



# **BOARD OF COMMISSIONERS MEETING**

# CAPITAL CITY DEVELOPMENT CORPORATION

Board of Commissioners Special Meeting  
Conference Room, Fifth Floor, 121 N. 9<sup>th</sup> Street  
September 14, 2020, 12:00 p.m.

Virtual attendance is strongly encouraged.

Please visit: <https://ccdcboise.com/the-agency/board-of-commissioners/>

## A G E N D A

I. **CALL TO ORDER** ..... Chair Zuckerman

II. **ACTION ITEM: AGENDA CHANGES/ADDITIONS** ..... Chair Zuckerman

### III. ACTION ITEM: CONSENT AGENDA

- A. Expenses
  - 1. Approval of Paid Invoice Report - August 2020
- B. Minutes and Reports
  - 1. Approval of August 10, 2020 Meeting Minutes
  - 2. Approval of August 26, 2020 Special Meeting Minutes
- C. Other
  - 1. Approve Resolution #1674 - 2419 W. Fairview - Adare Manor - Amendment to the Type 2 General Assistance Agreement
  - 2. Approve Resolution #1676 - 2419 W. Fairview - Adare Manor - Amendment to the Type 4 Capital Improvement Project Agreement
  - 3. Approve Resolution #1675 - 1322 W. Main Street - Fire Fusion Studio Retail - Type 1 Streetscape Participation Program with FireFusion LLC
  - 4. FY2020 Q3 Financial Report (Unaudited)

### IV. ACTION ITEM

- A. CONSIDER: 600 S. 8th Street Mixed Use – Designation for Participation Program Type 3 Transformative Agreement with Jordan-Wilcomb Construction and Global Senior Housing (15 minutes) ..... Brady Shinn
- B. CONSIDER: Resolution #1669 - Approve First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project (15 minutes) ..... Todd Bunderson/Geoff Dickinson, SB Friedman
- C. CONSIDER: Resolution #1670 - Westside Urban Park GMP Approval (10 minutes) ..... Kathy Wanner/Amy Fimbel
- D. CONSIDER: Resolution #1671 - Authorizing Parking & Mobility Consultant Selection Process (10 minutes) ..... Kathy Wanner/Matt Edmond

### V. INFORMATION/DISCUSSION ITEMS

- A. CCDC Monthly Report (5 minutes) ..... John Brunelle

### VI. ADJOURN

*This meeting will be conducted in compliance with the Idaho Open Meetings Law. In addition, all COVID-19 health safety protocols will be observed. Face masks and social distancing will be required. Due to limited seating in-person attendees may be required to wait outside the meeting room once the maximum safe meeting room capacity is reached. All CCDC Board members will attend virtually. Interested members of the public are welcome and are encouraged to attend virtually via the link above.*

*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. 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**




## Paid Invoice Report

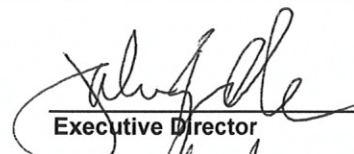
For the Period: 8/1/2020 through 8/31/2020

Payee	Description	Payment Date	Amount
<b>Debt Service:</b>			
US Bank	AHA Payment - Civic Plaza	8/10/2020	85,000.00
US Bank Trust	Parking Access Agreement	8/10/2020	317,000.00
US Bank	2011 B Bond interest	8/31/2020	143,093.75
US Bank	2011 B Bond principal	8/31/2020	1,095,000.00
Zions Bank	2017 A Bond interest	8/31/2020	106,894.00
Zions Bank	2017 A Bond principal	8/31/2020	1,760,000.00
Zions Bank	2017 B Bond interest	8/31/2020	52,170.00
Zions Bank	2017 B Bond principal	8/31/2020	700,000.00
Total Debt Payments:			4,259,157.75
<b>Payroll:</b>			
PERSI	Retirement Payment	8/12/2020	18,592.69
EFTPS - IRS	Federal Payroll Taxes	8/12/2020	14,519.10
Idaho State Tax Commission	State Payroll Taxes	8/12/2020	2,173.00
CCDC Employees	Direct Deposits Net Pay	8/12/2020	37,696.35
PERSI	Retirement Payment	8/26/2020	18,592.69
EFTPS - IRS	Federal Payroll Taxes	8/26/2020	14,519.10
Idaho State Tax Commission	State Payroll Taxes	8/26/2020	2,173.00
CCDC Employees	Direct Deposits Net Pay	8/26/2020	37,696.33
Total Payroll Payments:			145,962.26
<b>Checks and ACH</b>			
Various Vendors	Check and ACH Payments (See Attached)	August 2020	466,538.83
Total Cash Disbursements:			<b>\$ 4,405,120.01</b>

