance with the Policy and Idaho Code § 67-5732A; and,

WHEREAS, the Agency Board finds it in the best interests of the Agency to declare the items listed in Exhibit A as Surplus Property and to direct Staff to proceed with disposal of said property in accordance with the Agency's Policy.

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

<u>Section 1</u>: That the above statements are true and correct.

Section 2: That the personal property listed on Exhibit A, attached hereto and incorporated herein, is hereby declared Surplus Property and shall be disposed of in accordance with the Agency's Statement of Policy Regarding Surplus Property, including the possibility of transfer of said property to the City of Boise, another local public agency residing in Idaho, without public advertisement or auction.

<u>Section 3</u>: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on October 8, 2018. Signed by the Chair of the Board of Commissioners and attested by the Secretary to the Board of Commissioners on October 8, 2018.

URBAN RENEWAL AGENCY OF BOISE CITY

	By: Dana Zuckerman, Chair	
ATTEST:		
By:		

RESOLUTION NO. 1574 - 2



Declaration of Surplus Property Personal Property – Inventory & Appraisal Record

Date: September 25th, 2018

Name: Benjamin Houpt

Description of Item	Original Cost Below \$10,000 Y/N	Qty	Condition	Justification for Declaring Surplus	Current Value	Unit of Packaging	Name of Appraiser	Date of Declar.	Date of Disposal
Tables, Parc Centre	N	28	Good	No longer needed	\$21,380.45	All	Original Purchase Price	09/25/2018	
Chairs, Parc Centre	N	96	Good	No longer needed	\$29,442.01	All	Original Purchase Price	09/25/2018	
Tables & Umbrellas, Carousel	N	8	Good	No longer needed	\$35,604.08	All	Original Purchase Price	09/25/2018	
Umbrellas, Tulip	N	13	Good	No longer needed	\$162,444.56	All	Original Purchase Price	09/25/2018	=
Winter Light Strands	Υ	11	Good	No longer needed	\$5,875.00	Boxes	Original Purchase Price	09/25/2018	
Tree Grates, Metro	Υ	2.5	Good	No longer needed	\$4,710.00	Set	Original Purchase Price	09/25/2018	
Closure Signage, A-Frame- 8 th Street	Y	8	Good	No longer needed	\$2,360.00	Ali	Original Purchase Price	09/25/2018	
Dogbone Pavers	N	20,600	Good	No longer needed	\$60,770.00		Current Purchase Price	09/25/2018	

I request that the equipment above be declared surplus.

Surplus Personal Property Policy and Procedures – Adopted 10-14-2014 Exhibit A: Declaration of Surplus Property – Inventory & Appraisal Record 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 DESTRUCTION OF CERTAIN RECORDS ELIGIBLE FOR DESTRUCTION PURSUANT TO THE PUBLIC RECORD RETENTION POLICY APPROVED ON MARCH 13, 2017, THROUGH THE ADOPTION OF RESOLUTION NO. 1487; AUTHORIZING THE EXECUTIVE DIRECTOR TO DESTROY THOSE RECORDS CURRENTLY ELIGIBLE FOR DESTRUCTION; AND PROVIDING AN EFFECTIVE DATE.

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

WHEREAS, the City Council of 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 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 City, after notice duly published, conducted a public hearing on the Westside Downtown Urban Renewal Plan (the "Westside Plan"), and following said public hearing the City adopted its Ordinance No. 6108 on December 4, 2001, approving the Westside Plan and making certain findings; and,

WHEREAS, the City after notice duly published, conducted a public hearing on the 30th Street Area Urban Renewal Plan ("30th Street Plan"), and following said public hearing, the City adopted its Ordinance No. 6868 on December 4, 2012, approving the 30th Street Plan and making certain findings; and,

WHEREAS, on March 13, 2017, the Agency Board approved Agency Resolution No. 1487 which adopted the Agency's Public Records Retention Policy and Email Policy (the "Public Record Retention Policy"), consistent with Idaho Code Section 50-907 regarding the classification and retention of records; and,

WHEREAS, Agency staff believes it to be beneficial to have the Agency Board approve the destruction of records identified on Exhibit A, attached to this Resolution and incorporated

by reference as if set forth in total herein, which are currently eligible for destruction pursuant to the Public Record Retention Policy; and,

WHEREAS, Agency staff has notified the Boise City Clerk in writing that certain records are scheduled for destruction and has invited the City to notify the Agency within 30 days whether they wish to retain all or a portion of said records at their own expense; and,

WHEREAS, Agency staff recommends approval of the destruction of those records currently eligible for destruction according the Public Record Retention Policy, unless the Boise City Clerk should respond affirmatively within the given time frame that they wish the records to be retained; and,

WHEREAS, the Board finds it in the best interests of the Agency and the public to approve the destruction of those records currently eligible for destruction, provided that the Boise City Clerk does not indicate that the records should be retained.

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

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

<u>Section 2</u>: That the Executive Director is authorized and directed to take all action to destroy the records listed on Exhibit A, attached hereto, including providing advance notice to the Boise City Clerk.

<u>Section 3</u>: 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 October 8, 2018. Signed by the Chairman of the Board of Commissioners and attested by the Secretary to the Board of Commissioners on this 8th day of October, 2018.

URBAN RENEWAL AGENCY OF BOISE CITY

By: ______

Dana Zuckerman, Chair

ATTEST:

By: _____
Ryan Woodings, Vice Chair



RECORDS DESTRUCTION EXHIBIT SUMMARY SHEET

By my signature below, I certify the following statements.

I have reviewed the list of documents on the attached Exhibit. The listed documents are semipermanent or temporary records as described in the Public Records Retention Policy adopted by the CCDC Board on March 13, 2017. All of the documents listed on the attached Exhibit are beyond the retention requirement and are therefore eligible for destruction.

The Boise City Clerk has been notified in writing of CCDC's intent to destroy these documents (see attached letter). CCDC will hold destruction of the documents until the date noted in the letter to provide the City Clerk an opportunity to request retention of the documents if they wish.

Sathy Warner Kathy Wanner

10/8/18

EXHIBIT A

CCDC RECORDS ELIGIBLE FOR DESTRUCTION

Board Review Date: 10/8/2018 - Resolution No 1580

Data	Contonto	Retention	Eligible Destruction
Date	Contents	Classification	Date & Review
FY2013	Accounts Payable, A-E	SEMI-PERMANENT	10/1/2018
FY2013	Accounts Payable, F-P	SEMI-PERMANENT	10/1/2018
FY2013	Accounts Payable, Q-Z	SEMI-PERMANENT	10/1/2018
FY2013	General ledger, accounts receivable, payroll	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports/RCE Rolls	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports/Deposits/Shift Reports	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports/RCE Rolls	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018
FY2013	Parking Operator - Daily Reports and Deposits	SEMI-PERMANENT	10/1/2018

Date	Contents	Retention Classification	Eligible Destruction Date & Review
FY2005-FY2007	Agency comments: City of Boise design review (including BoDo)	SEMI-PERMANENT	10/1/2015-10/1/2017
	Aspen Lofts (05-390); Metropolitan (05-393); Jefferson (05-396); Boise Place-Charter House (06-		
	446); Boise Plaza Parking Garage (07-355); Marriot Convention Centre (07-555)		
FY2005-FY2007	Agency comments: City of Boise sign permits	SEMI-PERMANENT	10/1/2015-10/1/2017
FY2013	Misc Service Agreements , Task Orders and Public Works Contracts	SEMI-PERMANENT	10/1/2018



October 8, 2018

Jamie Heinzerling Deputy City Clerk PO Box 500 Boise. ID 83701

Re: Public Records Destruction

Dear Ms. Heinzerling,

Attached is Capital City Development Corporation's Resolution No. 1580 which will be presented to our Board for adoption on October 8, 2018. If adopted, this resolution authorizes the destruction of the attached semi-permanent records.

In compliance with Idaho Code Section 50-907 and the CCDC Public Records Retention Policy (approved on March 13, 2017, through the adoption of CCDC Resolution No. 1487), we are notifying you of our intent to destroy these records.

If you would like any of these documents to be retained, please notify me by November 9, 2018. If CCDC does not hear from you by that date and the Board approves Resolution No. 1580, we will proceed with the destruction of these records on or after November 9, 2018.

Please contact me by phone at 208-384-4264 or email at kwanner@ccdcboise.com if you have any questions or require further information.

Sincerely,

Kathy Wanner Contracts Specialist

Hathy Wanner

BOISE, ID 83702



AGENDA BILL

Agenda Subject:	Date:	
Elder Street Park & Ride Partnership FY19		October 8, 2018
Staff Contact: Max Clark, Director of Parking & Mobility	Attachments: Resolution # 1581 authorizing agreer MOU for the Elder St. Park & Ride Pr Shuttle Route Map Shuttle Route Times	
Action Requested: Approve the 2019 Elder St Park	& Ride Agreement with City of Boise.	

Fiscal Notes:

The agreement with the City of Boise is for \$105,420.00. This covers half the cost of reimbursing BSU for providing their service M-F, roughly 7a-7p. \$150,000 was approved in the agency's 2019 budget, with the extra funds to be available if needed for enhanced outreach/marketing or expanded service if warranted.

Background:

The Elder Street shuttle service is a valuable mobility option for downtown employees. It provides a free parking option and convenient transportation mode that reduces traffic and congestion on the streets downtown and alleviates the high demand for parking in the downtown core. The City of Boise has renewed the contract with Boise State to continue through the end of FY19.

Boise State was able to add a second driver and shuttle to the program this year which prompted a significant increase in rides. Some users supplement the shuttle with VRT rides so not all transportation may be documented by Boise State.

Elder St. Stats through August 2018 (does not include riders who use VRT routes):

- 94 Registered Users
- o Ridership for Q1: •October: 137 •November: 112 •December: 74
- Ridership for Q2: •January: 148 •February: 323 •March: 435
- o Ridership for Q3: •April: 419 •May: 361 •June: 291
- Ridership for Q4: •July: 184 •August: 211 •September: 166

Staff Recommendation:

Approve Resolution # 1581 authorizing an agreement with City of Boise for \$105,420.00 as CCDC's portion of the basic Elder Street Park & Ride service for FY19.

Suggested Motion:

I move adoption of Resolution # 1581 authorizing an agreement with City of Boise for the Elder Street Park & Ride Service for 2019.

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 2019 ELDER STREET PARK & RIDE AGREEMENT BETWEEN THE URBAN RENEWAL AGENCY OF THE CITY OF BOISE AND THE CITY OF BOISE CITY; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT AND TO EXPEND FUNDS; AND PROVIDING AN EFFECTIVE DATE.

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

WHEREAS, one of the Agency's missions is to expand public mobility choices, including parking and multiple transit modes, for universal access to and around the downtown; and,

WHEREAS, the Agency and City have successfully partnered on the Elder Street Park & Ride Program since 2017 whereby both parties share expenses associated with a "park and ride" lot located at 2891 Elder Street, Boise, that is used by downtown employees and students to park a car and ride a shuttle bus to and from a downtown location for free; and,

WHEREAS, the Agency and City desire to continue their partnership for fiscal year 2019 in accordance with Idaho Code Section 67-2332 which permits public agencies to contract with one another for services, supplies, and capital equipment; and,

WHEREAS, the Agency Board of Commissioners finds it in the best public interest to approve the 2019 Elder Street Park & Ride Agreement and to authorize the Executive Director to execute the Agreement and expend funds pursuant to its terms.

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

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

<u>Section 2</u>: That the 2019 Elder Street Park & Ride Agreement, a copy of which is attached hereto as Exhibit A and incorporated herein by reference, be and the same hereby is approved and adopted.

Section 3: That the Executive Director of the Agency is hereby authorized to execute the 2019 Elder Street Park & Ride Agreement and thereafter expend funds pursuant to its terms up to the amount of ONE HUNDRED FIVE THOUSAND FOUR HUNDRED TWENTY DOLLARS (\$105,420.00).

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

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on October 8, 2018. Signed by the Chairman of the Board of Commissioners and attested by the Secretary to the Board of Commissioners on October 8, 2018.

By: _______

By: ______
Dana Zuckerman, Chair

By: ______
Ryan Woodings, Vice Chair

CAPITAL CITY DEVELOPMENT CORPORATION CITY OF BOISE CITY MEMORANDUM OF UNDERSTANDING ELDER STREET PARK & RIDE PROGRAM 2018-19

This MEMORANDUM OF UNDERSTANDING FOR THE ELDER STREET PARK & RIDE PROGRAM ("MOU" or "Agreement") is made and entered into by and between Capital City Development Corporation, the urban renewal agency of the City of Boise City, a public body, corporate and politic ("CCDC"), and the city of Boise City, an Idaho municipal corporation ("City"). CCDC and City may hereinafter collectively be referred to as the "Parties" and individually as a "Party."

RECITALS

WHEREAS, the U.S. Department of Labor projects that the population in Ada County will grow by twenty percent (20%) between 2015 and 2025 creating a significant demand for improved public transportation options and increased public parking; and,

WHEREAS, one of CCDC's missions is to expand public mobility choices, including parking and multiple transit modes, for universal access to and around the downtown; and,

WHEREAS, City adopted the Boise Blueprint and the Boise Transportation Action Plan ("TAP") to strategically address mobility issues and to develop a well-balanced transportation system; and,

WHEREAS, City and Boise State University ("BSU") have agreed to use BSU property located at 2891 Elder Street, Boise, as a park and ride lot where downtown employees and BSU students may park a car and ride a shuttle bus to and from a downtown location for free; and,

WHEREAS, City and CCDC have successfully partnered on the Elder Street Park & Ride Program (the "Program") since 2017, and the Parties desire to continue this Program for fiscal year 2019; and,

WHEREAS, Idaho Code § 67-2332 permits public agencies to contract with one another for services, supplies, and capital equipment; and,

WHEREAS, CCDC and City wish to memorialize this collaboration for funding of the Program; and

WHEREAS, this MOU sets forth certain binding agreements of the Parties regarding matters related to the Program.

MOU: ELDER STREET PARK & RIDE 2018-19 Page 1

AGREEMENT

NOW THEREFORE, in consideration of the mutual covenants and agreements herein contained, CCDC and City of Boise do mutually undertake, promise, and agree as follows:

I. GRANT OF CCDC FISCAL YEAR 2019 FUNDS

- 1.1 The total amount to be paid by CCDC to City under this Agreement shall not exceed ONE HUNDRED FIVE THOUSAND FOUR HUNDRED TWENTY DOLLARS (\$105,420.00), understood by the Parties to be half of the expenses incurred by City directly related to the Program and billed to City by BSU.
- 1.2 Upon quarterly invoicing by City, CCDC agrees to remit to City its half (50%) of the total costs billed by BSU for the Program during that period.
- 1.3 City's quarterly invoices for this Program shall be paid by CCDC within thirty (30) days of receipt. Payment in full by CCDC for its portion of the Program costs shall be remitted to City no later than September 30, 2019.
- 1.4 CCDC will have no additional financial obligation or maintenance responsibility at any time relative to the funds' use for the Program. The Parties may freely negotiate future financial participation as needed or desired.

II. RESPONSIBILITIES OF CITY

- 2.1 City will accept the funds into the Department of Finance & Administration FY2019 operating budget and will expend all the funds on the Program. City shall segregate the funds provided by CCDC and only expend the funds on the Program as described herein.
- 2.2 City shall manage all aspects of the Program supported by the funds.
- 2.3 City shall recognize and name CCDC as a funding partner in any publicity, signage, reports, or documentation related to the Program.
- 2.4 Once the funds have been spent but in no case later than October 15, 2019, City will submit to the CCDC Board of Commissioners a written report describing all disbursements of the funds and analyzing the effectiveness and popularity of the Elder Street Park & Ride Program.

MOU: ELDER STREET PARK & RIDE 2018-19

III. INDEMNIFICATION AND INSURANCE

Each Party to this Agreement agrees to indemnify, defend, and hold harmless the other from any and all liability for any injury, damage or claim suffered by any person or property to the extent caused by the indemnifying Party or its employee or agent while performing under this Agreement. Each party shall maintain, and specifically agrees that it will maintain, throughout the term of this Agreement, liability insurance in the minimum amount as specified in the Idaho Tort Claims Act set forth in Title 6, Chapter 9 of the Idaho Code. Notwithstanding anything herein to the contrary, nothing herein shall be construed as a waiver of each Party's protections afforded under the Idaho Tort Claims Act.

IV. ENTIRE AGREEMENT

This Agreement shall constitute the full and entire understanding and agreement between City and CCDC regarding the responsibilities set forth herein, and no party shall be liable or bound to the other in any manner by any representations, warranties, covenants, or agreements except as specifically set forth herein.

End of Agreement

[Signatures appear on the following page.]

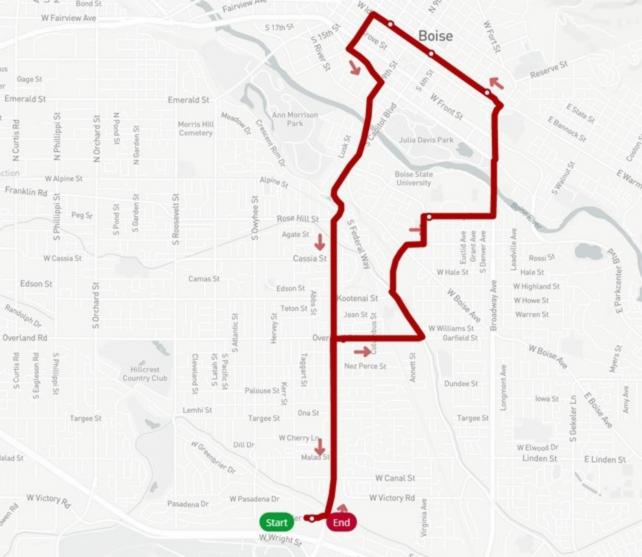
MOU: ELDER STREET PARK & RIDE 2018-19 Page 3

IN WITNESS WHEREOF, CCDC and the City of Boise have executed this Agreement as of the date last signed below.

CAPITAL CITY DEVELOPMENT CORPORATION John Brunelle, Executive Director Date: Approved as to Form: Mary Watson, CCDC General Counsel CITY OF BOISE David H. Bieter, Mayor Date: ATTEST: Lynda Lowry, Ex-Officio City Clerk

Approved as to Form: Jennifer Pitino, Deputy Boise City Attorney

Budget Info / For CCDC Office Use				
Fund/District	401			
Account	6125			
Activity Code	18069			
PO#	190008			
Term Date	September 30, 2019			



ELDER STREET PARK & RIDE ROUTE TIMES

New route times starting on February 5, 2017

Riders can also take the <u>Route 3 - Vista</u> bus across the street or <u>Route 4 - Roosevelt</u>. For route times, please visit <u>www.valleyride.org</u> additional rider fares may apply.

		MORNING		
Departs Elder Street	University/ Michigan	St. Luke's	Boise City Hall	10th & Idaho
06:45	06:56	07:01	07:05	07:07
07:10	07:21	07:26	07:30	07:33
07:30	07:41	07:46	07:50	07:53
07:50	08:01	08:06	08:10	08:13
08:10	08:21	08:26	08:30	08:33
08:30	08:41	08:46	08:50	08:53
08:50	09:01	09:06	09:10	09:13
09:10	09:21	09:26	09:30	09:33

		EVENING		
University/ Michigan	St. Luke's	Boise City Hall	10th & Idaho	Elder Street
03:55	04:00	04:10	04:14	04:30
04:15	04:20	04:30	04:34	04:50
04:35	04:40	04:50	04:54	05:10
04:55	05:00	05:10	05:14	05:30
05:15	05:20	05:30	05:34	05:50
05:35	05:40	05:50	05:54	06:10
05:55	06:00	06:10	06:14	06:30
06:15	06:20	06:30	06:34	06:50













IV. ACTION ITEMS

BOISE, ID 83702



AGENDA BILL

Agenda Subject: Approval of the Shoreline District Urban Framework Plan		Date: October 8, 2018			
Staff Contact: Doug Woodruff Attachments: 1) Resolution 1575 2) Shoreline District Urban Frames		nework Plan			
Action Requested: Adopt Resolution 1575 approving the Shoreline District Urban Framework Plan.					

Background:

The City of Boise (the "City") and Capital City Development Corporation ("CCDC") are working to form a new urban renewal district, known as the Shoreline District. An urban renewal plan must be completed in order to form a new district. On October 8, 2018 the CCDC Board will consider Resolution 1579- approval of The Shoreline District Urban Renewal Plan (the "Plan"). The Plan references—but does not include as an attachment--the Urban Framework. Because the Urban Framework is not included in the Plan; rather, associated by reference for flexibility, it will be considered separately by the CCDC Board in Resolution 1575- approval of the Urban Framework, the subject of this agenda bill.

The Urban Framework creates a compelling vision, thorough improvement plan, and strategic implementation strategy for the proposed Plan and revenue allocation area (the "Project Area"). The Urban Framework is dual purpose. It serves to inform the Plan's content, and, it will provide guidance to stakeholders, public partners, developers and Agency staff throughout the Plan's twenty year term. The Urban Framework is not intended to be used by CCDC, or others, as a regulatory document and it is not intended to supplant other existing City master plans.

Work began on creating the Urban Framework in November 2017 with CTA Architects and Engineers, the project's planning consultant. The consultant team, along with Agency staff, carried out a public process that included three in-person open houses, three digital open houses, key stakeholder meetings, Agency Board meetings, and City Council public work sessions. Project information was publicly accessible at all times during the process via the project website, www.ccdcshoreline.com.

Thirteen existing master plans and policy documents that address the Plan and Project Area were analyzed as the initial step of the planning process. The findings of this analysis included affirmations, discrepancies, and gaps. The findings were used as the foundation of the Urban Framework's improvement plans and strategies to ensure that it complies with City Master Plans and Policies.

In addition to compliance with existing City plans and policies the Urban Framework provides further guidance about how urban renewal can assist with the following:

- Additional Housing—a variety of types at mixed price points—that is accessible by multiple modes of transportation and proximity to civic spaces and neighborhood services
- Activating the greenbelt and riverfront through development standards to improve safety, increase mobility, and enhance river habitat
- A multimodal transportation system that and targets investment in transportation infrastructure that makes great places and promotes economic prosperity
- Mixed-use neighborhood centers co-located with public spaces, cultural amenities and recreation opportunities
- Boise River's ecological health is top priority and should be preserved at all times while enhancing recreational amenities
- Encourage redevelopment in the Lusk neighborhood that increases the amount of housing and repurposes or retains the light-industrial buildings where possible
- Downtown Streetscape Standards, reconciling typologies and expanding the area the Standards regulate to include the entire Project Area
- Implementation of infrastructure including green storm water solutions, undergrounding utilities, sidewalks, lighting, and parking

These bullets overview the priority topics covered in the planning process. A comprehensive and detailed project list along with an inter-agency initiatives work plan are included the Urban Framework that include additional information.

Board approval of the Urban Framework is the final step in the approval process for this particular document, though the Urban Framework (or portions thereof) may be submitted to the City for inclusion within the City's master plan and policies. The Plan, will then go on to the Planning and Zoning Commission and City Council for consideration. The Urban Framework will not, as it is not intended to function as a City regulatory document but as in implementation guide. Next steps after approval of the Urban Framework include publishing the final approved document on the Agency website and notifying the stakeholders that the document is approved and the project is complete.

Fiscal Notes:

The Agency FY2018 and FY2019 budgets include adequate funding for the professional services utilized in creating the Shoreline District Urban Framework Plan.

Staff Recommendation:

Staff recommends the Agency Board find it in the best interest of the public and the Agency to adopt Resolution 1575 approving the Shoreline District Urban Framework Plan.

Suggested Motion:

I move to adopt Resolution 1575 approving the Shoreline District Urban Framework Plan.

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, RECOMMENDING AND ADOPTING THE SHORELINE DISTRICT URBAN FRAMEWORK PLAN; AUTHORIZING AND DIRECTING THE CHAIR, VICE-CHAIR, OR EXECUTIVE DIRECTOR TO TAKE APPROPRIATE ACTION; PROVIDING FOR THIS RESOLUTION TO BE EFFECTIVE UPON ITS PASSAGE AND APPROVAL; AND PROVIDING AN EFFECTIVE DATE

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

WHEREAS, the City Council (the "City Council") of 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");

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

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

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

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

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

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the 30th Street Area Urban Renewal Project Urban Renewal Plan ("30th Street Plan");

WHEREAS, following the public hearing, the City Council adopted its Ordinance No. 6868 on December 4, 2012, approving the 30th Street Plan and making certain findings;

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the First Amendment to the First Amended and Restated Urban Renewal Plan, River Street-Myrtle Street, Urban Renewal Project and Renamed River Myrtle – Old Boise Urban Renewal Project (the "First Amendment to the River Myrtle-Old Boise Plan");

WHEREAS, following the public hearing, the City Council adopted its Ordinance No. 24-18 on July 24, 2018, approving the First Amendment to the River Myrtle-Old Boise Plan deannexing certain parcels from the existing revenue allocation area;

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the First Amendment to the Urban Renewal Plan, 30th Street Area Urban Renewal Project (the "First Amendment to the 30th Street Plan");

WHEREAS, following the public hearing, the City Council adopted its Ordinance No. 26-18 on July 24, 2018, approving the First Amendment to the 30th Street Plan deannexing certain parcels from the existing revenue allocation area;

WHEREAS, the River Myrtle-Old Boise Plan, as amended by the First Amendment to the River Myrtle-Old Boise Plan, the 30th Street Plan, as amended by the First Amendment to the 30th Street Plan, the Westside Plan and their project areas are collectively referred to herein as the "Existing Project Areas;"

WHEREAS, based on inquiries and information presented by certain interested parties and property owners, the Agency commenced certain discussions concerning examination of an area as appropriate for an urban renewal project;

WHEREAS, in 2017, the Agency authorized SB Friedman Development Advisors to commence an eligibility study and preparation of an eligibility report of an area bounded by U.S. Highway 26 to the north and west, Capital Boulevard to the east, the Boise River Greenbelt to the south and into portions of adjacent office parcels and into the Lusk District. Part of the study area was within the boundaries of the Existing Project Areas. The eligibility study area is commonly referred to as the Shoreline Area;

WHEREAS, the Agency obtained the Shoreline Urban Renewal Area Preliminary Eligibility Study (the "Report"), which examined the Shoreline Area for the purpose of determining whether such area was a deteriorating area and/or a deteriorated area as defined by Idaho Code §§ 50-2018(9) and 50-2903(8);

WHEREAS, pursuant to Idaho Code §§ 50-2018(9) and 50-2903(8), which define a deteriorating area and a deteriorated area, many of the conditions necessary to be present in such an area are found in the Shoreline Area, *i.e.*,

- a. the presence of a substantial number of deteriorated or deteriorating structures;
- b. predominance of defective or inadequate street layout;
- c. faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d. insanitary or unsafe conditions;
- e. deterioration of site and other improvements; and
- f. existence of conditions which endanger life or property by fire and other causes;

WHEREAS, the Agency Board, on October 9, 2017, adopted Resolution No. 1511 accepting the Report and authorized the Agency Chair to transmit the Report to the City Council requesting its consideration for designation of an urban renewal area and requesting the City Council to direct the Agency to prepare an urban renewal plan for the Shoreline Area, which plan may include a revenue allocation area as allowed by the Act;

WHEREAS, the City Council, by Resolution No. 541-17, dated October 17, 2017, declared the Shoreline Area described in the Report to be a deteriorated area or a deteriorating area as defined by Chapters 20 and 29 of Title 50, Idaho Code, as amended, that such area is appropriate for an urban renewal project and directed the Agency to commence preparation of an urban renewal plan for the area designated;

WHEREAS, the Report evaluated the Shoreline Area for eligibility using the improved land eligibility factors, required findings and tests;

WHEREAS, the Law and the Act provide different eligibility factors, required findings, and tests for improved land versus open land, open area and open space (collectively, "Open Land");

WHEREAS, there is no definition of Open Land in the Law or the Act;

WHEREAS, the Shoreline Area includes eighteen (18) potential open land parcels, including eight (8) parcels that are unfinished gravel parking lots; seven (7) parcels (or parcel segments) along the Boise River Greenbelt that serve as park space; and three (3) parcels within the public right-of-way and that have minimal streetscape improvements;

WHEREAS, under the Act, a deteriorated area includes any area which is predominantly open and which, because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area or substantially impairs or arrests the sound growth of a municipality. See Idaho Code § 50-2903(8)(c);

WHEREAS, Idaho Code §§ 50-2018(9), 50-2903(8) and 50-2008(d) list the additional conditions applicable to open land areas, including open land areas to be acquired by the Agency, and which are the same or similar to the conditions set forth above;

WHEREAS, the Agency authorized SB Friedman Development Advisors to commence an eligibility study and preparation of an addendum to the Study addressing the eligibility of the potential open land parcels in the Shoreline Area;

WHEREAS, the Agency obtained the Memorandum Report Regarding Addendum to Shoreline Urban Renewal Area Eligibility Study—Shoreline URA Eligibility Assessment of Potential Open Land Parcels, dated December 7, 2017, which examined the eligibility of certain potential open land parcels Shoreline Area, under a different standard, for the purpose of determining whether the potential open land parcels constitute a deteriorating area, a deteriorated area, or both a deteriorating area and a deteriorated area, as those terms are defined by Idaho Code §§ 50-2018(9) and 50-2903(8) under all potentially applicable standards (the "Memorandum Report");

WHEREAS, the Memorandum Report was submitted to the Agency;

WHEREAS, pursuant to Idaho Code §§ 50-2018(9) and 50-2903(8), in which the terms "deteriorating area" and "deteriorated area" are defined, and pursuant to Idaho Code § 50-2008(d) which sets forth the eligibility requirements for Agency acquisition of open land parcels, the conditions necessary to be present in such potential open land parcels are found in the Shoreline Area;

WHEREAS, such additional conditions regarding open land areas are present and are found in the Shoreline Area;

WHEREAS, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare in its present condition or use;

WHEREAS, under the Law and Act, Idaho Code §§ 50-2018(9) and 50-2903(8)(f), the definition of a deteriorated area or a deteriorating area shall not apply to any agricultural operation as defined in Idaho Code § 22-4502(1) absent the consent of the owner of the agricultural operation except for an agricultural operation that has not been used for three (3) consecutive years;

WHEREAS, the Shoreline Area does not include parcels subject to such consent;

WHEREAS, the Agency, on December 11, 2017, adopted Resolution No. 1517 accepting the December 7, 2017, Memorandum Report, authorizing the Chair, Vice-Chair, or Executive Director of the Agency to transmit the December 7, 2017, Memorandum Report to the City Council, requesting its consideration for attachment of the December 7, 2017, Memorandum Report as an addendum to the October 5, 2017, Report and for inclusion in the designation of an urban renewal area, and requesting that the City Council direct the Agency to prepare an urban renewal plan for the Shoreline Area, which plan may include revenue allocation provisions, as allowed by the Act;

WHEREAS, the City Council, by Resolution No. 666-17, dated December 19, 2017, declared the Shoreline Area described in the Memorandum Report to be a deteriorated area or a deteriorating area as defined by Chapters 20 and 29 of Title 50, Idaho Code, as amended, that such area is appropriate for an urban renewal project and directed the Agency to commence preparation of an urban renewal plan for the area designated in the Report and the Memorandum Report;

WHEREAS, the Agency has embarked on an urban renewal project referred to as the Urban Renewal Plan for the Shoreline District Urban Renewal Project ("Shoreline District Plan") to redevelop a portion of the City, pursuant to the Law and the Act, as amended;

WHEREAS, the Shoreline District Plan proposes to create an urban renewal area commonly known as the Shoreline District Project Area, which area is shown on the Project Area and Revenue Allocation Boundary Map and generally described in the Description of the Project Area and Revenue Allocation Area, which are attached to the Shoreline District Plan as Attachments 1 and 2 respectively. The Shoreline District Project Area includes the areas deannexed from the River Myrtle-Old Boise Plan, as amended by the First Amendment to the River Myrtle-Old Boise Plan and the 30th Street Plan, as amended by the First Amendment to the 30th Street Plan;

WHEREAS, in order to implement the provisions of the Act and the Law either the Agency may prepare a plan, or any person, public or private, may submit such plan to the Agency;

WHEREAS, the Agency has prepared the proposed Shoreline District Plan for the area previously designated as eligible for urban renewal planning;

WHEREAS, in conjunction with the preparation of the Shoreline District Plan, the Agency engaged several consultants to prepare a Shoreline District Urban Framework Plan which will guide future development, both private and public, in the proposed Shoreline District Project Area;

WHEREAS, Agency staff and its consultants prepared a proposed Shoreline District Urban Framework Plan to create a vision, plan, and strategic implementation strategy for the proposed Shoreline District Project Area;

WHEREAS, the Agency Board discussed the Shoreline District Urban Framework Plan at its Board meeting on October 8, 2018;

WHEREAS, the Agency Board finds it in the best interests of the Agency and the public to formally approve the Shoreline District Urban Framework Plan.

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

<u>Section 1</u>. That the above statements are true and correct.

Section 2. That the Shoreline District Urban Framework Plan, attached hereto as Exhibit A and incorporated herein as if set out in full, is hereby approved and adopted by the Agency Board, and that the Chair, Vice-Chair, or Executive Director is authorized and directed to take all action to implement the Shoreline District Urban Framework Plan, including, but not limited to, requesting the City consider adopting the Shoreline District Urban Framework Plan as one of the City's land use policies.

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 October 8, 2018. Signed by the Chair of the Board of Commissioners and attested by the Secretary to the Board of Commissioners, on October 8, 2018.

ADDDOVED.

	AITROVED.
ATTEST:	By
ByRyan Woodings, Vice Chair	

4819-9858-5973, v. 3

SHORELINE DISTRICT URBAN FRAMEWORK PLAN

Boise | Idaho Last Revised: October 8, 2018









Prepared For:

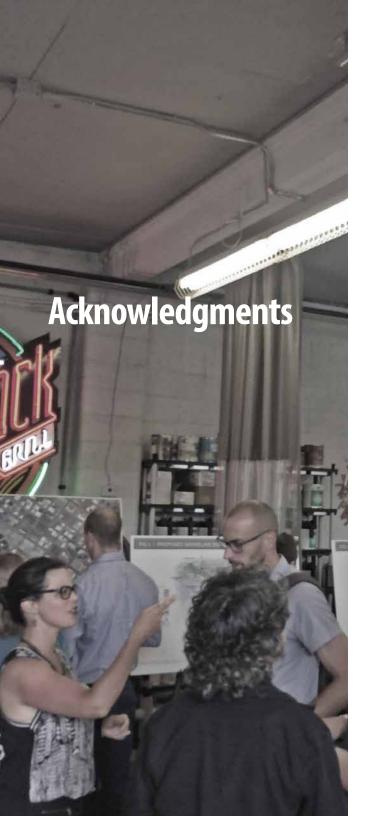
Prepared By:



URBAN RENEWAL PLANNING

SHORELINE DISTRICT





Special thanks and acknowledgment goes to the following stakeholder groups, departments, and agencies that participated in and provided guidance in the creation of the Shoreline Urban Renewal District:

City of Boise

Housing and Community Development
Information Technology
Office of the Mayor
Parks and Recreation
Police Department
Planning and Development Services
Public Works

Partner Agencies

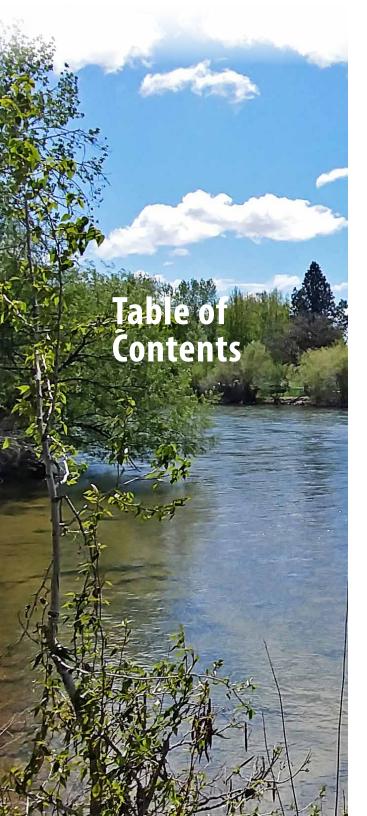
Ada County Highway District Boise State University State of Idaho Fish and Game

Consultants:

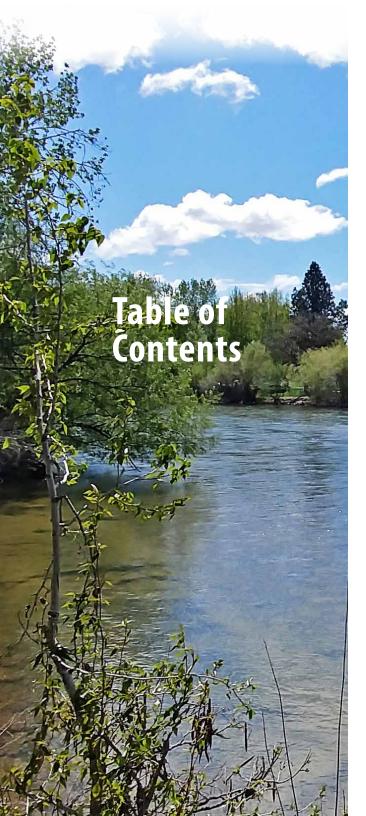
CTA Architects Engineers

Quadrant Consulting, Inc

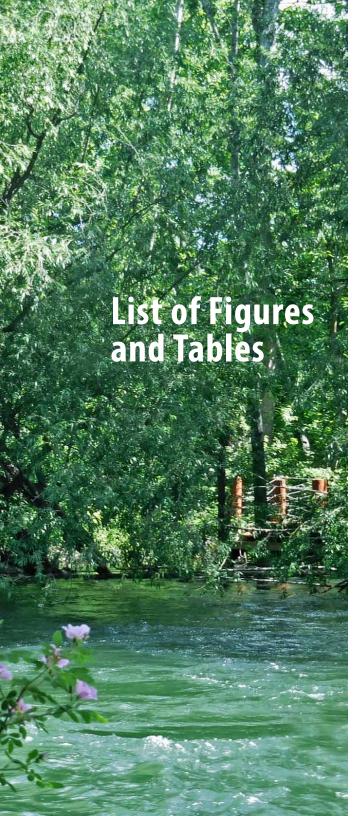
SB Friedman Development Advisors



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1. INTRODUCTION

Figure 1: Shoreline District Boundary

Figure 2: Nearby Urban Renewal Districts to be De-Annexed

2. BACKGROUND

Figure 3: Existing Land Use Figure 4: Existing Zoning Figure 5: Existing Floodplain

4. EXISTING PLAN ANALYSIS

Table 1: Affirmations **Table 2:** Discrepancies

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Table 4: Summary Development Program Table

Figure 6: Sites Susceptible to Change
Figure 7: Mobility Framework Diagram
Figure 8: Open Space Framework Diagram
Figure 9: Utility Framework Diagram

Figure 10: Preferred Development Framework Diagram

Figure 11: Preferred Conceptual Site Plan
Figure 12: Shoreline Park Redevelopment Plan
Figure 13: Shoreline / Riverfront Perspective
Figure 14: Shoreline Festival Street Perspective

Figure 15: Lusk Redevelopment Plan

Figure 16: Lusk / Riverfront Redevelopment Perspective **Figure 17:** Fireman's Training Site Redevelopment Plan

Figure 18: Fireman's Training Site Perspective
Figure 19: Island Avenue Festival Street Plan
Figure 20: Island Avenue Festival Street Perspective

Figure 21: Streetscape Typology Map Figure 22: River Street Boulevard Typology Figure 23: Riverfront Development Typology

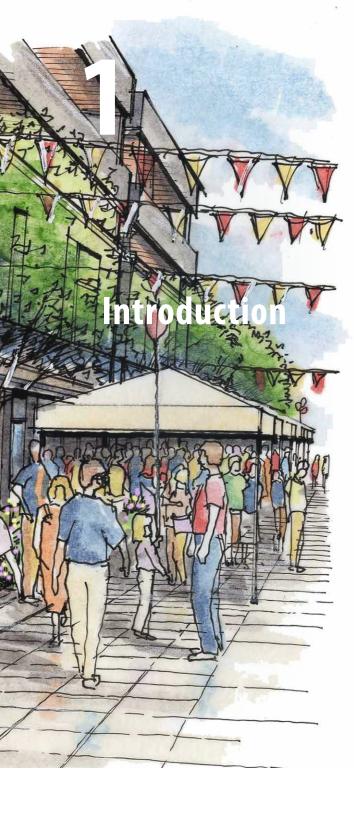
Figure 24: Urban Patio Typology
Figure 25: Urban Natural Typology

Figure 26: Ann Morrison Riverfront Typology
Figure 27: Riverfront Festival Typology
Figure 28: Shoreline Public Improvements Map

6. IMPLEMENTATION

Table 5: Inter-Agency Initiatives

Table 6: Public Improvements by Quarter



The Shoreline Urban Framework was prepared for the Capital City Development Corporation; Boise's Redevelopment Agency; to create a vision, plan, and strategic implementation strategy for the Shoreline Urban Renewal District.

The purpose of the Shoreline District is to reduce, eliminate, and prevent the spread of blight and to catalyze growth and private investment within its boundaries. To accomplish this purpose, the Shoreline District Plan is intended to promote objectives of adopted community planning documents, studies, and assessments while advancing the priorities of Blueprint Boise; Boise City's Comprehensive Plan. Blueprint Boise; adopted in 2011; outlines how implementation of urban renewal projects within the Shoreline District advance the vision, goals, and objectives expressed by the districts residents. Projects and recommendations set forth in the Shoreline Urban Framework similarly advance these same priorities.

Vision and Objectives of Existing Plans

The Capital City Development Corporation (CCDC) and the City of Boise evaluated, analyzed, and assessed applicable planning documents to inform District creation.

Due to the range of character among public and private spaces within the Shoreline District, a variety of plans were selected for review and assessment. Despite some competing interests among strategic actions, there were comparable visions and objectives among them.

Commonalities existed between plans, allowing for an alignment of objectives that can be synthesized by the following statements:

• The Shoreline District is a diverse, mixed use area that

is tied together by the Greenbelt and the Boise River

- The Boise River has many users with different needs, and managing those needs requires improving accessibility for all user groups while mitigating human impacts to the Boise River ecosystem
- Opportunities for urban redevelopment on vacant surface parcels or underutilized buildings are prevalent throughout the Shoreline District
- The District has abundant recreational resources
- Proximity to Downtown Boise and Boise State
 University harbors a need for the District to offer
 housing, services, and amenities to downtown
 residents, workers, and students
- Mobility options create good connectivity throughout the district and pedestrian, cyclists, transit, and vehicles should be prioritized respectively

These objectives were derived from many conversations, physical evidence, on-site observations, and ongoing efforts from all community stakeholders help to guide the need to create a place that serves the needs of all Boiseans.



Floaters on the Boise River, (CTA, 2018)

Elements of This Document

Existing Plan Analysis

An analysis of existing planning documents was performed to determine how and where the plans align and decipher what discrepancies may exist. Many of the projects and strategies recommended in this district plan were determined through interpretation and discussion with the key stakeholders and the public of the existing plans and their analyses.

The City of Boise and CCDC evaluated portions of the planning documents applicable to the Shoreline District area. The goals, objectives, actions, and strategies in these documents led to a list of affirmations, that reflects congruency between plans based on language and similar projects. A list of discrepancies also emerged based on conflicting language or projects. Both the Affirmations and Discrepancies were organized into lists that were used to guide discussion with stakeholders and the public.

These discussions were organized around three categories: Urban Design, Mobility, and River Management.

Physical and geographic gaps were also considered. Standards for streetscaping, for example, may not be contiguous along the same street as it travels through urban renewal districts, resulting in patchwork policy guidelines. Figure 2: Nearby Urban Renewal Districts to be De-Annexed depicts where parcels are to be deannexed to allow for contiguous improvements within the Shoreline District's rights-of-way.

District Framework

The District Framework is a series of maps, text, key recommendations, design guidelines, preferred infill development concepts, mobility concepts, open space concepts, and public utility/infrastructure framework concepts that combine to create a cohesive framework for urban redevelopment.

These elements consider existing physical conditions, the realities of the real estate market, and the potential future development to occur based on investments in public infrastructure.

The District Framework is informed by the existing plan analysis, Stakeholder input, and Public Open House input, all of which resulted in a list of projects that were policy actions items as well as capital projects that aligned with Capital City Development Corporation's Participation Programs.

In addition to the District Framework, a market assessment, prepared by SB Friedman Development Advisors; and a public infrastructure capacity study, prepared by Quadrant Consulting; were also utilized to inform the District Framework and Public Improvements and implementation strategy.

Design Guidelines and Recommendations

Design Guidelines are visualizations of preferred outcomes for new development. Design Guidelines and recommendations are non-regulatory and are meant as guiding illustrations rather than specific design standards such as those provided in the City's Development Code.

Design Guidelines in this document illustrate the

"Be a mixture of affordable housing greenspace with easy connection to downtown greenbelt, parks & BSU." "..allow pedestrians, elderly, children to walk with no fear while on greenbelt." "Be bike friendly." "Great area for redevelopment of mixed use projects connecting downtown to the river" - Public responses to the question of: "The Shoreline District Should..."

vision for investments, projects, or infrastructure enhancements in public spaces or rights-of-way. These may include sidewalk/streetscape improvements, river access enhancements, new bridges or other pedestrian mobility enhancements such as new bike lanes. These visuals are focused on the interface between new urban development and public spaces such as urban plazas, the Boise River shoreline, enhanced Greenbelt pathways, or festival streetscapes.

Implementation

The Public Improvements list (Figure X) is a comprehensive improvements list within the district. Without which implementation of the District's vision and intent would not be possible. The improvements list is accompanied by estimates of probable cost and design standards for streets and public spaces.