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

  
Finance Director

Digitally signed by Ross Borden  
DN: cn=Ross Borden, o=CCDC, ou=Finance &  
Administration, email=rborden@ccdcboise.com, c=US  
Date: 2020.09.03 11:36:41 -0600

  
Executive Director  
9/8/2020  
Date

9/3/2020  
Date

Report Criteria:  
Detail report type printed

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
3659	Ada County	JULY 2020	July 2020 Master Ground	07/31/2020	29,602.50	63732	08/26/2020
		JULY 2020	July 2020 Surplus Ground	07/31/2020	12,761.75	63732	08/26/2020
		JULY 2020 #	July 2020 Master Ground	07/31/2020	11,925.75	63732	08/26/2020
		JULY 2020 #	July 2020 Surplus Ground	07/31/2020	13,852.00	63732	08/26/2020
Total 3659:					68,142.00		
1316	Blue Cross of Idaho	2019100001	Health Insurance - Aug 202	08/01/2020	26,226.91	63724	08/03/2020
Total 1316:					26,226.91		
1385	Boise City Utility Billing	1177 AUG 20	848 Main St # 0447416001	08/01/2020	8.17	11707	08/26/2020
Total 1385:					8.17		
4022	Boxcast Inc	B57F3A3-00	storage fees	08/01/2020	14.91	11687	08/27/2020
Total 4022:					14.91		
3816	Capitol Landscape Inc.	08052020	415 S 8th Paver Repairs –	08/05/2020	1,125.00	63733	08/26/2020
Total 3816:					1,125.00		
3712	Car Park	AUG2020	settle undeposited funds b	08/01/2020	16,910.33	11699	08/28/2020
		JUNE2020	10th & Front - Grove	06/30/2020	20,425.01	11699	08/28/2020
		JUNE2020	9th & Front - City Centre	06/30/2020	27,826.12	11699	08/28/2020
		JUNE2020	9th & Main - Eastman	06/30/2020	22,053.75	11699	08/28/2020
		JUNE2020	Cap & Front - BLVD	06/30/2020	11,436.92	11699	08/28/2020
		JUNE2020	Cap & Main - Cap Terrace	06/30/2020	25,186.81	11699	08/28/2020
		JUNE2020	Cap & Myrtle - Myrtle	06/30/2020	18,168.50	11699	08/28/2020
		JUNE2020	9th & Main - Refunds	06/30/2020	14.00	11699	08/28/2020
		JUNE2020	Cap & Main - Refunds	06/30/2020	14.00	11699	08/28/2020
		JUNE2020	10th & Front - Refunds	06/30/2020	280.00	11699	08/28/2020
Total 3712:					142,315.44		
1556	Caselle Inc.	103154	Contract support - August 2	08/01/2020	840.00	63725	08/03/2020
Total 1556:					840.00		
1595	City of Boise	IL1558	Downtown Core Maint - R	07/01/2020	1,955.95	63734	08/26/2020
		IL1558	Downtown Core Maint - W	07/01/2020	1,416.38	63734	08/26/2020
Total 1595:					3,372.33		
4116	Civil Survey Consultants In	20015-04	Production Street and Gow	07/31/2020	6,276.00	11700	08/28/2020
Total 4116:					6,276.00		
4151	Desman Inc	D200048	10th & Front Garage Struct	07/31/2020	2,630.00	11701	08/28/2020
		D20036	10th & Front Garage Struct	06/30/2020	5,940.00	11701	08/28/2020
Total 4151:					8,570.00		

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
1787	Downtown Boise Associati	8328	Downtown Infrastructure C	07/31/2020	3,147.13	63735	08/26/2020
		8328	Downtown Infrastructure C	07/31/2020	967.92	63735	08/26/2020
		8328	Downtown Infrastructure C	07/31/2020	967.92	63735	08/26/2020
Total 1787:					5,082.97		
1838	Elam & Burke P.A.	186709	New Bench URD	07/31/2020	22.50	11702	08/28/2020
		186710	Parking Matters	07/31/2020	1,558.00	11702	08/28/2020
		186712	New URD - State STreet	07/31/2020	22.50	11702	08/28/2020
		186713	Hoffman v. City of Boise	07/31/2020	5,317.13	11702	08/28/2020
		186714	WS District Amendment	07/31/2020	2,102.50	11702	08/28/2020
		186715	101-0 General	07/31/2020	1,743.75	11702	08/28/2020
		186716	River Myrtle Implement Act	07/31/2020	45.00	11702	08/28/2020
		186717	Legislation	07/31/2020	157.50	11702	08/28/2020
		186718	WS District	07/31/2020	180.00	11702	08/28/2020
Total 1838:					11,148.88		
4115	HDR Engineering Inc	1200283799	Main & Fairview Transit Sta	07/31/2020	2,010.00	11688	08/27/2020
Total 4115:					2,010.00		
4104	Hellmann Construction Co	200062-1	ParkBOI Garages – Door H	06/30/2020	15,532.50	11703	08/28/2020
		200062-2	ParkBOI Garages – Door H	07/31/2020	12,180.90	11703	08/28/2020
Total 4104:					27,713.40		
3810	Hummel Architects PLLC	9600	Prototype parking structure	07/31/2020	23,695.00	11704	08/28/2020
Total 3810:					23,695.00		
2129	Idaho Blueprint & Supply C	0000454666	myrtel front LED maps	07/31/2020	93.00-	11689	08/27/2020
Total 2129:					93.00-		
2165	Idaho Power	7995 JULY20	9th & State # 2201627995	07/31/2020	3.50	11685	08/17/2020
		JULY 2020 6	9th St outlets #220040660	07/31/2020	3.96	11686	08/18/2020
Total 2165:					7.46		
3900	Idaho Records Manageme	0140646	Records Storage	08/01/2020	89.78	11690	08/27/2020
Total 3900:					89.78		
2186	Idaho Statesman	263244 JULY	Legal Notices	07/31/2020	88.40	63736	08/26/2020
Total 2186:					88.40		
3966	Involta LLC	0052156	Website Hosting Services	08/01/2020	1,347.90	63737	08/26/2020
Total 3966:					1,347.90		
2288	Jensen Belts Associates	1765CD-5	Westside Park DD-CD-CA	07/31/2020	13,442.00	11705	08/28/2020
		1768CD-3	8th and Bannock Streetsca	07/31/2020	5,318.41	11705	08/28/2020
		1768CD-3	8th and Bannock Streetsca	07/31/2020	5,939.55	11705	08/28/2020

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
	Total 2288:				24,699.96		
3913	Kimley-Horn and Associate	191934019-0	Parking Management Plan	06/30/2020	2,695.96	11691	08/27/2020
	Total 3913:				2,695.96		
2360	Kittelson & Associates Inc.	0111456	11th Street Bikeway Conce	06/30/2020	25,938.35	11706	08/28/2020
	Total 2360:				25,938.35		
4157	MIG, Inc.	0065277	State Street Corridor Fram	06/30/2020	3,770.00	11692	08/27/2020
	Total 4157:				3,770.00		
4136	Mintify LLC	157	Management Training	07/31/2020	4,000.00	11693	08/27/2020
	Total 4136:				4,000.00		
3813	Oliver Russell	24905	BikeBOI Marketing Campai	07/23/2020	4,125.00	63738	08/26/2020
	Total 3813:				4,125.00		
2774	Pro Care Landscape Mana	33957	Landscape Maintenance -	07/31/2020	132.00	63739	08/26/2020
		33987	Landscape Maintenance -	07/31/2020	249.00	63739	08/26/2020
		33988	Landscape Maintenance -	07/31/2020	44.00	63739	08/26/2020
	Total 2774:				425.00		
2798	Quadrant Consulting Inc.	11117	State Street District Map &	07/17/2020	2,009.12	11694	08/27/2020
		11136	State Street Infrastructure	07/31/2020	2,126.40	11694	08/27/2020
	Total 2798:				4,135.52		
4125	Red Sky Inc	41542	Communication Services	06/30/2020	4,000.00	63740	08/26/2020
	Total 4125:				4,000.00		
3896	Rim View LLC	AUG2020	Monthly Rent and NNN - Tr	08/01/2020	15,250.00	63726	08/03/2020
	Total 3896:				15,250.00		
3796	Scheidt & Bachmann USA I	41904	July 2020 Merchant Fees	07/31/2020	266.18	11695	08/27/2020
	Total 3796:				266.18		
3542	Security LLC - Plaza 121	AUG2020	Office rent - August 2020	08/01/2020	13,620.75	63727	08/03/2020
	Total 3542:				13,620.75		
3974	Stability Networks Inc.	32947	rack shelves	07/28/2020	431.96	11696	08/27/2020
		32988	IT Services - FY2020	07/31/2020	2,255.00	11696	08/27/2020
		32988	Phone System Support	07/31/2020	85.00	11696	08/27/2020
		32988	AppRiver SecureTide	07/31/2020	90.00	11696	08/27/2020
		32988	Cloud Backup	07/31/2020	420.00	11696	08/27/2020
		32988	Cisco Subscription	07/31/2020	5.84	11696	08/27/2020