Guiding Principles

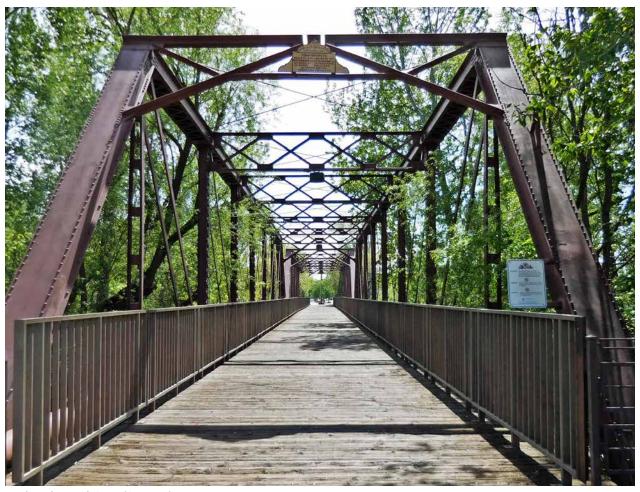
Guiding Principles are broad statements giving direction on how to best implement the urban renewal planning effort for the Shoreline District. There are three overarching principles:

1) Continue to Use and Honor Existing Master Plans Much focus has been placed on deriving guidance from existing documents and planning efforts.

2) Carry Out the Public Process

Incorporate past public input and continue to integrate the community's voice in the execution of this plan.

3) Seek Partnerships with Public and Private Entities Strategic partnerships with both public agencies and private property owners and organizations is critical to



Trestle Bridge at 9th Street (CTA, 2018)

the long-term success, particularly with policy initiatives.

4) Create a specific vision of the public Improvements in the Shoreline District.

Draw ideas from existing neighborhood plans, refine and begin to develop concepts that help to define the Shoreline District as a unique neighborhood within the City of Boise.

FIGURE 1: Shoreline District Boundary

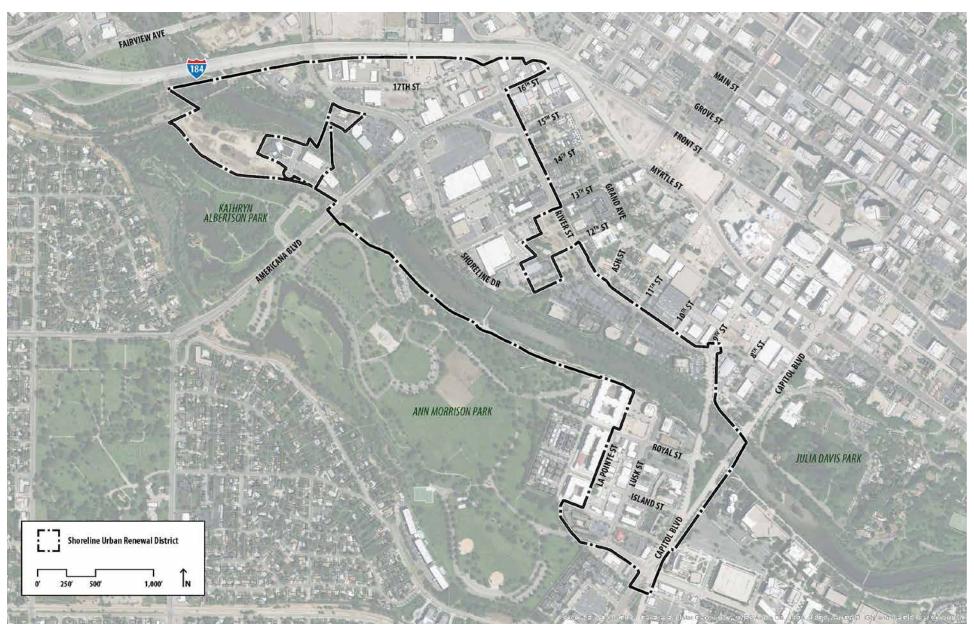
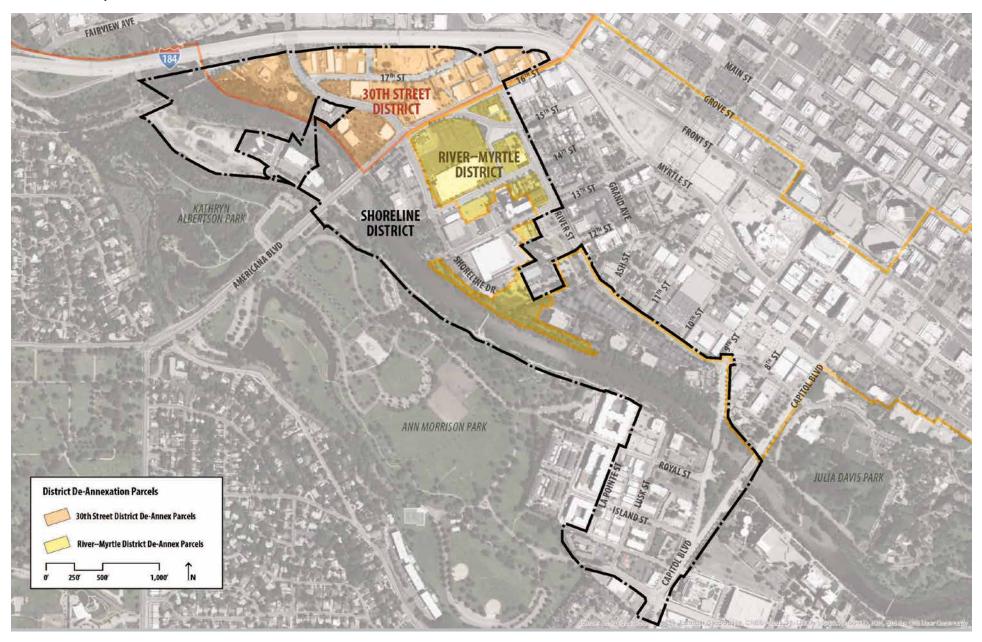
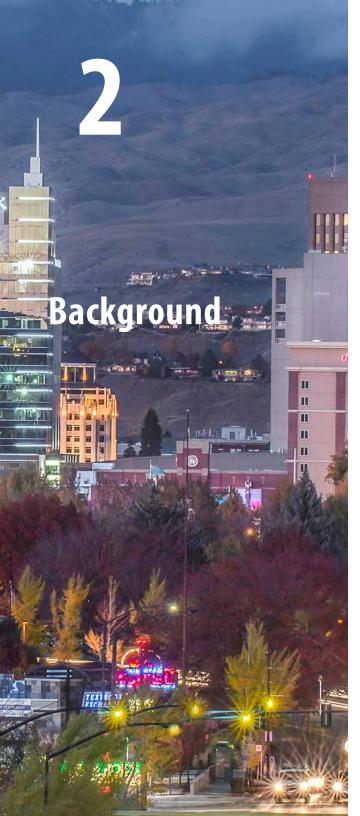


FIGURE 2: Nearby Urban Renewal Districts to be De-Annexed



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Project Location

The Shoreline Urban Renewal District is approximately 190 acres in size and composed of lower density suburban development, undeveloped or vacant land, and surface water connected by roughly 1.17 miles of the Boise River. The District includes several distinct neighborhoods, including portions of the quickly developing Lusk Street neighborhood to the south and the River Street neighborhood to the north.

The Boise River Greenbelt provides an excellent pedestrian and bicycle mobility corridor, while several major vehicle circulation routes cross or border the District, including the Interstate 184 Connector to the north, River Street to the east, and Capitol Boulevard to the southeast.

Exceptional recreation amenities are adjacent to or surround the District, strongly defining its character. The Greenbelt, the Boise River, Rotary Park, and Ann Morrison Park are the most significant contributors to the District's character. Just outside the District are several key cultural institutions such as the Boise Public Library Central Library and Anne Frank Human Rights Memorial, as well as historic resources such as the Hayman House, the 9th Street Steel Truss Bridge, and the Boise River Railroad Bridge.

In addition, Boise State University is located adjacent to the Shoreline District and is significant for residents, commuters, students, workers, and visitors frequenting the Shoreline District Area.

Existing Conditions

Land Use

Land use in the Shoreline District is generally characterized by large, suburban-type building and land development with few exceptions. There are about 128 parcels within the District with an average parcel size of about one acre. About 100 structures are built on these parcels, most of which are single-story, single use buildings.

Largely due to the Boise River, 38% of the District is surface water, streets, or other public right-of-way. Twenty percent of land is used for commercial office, and 8% (14 acres) is vacant surface parking lot. Seven percent is open space or Greenbelt, while 6% is undeveloped vacant lots.

Overall about 22%, or 25 acres, of the developable land (parcels that are not open space or park) in the District is vacant land.

Figure 3 illustrates the existing land uses within the District. These designations were derived from in situ observations based upon the land based classification standards (LBCS) system for categorizing activities and uses of a property.

(https://www.planning.org/lbcs/)

Zoning

The current zoning is reflective of existing land use. Using the City of Boise's base zoning designations, there are eight zone districts within the Shoreline District Boundaries. Much of the district (about 29% of the total area) is zoned A-1 Open Land which accounts for the Boise River and the length of the Greenbelt along

Ann Morrison Park. This is followed by the C-2 General Commercial zone which comprises 27% of the area and covers much of the commercial property within the Lusk Street neighborhood area and the former K-mart site in the center of the District. The R-O Residential Office zone designation accounts for about 26% of the total area and is the predominant zoning for the River Street neighborhood, including the Forest River office park.

The C-3 Service Commercial zoning designation accounts for 15% of the total and largely exists along the Interstate 184 connector and accommodates the various commercial activities in the north portion of the Shoreline District. A length of the frontage and streetscape on the east side of Capitol Boulevard is zoned "U" - University district and comprises about 1% of the Shoreline District area. The L-O Limited Office, C-5 Central Business and M-1 Limited Industrial zoning designations account for less than 2% of the total area."

Several overlay districts exist in addition to the base zones. These include the Capitol Corridor overlay, which regulates the view corridor along Capitol Boulevard, and the Downtown Design Overlay. The Downtown Design Overlay establishes the general appearance of the development on the land so as that it is not in conflict with the Comprehensive General Plan or other development plans adopted by the city for specific areas. The Downtown Design overlay acts as the mechanism to protect property rights and values, enhance important environmental features of the City and the physical characteristics of the land. It further ensures that the general appearance of buildings and structures, and the development of land, will not impair the orderly and harmonious development of the community.

Boise River Floodplain and Flood Hazard Areas

As a participant in the National Flood Insurance Program, the City of Boise participates in FEMA's Community Rating System (CRS) that qualifies insurance policy holders in the City for discounted premiums. Considerable properties of the Framework area are within a Special Flood Hazard Area as defined by the Federal Emergency Management Agency's FIRM mapping program. This creates physical development constraints, particularly in the Floodway. Many construction types are prohibited in the floodway, and what may be permitted must be designed and built to additional standards.

Much of the Boise River's north and south bank including the Greenbelt and into Ann Morrison Park is in the floodway (Figure 5). Additional engineering or analysis would be required to evaluate whether any new development in these areas will contribute to changes in the floodway. Any development permitted in the floodway may affect the City's CRS rating.

FIGURE 3: Existing Land Use

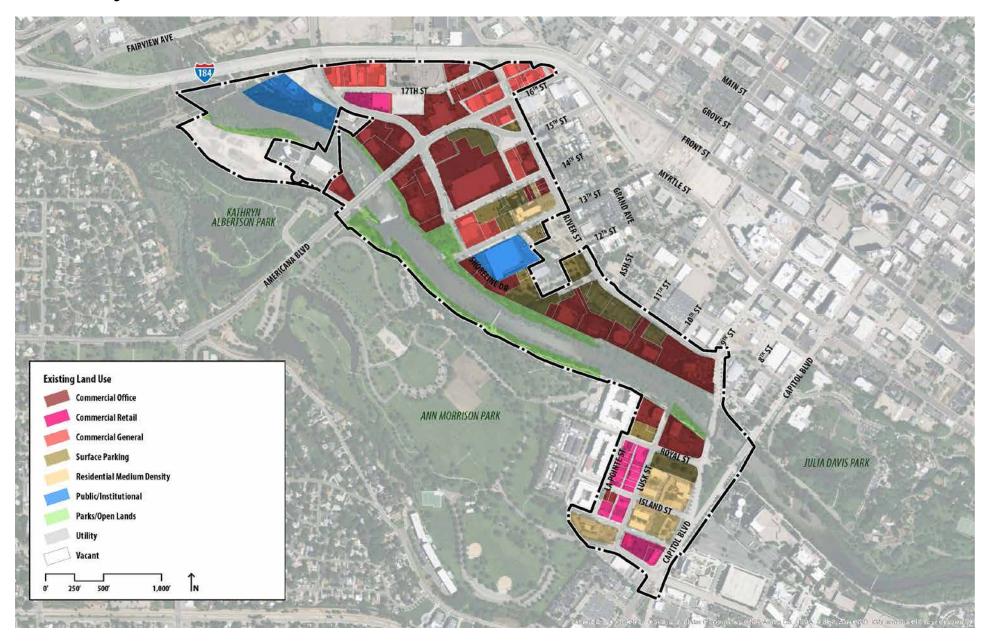


FIGURE 4: Existing Zoning

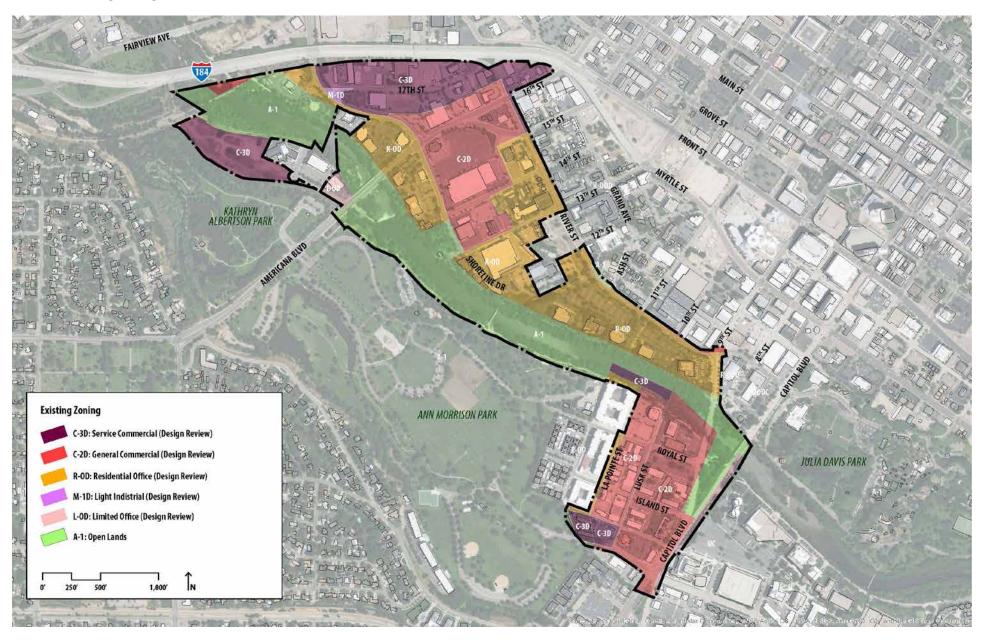
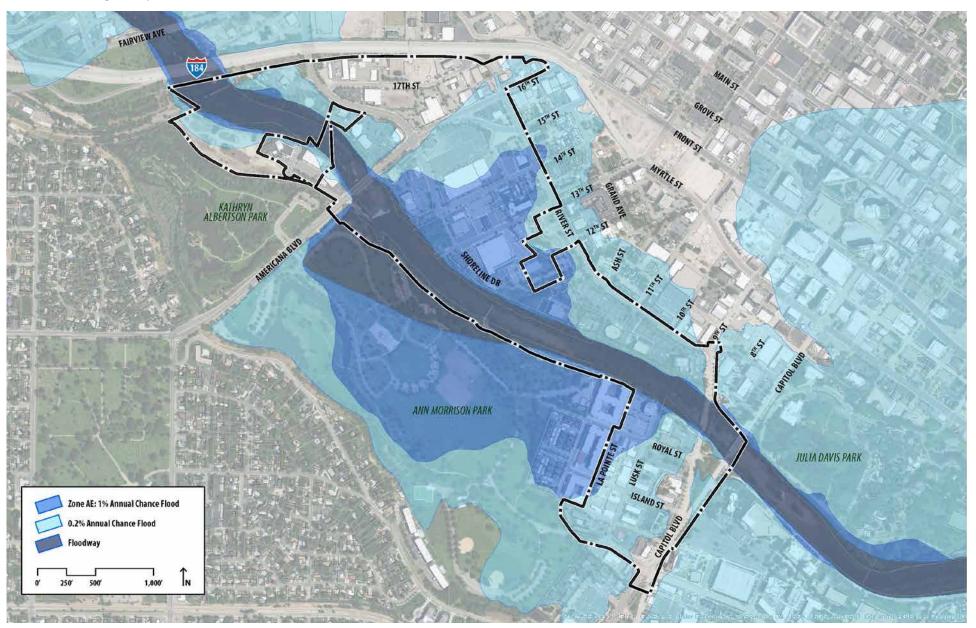


FIGURE 5: Existing Floodplain



Strengths and Weaknesses Summary

In general, the Shoreline District's proximity to the Boise River, Downtown, and Boise State University are its key strengths. These activity nodes bring high volumes of people into and through the district.

Existing district amenities are solid foundations to build upon, amenities like the Greenbelt, historic resources, river crossings, recreation areas, and recent nearby investment.

The District presents the area with the largest amount of available and developable land near Downtown Boise. Similarly, the District's strengths lie in the ability for a developer to assemble large parcels, making transformative projects more economically feasible.

As the District exists today, bicycle or pedestrian facilities are lacking outside of the Greenbelt. A lack of enhanced pedestrian features like adequate painted and signalized pedestrian crosswalks are safety issues that should be addressed.

Criminal activity along the Boise River Greenbelt and other areas within the district are a perceived threat that contributes to the lack o or slow pace of redevelopment in this area.

Existing Greenbelt facilities are not sufficient to support the current and increasing number of users. Issues of congestion are growing and the potential for collisions among users is increasing. This weakness is compounded as most of the Greenbelt through the District is a shared-use path with walkers and cyclists traveling at varying speeds The Greenbelt's use is likely to increase

Social paths or informal paths from the Greenbelt to the river's edge are causing severe riverbank degradation at certain locations. In some areas current management practices rely on the use of fencing and other preventative measures to prohibit people and animals from encroaching on sensitive or damaged habitat.

Strengths

Throughout the District there are several strengths to build upon, which are defined as successful examples of buildings, landmarks, places, or activities. Generally, the District's proximity to downtown and to important recreational areas are a base for enhanced facilities and amenities as outlined in the following examples.

1) Proximity to the Boise River Greenbelt and to Recreational Amenities

The Greenbelt is a highly valuable amenity for current



The Greenbelt is a key transportation path between several recreational amenities (CTA 2018)

residents within the District, and it is critical to the City of Boise as a high-traffic pedestrian and bicycle regional commuting corridor.

Accounting for paths on both sides of the Boise River, the Shoreline District has about three miles of the Greenbelt within its boundaries. As more and more users travel on, and enjoy the Greenbelt, its pathways and open spaces become a key strength to build upon.

Ann Morrison Park, Kathryn Albertson Park, and Julia Davis Park—three significant recreational areas—are partially within or are directly adjacent to the Shoreline District. These high-quality recreation sites define the character of the Shoreline District as a place where people come to recreate and could be strengthened through strategic public enhancement projects.

2) Proximity to Downtown



The Shoreline Dr and 13th St intersection, shown here, is less than one mile walking distance from Downtown (CTA 2018)

Much of the Shoreline District is very close to the core of Downtown Boise, with no properties being more than two miles away from the intersection of Main Street and N. 8th Street. This proximity means the District could be the home for additional downtown workers and could also develop into an-area that offers key services to downtown residents and businesses.

3) Opportunity Sites for Transformative Projects



Large vacant sites could provide a location for catalytic development projects (CTA 2018)

Approximately 25 acres of land within the district are vacant, undeveloped, or occupied by surface parking lots. Although, every such parcel may not be immediately available for development, the abundance of such sites offer opportunities for redevelopment. Having large sites over five acres, the Shoreline District is one of the few areas near downtown with large available land for urban development.

Weaknesses

1) Disconnected Bicycle/Pedestrian Network and Facilities



13th St, shown here, could be a direct bicycle or pedestrian route to Downtown Boise (CTA 2018)

Much of the Districts main transportation corridors accommodate vehicles as they move in and out of downtown. A weakness is that these corridors do not also accommodate bicycles or pedestrians, and there are not significant public transportation linkages throughout the area.

2) Heavy Degradation to Shoreline due to Informal



Informal access to the Boise River shoreline has caused significant environmental degradation (CTA 2018)

Access

As the use of the Greenbelt increases, areas near the Boise River shoreline impacted by people will continue to grow, largely because of the use of informal paths and trails to the river's edge. Providing clear access points—whether reinforced through formal paths, signage, or fencing—could mitigate these weak points.

3) Perception of Human Safety Threats



Underpasses and thick vegetation contribute to an unsafe perception in some areas (CTA 2018)

Dense vegetation, bridge underpasses, and infrequent visitors create a perception of an unsafe area to travel through, recreate, work, or live by on some sections of the Greenbelt. Although considered a weakness, many of these perceptions can be mitigated or relieved with less intrusive design interventions.

History of Existing Plans and Policies

The City of Boise is the leader in establishing a vision for the development of its downtown districts and adjacent neighborhoods. The Shoreline District planning efforts have been no different. The city has undertaken several planning efforts to establish a vision for the Shoreline District Neighborhood. The outcomes of these planning efforts resulted in significant neighborhood plans that define the future of the Shoreline District including: Lusk Street Area Master Plan (2013); the River Street Master Plan (2017), and the City of Boise's Comprehensive Plan; BluePrint Boise (2011), The Shoreline District's key asset; the Boise River, is heavily managed, and planning for the river body through the urban core and beyond generally focuses on water quality, river ecology, habitat, and its overall health as a recreation and fisheries resource. Through joint jurisdictional planning processes, several plans have been created to guide management of the Boise River including the Boise Riparian Corridor Stewardship Plan (2015); and the Boise River Resource Management Plan; (2014).

Mobility is a key influencer in this District and has long been a component in the neighborhood plans developed by the City. Several key planning studies completed by the City of Boise including: the Boise Transportation Action Plan (2016), and Downtown Boise Streetscape Standards Manual (2017), guided much of the decision making process with regards to mobility in the Shoreline District plan.

Special attention was given these particular plans as the basis for the Shoreline District Urban Framework.

Reasons for District Creation

Outlined as a part of Blueprint Boise's goals, objectives, and policies for downtown, are priorities of infill development, job growth, and growth in housing options. Similar goals are expressed in the neighborhood plans of the River Street Master Plan and the Lusk Street Area Master Plan. The neighborhood plans also identify key infrastructure needs including, sidewalks, crosswalks, and street lighting. They identify recreation enhancements, and desire to establish methods for dealing with the continual influx of people and growth that this area attracts. Reinforcing these ideas of concentrated growth within downtown is Boise's future land use map. This map calls for mixed-use development in the Shoreline District. Establishing the Shoreline District creates a method for these goals to begin to be realized. Establishment of the Shoreline District allows for re-investment of both public and private dollars to address needed infrastructure, goals of enhanced parks and open space, and key mobility concerns across the District. Key investments in public facilities and assets that attract and encourage private investment supports the overarching goals of the city of Boise to increase infill development, attract and retain jobs in the downtown core, and increase and diversify housing options. Ultimately, the strategies of public and private investment support the identified goals of addressing public health, economic vitality, and aesthetic appeal in a neighborhood that is adjacent to the core of downtown Boise.

Existing key assets in the Shoreline District can and will benefit from the public and private investment within this district. Key areas that will be influenced by the creation of the Shoreline District are:

- Infrastructure improvements including curb, gutter, sidewalk
- Mobility improvements within the district will provide for much need connectivity across the Boise River
- Economic Development will increase the likelihood of diversification of housing, along with major transformative projects that can create employment centers, amenities for downtown workers, students, and residents within the district
- Place-making projects will create vibrant district focused plazas and open spaces for community driven events

In sum, the Urban Framework plan is a proposal for public improvements, to provide an improved environment in order to attract new retail, residential, institutional, and office developments, to eliminate unsafe conditions, to assist potential owners and developers to assemble appropriate development sites where necessary through acquisition, demolition and disposition activities, to enhance mobility along the City's main multi-modal arterial, and to otherwise prevent the extension of blight and deterioration of the area.

Summary of Planning Process: Key Milestones, Stakeholder Meetings, and Public Open Houses

Input from the following meetings and open houses provided opportunity for stakeholders and community members to inform the list of public improvements and inter-agency initiatives identified through the existing plan analysis process.

- October 9, 2017: CCDC Board of Commissioners Approves Shoreline Eligibility Report.
- October 17, 2017: City Council Approves Shoreline Eligibility Report, RES-541-17.
- December 11, 2017: CCDC Board of Commissioners Approves Open Land Addendum to Shoreline Eligibility Report.
- December 19, 2017: City Council Approves Open Land Addendum to Shoreline Eligibility Report, RES-666-17.
- March 12, 2017: CCDC Board of Commissioners Approves Consultant Urban Planning Services.
- **May 3, 2018:** Public Open House #1, Introduction to Shoreline Study Area.
- June 7, 2018: Public Open House #2, Shoreline Public Improvements Alternatives.
- June 7, 2018: Virtual Public Open House #2, Shoreline Public Improvements Alternatives.
- June 11, 2018: CCDC Board of Commissioners Informational Update, Shoreline Urban Planning.

- **August 15, 2018:** Public Open House #3
- September 2018: CCDC Board of Commissioners Action Item, Review & Approve Shoreline Urban Framework.
- **September 2018:** City Council Review, Shoreline Urban Framework.
- September 10, 2018: CCDC Board of Commissioners Action Item, Approve Shoreline Urban Renewal Plan
- September 2018: City Planning and Zoning Commission Resolution, Approve Shoreline Urban Renewal Plan conformance with City General Plan, 6:00pm.

- October 2018: City Council Public Hearing, First Reading of Urban Renewal Plan Ordinance.
- October 2018: City Council Public Hearing, Second Reading of Urban Renewal Plan Ordinance.
- **November 2018:** City Council Public Hearing, Third Reading of Urban Renewal Plan Ordinance.



Second Shoreline District Open House held at Trademark Design (Red Sky, 2018).



Capital City Development Corporation and Boise City Urban Renewal Strategies

The following summaries include the key strategies that CCDC and the City of Boise utilize to create vibrant, activated neighborhoods and districts that thrive throughout the City of Boise. It is these same strategies and tools that will be utilized in the Shoreline District.

Infrastructure

Using infrastructure improvements as a tool can result in attracting more investment by improving access, livability, and sustainability. These key investments in downtown increase property values and also stimulate private developers to invest in and enhance real estate. Investments in public infrastructure encourage the highest and best use for properties downtown. By constructing infrastructure, private developers can simply connect to existing utilities and amenities, which helps offset higher land and construction costs. Key assets like geothermal , and green storm water infrastructure are within the City of Boise. Improvements by CCDC to these assets promote sustainability in the community. CCDC's partnership with the City of Boise is essential to growing the city's robust geothermal heating system. Expansion of infrastructure like geothermal within the district provides opportunity for increasing long-term sustainable development by both real estate developers and individual land owners.



An example of a vibrant activated street as a result of key Right-of-Way Improvements can be found in the neighboring district of Old Boise. (Basque Block, Old Boise District, CTA, 2018)

Green storm water infrastructure will assist the city in meeting their goals of storm water management by increasing the water quality in one the greatest assets of the city, the Boise River.

The following Infrastructure projects are currently proposed in the Shoreline District:

- Geothermal utility line extensions
- New street construction and signal installation
- Utility under-grounding and extension
- Green storm water infrastructure (suspended paving system)
- Fiber optic / telecommunication network
- Public Wi-Fi

Mobility

Expanding mobility choices and access to public transit is essential to a healthy downtown. Alternative transportation options increase property values and improve the capacity and efficiency of the street system. Support of public transit, protected bike lanes, Boise Green Bike, a carshare program, and park and ride systems are all techniques that improve access and mobility options in and around downtown Boise. These techniques in turn promote economic and tourist activity as well as public health through active transportation options and reduced carbon emissions from traffic congestion.

Investment in a new Way-finding System will advance economic vitality by clearly designating popular downtown locations and parking structures. Making it easier and more convenient for visitors and residents to shop, dine, and enjoy the City of Boise.

Public parking garages leverage significant new private development investment. Structured public parking

Public parking garages leverage significant new private development investment. Structured public parking consolidates parking facilities and frees up land for development that would otherwise continue to be



Ann Morrison Park at the Boise River Floater/Tuber Takeout (CTA, 2018)

used as uninviting, under performing, inefficient surface parking. Typically designed to be located more conveniently to high demand areas and integrated with a mix of retail, commercial, and residential uses, structured parking allows former surface lots to redevelop into a variety of uses that are more productive and appealing, including residential, commercial, or even open space. CCDC supports public structured parking by providing financing of new structures and management of existing structures.

Proposed mobility projects within the Shoreline District include:

- Right of Way Acquisition for street extensions (i.e. Spa Street)
- Downtown circulator preliminary engineering
- Expansion of the Greenbelt into a divided pathway system with dedicated lanes for pedestrians, and cyclists
- Transit shelters (i.e. Lusk District and River Street)
- Protected bike lanes (i.e. River Street)
- Downtown circulator funding
- Building new parking structures (i.e. Lusk District)

Placemaking

Creating places and neighborhoods people love are elements in making a city desirable for residents, visitors, and investors. Residents and visitors alike recognize the tangible difference between the streets with new trees, pavers, and benches, and the old, cracked concrete sidewalks with no shade or interest for the pedestrian. Placemaking contributes to the economic vitality of any urban renewal district by making the district a place people want to spend time exploring. A focus of place making in the Shoreline District is at the underutilized

Shoreline Park. Envisioned to be a vibrant and energetic center for the district. It is intended to match the vibrancy of the highly successful Grove Plaza in the heart of downtown Boise.

Place-making projects in Shoreline District include:

- Streetscapes throughout the district including a new boulevard treatment on River Street.
- Installation of curb, gutter, and sidewalk in the Lusk Street Area
- Open space creation with the revitalization of Shoreline Park,
- Upgrades to benches, trash receptacles, and bike racks.
- Upgrades or installation of historic street lighting.

Economic Development

A key strategy for urban renewal is to drive more investment into the districts and to help the local economy thrive. Fostering the expansion of local enterprise and career opportunities creates economic energy within the urban renewal district and beyond. A key tool within economic development is CCDC's Participation Program. The participation program is a policy created to leverage private investment with public investment by funding public improvements through the tax increment the project generates.

Redeveloping properties within urban renewal districts enhances the urban environment and fuels economic growth. A second tool in the toolbox is acquisition of property. When this is done it is for the specific purpose of redevelopment. Often the properties are under-utilized and the agency issues a public call for proposals to see what the development community will create within the parameters CCDC sets. This affords the

agency the ability to request and promote particular strategies, such as housing and mixed use development. Proposed Economic Development projects in the Shoreline District include:

- Public/Private Partnerships through the Participation program agreements,
- Creating Business incubator office space (i.e. Trailhead)
- Land acquisition for redevelopment; (i.e. R.O.W. acquisition between Boise River and River Street)
- Property disposition for redevelopment through public requests for proposal process (RFP) (i.e. city property, residential focused redevelopment assistance)

Special Projects

The use of Special Projects is an essential tool to assisting in creating a vibrant city a high quality of life. Special efforts to include public art enhances the downtown environment, offers social and educational opportunities, and promotes tourism. It can also be used to celebrate local artists and discourage vandalism. Much of the public art downtown including standalone installations with streetscape improvements, and innovative programs such as the traffic box art wraps are all CCDC funded projects that build community and bring neighborhoods together in an inclusive way.

Proposed Special Projects in Shoreline District include:

- Public Art
- Boise River south shore revegetation

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Summary of Master Plans and Policies

A full document review of the existing plans was completed in order to understand the extent to which the plan contained corresponding goals and objectives for the Shoreline District area. Each plan reviewed, placed the goals and objectives into one of three categories; Affirmations, Discrepancies, or Gaps. The purpose of completing this analysis is to ensure that what the Framework Plan puts forth aligns with existing planning documents for this area of the city.

The thirteen documents reviewed are listed below.

Guiding Documents

- 1. Blueprint Boise
- 2. Transportation Action Plan
- 3. Downtown Parks and Public Spaces Master Plan

Master Plans

- 4. River Street Master Plan
- 5. Lusk Street Area Master Plan
- 6. Boise State University Master Plan
- 7. Ann Morrison Park Master Plan
- 8. Capitol Boulevard Plan

Vision Documents

- 9. River Myrtle Urban Renewal Plan
- 10. 30th Street Urban Renewal Plan

Boise River Regulations

- 11. Boise River Resource Management and Master Plan
- 12. Boise River Riparian Corridor Stewardship Plan
- 13. Boise Development Code 11-05-06 Waterways Overlay District

Plan Assessment

A summary of the key findings from each of the reviewed documents is included to assist in understanding how each of these existing plans informs the Urban Framework.

Blueprint Boise (2011)

Blueprint Boise is the city-wide, long-range comprehensive plan with goals, objectives and policies that guide the vision for new and existing growth. The Plan's Downtown Planning Area is the sub-district relevant to the proposed Shoreline District.

Downtown Planning Area Initiatives/Strategies

Initiatives include:

- Growth in housing
- Jobs
- Development of additional services that support downtown workers and residents

Blueprint Boise's policies for the Downtown Planning Area are divided into seven categories. Nearly every policy of the Downtown Planning Area will be incorporated into the Shoreline District. Key strategies specifically related to the Shoreline District are summarized as Key Findings and organized by Urban Renewal Strategy.

- Provide mixed use development in districts adjacent to the downtown core
- Create neighborhoods at the periphery to the downtown that are thriving, vibrant spaces that contain goods and service industries that support living, working, and playing in the neighborhood they serve

- Provide a variety of housing choices to serve a cross section of socio-economic classes.
- Look for partnerships and opportunities to develop workforce education through partnerships, incubators, or other creative methods.
- Work to attract creative industries that foster and grow innovative or high-tech offices/facilities for emerging industries.

(References: DT-CCN 1.2; DT-CCN 2.1; DT-CCN 2.2, 2.3, DT-CEA 2.3; DT-ED 1.2 & 1.3)

- Reinstate the traditional 300 ft. urban block consistent with the downtown core. Eliminate the suburban super block;
- Address the parking issues through expanding the structured parking system into the district, or through creative cross share parking agreements;
- Provide alley access for traditional services i.e. deliveries and trash collection.

(References: DT-2.1; DT-PRK 1.2; DT-PRK 1.7; DT-PSF 1.4)

- Develop multi-modal transportation networks between and through neighborhoods and the downtown core;
- Prioritize transportation networks as: public transit, bicycle, pedestrian circulation, and personal vehicle;
- Enhance existing pathway and bicycle corridors in order to complete critical linkages into, through and to adjacent neighborhoods, downtown or to recreation.

(References: DT-C 1; DT-C2.1; DT-C 2.7)

 Assist with social housing choices to provide services to under served populations with special needs;

- Expand basic services within the neighborhood to address needs of working class families. Such needs may include; childcare, after school programs, basic education classes.
- Expand neighborhood amenities to address needs of young families (i.e. playgrounds activities for families.)

Transportation Action Plan (2016)

The Transportation Action Plan (TAP) is a humanoriented, city-wide mobility plan that acts as a "road map to a modern, well-balanced transportation system that provides real mobility choices and creates great places" (pg. 8). The TAP's guiding actions are envisioned to change the way Boiseans think about mobility and ultimately create a context sensitive transportation system.

The focus of this document is on mobility. Recommendations, key strategies, and actions relevant to the Shoreline District were identified as key findings and are provided in the following list.

- Infill vacant lots
- Street conversions- one way to two way streets
- Enhanced street tree coverage and continuity
- Consistent and cohesive bike lanes
- Identify high priority areas those areas with high injury counts- in Shoreline there area Capitol/9th Street; all east/west intersections. Make these priority areas the first to receive improvements
 - Bulb-outs
 - Signal timing
 - Beacons
 - Bike boxes

- Introduce traffic calming infrastructure at activity centers
- Park Once; provide adequate parking to allow visitors and residents to park and use alternate modes of travel within the district
- Increase the number of transit routes/stops, and frequency which transit runs

Down town Parks and Public Spaces (2017)

The Downtown Parks and Public Spaces Master Plan (DPPS) guides the vision of future open spaces and recreational areas in the Downtown area. Key findings focus on parks and open space. The use of parks and open space clearly influences the place-making aspects of a neighborhood. The key findings of this plan directly relate to place-making strategies of urban renewal.

- Incorporating public art and history;
- Explore a second bridge crossing between 9th Street and Americana Blvd. This has been a recurring initiative that would connect the dense Lusk District to Downtown and alleviate conflicts, safety hazards, or congestion on existing bridges;
- Improve informal access points along the Greenbelt;
- Island Street as festival street/pop-up programming;
- Creation of outdoor community gathering space through either a small park or public plaza;
- Improve bike/pedestrian facilities on Capitol Blvd/9th Street;

River Street Master Plan (2017)

The River Street Master Plan is a small-area Master Plan for a district that overlaps a large portion of the proposed Shoreline District. Key findings from this plan include the need for a balance between rapid growth, the neighborhood's history, and the needs of its residents. Key findings are listed below.

- Infill development on parking lots in the Forest River office development
- Look to disperse the social services of the district outside the area, rather than focus concentration of them within the district
- Additional connection to Greenbelt in mid-point of River Street District
- Major Transformative development on large super blocks within the district
- Mixed use development has been occurring along the connector, continue to encourage this across the district
- Seek to densify residential and mixed use along the river and greenbelt

Lusk Street Area Master Plan (2015)

The Lusk Area is a unique emerging high density neighborhood that strongly supports Boise State University with housing and local services, while also being a key thoroughfare for those accessing Ann Morrison Park from the east. This Master Plan promotes a vibrant, eclectic student and workforce housing oriented area to support residents and workers of BSU and Downtown Boise. Key findings are listed below.

 Lusk Street as the Main Street of the area. Lined with specialty retail, pedestrian oriented storefronts and eclectic retail business, cafes, and eateries

- Dense mixed-use development along underutilized Capitol Boulevard parcels
- Incent affordable housing for workforce and students
- Encourage building massing that responds to the traditional pattern/retain the traditional street grid and block pattern
- Encourage and support retail uses and services that are supportive of recreational visitors
- Create a Urban Renewal District to generate tax increment financing in order to fund improvements
- Limit curb cuts, and driveways
- Address the need for parking management through parking structures or other creative parking controls
- Create a full access intersection at Royal/9th/Capitol Blvd
- Establish bike lanes and "sharrows"
- Establish bus and shuttle stops clearly define through material changes and enhancements of furnishings and signage

Ann Morrison Park Master Plan (2016)

The Ann Morrison Park Master Plan is a series of illustrative conceptual designs and potential projects for enhancing the park and accentuating all of the park's present amenities and activity areas. Key findings are related to the strategies of Mobility and Placemaking and are listed below.

- Emphasis has been placed on vehicular and pedestrian circulation, road design and streetscapes
- Iconic and presentable gateways

Fully developed designated inner tube take-out destination, restoration of an existing wetlands

Boise State University Master Plan (2015)

The 2015 Master Plan is intended to be an update of the previous campus plan: updating the maps to reflect completed projects; integrating current plans and projects in design or construction phases; analyzing the current master plan and its capacity to meet projected needs; and developing and evaluating alternatives for development of the southern expansion study area. The findings from the BSU Master Plan touch on each of the five strategies of economic development, infrastructure, mobility, placemaking, and special projects through the lens of an institution of higher education. These findings are applicable to the Shoreline District in that the adjacency of BSU to the district has significant impact on the district itself. The following is a summary of the key findings.

- Working with the City to encourage appropriate private sector development (local retail, restaurants, entertainment uses) in the existing commercial areas along Capitol Boulevard
- Enhanced pedestrian connections to the river bridge and the central east-west pedway
- Create a 'University District' to include existing development areas surrounding the campus
- Reinforce the campus gateways at University Dr. and Capitol Boulevard

Capitol Boulevard Plan

The Capitol Boulevard Concept project aimed to improve connectivity for people walking and biking along and across the Capitol corridor between the Bench, Boise State University, and Downtown Boise. This plan conceptually lays out a series of potential projects to achieve this goal and identifies the two crossing projects selected to be implemented.

Mobility improvements are the key findings with a couple of placemaking impacts identified as a result of the suggested improvements related to this plan Although some projects were completed as a part of the plan completion in 2015 others are yet to be funded

- Improve crosswalks, provide additional crossings at Capitol Blvd/University Dr.
- Bicycle related improvements on Capitol Blvd. to be determined in future
- Safer University Crossing is the most important item to address, followed by Bike/walk conflicts, jaywalking and lack of crossings
- Additional pick-up/drop-off points for Bronco Shuttle; Gathering/focal point at the 9th/Capitol "split" – grass area between the roads.
- Improvements enables U-District appropriate street activity for: Restaurants and Retail.

<u>River Street – Myrtle Street Urban Renewal</u> Plan (1994, Amended 2004, 2011, 2015)

The River Street – Myrtle Street Urban Renewal Plan is focused on one of the three urban renewal districts in downtown Boise; roughly 320 acres adjacent to the Boise central Business District. It has two master plans: one for the River Street – Myrtle Street area and one for the Old Boise – East-side area. These are accompanied by the 2025 Downtown Redevelopment Plan. Together, they present a process and framework that addresses "key elements such as expected land uses, built form, civic spaces, and street character.

Key initiatives or strategies that are specifically related to the creation of the proposed Shoreline District are considered below.

- The River-Myrtle planning area prioritizes development of the following uses: Ground level retail, service commercial, office, residential, urban village, institutional, mixed use, and civic spaces. (RM-OB URP Sec. 402.02).
- Focus high-intensity housing and office uses along the Pioneer Walkway south of River Street and add restaurants and retail to the mix surrounding the civic space where the walkway intersects the Boise River Greenbelt (2025 DBRP, Sec. 7).
- The River Street Neighborhood will provide a place for people to live, shop, dine and socialize close to work places and cultural and entertainment attractions in downtown Boise (2025 DBRP, Sec. 7).
- Develop a major mixed-use development on the northeast corner of Americana and Shoreline" (2025 DBRP, Sec. 7).

- Office uses are expected along River Street, specifically, between 9th and 11th streets. (2025 DBRP, Sec. 7).
- Parking garages are a preferred alternative at areas of high intensity development or activity. Surface lots are to be designed carefully to promote urban vitality (2025 DBRP, Sec. 5).
- Streetscape standards applicable to the Shoreline District are: "Parkway" and "Neighborhood." A goal of these standards is to "create a pleasant pedestrian environment and encourage walking as an alternative to using an automobile" (2025 DBRP, Appendix B).
- 13th Street is identified as a proposed primary pedestrian street. (2025 DBRP, Fig. 9).
- Transform the Pioneer Walk into a linear park and grand, boulevard-style pedestrian and bicycle link between the Boise River greenbelt and The Grove plaza; and use this link as an anchor and catalyst for development. Create public plazas in the River Street neighborhood..." (RM-OB URP Sec. 302).
- A thriving public space is anticipated where the Pioneer Walkway meets the Boise River Greenbelt (2025 DBRP, Sec. 7).
- Secure significant public open space. This open space will greatly increase housing and office values adjacent to it and greatly contribute to a new sense of place. (RM-OB URP Sec. 302).
- Create a network of special streets, streetscapes, parks, plazas, and urban open spaces within the Project Area.
- Open spaces would be programmed, designed, and promoted to accommodate active day, night, and seasonal uses. (RM-OB URP Sec. 303.01).
- Gateways are desired to help give the River Street

Neighborhood a sense of place. Identified location within the River Street Neighborhood to give it a sense of place: 15th and River streets (2025 DBRP Sec. 7)

- Desired building height within the proposed Shoreline URD is primarily 4-6 stories, along with 7-9 story development adjacent to Pioneer Path, south of River Street, (2025 DBRP, Fig. 7)
- Encouraging established businesses to revitalize deteriorating areas of their parcels (RM-OB URP Sec. 303.01)
- The Plan identifies the River Street Neighborhood as a favorable location for a new, relatively dense (50-120 units per acre) and compact urban neighborhood with a variety of housing choices (2025 DBRP, Sec. 7)
- Pursue development across all land-use sectors with particular attention to increasing housing development(RM-OB URP Sec. 302)
- The property at 700 N. Americana and 1500
 Shoreline are approximately nine acres in size and represent a significant redevelopment opportunity.
 This site is envisioned as the location of a major mixed-use development including housing and office and possibly civic, educational and retail uses as well. (2025 DBRP, Sec. 7)
- This Plan recognizes that the current zoning districts in place may need attention to allow consistency between the Plan and actual regulations. (2025 DBRP, Section 8)

30th Street Urban Renewal Plan (Amended 2012)

The 30th Street Area Urban Renewal Plan was a project intended to encourage revitalization of Boise's Westside neighborhood. The document makes clear that this particular plan "presents a process and a basic framework by which revitalization of a large, underutilized, and deteriorating neighborhood will be completed. Key findings from this document find direct applicability to the Shoreline District through the five strategies of urban renewal. The findings are listed below.