Vendor Number	Name	Invoice Number	Description	Invoice Date	Amount	Check Number	Check Issue Date
Total 3974:					3,287.80		
3029	State Insurance Fund	23332521	Installment Premium	07/27/2020	1,239.00	63741	08/26/2020
Total 3029:					1,239.00		
3696	Strata	BO200266	6th Street Streetscape Imp	07/21/2020	425.00	63742	08/26/2020
Total 3696:					425.00		
4109	Syringa Networks LLC	20339 AUG2	internet & data	08/01/2020	647.75	63743	08/26/2020
Total 4109:					647.75		
4074	The Potting Shed	18250	Interior Plant Replacement	07/27/2020	37.37	63744	08/26/2020
		18267	Interior Plant Maint.	07/31/2020	65.00	63744	08/26/2020
Total 4074:					102.37		
3835	US Bank - Credit Cards	07.27.2020	Voice, data & webhosting s	07/27/2020	90.41	11684	08/10/2020
		07.27.2020	Office Supplies	07/27/2020	178.37	11684	08/10/2020
		07.27.2020	Computer & Software Supp	07/27/2020	269.87	11684	08/10/2020
		07.27.2020	Dues & Subscriptions	07/27/2020	15.17	11684	08/10/2020
		07.27.2020	Personnel Training (Local)	07/27/2020	525.00	11684	08/10/2020
		07.27.2020	Professional Services Gen	07/27/2020	5.95	11684	08/10/2020
		07.27.2020	Office Furniture & Equipme	07/27/2020	569.22	11684	08/10/2020
		07.27.2020	Street/District Improvement	07/27/2020	572.40	11684	08/10/2020
		07.27.2020	Banking & Merchant Fees	07/27/2020	80.30	11684	08/10/2020
Total 3835:					2,306.69		
3332	Watson Associates	1913B	9th & Front Level 7 & 8 Sp	07/20/2020	24,785.00	63745	08/26/2020
Total 3332:					24,785.00		
3365	Westerberg & Associates	236	Legislative Advisement Ser	07/31/2020	2,000.00	11697	08/27/2020
Total 3365:					2,000.00		
3990	Xerox Corporation	011006635	Copier Lease	07/31/2020	261.19	11698	08/27/2020
Total 3990:					261.19		
4158	Zoom Video Communicatio	INV3565190	video conference service a	08/11/2020	575.76	63746	08/26/2020
Total 4158:					575.76		
Grand Totals:					466,538.83		

MINUTES OF MEETING  
BOARD OF COMMISSIONERS  
CAPITAL CITY DEVELOPMENT CORPORATION  
Boise, ID 83702  
August 10, 2020

**I. CALL TO ORDER:**

Board Members appeared remotely, as did Ross Borden, Finance and Administration Director, Brady Shinn, Project Manager – Property Development, Doug Woodruff, Assistant Director - Placemaking & Infrastructure, Joey Chen, Controller and Ryan Armbruster, CCDC Legal Counsel.

John Brunelle, CCDC Executive Director, and Sarah Jones, Executive Assistant, were present at the CCDC physical office location.

Present: Commissioner Dana Zuckerman, Commissioner Ryan Woodings, Commissioner David Bieter, Commissioner Latonia Haney Keith, Commissioner Maryanne Jordan, Commissioner Lauren McLean, and Commissioner Danielle Hurd.

Absent: Commissioner Gordon Jones and Commissioner Kate Nelson

Roll call was taken, by Ryan Armbruster, Agency Legal Counsel confirming quorum.

Chairman Zuckerman convened the meeting with a quorum at 12:01 p.m.

**II. ACTION ITEM: AGENDA CHANGES/ADDITIONS:**

There were no changes to the agenda.

**III. ACTION ITEM: CONSENT AGENDA**

**A. Expenses**

1. Approval of Paid Invoice Report –July 2020

**B. Minutes and Reports**

1. Approval of July 13, 2020 Meeting Minutes
2. Approval of July 13, 2020 Chat Transcript – 1715 W Idaho Street
3. Approval of July 27, Special Meeting Minutes

Commissioner Woodings made a motion to approve the Consent Agenda.

Commissioner Jordan seconded

Roll Call:

Commissioner Bieter did not vote due to technical issues with the connection.

Commissioner Haney Keith – Aye

Commissioner Hurd – Aye

Commissioner Jordan – Aye

Commissioner Mclean - Aye

Commissioner Woodings – Aye

Commissioner Zuckerman – Aye

The motion carried 6-0

#### **IV. ACTION ITEMS**

**A. CONSIDER:** Resolution #1662A - Authorizing Westside Urban Park Naming Recommendation

Commissioner Zuckerman made a motion to adopt Resolution No. 1662 as amended concluding the Westside Park Naming Committee and directing Agency staff to forward the Committee's information and final report to Boise City Parks and Recreation.

Commissioner Hurd seconded.

Roll Call:

Commissioner Bieter did not vote due to technical issues with the connection.

Commissioner Haney Keith – Aye

Commissioner Hurd – Aye

Commissioner Jordan – Aye

Commissioner Mclean - Aye

Commissioner Woodings – Aye

Commissioner Zuckerman – Aye

The motion carried 6-0

**B. CONSIDER:** Resolution #1668 – Approving Westside Park Public Art Design Concept Recommendation

Karl LeClair, City of Boise Public Art, gave a report.

Commissioner Woodings moved to adopt Resolution #1668 approving the Gentle Breeze design by artist Matthew Mazzotta as the public art component of the Westside Urban Park.

Commissioner Haney Keith seconded.

Roll Call:

Commissioner Bieter - Aye

Commissioner Haney Keith – Aye

Commissioner Hurd – Aye

Commissioner Jordan – Nay

Commissioner Mclean - Aye

Commissioner Woodings – Aye

Commissioner Zuckerman – Aye

The motion carried 6-1



**C. CONSIDER:** Proposed FY 2020 Amended Budget

Ross Borden, Finance and Administration Director, gave a report.  
Joey Chen, Controller, gave a report.

Commissioner Woodings moved to amend the FY 2020 Original Budget to new revenue and expense totals of \$21,514,916 and set the time and date of Noon, August 26, 2020, for the statutorily-required public hearing.

Commissioner Bieter seconded.

Roll Call:

Commissioner Bieter - Aye  
Commissioner Haney Keith – Aye  
Commissioner Hurd – Aye  
Commissioner Jordan – Aye  
Commissioner Mclean - Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 7-0

**D. CONSIDER:** Proposed FY 2021 Original Budget

Joey Chen, Controller, gave a report.

Commissioner Woodings moved to approve the FY 2021 Original Budget with revenue and expense totals of \$59,317,412 and set the time and date of Noon, August 26, 2020, for the statutorily-required public hearing.

Commissioner Hurd seconded.

Roll Call:

Commissioner Bieter - Nay  
Commissioner Haney Keith – Aye  
Commissioner Hurd – Aye  
Commissioner Jordan – Aye  
Commissioner Mclean - Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 6-1

Commissioner Bieter left the meeting directly after vote at 1:09pm.

**E. CONSIDER:** Proposed FY 2021-2025 Capital Improvement Plan

Doug Woodruff, Assistant Director - Placemaking & Infrastructure, gave a report.

Commissioner Woodings moved to approve the proposed CCDC Capital Improvement Plan for 2021-2025, and any technical changes which may be required.

Commissioner Jordan noted that she did have a prior objection to the expenditure funds for Public Art, for an out of state artist on Westside Park.

Commissioner Haney Keith seconded.

Roll Call:

Commissioner Haney Keith – Aye  
Commissioner Hurd – Aye  
Commissioner Jordan – Aye  
Commissioner Mclean - Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 6-0

Commissioner McLean left the meeting directly after vote at 1:35 pm.

**F. CONSIDER:** 1322 W Main Street – Fire Fusion Studio – Participation Program Type 1 Agreement with FireFusion Studio LLC

Brady Shinn, Project Manager – Property Development, gave a report.

Commissioner Woodings moved to direct staff to negotiate a final Type 1 Streetscape Grant Participation Agreement with FireFusion Studio LLC for future Board approval.

Commissioner Haney Keith seconded.

Roll Call:

Commissioner Haney Keith – Aye  
Commissioner Hurd – Aye  
Commissioner Jordan – Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 5-0

**V. INFORMATION/DISCUSSION ITEMS**

**A. CCDC Monthly Report**

John Brunelle, CCDC Executive Director, gave a report.

## **VI. MEETING ADJOURNMENT**

There being no further business to come before the Board, a motion was made by Commissioner Woodings to adjourn the meeting. Commissioner Hurd seconded the motion. A roll call vote was taken.

Commissioner Haney Keith – Aye  
Commissioner Hurd – Aye  
Commissioner Jordan – Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 5-0. The meeting adjourned at 1:41 p.m.