- Assembly of land to promote successful development
- Small business attraction
- Developing surface parking lots
- Use of geothermal resources
- Manage storm water in places where it is detrimental to future private development
- Development of parking facilities that will support development
- Realignment of rights-of-ways and enhancement of pedestrian network and financing for improved transit
- Creation of parks, community spaces and an extended pedestrian network and the improvement of vehicle and pedestrian flows
- Environmental remediation to support redevelopment
- Preservation/rehabilitation of historic buildings and affordable/workforce housing

Boise River Resource Management and Master Plan (2014)

The Boise River Resource Management and Master Plan focuses on the environmental protection, public safety, and recreational opportunities offered along the highly popular river corridor Greenbelt path. The plan includes a comprehensive and strategic strategy of seventy-seven goals, objectives and recommendations spanning four management areas. These areas include: public safety, recreation, natural resources, and education and interpretation. The Plan emphasizes agency cooperation and partnerships as being an integral component to the successful achievement of the recommendations. These partnerships will allow the Plan to be constantly evolving with measurable objectives for each of the four management areas. This Plan's vision is instrumental in the development of the Shoreline District River Management Typologies.

Key findings from the Resource Management and Master Plan are summarized below. Of the seventy-seven goals, objectives and recommendations we have provided those that specifically apply or can be applied to the Shoreline District.

- Providing additional emergency access points
- Reevaluate the lighting along the corridor for safety and light pollution
- Incorporate sustainable / green infrastructure in park development and redevelopment
- Form partnerships to build treatment wetlands on BPR lands
- Install bicycle fix it stations at strategic locations along the Greenbelt path
- Put bollards at the entrances to pedestrian paths to

- reinforce bicycle prohibition
- Maintain or create a dual path system (paved/ unpaved) where possible to reduce congestion and to improve safety
- Move the path back from the riverbank and wetlands wherever possible; consider raised walkways in ecologically sensitive areas; expand no mow zones
- Inventory and assess developed, designated, and informal river access sites; rehabilitate sites where needed
- Safe design and construction for new bridges or bridge replacement
- Consider benches or overlooks at sites with views and at the end of river access trails
- Develop access for multiple purposes where possible
- Limit access for trailered boats
- Locate restrooms in new riverside parks to be accessible from the river and create accessible routes between restrooms and the river in existing parks
- Explore constructing a restroom on the proposed path extension between Americana Blvd and the Main Street Bridge
- Use bioengineering and native plants to reegetate and reclaim riverbanks
- Work with irrigators and recreationists to extend the Boise River Park concept to other diversions on the river
- Partner with irrigators, recreationalists, agencies to reduce hazards and to improve recreation opportunities at diversions
- Work with Idaho Department of Fish and Game and others to improve habitat and restore structure and

- function of riparian zone vegetation
- Restore riparian areas, plant trees to shade the water;
- Work with Boise Public Works Department and others to identify projects that improve habitat and water quality and meet National Pollution Discharge Elimination System permit requirements, including land acquisition;

Boise River Riparian Corridor Stewardship Plan (2015)

The Boise River Riparian Corridor Stewardship Plan Barber Park to Glenwood Bridge/West Boise Wastewater Treatment Facility (2015) was completed by the US Army Corps of Engineers, Walla Walla District (USACE). The Plan focuses on cover types, habitat enhancement, tools to assist with people management, invasive plant management, pest control, and importantly, mitigation of human impacts. While the study area for the plan is outside of the Shoreline District, key findings related to habitat restoration, and mitigation of human impacts to the river are relateable to the district. The findings of the plan would be considered special projects for the Shoreline District.

- Reestablish and maintain characteristic plant communities that best support river health and sustainability
- Limit unnecessary access to riparian habitat, close unnecessary trails, increase signage, utilize vegetation buffers and plantings as well as install fencing
- Encourages partnering and collaboration on riparian enhancement activities

Boise Development Code 11-05-06. Waterway Overlay Districts

The Downtown Development Code is an official zoning document outlining city by-laws, ordinances and codes related to development of land within the boundary of Boise City. Code 11-05-06 lays the framework for an overlay district to local waterways. The purpose of this Section is to ensure that development along the river is sensitive to fish and wildlife, the riparian area, recreation and flood protection. The most significant finding from the review of this document is that;

"the reach of the Boise River that falls within the Shoreline District is designated as "Class C Lands" –Least important for Preservation. Conflicts at the river edge are the most relaxed as a Class C Land and development of or near the Boise River ought to fit well within these prescribed guidelines and meet or exceed current waterway development standards."

Summary of the key findings from the Waterway Overlay District are organized and listed below.

- Ensure protection from flooding
- To allow for conveyance the 100-year flood without property damage or loss of life
- Preserve, protect, and enhance the abundance and diversity of fish, wildlife and riparian resources
- Control runoff and pollution so as to protect water quality of the river and its tributaries
- Maintain the Boise River Greenbelt

- Provide and maintain continuous public access to and along the river including appropriate facilities for parking of bikes and motor vehicles
- Ensure that development is designed to enhance and protect rivers riparian edge, fish, and wildlife

<u>FEMA FIRM/Floodplain Management Program</u>

FEMA's Flood Insurance Rate Maps (FIRMs) exist for the length of the Boise River through the proposed Shoreline District. These maps include the locations of Special Flood Hazard Areas, base flood elevations, and an assortment of Letters of Map Change or Revision (LOMA/LOMR) for specific properties.

The significant key finding from review of the FEMA maps is the influence of the floodway on nearly half of the District. In order for some projects or development concepts to move forward, map changes and revisions will be required. A fair categorization is that development constraints for future growth in the floodway exist.

Analysis Summary

The plan review identified key findings from each of the existing plans, and their vision about the area within the Shoreline District. Analysis of these key findings performed by assessing the findings side-by-side, revealed several of the plans to have similarities in vision, specific objectives, actions, or projects. In this plan, these similarities are referred to as Affirmations.

Just as the plans were reviewed to identify similarities, discrepancies were also identified. Discrepancies were identified where plans departed from one another in regards to vision, specific objectives, actions or projects. For example, if the Downtown Parks and Public Spaces Plan called for activating the Greenbelt with shopping and dining opportunities, while the Boise River Riparian Corridor Stewardship Plan intends to mitigate human impacts to the bank by preventing access, a discrepancy was identified as existing between vision and policy. The full list of Discrepancies is provided in Table 2.

Several gaps were identified and generated as an outcome of the existing plan review. These gaps are a result of vision, goal, or objectives being described within the planning documents but failing to have further definition, through existing design standard or further direction on implementation. The identified gaps became the starting point for he development of key typologies for the Shoreline District. The typologies for the district include: streetscape standards unique to the Shoreline District, stormwater management techniques for the Lusk area, and land use concerns along the Boise River.

Affirmations Table

The table below summarizes and categorizes the Affirmations based on the documents reviewed and summarized previously. The numeric list of documents at the beginning of this chapter correspond to the source numbers shown in the table.

Item	Affirmations Existing Plan Analysis	Sources	
A	Urban renewal should be utilized to address barriers to urban development, infrastructure deficiencies, and challenges with housing in the River Street and Lusk Street neighborhoods.		
В	Pedestrian, cyclist, and transit connectivity should be prioritized to: improve safety, support urban development, and provide mobility choices. Key corridors that need improvement include: Boise River Greenbelt, Boise River bridges/crossings, 11 th Street, River Street, Shoreline Drive / 27th Street, Island Ave, and Royal Blvd.		
(Build a transportation system that puts people first; target investments in transportation infrastructure that create great places and promote economic prosperity.		
D	Additional housing-a variety at mixed price-points-should be built in the River Street and Lusk Street neighborhoods in order to retain the existing character of these neighborhoods and help meet the high demand for housing in downtown Boise.		
E	Mixed-use neighborhood centers located at key public spaces should provide a wide variety of opportunities including: retail, neighborhood services, cultural activities, institutional facilities, parking, multiple modes of access, and a sense of place. A neighborhood center is needed in the Lusk Street neighborhood and one in the River Street neighborhood.	1, 3, 4, 5	
F	Avoid suburban land uses, low rise single-use structures, and surface parking lots.	1, 2, 3, 4,5, 6, 9, 10	
G	Supply public parking and implement parking demand management strategies to mitigate existing parking demand and assist with future demand. Public parking should be located in structures and on-street, not in surface lots. Prioritize public/private partnerships that integrate the parking in mixed-use development.		
Н	Develop Island Ave into a festival street/ key public space for the Lusk Street neighborhood.	3, 5, 6	
J	The Boise River's ecological health is the priority and should not be undermined by recreational use or development. Ensure that existing and additional recreational use and development happen with minimal impact to the Boise River.	1,3,11,12,13	

^{*} Livable Street Design Guide, adopted May 27, 2009, Ada County Highway District

Table 1: Affirmations Table

^{**} Five Year Consolidated Plan 2016- 2020, City of Boise Housing and Community Development; *Grow our Housing* Strategy (forthcoming), City of Boise Housing and Community Development

Discrepancies Table

The table below summarizes and categorizes the Discrepancies based on the documents reviewed and summarized previously. The numeric list of documents at the beginning of this chapter correspond to the source numbers shown in the table.

Item	Discrepancies Existing Plan Analysis	Sources
A	Competing interests of the Boise River exist. Some plans recommend additional recreational access, river amenities, bridges, and boat ramps; while other plans recommend limiting access, restoring native vegetation, and prioritizing aquatic habitat.	3, 4, 5, 6, 11, 12,
В	There is not consensus on the preferred design and function of segments of 9th Street and Capitol Boulevard that are within Shoreline District.	5, 6, 8, ACHD*
C	The Lusk Street area is transforming into a high density urban neighborhood. Some light-industrial buildings are being repurposed into entertainment and dining establishments, however demolition of these structures is permitted by current City code. Existing plans promote the development of this area but also identify the importance of retaining the character of the existing buildings and businesses. These two objectives are at odds and the plans do not identify strategies that result in both occurring.	1, 5, 6

^{*} Capitol Boulevard Concept, March 2015, Ada County Highway District

Table 2: Discrepancies Table

Gaps Table

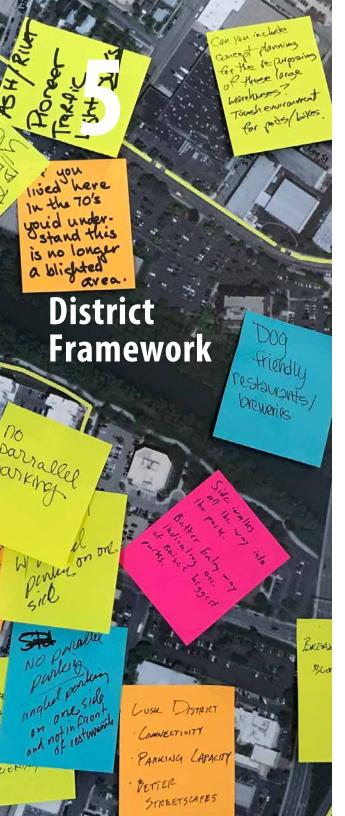
The table below summarizes and categorizes the identified Gaps based on the documents reviewed and summarized previously. The numeric list of documents at the beginning of this chapter correspond to the source numbers shown in the table.

Item	Gaps Existing Plan Analysis	Sources
A	Downtown Boise Streetscape Standards & Specifications Manual does not include areas of the Shoreline District.	4, 5, Manual*
В	Information available about the land use "mixed-use" does not explain the desired results or set parameters on form, function, use ratios, setbacks that may garner predictable results.	1, 4, 5, 9, 10
C	The Lusk Street neighborhood lacks adequate storm water infrastructure. It's understood that a traditional pipe system will not be allowed and that on-site green storm water infrastructure is the preferred alternative. Specific requirements on the GSI system type and locations is not defined.	5, 7, 8, Manual* ACHD**
D	Development Code 11-05-06 Waterways Overlay District requires development setback from the Boise River. It does not consider the land use or surrounding context; rather, is a singular requirement for all adjacent uses. For example, Boise City licenses private restaurant patios within public right-of-way because it is understood to provide public benefit, whereas, this the river overlay does not.	13

^{*} Downtown Boise Streetscape Standards & Specifications Manual, City of Boise

Table 3: Gaps Table

^{**} Green Stormwater Infrastructure Guidance Manual, June 2014, Ada County Highway District



Introduction

The District Framework is comprised of illustrative maps, diagrams, and narrative describing the development program and urban form of the District. The Framework is derivative of the Market Analysis, Plan Assessment/ Gap Analysis, the assessment of physical conditions, and the input and response from the stakeholders and the public open houses. The following narrative describes the conceptual site planning process.

Development Program

The basis upon which the development program was developed was the Market Analysis. In summary, the analysis projected the following development program by land use for the 20-year lifetime of the Shoreline District:

Overall, the analysis concluded the Shoreline District has both ready-to-build parcels and potential redevelopment opportunity sites. The area is well-positioned to see growth, with about 52 acres of land, or over one quarter of the total, with potential for redevelopment.

This program was developed using a series of quantitative and qualitative methods, beginning with a district-wide eligibility report. The eligibility report

Table 4: Summary Development Program Table

identified individual parcels susceptible to change, projected population and job growth, and analyzed residential and commercial supply to project demand.

A number of **sites susceptible to change** were identified in the market analysis. Characteristics of sites susceptible to change included:

- Lower taxable value
- Large or vacant sites
- Underutilized sites
- Public sites identified as of interest for development

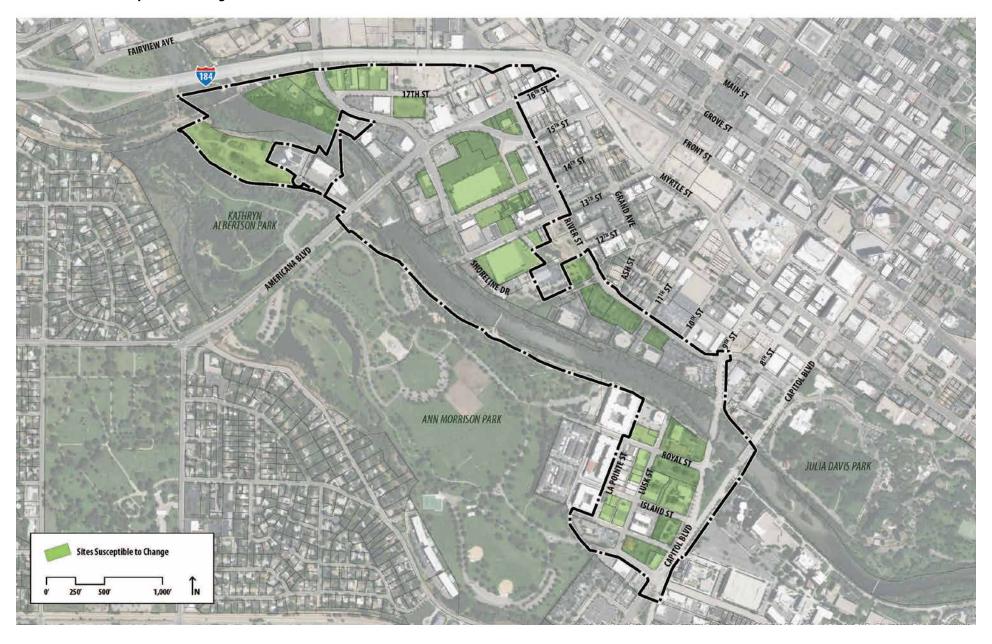
These sites were designated with a potential future use to calculate the approximate land supply or capacity for new development. These designated land uses and densities were critical in building the urban form. Several sources were used to designate land uses including characteristics of adjacent land uses, vehicle and pedestrian traffic and circulation patterns, recent nearby development, reports from local brokers, and anecdotal information from several public and private sources.

SB Friedman Development Advisors projected demand by square foot for residential, office, and retail uses based on future land use for each individual site that was susceptible to change.

	Existing (Est)		Additional Projected	
Use	Sq. Ft.	Units	Sq. Ft.	Units
Residential	-	265	-	1,224
Retail Commercial	91,000	-	68,000	-
Office Commercial	565,800	-	190,845	-
Public/Institutional	92,350	-	-	-

Source: SB Friedman

FIGURE 6: Sites Susceptible to Change



Development Capacity

The Shoreline District's potential urban form is a function of the physical, social, environmental, and cultural influences upon the area in which development is being proposed. Development capacity is determined by understanding these influences on the land, the neighborhood, and in this case the District.

Special attention was initially given to a few influential characteristics including low value land, large or vacant parcels, underutilized properties, and publicly-owned properties. These characteristics were identified as those comprehensive influences that increase the likelihood of the property to change ownership or control. These properties are referred to as Sites Susceptible to Change. This initial property analysis was prepared by SB Friedman

Once the 26 parcels were identified based on their susceptibility to change, the physical nature of the development site including mobility, streetscape, open space, and utility infrastructure as well as the socioeconomic and policy influences of development standards, zoning codes, and city regulations were used to create the desired urban form.

Overall the District is envisioned to transform into a neighborhood that supports a variety of dense urban uses including:

- Housing: that serves a variety of socioeconomic groups;
- Retail: eclectic shops, and restaurants, basic goods and services;
- Employment-generating uses;
- · Recreational activity node; and
- Gateway to the Downtown Core from the South.

Introduction to Framework Diagrams

District Frameworks are simplified diagrams that illustrate development influences including mobility, urban design/streetscape typology, open space, and utility frameworks. These framework diagrams act to assist in visualizing the list of public improvements, policy recommendations, and the development program, ultimately resulting in the overall Concept Site Plan

Mobility Framework

The Mobility Framework provides a structure for how investment in public infrastructure connects investments on the private parcels through projects that strengthen the pedestrian, bicycle, and vehicle transportation network in ways that achieve District planning and urban renewal goals.

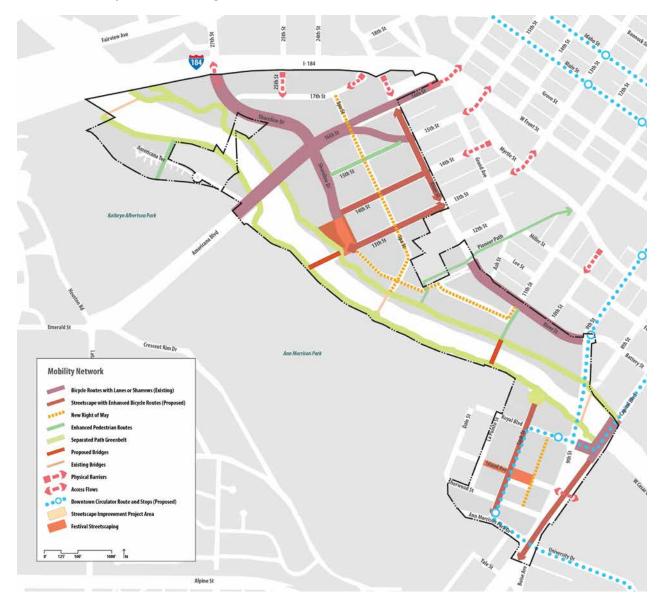
Mobility consists of moving people in cars, on bikes, in public transit, or on foot across the District's transportation network including on:

- The Greenbelt
- Designated bike lanes
- Bridges
- River access points
- Sidewalks or pathways
- Future Downtown Circulator route.

This framework assists in developing a street hierarchy through the District and assists in establishing a methodology for investment and placemaking through creative unique pedestrian and storefront opportunities within the District. Thought was given to enhancing pedestrian and bicycle corridors on 13th and 14th Streets, creating a strong new linkage to downtown.

Projects that contribute to enhanced mobility are plentiful in this framework. Perhaps the most significant project is an enhanced Greenbelt with rebuilt paths that separate users by the speed at which they're traveling, thereby reducing the risk of collisions and overall potential for conflict. In addition, two new bridges are proposed to enhance connectivity between the area's large parks, Boise State University, the dense Lusk District and Downtown.

FIGURE 7: Mobility Framework Diagram



Open Space Framework

The Open Space Framework outlines where opportunities can be found to reactivate existing public parks and spaces in order to create vibrant and active public areas, to increase safety along the river, and to address concerns related to river bank degradation. Projects identified as a part of the open space framework are intended to be implemented in order to enhance the Boise River's use and management in accordance with sustainability objectives from various agencies and based upon the river's value as a public amenity.

Because of the sensitivity of these public lands, interventions are intended to only be made where existing disturbances exist, such as at Shoreline Park, at the location of existing utility easements, or at access points or bridge crossings.

Another feature of the open space framework is the revegetation of the black cottonwood canopy on the south bank of the Boise River which is an Inter-agency initiative envisioned to be on-going over the lifetime of the district.

Key public open spaces highlighted and re-envisioned in the Open Space Framework include the Firefighter's Training Site with potential multifamily housing, a re-imagined Shoreline Park as a large functional public gathering space, the Festival Streets of Island Avenue and Shoreline Drive, a pedestrian thoroughfare on 15th Street between Shoreline Dr and River Street and a gateway to the Lusk District at the northern terminus of Lusk Street at the Greenbelt. Together, these enhanced places create a well-distributed network of public activity nodes.

FIGURE 8: Open Space Framework Diagram



Utility Framework

The Utility Framework outlines how and where many of the public improvements and the Infrastructure Assessment provided by Quadrant Consulting contribute to the planning goals and objectives of the Shoreline District Framework. Enhancing public utilities in strategic locations provides wide ranging and long-term benefits that remove barriers to developing underutilized properties.

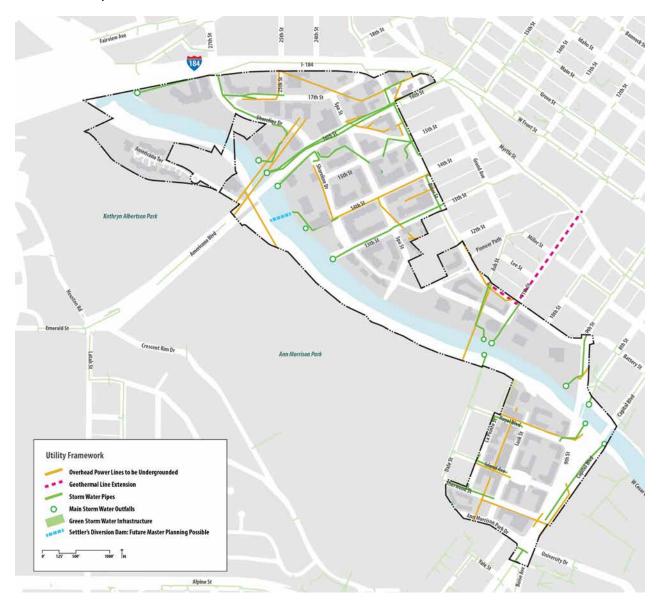
Much of the infrastructure improvements that this District focuses on is addressing utility and infrastructure upgrades to over come barriers to development. Deficiencies such as inadequate storm water management infrastructure and floodplain mitigation infrastructure can deter development and hamper management goals placed on the municipality. By alleviating these issues through projects such as the installation of tree cells or permeable pavement in streetscape improvements. The projects assist in meeting development and water quality management goals.

With much of the district in the floodplain or floodway, flood mitigation projects become a valuable improvement that can be accomplished through this framework. Improvement projects supposed in this framework include on-site water retention to minimize the downstream effects of increases in water quantity flowing in the river.

Other mitigation projects may include raising the mean elevation of the property to remove it from the floodplain or flood-way in order to make it more attractive to development.

Many utility infrastructure improvements are integrated

FIGURE 9: Utility Framework



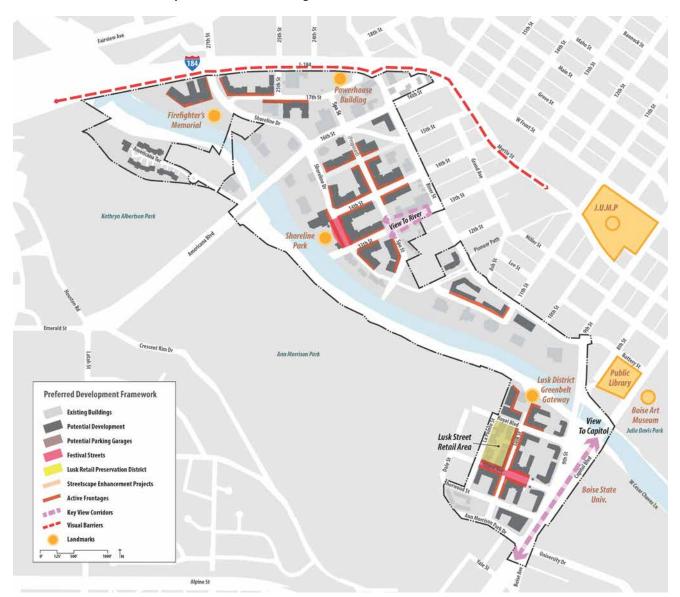
into other improvement efforts and share benefits. For example as a project that increases water system capacity to accommodate several hundred housing units to a block in the District could be performed simultaneously with a streetscaping project as the demolition and construction will be occurring concurrently. Storm water infrastructure improvements found in the Downtown Streetscape Design Manual may also be installed, creating many unique benefits that support development, housing supply, storm water management, and neighborhood beautification in one intervention.

Preferred Development Framework

The Preferred Development Framework illustrates where the urban design and development of the District creates and enhances the architectural and urban character of the Shoreline District. Specifically, this framework depicts where nodes of infill development create activity, where view corridors exist, where active frontages are in relation to preferred development, the location of landmarks, and how new buildings might frame and contribute to new spaces for public gathering. The framework is reflective of how the synergy of urban design, streetscape typology and existing conditions interface to form the urban fabric of the Shoreline District.

Active frontages are envisioned as an interface between a building's edge and the sidewalk and street where there are uses, activities, or facilities that allow for an active human use of the space. This may include a retail storefront, restaurant patio, plentiful seating or benches, a transit stop with benches and a shelter, shade features, or a frontage where temporary activities such as markets or booths may be set up.

FIGURE 10: Preferred Development Framework Diagram



Active frontages are important to the vision of a festival street on Island Avenue in the Lusk District and on Shoreline Drive by the redeveloped Shoreline Park site.

Preferred development in the Shoreline District's core area (south of Americana Boulevard between Shoreline Drive and River Street) would create active frontages on the ground floor of potential mixed-use development. A new right-of-way (Spa Street) would create a new corridor for these developments to front upon. Street-scaping projects in this Framework would redesign the streetscape with street trees and rebuilt sidewalks creating a comfortable pedestrian environment.

Areas with highly valued architectural and urban character include the Lusk District's older retail shops between Lusk Street and La Pointe Street. Dense residential development over the last several years—largely off-campus housing for students and to a lesser extend the local workforce—has brought energy and increasing spending to support expansion of amenities and services in this area. Based on public commentary and other anecdotal evidence, this character should be preserved, and Inter-agency Initiative #7 marks this as a high priority effort as the neighborhood continues to densify and mature.

In addition, landmarks and culturally significant features surround the Shoreline District and provide points of interest and destinations. These include the central library, Boise Art Museum, Anne Frank Human Rights Memorial, JUMP center, as well as the main parks.

Several view corridors attract attention, including the Capitol Building along Capitol Boulevard. Strong views to Downtown exist from Shoreline Park. These corridors help guide navigation and display proximity to important features in central Boise and should be preserved. A visual barrier exists where the I-184 Connector divides the Shoreline District and the West End neighborhood. Although this blocks views and circulation, it provides high levels of accessibility to the area and, with the Boise River, defines the northern and some of the eastern edge of the District.

Key takeaways from the preferred development concept include:

- The existing architectural and urban character of the Lusk District should be preserved.
- New development should provide an active frontage on the Greenbelt, Festival Streets, and in the core area along the new Spa Street right-of-way.
- Pathways should bring in and connect passers-by on the Greenbelt into areas of new development on the north end of the District city's fire fighters training tower site, and at the terminus of Lusk Street in the Lusk District.

Concept Site Plan

As shown in the diagram at left, the Concept Site Plan visualizes the public improvements and associated development program. The Site Plan illustrates streetscape improvement projects, projects that will improve mobility including potential pedestrian bridges, and enhanced Greenbelt features including separated use pathways throughout the district.

The Concept Site Plan is intended to exhibit how investment in the public infrastructure projects (as listed in Section 7: Implementation) contribute to the future development of the Shoreline District into a thriving neighborhood. It is an illustrative snapshot of how public investments might encourage private development in key locations identified as Sites Susceptible to Change.

Existing and proposed buildings are included as a visualization of potential development, including parking garages. New rights-of-way in some cases contribute to a more urban street network, and key points of access between the City and the Boise River, such as Shoreline Park and the Lusk District Greenbelt gateway, are highlighted by public improvements outlined in this Framework.

The following four focused site plans exhibit designs and ideas for redevelopment in higher detail, illustrating specific projects and potential public improvements funded and prioritized in the Shoreline District.

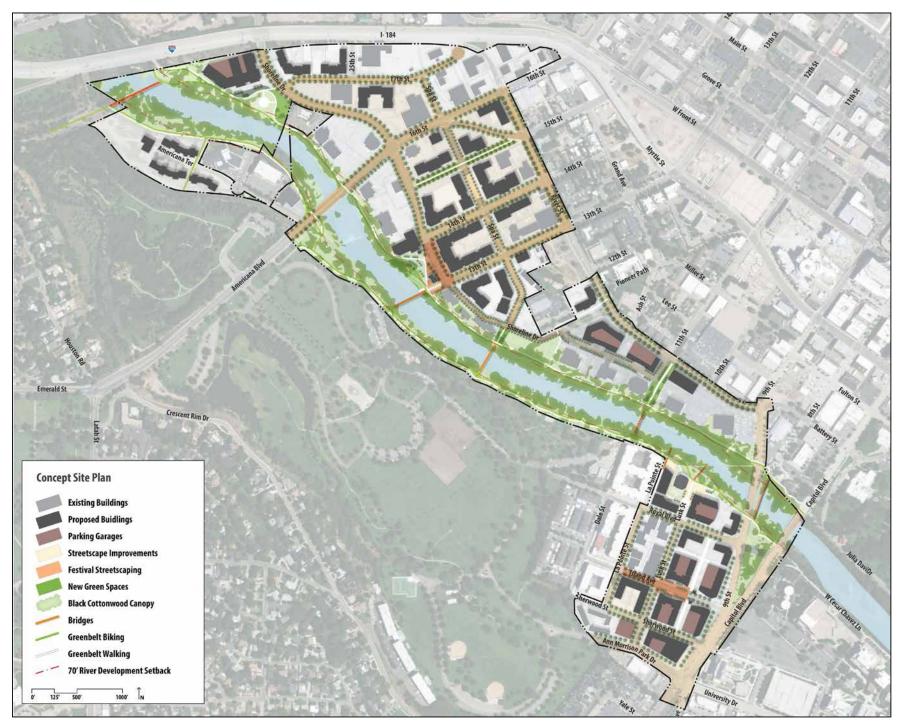
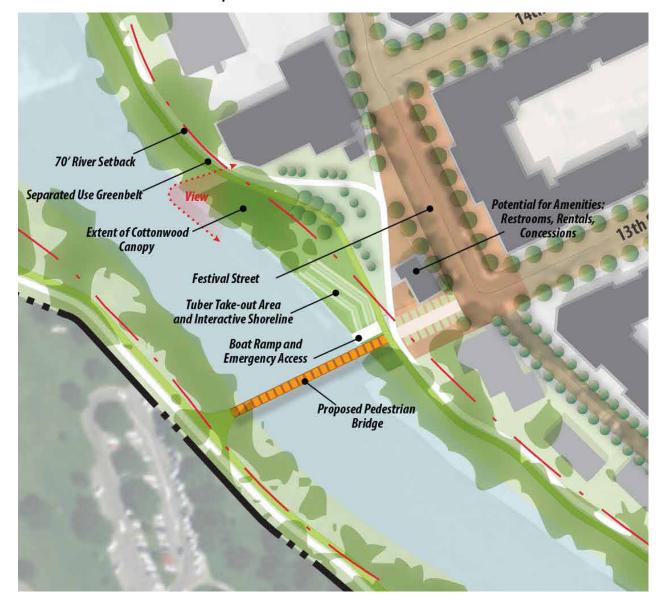


FIGURE 11: Preferred Conceptual Site Plan

FIGURE 12: Shoreline Park Redevelopment Plan



Shoreline Park Redevelopment

The Shoreline Park redevelopment is intended to become a new neighborhood center as a riverfront urban plaza and public space. Shoreline Park will serve as central gathering space for new residents, as well as become a destination for everyone, with potential shopping and dining amenities and services. Its key location enables this project to become a trailhead for Greenbelt users or commuters, with passive and active uses, and a Festival Street with capabilities to host street fairs.

Key elements include:

- Pedestrian bridge connecting Ann Morrison Park with the new plaza and the13th Street corridor to Downtown
- Boat ramp and emergency watercraft access
- Tuber take-out area
- Manicured lawn open space
- Festival Street along Shoreline Dr

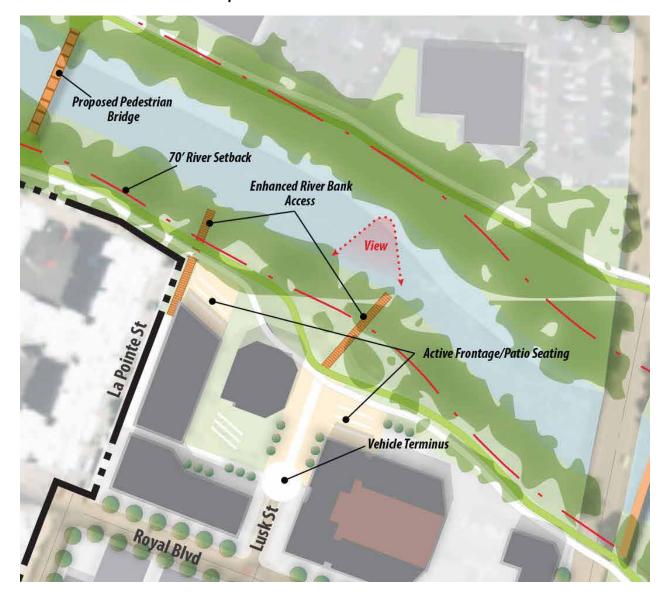
A mix of buildings and their uses including retail, office, residential, and restaurants are used to form an active river edge that will redefine the park's use. Improvements in the public spaces at the river' bank include; public restrooms, boater access(including emergency watercraft) recreational tuber takeout, developed beach and ability for the public to access the river in a safe manner.

With a breach in the existing dense cottonwood canopy, views into and through the space will act to shape an activated, accessible public improvement on the river.





FIGURE 15: Lusk Riverfront Redevelopment



Lusk Riverfront Redevelopment

This site envisions an area where the Lusk District interfaces with the Greenbelt in a way that brings people into the District and provides a place of active and passive recreation.

Design elements include:

- Patios and active building frontages associated with potential new development
- Emphasized connection to Lusk Street and District with wide pedestrian pathways
- Pedestrian bridge connecting the Lusk area to 11th
 Street
- Separated use Greenbelt paths for walking and bicycling,
- Emphasized river access points to reduce the impacts of informal trails
- Benches and seating
- Maintained native Black Cottonwood tree canopy

These interventions alleviate potential congestion on the Greenbelt as the Lusk District increases in density. As currently designed, the Greenbelt offers a relaxed way to navigate through the area however there are few strong visual connections or access points to the Lusk District's amenities. In addition, the neighborhood currently does not open its doors to the Greenbelt or river. Future redevelopment could reverse this trend with food and beverage or other retailers creating active spaces for people to utilize the urban amenities of the Lusk District while enjoying the peacefulness of the Boise River.



FIGURE 17: Fireman's Training Site



Fireman's Training Site

Located on parcels bordering the I-184 Connector and the east bank of the Boise River, these publicly-owned parcels are strategically-located with good access, views, and privacy, making then ideal for potential housing development.

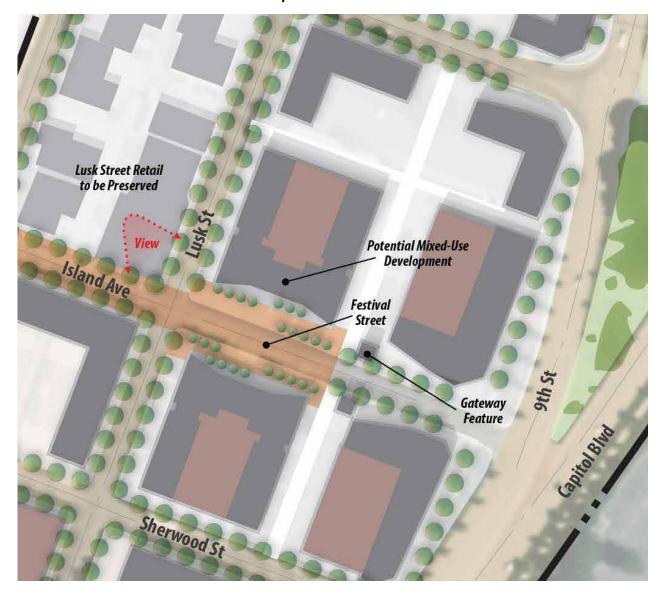
Key elements include:

- Public gathering space
- Active interface between development and Greenbelt
- Fallen Firefighter's Memorial (Existing)
- Separated use paths on Greenbelt

The site presents a strong opportunity to develop housing, particularly if Initiatives # 1 and 2 are underway to supply mixed income housing in the Shoreline District. Any development should be oriented to the Greenbelt, meaning a new building could create a shared public and private space where it fronts the pathways with potential to offer small-scale retail services such as a coffee shop that are an amenity to new residents and passers-by.



FIGURE 19: Island Ave Festival Street Redevelopment Plan



Island Avenue Festival Street

Identified as a key project in the Lusk Street Area Master Plan, the Island Avenue Festival Street is a redesign of the streetscape on Island Ave for approximately two blocks beginning at La Pointe Street going east towards 9th Street/Capitol Boulevard. This emphasizes Island Avenue as a public space both within the street when closed for events, and on the activated building frontages and sidewalks. Island Avenue can be the main pedestrian thoroughfare between new residential development in the Lusk District, crossing the 9th Street/Capitol Blvd corridor and guiding students and staff to Boise State University.

Key elements include:

- Festival Streetscaping on Island Ave
- Urban street and pedestrian grid on large blocks
- Mixed-use development with active frontages along Island Ave
- Potential retail and services amenities
- Preserved Lusk Street retail district

This illustrative site plan resolves issues with the growing density of the Lusk District and how these new residents will impact the mobility network as they travel to and from new buildings, the University, Ann Morrison Park, the Greenbelt, or Downtown Boise. In addition this redesign creates new places to celebrate the existing character of the Lusk District and potential new development in Boise's densest urban neighborhood.





Introduction

The following design guidelines illustrate the vision for enhanced riverfront development patterns and streetscape improvements in the Shoreline District. The purpose of these guidelines are three-fold. 1) The guidelines summarize and communicate the improvements and expectations received via public input. 2) The guidelines serve as basis for estimating the probable costs of streetscape and riverfront public improvements. 3) The guidelines are recommendations to the City of Boise for possible adoption into the City development code. These guidelines are not regulatory standards and require further vetting by others before use as regulatory requirements. These visualize strategic investments that are presented in the list of public improvements, or may implement inter-agency initiatives. This section is divided into **Streetscape Typologies** and Riverfront Design Guidelines.

Streetscape Typologies

Streetscape typologies were adapted directly from the Downtown Boise Streetscape Standards and Specifications Manual. From the manual:

"The streetscape is the part of the street right-of-way between the face of the curb and the building. In downtown Boise, the streetscape includes the sidewalk surface, street trees, historic streetlights, and a collection of furnishings. These furnishings include, but are not limited to, benches, planters for flowers, tree grates, trash receptacles, bicycle racks, transit shelters, newsstands, bollards, and drinking fountains. In areas that have an urban character such as the Central Business District, the sidewalk

surface runs from the building face to the curb and street trees are planted in tree grates. In areas that have a neighborhood character, the sidewalk surface is separated from the street by a landscape strip where the street trees are planted. In many areas, green infrastructure such as suspended paving systems and bio-swales are incorporated into the streetscape design, as well." (pg. iii)

In addition to the streetscape typology standards from the Downtown Streetscape Standards and Specifications Manual, the Lusk Street Master Plan provided the basis for streetscape typologies in the Lusk District. These include Type 1 (Lusk Street), Type 2 (Ann Morrison Park Drive and Royal Boulevard), and Type 3 (La Pointe Street, Island Avenue and Sherwood Street). The streetscape typologies in this Framework do not recreate or redesign these existing typologies. Rather, this Framework reconciles these existing standards and gathers them into one incorporated map (Figure 21).

The River Street Boulevard streetscape typology is a new typology introduced in the Shoreline District. The River Street Boulevard streetscape typology is located between 9th Street and Americana Boulevard through the District. The proposed design intended to recreate River Street as a neighborhood boulevard similar to N. Harrison Boulevard in the North End. Creating a reduced speed boulevard that is a complete street with a pedestrian emphasis. Enhanced features include a center median with historic street lighting, boulevard sidewalks with tree lawns, and two travel lanes in each direction.

An Interagency Initiative will be required to incorporate the new streetscape typology within the Shoreline District. This is listed as Initiative #5 in the Interagency Initiative table (Figure 28) and its purpose is to provide a mechanism to update the Downtown Boise Streetscape Standards Manual to reflect the River Street Boulevard Streetscape guidelines in this framework.

The Streetscape Key Map (Figure 21) identifies streets on which these new streetscape typologies can be found in the District.

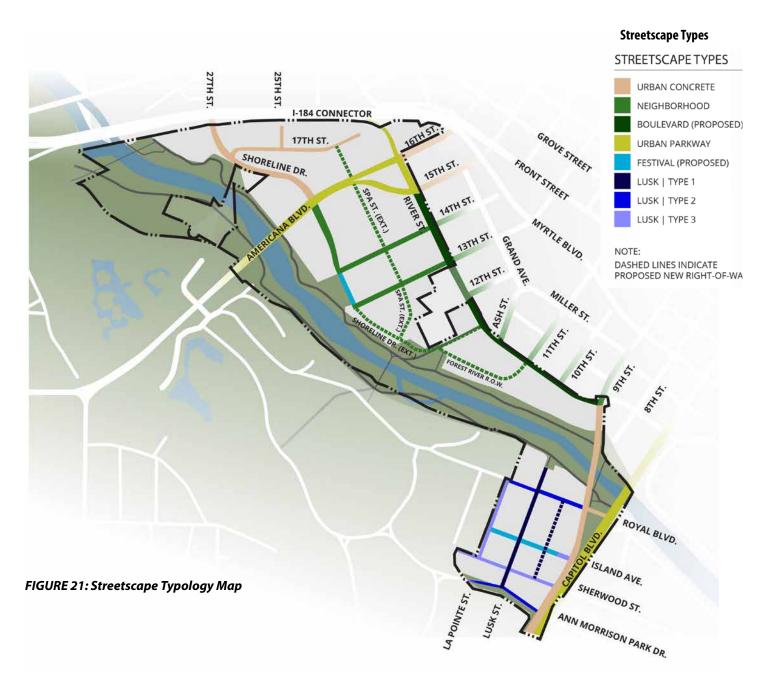
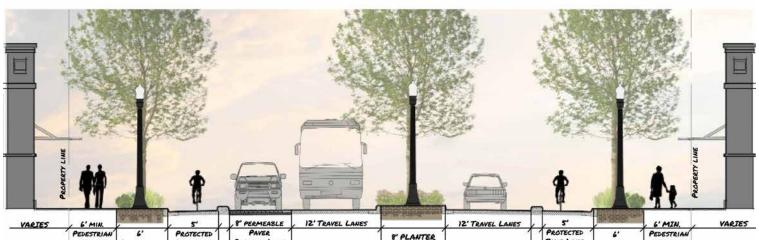


FIGURE 22: River Street Boulevard Typology

Boulevard Section



Boulevard Plan



River Street Boulevard Streetscape

Typology (On streetscape key as dark green): Similar to other green street boulevards in central Boise such as Harrison Boulevard, key elements of the River Street Boulevard Streetscape include a central median with a planter strip and street trees, a tree lawn on either side of the street edge with street trees, as well as street furniture such as historic and pedestrian scaled lighting.

Transportation and mobility enhancements include two vehicle travel lanes, bicycle lanes with curb protection from vehicle travel lanes, and a parking lane with permeable pavers. Wide sidewalks and striped pedestrian cross walks provide a needed visual emphasis on pedestrians crossing River Street.

Riverfront Development Typologies

The riverfront development typologies provide a re-imagined model of how people may use the areas between the Shoreline District's buildings and parks and the Boise River shoreline

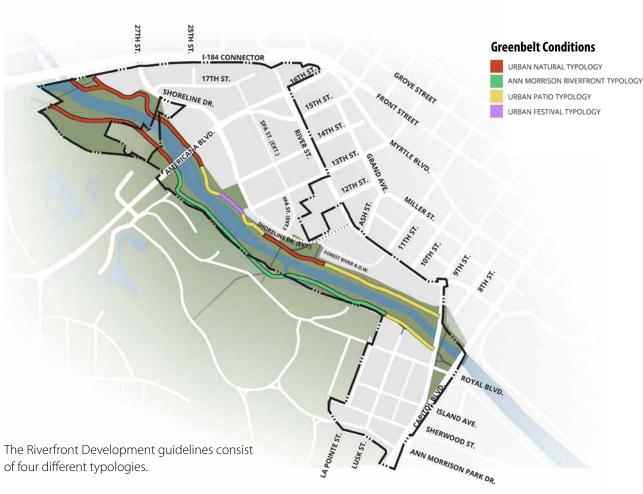
Development regulations for the Boise River require a 70 foot setback for all development. This plan recommends revisions to these regulations in order to enable additional amenities and activities to occur within the river setback. Identifying key locations to create an active river frontage in conjunction with the Greenbelt addresses the goal of stitching the urban fabric and river together to create connectivity to the river, celebrating the river as an asset, and creating a safer, pedestrian friendly experience for all users.

The prevailing goal of revising the 70 foot setback is to accommodate the growth in users along the Greenbelt and to enhance a high quality amenity. Uses that may be acceptable in the setback include restaurant patio seating, picnic benches, active recreational uses such as playgrounds or small sports facilities.

Consideration must be made to the historical, cultural, and environmental significance of the Boise River, and care must be taken to respect the legacy of development along the shoreline.

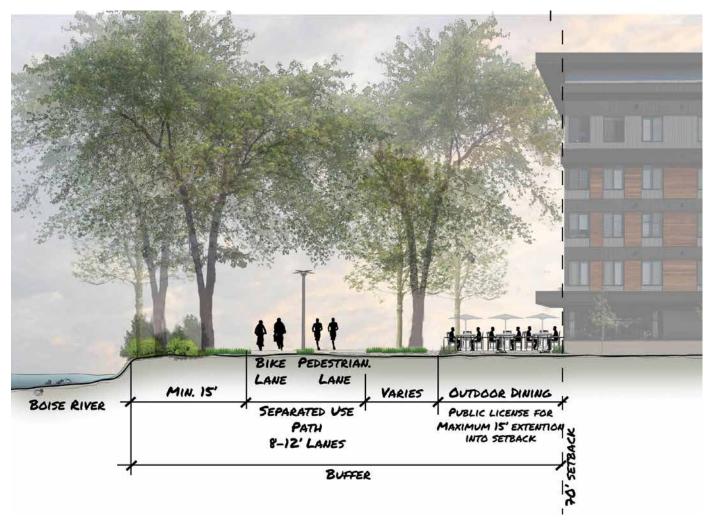
Although these typologies are not designed to the level of existing sites interventions, they are intended to be illustrative of a few typical areas along the river. The key map at left is a guide to where these conditions exist along the Greenbelt.

FIGURE 23: Riverfront Development Typology Key



- 1. <u>Urban Patio Typology</u>
- 2. Urban Natural
- 3. Ann Morrison Riverfront
- 4. <u>Riverfront Festival Typology</u>

FIGURE 24: Urban Patio Typology



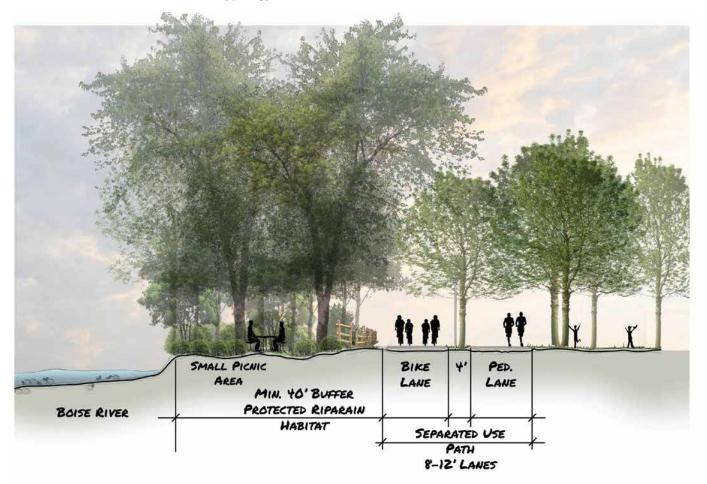
<u>Urban Patio Typology:</u> describes a city-to-river interface typical of the redeveloped Shoreline Park where activities such as patio dining are located in the interface between Greenbelt and building facade, creating a very active frontage with people moving through the area, stopping for just a moment, or gathering for hours at a time to eat or socialize. This concepts supports outdoor dining and retail experiences that may exist—in key locations—in the 70' river setback.

FIGURE 25: Urban Natural



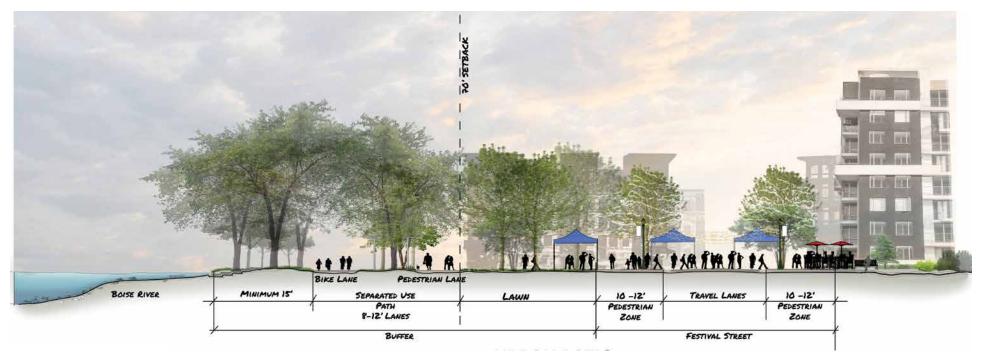
Urban Natural: is typical of areas with heavy Black Cottonwood canopy and deeper setbacks between typical residential development and the river. The buffer between housing and the Greenbelt varies, but features such as picnic tables may exist in the buffer. The Greenbelt in this type would typically be separated by four feet, providing a comfortable route for walkers or cyclists.

FIGURE 26: Ann Morrison Riverfront Typology

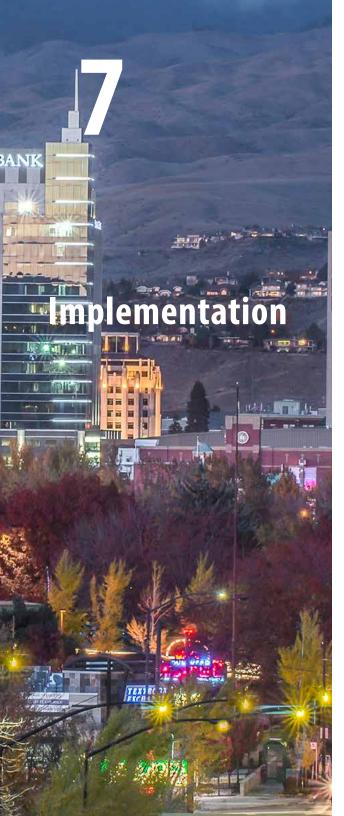


Ann Morrison Riverfront: occurs where the Greenbelt exists through Ann Morrison Park or other recreation areas and has little to no urban interface. This design concept has a deeper riparian buffer, providing more space for Black Cottonwood revegetation along the river's south bank. Through the parks, the Greenbelt is divided by a four-foot separation between bicycle and pedestrian pathway surfaces. Pathway lighting provides a safer, more visible route for commuters, dog walkers, or other park users.

FIGURE 27: Riverfront Festival Typology



<u>Riverfront Festival Typology:</u> describes a condition where the urban-to-riparian transition includes festival streetscaping in addition to the high-water setback, Greenbelt, and riparian buffer. The festival street may have an 80-foot right-of-way that includes two travel lanes with limited vehicle access. A wide pedestrian zone allows for patios to not only expand into setback, but into the sidewalk for restaurants to use or for special events. Interagency Initiative #6 would be required to achieve elements of this typology that extend in to the river setback.



Introduction

The Shoreline Urban Framework plan assists the City of Boise and the Capital City Development Corporation in employing a redevelopment and renewal strategy to improve and develop public and private real property within the Shoreline District. Improvement projects and initiatives identified as outcomes; in the framework intend to grow the economy of the area; implemented through a series of key strategies, and programs. During the 20-year lifetime of the district, CCDC intends to carry forward projects identified as a part of the Urban Framework Plan and assist stakeholders in completing certain inter-agency initiatives.

Financial Feasibility by state statute is a required component of urban renewal plans in Idaho. It is an important component in the Shoreline Urban Framework Plan. The Financial Feasibility Study (completed by SB Friedman) informed the phasing of public improvements in the Urban Framework Plan. The List of Public Improvements (Table 6), demonstrates the phasing of the improvement projects over the 20-year lifetime of the district. Notable to the phasing plan are the number of unfunded projects within the Shoreline District. Significant effort was made to ensure a balance between the projected revenue from the district and the number of projects completed based on the revenue.

The two key outcomes from the Urban Framework 1) InterAgency Initiatives and 2) Public Improvements are outlined and described in the following pages. Lastly, traditional methods employed by CCDC for implementing public improvements are described.

InterAgency Initiatives

Interagency Initiatives are actions, objectives, or a series of cooperative strategies to accomplish with the district in order to realize the Shoreline Framework vision. These initiatives are cooperative efforts in which CCDC will rely on partners to accomplish or see through. On many of these initiatives, CCDC will not be the lead agency. Once Inter-agency initiatives are completed, many of the Shoreline's Urban Framework plan for public improvements can be implemented. These initiatives, derived through public input received; "preserving the character of Lusk Street retail shops and dining" for example; is a priority as the architectural character of the district was of high value for residents and visitors. In order to achieve this initiative, other City departments will likely need to implement actions to create a preservation mechanism in land use and development regulations.

How to Use this Information

Table 5 lists each initiative for the purpose of documenting and referencing the effort throughout the life of the Shoreline District. Lead and collaborate agencies are assigned prioritized initiatives. The table provides a starting point for initiative tracking, a reference for completion and a means by which the initiative is monitored and/or updated when completed.

The following list of initiatives have been identified by the stakeholder group and project team during the urban framework planning process in order for CCDC to begin and complete certain public improvement projects listed in the urban framework project list these initiatives should be completed.

Item	Initiative	Priority	Lead / Partner
1	Incent affordable housing that is dense, serves a mix of incomes, and provides diverse housing options by funding eligible public improvements.	Immediate / On-Going	HCD / PDS / CCDC/ Other Housing Agencies
2	Develop an innovative, mixed use, mixed income housing development on existing public entity owned parcels in the Lusk Street neighborhood.	Immediate / On-Going	HCD / PDS / CCDC / BSU
3	Prior to disposition of Lusk area City/BSU owned properties, create a development plan that identifies highest and best use objectives, sets forth strategic land trades as needed, and leverages public agency tools and resources.	Immediate	BSU / City / CCDC
4	Finalize the type, route and facilities for public transportation and shuttle systems in the Lusk and River Street neighborhoods.	High Priority	PDS / VRT / CCDC
5	Update the Boise Downtown Streetscape Standards Manual to incorporate this plan's streetscape typologies recommendations.	Immediate	PDS
6	Establish development standards that activate the greenbelt and riverfront area with pedestrian level amenities. This should include amending the Boise River Setback Ordinance to allow public license of private commercial patios within the setback zone.	High Priority	PDS
7	Implement strategies and regulations that bolster existing retail in Lusk District as well as a mix of uses, both horizontally and vertically disbursed (E.G. neighborhood branding, update design review, update C-2 zoning, or form-based code specific to this area, missing middle housing).	Medium Priority	PDS
8	Revegetate Ann Morrison Park's river bank with native shade trees to improve park user experience, improve aquatic habitat, and lower river water temperatures.	Medium Priority	Parks / PW
9	Create a master plan for Settler's Diversion Dam that allows passage of recreational watercraft, improves aquatic habitat, and meets irrigation needs.	Medium Priority	Parks / PW / Fish & Game
10	Update geothermal master plan to service the development forecast in the Shoreline District	High Priority	PW
11	Update City-owned IT conduit network master plan to service the development forecast in the Shoreline District	High Priority	IT
12	Pursue strategic land trades amongst public agencies as well as consider the acquisition of privately held properties to optimize development and economic development potential, improve neighborhood and provide a diversity of housing options. Private properties are not currently identified but may be considered.	Medium Priority	PDS / CCDC / BSU/ ACHD/ Others

Table 5: Inter-Agency Initiatives Matrix

ltem	Initiative	Priority	Lead / Partner
13	Provide support of affordable housing development by assisting with eligible costs such as resident relocation, impact fees, financing, public improvements, and utility improvements as per existing Idaho state statutes.		CCDC / HCD
14	Update CCDC's Participation Policy and Capital Improvement Planning Process to further encourage and prioritize developments that assist affordable and workforce housing developments.		CCDC
15	Pursue efforts, plans and policies that avoid displacement of existing social service organizations located within Shoreline District.		HCD
16	Align partner agencies' long-range financial plans, five year capital improvement plans, and annual budgets with Shoreline District Urban Renewal Plan so that adequate resources are available for the planned Shoreline District public improvements.		PDS / Parks / PW / IT / ACHD / ITD / BSU/ CCDC
17	Conduct environmental studies before starting the design or construction of any public improvements that may impact the Boise River.		PW / CCDC / Parks
18	Unify the Capitol Boulevard master plan and partner agency work plans to provide clear direction about the desired public improvements.		PDS / ACHD / BSU / VRT
19	Create a storm water implementation plan for Lusk Street and River Street neighborhoods that specifies system type and system location (private property or public right of way). Amend or update necessary license agreements with ACHD to allow for the systems to be built.	Medium Pri- ority	PW / PDS / ACHD

Table 5: Inter-Agency Initiatives Matrix (continued)

Public Improvements

The list of public improvements (Table 6) organizes all the projects that; based on revenue projections, can be completed during the life of the District. Phasing of projects is based on available funding and determines when the projects can be undertaken, and which projects are still a priority but are anticipated to be unfunded. These improvements reflect desired projects to be completed within the Shoreline District and have been prioritized to provide the most benefit within the District.

The concept site plan and framework diagrams illustrate public projects within the Shoreline District, providing visual and spatial context on how the projects will work together to create distinct interactions within the District.; ultimately creating vibrant public spaces. Prioritized public improvements are intended to reduce barriers to private redevelopment within the District. By strategizing projects and implementation, public improvements are to catalyze additional development. As interest in the District develops and opportunities arise, the size and scope of public improvements will result in an increase in the user experience and enjoyment of the Shoreline District, while at the same time providing long-term benefit to the District's infrastructure.

How to Use this Information

List of Public Improvements and the anticipated quarter in which they are to occur can provide a road map for timing of implementation and revenue generation goals. The Capital Improvement Plan by Quarter Table used to estimate revenue projects over the 20-year life of the District organized the list of improvements into five-year quarters.

		Quarter 1
	Key Strategy	Project Name
1	Infrastructure	Streetscape Improvements - Lusk St, Boise River to Ann Morrison Park Dr
2	Infrastructure	Streetscape Improvements - La Pointe St, Royal Blvd to Sherwood St
3	Infrastructure	Streetscape Improvements - Royal Blvd, La Pointe St to 9th St
4	Infrastructure	Underground Overhead Power and Telecomm - Lusk Neighborhood
5	Mobility	Greenbelt Path Improvements - North and South shores, Phase 1
6	Placemaking	Area Lighting - Greenbelt Bridge Adjacent to I-184 Connector
7	Placemaking	Surface Improvements - 8th St Pedestrian Bridge
	3	

		Quarter 2
	Key Strategy	Project Name
8	Mobility	Greenbelt Path Improvements - North and South shorelines, Phase 2
9	Economic Dev/ Housing	Mixed-use Development including Public Garage - Lusk Neighborhood
10	Placemaking	Lusk Neighborhood Entrance Park - at Greenbelt and Lusk St Intersection
11	Economic Dev/ Housing	Mixed-use Redevelopment Assistance -River Street Neighborhood
12	Economic Dev/ Housing	Residential-focused Redevelopment Assistance - (e.g. 1025 Capitol Blvd City Property)
13	Economic Dev/ Housing	Mixed-use Redevelopment Assistance - near 13th St and Shoreline Dr
14	Placemaking	Public Plaza and Riverbank Restoration - Shoreline Park
15	Placemaking	Recreational/Emergency River Access Facility - Shoreline Park
16	Infrastructure	Fiber Optic Network Expansion - District Wide
17	Infrastructure	Underground Powerlines - River Street Neighborhood
18	Infrastructure	Underground Powerlines - Lusk Street Neighborhood
19	Economic Dev	Floodplain Remediation

		Quarter 3
	Key Strategy	Project Name
20	Mobility	11th Street Bridge
21	Economic Dev	Right-of-Way Acquisition - 11th St, through Forest River Office Park to Boise River
22	Mobility	11th St Public Space Connection - River St to Proposed 11th St. Bridge
23	Placemaking	Festival Street Improvements - Island Ave
24	Infrastructure	Streetscape Improvements - Sherwood St, La Pointe St to Cap Blvd
25	Mobility	Right-of-Way Acquisition - Shoreline Dr Extension, 13th St to River St
26	Placemaking	Streetscape Improvements - Shoreline Dr Extension, 13th St to River St
27	Placemaking	Festival Street Improvements - Shoreline Dr, 14th St to 13th St
	3	Shoreline Urban Fram

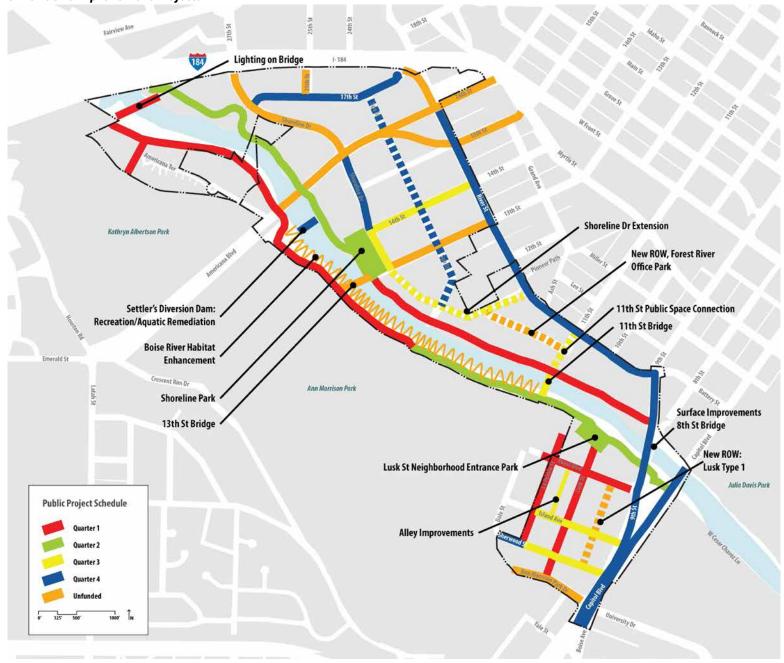
	Quarter 3 (Con't)
Key Strategy	Project Name
Infrastructure	Streetscape Improvements - 14th St, Shoreline Dr to River St
Infrastructure	Underground Powerlines - River Street Neighborhood
Infrastructure	Underground Powerlines - Lusk Street Neighborhood
Infrastructure	Fiber Optic Network Expansion - District Wide
Placemaking	Alley Improvements - Between La Pointe St & Lusk St, from Island Ave to Royal Blvd
Economic Dev	Floodplain Remediation
Economic Development	Right-of-Way Acquisition or Property Acquisition for mixed use development or additional streetscape
	Infrastructure Infrastructure Infrastructure Infrastructure Placemaking Economic Dev

		Quarter 4
	Key Strategy	Project Name
35 36	Infrastructure Special Projects	Streetscape Improvements - Shoreline Dr, Americana to 14th St Recreation Enhancements and Habitat Restoration - Settler's Diversion Dam
37	Infrastructure	Boulevard Improvements - River St, Americana Blvd to 9th St
38	Infrastructure	Streetscape Improvements - Capitol Blvd, Boise River to Ann Morrison Park Dr
39	Infrastructure	Streetscape Improvements - 9th St, River St to Ann Morrison Park Dr
40	Economic Dev/ Housing	Right-of-Way Acquisition - Spa St realignment/extension, from 17th St through Kmart site to Shoreline Dr Extension
41	Placemaking	Streetscape Improvements - Spa St Extension, 14th St to Shoreline Dr Extension
42	Placemaking	Streetscape Improvements - Spa St Extension, 17th St to 14th St
43	Infrastructure	Streetscape Improvements - 17th St, Shoreline Dr to Cul-de-sac
44	Infrastructure	Fiber Optic Network Expansion - District Wide
45	Infrastructure	Underground Powerlines - District Wide
46	Economic Dev	Floodplain Remediation

Table 6: Public Improvements List by Quarter

		Unfunded/Partnerships/Other Revenue
	Key Strategy	Project Name Costs
	ney strategy	. roject name costs
47	Economic Dev	Right-of-Way Acquisition - Forest River Office Park
48	Placemaking	Streetscape Improvements - New Right-of-Way Forest River Office Park, Shoreline Dr to 11th St
49	Infrastructure	Streetscape Improvements - 15th Street, Americana Blvd junction to I-184 Connector
50	Infrastructure	Streetscape Improvements - Americana Blvd, Americana Terrace to River St
51	Infrastructure	Streetscape Improvements - Americana Blvd (16th St), River St to I-184 Connector
52	Infrastructure	Streetscape Improvements - 25th Street, I-184 Connector to 17th St
53	Infrastructure	Streetscape Improvements - Ann Morrison Park Dr, La Pointe St to Capitol Blvd
54	Infrastructure	Streetscape Improvements - 13th St, Shoreline Dr to River St
55	Infrastructure	Streetscape Improvements - River St, I-184 Connector to Americana Blvd
56	Special Project	Boise River South Shore Habitat Enhancement - Ann Morrison Park
57	Mobility	Streetscape Improvements - Lusk Type 1 Right of Way, Royal Blvd to Sherwood St
58	Economic Dev	Mixed-use Redevelopment Assistance - Firefighter Training Facility
59	Economic Dev	Redevelopment Assistance - ACHD Remnant Parcel at Shoreline Dr and I-184 Connector
60	Mobility	Shoreline Park Bridge - 13th St Connection to Ann Morrison Park
61	Mobility	Mixed-use Development including Public Garage -River Street Neighborhood
62	Economic Dev	Residential-focused Redevelopment Assistance - (e.g. 1020 Lusk St, 1028 Lusk St, or City Property)
63	Infrastructure	Streetscape Improvements - Shoreline Dr, I-184 Connector to Americana Blvd
64	Economic Dev	Redevelopment Assistance, ACHD, 829 S 17th St
65	Economic Dev	Redevelopment Assistance, City of Boise, 825 S 17th St
66	Infrastructure	Fiber Optic Network Expansion - District Wide
67	Infrastructure	Underground Overhead Powerlines - District Wide
68	Infrastructure	Alleyway / Remnant Parcel Public Improvements- District Wide
69	Mobility	Greenbelt Underpass Expansion - Americana Blvd
70	Mobility	Greenbelt Underpass Expansion - 9th St
71	Mobility	Greenbelt Underpass Expansion - Capitol Boulevard
72	Mobility	Public Transportation Improvements - Stations/Stops Lusk St Neighborhood
73	Mobility	Public Transportation Improvements - Stations/Stops River St Neighborhood

FIGURE 28: Shoreline Public Improvement Projects



Funding Strategies and Programs

In order to accomplish the Urban Framework Plan, CCDC, authorized by state statute, works in partnership with public and private entities to improve, develop and grow the economy within their urban renewal districts. In the Shoreline District, CCDC through implementation of development strategies and financing programs will make public improvements. These needed improvements are to support private development and encourage and attract business enterprises in a broad range of functions and sizes. Such strategies and programs include:

Participation Opportunities

Development Agreements: From time to time CCDC enters into various development agreements with existing or future landowners within the urban renewal district. These agreements are created to meet CCDC's and the publics goals within the urban renewal district. These agreements are used by CCDC to realize certain plan objectives including

- Revitalize deteriorating areas of private parcels to accelerate the enhancement of the street environment within the plan area.
- Provide incentives to existing business owners to encourage continued utilization and expansion of existing buildings and cur rent land uses.
- Minimize vacancies by allowing noncon forming uses to continue in accordance with city regulations and to accommodate improvements and expansion allowed by city regulations.

Providing incentives to nonconforming properties so they implement the improvements contained within the plan.

Development Fees

Private land owners may seek assistance from CCDC in paying impact fees and other development fees during the implementation of real property improvements related to the Shoreline District Framework Plan. CCDC has the mechanism in place to assist owners and developers in offsetting the municipal fees associated with development.

InterAgency Initiatives

Key inter-agency initiatives are identified as a part of the Shoreline District Framework. The initiatives listed in Figure 22 Governance Coordination Recommendations Matrix are to assist CCDC, the City of Boise and other key stakeholders with realizing the improvement projects in the Plan. It is in the purview of CCDC to assist these agencies and stakeholders with the planning, and design controls contained in the Framework Plan to ensure that present uses and any future development by public agencies conform to the requirements in the Framework Plan.

Property Acquisition

As a method for implementing public improvements, CCDC holds the power and authority to acquire real and personal property in order to carry out their urban renewal district framework plans, including the Shoreline District Framework Plan.

Real property

CCDC may acquire any real property or interest in real property within an Urban Renewal District. In general, CCDC may determine which properties within the district are appropriate to acquire in order to implement the necessary public improvements. Methods of acquisition may be through voluntary or consensual gift, exchange or purchase.

Personal property: Acquisition of personal property is generally not a part of CCDC's implementation of any urban renewal plan. However, from time to time, it may be necessary to acquire personal property as a part of a real property acquisition in order to carry out the improvements outlined in the Framework Plan. When this occurs, CCDC purchases real property as a means of eliminating certain deteriorating or deteriorated structures in order to facilitate redevelopment of the property.

Property Management

Because CCDC holds the authority to own personal and real property within an urban renewal district they also retain the right to manage the property. The agency has the ability to enter into lease and rental agreements of these properties pending any redevelopment of the property.

Relocation of Persons

As an urban renewal agency, CCDC has the ability to seek and receive federal funds for real estate acquisition and relocation. CCDC may undertake relocation activities for those persons entitled to benefit under federal law. Should it be necessary for displacement of resident's within the district in order to implement public improvements in the Shoreline District, CCDC is obligated to compensate residents with reasonable moving expenses into decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to residents.

Demolition and Clearance

As necessary, CCDC has the authority to demolish and clear buildings, structures, and other improvements from any real property within the Shoreline District in order to carry out the purposes of the framework plan.

Building and Site Preparation

CCDC, in order to implement the framework plan, has the authority to prepare building sites within the district that they own. CCDC may provide for or undertake the installation or construction of streets, utilities, parks, pedestrian walkways, parking facilities, drainage facilities or other public improvements necessary to carry out the framework plan. Overall CCDC may assist in the preparation of building sites by way of reclamation, remediation, or elimination of deteriorated conditions.

Property Disposition and Development

CCDC as the redevelopment agency for the city of Boise has the ability to acquire property within the district boundary and to dispose of the property through a variety of mechanisms. These mechanisms include: sell, lease, lease/purchase, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust. Rights given to CCDC to influence development within the district tend to prevent further deterioration of property.

Development agreements established between CCDC and the property owner oversee and prevent these occurrences. All properties within the district sold or leased to public or private persons or entities for development are obligated to use the property for the purposes designated in the framework plan. Time limits established by CCDC specify a reasonable period for the property owner/developer to carry out the improvements or purposes of the Framework Plan.

Rehabilitation and Conservation

CCDC may work to rehabilitate, renovate, and conserve any building or structure within the urban renewal district. These efforts may be performed as a means of preparing the property for redevelopment and disposition. As the urban renewal agency, CCDC may also assist other property owners in the rehabilitation, and conservation of their properties through consultation, funding, or other assistance.

Participation with Private or Public Development

CCDC has the ability and mechanisms through state and federal law to participate in private or public development by lending or investing funds into projects. Federal funding sources used in public or private development include Community Development Block Grants (CDBG), Economic Development funding, and Small Business Administration funding to name a few. Through these programs, CCDC has the ability to assist with grants, loans, loan guarantees, interest supplements, technical assistance, and other forms of support. State and local funds collected through tax levy from the district are also allocated for use within the district. These funds can be used to implement public improvements.

Funding Mechanisms

CCDC holds the authority to finance the projects outlined in the Urban Framework Plan with financial assistance. Assistance can come from local government, through state funding, through federal government funding or other public entities, interest income, agency bonds, donations, loans from private financial institutions, the lease or sale of agency owned property, public parking revenues, revenue allocation funds or any other available source public or private funding, including assistance from local taxing district or public entities. Other funding methods may also include advances, lines of credit, borrowing funds, and creating indebtedness in order to implement the Urban Framework Plan.

The Shoreline Urban Framework Plan identifies numerous capital improvement projects, without identifying any particular financing source for any particular purpose. The Feasibility Study prepared by SB Friedman identifies further funding information for the Shoreline Urban Framework Plan.

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SHORELINE DISTRICT URBAN FRAMEWORK PLAN

SHORELINE DISTRICT





AGENDA BILL

Approval of Urban Renewal Plan for the Shoreline District Urban Renewal Project Area and transmittal to Boise City Council for consideration and taxing districts for review.

October 8, 2018

Staff Contact: Attachments:

Shellan Rodriguez 1) Resolution #1579

2) Shoreline District Urban Renewal Plan

Action Requested:

Resolution #1579- Review and approve the Urban Renewal Plan for the Shoreline District Urban Renewal Project Area and forward to Boise City Council for consideration and taxing districts for review.

Background:

The Urban Renewal Plan for the Shoreline District Urban Renewal Project Area (the "Plan") has been a collaborative effort with the City of Boise, consultants, stakeholders and the public. For the past 18 months CCDC staff has been working to create the Plan by the end of 2018. The Plan is attached hereto and meets the requirements set forth in Idaho Code § 50-2905. Please find a summary of the requirements below as well as within Resolution #1579.

CCDC has been working with CTA Architects Engineers on the Shoreline District Urban Framework Plan (the "Urban Framework"). The goal of the Urban Framework is to inform the Plan, albeit not formally adopted as part of, or an attachment to, the Plan. The Urban Framework promotes objectives of previously adopted community planning documents, studies and assessments while advancing the priorities of Blueprint Boise. The boundaries of the Project Area include areas within the Boise State Master Plan, the Lusk Street Master Plan and the River Street Master Plan of which have been created and adopted by the City of Boise within the last few years. Within the Urban Framework objectives from a variety master plans and policies are aligned. There were multiple opportunities for input and involvement from property owners, neighborhoods and the public throughout the process. Ultimately the Urban Framework resulted in a list of public improvements within the Project Area intended to be a work plan for the Agency during the 20-year term of the Plan. The goal is to increase values, decrease deteriorating conditions and catalyze growth by investing in projects that meet CCDCs' Key Strategies of:

- Economic Development (including housing)
- Infrastructure
- Mobility
- Place Making
- Special Projects

Additionally, an integral part of the Plan is the Shoreline Urban Renewal District Feasibility Study (the "Feasibility Study"). The Feasibility Study was completed by SB Friedman

Development Advisors and meets the economic feasibility study plan requirement set forth in Idaho Code § 50-2905. The Feasibility Study comprises a development scenario which estimates revenues that could be generated within the Project Area over its 20-year term. The estimated revenues are based upon estimated levy rates, market data, COMPASS data, and industry and historic standards. At the same time, the Feasibility Study reviews the costs required for the public improvements originally identified in the Urban Framework. These estimated project improvement costs were provided with the assistance of CTA Architect Engineers and Quadrant Engineers and are detailed in Appendix IV: Costs by Quarter to the Feasibility Study. The priority of these items may change throughout the Project Area's term but they are currently prioritized by 5-year quarters. The public improvements costs are aligned with the estimated revenues over the Plan term in a manner that is reasonable and financially feasible. The Feasibility Study assumes three bonds are issued at strategic times to successfully complete public improvement projects and also projects the use of cashflow at certain points during the Plan term. The list of public improvements includes a number of "unfunded" public improvements which could be paid for in a variety of ways such as if Project Area revenues over-perform compared to the assumptions made, if additional funding sources are leveraged, or if Agency prioritization of projects is revised.

In addition to the Feasibility Study, the Plan includes the following attachments:

- Boundary Map of the Project Area
- Legal Description of the Project Area
- Description of any properties which may be acquired by the Agency
- Land Use Map
- Inter-Agency Initiatives: A list of initiatives as identified by public, stakeholder groups and project team during the planning process. Certain initiatives must be addressed or completed in order to successfully complete the public improvements.
- I. Urban Renewal Plan Statutory Requirements: Idaho Code § 50-2905 identifies what information the Plan must include with specificity as follows:
 - (1) A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality;
 - (2) A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area;
 - (3) An economic feasibility study;
 - (4) A detailed list of estimated project costs;
 - (5) A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area;
 - (6) A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
 - (7) A termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and
 - (8) A description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as

long as the agency shall have resources other than revenue allocation funds to operate and manage such assets.

II. Outline of the Key Dates within the Planning Process that have been completed to date:

Sept. 2017: SB Friedman presents Eligibility Study to CCDC Board

SB Friedman presents Eligibility Study to City Council in Work session

Oct. 2017: CCDC Board approves Eligibility Study

City Council approves Eligibility Study and directs CCDC to create a plan

Dec. 2017: City Council approves Eligibility Study Addendum

May 2018: Public Open House #1

Stakeholder Meeting #1 with partner agencies/ departments

June 2018: Initial Urban Framework Drafted, outline form

Public Open House #2 and Digital Open House

Stakeholder Meeting #2

July 2018: Following notice and a public hearing, the City Council adopts ordinances de-

annexing parcels from the River Myrtle-Old Boise Project Area and the 30th

Street Project Area

Aug. 2018: Urban Framework Drafted for Review

Public Open House #3 and Digital Open House

Stakeholder Meeting #3

Aug.- Sept. 2018: CCDC Board receives progress reports and presentations on the

Plan and the input reports, including CTA Architect Engineers Urban Framework and SB Friedman's Feasibility Study. These were all

informational items and no action has been taken by the CCDC Board to

date.

III. Summary of Public Outreach Findings:

PUBLIC (3 meetings)	Stakeholders (BSU, City, Fish & Game, ACHD)
Maintain affordable housing and create more	Invest in infrastructure and utilities
Provide additional public ROW connectivity and streetscape improvements within the Lusk District and River Street neighborhoods	Boise River health and ecology is important
Parking solutions needed	Mobility / Development
Provide better connections between Lusk Neighborhood and the Greenbelt	 Increase Housing Diversity Connectivity (streets, bridges, bike lanes, sidewalks) Greenbelt & Parks expansion

- Increase transit of all types
- **IV. Next Steps to complete the Plan:** Since the beginning of the process the project team has had a goal of completion by the end of 2018, which would establish the base year as of January 1, 2018. The steps and dates outlined below meet the project timeline.
 - a. If approved by CCDC, the Plan is transmitted to the City. Thereafter, notice of the City Council public hearing on the Plan is published in the *Idaho Statesman* and copies of the Plan, Agency Resolution adopting the Plan and notice of the public hearing are transmitted to all applicable taxing districts. This scheduled to occur no later than **October 12**, **2018**, for a public hearing date of **November 13**, **2018**.
 - b. If approved by CCDC, the Plan must be submitted to Boise's Planning & Zoning Commission for review and determination of whether the Plan conforms with the City's Comprehensive Plan, known as Blueprint Boise. This is a specific determination that is outlined in Idaho Code § 50-2008(b). This is tentatively scheduled to occur at the regularly scheduled Planning and Zoning meeting on **November 5, 2018**.
 - c. The City Council public hearing on the Plan is scheduled for **November 13**, **2018**.
 - d. The City Council considers the Ordinance approving the Plan. The first reading is scheduled for **November 13, 2018**, followed by the second reading on **November 20, 2018**, and the third reading and adoption on **December 4, 2018**.
 - e. If adopted by the City Council, following adoption, the Ordinance Summary is published, the Ordinance, boundary map and legal description are recorded, and an additional transmittal occurs to County officials, State Tax Commission representatives, and the affected taxing districts. All of these actions must occur prior to **December 31, 2018**, to establish a January 1, 2018, base year.

Fiscal Notes:

The FY2018 and FY2019 approved budgets include funding for consultant services required to prepare and complete the Plan.

Staff Recommendation:

Approve Resolution #1579.

Suggested Motion:

I move to approve Resolution #1579, approving the Urban Renewal Plan for the Shoreline District Urban Renewal Project Area and direct CCDC staff to forward to the Boise City Council for future consideration and taxing districts for review.

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, RECOMMENDING AND ADOPTING THE URBAN RENEWAL PLAN FOR THE SHORELINE DISTRICT URBAN RENEWAL PROJECT AREA, WHICH PLAN INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING AND DIRECTING THE CHAIR, VICE-CHAIR, OR EXECUTIVE DIRECTOR TO TAKE APPROPRIATE ACTION; PROVIDING FOR THIS RESOLUTION TO BE EFFECTIVE UPON ITS PASSAGE AND APPROVAL; AND PROVIDING AN EFFECTIVE DATE.

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

WHEREAS, the City Council (the "City Council") of 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");

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

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

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

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

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

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the 30th Street Area Urban Renewal Project Urban Renewal Plan ("30th Street Plan");

WHEREAS, following the public hearing, the City Council adopted its Ordinance No. 6868 on December 4, 2012, approving the 30th Street Plan and making certain findings;

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the First Amendment to the First Amended and Restated Urban Renewal Plan, River Street-Myrtle Street, Urban Renewal Project and Renamed River Myrtle – Old Boise Urban Renewal Project (the "First Amendment to the River Myrtle-Old Boise Plan");

WHEREAS, following the public hearing, the City Council adopted its Ordinance No. 24-18 on July 24, 2018, approving the First Amendment to the River Myrtle-Old Boise Plan deannexing certain parcels from the existing revenue allocation area;

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the First Amendment to the Urban Renewal Plan, 30th Street Area Urban Renewal Project (the "First Amendment to the 30th Street Plan");

WHEREAS, following the public hearing, the City Council adopted its Ordinance No. 26-18 on July 24, 2018, approving the First Amendment to the 30th Street Plan deannexing certain parcels from the existing revenue allocation area;

WHEREAS, the River Myrtle-Old Boise Plan, as amended by the First Amendment to the River Myrtle-Old Boise Plan, the 30th Street Plan, as amended by the First Amendment to the 30th Street Plan, the Westside Plan and their project areas are collectively referred to herein as the "Existing Project Areas;"

WHEREAS, pursuant to Idaho Code § 50-2008, an urban renewal project may not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or deteriorating area, or combination thereof, and designated such area as appropriate for an urban renewal project;

WHEREAS, Idaho Code § 50-2906, also requires that in order to adopt an urban renewal plan containing a revenue allocation financing provision, the local governing body must make a finding or determination that the area included in such plan is a deteriorated area or deteriorating area;

WHEREAS, based on inquiries and information presented by certain interested parties and property owners, the Agency commenced certain discussions concerning examination of an area as appropriate for an urban renewal project;

WHEREAS, in 2017, the Agency authorized SB Friedman Development Advisors to commence an eligibility study and preparation of an eligibility report of an area bounded by U.S. Highway 26 to the north and west, Capital Boulevard to the east, the Boise River Greenbelt to the south and into portions of adjacent office parcels and into the Lusk District. Part of the study area was within the boundaries of Existing Project Areas. The eligibility study area is commonly referred to as the Shoreline Area;

WHEREAS, the Agency obtained the Shoreline Urban Renewal Area Preliminary Eligibility Study (the "Report"), which examined the Shoreline Area for the purpose of determining whether such area was a deteriorating area and/or a deteriorated area as defined by Idaho Code §§ 50-2018(9) and 50-2903(8);

WHEREAS, pursuant to Idaho Code §§ 50-2018(9) and 50-2903(8), which define a deteriorating area and a deteriorated area, many of the conditions necessary to be present in such an area are found in the Shoreline Area, *i.e.*,

- a. the presence of a substantial number of deteriorated or deteriorating structures;
- b. predominance of defective or inadequate street layout;
- c. faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- d. insanitary or unsafe conditions;
- e. deterioration of site and other improvements; and
- f. existence of conditions which endanger life or property by fire and other causes;

WHEREAS, the Agency Board, on October 9, 2017, adopted Resolution No. 1511 accepting the Report and authorized the Agency Chair to transmit the Report to the City Council requesting its consideration for designation of an urban renewal area and requesting the City Council to direct the Agency to prepare an urban renewal plan for the Shoreline Area, which plan may include a revenue allocation area as allowed by the Act;

WHEREAS, the City Council, by Resolution No. 541-17, dated October 17, 2017, declared the Shoreline Area described in the Report to be a deteriorated area or a deteriorating area as defined by Chapters 20 and 29 of Title 50, Idaho Code, as amended, that such area is appropriate for an urban renewal project and directed the Agency to commence preparation of an urban renewal plan for the area designated;

WHEREAS, the Report evaluated the Shoreline Area for eligibility using the improved land eligibility factors, required findings and tests;

WHEREAS, the Law and the Act provide different eligibility factors, required findings, and tests for improved land versus open land, open area and open space (collectively, "Open Land");

WHEREAS, there is no definition of Open Land in the Law or the Act;

WHEREAS, the Shoreline Area includes eighteen (18) potential open land parcels, including eight (8) parcels that are unfinished gravel parking lots; seven (7) parcels (or parcel segments) along the Boise River Greenbelt that serve as park space; and three (3) parcels within the public right-of-way and that have minimal streetscape improvements;

WHEREAS, under the Act, a deteriorated area includes any area which is predominantly open and which, because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area or substantially impairs or arrests the sound growth of a municipality. *See*, Idaho Code § 50-2903(8)(c);

WHEREAS, Idaho Code §§ 50-2018(9), 50-2903(8) and 50-2008(d) list the additional conditions applicable to open land areas, including open land areas to be acquired by the Agency, and which are the same or similar to the conditions set forth above;

WHEREAS, the Agency authorized SB Friedman Development Advisors to commence an eligibility study and preparation of an addendum to the Report addressing the eligibility of the potential open land parcels in the Shoreline Area;

WHEREAS, the Agency obtained the Memorandum Report Regarding Addendum to Shoreline Urban Renewal Area Eligibility Study—Shoreline URA Eligibility Assessment of Potential Open Land Parcels, dated December 7, 2017, which examined the eligibility of certain potential open land parcels in the Shoreline Area, under a different standard, for the purpose of determining whether the potential open land parcels constitute a deteriorating area, a deteriorated area, or both a deteriorating area and a deteriorated area, as those terms are defined by Idaho Code §§ 50-2018(9) and 50-2903(8) under all potentially applicable standards (the "Memorandum Report");

WHEREAS, the Memorandum Report was submitted to the Agency;

WHEREAS, pursuant to Idaho Code §§ 50-2018(9) and 50-2903(8), in which the terms "deteriorating area" and "deteriorated area" are defined, and pursuant to Idaho Code § 50-2008(d) which sets forth the eligibility requirements for Agency acquisition of open land parcels, the conditions necessary to be present in such potential open land parcels are found in the Shoreline Area;

WHEREAS, such additional conditions regarding open land areas are present and are found in the Shoreline Area;

WHEREAS, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare in its present condition or use;

WHEREAS, under the Law and Act, Idaho Code §§ 50-2018(9) and 50-2903(8)(f), the definition of a deteriorated area or a deteriorating area shall not apply to any agricultural operation as defined in Idaho Code § 22-4502(1) absent the consent of the owner of the

agricultural operation except for an agricultural operation that has not been used for three (3) consecutive years;

WHEREAS, the Shoreline Area does not include parcels subject to such consent;

WHEREAS, the Agency, on December 11, 2017, adopted Resolution No. 1517 accepting the December 7, 2017, Memorandum Report, authorizing the Chair, Vice-Chair, or Executive Director of the Agency to transmit the December 7, 2017, Memorandum Report to the City Council, requesting its consideration for attachment of the December 7, 2017, Memorandum Report as an addendum to the October 5, 2017, Report and for inclusion in the designation of an urban renewal area, and requesting that the City Council direct the Agency to prepare an urban renewal plan for the Shoreline Area, which plan may include revenue allocation provisions, as allowed by the Act;

WHEREAS, the City Council, by Resolution No. 666-17, dated December 19, 2017, declared the Shoreline Area described in the Memorandum Report to be a deteriorated area or a deteriorating area as defined by Chapters 20 and 29 of Title 50, Idaho Code, as amended, that such area is appropriate for an urban renewal project and directed the Agency to commence preparation of an urban renewal plan for the area designated in the Report and the Memorandum Report;

WHEREAS, the Agency has embarked on an urban renewal project referred to as the Urban Renewal Plan for the Shoreline District Urban Renewal Project ("Shoreline District Plan") to redevelop a portion of the City, pursuant to the Law and the Act, as amended;

WHEREAS, the Shoreline District Plan proposes to create an urban renewal area commonly known as the Shoreline District Project Area, which area is shown on the Project Area and Revenue Allocation Boundary Map and generally described in the Description of the Project Area and Revenue Allocation Area, which are attached to the Shoreline District Plan as Attachments 1 and 2 respectively. The Shoreline District Project Area includes the areas deannexed from the River Myrtle-Old Boise Plan, as amended by the First Amendment to the River Myrtle-Old Boise Plan and the 30th Street Plan, as amended by the First Amendment to the 30th Street Plan;

WHEREAS, in order to implement the provisions of the Act and the Law either the Agency may prepare a plan, or any person, public or private, may submit such plan to the Agency;

WHEREAS, the Agency has prepared the proposed Shoreline District Plan for the area previously designated as eligible for urban renewal planning;

WHEREAS, the Act authorizes the Agency to adopt revenue allocation financing provisions as part of an urban renewal plan;

WHEREAS, the Shoreline District Plan also contains provisions of revenue allocation financing as allowed by the Act;

WHEREAS, in order to implement the provisions of the Act, the Agency shall prepare and adopt the Shoreline District Plan and submit the Shoreline District Plan and recommendation for approval thereof to the City;

WHEREAS, as required by the Act, the Agency has reviewed the information within the Shoreline District Plan concerning the use of revenue allocation funds and approved such information and considered the Shoreline District Plan at its meeting on October 8, 2018;

WHEREAS, the Shoreline District Plan will be tendered to the Planning and Zoning Commission and to the City for their consideration and review as required by the Law and the Act;

WHEREAS, under the Act, the Shoreline District Plan shall include with specificity the following: (1) a statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality; (2) a statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area; (3) an economic feasibility study; (4) a detailed list of estimated project costs; (5) a fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; and (6) a description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred; (7) a termination date for the plan and the revenue allocation area as provided for in Idaho Code § 50-2903(20); and (8) a description of the disposition or retention of any assets of the agency upon the termination date;

WHEREAS, it is necessary and in the best interests of the citizens of the City to recommend approval of the Shoreline District Plan and to adopt, as part of the Shoreline District Plan, revenue allocation financing provisions that will help finance urban renewal projects to be completed in accordance with the Shoreline District Plan in order to (1) encourage private development in the urban renewal area; (2) to prevent and arrest decay of the Shoreline District Project Area due to the inability of existing financing methods to provide needed public improvements; (3) to encourage taxing districts to cooperate in the allocation of future tax revenues arising in the Shoreline District Project Area in order to facilitate the long-term growth of their common tax base; (4) to encourage the long-term growth of their common tax base; (5) to encourage private investment within the city and (6) to further the public purposes of the Agency;

WHEREAS, the Agency Board finds that the equalized assessed valuation of the taxable property in the revenue allocation area described in Attachments 1 and 2 of the Shoreline District Plan is likely to increase as a result of initiation of urban renewal projects in accordance with the Shoreline District Plan;

WHEREAS, under the Law and Act, any such plan should provide for (1) a feasible method for the location of families who will be displaced from the urban renewal area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families; (2) the urban renewal plan should conform to the general plan of the municipality

as a whole; (3) the urban renewal plan should give due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of the children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan should afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise;

WHEREAS, if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality, or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in this act, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area;

WHEREAS, the base assessment roll of the Shoreline District Project Area, together with the base assessment roll values of the Existing Project Areas and the proposed Gateway Project Area, cannot exceed ten percent (10%) of the current assessed values of all the taxable property in the City;

WHEREAS, Agency staff and consultants recommend the Agency Board accept the Shoreline District Plan and forward it to the City Council;

WHEREAS, the Agency Board finds it in the best interests of the Agency and the public to formally adopt the Shoreline District Plan, as set forth in Exhibit 1 attached hereto, and to forward it to the Mayor and City Council, and recommend its adoption, subject to certain conditions.