ADOPTED BY THE BOARD OF DIRECTORS OF THE CAPITAL CITY DEVELOPMENT CORPORATION ON THE 10th DAY OF AUGUST 2020.

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Dana Zuckerman, Chair

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Lauren McLean, Secretary

MINUTES OF SPECIAL MEETING  
BOARD OF COMMISSIONERS  
CAPITAL CITY DEVELOPMENT CORPORATION  
Boise, ID 83702  
August 26, 2020

**I. CALL TO ORDER:**

Board Members appeared remotely, as did Ross Borden, Finance and Administration Director, Doug Woodruff, Assistant Director - Placemaking & Infrastructure, Joey Chen, Controller, Todd Bunderson, Development Director, and Ryan Armbruster, CCDC Legal Counsel.

John Brunelle, CCDC Executive Director, and Sarah Jones, Executive Assistant, were present at the CCDC physical office location.

Present: Commissioner Dana Zuckerman, Commissioner Ryan Woodings, Commissioner Gordon Jones, Commissioner Latonia Haney Keith, Commissioner David Bieter, Commissioner Lauren McLean, and Commissioner Kate Nelson

Absent: Commissioner Danielle Hurd and Commissioner Maryanne Jordan

Roll call was taken, by Ryan Armbruster, Agency Legal Counsel confirming quorum.

Chairman Zuckerman convened the meeting with a quorum at 12:01 p.m.

**II. ACTION ITEM: AGENDA CHANGES/ADDITIONS:**

There were no changes to the agenda.

**III. ACTION ITEMS**

**A. PUBLIC HEARING: Proposed FY 2020 Amended Budget**

Joey Chen, CCDC Controller, gave a report.

Chair Zuckerman opened the public hearing at 12:03 pm. No public comment was made and no comment in writing was received.

Public Hearing closed at 12:14 pm.

**B. CONSIDER: Resolution #1665 – Adopt FY 2020 Amended Budget**

Commissioner Woodings moved to adopt Resolution 1665, the Amended Annual Appropriation Resolution, to amend the FY2020 Budget to new revenue and expense totals of \$21,514,916 and authorize the Executive Director to file copies as required by law.

Commissioner David Bieter seconded.

Roll Call:

Commissioner Bieter – Aye  
Commissioner Jones – Aye  
Commissioner Keith - Aye  
Commissioner Mclean – Aye  
Commissioner Nelson – Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 7-0

**C. PUBLIC HEARING – Proposed FY 2021 Original Budget**

Joey Chen, Controller, gave a report.

Chair Zuckerman opened the public hearing at 12:16 pm. No public comment was made and no comment in writing was received.

Public Hearing closed at 12:21 pm.

**D. CONSIDER: Resolution #1666 – Adopt FY 2021 Original Budget**

Joey Chen, Controller, gave a report.

Commissioner Woodings moved to adopt Resolution 1666, the Annual Appropriation Resolution, to set the FY2021 Original Budget revenue and expense totals to \$59,317,412 and authorize the Executive Director to file copies as required by law.

Commissioner Bieter seconded.

Roll Call:

Commissioner Bieter – Aye  
Commissioner Jones – Aye  
Commissioner Keith - Aye  
Commissioner Mclean – Aye  
Commissioner Nelson – Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 7-0

**E. CONSIDER: Resolution #1667 – Adopt FY 2021-2025 Capital Improvement Plan**

Doug Woodruff, Assistant Director - Placemaking & Infrastructure, gave a report.

Commissioner Woodings moved to approve Resolution #1667, adopting the CCDC 2021-2025 Capital Improvement Plan

Commissioner Haney Keith seconded.

Roll Call:

Commissioner Bieter – Aye  
Commissioner Jones – Aye  
Commissioner Keith - Aye  
Commissioner Mclean – Aye  
Commissioner Nelson – Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 7-0

#### **IV. MEETING ADJOURNMENT**

There being no further business to come before the Board, a motion was made by Commissioner Woodings to adjourn the meeting. Commissioner Bieter seconded the motion. A roll call vote was taken.

Roll Call:

Commissioner Bieter – Aye  
Commissioner Jones – Aye  
Commissioner Keith - Aye  
Commissioner Mclean – Aye  
Commissioner Nelson – Aye  
Commissioner Woodings – Aye  
Commissioner Zuckerman – Aye

The motion carried 7-0. The meeting adjourned at 12:29 pm.

ADOPTED BY THE BOARD OF DIRECTORS OF THE CAPITAL CITY DEVELOPMENT CORPORATION ON THE 26th DAY OF AUGUST 2020.