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. It is hereby found and determined that the Project Area as defined in the

Shoreline District Plan is a deteriorated area or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law.

- Section 3. That the Agency specifically adopts the Shoreline District Plan along with any changes discussed at the October 8, 2018, Agency Board meeting, including but not limited to confirmation of levy rates, impacted taxing districts, updated list of projects, updated map or legal description and any modifications to the financial analysis previously prepared by Agency Consultant, SB Friedman Development Advisors.
- Section 4. That the Agency recommends that the Shoreline District Plan, a copy of which is attached hereto as Exhibit 1, and incorporated herein by reference, be adopted by the City, including those sections, modifications, or text discussed at the October 8, 2018, Agency Board meeting.
- Section 5. That this Resolution constitutes the necessary action of the Agency under the Act, Idaho Code § 50-2905, recommending approval by the City and that the Shoreline District Plan includes with specificity the following: (1) a statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality; (2) a statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area; (3) an economic feasibility study; (4) a detailed list of estimated project costs; (5) a fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; and (6) a description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred; (7) a termination date for the plan and the revenue allocation area as provided for in Idaho Code § 50-2903(20); and (8) a description of the disposition or retention of any assets of the agency upon the termination date.

<u>Section 7</u>. It is hereby found and determined that:

- (a) The Shoreline District Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the commercial components of the Shoreline District Plan and the need for public improvements), and shows consideration for the health, safety, and welfare of any residents or businesses in the general vicinity of the urban renewal area covered by the Shoreline District Plan.
- (b) The Shoreline District Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development and redevelopment of the Project Area by private enterprises.
- (c) The Shoreline District Plan provides a feasible method for relocation of any displaced families residing within the Shoreline District Urban Renewal Project Area.

- (d) The Shoreline District Project Area contains potential open land areas, that the Agency may acquire any open land, that the Shoreline District Project Area is planned to be redeveloped in a manner that will include both residential and non-residential uses and that the "open land" criteria set forth in the Law and Act have been met.
- (e) The portion of the Shoreline District Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City.
- (f) The portion of the Shoreline District Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan to overcome economic disuse, the need for improved traffic patterns and the need for the correlation of this area with other areas of the City.
- (g) The base assessment roll of the Shoreline District Project Area, together with the base assessment roll values of the Existing Project Areas and the proposed Gateway Project Area, do not exceed ten percent (10%) of the current assessed values of all the taxable property in the City.
- (h) The Shoreline District Plan includes a revenue allocation provision and the Agency has determined that the equalized assessed valuation of the revenue allocation area will likely increase as the result of the initiation of an urban renewal project.

<u>Section 8.</u> That this Resolution constitutes the necessary action of the Agency under the Law, Section 50-2008, Idaho Code and the Act.

Section 9. The Chair, Vice-Chair, or Executive Director and the Secretary of the Agency are hereby authorized and directed to take all steps necessary and convenient to submit the proposed Shoreline District Plan for approval by the City Council, including but not limited to the preparation of the notice of public hearing on adoption of the revenue allocation financing provisions by the City and submittal of the Shoreline District Plan to the various taxing entities as required by Idaho Code § 50-2906.

Section 10. 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 October 8, 2018. Signed by the Chair of the Board of Commissioners and attested by the Secretary to the Board of Commissioners, on October 8, 2018.

	APPROVED:
ATTEST:	By
By Ryan Woodings, Vice Chair	

4824-0209-0613, v. 3

URBAN RENEWAL PLAN FOR THE SHORELINE DISTRICT URBAN RENEWAL PROJECT AREA

URBAN RENEWAL AGENCY OF BOISE CITY

(also known as Capital City Development Corporation)

BOISE, IDAHO

Ordinance I	No
Adopted	
Effective	

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Attachments

Attachment 1	Boundary Map of Shoreline District Urban Renewal Project Area and Revenue Allocation Area
Attachment 2	Legal Description of Shoreline District Urban Renewal Project Area and Revenue Allocation Area
Attachment 3	Properties Which May be Acquired by the Agency
Attachment 4	Map Depicting Expected Land Uses and Current Zoning Map of the Project Area
Attachment 5	Economic Feasibility Study
Attachment 6	Inter-Agency Initiatives List

100 INTRODUCTION

This is the Urban Renewal Plan (the "Plan") for the Shoreline District Urban Renewal Project (the "Project") in the city of Boise (the "City"), county of Ada, state of Idaho. Attachments 1 through 6 attached hereto (collectively, the "Plan Attachments") are incorporated herein and shall be considered a part of this Plan.

The term "Project" is used herein to describe the overall activities defined in this Plan and conforms to the statutory definition of an urban renewal project. Reference is specifically made to Idaho Code §§ 50-2018(10) and 50-2903(13) for the various activities contemplated by the term "Project." Such activities include both private and public development of property within the urban renewal area. The term "Project" is not meant to refer to a specific activity or development scheme. The Shoreline District Project Area is also referred to as the "Project Area."

This Plan was prepared by the Board of Commissioners (the "Agency Board") of the Urban Renewal Agency of Boise City, also known as Capital City Development Corporation (the "Agency"), its consultants and staff and reviewed and recommended by the Agency pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the "Law"), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the "Act"), and all applicable local laws and ordinances.

Idaho Code § 50-2905 identifies what information the Plan must include with specificity as follows:

- (1) A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality;
- (2) A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area;
- (3) An economic feasibility study;
- (4) A detailed list of estimated project costs;
- (5) A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area;
- (6) A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
- (7) A termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan

- shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and
- (8) A description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets.

This Plan includes the above information with specificity.

The proposed redevelopment of the Project Area as described in this Plan conforms to Blueprint Boise, the Comprehensive Plan of Boise City (the "Comprehensive Plan"), as may be amended from time to time, and adopted by the Boise City Council (the "City Council") on November 29, 2011 (Ordinance No. 4298). Subject to the land use and zoning authority of the City, the Agency intends to rely heavily on any applicable design standards set forth in the Shoreline District Urban Framework Plan (the "Urban Framework") prepared by CTA Architects Engineers and dated October 8, 2018. The Urban Framework sets forth key design guidelines and principals, preferred infill development concepts, mobility concepts, open space concepts, and public utility/infrastructure framework concepts to guide redevelopment and development in the Project Area. The Urban Framework is not intended to be a regulatory document and does not supplant existing City master plans and policies. In implementation of this Plan and the improvements set forth on the public improvement project list or projects realized through the Agency's Participation Program and/or Capital Improvement Plan, the Agency will consider the design guidelines and principals as described in the Urban Framework. A modification to the Urban Framework is not a modification to this Plan.

The Agency will rely on the Inter-Agency Initiatives List, as described in the Urban Framework and as attached hereto as Attachment 6, to work collaboratively with other public entities to revise, amend, update or create policies to enable particular guidelines and principals to be successfully realized.

This Plan is subject to the Plan modification limitations and reporting requirements set forth in Idaho Code § 50-2903A. Subject to limited exceptions as set forth in Idaho Code § 50-2903A, if this Plan is modified by City Council ordinance, then the base value for the year immediately following the year in which modification occurs shall be reset to the then current year's equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency's revenue stream. Should the Agency have any outstanding financial obligations, the City shall not adopt an ordinance modifying this Plan unless written consent has been obtained by any creditors, including but not limited to lending institutions and developers who have entered into reimbursement agreements with the Agency.

A modification shall not be deemed to occur when "[t]here is a plan amendment to make technical or ministerial changes to a plan that does not involve an increase in the use of revenues allocated to the agency." Idaho Code § 50-2903A(1)(a)(i). Annual adjustments as more specifically set forth in the Agency's annual budget will be required to account for more/less estimated revenue and prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not modifications under Idaho Code § 50-2903A.

This Plan provides the Agency with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the redevelopment, rehabilitation, and revitalization of the area within the boundaries of the Project Area. The Agency retains all powers allowed by the Law and Act. This Plan presents a process and a basic framework within which plan implementation, including contracts, agreements and ancillary documents will be presented and by which tools are provided to the Agency to fashion, develop, and proceed with plan implementation. The Plan has balanced the need for flexibility over the twenty (20)-year timeframe of the Plan to implement the improvements identified in Attachment 5, with the need for specificity as required by Idaho Code § 50-2905. The Plan narrative addresses the required elements of a plan set forth in Idaho Code § 50-2905(1), (7) and (8). Attachment 5, together with the Plan narrative, meets the specificity requirement for the required plan elements set forth in Idaho Code § 50-2905(2)-(6), recognizing that actual Agency expenditures are prioritized each fiscal year during the required annual budgeting process.

101 General Procedures of the Agency

The Agency is a public body, corporate and politic, as defined and described under the Law and the Act. The Agency is also governed by its bylaws as authorized by the Law and adopted by the Agency. Under the Law, the Agency is governed by the Idaho open meeting law, the Public Records Act and the Ethics in Government Act of 2015, Chapters 1, 2 and 4 of Title 74, Idaho Code; reporting requirements pursuant to Idaho Code §§ 67-450B, 67-450E, 50-2903A and 50-2913; and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code, as well as other procurement or other public improvement delivery methods.

Subject to limited exceptions, the Agency shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision.

The Agency may adopt separate policy statements, including but not limited to the Urban Framework. Any modification to any policy statement is a technical or ministerial adjustment and is not a modification to this Plan under Idaho Code § 50-2903A.

102 Procedures Necessary to Meet State and Local Requirements: Conformance with the Idaho Urban Renewal Law of 1965, as Amended

Idaho law requires that an urban renewal plan be prepared for an area deemed eligible as an urban renewal area by the City Council. The Project Area was reviewed and determined to be

eligible by Agency Resolution No. 1511 on October 9, 2017. The Project Area was deemed eligible by the City Council by adoption of Resolution No. RES-541-17 on October 17, 2017.

Subsequent to the City Council adoption of Resolution No. RES-541-17, the Project Area was further evaluated and reviewed for eligibility utilizing factors applied to open land, open area and open space. The Project Area was reviewed and determined to be eligible by Agency Resolution No. 1517 on December 11, 2017. The Project Area was further deemed eligible by the City Council adoption of Resolution No. RES-666-17 on December 19, 2017.

With the adoption of City Council Resolution No. RES-541-17 and Resolution No. RES-666-17, the City Council found the Project Area to be a deteriorated area and/or a deteriorating area existing in the City as defined by the Law and Act, and authorized the preparation of an urban renewal plan.

The Plan was prepared and submitted to the Agency for its review and approval. The Agency approved the Plan by the adoption of Agency Resolution No. 1575 on October 8, 2018, and submitted the Plan to the City Council with its recommendation for adoption.

In accordance with the Law, this Plan was submitted to the Planning and Zoning Commission of the City. After consideration of the Plan, the Commission, by resolution, reported to the City Council that this Plan is in conformity with the City's Comprehensive Plan.

Pursuant to the Law and Act, the City Council having published due notice thereof,	a
public hearing was held on this Plan. Notice of the hearing was published in the <i>Idaho</i>	
Statesman, a newspaper having general circulation in the City. The City Council adopted the	nis
Plan on [], 2018, by Ordinance No. [].	

103 History and Current Conditions of the Area

This Project Area is generally bounded by I-184 and River Street to the north and west and Capital Boulevard to the east. The southern boundary of the Project Area extends along the south side of the Boise River Greenbelt and into portions of the Lusk District south to W. Ann Morrison Drive.

The Project Area is 194 acres and includes 128 parcels. Largely due to the Boise River, much of the acreage within the Project Area is surface waterway, streets and other public rights-of-way. Just over 1 mile of the Boise River is within the Project Area. Overall, nearly 22% of the developable land (non-open space or park) in the Project Area is vacant surface land. Much of the Project Area is composed of typical suburban development design and standards.

Several distinct neighborhoods are within the Project Area including the Lusk Street Neighborhood and the River Street Neighborhood. Neighborhood planning is a collaboration between the City and neighborhood associations to guide development of specifically defined neighborhoods. To date, extensive neighborhood planning and outreach has occurred in these

areas. The River Street Master Plan overlays much of the Project Area on the north side of the Boise River and was approved by the City Council on December 5, 2017.

The Lusk Street Area Master Plan includes the area east of Ann Morrison Park, south of the Boise River, west of Capitol Boulevard, and north of the Boise Depot. One of its primary goals is to support Lusk Street as a pedestrian and bicycle oriented mixed-use storefront area that will continue to provide a unique mix of services. The Lusk Street Area Master Plan identifies high priority actions such as working with the Agency to examine the possibility of a new urban renewal district and to explore partnerships and funding opportunities for locating a new parking garage/options in the area. The Lusk Street Area Master Plan was finalized and adopted by the City Council on December 10, 2013, after a series of committee and public stakeholder meetings and public works sessions.

In comparison to the growth in the Downtown Planning Area, the growth in the Project Area has lagged significantly and represents a current economic liability. Overall, there has been limited new construction permit activity in the Project Area and overall development activity has been minimal. The existing built environment, including block size and mobility, is inconsistent with the City's developed goals and strategies for the Project Area across the various master plans and policies. Review of the bike lanes and sidewalks in the Project Area indicates an incomplete network and lack of connectivity and accessibility. The large lot size and streets create significant development barriers within the Project Area. Reported crime within the Project Area has increased over the last five years, including increases to theft, assault and narcotics violations. Finally, the Project Area includes a significant percentage of land and buildings within the 100-year floodplain, which demonstrates the existence of conditions that endanger property.

The Plan proposes improvements to public infrastructure and other publicly owned assets throughout the Project Area, creating the framework for the development of mixed-use, retail, residential (including affordable housing), commercial areas, cultural centers, food halls, transit oriented development, including transit stops or stations, educational facilities, multi-purpose athletic and performance facilities, other public facilities and improvements, including but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, parking, community facilities, parks, pedestrian/bike paths and trails, and riverfront access and recreation.

The Project Area is underdeveloped and is not being used to its highest and best use due to a substantial number of deteriorating structures, a predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, existence of conditions which endanger life or property by fire and other causes. The foregoing conditions have arrested or impaired growth in the Project Area.

The preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve the public infrastructure problems in this area. Revenue allocation financing should help to improve the situation. In

effect, property taxes generated by new developments within the area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the new developments may also generate new jobs in the community that would, in turn, benefit area residents.

104 Purpose of Activities

Attachment 5 includes the public improvements list identifying with specificity the proposed public improvements and projects contemplated in the Project Area. The description of activities, public improvements, and the estimated costs of those items are intended to create an outside limit of the Agency's activity. Due to the inherent difficulty in projecting future levy rates, future taxable value, and the future costs of construction, the Agency reserves the right to:

- a. change funding amounts from one Project to another
- b. to re-prioritize the Projects described in this Plan and the Plan Attachments
- c. Retain flexibility in funding the various activities in order to best meet the Plan and the needs of the Project Area.
- d. Retain flexibility in determining whether to use the Agency's funds or funds generated by other sources.

The items and amounts are not intended to relate to any one particular development, developer, or owner. Rather, the Agency intends to discuss and negotiate with any owner or developer who seeks Agency assistance. During such negotiation, the Agency will determine, on an individual basis, the eligibility of the activities sought for Agency funding, the amount the Agency may fund by way of percentage or other criteria including the need for such assistance. The Agency will also take into account the amount of revenue allocation proceeds estimated to be generated from the developer's activities. The Agency also reserves the right to establish by way of policy, its funding percentage or participation, which would apply to all developers and owners and may prioritize certain projects or types of projects.

Throughout this Plan, there are references to Agency activities, Agency funding, and the acquisition, development, and contribution of public improvements. Such references do not necessarily constitute a full, final, and formal commitment by the Agency but, rather, grant to the Agency the discretion to participate as stated subject to achieving the objectives of this Plan and provided such activity is deemed eligible under the Law and the Act. The activities listed in Attachment 5 will be determined or prioritized as the overall Project Area develops and through the annual budget setting process.

The activities listed in Attachment 5 are also prioritized by way of importance and feasibility to the Agency by the amounts funded, and by quarter of funding. The projected timing of funding is primarily a function of the availability of market conditions and financial resources but is also strategic, considering the timing of private development partnership opportunities and the ability of certain strategic activities to stimulate development at a given points in time within the planned 20-year period of the urban renewal district and revenue allocation area.

The Study (Attachment 5) has described a list of prioritized public improvements and other related activities with an estimated cost in 2018 dollars of approximately \$33,842,000. This amount does not take into account inflationary factors which would increase that figure depending on when the Agency is able to develop, construct or initiate those activities. The Study has concluded the capacity of revenue allocation funds through the term of the Plan based on the assumed development projects and assessed value increases will likely generate \$54,612,000. The Study has further identified and described a list of unfunded partnerships and improvements in the total amount of \$32,672,500. The Agency reserves the discretion and flexibility to use revenue allocation proceeds in excess of the amounts predicted in the event higher increases in assessed values occur during the term of the Plan for the improvements and activities identified. Additionally, the Agency reserves the discretion and flexibility to use other sources of funds unrelated to revenue allocation to assist in the funding of the improvements and activities identified.

105 Open Land Criteria

This Plan contemplates Agency acquisition of property within the Project Area requiring the area meets the conditions set forth in Idaho Code § 50-2008(d). These conditions include defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, and faulty lot layout, all of which are included in one form or another in the definitions of deteriorated area or deteriorating area set forth in Idaho Code §§ 50-2018(8), (9) and 50-2903(8). The issues listed only in Idaho Code § 50-2008(d)(4)(2) (the open land section) include economic disuse, unsuitable topography, and "the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area."

Open land areas qualify for Agency acquisition and development for residential uses if the City Council determines there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City, that the need for housing will be increased as a result of the clearance of slums in other areas, that the conditions of blight in the area and the shortage of decent, safe and sanitary housing contributes to an increase in the spread of disease and crime and constitutes and menace to the public health, safety, morals, or welfare, and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City. Due to the City's expected growth, the need for housing is significant and integral to a successful mixed-use project area.

Open land areas qualify for Agency acquisition and development for primarily nonresidential uses if acquisition is necessary to facilitate the proper growth and development of the Project Area in accordance with City planning objectives if any of the deteriorating area conditions set forth in Idaho Code §§ 50-2018(8), (9) and 50-2903(8) apply. But such areas also qualify if any of the issues listed only in 50-2008(d)(4)(2) apply. The substantial number of deteriorating structures, a predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, existence of conditions which endanger life or

property by fire and other causes, economic disuse and unsuitable topography are all conditions which delay or impair development of the potentially open land areas and satisfy the open land conditions as more fully supported by the Addendum to Shoreline Urban Renewal Area Eligibility Study—Shoreline URA Eligibility Assessment of Potential Open Land Parcels, prepared by SB Friedman Development Advisors, dated December 7, 2017.

200 DESCRIPTION OF PROJECT AREA

The boundaries of the Project Area and the Revenue Allocation Area are shown on the Project Area and Revenue Allocation Boundary Map, attached hereto as Attachment 1 and incorporated herein by reference, and are described in the Legal Description of the Project Area and Revenue Allocation Area, attached hereto as Attachment 2 and incorporated herein by reference. For purposes of boundary descriptions and the use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way or other natural boundary unless otherwise stated.

300 PROPOSED REDEVELOPMENT ACTIONS

301 General

The Agency proposes to eliminate and prevent the spread of deteriorating conditions and deterioration in the Project Area by employing a strategy to improve and develop public and private lands, and to grow the economy in the Project Area. Implementation of the strategy includes, but is not limited to the following actions:

- a. The acquisition of real property for public right-of-way and streetscape improvements, utility undergrounding, extension, upgrades, public parks and trails, public facilities, riverfront access and recreation, and to encourage and enhance housing affordability and housing diversity, enhance transportation and mobility options, decrease underutilized parcels and surface parking lots, create development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers and for qualified developments;
- b. The demolition or removal of certain buildings and/or improvements for public right-of-way and streetscape improvements, utility undergrounding, extension, upgrades, public parks and trails, public facilities, riverfront access and recreation, and to encourage and enhance housing affordability and housing diversity, enhance transportation and mobility options, decrease underutilized parcels and surface parking lots, to eliminate unhealthful, unsanitary, or unsafe conditions, enhance density, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;
- c. The participation by property owners in projects within the Project Area to achieve the objectives of this Plan;

- d. The management of any property acquired by and under the ownership and control of the Agency;
- e. The provision for relocation assistance to displaced Project Area occupants as a result of any Agency activity, as may be required by law;
- f. The installation, construction, or reconstruction of streets and utilities, including, removal, burying, or relocation of overhead utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; addition of geothermal infrastructure, addition of fiber optic lines or other communication systems; and improvement of storm water drainage facilities, parking facilities, and other public improvements, including but not limited to, water and sewer improvements, waterway improvements, floodway and flood zone mitigation, fire protection systems, roadways, curbs, gutters, and streetscapes, which for purposes of this Plan, the term streetscapes includes sidewalks, lighting, landscaping, benches, bike racks, public art and similar amenities between the curb and right-of-way line; and other public improvements, including public or other community facilities or buildings owned or occupied by the Agency or other public agencies, including the City's walkways, public open spaces, community centers, cultural centers and visitors or information centers that may be deemed appropriate by the Board;
- g. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code § 50-2011, and any disposition policies adopted by the Agency;
- h. The rehabilitation and adaptive reuse and repurposing of existing structures and improvements;
- i. The preparation and assembly of adequate sites for the development and construction of facilities for mixed-use, residential (including affordable housing when and if it is determined to be a public benefit), commercial, retail areas, cultural centers, transit facilities, medical facilities, educational facilities and multi-purpose athletic and performance facilities;
- j. To the extent allowed by law, lend or invest federal or state funds to facilitate redevelopment;
- k. The environmental assessment and remediation of: Boise River corridor and riverbank, brownfield sites, or sites where environmental conditions detrimental to redevelopment exist;

- 1. The construction of storm water management infrastructure to support compliance with federal and local regulations for storm water discharge and to support private development;
- m. The mitigation of floodplain or floodway risks to support compliance with federal and local regulations as allowed by the law.
- n. In collaboration with property owners and other stakeholders, working with the City to amend zoning regulations (if necessary) and standards and guidelines for the design of streetscape, festival streets, plazas, pedestrian corridors, parks, bridges, open space and other like public spaces applicable to the Project Area as needed to support implementation of this Plan;
- o. Agency construction, participation in the construction and/or management of parking facilities that support a desired level and form of development to enhance the vitality of the Project Area;
- p. The enhancement, construction, and possible realignment of streets, pathways, sidewalks, and related streetscape amenities to increase mobility of all types;
- q. The construction and financial support of infrastructure necessary for the provision of improved transit and mobility systems, including alternative forms of transportation;
- r. The construction of cultural facilities and the enhancement and construction of parks, open spaces, and public recreational facilities;
- s. Participation in the enhancement and construction of school facilities;
- t. The provision of financial and other assistance to support preservation of historic building;
- The provision of financial and other assistance to support "affordable housing" and "workforce housing" projects as those terms are defined by Agency policy or City policy;
- v. The provision of financial and other assistance to encourage and attract business enterprise including but not limited to start-ups and microbusiness, unique cultural businesses, mid-sized companies, and large-scale corporations;
- w. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high

standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and as permitted by the Law and the Act.

302 Urban Renewal Plan Objectives

Urban renewal activity is necessary in the Project Area to combat problems of physical deterioration or deteriorating conditions. As set forth in greater detail in Section 103, the Project Area has a history of stagnant growth and development compared to the greater downtown area based on deteriorated or deteriorating conditions that have arrested or impaired growth in the Project Area primarily attributed to: underdeveloped properties; inadequate pedestrian and bicycle connectivity and mobility; deterioration of site and structures; large lot size; faulty street layout; lack of development investment in the Project Area; and increasing crime. The Plan for the Project Area is a proposal to work in partnership with public and private entities to improve, develop, and grow the economy within the Project Area by the implementation of a strategy and program set forth in Section 301.

The provisions of this Plan are applicable to all public and private property in the Project Area. The provisions of the Plan shall be interpreted and applied as objectives and goals, recognizing the need for flexibility in interpretation and implementation, while at the same time not in any way abdicating the rights and privileges of the property owners which are vested in the present and future zoning classifications of the properties. All development under an owner participation agreement shall conform to those standards specified in Section 303 of this Plan.

It is recognized that the Ada County Highway District has exclusive jurisdiction over all public street rights-of-way within the Project Area, except for state highways. Nothing in this Plan shall be construed to alter the powers of the Ada County Highway District pursuant to Title 40, Idaho Code.

This Plan must be practical in order to succeed. Particular attention has been paid to how it can be implemented, given the changing nature of market conditions. Transforming the Project Area into a vital, thriving part of the community requires an assertive strategy. The following represents the key elements of that effort:

- a. Initiate simultaneous projects designed to revitalize the Project Area. From street and utility improvements to significant new public or private development, the Agency plays a key role in creating the necessary momentum to get and keep things going.
- b. Develop new mixed-use residential, commercial, and retail areas including opportunities for community, cultural, educational, medical and multi-purpose

athletic and performance facilities, as well as encourage other economic development opportunities.

- c. Secure and improve certain public open space in critical areas.
- d. Initiate projects designed to encourage affordable and workforce housing options and increased transportation and mobility options.

Without direct public intervention, the Project Area has and could conceivably remain unchanged and in a deteriorated and/or deteriorating condition for the next twenty (20) years. The Plan creates the necessary flexible framework for the Project Area to support the City's economic development while complying with the "specificity" requirement set forth in Idaho Code § 50-2905.

Land use in the Project Area will be modified to the extent that the existing brownfields, and underutilized, underdeveloped, deteriorated, deteriorating and vacant land will be converted to mixed-use, retail, residential (including affordable housing), commercial areas, cultural centers, food halls, transit oriented development, including transit stops or stations, educational facilities, multi-purpose athletic and performance facilities, other public facilities and improvements, including but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, parking, community facilities, parks, pedestrian/bike paths and trails, and riverfront access and recreation. The Urban Framework developed for the Project Area will guide the implementation of this Plan and the aspirational design components of improvements within the Project Area subject to the existing City codes and ordinances. The Agency shall give due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for the health, safety, and welfare of residents in the general vicinity of the Project Area covered by the Plan. Additional considerations include overall neighborhood improvement, Boise River watershed management, special consideration for affordable and workforce housing options, the creative class, and transportation and mobility options.

Participation Opportunities and Participation Agreements

The Agency may enter into various development participation agreements with any existing or future owner of property, in the event the property owner seeks and/or receives assistance from the Agency in the redevelopment of the property. The term "participation agreement" is intended to include all participation agreements with a property owner, including reimbursement agreements, grant agreements or owner participation agreements. The Agency administers a formal participation program setting forth a transparent policy for Agency participation in redevelopment projects (the "Participation Program"). The Participation Program, as will be amended from time to time, aligns Agency resources with implementation of the Plan to improve, develop and grow the economy in the Project Area, resulting in a participation agreement with the property owners. Collectively, these various participation agreements are referred to as the "Development Agreements."

Generally, these Development Agreements shall meet the conditions described below:

- Any such property within the Project Area shall be required to conform to applicable provisions, requirements, and regulations of this Plan. The Development Agreements may require as a condition of financial participation by the Agency a commitment by the property owner to meet the greater objectives of the land use elements identified in the Comprehensive Plan and applicable zoning ordinances and other requirements deemed appropriate and necessary by the Agency, including those set forth in the Urban Framework. Upon completion of any rehabilitation each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition that will continue throughout an estimated useful life for a minimum of twenty (20) years.
- All such buildings or portions of buildings which are to remain within the Project Area shall be rehabilitated or constructed in conformity with all applicable codes and ordinances of the City.
- Any new construction shall also conform to all applicable provisions, requirements, and regulations of this Plan, as well as, to all applicable codes and ordinances of the City.

All Development Agreements will address development timing, justification and eligibility of project costs, and achievement of the objectives of the Plan. The Agency shall retain its discretion in the funding level of its participation. Obligations under Development Agreements shall terminate no later than the termination date of this Plan—December 31, 2038. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any Development Agreement.

In all Development Agreements, participants who retain real property shall be required to join in the recordation of such documents as may be necessary to make the provisions of this Plan applicable to their properties. Whether or not a participant enters into a Development Agreement with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant under a Development Agreement fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and a Development Agreement, the real property or any interest therein may be acquired by the Agency in accordance with Section 305.1 of this Plan and sold or leased for rehabilitation or development in accordance with this Plan.

Development Agreements may be used to implement the following objectives:

• Encouraging property owners to revitalize and/or remediate deteriorated or deteriorating areas of their parcels to accelerate development in the Project Area.

- Subject to the limitations of the Law and the Act, providing incentives to property owners to encourage utilization and expansion of existing permitted uses during the transition period to prevent a decline in the employment base and a proliferation of vacant and deteriorated parcels in the Project Area during the extended redevelopment of the Project Area.
- To accommodate improvements and expansions allowed by City regulations and generally consistent with the Urban Framework for the Project Area.
- Subject to the limitations of the Law and Act, providing incentives to improve nonconforming properties so they implement the design guidelines contained in this Plan to the extent possible and to encourage an orderly transition from nonconforming to conforming uses through the term of the Plan.
- Provide for advance funding by the developer/owner participant of those certain public improvements related to or needed for the private development. Though no specific advance funding by a developer/owner participant is shown in the cash analysis attachments, this Plan specifically allows for such an advance.

304 Cooperation with Public Bodies

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. All plans for development of property in the Project Area by a public body shall be subject to Agency approval, in the event the Agency is providing any financial assistance.

Subject to applicable authority, the Agency may impose on all public bodies the planning and design controls contained in this Plan to ensure that present uses and any future development by public bodies will conform to the requirements of this Plan; provided, however, the Ada County Highway District has exclusive jurisdiction over Ada County Highway District streets. The Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements of the Project Area as allowed by the Law and Act.

The Agency intends to cooperate to the extent allowable with the City and ACHD, as the case may be, for the construction of residential (including affordable housing), cultural centers, food halls, transit oriented development, including transit stops or stations, educational facilities,

multi-purpose athletic and performance facilities, other public facilities and improvements, including but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, parking, community facilities, parks, pedestrian/bike paths and trails, and riverfront access and recreation. The Agency shall also cooperate with the City on various relocation, screening, or underground projects and the providing of fiber optic capability. To the extent any public entity, including the City, has funded certain improvements such as water and sewer facilities or storm drainage improvements, the Agency may reimburse those entities for those expenses. The Agency also intends to cooperate and seek available assistance from state, federal and other sources for economic development.

In the event the Agency is participating in the public development by way of financial incentive or otherwise, the public body shall enter into an agreement with the Agency and then shall be bound by the Plan and other land use elements and shall take into consideration those standards specified in Section 303 of this Plan.

This Plan does not financially bind or obligate the Agency to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any Development Agreement and in the annual budget adopted by the Agency Board.

305 Property Acquisition

305.1 Real Property

Only as specifically authorized herein, the Agency may acquire, through the voluntary measures described below, but is not required to acquire, any real property located in the Project Area where it is determined that the property is needed for construction of public improvements, required to eliminate or mitigate the deteriorated or deteriorating conditions, to facilitate economic development, including acquisition of real property intended for disposition to qualified developers through a competitive process, and as otherwise allowed by law. The acquisition shall be by any means authorized by law, including, but not limited to, the Law, the Act, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, but shall not include the right to invoke eminent domain authority except as authorized herein. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee, including structures and fixtures upon the real property, without acquiring the land upon which those structures and fixtures are located.

The Agency intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of the public improvements identified in this Plan. Acquisition of property may be for the assembly of properties for redevelopment to achieve Plan goals including public benefits such as affordable housing and public transit. Such properties may include properties owned by private parties or public entities. This Plan anticipates the Agency's use of its resources for property acquisition.

In the event the Agency identifies certain property which should be acquired to develop certain public improvements intended to be constructed under the provisions of this Plan, the Agency shall coordinate such property acquisition with any other public entity (e.g., without limitation, the City, the state of Idaho, or any of its authorized agencies, and/or Boise State University), including the assistance of the Agency of funds to acquire said property either through a voluntary acquisition or the invocation of eminent domain authority as limited by Idaho Code § 7-701A.

The Agency is authorized by this Plan and Idaho Code §§ 50-2010 and 50-2018(12) to acquire the properties identified in Attachment 3 hereto for the purposes set forth in this Plan. The Agency has identified its intent to acquire and/or participate in the development of certain public improvements, including, but not limited to cultural centers, food halls, transit oriented development, including transit stops or stations, educational facilities, multi-purpose athletic and performance facilities, other public facilities and improvements, including but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, parking, community facilities, parks, pedestrian/bike paths and trails, and riverfront access and recreation points. Further, the Agency intends to acquire real property to facilitate commercial development by assembling and disposing of developable parcels. The Agency's property acquisition will result in remediating deteriorating conditions in the Project Area by facilitating the development of mixed-use, residential (including affordable housing), commercial, and retail areas. The public improvements are intended to be dedicated to the City upon completion. The Agency reserves the right to determine which properties identified, if any, should be acquired. The open land areas qualify for Agency acquisition as further set forth in Section 105 of this Plan.

It is in the public interest and is necessary, in order to eliminate the conditions requiring redevelopment and in order to execute this Plan, for the power of eminent domain to be employed by the Agency to acquire real property in the Project Area for the public improvements identified in this Plan, which cannot be acquired by gift, devise, exchange, purchase, or any other lawful method.

305.2 Personal Property

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain for the purpose of developing the public improvements described in section 305.1.

306 Property Management

During the time real property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

307 Relocation of Persons (Including Individuals and Families), Business Concerns, and Others Displaced by the Project

If the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

The Agency reserves the right to extend benefits for relocation to those not otherwise entitled to relocation benefits as a matter of state law under the Act or the Law. The Agency may determine to use as a reference the relocation benefits and guidelines promulgated by the federal government, the state government, or local government, including the State Department of Transportation and the Ada County Highway District. The intent of this section is to allow the Agency sufficient flexibility to award relocation benefits on some rational basis, or by payment of some lump-sum per case basis. The Agency may also consider the analysis of replacement value for the compensation awarded to either owner occupants or businesses displaced by the Agency to achieve the objectives of this Plan. The Agency may adopt relocation guidelines which would define the extent of relocation assistance in non-federally-assisted projects and which relocation assistance to the greatest extent feasible would be uniform. The Agency shall also coordinate with the various local, state, or federal agencies concerning relation assistance as may be warranted.

In the event the Agency's activities result in displacement of families, the Agency shall comply with, at a minimum, the standards set forth in the Law. The Agency shall also comply with all applicable state laws concerning relocation benefits and shall also coordinate with the various local, state, or federal agencies concerning relocation assistance.

308 Demolition, Clearance and Site Preparation

The Agency is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

Further, the Agency is authorized (but not required) to prepare, or cause to be prepared, as building sites any real property in the Project Area owned by the Agency including site preparation and/or environmental remediation.

309 Property Disposition and Development

309.1. Disposition by the Agency

For the purposes of this Plan, the Agency is authorized to sell, lease, lease/purchase, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho law, including Idaho Code § 50-2011 and pursuant to any disposition policies adopted by the

Agency. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding.

Real property acquired by the Agency may be conveyed by the Agency and, where beneficial to the Project Area, without charge to any public body as allowed by law. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

Air rights and subterranean rights may be disposed of for any permitted use within the Project Area boundaries.

309.2 Disposition and Development Agreements

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of deteriorating conditions, all real property sold, leased, or conveyed by the Agency is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as may be necessary to prevent transfer, retention, or use of property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, lease/purchases, deeds, contracts, agreements, and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the Recorder of Ada County, Idaho.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, age, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, disability/handicap, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a Development Agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as required by law.

As required by law or as determined in the Agency's discretion to be in the best interest of the Agency and the public, the following requirements and obligations shall be included in the disposition and development agreement.

That the developers, their successors, and assigns agree:

a. That a detailed scope and schedule for the proposed development shall be submitted to and agreed upon by the Agency.

- b. That the purchase or lease of the land and/or subterranean rights and/or air rights is for the purpose of redevelopment and not for speculation.
- c. That the site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Plan.
- d. All new construction shall have a minimum estimated life of no less than twenty (20) years.
- e. That rehabilitation of any existing structure must assure that the structure is safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life for a minimum of twenty (20) years.
- f. That the Agency receives adequate assurance acceptable to the Agency to ensure performance under the contract for sale.
- g. All such buildings or portions of the buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City.
- h. All disposition and development documents shall be governed by the provisions of Section 408 of this Plan.
- i. All other requirements and obligations as set forth in the existing Participation Policy.

The Agency also reserves the right to determine the extent of its participation based upon the achievements of the objectives of this Plan. Obligations under any disposition and development agreement and deed covenants, except for covenants which run with the land, beyond the termination date of this Plan, shall terminate no later than December 31, 2038. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any disposition and development agreement.

309.3. Development by the Agency

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct public improvements within the Project Area for itself or for any public body or entity, which public improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the public improvements authorized under Idaho Code Section 50-2007, 50-2018(10) and (13), and 50-2903(9), (13), and (14), and as otherwise identified in Attachment 5 and may acquire or pay for the land required therefore.

Any public facility ultimately owned by the Agency shall be operated and managed in such a manner to preserve the public purpose nature of the facility. Any lease agreement with a

private entity or management contract agreement shall include all necessary provisions sufficient to protect the public interest and public purpose.

The Agency may enter into contracts, leases, and agreements with the City or other public body or private entity pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 504 to this Plan or out of any other available funds.

310 Development Plans

All development plans (whether public or private) prepared, pursuant to disposition and development agreement or Development Agreements, shall be submitted to the Agency Board for approval and review. All development in the Project Area must conform to those standards specified in Section 408 and all applicable City ordinances.

311 Personal Property Disposition

For the purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

312 Participation with Others

Under the Law, the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Law if allowable under federal laws or regulations. The federal funds that may be available to the Agency are governed by regulations promulgated by the Department of Housing and Urban Development for the Community Development Block Grant Program ("CDBG"), the Economic Development Administration, the Small Business Administration, or other federal agencies. In order to enhance such grants, the Agency's use of revenue allocation funds is critical.

Under those regulations the Agency may participate with the private sector in the development and financing of those private projects that will attain certain federal objectives including the creation or redevelopment of affordable housing or transit improvements.

The Agency may, therefore, use the federal funds for the provision of assistance to private for-profit business, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms to support, for any other activity necessary or appropriate to carry out an economic development project.

As allowed by law, the Agency may also use funds from any other sources or participate with the private or public sector with regard to any programs administered by the Idaho Department of Commerce for any purpose set forth under the Law or Act.

The Agency may enter into contracts, leases, and agreements with the City, or other public body or private entity, pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code § 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code § 50-2908(2)(b) and Section 504 to this Plan or out of any other available funds.

313 Conforming Owners

The Agency may, at the Agency's sole and absolute discretion, determine that certain real property within the Project Area presently meets the requirements of this Plan, and the owner of such property will be permitted to remain as a conforming owner without a Development Agreement with the Agency, provided such owner continues to operate, use, and maintain the real property within the requirements of this Plan.

314 Arts and Cultural Funding

The Agency may dedicate resources for the construction or purchase of facilities for the placement and maintenance of public art and arts projects may be selected and provided by the Agency, separately from any construction costs of developers. Though not required, the Agency Board generally makes selections of the works of art with assistance from the Boise City Arts Commission or the City of Boise's Department of Arts and History and may include review and approval of the City Council.

When possible, any Agency arts funding will be used to leverage additional contributions from developers, other private sources, and public or quasi-public entitles for purposes of including public art within the streetscape projects identified in this Plan.

315 Geothermal Resource

A goal of the Plan is to strategically create additional geothermal capacity through collaboration with the City Public Works Department. The Plan prioritizes working with the Department to update its geothermal systems master plan to address priority sites or areas within the Project Area and elsewhere to create geothermal capacity. Within any Development Agreement or disposition and development agreement, the Agency may require or recommend public or private developers or partners investigate the feasibility of using the City's geothermal resource directly with the City Public Works Department.

400 USES PERMITTED IN THE PROJECT AREA

401 Designated Land Uses

The Agency intends to rely upon the overall land use designations and zoning classifications of the City, as may be amended, and as tentatively depicted on Attachment 4 and

as set forth in the City's Comprehensive Plan and within the Boise City Zoning Code, including the future land use map and zoning classifications, as may be amended. Provided, however, nothing herein within this Plan shall be deemed to be granting any particular right to zoning classification or use.

402 Public Rights-of-Way

The Project Area contains existing maintained public rights-of-way as set forth on Attachment 1. Additional public streets, alleys, and easements may be created in the Project Area as needed for development. Existing streets, alleys, and easements may be improved, abandoned, closed, vacated, expanded or modified as necessary for proper development of the Project Area, in accordance with any applicable policies and standards of the Idaho Transportation Department, the City or Ada County Highway District regarding changes to dedicated rights-of-way.

Any development, maintenance and future changes to the existing interior or exterior street layout shall be in accordance with the objectives of this Plan and the standards of Boise City, the Ada County Highway District, or the Idaho Department of Transportation as may be applicable shall be effectuated in the manner prescribed by State and local law; and shall be guided by the following criteria:

- a. A balancing of the needs of proposed and potential new developments for adequate pedestrian and vehicular access (including cars, trucks, bicycles, scooters, etc.), vehicular parking, and delivery loading docks with the similar needs of any existing developments permitted to remain;
- b. The requirements imposed by such factors as topography, traffic safety, and aesthetics; and
- c. The potential need to serve not only the Project Area and new or existing developments, but to also serve areas outside the Project Area by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

403 Other Public, Semi-Public, Institutional, and Nonprofit Uses

The Agency is also authorized to permit the maintenance, establishment, or enlargement of public, semi-public, institutional, or nonprofit uses, including park and recreational facilities; educational, fraternal, employee; philanthropic and charitable institutions; utilities; governmental facilities; railroad rights-of-way and equipment; and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the provisions of this Plan applicable to the uses in the specific area involved. The Agency may impose such other

reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

404 Interim Uses

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or allow the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan. However, any interim use must comply with applicable City Code.

405 Development in the Project Area Subject to the Plan

All real property in the Project Area, under the provisions of either a disposition and development agreement or Development Agreement, is made subject to the controls and requirements of this Plan. No such real property shall be developed, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

406 Construction Shall Comply with Applicable Federal, State, and Local Laws and Ordinances and Agency Development Standards

All construction in the Project Area shall comply with all applicable state laws, the Boise City Code, as may be amended from time to time, and any applicable City Council ordinances pending codification, including but not limited to, regulations concerning the type, size, density and height of buildings; open space, landscaping, light, air, and privacy; the undergrounding of utilities; limitation or prohibition of development that is incompatible with the surrounding area by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors; parcel subdivision; off-street loading and off-street parking requirements.

In addition to the Boise City Code, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Project Area in the event of a disposition and development agreement or owner participation agreement.

407 Minor Variations

Under exceptional circumstances, the Agency is authorized to allow a variation from the limits, restrictions, and controls established by this Plan. In order to allow such variation, the Agency must determine that:

a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;

- b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;
- c. Allowing a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
- d. Allowing a variation will not be contrary to the objectives of this Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In allowing any such variation, the Agency shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of the Plan. Any variation allowed by the Agency hereunder shall not supersede any other approval required under City codes and ordinances and shall not be considered a modification to the Plan.

408 Design for Development

Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, density, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area. Any development must also comply with the City's zoning ordinance regarding heights, setbacks, density and other like standards.

In the case of property which is the subject of a disposition and development agreement or a Development Agreement with the Agency, no new improvement shall be constructed, and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan. Under those agreements the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. One of the objectives of this Plan is to create an attractive and pleasant environment in the Project Area. Therefore, such plans shall give consideration to good design, open space, and other amenities to enhance the aesthetic quality of the Project Area. The Agency shall find that any approved plans do comply with this Plan. The Agency reserves the right to impose such design standards on an ad hoc, case by case basis through the approval process of the Development Agreement or disposition and development agreement. Any change to such approved design must be consented to by the Agency and such consent may be conditioned upon reduction of Agency's financial participation towards the Project.

In the event the Agency adopts design standards or controls, those provisions will thereafter apply to each site or portion thereof in the Project Area. Those controls and standards will be implemented through the provisions of any disposition and development agreement or Development Agreement. These controls are in addition to any standards and provisions of any applicable City building or zoning ordinances; provided, however, each and every development shall comply with all applicable City zoning and building ordinance.

409 Nonconforming Uses

The Agency may allow an existing use to remain in an existing building and site usage in good condition, which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property must be willing to enter into a Development Agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use of the Project Area.

The Agency may authorize additions, alterations, repairs, or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project Area where, in the determination of the Agency, such improvements would be compatible with surrounding Project uses and development.

All nonconforming uses shall also comply with the City codes and ordinances.

500 METHODS OF FINANCING THE PROJECT

501 General Description of the Proposed Financing Methods

The Agency is authorized to finance this Project with revenue allocation funds, financial assistance from the City (loans, grants, other financial assistance), state of Idaho, federal government or other public entities, interest income, developer advanced funds, donations, loans from private financial institutions (bonds, notes, line of credit), the lease or sale of Agency-owned property, public parking revenue, or any other available source, public or private, including assistance from any taxing district or any public entity.

The Agency is also authorized to obtain advances, lines of credit, borrow funds, and create indebtedness in carrying out this Plan. The Agency may also consider an inter-fund transfer from other urban renewal project areas. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the Agency. The City, as it is able, may also supply additional assistance through City loans and grants for various public facilities.

As allowed by law and subject to restrictions as are imposed by law, the Agency is authorized to issue notes or bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the Project. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

502 Revenue Allocation Financing Provisions

The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, effective retroactively to January 1, 2018. These revenue allocation provisions shall apply

to all taxing districts which are located in or overlap the Revenue Allocation Area shown and described on Attachments 1 and 2 to this Plan. The Agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The Agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the initiation of the Project.

The Agency, acting by one or more resolutions adopted by its Board, is hereby authorized to apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay as costs are incurred (pay-as-you-go) or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred, or notes or bonds issued by the Agency to finance or to refinance the Project Costs (as defined in Idaho Code § 50-2903(14)) of one or more urban renewal projects.

The Agency may consider a note or line of credit issued by a bank or lending institution premised upon revenue allocation funds generated by a substantial private development contemplated by the Study as defined in section 502.1, which would allow the Agency to more quickly fund the public improvements contemplated by this Plan. Likewise, a developer advanced funding could achieve the same purpose.

Upon enactment of a City Council ordinance finally adopting these revenue allocation financing provisions and defining the Revenue Allocation Area described herein as part of the Plan, there shall hereby be created a special fund of the Agency into which the County Treasurer shall deposit allocated revenues as provided in Idaho Code § 50-2908. The Agency shall use such funds solely in accordance with Idaho Code § 50-2909 and solely for the purpose of providing funds to pay the Project Costs, including any incidental costs, of such urban renewal projects as the Agency may determine by resolution or resolutions of its Board.

A statement listing proposed public improvements and facilities, a schedule of improvements, an economic feasibility study, estimated project costs, fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code § 50-2905 is included in the Plan narrative and Attachment 5 to this Plan. This statement necessarily incorporates estimates and projections based on the Agency's and the consultants' present knowledge and expectations. The Agency is hereby authorized to adjust the presently anticipated urban renewal projects and use of revenue allocation financing of the related Project Costs to effectuate the general objectives of the Plan in order to account for revenue inconsistencies, market adjustments, future priorities, Participation Program applicants and unknown future costs. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in the annual budget.

Revenues will continue to be allocated to the Agency until termination of the revenue allocation area as set forth in Section 800. Attachment 5 incorporates estimates and projections based on the Agency's and the consultants' present knowledge and expectations concerning the length of time to complete the improvements and estimated future revenues. The activity may take longer depending on the significance and timeliness of development. Alternatively, the

activity may be completed earlier if revenue allocation proceeds are greater or the Agency obtains additional funds.

502.1 Economic Feasibility Study

Attachment 5 constitutes the Economic Feasibility Study ("Study") for the urban renewal area prepared by SB Friedman Development Advisors. The Study constitutes the financial analysis required by the Act and is based upon existing information from property owners, developers, the Agency, City and others.

502.2 Assumptions and Conditions/Economic Feasibility Statement

The information contained in Attachment 5 assumes certain completed and projected actions. All debt is projected to be repaid no later than the duration period of the Plan. The total amount of bonded indebtedness (and all other loans or indebtedness) and the amount of revenue generated by revenue allocation are dependent upon the extent and timing of private development. Should all of the development take place as projected, the project indebtedness could be extinguished earlier, dependent upon the bond sale documents or other legal obligations. Should private development take longer to materialize or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and debt may continue for its full term.

The Plan and the Plan Attachments incorporate estimates and projections based on the Agency's present knowledge and expectations. The Plan proposes certain public improvements as set forth in Attachment 5, which will facilitate development in the Revenue Allocation Area.

The assumptions set forth in the Study are based upon the best information available to the Agency and consultants through public sources or discussions with property owners, developers, and others. The information has been analyzed by the Agency and its consultants in order to provide an analysis that meets the requirements set forth under the Law and Act. At the point in time when the Agency may seek a loan from lenders or others, a more detailed and then-current financial pro forma will be presented to those lenders or underwriters for analysis to determine the borrowing capacity of the Agency. As set forth herein, the Agency reserves the right to fund the Project on a "pay as you go" basis. The Agency Board will prioritize the activities set forth in this Plan and determine what funds are available and what activities can be funded. The Agency will establish those priorities through its mandated annual budgetary process.

The list of public improvements, or activities within Attachment 5 are prioritized by way of importance to the Agency, by feasibility based on estimated revenues to be received, amounts funded, and by quarter of funding. The projected timing of funding is primarily a function of the availability of financial resources and market conditions but is also strategic, considering the timing of private development partnership opportunities and the ability of certain strategic

activities to stimulate development at a given points in time within the duration of the Plan and Project Area.

The assumptions concerning revenue allocation proceeds are based upon certain assessed value increases and assumed levy rates as more specifically set forth in Attachment 5.

The types of new construction expected in the Project Area are: mixed-use, residential (including affordable housing), commercial, and retail areas, cultural centers, food halls, transit oriented development including transit stops or stations, multi-purpose athletic and performance facilities, other public facilities and improvements, including, but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, parking, community facilities, parks, pedestrian/bike paths and trails, and riverfront access and recreation. The Project Area has potential for a significant increase in residential, commercial, and retail growth due to the location of the Project Area. However, without a method to construct the identified public improvements such as water lines, street infrastructure, and pedestrian amenities, development is unlikely to occur in much of the Project Area.

502.3 Ten Percent Limitation

Under the Act, the base assessed valuation for all revenue allocation areas cannot exceed gross/net ten percent (10%) of the current assessed taxable value for the entire City. According to the Ada County Assessor, the assessed taxable value for the City as of January 1, 2017¹, less homeowner's exemptions is \$24,633,696,412. Therefore, the 10% limit is \$2,463,369,641.20.

The adjusted base assessed value of each of the existing or proposed revenue allocation areas as of January 1, 2017, is as follows:

River-Myrtle Old Boise ²	\$345,774,300
30th Street ³	\$95,205,600
Westside District	\$296,533,700
Shoreline District Project Area	\$108,022,900
proposed Gateway District Project Area ⁴	\$303,702,000

¹ Due to the timing of the assessment process and creation of this Plan, the 2017 values have been used to establish compliance with the 10% limitation. Using the 2017 values, the total adjusted base value of the existing and proposed revenue allocation areas combined with the value of this Project Area are less than 4.7% of the total taxable value of the City. Even assuming an increase in values for 2018, the combined adjusted base values of the revenue allocation areas would not exceed 10% of the current assessed taxable value for the entire City.

² Less area deannexed by the First Amendment to the First Amended and Restated Urban Renewal Plan, River Street-Myrtle Street Urban Renewal Project, and Renamed River Myrtle – Old Boise Urban Renewal Project, adopted by City Council Ordinance No. 24-18 on July 24, 2018.

³ Less area deannexed by the First Amendment to the Urban Renewal Plan, 30th Street Area Urban Renewal Project, adopted by City Council Ordinance No. 26-18 on July 24, 2018.

⁴ The proposed Gateway District Project Area is expected to be considered by the Agency and City Council by year-end.

The adjusted base values for the combined revenue allocation areas total \$1,149,238,500, which is less than 10% of the City's 2017 taxable value.

502.4 Financial Limitation

The Study identifies several capital improvement projects. Use of any particular financing source for any particular purpose is not assured or identified. Use of the funding source shall be conditioned on any limitations set forth in the Law, the Act, by contract, or by other federal regulations. If revenue allocation funds are unavailable, then the Agency will need to use a different funding source for that improvement.

The amount of funds available to the Agency from revenue allocation financing is directly related to the assessed value of new improvements within the Revenue Allocation Area. Under the Act, the Agency is allowed the revenue allocation generated from inflationary increases and new development value. Increases have been assumed based upon the projected value of new development as that development occurs along with possible land reassessment based on a construction start.

The Study, with the various estimates and projections, constitutes an economic feasibility study. Costs and revenues are analyzed, and the analysis shows the need for public capital funds during the project. Multiple financing sources including proposed revenue allocation notes, annual revenue allocations, developer contributions, city contributions, interfund loan, property disposition, and other funds are shown. This Study identifies the kind, number, and location of all proposed public works or improvements, a detailed list of estimated project costs, a description of the methods of financing illustrating project costs, and the time when related costs or monetary obligations are to be incurred. See Idaho Code § 50-2905. Based on these funding sources, the conclusion is that the project is feasible.

The Study has further identified and described a list of "unfunded" improvements in the total amount of \$32,672,500. The Agency reserves the discretion and flexibility to use revenue allocation proceeds in excess of the amounts projected in the Study for the purpose of funding the additional identified projects and improvements. The projections in the Study are based on reasonable assumptions and existing market conditions. However, should the Project Area result in greater than anticipated revenues, the Agency specifically reserves the ability to fund the additional activities and projects identified on the unfunded improvement list. Further, the Agency reserves the discretion and flexibility to use other sources of funds unrelated to revenue allocation to assist in the funding of the improvements and activities identified, including but not limited to Development Agreements and disposition and development agreements. The Agency may also, re-prioritize projects pursuant to market conditions, project timing, funding availability, etc. as more specifically detailed in the annual budget.

The proposed timing for the public improvements may very well have to be adjusted depending upon the availability of some of the funds and the Agency's ability to finance any portion of the Project. **Any adjustment to Project timing or funding is technical or**

ministerial in nature and shall not be considered a modification of the Plan pursuant to Idaho Code § 50-2903A.

Attachment 5 lists those public improvements the Agency intends to construct through the term of the Plan. The costs of improvements are estimates only as it is impossible to know with any certainty what the costs of improvements will be in future years. There is general recognition that construction costs fluctuate and are impacted by future unknowns, such as, the cost of materials and laborers. Final costs will be determined by way of construction contract public bidding or by an agreement between the developer/owner and Agency. The listing of public improvements does not commit the Agency to any particular level of funding; rather, identification of the activity in the Plan allows the Agency to negotiate the terms of any reimbursement with the developer. This Plan does not financially bind or obligate the Agency to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board.

The Agency reserves its discretion and flexibility in deciding which improvements are more critical for development, and the Agency intends to coordinate its public improvements with associated development by private developers/owners. The Agency also intends to coordinate its participation in the public improvements with the receipt of certain grants or loans which may require the Agency's participation in some combination with the grant and loan funding.

Generally, the Agency expects to develop those improvements identified in Attachment 5 first, in conjunction with private development within the Project Area generating the increment as identified in Attachment 5.

The Plan has shown that the equalized valuation of the Revenue Allocation Area as defined in the Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Plan.

502.5 Participation with Local Improvement Districts and Business Improvement Districts

Under the Idaho Local Improvement District Code, Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts for various public facilities, including, but not limited to, streets, curbs, gutters, sidewalks, storm drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of local improvement district facilities. This participation may include either direct funding to reduce the overall cost of the LID or to participate as an assessed entity to finance the LID project. Similarly, to the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of the purposes specified under the Business Improvement Districts,

Chapter 26, Title 50, Idaho Code.

502.6 Issuance of Debt and Debt Limitation

Any debt incurred by the Agency as allowed by the Law and Act shall be secured by revenues identified in the debt resolution or revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this Plan, except as may be authorized by law.

502.7 Impact on Other Taxing Districts and Levy Rate

An estimate of the overall impact of the revenue allocation project on each taxing district is shown in the Study through the new development projections.

The assessed value for each property in a revenue allocation area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a revenue allocation area is approved by a municipality, with periodic adjustments allowed by Idaho law. The increment value is the difference between the adjusted base assessed value and current assessed taxable value in any given year while the property is in a revenue allocation area. Under Idaho Code § 63-802, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis⁵. Taxing entities submit proposed budgets to the County Board of Commissioners, which budgets are required to comply with the limitations set forth in Idaho Code § 63-802. Therefore, with the exception of the Boise School District, the impact of revenue allocation is more of a product of the imposition of Idaho Code § 63-802, than the effect of urban renewal.

The County Board of Commissioners calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in a revenue allocation area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the base values in the urban renewal districts and by properties outside revenue allocation areas are distributed to the other taxing entities. Properties in revenue allocation areas are subject to the same levy rate as they would be outside a revenue allocation area. The difference is how the revenue is distributed. If the overall levy rate is less than assumed, the Agency will receive fewer funds from revenue allocation.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected during the term of the Plan; hence, there would be lower increases in assessed valuation to be used by the other taxing entities.

One result of new construction occurring outside the revenue allocation area (Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for

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⁵ Recognizing the Boise School District's tort levy is the only levy constrained in this manner.

property within each taxing entity's jurisdiction. From and after December 31, 2006, Idaho Code § 63-301A prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within a revenue allocation area until the revenue allocation authority is terminated. Any new construction within the Project Area is not available for inclusion by the taxing entities to increase their budgets. Upon termination of this Plan or deannexation of area, the taxing entities will be able to include the accumulated new construction roll value in setting the following year's budget and revenue from such value is not limited to the three percent increase allowed in Idaho Code § 63-802(1)(a).

As 2018 certified levy rates are not determined until late September 2018, the 2017 certified levy rates have been used in the Study for purposes of the analysis.⁶ Those taxing districts and rates area as follows:

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0.7/19/0	Lington	01/100
Taxing	District	LEVIES.

Ada County	.002953537
Ada County Highway District	.000923828
Boise City	.006887256
School District No. 1	.003958860
Ada county Emergency Medical	.000146049
Mosquito Abatement District	.000028307
College of Western Idaho	.000153551
TOTAL:	.015051388

The Study has made certain assumptions concerning the levy rate. The levy rate is estimated to stay level for the life of the revenue allocation area. If the overall levy rate is less than projected, or the land values do not increase as expected, or expected development fails to occur as estimated, the Agency shall receive fewer funds from revenue allocation.

Pursuant to Idaho Code § 50-2908, the Agency is not entitled to revenue allocation proceeds from certain levy increases which are allowed by either specific statutory authorization or approved by an election of the qualified electors of the particular taxing district. Therefore, for any levy election, the Agency will not receive revenue allocation funds which would have been generated by imposing that levy on the assessed valuation within the Project Area. The Study has taken this statute into account.

Lease Revenue, Parking Revenue, and Bonds

Under the Law (Idaho Code § 50-2012), the Agency is authorized to issue revenue bonds to finance certain public improvements identified in the Plan. Under that type of financing, the public entity would pay the Agency a lease payment annually which provides certain funds to the Agency to retire the bond debt. Another variation of this type of financing is sometimes referred

⁶ Due to the timing of the taxing districts' budget and levy setting process, certification of the 2018 levy rates did not occur until this Plan had been prepared and considered by the Agency. In order to provide a basis to analyze the impact on the taxing entities, the 2017 levy rates are used. Use of the 2017 levy rates provides a more accurate base than estimating the 2018 levy rates.

to as conduit financing, which provides a mechanism where the Agency uses its bonding authority for the Project, with the end user making payments to the Agency to retire the bond debt. These sources of revenues are not related to revenue allocation funds and are not particularly noted in the Study, because of the "pass through" aspects of the financing. Under the Act, the economic feasibility study focuses on the revenue allocation aspects of the Agency's financial model.

These financing models typically are for a longer period of time than the 20-year period set forth in the Act. However, these financing models do not involve revenue allocation funds, but rather funds from the end users which provide a funding source for the Agency to continue to own and operate the facility beyond the term of the Plan as allowed by Idaho Code § 50-2905(8) as those resources involve funds not related to revenue allocation funds.

504 Membership Dues and Support of Community Economic Development

The Act is premised upon economic development being a valid public purpose. To the extent allowed by the Law and the Act, the Agency reserves the authority to use revenue allocation funds to contract with non-profit and charitable organizations established for the purpose of supporting economic development and job creation. Additionally, the Agency reserves the authority to expend revenue allocation funds to join, participate and support non-profit organizations established to support Agency best practices and administration. The Annual Program Operations identified in the Study shall be deemed to include expenditures for the purposes described in this section as may be deemed appropriate during the annual budgetary process.

600 ACTIONS BY THE CITY AND OTHER PUBLIC ENTITIES

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing deterioration. Actions by the City shall include, but not be limited to, the following:

- a. Institution and completion of proceedings necessary for changes and improvements in private and publicly owned public utilities within or affecting the Project Area.
- b. Revision of zoning (if necessary) within the Project Area to permit the land uses and development authorized by this Plan.
- c. Imposition wherever necessary of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.
- d. Provision for administrative enforcement of this Plan by the City after development. The City and the Agency may develop and provide for

enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.

- e. Building Code enforcement.
- f. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.
- g. The undertaking and completing of any other proceedings necessary to carry out the Project.
- h. Administration of Community Development Block Grant funds that may be made available for this Project.
- i. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.
- j. Use of public entity labor, services, and materials for construction of the public improvements listed in this Plan.
- k. Transfer of real property or improvements upon Agency request.
- 1. Assist with implementation of the Inter-Agency Initiatives as set forth in Attachment 6.

In addition to the above, the City may elect to waive hookup or installation fees for sewer, water, or other utility services for any facility owned by any public entity or Agency facility and waive any city impact fee for development within the Project Area. The foregoing actions to be taken by the City do not constitute any commitment for financial outlays by the City.

In addition to the above, other public entities shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan. Actions by the public entities shall include, but not be limited to those identified on the Inter-Agency Initiatives List, attached hereto as Attachment 6. The Inter-Agency Initiatives List was developed with input from many other agencies, stakeholders, property owners and interested members of the public. The Inter-Agency Initiatives List serves as a guide for initiatives for agencies to coordinate on in order to implement components of the public improvements in the Project Area. The Inter-Agency Initiatives List was completed at a point in time and may be reprioritized or revised in order to meet future needs or priorities that are unknown. Any adjustment to Inter-Agency Initiatives List is technical or ministerial in

nature and shall not be considered a modification of the Plan pursuant to Idaho Code § 50-2903A.

Maintenance of Public Improvements

The Agency has not identified any commitment or obligation for long-term maintenance of the public improvements identified. The Agency will need to address this issue with the appropriate entity, public or private, who has benefited from or is involved in the ongoing preservation of the public improvement. The Agency expects to dedicate public improvements to the City.

700 ENFORCEMENT

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

800 DURATION OF THIS PLAN, TERMINATION, AND ASSET REVIEW

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan, shall be effective for twenty (20) years from the effective date of the Plan subject to modifications and/or extensions set forth in Idaho Code §§ 50-2904 and 50-2905(7). The revenue allocation authority will expire on December 31, 2038, except for any revenue allocation proceeds received in calendar year 2039, as contemplated by Idaho Code § 50-2905(7). The Agency may use proceeds in 2039 to complete the projects set forth herein. As stated in the Plan, any Development Agreement or disposition and development agreement obligations will cease as of December 31, 2038.

Idaho Code § 50-2903(5) provides the Agency shall adopt a resolution of intent to terminate the revenue allocation area by September 1. In order to provide sufficient notice of termination to the affected taxing districts to allow them to benefit from the increased budget capacity, the Agency will use its best efforts to provide notice of its intent to terminate this Plan and its revenue allocation authority by May 1, 2039, or if the Agency determines an earlier terminate date, then by May 1 of the early termination year:

a. When the Revenue Allocation Area plan budget estimates that all financial obligations have been provided for, the principal of and interest on such moneys, indebtedness, and bonds have been paid in full or when deposits in the special fund or funds created under this chapter are sufficient to pay such principal and interest as they come due, and to fund reserves, if any, or any other obligations of the Agency funded through revenue allocation proceeds shall be satisfied and the Agency has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Idaho Code § 50-2908 shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the

affected taxing districts in which the Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the urban renewal agency under Idaho Code § 50-2909 shall thereupon terminate.

- b. In determining the termination date, the Plan shall recognize that the Agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the Plan.
- For the fiscal year that immediately predates the termination date, the Agency c. shall adopt and publish a budget specifically for the projected revenues and expenses of the Plan and make a determination as to whether the Revenue Allocation Area can be terminated before January 1 of the termination year pursuant to the terms of Idaho Code § 50-2909(4). In the event that the Agency determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by May 1, but in any event, no later than September 1, the Agency shall adopt a resolution advising and notifying the local governing body, the county auditor, and the State Tax Commission, recommending the adoption of an ordinance for termination of the Revenue Allocation Area by December 31 of the current year, and declaring a surplus to be distributed as described in Idaho Code § 50-2909 should a surplus be determined to exist. The Agency shall cause the ordinance to be filed with the office of the county recorder and the Idaho State Tax Commission as provided in Idaho Code § 63-215.

Upon termination of the revenue allocation authority of the Plan to the extent the Agency owns or possesses any assets, the Agency shall dispose of any remaining assets by granting or conveying or dedicating such assets to the City.

As allowed by Idaho Code § 50-2905(8), the Agency may retain assets or revenues generated from such assets as loans; the Agency shall have resources other than revenue allocation funds to operate and manage such assets. Similarly, facilities which provide a least income stream to the Agency for full retirement of the facility debt will allow the Agency to meet debt services obligations and provide for the continued operation and management of the facility.

For those assets which do not provide such resources or revenues, the Agency will likely convey such assets to the City, depending on the nature of the asset.

900 PROCEDURE FOR AMENDMENT OR MODIFICATION

To the extent there is any outstanding loans or obligations, this Plan shall not be modified pursuant to the provisions set forth in Idaho Code § 50-2903A. Modification of this Plan results in a reset of the base assessment roll values to the current values in the year following the

modification year as more fully set forth in Idaho Code § 50-2903A subject to certain limited exceptions contained therein. As more specifically identified above, the Agency's projections are based on estimated values, estimated levy rates, estimated future development, and estimated costs of future construction/improvements. Annual adjustments as more specifically set forth in the Agency's annual budget will be required to account for more/less estimated revenue and prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not deemed a modification under Idaho Code § 50-2903A.

1000 SEVERABILITY

If any one or more of the provisions contained in this Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void and shall be deemed separable from the remaining provisions in this Plan and shall in no way affect the validity of the other provisions of this Plan.

1100 ANNUAL REPORT AND OTHER REPORTING REQUIREMENTS

Under the Law, the Agency is required to file with the City, on or before March 31 of each year, a report of the Agency's activities for the preceding calendar year, which report shall include a complete financial statement setting forth its assets, liabilities, income, and operating expenses as of the end of such calendar year. This annual report shall be considered at a public meeting to report these findings and take comments from the public.

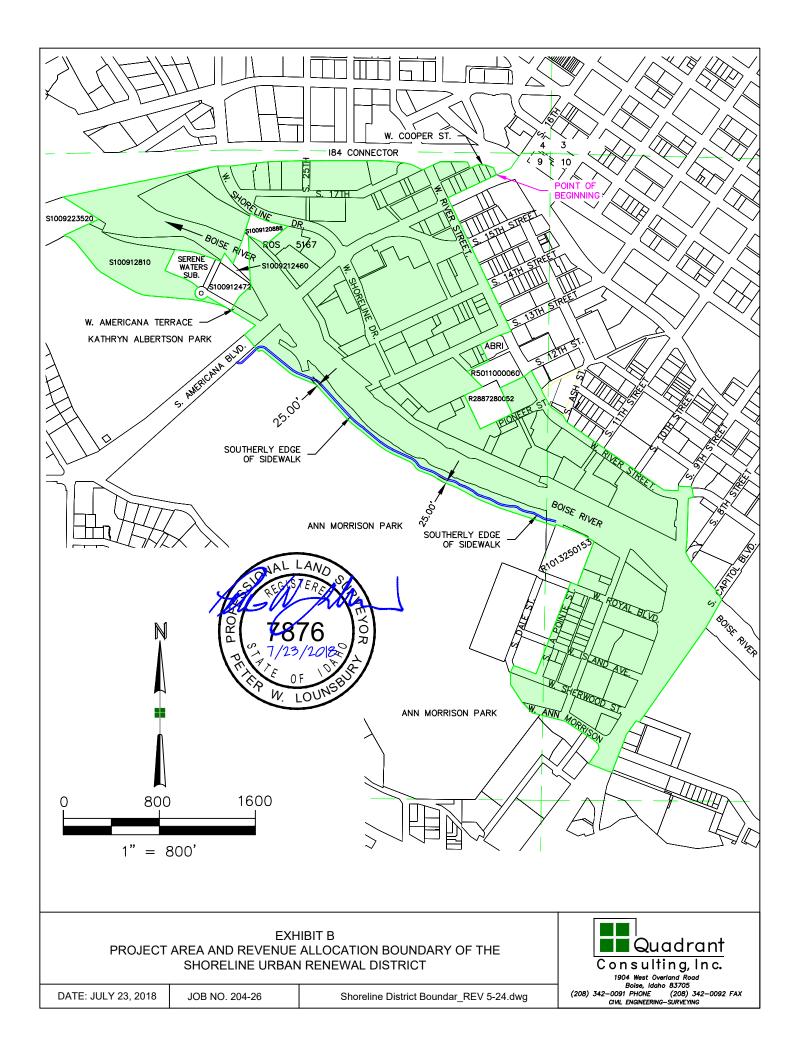
Additionally, the Agency must comply with certain other reporting requirements as set forth in Idaho Code § 67-450E, the local government registry portal, Idaho Code § 50-2913, the tax commission plan repository, and Idaho Code § 50-2903A, the tax commission's plan modification annual attestation. Failure to report the information requested under any of these statutes results in significant penalties, including loss of increment revenue, and the imposition of other compliance measures by the Ada County Board of County Commissioners.

1200 APPENDICES, ATTACHMENTS, EXHIBITS, TABLES

All attachments and tables referenced in this Plan are attached and incorporated herein by their reference.

Attachment 1

Project Area and Revenue Allocation Area Boundary Map



Attachment 2

Legal Description of Project Area and Revenue Allocation Area

An area consisting of approximately 190 acres as more particularly described as follows:



July 23, 2018

PROJECT AREA AND REVENUE ALLOCATION BOUNDARY OF THE SHORELINE URBAN RENEWAL PROJECT BOISE, IDAHO

A tract of land being a portion of Section 9 and a portion of Section 10 both in Township 3 North, Range 2 East, Boise Meridian, Boise City, Ada County, Idaho. Said tract of land being more particularly described by record information as follows:

Commencing at the Section Corner common to Sections 3, 4, 9, and 10, of Township 3 North, Range 2 East, Boise Meridian, thence North 89°19′15" West 243.95 feet along the Section line common to said Sections 4 and 9 to a point on the Northwesterly Right-of-Way of South 16th Street, thence along said Northwesterly Right-Of-Way South 35°08"45" West 155.22 feet, to a point on the Northerly Right-Of-Way of South Americana Boulevard, thence along said Northerly Right-Of-Way South 64°53'07" West 127.27 feet to the **POINT OF BEGINNING**; thence continuing along said Northerly Right-Of-Way

South 64° 53' 07" West 449.18 feet to the intersection with the Northerly Right-Of-Way of West River Street, thence along said Northerly Right-Of-Way

South 25° 26' 23" East 1231.62 feet, to a point on the Southerly Right-Of-Way of South 13th Street, thence leaving said Northerly Right-Of-Way and following said Southerly Right-Of-Way the following two courses:

South 71° 18' 16" West 103.28 feet to the most Northerly corner of the Abri Condominiums, thence

South 64° 35' 49" West 178.76 feet to a point being the Northwesterly corner of said Abri Condominiums, thence leaving said Southerly Right-Of-Way

South 25° 32' 02" East 141.81 feet along the Westerly boundary of said Abri Condominiums, thence crossing a public alley

South 32° 45' 25" East 15.58 feet to a point on the Northwesterly line of Parcel Number R5011000060, thence following the boundary of said parcel

South 64° 45' 55" West 199.16 feet, thence

South 45° 30' 35" East 181.26 feet to a point on the Northwesterly line of Parcel Number R2887280052, thence following the boundary of said parcel

South 64° 45' 55" West 166.31 feet, thence

South 25° 15' 04" East 309.28 feet, thence



North 64° 45' 55" East 295.60 feet, thence

North 25° 14' 05" West 239.40 feet to a point on the Southeasterly line of said Parcel Number R5011000060, thence along said Southeasterly line

North 64° 45' 55" East 216.25 feet to the Southerly Right-Of-Way for West River Street, thence

North 64° 45' 55" East 7.01 feet, thence leaving said Southerly Right-Of-Way North 50° 08' 53" East 74.54 feet to the intersection of said Northerly Right-Of-Way of West River Street and the Southerly Right-Of-Way of South 12th Street, thence along said Northerly Right-Of-Way the following 7 courses.

South 29° 02' 32" East 175.67 feet

South 13° 36' 17" East 26.84 feet, thence

South 30° 29' 54" East 148.56 feet, thence

South 54° 37' 05" East 121.94 feet, thence

South 31° 17' 55" East 61.81 feet, thence

South 55° 00' 37" East 984.67 feet, thence

South 87° 50' 05" East 118.70 feet to the intersection with the Westerly Right-Of-Way of South 9th Street, thence following said Westerly Right-Of-Way

North 06° 35' 46" East 18.61 feet, thence

North 02° 29' 36" East 19.08 feet, thence leaving said Westerly Right-Of-Way

South 87° 30' 24" East 103.25 feet to a point on the Easterly Right-Of-Way of South 9th Street, thence along said Easterly Right-Of-Way

18.59 feet along a curve to the left, said curve having a radius of 10.00 feet, a delta angle of 106° 30' 47" and a chord bearing and distance of South 42° 47' 39" East 16.03 feet, thence leaving said Easterly Right-Of-Way

South 08° 12' 23" East 76.59 feet to a point on the Southerly Right-Of-Way of West River Street, thence along said Southerly Right-Of-Way

36.70 feet along a curve to the left, said curve having a radius of 219.12 feet, a delta angle of 09° 35' 45" and a chord bearing and distance of South 74° 42' 39" West 36.66 feet, thence

8.63 feet along a curve to the left, said curve having a radius of 20.00 feet, a delta angle of 24° 42' 34" and a chord bearing and distance of South 56° 21' 56" West 8.56 feet to a point on said Easterly Right-Of-Way of South 9th Street, thence along said Easterly Right-Of-Way



South 01° 58' 16" West 334.32 feet, thence

South 04° 51' 25" West 112.24 feet to a point on the Northerly bank of the Boise River, thence along said Northerly bank

South 27° 26' 08" East 91.16 feet, thence

South 41° 48' 20" East 297.40 feet to a point on the Westerly Right-Of-Way of South Capitol Boulevard, thence

South 33° 57' 01" East 106.99 feet to a point on the Easterly Right-Of-Way of South Capitol Boulevard, thence crossing the Boise River and following said Easterly Right-Of-Way of South Capitol Boulevard the following 6 courses:

South 29° 16' 07" West 270.18 feet, thence

South 35° 09' 10" West 896.04 feet, thence

South 36° 31' 03" West 66.94 feet, thence

North 69° 34' 51" West 28.99 feet, thence

South 35° 03' 44" West 137.52 feet, thence

South 21° 02' 16" West 341.91 feet, thence leaving said Easterly Right-Of-Way

North 68° 29' 34" West 205.57 feet to the Westerly Right-Of-Way of said South Capitol Boulevard, thence along said Westerly Right-Of-Way

North 33° 42' 58" East 152.68 feet, thence

North 09° 09' 11" West 36.15 feet to a point on the Southerly Right-Of-Way of West Ann Morrison Park Drive, thence along said Southerly Right-Of-Way

North 49° 25' 59" West 56.61 feet, thence

North 56° 34' 58" West 278.40 feet, thence

North 75° 30' 20" West 217.78 feet, thence

North 76° 57' 58" West 63.67 feet to a point on the East boundary of Ann Morrison Park, thence following said East boundary

North 44° 00' 43" West 126.15 feet, thence

North 33° 01' 15" West 175,26 feet, thence

North 01° 02' 45" West 102.08 feet to a point on the Southerly Right-of-Way of West Sherwood Street, thence leaving said East boundary

North 25° 08' 59" East 62.98 feet to the Northerly Right-Of-Way of said West Sherwood Street, thence along said Northerly Right-Of-Way

South 69° 12' 02" East 199.77 feet to the intersection with the Westerly Right-Of-Way of South La Point Street, thence along said Westerly Right-Of-Way



North 20° 47' 17" East 814.98 feet to a point on the Northerly Right-Of-Way of West Royal Boulevard, thence along said Northerly Right-Of-Way

South 69° 15' 33" East 60.15 feet to the Southeasterly corner of Parcel Number R1013250153 described in Special Warranty Deed, Instrument Number 2014-076308 and depicted on Record of Survey Number 9177, record of Ada County, thence along the Easterly and Northerly boundary of said Parcel, the following 4 courses:

North 20° 48' 11" East 390.50 feet, thence

North 61° 21' 11" West 60.57 feet, thence

North 57° 57' 58" West 50.85 feet, thence

North 69° 15' 58" West 235.12 feet to the Northwesterly corner of said Parcel, thence along the Northwesterly boundary of said parcel

South 20° 48' 11" West 14.96 feet to a point being approximately 25 feet South of the Southerly edge of a sidewalk located in said Ann Morrison Park along the Southerly side of the Boise River, thence following a line being approximately 25 feet south of said Southerly edge of sidewalk the following 22 courses:

North 72° 00' 35" West 490.28 feet, thence

North 67° 32' 39" West 195.34 feet, thence

North 60° 54' 43" West 191.17 feet, thence

North 67° 51' 58" West 126.79 feet, thence

North 59° 57' 12" West 96.00 feet, thence

39.16 feet along a curve to the left, said curve having a radius of 225.00 feet, a delta angle of 09° 58' 21" and a chord bearing and distance of North 64° 56' 23" West 39.11 feet, thence

North 69° 55' 33" West 85.74 feet, thence

44.64 feet along a curve to the right, said curve having a radius of 75.00 feet, a delta angle of 34° 05' 55" and a chord bearing and distance of North 52° 52' 36" West 43.98 feet, thence

North 35° 49' 39" West 18.38 feet, thence

64.17 feet along a curve to the left, said curve having a radius of 125.00 feet, a delta angle of 29° 24' 46" and a chord bearing and distance of North 50° 32' 02" West 63.47 feet, thence North 65° 14' 25" West 162.14 feet, thence

122.78 feet along a curve to the right, said curve having a radius of 475.00 feet, a delta angle of 14° 48' 37" and a chord bearing and distance of North 57° 50' 07" West 122.44 feet, thence

North 50° 25' 49" West 183.40 feet, thence

21.05 feet along a curve to the left, said curve having a radius of 975.00 feet, a delta angle of 01° 14' 13" and a chord bearing and distance of North 51° 02' 55" West 21.05 feet, thence



North 51° 40' 01" West 69.11 feet, thence

61.18 feet along a curve to the right, said curve having a radius of 375.00 feet, a delta angle of 09° 20' 52" and a chord bearing and distance of North 46° 59' 35" West 61.11 feet, thence

North 42° 19' 10" West 376.60 feet, thence

38.36 feet along a curve to the left, said curve having a radius of 85.00 feet, a delta angle of 25° 51' 22" and a chord bearing and distance of North 55° 14' 50" West 38.03 feet, thence

North 68° 10' 31" West 160.95 feet, thence

53.39 feet along a curve to the right, said curve having a radius of 175.00 feet, a delta angle of 17° 28' 42.6" and a chord bearing and distance of North 59° 26' 10" West 53.18 feet, thence

North 50° 41' 49" West 283.64 feet, thence

43.83 feet along a curve to the left, said curve having a radius of 30.00 feet, a delta angle of 83° 41' 56" and a chord bearing and distance of South 87° 27' 13" West 40.03 feet, thence leaving said line

North 40° 12' 13" West 185.39 feet to a point on the Northwesterly Right-Of-Way line of South Americana Boulevard, thence along said Northwesterly Right-Of-Way line

North 49° 47' 47" East 120.49 feet to a point on the Southerly line of West Americana Terrace, thence along said Southerly line

North 58° 48' 27" West 240.36 feet, thence leaving said Southerly line

North 31° 11' 33" East 49.04 feet to the Southeasterly corner of Parcel Number S100912472, thence along the Easterly line of said Parcel the following 4 courses:

North 30° 28' 04" East 81.13 feet, thence North 48° 01' 39" East 85.41 feet, thence

North 60° 52' 33" East 54.54 feet, thence

North 28° 03' 40" West 24.97 feet to the Southeasterly corner of Parcel Number S1009212460, thence along the Easterly line of said Parcel S1009212460

North 08° 42' 16" West 24.64 feet to a point on the South Bank of the Boise River, thence leaving said Parcel and crossing the Boise River

North 02° 24' 53" West 379.94 feet to a point on the North bank of the Boise River, said point also being on the Southerly boundary of Parcel Number S1009120888, being Parcel 2 as shown on Record of Survey Number 5167, thence tracing the boundary of said Parcel



South 64° 35' 42" East 115.87 feet, thence South 45° 10' 25" East 45.43 feet, thence

North 50° 00' 00" East 252.55 feet to a point on the Southerly Right-Of-Way line of West Shoreline Drive, thence along said Southerly Right-Of-Way line

North 77° 28' 33" West 123.08 feet, thence

207.53 feet along a curve to the right, said curve having a radius of 590.00 feet, a delta angle of 20° 09' 12" and a chord bearing and distance of North 67° 23' 45" East 206.46 feet, thence

South 17° 53' 32" West 2.16 feet, thence leaving said Southerly Right-Of-Way

South 17° 07' 52" West 163.20 feet along the Westerly Boundary of said Parcel Number S1009120888, thence

South 18° 14' 11" West 77.63 feet to a point on the North bank of the Boise River, thence crossing the Boise River

South 21° 37' 06" West 203.80 feet a point on the Northerly boundary of Parcel Number S1009212460, thence following said Northerly boundary

North 37° 55' 43" West 113.23 feet, thence

South 25° 08' 00" West 73.35 feet to a point on the Northerly Boundary on Serene Waters Subdivision No. 1, thence tracing the boundary of said Subdivision the following 6 courses:

North 71° 24' 11" West 234.83 feet, thence North 82° 15' 21" West 162.07 feet, thence South 25° 12' 14" West 193.17 feet, thence

South 64° 47' 46" East 26.28 feet, thence

123.82 feet along a curve to the left, said curve having a radius of 1265.00 feet, a delta angle of 05° 36' 29" and a chord bearing and distance of South 67° 36' 01" East 123.77 feet, thence

162.63 feet along a curve to the right, said curve having a radius of 410.50 feet, a delta angle of 22° 41' 58" and a chord bearing and distance of South 59° 03' 18" East 161.57 feet to the intersection with the Right-Of-Way of said West Americana Terrace, thence along said Right-Of-Way

195.51 feet along a curve to the left, said curve having a radius of 54.00 feet, a delta angle of 207° 26' 47" and a chord bearing and distance of South 44° 47' 08" East 104.92 feet, thence continuing on the Southerly Right-Of-Way of West Americana Terrace



South 59° 45' 31" East 196.91 feet, thence leaving said Southerly Right-Of-Way and tracing the boundary of Parcel Number S100912810 the following 17 courses:

North 66° 12'22" West 64.01 feet, thence

North 77° 06'20" West 158.43 feet, thence

North 81° 36' 24" West 100.97 feet, thence

North 85° 39' 04" West 95.26 feet, thence

North 84° 31' 03" West 85.54 feet, thence

North 85° 27' 50" West 156.01 feet, thence

North 82° 36' 21" West 52.84 feet, thence

North 69° 49' 47" West 59.98 feet, thence

North 61° 41' 33" West 122.56 feet, thence

North 60° 42' 33" West 111.80 feet, thence

North 56° 59' 47" West 56.20 feet, thence

North 61° 15' 37" West 47.62 feet, thence

North 49° 28' 26" West 52.09 feet, thence

North 38° 55' 28" West 277.76 feet, thence

North 49° 22' 24" West 64.17 feet, thence

North 70° 07' 25" West 47.68 feet, thence

North 51° 07' 31" West 4.67 feet to a point on the Southerly boundary of Parcel Number S1009223520, thence along a portion of said Southerly boundary

North 65° 14' 28" East 320.80 feet to a point, thence along the Easterly boundary of said Parcel S1009223520

North 58° 15' 09" West 351.81, thence leaving said Easterly boundary

North 78° 39' 45" East 1315.27 feet to the intersection of the Southerly Right-Of-Way of the I-84 Connector and the Westerly Right-Of-Way of West Shoreline Drive thence

South 89° 10' 40" East 103.05 feet to a point on the Easterly Right-Of-Way of West Shoreline Drive, thence continuing along said Southerly Right-Of-Way of the I-84 Connector

North 83° 20' 00" East 38.76 feet, thence

North 83° 21' 41" East 178.95 feet, thence

North 83° 23' 17" East 100.42 feet, thence

North 88° 20' 14" East 288.62 feet to a point on the Westerly Right-Of-Way of North 25th Street, thence

North 89° 55′ 36″ East 60.00 feet to a point on the Easterly Right-Of-Way of North 25th Street, thence continuing along said Southerly Right-Of-Way of the I-84 Connector

North 89° 55' 36" East 586.07 feet, thence South 84° 53' 49" East 185.40 feet, thence



South 78° 32' 03" East 77.97 feet, thence South 63° 34' 34" East 101.53 feet, thence

North 64° 46' 56" East 12.83 feet to a point on the Westerly Right-Of-Way of West River Street, thence

North 64° 55' 58" East 80.00 feet to a point on the Easterly Right-Of-Way of said West River Street, thence continuing along said Southerly Right-Of-Way of the I-84 Connector.

North 64° 55' 28" East 66.63 feet, thence South 89° 31' 57" East 229.76 feet, thence South 25° 31' 47" East 57.82 feet, thence North 64° 37' 51" East 74.80 feet to a point on the Westerly Right-Of-Way of West Cooper Street, thence

South 85° 12' 57" East 57.70 feet to a point on the Easterly Right-Of-Way of West Cooper Street, thence continuing along said Southerly Right-Of-Way of the I-84 Connector.

South 70° 38' 00" East 70.49 feet, thence

South 25° 04' 06" East 66.02 feet to the **POINT OF BEGINNING.**

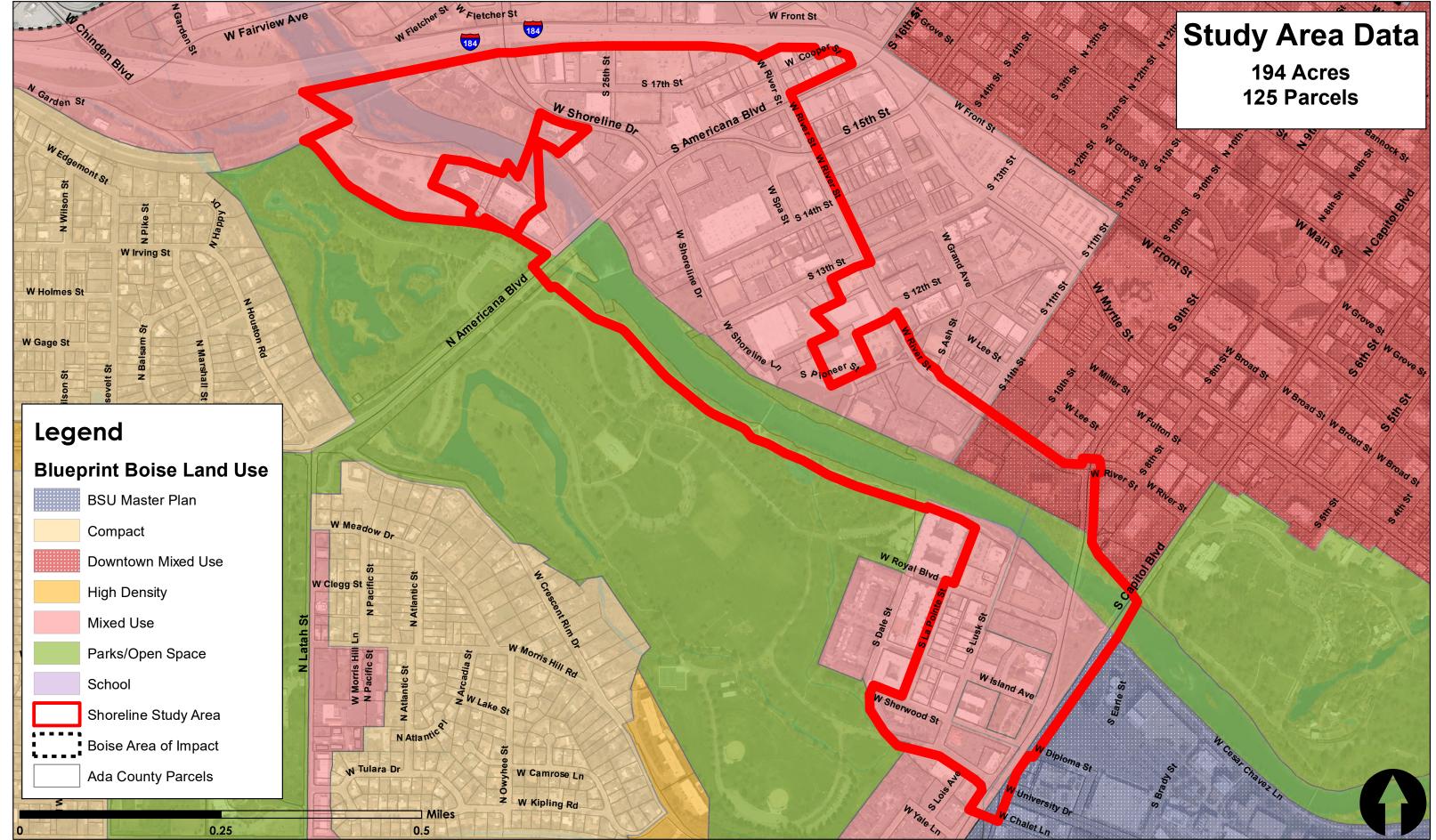
Said Tract of land contains 194.5 acres, more or less.