---

Dana Zuckerman, Chair

---

Lauren McLean, Secretary



## AGENDA BILL

<b>Agenda Subject:</b> Approve Resolution No. 1674 - 2419 W. Fairview - Adare Manor - Amendment to the Type 2 General Assistance Agreement		<b>Date:</b> September 14, 2020
<b>Staff Contact:</b> Brady Shinn	<b>Attachments:</b> 1. Resolution No. 1674 2. First Amendment to Type 2 Participation Agreement	
<b>Action Requested:</b> Adopt Resolution No. 1674 approving and authorizing the Executive Director to execute the First Amendment to the Type 2 Participation Agreement with Adare Manor LLC.		

### Background:

Adare Manor LLC and CCDC have an existing Type 2 General Assistance Participation Agreement on December 11, 2017. CCDC has a second existing Agreement (a Type 4 Capital Improvement Reimbursement Agreement with Northwest Integrity Housing Corporation) dated February 15, 2018, concerning the site as well. The combined not to exceed total payment for both Agreements is \$ 758,402.

The project is complete and has its certificate of occupancy. Adare Manor LLC has submitted its Cost Documentation to CCDC and CCDC has completed its review. The reviewed Cost Documentation demonstrates that the project's total Eligible Expenses are \$563,598. Importantly, the scope of the T4 Agreement, which concerns upgrading electrical utility infrastructure, was not required by Idaho Power.

Therefore, CCDC is amending the original Schedule of Eligible Costs for the T2 and T4 projects. Since there were no electrical utility upgrades required for the project, the First Amendments to both Agreements now share the same Schedule of Eligible Costs.

The amended estimated schedule of payments for both Agreements is shown below, for demonstration and clarity purposes.

	Amount	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
<b>T2</b>	\$ 285,196		\$ 71,299	\$ 71,299	\$ 71,299	\$ 71,299
<b>T4</b>	\$ 278,402	\$ 278,402				
<b>Total</b>	<b>\$ 563,598</b>	<b>\$ 278,402</b>	<b>\$ 71,299</b>	<b>\$ 71,299</b>	<b>\$ 71,299</b>	<b>\$ 71,299</b>

### Fiscal Notes:

The Agency's total obligation on the project is \$563,598. The Agency has budgeted sufficient funds for both agreements. It is anticipated that all eligible costs will be fully reimbursed.

**Staff Recommendation:**

Approve resolution. The attached First Amendment to the Type 2 General Assistance Participation Agreement, and its corresponding First Amendment to the Type 4 Capital Improvement Reimbursement Agreement both met the existing rules of CCDC's Participation Program at the time of the Agreements' execution. Additionally, CCDC's new total expenditure is less than original budgeted amount due to Idaho Power not requiring the infrastructure upgrades.

**Suggested Motion:**

Adopt Resolution No. 1674 approving and authorizing the Executive Director to execute the First Amendment to the Type 2 Participation Agreement with Adare Manor LLC.



## Attachment #1 – Resolution #1674

**RESOLUTION NO. 1674**

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 AN AMENDMENT TO THE TYPE 2 GENERAL ASSISTANCE PARTICIPATION AGREEMENT BETWEEN THE AGENCY AND ADARE MANOR, LLC, AN IDAHO LIMITED LIABILITY COMPANY; AUTHORIZING THE CHAIRMAN, VICE-CHAIRMAN, OR EXECUTIVE DIRECTOR TO EXECUTE THE AMENDMENT AND ANY NECESSARY DOCUMENTS, SUBJECT TO CERTAIN CONTINGENCIES; AUTHORIZING ANY TECHNICAL CORRECTIONS TO THE AMENDMENT; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, 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 ("City"), after notice duly published, conducted a public hearing on the 30<sup>th</sup> Street Area Urban Renewal Plan (the "30<sup>th</sup> Street Plan"); and,

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

WHEREAS, Adare Manor, LLC, an Idaho limited liability company, controls the development rights via lease on certain real property (the "Site") located in the 30<sup>th</sup> Street Urban Renewal District ("30<sup>th</sup> Street District"), as created by the 30<sup>th</sup> Street Plan; and,

WHEREAS, the Agency and Adare Manor, LLC, entered into a Type 2 General Assistance Participation Agreement ("Agreement") on December 11, 2017, for construction of certain public improvements as specified in the Agreement; and,

WHEREAS, the Agency and Northwest Integrity Housing Company previously entered into that certain Type 4 Capital Improvement Reimbursement Agreement dated February 15, 2018, which provided for reimbursement of certain public improvements; and,