Properties (Public and/or Private) Which May Be Acquired by Agency

- 1. The Agency has not identified any particular parcel for the construction of public improvements or for private redevelopment. Properties which may be subject to acquisition included parcels to:
 - a) assemble with adjacent parcels to facilitate redevelopment;
 - b) assemble with adjacent rights-of-way to improve configuration and enlarge parcels for redevelopment;
 - c) reconfigure sites for development and possible extension of streets or pathways
 - d) assemble for future transfer to qualified developers to facilitate the development of mixed-use, residential, commercial and retail areas.
 - e) assemble for the construction of certain public improvements, including but not limited to cultural centers, food halls, transit oriented development, including transit stops or stations, educational facilities, multi-purpose athletic and performance facilities, other public facilities and improvements, including but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, parking, community facilities, parks, pedestrian/bike paths and trails, and riverfront access and recreation points..
- 2. The Agency reserves the right to acquire any additional right-of-way or access routes near or around existing or planned rights-of-way.
- 3. The Agency reserves the right to acquire property needed to provide adequately sized sites for high priority projects for the development of public improvements (the exact location of which has not been determined).
- 4. Other parcels may be acquired for the purpose of facilitating catalyst or demonstration projects, constructing public parking, constructing new streets or pathways, enhancing public spaces, or to implement other elements of the urban renewal plan strategy and/or the Master Plan for the Project Area.

Map Depicting Expected Land Uses and Current Zoning Within Revenue Allocation Area and Project Area







Economic Feasibility Study



CAPITAL CITY DEVELOPMENT CORPORATION

Shoreline Urban Renewal District Feasibility Study

FINAL REPORT | October 4, 2018



SHORELINE URBAN RENEWAL DISTRICT FEASIBILITY STUDY

October 4, 2018

S. B. FRIEDMAN & COMPANY

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CAPITAL CITY DEVELOPMENT CORPORATION Shoreline Urban Renewal District Feasibility Study

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1. Executive Summary

Urban Renewal Law Requirements

Idaho Code 50-2905 provides that the urban renewal agency shall prepare and adopt an urban renewal plan for each revenue allocation area included as a part of the plan. The agency shall submit the plan and recommendation for approval thereof to the local governing body. Among the plan requirements listed in Idaho Code 50-2905, the plan shall include an economic feasibility study. Idaho Code 50-2905 also articulates the economic feasibility study must be held to a standard of specificity. The following Shoreline Urban Renewal District Feasibility Study ("Feasibility Study") sets forth findings for the proposed plan.

SB Friedman Development Advisors was retained by the Urban Renewal Agency of the city of Boise City, Idaho, also known as Capital City Development Corporation ("CCDC" or "Agency"), to prepare an economic feasibility study pursuant to the Local Economic Development Act, Chapter 29, Title 50, Idaho Code (the "Act") for the Urban Renewal Plan ("Plan") for the Shoreline District Urban Renewal Project Area ("URD" or "District").

Economic feasibility is an analysis of a scenario of revenues that could be generated by the URD based upon a market assessment, and the future costs required for the implementation of an urban framework plan that can be supported by those revenues ("URD Project Costs"). SB Friedman evaluated projected revenues against URD Project Costs to ensure economic feasibility of the Plan. The planning process resulted in a longer menu of costs than those ultimately included as URD Project Costs. Costs excluded from the feasibility findings are referred to only as Project Costs. While feasibility findings refer to specific outlined URD Project Costs, currently unfunded Project Costs could be paid for if the District over-performs, if additional funding sources are leveraged, or if Agency prioritization of Project Costs change.

Findings of Feasibility

The incremental taxable values and resulting tax increment revenues over the 20-year term of the URD (assessment years 2019-2038) are summarized in **Appendix III**. Incremental property tax revenues are based on increases in taxable value for existing properties in the District and increases in taxable value resulting from development and/or redevelopment over the 20-year term. Adjustments were made to account for reductions in existing taxable value to accommodate redevelopment. The total incremental property tax revenues for the URD projected over the 20-year Plan period amount to approximately \$54.6 million undiscounted.

Project Costs were provided to SB Friedman by CCDC, prioritized by five-year quarters (years 1 – 5, 6 – 10, 11 – 15, and 16 – 20). **Appendix V** shows a scenario which demonstrates the ability of the URD to fund approximately \$33.8 million in present value URD Project Costs over the 20-year term. The scenario includes URD Project Costs paid out of incremental property tax cash flow in the first quarter, followed by three bond issuances – one in each of the remaining three quarters. URD Project Costs are limited to \$33.8 million in present value due to the expected escalation of construction costs over time and the cost of financing each of the bonds (assumed 4% cost of funds). According to these projections, CCDC would be capable of assuming approximately \$42.6 million in debt in the final three quarters (years 6-20), all of which could be paid off prior to the expiration of the District. The projected revenues and URD Project Costs result in a cumulative fund balance of approximately \$4,000 in 2039, or approximately \$2,000 in present value (discounted at 4% to 2019 dollars). Any surplus after termination of the URD would be submitted to Ada County for distribution to the overlapping taxing districts.

Other Considerations

Funding sources in addition to incremental property taxes may be available or be feasible for CCDC to use in financing anticipated URD Project Costs within the URD. Other revenues could include federal, state and/or local government funding sources that may become available to assist in the financing of future projects.

2. Introduction

The City of Boise (the "City") identified approximately 190 acres in and adjacent to Downtown as eligible and a candidate for designation as an urban renewal district in October 2017 and an addendum in December 2017. Implementing an urban renewal district provides the opportunity for the City to utilize revenue allocation funds, also known as tax increment financing (TIF) revenues, as a means of funding geographically targeted public improvements. As permitted by Idaho law, TIF can improve the ability of a urban renewal district to assist in economic development projects, make right-of-way and infrastructure improvements, promote a diversity of housing types including affordable housing, implement mobility initiatives and place-making projects which benefit the neighborhood.

Idaho Code 50-2905 requires CCDC evaluate the economic feasibility of a proposed district and include economic feasibility findings within the Plan which shall be held to a standard of specificity.

This Feasibility Study evaluates the existing status of the District and reviews a development scenario and the resulting impact on the revenue generation capability of the URD. In the process of satisfying the requirements set forth in the Act, CCDC coordinated with three consulting teams that developed key Feasibility Study inputs: SB Friedman led the financial analyses while CTA Architects Engineers and Quadrant Consulting coordinated on the design (Urban Framework Plan), physical planning and cost estimating (Infrastructure Plan).

The following key documents and models were developed and serve as key inputs into this Feasibility Study and will be referenced throughout the report:

- 1. **Market Assessment** | Real estate development projections over the 20-year term of the URD, based on market research and trend data
- 2. **Revenue Model** | Projections of URD incremental property tax revenues building on the Market Assessment and other key assumptions
- 3. **Urban Framework Plan** | A design plan which expands upon the Market Assessment, identifying necessary and desired public improvements
- 4. Infrastructure Plan | A document detailing existing infrastructure deficiencies and estimated costs
- 5. **Project Costs** | Projected costs associated with the desired improvements referenced in the Urban Framework Plan and Infrastructure Plan that could be incurred by the URA
- 6. **Feasibility Model** | A model prepared by SB Friedman which reconciles the Revenue Model and Project Costs, which then identifies specific 'URD Project Costs' which are projected to be economically feasible

Shoreline Urban Renewal District Boundary

The proposed URD is bounded by U.S. Highway 26 to the north and west, and Capitol Boulevard to the east. The boundary extends south along the Boise River Greenbelt and into portions of adjacent office parcels and the Lusk District.

There are 128 parcels in the District encompassing approximately 190 acres (inclusive public right-of-way). All major land uses are present within the District including office (35 parcels), retail (20), public/institutional (16), residential (11), park space (10) and parking/other (36). There are no parcels within the District that include

agricultural operations or forest lands which would require consent of the property owner per Idaho Code 50-2018(8), 50-2018(9) and 50-2903(8).

Existing Valuation of the Urban Renewal District

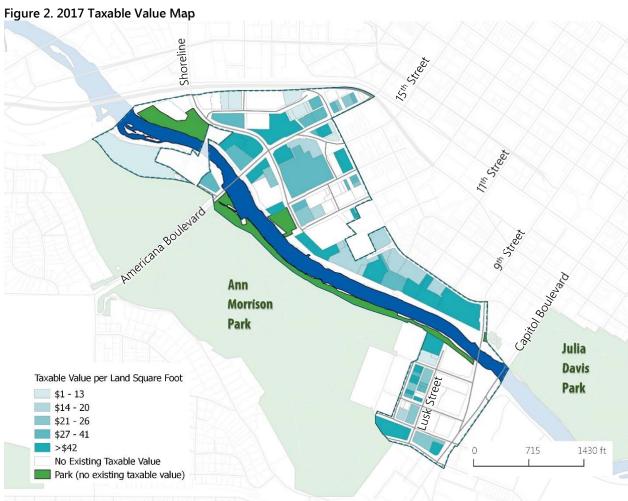
The URD has a total of 128 parcels which had a cumulative taxable value of \$108,022,900 in 2017. Classification of parcels by zoning code category is included in **Figure 1**.

Figure 1. 2017 Taxable Value by Assessor Zoning Code Category

Zoning Category	Taxable Value (2017)
Public	\$0
Commercial	\$49,274,200
Limited Office	\$1,502,700
Residential Office	\$57,246,000

Source: Ada County Assessor, SB Friedman

Existing taxable value was also analyzed spatially to identify lower value nodes within the District. **Figure 2** on the following page displays taxable value per land square foot throughout the District. Properties with a higher existing taxable value per square foot are located along Americana Boulevard and River Street. The majority of parcels on either end of the District – south of Highway 26 and west of Capitol Boulevard – are publicly owned and have no existing taxable value.



Source: Ada County Assessor, CCDC, City of Boise, SB Friedman

3. Development Program Projections

According to Idaho Code 50-2903(10) increment value "means the total value calculated by summing the differences between the current equalized value of each taxable property in the revenue allocation area and that property's current base value on the base assessment roll, provided such difference is a positive value." Base value on the "base assessment roll" means the equalized assessment rolls, for all classes of taxable property, on January 1 of the year in which the City Council passes an ordinance adopting the Plan containing a revenue allocation provision. SB Friedman used the final 2017 taxable values reported by Ada County as the base values for each property in the District.

Incremental value is calculated annually by property (interpreted to be parcels) through the termination date, set 20 years from the effective date of the Plan (50-2903). During the life of the URD, incremental value of real property value is generated through two mechanisms:

- 1. Increase in taxable value resulting from development or redevelopment over the 20-year term; and
- 2. Increase in taxable value due to appreciation of existing properties in the District.

SB Friedman conducted a Market Assessment to inform projections of new development/redevelopment over the 20-year term. The Market Assessment was the result of review of the data sources and planning materials identified in **Figure 3** below.

Figure 3. Key Market Assessment Data Sources

CoStar	Census Data (2016)	Market Studies	Planning Materials	Ada County
Historic vacancy Absorption Existing supply	Residential building permit data Public use microdata Longitudinal Employer-Household Dynamics	Thornton, Oliver, Keller CBRE Valbridge Property Advisors	COMPASS CCDC Plans Boise City Plans	Assessors data; new development valuation and value absorption

Projections were predominately based upon COMPASS projected population and employment increases over the URD term. SB Friedman converted employment growth to real property square footage using market assumptions founded in historic analysis and development trends. Population growth was similarly converted to square footage based on the City population per household assumption and market trends. The resulting program included in the 'new development' revenue projections is 1,225 residential apartment units, 190,000 square feet of office space, and 68,000 square feet of retail space (the "Development Program"). The Development Program is comprised of a few Known Developments (anticipated projects that are more likely than not to occur) and demand-based development (the remainder of the demand projected in the Market Assessment).

Excluding the Known Developments, the Development Program is projected to phase in evenly over a 15-year period for each of the land uses. The Known Developments are assumed to occur in 2019.

SB Friedman analyzed competitive new real estate product to derive a series of taxable value and program assumptions. These inputs helped drive the incremental taxable value estimates and thus tax projections in the Revenue Model. Key assumptions include:

- **Taxable Value** | SB Friedman generated taxable value assumptions on a per-square-foot or per-unit basis after evaluation of comparable new construction projects in and near the District. Estimated taxable values were inflated to the year of new construction delivery at 2.5% annually, from 2019.
- **Absorption of Taxable Value** | For Known Developments, SB Friedman assumed 40-70% of the projected taxable value will be absorbed in the year a project delivers. The absorption rate varies by land use and is based on an analysis of comparable properties recently delivered.
- **Taxable Value Growth Rate** | Existing property within the District is assumed to appreciate 2.5% annually.
- Levy Rates | The levy rate is assumed to be a constant 0.015 through the life of the District. Levy rates have declined by approximately 0.02 over the last six years and may vary from year to year. SB Friedman held the levy rate constant to be conservative. Applying the levy rate to the incremental taxable value results in incremental property tax revenue generation.
- Annual Operations | SB Friedman assumed 12% of incremental property tax revenue will be deducted from gross revenues to fund operations, per CCDC direction. Gross revenues less the projected annual operations costs result in the net incremental revenue available to fund Project Costs.
- **Discount Rate/Cost of Borrowing** | SB Friedman assumed a 4% discount rate should be used per CCDC for all discounting of revenue projections to calculate present value. Incremental value revenues are discounted to 2019 dollars for consistency. Likewise, all bond amortization schedules assume an interest rate on all bonds of 4%.

4. Revenue Generation

Figure 4 summarizes the incremental property tax generation capability of the District in the scenario detailed above over the 20-year term of the Plan. The figure is the result of the Revenue Model which accounts for both the Development Program value growth and appreciation of existing real estate.

Figure 4. District Tax Generation Projection

			Sources of Revenue			Combined Revenue		
Assessment Year	CCDC Fiscal Year	Revenue from the Base Value of the Existing Real Estate	Revenue from Growth per Y the Existing Estate	ear of	Revenue from Development Program	Combined Growth & Increment Revenue (Gross)	Combined Growth & Increment Revenue (Net)	
[1]	[2]/[3]		[4]		[5]/[6]		[7]	
2018	2019	\$1,620,344		\$0	\$0	\$0	\$0	
2019	2020	\$1,620,344	\$-	40,509	\$0	\$40,509	\$35,648	
2020	2021	\$1,620,344	\$	82,030	\$218,282	\$300,312	\$264,274	
2021	2022	\$1,620,344	\$1.	24,589	\$621,733	\$746,322	\$656,763	
2022	2023	\$1,620,344	\$1	68,213	\$835,361	\$1,003,573	\$883,145	
2023	2024	\$1,620,344	\$2	12,926	\$1,059,282	\$1,272,208	\$1,119,543	
2024	2025	\$1,620,344	\$2	58,758	\$1,293,876	\$1,552,634	\$1,366,318	
2025	2026	\$1,620,344	\$3	05,736	\$1,539,539	\$1,845,274	\$1,623,841	
2026	2027	\$1,620,344	\$3	53,888	\$1,796,675	\$2,150,563	\$1,892,496	
2027	2028	\$1,620,344	\$4	03,243	\$2,065,707	\$2,468,950	\$2,172,676	
2028	2029	\$1,620,344	\$4	53,833	\$2,347,067	\$2,800,900	\$2,464,792	
2029	2030	\$1,620,344	\$5	05,688	\$2,641,204	\$3,146,892	\$2,769,265	
2030	2031	\$1,620,344	\$5	58,838	\$2,948,581	\$3,507,419	\$3,086,529	
2031	2032	\$1,620,344	\$6	513,318	\$3,269,676	\$3,882,994	\$3,417,035	
2032	2033	\$1,620,344	\$6	69,159	\$3,604,983	\$4,274,143	\$3,761,245	
2033	2034	\$1,620,344	\$7	26,397	\$3,955,012	\$4,681,409	\$4,119,640	
2034	2035	\$1,620,344	\$7	85,066	\$4,320,289	\$5,105,354	\$4,492,712	
2035	2036	\$1,620,344	\$8	45,201	\$4,701,358	\$5,546,559	\$4,880,972	
2036	2037	\$1,620,344	\$9	06,839	\$4,818,892	\$5,725,731	\$5,038,644	
2037	2038	\$1,620,344	\$970,019		\$4,939,364	\$5,909,383	\$5,200,257	
2038	2039	\$1,620,344	\$1,0	34,778	\$5,062,848	\$6,097,626	\$5,365,911	
				Total Undiscounted		\$62,059,000	\$54,612,000	
				Present	t Value (2019\$)	\$37,786,378	\$33,252,012	

^[1] Assumes the URD is approved in 2018, with the first increment realized in 2019.

^[2] Taxes are collected one year in arrears, taxes in calendar year 2020 are modeled to be collected in calendar year 2021.

^[3] The URD will receive collections from the 20th and last year of the URD in calendar year 2039.

^[4] Assumes the 2018 composite rate is constant through the life of the URD.

^[5] Revenue from the Development Program includes all inflationary increment on previous year additions.

^[6] The Development Program is assumed to occur on sites susceptible to change.

^[7] Gross URD revenue less CCDC Annual Program Operations.

In total, the District is anticipated to generate approximately \$54.6 million in incremental property tax revenue over the life of the URD, undiscounted. Discounted at 4%, these revenues are anticipated to be approximately \$33.3 million in 2019 dollars. In the development scenario detailed above, the District generates more incremental revenue each quarter: rising from almost \$3 million in the first quarter (undiscounted) to over \$25 million in the last quarter. Revenues by quarter are summarized in **Figure 5**.

Figure 5. District Revenues by Quarter

	Undiscounted	Discounted
First Quarter	\$2,959,000	\$2,639,000
Second Quarter	\$9,520,000	\$7,164,000
Third Quarter	\$17,154,000	\$10,648,000
Fourth Quarter	\$24,978,000	\$12,801,000

Source: SB Friedman

5. URD Project Costs

Idaho Code 50-2905 requires a detailed list of estimated project costs the URA is likely to incur in the revenue allocation area. Idaho Code 50-2905 also requires improvements be provided with specificity, including the kind, number and location of all proposed public works or improvements in addition to the estimated costs of each. CCDC worked closely with Quadrant Consulting and CTA Architects Engineers to develop an Urban Framework Plan and Infrastructure Plan for the District, which guided Project Cost estimates.

CTA led the urban planning and design component of the Urban Framework Plan (UFP). CTA also coordinated public outreach efforts to ensure the UFP resulted in a representative plan supported by the community. CTA then created a list of associated public improvements required for UFP implementation. The UFP was then converted to a list of Project Costs, which required two primary inputs:

- 1. Estimated costs for public improvements related to the UFP, provided by CTA Architects; and
- 2. Estimated costs for key infrastructure improvements required over the URD term, provided by Quadrant Consulting after an Infrastructure Assessment was conducted.

All cost estimates are provided in 2019 dollars, for consistency with the Revenue Model. The UFP and required infrastructure improvements combined result in \$66.5 million in desired Project Costs to be funded by the URA. As projected revenues were far less than total Project Costs, CCDC prioritized costs by quarter to roughly align with SB Friedman revenue estimates by quarter (URD Project Costs).

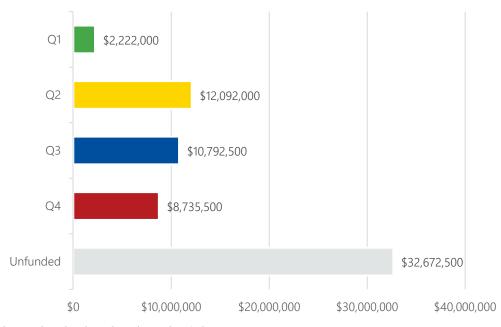


Figure 6. Project Costs by Quarter

Source: CTA, Quadrant Consultants, SB Friedman

In order to confirm feasibility of URD Project Costs, SB Friedman used the revenue projections described in Section 4 in addition to bond assumptions stated in Section 6. The two key inputs are used to construct the Feasibility Model which roughly balances projected incremental property tax revenues and URD Project Costs;

projected cash payments for some URD Project Costs and debt service payments for others. The Feasibility Model assumes payments out of the incremental revenue cash flow annually for the first quarter, followed by three bonds (one issued per quarter in each of the final three quarters).

Specific URD Project Costs included in the total for each quarter are in **Appendix IV**. SB Friedman evaluated feasibility of the smaller URD Project Cost list, however the Agency could feasibly fund alternative unfunded Project Costs if adhering to the same structure and reducing currently identified URD Project Costs.

6. Bond Assumptions

Bonds may be issued to fund URD Project Costs. CCDC provided SB Friedman with a prioritized list of desired improvements (addressed in **Section 5**). These URD Project Costs were reconciled with revenue projections to define a financially feasible plan to fund these costs. Typically, bonds can be issued to pay for improvements if the amount of incremental property tax revenue is deemed sufficient to fund the project directly or, if applicable, to service for the required debt. In evaluating bond feasibility, SB Friedman included the following key assumptions in the Feasibility Model:

- Interest Rate | The interest rate on all three bond issues was assumed to be 4%. The rate is reflective of recent CCDC experience with bonding in mature districts and in consult with CCDC's Municipal Advisor.
- **Issuance Cost** | Costs of issuance such as legal fees, municipal advisor fees and other costs are assumed to equal 1% of the principal amount.
- Interest Earnings | Cumulative cash flow not required for debt service or URD Project Costs is assumed to earn 1% interest annually. Interest earnings account for over \$400,000 in additional revenue in the scenario below, undiscounted, which allows for additional URD Project Cost capacity.
- Annual Cost Escalation | URD Project Costs are anticipated to escalate at 3% annually. All URD Project Costs were inflated to the first year of each quarter, or the assumed bond issuance year.
- **Debt Service Structure** | SB Friedman assumed level principal and interest payments for each of the bonds. Bond terms for each of the three bond issuances are the full remaining period of the URD (15, 10, and 5 years respectively).

Figure 7 includes a projected bond scenario that results in an economically feasible District (further detailed in the following section).

Figure 7. Projected Bond Issuances

Assumed Bonds	Assumed Year	Amount	Issuance Costs	Total Issuance
Proposed - 2nd Quarter	2024	\$14,017,942	\$140,179	\$14,158,122
Proposed - 3rd Quarter	2029	\$14,504,218	\$145,042	\$14,649,260
Proposed - 4th Quarter	2034	\$13,609,624	\$136,096	\$13,745,721

Source: SB Friedman

7. Economic Feasibility

In the scenario described, the District will generate sufficient revenue to retire the three bonds totaling approximately \$31.6 million in present value URD Project Costs. Additionally the scenario projects the District can fund approximately \$2.2 million (in present value) of Project Costs out of first quarter cash flow, thus no bond issuance would be necessary until year 2024. **Appendix Figure 4.A** describes the seven URD Project Costs projected to occur in the first quarter. The scenario results in a cumulative fund balance which would revert to local taxing bodies if realized at the expiration of the District in 2039. The scenario detailed in this Feasibility Study has the following key assumptions:

- Projected new residential, retail and office development will occur over a 15-year period
- Bonds are issued in each of quarters two four, after a mature cash flow is realized from incremental revenue in the first quarter
- Bond interest rates will be 4%, and will be saleable in varying term durations

Appendix V includes the projected revenue and a potential bond schedule for the District, confirming there is sufficient revenue generated to service the bonds (assuming assumptions are realized). While there are a series of years at the end of the District which have negative *annual* cash flows, the scenario results in a positive *cumulative* cash flow in every year.

SB Friedman concludes that this Feasibility Study confirms there is a plausible scenario, built upon specific market assumptions and trends, which allows for approximately \$33.8 million in public improvement URD Project Costs to be funded over the life of the District. This Feasibility Study is designed to serve as an attachment to the Plan, satisfying the requirement in Idaho Code 50-2905 that the Plan shall include an economic feasibility study with specificity.

8. Alternative Sources of Funds

Funds necessary to pay for redevelopment Project Costs and/or municipal obligations, which may be issued or incurred to pay for such costs, are to be derived principally from URD revenues and/or proceeds from municipal obligations, which have as a repayment source tax increment revenue. To secure the issuance of these obligations and the developer's performance of redevelopment agreement obligations, the Agency may require the utilization of guarantees, deposits, reserves, and/or other forms of security made available by private sector developers. The Agency may incur Project Costs that are paid from the funds of the Agency other than incremental taxes, and the Agency then may be reimbursed for such costs from incremental taxes.

The tax increment revenue, which will be used to fund tax increment obligations and eligible Project Costs, shall be the incremental real property tax revenues. Incremental real property tax revenue is attributable to the increase of the current equalized taxable value of each taxable parcel of real property in the URD over and above the certified base taxable value of each such property. Without the use of such incremental revenues, the URD is not likely to similarly develop.

Other sources of funds, which may be used to pay for development costs and associated obligations issued or incurred, include land disposition proceeds, state and federal grants, investment income, private investor and financial institution funds, and other sources of funds and revenues as the Agency from time to time may deem appropriate.

Appendix I: Limitations of Engagement

Our report will be based on estimates, assumptions, and other information developed from research of the market, knowledge of the industry, and meetings during which we will obtain certain information. The sources of information and bases of the estimates and assumptions will be stated in the report. Some assumptions inevitably will not materialize, and unanticipated events and circumstances may occur. Therefore, actual results achieved during the period covered by our analysis will necessarily vary from those described in our report, and the variations may be material.

The terms of this engagement are such that we have no obligation to revise the report to reflect events or conditions which occur subsequent to the date of the report. These events or conditions include, without limitation, economic growth trends, governmental actions, additional competitive developments, interest rates, and other market factors. However, we will be available to discuss the necessity for revision in view of changes in the economic or market factors affecting the proposed project.

Our study will not ascertain the legal and regulatory requirements applicable to this project, including zoning, other State and local government regulations, permits, and licenses. No effort will be made to determine the possible effect on this project of present or future federal, state or local legislation, including any environmental or ecological matters.

Tax increment projections are anticipated to be prepared under this engagement for the purpose of estimating the approximate level of increment that could be generated by proposed projects and other properties within the proposed District boundary and from inflationary increases in value. These projections are intended to provide an estimate of the final taxable value of the District for inclusion in the final report and to provide a level of assurance that the increment to be generated would be sufficient to cover estimated URD Project Costs.

As such, our report and the preliminary projections prepared under this engagement are intended solely for your information, for the purpose of establishing a District, and may be reviewed by private institutional lenders in support of potential debt obligations. These projections should not be relied upon by any other person, firm or corporation, or for any other purposes. Neither the report nor its contents, nor any reference to our Firm, may be included or quoted in any offering circular or registration statement, appraisal, sales brochure, prospectus, loan, or other agreement or document intended for use in obtaining funds from individual investors, without prior written consent.

Appendix II: Development Program by Quarter

Figure 2.A. Development Program by Quarter

	Residential (units)	Office (SF)	Retail (SF)
First Quarter	461	50,892	27,599
Second Quarter	347	63,615	18,364
Third Quarter	347	63,615	18,364
Fourth Quarter	69	12,723	3,673
Total:	1,224	190,845	68,000

Appendix III: Revenue Model

Base Assumptions:	
Inflation Rate	2.5%
Composite Tax Levy	0.015
Urban Renewal Annual Program Operations [1]	12%
CCDC Discount Rate [2]	4%

Timing Assumptions:			
	Retail	Office	Residential
Development Start Year [3]	2019	2019	2019
Years to Deliver Known Developments	1		1
Other Demand Years to Deliver [4]	15	15	15
Taxable Value Assumptions:			
Taxable Value	\$315	\$195	\$130,280
Unit	SF	SF	Unit

					Sources of New Increment Value			Sources of	f Revenue	Combined	d Revenue	
				Value Growth of Existing Real Estate		Value Growth from Projected New Real Estate in the Shoreline URA			Revenue from	Revenue from	Gross URA	
	URA Year	Assessment Year	CCDC Fiscal Year	Cumulative TV Increment on Existing Real Estate	TV Increment from Known Developments	TV Increment from Demand	TV Deductions of Existing Land/Improveme nts	Cumulative TV Increment on Development	Existing Value Growth	Projected New Value Growth	Revenue (Existing + New)	New Increment Value Revenue
	[5]	[6]/[7]	[6]/[7]	[8]	[9]/[11]	[10]/[11]	[11]	[12]	[13]	[13]		[14]
_	0	2018	2019	\$2,700,572	. \$0	\$0		\$0				
	1	2019	2020	\$5,468,659	\$15,288,485	\$0		\$14,552,133	\$40,509			\$35,648
1_	2	2020	2021	\$8,305,948	\$13,649,370	\$13,321,236		\$41,448,859	\$82,030		\$300,312	\$264,274
01	3	2021	2022	\$11,214,170	\$0	\$13,654,267		\$55,690,722	\$124,589	\$621,733	\$746,322	\$656,763
	4	2022	2023	\$14,195,096	\$0	\$13,995,624	-\$459,842	\$70,618,772	\$168,213	\$835,361	\$1,003,573	\$883,145
	5	2023	2024	\$17,250,546	\$0	\$14,345,515	. ,	\$86,258,418	\$212,926		\$1,272,208	\$1,119,543
	6	2024	2025	\$20,382,382	\$0	\$14,704,153		\$102,635,910	\$258,758		\$1,552,634	\$1,366,318
	7	2025	2026	\$23,592,514	\$0	\$15,071,756	-\$495,199	\$119,778,365	\$305,736	\$1,539,539	\$1,845,274	\$1,623,841
62	8	2026	2027	\$26,882,900	\$0	\$15,448,550	-\$507,579	\$137,713,795	\$353,888	\$1,796,675	\$2,150,563	\$1,892,496
	9	2027	2028	\$30,255,545	\$0	\$15,834,764	-\$520,269	\$156,471,135	\$403,243	\$2,065,707	\$2,468,950	\$2,172,676
	10	2028	2029	\$33,712,506	\$0	\$16,230,633	-\$533,275	\$176,080,272	\$453,833	\$2,347,067	\$2,800,900	\$2,464,792
	11	2029	2030	\$37,255,891	\$0	\$16,636,399	-\$546,607	\$196,572,070	\$505,688	\$2,641,204	\$3,146,892	\$2,769,265
	12	2030	2031	\$40,887,861	\$0	\$17,052,309	-\$560,272	\$217,978,408	\$558,838	\$2,948,581	\$3,507,419	\$3,086,529
63	13	2031	2032	\$44,610,630	\$0	\$17,478,617	-\$574,279	\$240,332,206	\$613,318	\$3,269,676	\$3,882,994	\$3,417,035
	14	2032	2033	\$48,426,468	\$0	\$17,915,582	-\$588,636	\$263,667,457	\$669,159	\$3,604,983	\$4,274,143	\$3,761,245
	15	2033	2034	\$52,337,702	\$0	\$18,363,472	-\$603,352	\$288,019,263	\$726,397	\$3,955,012	\$4,681,409	\$4,119,640
	16	2034	2035	\$56,346,717	\$0	\$18,822,558	-\$618,436	\$313,423,867	\$785,066	\$4,320,289	\$5,105,354	\$4,492,712
	17	2035	2036	\$60,455,958	\$0	\$0	\$0	\$321,259,463	\$845,201	\$4,701,358	\$5,546,559	\$4,880,972
9	18	2036	2037	\$64,667,929	\$0	\$0	\$0	\$329,290,950	\$906,839	\$4,818,892	\$5,725,731	\$5,038,644
	19	2037	2038	\$68,985,200	\$0	\$0	\$0	\$337,523,224	\$970,019	\$4,939,364	\$5,909,383	\$5,200,257
	20	2038	2039	Last Year of Collections:					\$1,034,778	\$5,062,848	\$6,097,626	\$5,365,911
				Total Revenue, 2019-2	2038				\$10,019,000	\$52,040,000	\$62,059,000	\$54,612,000
				Present Value of URA	Revenue (2019\$)	:			\$6,135,000	\$31,652,000	\$37,786,000	\$33,252,000

- [1] Assumes 12.0% of increment revenue for operations.
- [2] Discount rate reflects the standard bond rate for new URDs
- [3] Assuming the program of Known Developments deliver first, taxable value is absorbed over a 2-year period.
- [4] Other demand within the District is assumed to come online beginning in the year following Known Development.
- [5] Assumes the District is approved in 2018, with the first increment revenue collected in CCDC fiscal year 2020.
- [6] Taxes are collected one year in arrears, taxes in calendar year 2019 are modeled to be collected in calendar year 2020.
- [7] The District will receive collections from the 20th and last year of the URD in CCDC fiscal year 2039.
- [8] Assumes a 2.5% inflation of the base taxable value, which is assumed at \$108,022,900 based on 2017 Ada County Assessor Data.
- [9] Assumes a portion of taxable value (varies by land use) comes online in the year placed in service, the remaining coming online in the following year.
- [10] Includes all demand not associated with Known Development proposals.
- [11] Does not show cumulative taxable value increment, only displays increment or deductions associated with new investment coming online in a given year.
- [12] Includes increment from new product in the given calendar year, in addition to the cumulative inflated increment from new product in previous calendar years.
- [13] Assumes the 2018 tax levy is constant through the life of
- [14] Gross URD revenue available increment less Urban Renewal Program operations.

Assumptions provided by CCDC

SB Friedman Development Advisors

Appendix IV: Costs by Quarter

Figure 4.A. First Quarter Costs

- I gains in a rines Quanties seem			
Improvement	Key Strategy	Costs	Cash Flow Year
Streetscape Improvements - Lusk St, Boise River to Ann Morrison Park Dr	Infrastructure	\$655,000	2023
Streetscape Improvements - La Pointe St, Royal Blvd to Sherwood St	Infrastructure	\$357,000	2022
Streetscape Improvements - Royal Blvd, La Pointe St to 9th St	Infrastructure	\$353,000	2021
Underground Overhead Power and Telecomm - Lusk Neighborhood	Infrastructure	\$250,000	2021
Greenbelt Path Improvements - North and South shores, Phase 1	Mobility	\$460,000	2022
Area Lighting - Greenbelt Bridge Adjacent to I-184 Connector	Placemaking	\$72,000	2020
Surface Improvements - 8th St Pedestrian Bridge	Placemaking	\$75,000	2020
TOTAL		\$2,222,000	

Figure 4.B. Second Quarter Costs

Improvement	Key Strategy	Costs
Greenbelt Path Improvements - North and South shorelines, Phase 2	Mobility	\$565,000
Mixed-use Development including Public Garage - Lusk Neighborhood	Economic Dev/ Housing	\$4,400,000
Lusk Neighborhood Entrance Park - at Greenbelt and Lusk St Intersection	Placemaking	\$360,000
Mixed-use Redevelopment Assistance -River Street Neighborhood Residential-focused Redevelopment Assistance - (e.g. 1025 Capitol Blvd City	Economic Dev/ Housing	\$850,000
Property)	Economic Dev/ Housing	\$1,200,000
Mixed-use Redevelopment Assistance - near 13th St and Shoreline Dr	Economic Dev/ Housing	\$2,000,000
Public Plaza and Riverbank Restoration - Shoreline Park	Placemaking	\$1,850,000
Recreational/Emergency River Access Facility - Shoreline Park	Placemaking	\$87,000
Fiber Optic Network Expansion - District Wide	Infrastructure	\$180,000
Underground Powerlines - River Street Neighborhood	Infrastructure	\$250,000
Underground Powerlines - Lusk Street Neighborhood	Infrastructure	\$250,000
Floodplain Remediation	Economic Dev	\$100,000
TOTAL		\$12,092,000

Figure 4.C. Third Quarter Costs

Improvement	Key Strategy	Costs
11th Street Bridge	Mobility	\$3,800,000
Right-of-Way Acquisition - 11th St, through Forest River Office Park to Boise River	Economic Dev	\$315,000
11th St Public Space Connection - River St to Proposed 11th St. Bridge	Mobility	\$433,000
Festival Street Improvements - Island Ave	Placemaking	\$686,000
Streetscape Improvements - Sherwood St, La Pointe St to Cap Blvd	Infrastructure	\$463,000
Right-of-Way Acquisition - Shoreline Dr Extension, 13th St to River St	Mobility	\$943,000
Streetscape Improvements - Shoreline Dr Extension, 13th St to River St	Placemaking	\$525,000
Festival Street Improvements - Shoreline Dr, 14th St to 13th St	Placemaking	\$1,070,000
Streetscape Improvements - 14th St, Shoreline Dr to River St	Infrastructure	\$645,000
Underground Powerlines - River Street Neighborhood	Infrastructure	\$250,000
Underground Powerlines - Lusk Street Neighborhood	Infrastructure	\$250,000
Fiber Optic Network Expansion - District Wide	Infrastructure	\$187,500
Alley Improvements - Between La Pointe St & Lusk St, from Island Ave to Royal Blvd	Placemaking	\$300,000
Floodplain Remediation	Economic Dev	\$300,000
Right-of-Way Acquisition or Property Acquisition for mixed use development or	Economic	
additional streetscape	Development	\$625,000
TOTAL		\$10,792,500

Figure 4.D. Fourth Quarter Costs

Improvement	Key Strategy	Costs
Streetscape Improvements - Shoreline Dr, Americana to 14th St	Infrastructure	\$483,000
Recreation Enhancements and Habitat Restoration - Settler's Diversion Dam	Special Projects	\$65,000
Boulevard Improvements - River St, Americana Blvd to 9th St	Infrastructure	\$1,775,000
Streetscape Improvements - Capitol Blvd, Boise River to Ann Morrison Park Dr	Infrastructure	\$800,000
Streetscape Improvements - 9th St, River St to Ann Morrison Park Dr Right-of-Way Acquisition - Spa St realignment/extension, from 17th St through	Infrastructure Economic Dev/	\$860,000
Kmart site to Shoreline Dr Extension	Housing	\$1,380,000
Streetscape Improvements - Spa St Extension, 14th St to Shoreline Dr Extension	Placemaking	\$665,000
Streetscape Improvements - Spa St Extension, 17th St to 14th St	Placemaking	\$620,000
Streetscape Improvements - 17th St, Shoreline Dr to Cul-de-sac	Infrastructure	\$1,100,000
Fiber Optic Network Expansion - District Wide	Infrastructure	\$187,500
Underground Powerlines - District Wide	Infrastructure	\$500,000
Floodplain Remediation	Economic Dev	\$300,000
TOTAL		\$8,735,500

Figure 4.E. Unfunded Costs

Improvement	Key Strategy	Costs
Right-of-Way Acquisition - Forest River Office Park Streetscape Improvements - New Right-of-Way Forest River Office Park, Shoreline Dr to	Economic Dev	\$690,000
11th St	Placemaking	\$618,000
Streetscape Improvements - 15th Street, Americana Blvd junction to I-184 Connector	Infrastructure	\$735,000
Streetscape Improvements - Americana Blvd, Americana Terrace to River St	Infrastructure	\$1,020,000
Streetscape Improvements - Americana Blvd (16th St), River St to I-184 Connector	Infrastructure	\$495,000
Streetscape Improvements - 25th Street, I-184 Connector to 17th St	Infrastructure	\$225,000
Streetscape Improvements - Ann Morrison Park Dr, La Pointe St to Capitol Blvd	Infrastructure	\$355,000
Streetscape Improvements - 13th St, Shoreline Dr to River St	Infrastructure	\$650,000
Streetscape Improvements - River St, I-184 Connector to Americana Blvd	Infrastructure	\$222,000
Boise River South Shore Habitat Enhancement - Ann Morrison Park	Special Project	\$2,750,000
Streetscape Improvements - Lusk Type 1 Right of Way, Royal Blvd to Sherwood St	Mobility	\$350,000
Mixed-use Redevelopment Assistance - Firefighter Training Facility	Economic Dev	\$3,200,000
Redevelopment Assistance - ACHD Remnant Parcel at Shoreline Dr and I-184 Connector	Economic Dev	\$800,000
Shoreline Park Bridge - 13th St Connection to Ann Morrison Park	Mobility	\$3,500,000
Mixed-use Development including Public Garage -River Street Neighborhood Residential-focused Redevelopment Assistance - (e.g. 1020 Lusk St, 1028 Lusk St, or City	Mobility	\$7,000,000
Property)	Economic Dev	\$710,000
Streetscape Improvements - Shoreline Dr, I-184 Connector to Americana Blvd	Infrastructure	\$1,035,000
Redevelopment Assistance, ACHD, 829 S 17th St	Economic Dev	\$500,000
Redevelopment Assistance, City of Boise, 825 S 17th St	Economic Dev	\$400,000
Fiber Optic Network Expansion - District Wide	Infrastructure	\$2,267,500
Underground Overhead Powerlines - District Wide	Infrastructure	\$1,000,000
Alleyway / Remnant Parcel Public Improvements- District Wide	Infrastructure	\$900,000
Greenbelt Underpass Expansion - Americana Blvd	Mobility	\$850,000
Greenbelt Underpass Expansion - 9th St	Mobility	\$850,000
Greenbelt Underpass Expansion - Capitol Boulevard	Mobility	\$850,000
Public Transportation Improvements - Stations/Stops Lusk St Neighborhood	Mobility	\$350,000
Public Transportation Improvements - Stations/Stops River St Neighborhood	Mobility	\$350,000
TOTAL		\$32,672,500

Inter-Agency Initiatives List

Appendix V: Feasibility Model

Projected Bond Terms

Interest Rate on Bonds [1]	4%
Cost of Funds [1]	4%
Interest Earnings [2]	1%
Issuance Costs [3]	1%
Q2 Level P&I Payment Term	15
Q3 Level P&I Payment Term	10
O4 Level P&I Payment Term	5

Funding Structure

Assumed Bonds	Assumed Year	Amount [4]	Issuance Costs	Total Issuance [5]	Years of URA Before Payment Begins
Proposed - 2nd Quarter	2024	\$14,017,942	\$140,179	\$14,158,122	5
Proposed - 3rd Quarter	2029	\$14,504,218	\$145,042	\$14,649,260	10
Proposed - 4th Quarter	2034	\$13,609,624	\$136,096	\$13,745,721	15

Annual Escalation of Construction Costs [6]	3%	,
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Summar

Cumulative Fund Balance in 2039	\$3,723
PV of Cumulative Fund Balance (2019\$)	\$1,767
Outstanding Debt in 2039	\$0

PV of funded improvements	\$33,842,000
PV of revenues @ 4%	\$33,252,012

Notes:

- [1] Interest rate and cost of funds provided by CCDC
- [2] Interest earnings rate assumption based on current interest earnings on existing URDs
- [3] Issuance cost assumption based on SB Friedman project experience
- [4] Bond total amounts based on CCDC Project Cost matrix
- [5] Loan amount plus issuance costs
- [6] Project Costs provided by CCDC are escalated at 3% annually to account for increasing construction costs
- [7] Taxes are collected one year in arrears, taxes in calendar year 2019 are modeled to be collected in calendar year 2020

					Debt Service			Debt Service			Debt Service				
	Assessment	New Increment	Proposed First	P	roposed - 2nd Quarte	r		Proposed - 3rd Quarter			Proposed - 4th Quarte	r		URA Payoff Analysis	
URA Year	Year [7]	Value Revenue	Quarter Costs Paid Out of Cash Flow	URA Backed Bonds Issued	URA Annual Debt Service Target Payments	Principal Balance	URA Backed Bonds Issued	URA Annual Debt Service Target Payments	Principal Balance	URA Backed Bonds Issued	URA Annual Debt Service Target Payments	Principal Balance	Annual Surplus/Shortfall	Cumulative Fund Balance	Interest Earnings/ on Cumulative Balance
0	2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1	2019	\$35,648	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,648	\$35,648	
2	2020	\$264,274	\$151,410		\$0	\$0	\$0	\$0	\$0	\$0	\$0	· ·	\$112,864	\$148,868	
3	2021	\$656,763	\$639,723		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,041	\$167,398	
4	2022	\$883,145	\$892,758		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$9,613	\$159,459	
5	2023	\$1,119,543	\$737,208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$382,335	\$543,388	
6	2024	\$1,366,318	\$0	\$14,158,122	\$1,273,397	\$13,451,049	\$0	\$0	\$0	\$0	\$0	\$0	\$92,921	\$641,743	. ,
7	2025	\$1,623,841	\$0	\$0	\$1,273,397	\$12,715,694	\$0	\$0	\$0	\$0	\$0	\$0	\$350,444	\$998,605	
8	2026	\$1,892,496	\$0	\$0	\$1,273,397	\$11,950,925	\$0	\$0	\$0	\$0	\$0	\$0	\$619,099	\$1,627,690	1 -7
9	2027	\$2,172,676	\$0	\$0	\$1,273,397	\$11,155,565	\$0	\$0	\$0	\$0	\$0	\$0	\$899,279	\$2,543,246	\$25,432
10	2028	\$2,464,792	\$0	\$0	\$1,273,397	\$10,328,391	\$0	\$0	\$0	\$0	\$0	\$0	\$1,191,395	\$3,760,073	\$37,601
11	2029	\$2,769,265	\$0	\$0	\$1,273,397	\$9,468,129	\$14,649,260	\$1,806,121	\$13,429,109	\$0	\$0	\$0	-\$310,253	\$3,487,42	
12	2030	\$3,086,529	\$0	\$0	\$1,273,397	\$8,573,457	\$0	\$1,806,121	\$12,160,152	\$0	\$0	\$0	\$7,011	\$3,529,306	
13	2031	\$3,417,035	\$0	\$0	\$1,273,397	\$7,642,999	\$0	\$1,806,121	\$10,840,437	\$0	\$0	\$0	\$337,517	\$3,902,116	
14	2032	\$3,761,245	\$0	\$0	\$1,273,397	\$6,675,322	\$0	\$1,806,121	\$9,467,934	\$0	\$0	\$0	\$681,727	\$4,622,864	\$46,229
15	2033	\$4,119,640	\$0	\$0	\$1,273,397	\$5,668,937	\$0	\$1,806,121	\$8,040,530	\$0	\$0	\$0	\$1,040,122	\$5,709,214	
16	2034	\$4,492,712	\$0	\$0	\$1,273,397	\$4,622,298	\$0	\$1,806,121	\$6,556,030	\$13,745,721	\$3,087,662	\$11,207,888	-\$1,674,468	\$4,091,839	
17	2035	\$4,880,972	\$0	\$0	\$1,273,397	\$3,533,793	\$0	\$1,806,121	\$5,012,150	\$0	\$3,087,662	\$8,568,542	-\$1,286,208	\$2,846,549	\$28,465
18	2036	\$5,038,644	\$0	\$0	\$1,273,397	\$2,401,747	\$0	\$1,806,121	\$3,406,515	\$0	\$3,087,662	\$5,823,622	-\$1,128,536	\$1,746,479	\$17,465
19	2037	\$5,200,257	\$0	\$0	\$1,273,397	\$1,224,420	\$0	\$1,806,121	\$1,736,655	\$0	\$3,087,662	\$2,968,905	-\$966,922	\$797,02	1 \$7,970
20	2038	\$5,365,911	\$0	\$0	\$1,273,397	\$0	\$0	\$1,806,121	\$0	\$0	\$3,087,662	\$0	-\$801,268	\$3,723	
TOTAL		\$54,611,706	\$2,421,099	\$14,158,122	\$19,100,955		\$14,649,260	\$18,061,211		\$13,745,721	\$15,438,308		-\$409,866	\$3,723	\$413,626

SB Friedman Development Advisors



Inter-Agency Initiatives

as of: October 1, 2018

The following list of initiatives have been identified by the stakeholder group and project team during the urban framework planning process. In order for CCDC to begin and complete certain public improvement projects listed in the urban framework project list, these initiatives should be completed.

Item	Initiative	Priority	Lead / Partner
1	Incent affordable housing that is dense, serves a mix of incomes, and provides diverse housing options by funding eligible public improvements.	Immediate / On-Going	HCD / PDS / CCDC/ Other Housing Agencies
2	Develop an innovative, mixed use, mixed income housing development on existing public entity owned parcels in the Lusk Street neighborhood.	Immediate / On-Going	HCD / PDS / CCDC / BSU
3	Prior to disposition of Lusk area City/BSU owned properties, create a development plan that identifies highest and best use objectives, sets forth strategic land trades as needed, and leverages public agency tools and resources.	Immediate	BSU / City / CCDC
4	Finalize the type, route and facilities for public transportation and shuttle systems in the Lusk and River Street neighborhoods.	High Priority	PDS / VRT / CCDC
5	Update the Boise Downtown Streetscape Standards Manual to incorporate this plan's streetscape typologies recommendations.	Immediate	PDS
6	Establish development standards that activate the greenbelt and riverfront area with pedestrian level amenities. This should include amending the Boise River Setback Ordinance to allow public license of private commercial patios within the setback zone.	High Priority	PDS
7	Implement strategies and regulations that bolster existing retail in Lusk District as well as a mix of uses, both horizontally and vertically disbursed (E.G. neighborhood branding, update design review, update C-2 zoning, or form-based code specific to this area, missing middle housing).	Medium Priority	PDS
8	Revegetate Ann Morrison Park's river bank with native shade trees to improve park user experience, improve aquatic habitat, and lower river water temperatures.	Medium Priority	Parks / PW
9	Create a master plan for Settler's Diversion Dam that allows passage of recreational watercraft, improves aquatic habitat, and meets irrigation needs.	Medium Priority	Parks / PW / Fish & Game



Item	Initiative	Priority	Lead / Partner
10	Update geothermal master plan to service the development forecast in the Shoreline District.	High Priority	PW
11	Update City-owned IT conduit network master plan to service the development forecast in the Shoreline District.	High Priority	IT
12	Pursue strategic land trades amongst public agencies as well as consider the acquisition of privately held properties to optimize development and economic development potential, improve neighborhood and provide a diversity of housing options. Private properties are not currently identified but may be considered.	Medium Priority	PDS / CCDC/ BSU/ ACHD/ Others
13	Provide support of affordable housing development by assisting with eligible costs such as resident relocation, impact fees, financing, public improvements, and utility improvements as per existing Idaho state statutes.	Ongoing	CCDC / HCD
14	Update CCDC's Participation Policy and Capital Improvement Planning Process to further encourage and prioritize developments that assist affordable and workforce housing developments.	Ongoing	CCDC
15	Pursue efforts, plans and policies that avoid displacement of existing social service organizations located within Shoreline District.	Medium Priority	HCD
16	Align partner agencies' long-range financial plans, five year capital improvement plans, and annual budgets with Shoreline District Urban Renewal Plan so that adequate resources are available for the planned Shoreline District public improvements.	Immediate / Ongoing	PDS / Parks / PW / IT / ACHD / ITD / BSU/ CCDC
17	Conduct environmental studies before starting the design or construction of any public improvements that may impact the Boise River.	High Priority	PW / CCDC / Parks
18	Unify the Capitol Boulevard master plan and partner agency work plans to provide clear direction about the desired public improvements.	Medium Priority	PDS / ACHD / BSU / VRT
19	Create a storm water implementation plan for Lusk Street and River Street neighborhoods that specifies system type and system location (private property or public right of way). Amend or update necessary license agreements with ACHD to allow for the systems to be built.	Medium Priority	PW / PDS / ACHD

References to Other Policies

- 1. Shoreline District Urban Framework Plan, dated October 8, 2018, prepared by CTA Architects and Engineers.
- 2. Shoreline District Infrastructure Expansion Analysis, dated August 24, 2018, prepared by Quadrant Consulting, Inc.
- 3. <u>Blueprint Boise</u>, the Comprehensive Plan of Boise City (the "Comprehensive Plan"), as may be amended from time to time, and adopted by the Boise City Council (the "City Council") on November 29, 2011 (Ordinance No. 4298).

4828-2110-9617, v. 6



V. INFORMATION ITEMS

BOISE, ID 83702



AGENDA BILL

Agenda Subject: Updates to ParkBOI Waitlist Pol	Date: October 8, 2018	
Staff Contact: Max Clark, Director of Parking & Mobility	Attachments: Proposed Updated ParkBOI Wa	aitlist Policy
Action Requested: Review proposed changes to Pa at the November Board meeting	rkBOI Waitlist Policy and authori for approval.	ze staff to bring them back

Fiscal Notes:

There are no direct fiscal implications of this measure.

Background:

In February of 2018 a revised waitlist policy was approved by the CCDC Board. This was in response to some rather lose guidelines which resulted in unrealistically high waitlists for ParkBOI facilities. The waitlist management guidelines, coupled with a \$20 waitlist fee, have greatly reduced the number of spaces being sought. The list went from at least 1,600 names to approximately 150 at last count.

Two minor changes are being sought:

- 1. Longer Offer Response Time. The previous policy stated that three business days would be allowed between an offer of spaces and acceptance/rejection. Our Operator has discovered that three days simply isn't enough time, particularly during the summer months when folks are on vacation and an accurate count is hard to get and signup often impossible. Ten business days has been recommended and is reflected in the new policy.
- 2. Immediate Carpool Access. The previous policy stated that new carpools were moved to the top of the waitlist upon commencement of their participation. With the waitlists being significantly shorter and registered carpool participation at zero, the new policy states that carpools will be admitted to the garage of their choice upon commencement of their participation in the program.

Staff Recommendation:

Staff recommends approval of the revised waitlist policies.

Suggested Motion:

I move staff return with these proposed policy changes at the November Board meeting.





Monthly Parking Waitlist Policy

February November 2018

Parking demand in downtown Boise exceeds supply. The ParkBOI public, off-street, structured parking garage system offers monthly parking passes to the general public who are frequent users of the system typically because they work or live downtown. This policy ensures the fair and effective administration of a waitlist for monthly parking permits.

General Policy

- A. CCDC's ParkBOI Parking Operator will maintain a waitlst for customers desiring a monthly parking pass at a ParkBOI parking garage. The Parking Operator will record the date each customer was added to the waitlist. This date will be the customer's Priority Date. Customers will be listed on a first come-first served basis, by garage. Prospective customers may sign up for one garage of their choice or be listed on a "first available space" basis. Contact information including name, phone number, and email address will be collected for each customer on the waitlst. Customers must provide the required \$20.00 nonrefundable Waitlist Fee before they will be added to the waitlist.
- B. Customers may choose to purchase monthly parking at a ParkBOI garage with available monthly parking and still be put onto the waitlist for a different garage. The Parking Operator will indicate on the waitlist if the customer currently has a monthly permit and if so, in which garage. In this case, the \$20 Waitlist Fee will not be assessed.
- C. As parking becomes available, customers on the Waitlist will be contacted in Priority Date order. A customer will have three ten business days to respond to email or telephone notification of the available monthly parking space. If the customer declines the parking space or is unresponsive or unreachable, the customer will be removed from the waitlist and the customer with the next Priority Date will be contacted.
- D. The \$20 Waitlist Fee will be applied to the parking card activation fee when a monthly pass is issued. If the customer does not respond to the notification within three ten business days or declines the monthly parking space, the customer will be removed from the waitlist and forfeit the \$20.00 Waitlist Fee.
- E. Carpool participants certified by ACHD Commuteride and ParkBOI will go to the top of the Wait List for be admitted to the garage of their choice. A carpool exemption must be noted on the waitlist.

Parking Operator Waitlist Management Guidelines

An accurate waitlist is essential for gauging parking demand and for an orderly and predictable assignment of monthly permits in ParkBOI parking garage. The Parking Operator will manage the waitlist according to this policy and these guidelines.

- A. Signup is allowed for either one specific garage or for the first available garage. The date of signup is the Priority Date which determines the customer' place on the master waitlist or on a specific garage's waitlist.
- B. A \$20 per space non-refundable Wait List fee is required to be placed on the waitlist.
- C. When a monthly parking space becomes available customers on the waitlist will be contacted by Priority Date.
- D. Current monthly pass holders seeking to transfer to another ParkBOI garage do not receive priority over individuals or corporations on existing waitlist.
- E. All monthly fees must be paid in-full prior to the first each month. Accounts 30 days in arrears are subject to cancelation.
- F. Existing customers with outstanding fees are ineligible for additional monthly parking permits.
- G. The waitlist should be maintained in the attached format and should be easily sortable.
- H. The Parking Operator must keep the waitlist as current as possible. Each customer on the Wait List must be contacted annually to determine if they would like to remain on the waitlist. Customers who cannot be reached or do not respond within three-ten business days will be removed from the waitlist and their waitlist fee forfeited.



INFORMATION/DISCUSSION ITEM

Agenda Subject: Gateway East Update		Date: 8 October 2018
Staff Contact: Matt Edmond	Attachments: 1) Public comments received 2) Proposed district boundaries	

Background:

The City of Boise and CCDC have been working on an urban renewal district for the Gateway East study area since spring of 2018. This area generally includes lands within city limits along Eisenman Road, Gowen Road, and I-84 south and east of the Boise Airport. The City of Boise has envisioned this area as the primary site for light industrial development in Boise since 2000, when it purchased 320 acres along Eisenman Road for the purpose of promoting such development. The establishment of an urban renewal district with a revenue allocation area in Gateway East will help to address the need for significant public infrastructure investment and promote equitable, efficient, and timely development of the area as an industrial district, thereby diversifying and growing the Boise economy, addressing Boise's unmet demand for industrial space, and leveraging the Boise Airport as an economic asset.

On August 13, 2018 the CCDC Board accepted the Gateway East Eligibility Report and transmitted it to the Boise City Council. On August 28, 2018, the Boise City Council subsequently accepted the findings of the Eligibility Report and directed CCDC to prepare an urban renewal plan for the area. CCDC and City of Boise staff hosted open houses on September 13 and September 26, with an online open house running September 13-24. Written comments received are included in **Attachment 1**. Comments received are being considered in development of the final plan.

In late September, CCDC and City of Boise staff, in discussion with SB Friedman and legal counsel, made the decision to remove approximately 600 acres of the study area north/east of I-84 from the proposed district boundaries, as this area was determined to be non-essential to the findings of the eligibility report, the revenue model, or the projects to be included in the urban renewal plan. This adjustment does require additional time to adjust elements of the urban renewal plan, necessitating a special meeting in late October. The new proposed boundaries are shown on **Attachment 2**.

Fiscal Notes:

SB Friedman Development Advisors estimates the revenue allocation district will generate between \$95M and \$100M in new increment value revenue, in 2019 dollars. The urban renewal plan is expected to include approximately \$105M in estimated project costs. Staff will prioritize these projects into 5-year quarters, with approximately \$5M - \$10M in project costs identified as unfunded.

Next Steps

- Late October: Special CCDC board meeting to consider Gateway East Urban Renewal Plan
- November 9: Deadline for notice to public and taxing districts
- December 3: Planning & Zoning Commission meeting to find conformity with Blueprint Boise
- December 11: City Council Public Hearing, 1st & 2nd readings
- December 18: City Council, 3rd reading
- December 19: Plan documents filed and recorded
- January 1, 2019: Gateway East Urban Renewal Plan takes effect

Gateway East Open House #1 Comment Cards

- 1. Given this goal, what opportunities do you envision?
 - I worry that the CCDC's usefulness is over as there are no more considerably blighted areas and now CCDC has mission creep and is moving into economic development.
 Which is NOT what it was intended.
 - Look for housing opportunities where not in conflict with airport overlay restrictions. Improve I-84 frontage/gateway.
 - The Boise Metro Chamber supports the tools of urban renewal to be used for economic development. The approval by CCDC of the Gateway East District and then by the Boise City Council, will make the City of Boise competitive with other communities for an industrial area. An urban renewal district is necessary for the funding of infrastructure to attract quality development. –Ray Stark, Boise Metro Chamber
 - Opportunities for new jobs for many people and growth for Boise.

2. What challenges do you envision?

- The incompatible uses of a long-standing residential neighborhood of affordable housing has to be resolved. The community must be protected—the city should acquire the land from the developer or help it become a resident-owned community.
- Land use limitations in northern area due to airport overlay district restrictions. Road improvements may be expensive, follow TLIP standards to enhance aesthetics/mobility.
- As a resident of Blue Valley MHP we do not want to be choked out of our homes. We fear that we may get pushed out if the owners of the Park decide to sell if it is not profitable for them.

3. Any other feedback?

- The city must protect the residents of Blue Valley first and foremost. The city wants to develop an industrial zone in this area therefore the city must create a buffer between the residents and/or a concrete wall.
- This area begs for an alternative plan that capitalizes on existing strengths and doesn't pre-suppose an "all industrial" future for this sector of the city. There is already an existing (but declining) retail/commercial property that requires adaptive re-use and is too valuable to demolish. There is already an affordable housing development (Blue Lake) in this district, whose future is undetermined and may be at risk of ultimate relocation if conditions deteriorate, especially on adjacent parcels. Why isn't this district being considered for a more imaginative blend of light industrial, affordable residential, and revitalized retail/commercial... instead of exclusive heavy-to-moderate industrial uses that, ultimately, will degrade both the Gowen commercial center and the Blue Lake residential property. If demographics tell us anything, it's that millennial, first-time home buyers will tolerate a certain level of light industrial in their midst—in fact, they seek it out (witness Garden City revitalization). The Gateway East district is proximate to Micron and the rapidly developing East Boise area. Your urban renewal planning effort needs to take a closer look at how this Gateway area interrelates with the rest of the city, and whether making it exclusively industrial may <u>not</u> be the highest and best use, when blended use(s) may be wiser. - I would like to see more specific

Attachment 1: Public Comments Received

projections on how a plan that will increase industrial and light industrial development in this sector will affect existing residential (Blue Lake development) and commercial/retail (Gowen Outlet Mall) uses of the area. Will a Gateway East industrial development mean their uses will diminish, decline, or disappear? What is the ultimate vision for this sector? –David Klinger

- I have 2 main concerns: 1) sidewalk down Eisenman for school kids walking to bus stop. There's no shoulder. 2) Greenbelt buffer around our mobile home park (maybe an easement?) to help prevent our property values from dropping.
- We definitely do not want to recycling facility, or meat processing plant nothing like that. We like our fresh air, and wildlife!

Gateway East Online Comments

- To Whom it May Concern: I strongly feel that you need to expand the district to Kuna Mora Road. Also, the proposed Gateway East District should construct an intermodal facility. This would be a significant contribution to the rail and freight industries. The hub for this area is in Ogden, Utah. We need an intermodal facility here in the Treasure Valley. This site is an ideal site. It would spur significant growth. Finally, a bypass road on Kuna Mora Road to the Blacks Creek interstate on ramp is long overdue. Surely, someone can visualize the importance of this I-84 access point? There is already significant traffic truck traffic on I-84 between Boise and Caldwell that continues to grow!. A bypass like the I-215 bypass in Salt Lake City, Utah is needed.
- The Urban Renewal District should be expanded further south to Kuna Mora Road.
 The Kuna Mora corridor toward Nampa should be developed with roadways to help divert truck and other through traffic off the I-84 corridor through Boise. Also, an Intermodal facility should be built on the City of Boise's remaining 50 acres as soon as possible.
- I think this a great project. The project should include an intermodal facility with Union Pacific. Additionally, the project should be expanded to Kuna Mora Raod. Kuna Mora Road should become a major traffic corridor like I-215 in Salt Lake City. This would take traffic off of I-84 and provide access to I-84 for South Boise, Kuna, South Nampa, and Caldwell.

Attachment 1: Public Comments Received

September 21, 2018

Mr. John Brunelle & Mr. Nic Miller Capital City Development Corporation 121 N. 9th Street, Suite 501 Boise, ID 83702

Re: Gateway East District Formation

Dear Mssrs. Brunelle and Miller,

I was unable to attend the September 13th open house on the proposed Gateway East urban renewal district. Please consider these issues as you move forward:

- While the area probably qualifies for urban infrastructure improvements, the CCDC and City should create affordable housing in this District as well as business/industrial uses. This will require thoughtful zoning and deliberate planning for transitions between uses. The City's interest in job creation should have an equally strong, parallel component to provide nearby workforce housing so as to reduce commuting time to new employment centers. It makes no sense to increase travel times and congestion on the I-84 corridor.
- Walkable connections between housing nodes and work sites must receive
 high priority so as to avoid creating un-liavable situations where residents
 feel it is unsafe to walk to shopping or work. (e.g., Overland Road dense
 apartments in Meridian near the St. Luke's interchange)
- Please provide strong protections for the 45 year-old Blue Valley
 manufactured home mobile home park. This well-maintained neighborhood
 provides vital affordable housing for many families. CCDC and the City should
 jointly change the zoning for this parcel (away from Industrial) and surround
 Blue Valley with compatible uses that blend wisely with any new light
 industrial uses.
- 4. Plan for light rail connections into and out of the new District.

Unfortunately, our City has lost many affordable homes through redevelopment and growth. Boise should not be for high-income folks only – take this opportunity to create an innovative Gateway East Urban Renewal District that serves both employers and working people with jobs and genuine living opportunity.

Kay Hummel

420 E. Crestline Drive

Boise, ID 83702

email: kayhum@cableone.net



September 13, 2018

Capital City Development Corporation 121 N 9th Street Boise, Idaho 83702

> Re: Comments regarding Gateway East Study Area

Dear Capital City Development:

Affordable housing is in a crisis in Boise. This isn't anyone's fault. It is what it is, and of course, there have been good economic benefits in some cases. But unfortunately, it appears that when affordable housing is demolished, the new construction is not affordable. As a result there is more taxpayer subsidy expense, or there is traffic congestion on already clogged roads because displaced residents who leave Boise have to commute to work.

The plight of the 200 manufactured homes occupied by 400-500 people at the Blue Valley Manufactured Home Park illustrates the problem. Near the Outlet Mall, this 45 year old Park features well maintained streets, shade trees, gardens and patios, a walkable neighborhood and a big lake. Space rents for the homes are around \$450 a month and homeowners can build some equity and deduct interest payments on their taxes. Many of the homes are new.

Somehow this important resource has been zoned in the past for industrial use. I note that when there was an application to demolish a 100 year old home on Main Street the City took quick action to make a small historic district, which prevented demolition from proceeding. The City and CCDC should use similar efforts to similarly protect Blue Valley.

And there are laws which help you in this regard. The Idaho Land Use Planning Act has required provisions in comprehensive plans. Idaho Code 65-6508(L) provides:

"Housing – An analysis of housing conditions and needs, plans for improvement of housing standards; and plans for the provision of safe, sanitary and adequate housing, including the provision for low cost conventional housing, the siting of manufactured housing and mobile homes in subdivisions and parks and on individual lots which are sufficient to maintain a competitive market for each of these housing types and to address the needs of the community."

Paid for by Gannon for State Rep. Seat 17A Dawn King, Treasurer

Attachment 1: Public Comments Received

Unfortunately, Boise and Garden City are failing with regard to this provision in several respects. First, the number of manufactured housing units is in significant decline.

- (a) The 2015 Boise Housing Analysis says there are 2789 (3 per cent) manufactured homes in Boise. Note this would seem to include the 212 Blue Valley units annexed in 2013. Garden City has 1071 units.
- (b) A 2007 Manufactured Home study for Boise City by Boise State University says that in 2005 there were 3304 manufactured homes in Boise. Note Blue Valley Units were in the County at this time. Garden City had 1375.

Therefore, Boise has lost approximately 3304 – 2789 or about 515 units or 15%. If the annexed Blue Valley is not included in the 2789 figure, the loss is 727 units or 22%. The loss for Garden City is 304 units, or 22%.

Second, the industrial zone for Blue Valley would seem to be in conflict with this statute.

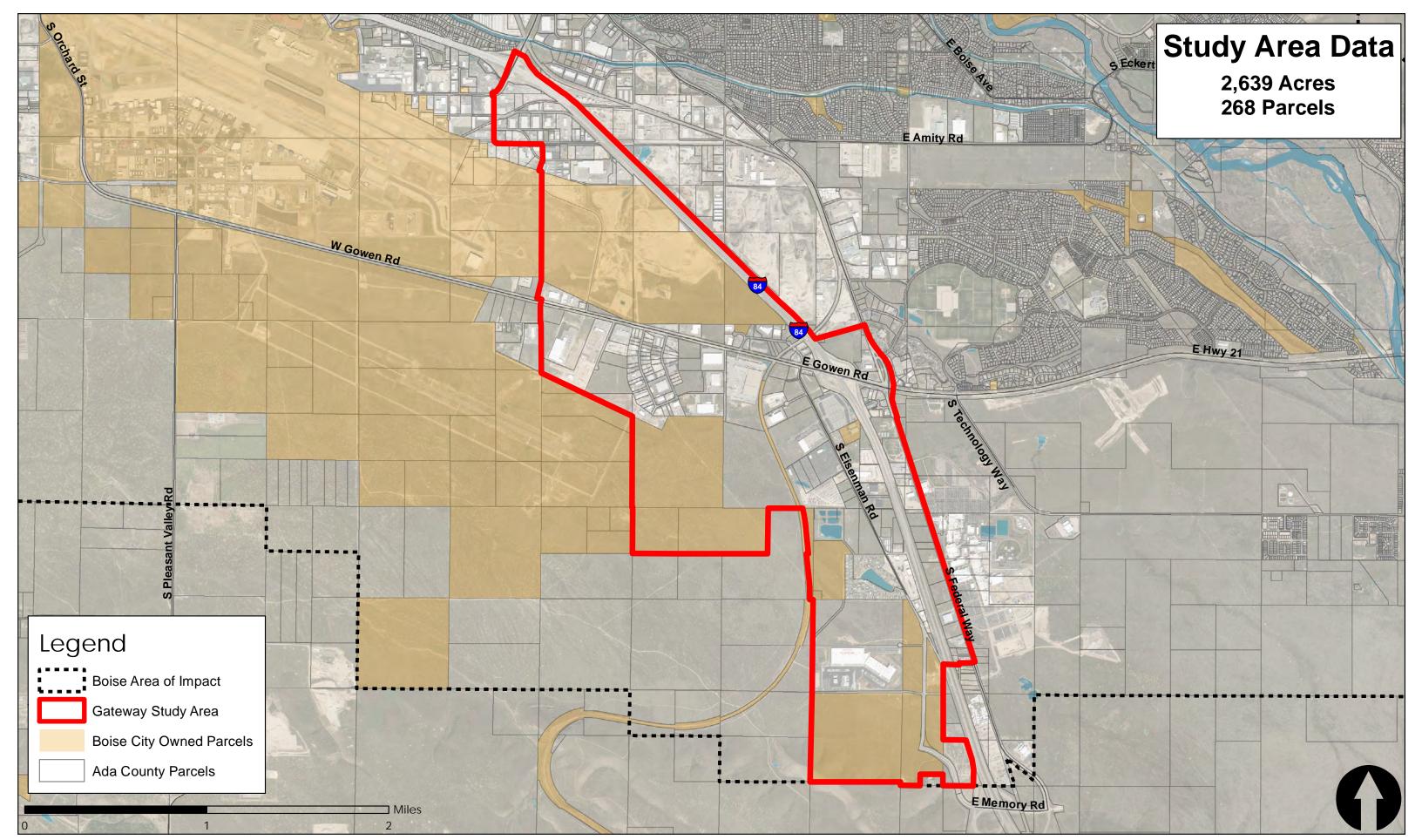
Third, a chart in the 2015 Housing Needs Analysis shows that between 2004 and 2011 the percentage of employees working in Boise but living outside of Boise has increased from 48% to 56%. One would expect that percentage to continue to rise in view of the traffic on the Interstate and Connector but I do not know those figures. Affordable housing in Boise reduces traffic.

The 2007 Boise State report said in its executive summary:

"And many Idahoans, especially people from rural places, simply refuse to live in apartments....... The status of homeownership, the sense of place in established neighborhoods, and the reluctance to uproot low-income seniors are other reasons a city like Boise may want to preserve mobile home parks"

People in low to middle income deserve to share in Boise's quality of life too. It appears that there are few places for homeowners at Blue Valley to move and certainly concrete high density apartments are not comparable to where they live now. Thus, it is imperative that CCDC and Boise develop policies and take actions to protect this very valuable resource at Blue Valley and other places where urban renewal is proposed.

John Gannon









TO: Dana Zuckerman, Chair, and Board of Commissioners

FM: John Brunelle, Executive Director

RE: CCDC Operations Report - October 2018

Development Team: Todd Bunderson, Matt Edmond, Shellan Rodriguez, Laura Williams, Karl Woods, Doug Woodruff, Ben Houpt & Kevin Martin.

ECONOMIC DEVELOPMENT PROJECTS

Shoreline District

The Shoreline Urban Renewal Plan will be presented to the Agency Board of Commissioners for review and a resolution to approve at the October 8 Board Meeting. If it were to be approved, it would go to the City Planning and Zoning on November 5 and then to the City Council on November 13 for a public hearing. If approved at that time, the ordinance would be read at three consecutive meetings and recorded by the end of the calendar year.

620 S 9th Street - The Afton - PP Type 5

There is no further Board action needed. Phase II of The Afton is under construction.

503 – 647 S Ash Street – Ash Street RFP – PP Type 5

The Ash Street Townhomes are well under construction and is approximately 25% complete. Trades currently onsite include: rough framing, civil, mechanical, plumbing, and electrical. We continue to work with local not for profit groups to create a retail with greater purpose. The project intends and has been approved to receive the city's housing incentive.

Development of East Boise Industrial Property

CCDC and City of Boise staff are working with consultants to finalize the economic feasibility study, infrastructure analysis, and urban renewal plan for Gateway East. CCDC and City of Boise staff hosted two open houses on Gateway East in September. The plan will now go to the CCDC board on October 24, Boise P&C on December 3, and City Council for a public hearing on December 11.

INFRASTRUCTURE PROJECTS

10th & Front Garage Concrete Repairs

Contract was awarded to Guho Corp at the June Board Meeting. Construction is underway and on schedule.



Bannock Street, 9th to Capitol Blvd, State-Bannock - Streetscape Improvement Project CCDC has collaborated with City of Boise and ACHD to arrive at a mutually preferred design concept. CCDC has hired Kittleson & Associates to perform a traffic and bike lane analysis to confirm the validity of the concept. Kittleson has completed their final draft, Jensen Belts has produced a Design Review package. This project will be presented at an upcoming council work session.

750 Main Street - Capitol Terrace - PP Type 1

Construction on the exterior improvements of newly named, Main + Marketplace nears completion, and the awnings along 8th and Idaho Streets are complete as well as the painting. Staff worked with the building owner and manager to get all necessary documentation in place by September 30 in order to reimburse Hawkins for the completed awnings. CCDC will reimburse Hawkins for the contract amount of \$150,000 for the awnings located on the 1st level in the public right-of-way. The actual construction cost exceeded this amount.

1402 W. Front Street - Verraso - PP Type 1

CCDC has reimbursed the developer for \$149,950 per the Type 1 Agreement for streetscape improvements. Staff toured the project at the end of September. The developer has sold the project to an investor who intends to rent the eight units. Prices will vary based on unit, staff was quoted approximately \$2,500 for a 3 bedroom/2 bath. This project is complete.

2200 Fairview - New Path Community Housing - PP Type 1

New Path is scheduled to be complete in October. Staff will work with the building owner and project manager to get the necessary documentation to reimburse the project for its streetscape improvements per the Type 1 Agreement.

176 Capitol - Business Interiors of Idaho - PP Type 1

Business Interiors of Idaho installed their new awnings in late September, and has submitted the necessary documentation for reimbursement. CCDC will reimburse Business Interiors for the contract amount of \$150,000 for the awnings located on the 1st level in the public right-of-way. The actual construction cost exceeded this amount.

222 N 8th Street - Diablo & Suns - PP Type 1 Potential

Construction continues on the new restaurant interior, and the awnings were complete by the September 30 deadline. Staff worked with the building and restaurant owners to get the necessary documentation in place for reimbursement. CCDC will reimburse the building owner for the contract amount of \$150,000 for the awnings located in the public right-of-way. The actual construction cost exceeded this amount.

801 N Main Street - Wells Fargo Center Retail - PP Type 1

Installation of the new awnings is complete, and new paint and lighting is underway. Staff worked with the building manager to get the necessary documentation in place by the September 30 deadline. CCDC will reimburse the building owner for the contract amount of \$150,000 for the awnings located in the public right-of-way. The actual construction cost exceeded this amount.



Participation Program Revisions

Based on Commissioners comments and discussions with inter-agency partners, staff has been working for several months internally on a draft revision of the Participation Program with recommendations of changes to improve the program. Staff plans to bring a draft revision to the Board at the November 14 board meeting for review and discussion.

PARKING & MOBILITY PROJECTS

Secure Bike Parking

C-T-Y is finalizing design and bid documents. CCDC expects to conduct an informal bid on or about October 11 with bid opening on October 25.

Park & Ride Shuttle

An MOU between the City and CCDC is up for CCDC Board action at the October 8 meeting. It authorizes CCDC to reimburse the City for up to \$105,400 in shuttle expenses incurred by BSU. This is anticipated to be 50% of the total shuttle service costs.

Daily/Weekly/Monthly Parking Statistics

CCDC will have a set of the most useful parking metrics available for the October Board meeting.

Dedicated Motorcycle Parking

Both motorcycle parking areas (Capitol & Main; 9th & Front) are very popular and overcrowding occurs from time to time. We will evaluate additional areas over the winter with the goal of having them ready by next Spring.

PLACE MAKING PROJECTS

505 W Idaho Street – 5th Street – The Gibson (5th & Idaho Apartments) – PP Type 2 & 4 The Gibson is near completion with a scheduled certificate of occupancy later this year. On-site trades include drywall, millwork, paint and landscape. According to the owner, leasing interest is strong and approximately 35% of the apartments are pre-leased.

CCDC Alley Program - South 8th Street District Plan - CIP Project

Artists have been selected through City of Boise, and design professionals have been contracted by CCDC. The project schedules are being reevaluated based on comments with the exception of the Simplot Alley work, which will align with ACHD's permeable alley project in 2018. CTY has provided revised design for tension sculpture based on Board comments. Bridge lighting installation, the mural at 8th & Fulton, and Simplot Alley is complete.

River Street Streetscape Improvements

Contract is complete with Guho and construction is anticipated to start October 8.

Main Street Station Art

Arts and History is collaborating with VRT and CCDC and working on contract negotiations with local artists. Contracts have been completed. The MOU is complete. Artists have provided content which has been approved and installations are complete. MOU billing has been paid.



CCDC Alley Program - Freak Alley & Union Block Alley - CCDC Alley Program CCDC's work on both alleys are complete.

CCDC Alley Program - 6th to 3rd between Main & Idaho - CCDC Alley Program

All power is undergrounded. Staff is working with St. Luke's to remove its remaining overhead fiber, and potentially a change order for some remaining telecom line crossing 3rd Street. The contractor is awaiting a meter pedestal for city street lights.

503 5th Street - 5th and Idaho Apartments - PP Type 2 & 4

Project is expecting to receive certificate of occupancy November 13, 2018.

BoDo Sidewalk Easement

Four easement agreements have been signed and recorded. Next steps to be determined.

CCDC Alley Program - Capitol to 6th between Grove and Main (Block 7)

The Land Group is presenting a schematic concept to stakeholders the first and second week of October. Staff will present the schematic concept to the CCDC board at an upcoming meeting.

Central District Improvements (Inc. 8th Street) - CIP Project

The Central District Improvement construction activity wrapped up the week of September 24 with all remaining improvements being completed and turned over for public use. A completion letter was issued on September 28 to Guho Corp. formally accepting the improvements and releasing contract retainage. Final payment in full for the costs incurred will be invoiced and paid in the final FY2018 billing cycle. Project is complete.

PROPERTY MANAGEMENT UPDATES

8th Street

CCDC Staff is collaborating with City Staff to assist in the transfer of property and responsibility.

Parking System

10th & Front Repairs: Work began on August 6. The Contractor started with deck repairs on level 4 and is working down. Estimated substantial completion date is November 3.

Capitol & Main Elevator Refurbish: The Agency contracted with Hummel Architects to provide project documents and specifications. This project went out to public bid on October 2. Painting began on the Idaho Street side on August 7. Project is complete and staff is finalizing paperwork to closeout; anticipated closeout no later than October 5.

General Maintenance

Sprinkler System Winterization to occur this month throughout downtown.

The Grove Plaza

CCDC Staff is collaborating with City Staff to assist in the transfer of property and responsibility. Fountain Supply Company set-up infrastructure for the Suez Fountain to play four songs programmed and choreographed to the jets the week of September 24. Staff plans to winterize the Suez Fountain on October 16, in collaboration with City of Boise and GBAD.



9th & Main Condo Association

Downtown Parking Condo Association (9th & Main) annual meeting held May 23. Annual Report due on 30 September, however issues with the Secretary of State's website made it unable to file. Staff is working on obtaining written confirmation of a "grace period" until the website is fixed and the Report can be filed.

421 N 10th Street

Colliers assumed Management responsibility in early June. VRT's lease terminated at the end of August, resulting in one vacancy. CCDC is using that space for storage.

1010 W Jefferson

Colliers assumed management responsibility in early June.



Finance Team: Ross Borden, Joey Chen, Mary Watson, Kathy Wanner, Holli Klitsch

CCDC Outstanding Debt - Oct 1, 2018

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BOND ISSUES	Series 2011 B BC/ACHA Note	Series 2017 A	Series 2017 B	Ave A AHA Subsidized Housing Payment
URD	RMOB	RMOB	RMOB	RMOB
Lender	BofA-ML	Zions	Zions	Not Debt
Interest Rate	4.75%	2.32%	2.82%	
Fixed/Var	Fixed	Fixed	Fixed	
Tax/Exempt	Tax Exempt (AMT)	Tax Exempt	Tax Exempt	
Purpose	Refunding 2002B: Civic Plaza housing, Ave A East Garage 83%. "Parking Lease & Joint Use Base Rent Payments"	5th & Broad 89 space parking condo; 11th & Front 250 space parking condo; Broad St / LIV District Improvements	Refund 2010B bonds. Redeem 2010C bonds (2010B and 2011C DS Reserves plus \$530k Agency cash)	Support of 2002A IHA \$170,000/yr flat
Source of Payment	RMOB tax increment revenue and net Parking revenue.	RMOB tax increment revenue and net Parking revenue.	RMOB tax increment revenue and net Parking revenue.	
Principal Date	9/1/2012	6/8/2017	6/8/2017	
Term (years)	12	8	8	
Pay Off	FY24	FY24	FY24	FY24
Original Principal	\$ 12,865,000	\$ 13,000,000	\$ 5,145,000	
Total Interest to Maturity	\$ 4,724,558	\$ 1,267,120	\$ 617,755	N/A
Principal Balance (10/1/18)	\$ 7,070,000	\$ 10,935,000	\$ 4,380,000	\$ 1,190,000

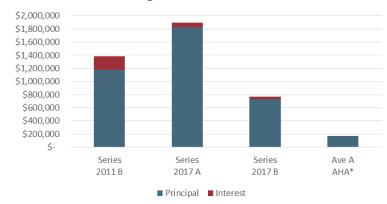


\$30,000,000 \$25,000,000 \$15,000,000 \$10,000,000 \$5,000,000 \$-FY 2016 FY 2017 FY 2018 FY 2019

SUMMARY	FY 2016 Principal Balance 10/1/15	FY 2017 Principal Balance 10/1/16	FY 2018 Principal Balance 10/1/17	FY 2019 Principal Balance 10/1/18
Central	\$5,000,000	\$4,500,000	\$2,250,000	\$0
RMOB	\$19,450,000	\$16,665,000	\$26,915,000	\$23,575,000
Westside	\$0	\$0	\$0	\$0
30th Street	\$0	\$0	\$0	\$0
Total	\$24,450,000	\$21,165,000	\$29,165,000	\$23,575,000

■ Central ■ RMOB ■ Westside ■ 30th Street

Average Annual Debt Service



Average Annual Debt Service - FY 2019 - 10/1/18

River-Myrtle / Old Boise				
	District			
Series	Series	Series	Ave A	GRAND
2011 B	2017 A	2017 B	AHA*	TOTAL
\$ 1,178,333	\$ 1,822,500	\$ 730,000	\$ 170,000	\$ 3,900,833
\$ 203,498	\$ 75,410	\$ 36,848	\$ -	\$ 315,756
\$ 1,381,831	\$ 1,973,319	\$ 803,696	\$ 170,000	\$ 4,216,589
FY 2024	FY 2024	FY 2024	FY 2024	
6	6	6	6	
	\$ 1,178,333 \$ 203,498 \$ 1,381,831 FY 2024	Dis Series Series 2011 B 2017 A \$ 1,178,333 \$ 1,822,500 \$ 203,498 \$ 75,410 \$ 1,381,831 \$ 1,973,319 FY 2024 FY 2024	District Series Series Series 2011 B 2017 A 2017 B \$ 1,178,333 \$ 1,822,500 \$ 730,000 \$ 203,498 \$ 75,410 \$ 36,848 \$ 1,381,831 \$ 1,973,319 \$ 803,696 FY 2024 FY 2024 FY 2024	District Series Series Ave A 2011 B 2017 A 2017 B AHA* \$ 1,178,333 \$ 1,822,500 \$ 730,000 \$ 170,000 \$ 203,498 \$ 75,410 \$ 36,848 \$ - \$ 1,381,831 \$ 1,973,319 \$ 803,696 \$ 170,000 FY 2024 FY 2024 FY 2024 FY 2024

^{*} Not debt; subsidized housing payment.



COMPETITIVE BIDDING and QUALIFICATION-BASED SELECTIONS

CM/GC Central District Improvements Project

Selection of a Construction Manager / General Contractor (CM/GC) for final year (pre-sunset) Central District improvements.

2017

- August 9: Request for Qualifications issued; public notice in Idaho Statesman.
- Sept 7: Submissions due from licensed CM/GCs.
- October 9: Board approved Guho Corp as CM/GC.
- November 21: Contract Executed; pre-construction services begin.

2018

- February 12: GMP #1 (Guaranteed Max Price) for construction approved by the Board.
- March 12: GMP #2 approved by the Board.
 June 11: GMP #3 approved by the Board.
 August 13: GMP #4 considered by the Board.
- Sept 30: Construction complete.

2018 Streetscape Improvements Project

Design and construction of 2018 streetscape improvements on River Street between Ash Street and 12th Street.

2017

- October 24: RFP issued to three on-call design professional firms.
- November 28: The Land Group selected as the design professional of record.

2018

- January: Task Order with The Land Group for design documents.
 - Note: Project costs are estimated at less than \$200k informal bidding

planned.

- March 31: 90% CD Drawings and specifications completed
- June: City of Boise review for grading permits.
- July 25: Informal Bidding. Bid sets sent to three qualified contractors.
- August 7: Bids received. Contract award to Guho Corp, lowest responsive bidder.
- September 7: Notice to Proceed issued.
- September 30: Construction complete.

CM/GC Westside District Urban Park Project

Selection of a Construction Manager / General Contractor (CM/GC) for an Urban Park project in the Westside District.



2017

- November 22: Request for Qualifications issued.
- Nov 23 & 30: Public notice in Idaho Statesman.
- December 8: Submissions due from licensed CM/GCs.

2018

January 8: Board approval of Wright Brothers as CM/GC.
 March 7: Contract executed; pre-construction services begin.

• Summer: Project stalled.

Power Line Undergrounding – Invitation to Bid

Formal bid process to select an electrical contractor to install underground power and telecommunication lines in the alley between Main and Idaho running from 3rd Street to 5th Street. The project is coordinated with Idaho Power and ACHD.

January 24, 2018: Invitation to Bid issued.
February 22: One Bid received.

March 12: Board awarded the contract to Anderson & Wood Construction.

March 27: Contract executed.
April: Notice to Proceed

• June 1: Construction commences, coincident with ACHD's start date.

October Substantial Completion – anticipated.

10th & Front Garage Concrete Repairs – RFQ and Bidding

Two-step process to contract for extensive concrete repairs. Prequalification process then bidding process. Construction in late-Summer 2018.

March 1, 2018: Request for Qualifications Issued.

• March 15: Statements of Qualifications due from licensed contractors.

April 9: Board approved the list of prequalified contractors.
May 9: Invitation to Bid given to 3 prequalified contractors.

June 11: Board awards contract to lowest responsive bidder Guho Corp.

July 27: Notice to Proceed.

August 6: Construction commences.

November: Construction completed – anticipated.

Block 7 Alley Improvement Project – between Grove & Main, 6th to Capital

Design and construction of the CCDC Alley Program project – Block 7 Alley between Grove and Main Street, 6th to Capital.

2018

June 22: RFP issued to three On-Call Design Professional firms.

• July 11: Proposals due from Design Professionals.



July 13: The Land Group selected as Design Professional of Record.

August: Task Order with The Land Group for design services.

2019

March: Anticipated bid date. New project estimate exceeds \$200k. Formal

bidding.

Capitol & Main Parking Garage – Elevator Modernization

Design and refurbish the two elevators in the Capitol & Main Parking Garage.

2018

June: Task Order with Hummel Architects for design services.

October 2 Bid issued. Project estimate exceeds \$200k. Formal bidding.

9th & Main Garage - Bike Storage

Design and construct secure bike storage facility in the 9th & Main Parking Garage.

2018

April CTY Studio selected for design services.

• October 2 Bid issued. Project estimate exceeds \$200k. Formal bidding.

OTHER CONTRACTS ACTIVITY

Central District: Terminated September 30, 2018.

- Alpha Masonry Temporary Construction License to close a portion of the Agencyowned 8th Street sidewalk to complete Mode Building restoration work.
- **ESI Construction** Temporary Construction License to close 8th Street on September 24 in order to place a crane to hang additional steel awnings on the Fidelity Building.
- **City of Boise** Agreement to contribute funding for the purchase and installation of consolidated newsstands.
- CSHQA Amendment No. 3 to Task Order 14-015 for additional services on Central District Closeout Project.
- **Bittercreek / Red Feather LLC** Amendment to Type 2 Agreement to remove part of the project from the Scope as not all work will be completed by September 30.
- **Boise City Arts & History** Amendment to the 2018 Traffic Box Grant Agreement Main Street Station for additional costs of installation for the Vinyl Mural Series.

River Myrtle-Old Boise District:

 Capitol Landscape – Services Contract to move "I brick" pavers from the city's Dorman Street location to CCDC-owned property.



• Inn at 500 – Amendment to Type 1 Reimbursement Agreement to move the payment date to begin effective September 30, 2018.

Westside District:

• **Guho Corp** – Public Works contract to remove the five curb bulb outs, Grove Street north side, west of 11th Street.

Parking:

- Watson Associates Public Works Contract to re-secure a precast panel at the Main Street entrance of the 9th & Main Garage.
- Yesco Public Works Contract to re-fabricate the parking entrance / exit kiosk originally intended for the 5th & Broad parking garage condo project now to be installed in the 10th & Front parking garage.
- **Kimley-Horn Associates** Amendment 1 to Task Order 15-017 for additional services needed for the Parking Strategic Plan Supply / Demand Updates Study.
- **KPFF** Amendment to the 10th & Front Parking Garage Concrete Repair Task Order to add additional services for coordination with architect and third party testing.

Multi-District / Agency-Focused:

- JedSplit Task Order to create, design and host the Gateway East Study Area Website.
- **SB Friedman** Amendment 1 to Gateway East Feasibility Study agreement for additional services related to the creation of a bubble diagram to aid in public outreach process.
- **Idaho Smart Growth** Annual sponsorship Agreement for Leadership Level Membership and Grow Smart Awards Program.
- **Stability Networks** Addendum 2 to IT Services Contract to extend agreement for one additional year.
- JedSplit Task Order to create a project mapping tool for use with each urban renewal district website.