WHEREAS, the Agency and Northwest Integrity Housing Company have entered into a First Amendment to the Type 4 Capital Improvement Reimbursement Agreement, which now provides for a total reimbursement to Northwest Integrity Housing Company of \$278,402 for the cost of certain public improvements, which reimbursement shall reduce the amount of public improvements to be reimbursed under this First Amendment to this Type 2 General Assistance Participation Agreement made between the Agency and Adare Manor, LLC; and,

WHEREAS, Article VII of the Agreement allows for amendments to the Agreement if such would not alter the basic business purposes of the Agreement, if made in writing, and if agreed to by the Parties; and,

WHEREAS, the Agency and Adare Manor, LLC, desire to amend the Agreement having now determined the Actual Costs for the public improvements in accordance with Section III.F of the Agreement; and,

WHEREAS, the Agency Board finds it in the best public interest to approve the Amendment and to authorize execution of same.

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

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

Section 2: That the Amendment to the Type 2 General Assistance Participation Agreement, attached hereto as Attachment 1 and incorporated herein by reference, is hereby approved.

Section 3: That the Chairman, Vice-Chairman, or Executive Director of the Agency are hereby authorized to sign and enter into the Amendment and to execute all necessary documents required to implement the actions contemplated by the Amendment, subject to representations by the Agency staff and the Agency legal counsel that all conditions precedent to such actions have been met; and further, any necessary technical changes to the Amendment or other documents are acceptable, upon advice from the Agency's legal counsel that said changes are consistent with the provisions of the Agreement, the Amendment, and the comments and discussions received at the September 14, 2020, Agency Board meeting; the Agency is further authorized to appropriate any and all funds contemplated by the Amendment and to perform any and all other duties required pursuant to said Amendment.

Section 4: 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 September 14, 2020. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on September 14, 2020.

URBAN RENEWAL AGENCY OF BOISE CITY

BY: \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

BY: \_\_\_\_\_  
Lauren McLean, Secretary

## Attachment #2 – First Amendment to Agreement

**FIRST AMENDMENT TO THE  
TYPE 2 GENERAL ASSISTANCE PARTICIPATION AGREEMENT**

This FIRST AMENDMENT TO THE TYPE 2 GENERAL ASSISTANCE PARTICIPATION AGREEMENT ("Amendment") is made and entered by and between the CAPITAL CITY DEVELOPMENT CORPORATION ("Agency") and Adare Manor LLC, an Idaho limited liability company qualified to do business in Idaho, and/or assigns ("Participant"), collectively referred to as the "Parties" and each individually as "Party."

**RECITALS**

WHEREAS, Participant and Agency have previously entered into that certain Type 2 General Assistance Participation Agreement, dated December 11, 2017 (the "Agreement"); and,

WHEREAS, the Parties have determined the Actual Eligible Costs for the Public Improvements per Section III.F of the Agreement total \$563,598; and,

WHEREAS, the Agency and Northwest Integrity Housing Company previously entered into that certain Type 4 Capital Improvement Reimbursement Agreement dated February 15, 2018, which provided for reimbursement of certain public improvements; and,

WHEREAS, the Agency and Northwest Integrity Housing Company have entered into a First Amendment to the Type 4 Capital Improvement Reimbursement Agreement, which now provides for a total reimbursement to Northwest Integrity Housing Company of \$278,402 for the cost of certain public improvements, which reimbursement shall reduce the amount of public improvements to be reimbursed under this First Amendment to this Type 2 General Assistance Participation Agreement; and,

WHEREAS, in accordance with Article VII. AMENDMENTS TO THIS AGREEMENT which provides that the Parties may agree to reasonable amendments if such would not alter the basic business purposes of the Agreement, if made in writing, and if agreed to by the Parties, Participant and Agency wish to amend the terms of the Agreement as set forth herein.

**AGREEMENT**

NOW, THEREFORE, in consideration of the mutual covenants contained in the Agreement, the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Participant and Agency agree as follows:

1. Recitals.

The Parties agree that the foregoing recitals are not mere recitations but are covenants of the Parties, binding upon them and forming a portion of the consideration of the agreements contained herein.

2. Exhibits to the Agreement.

The Agreement contains six (6) exhibits, labeled A through F. By this Amendment, Exhibit D is hereby removed and replaced with a new Exhibit D, attached hereto and labeled "Exhibit D – AMENDED."

3. Reimbursement.

As set forth in Exhibit D, the total amount of reimbursable expenses has been established at \$563,598. With payment to Northwest Integrity Housing Company of \$278,402 there remains an amount to be reimbursed to Participant of \$285,186 in the time and manner described in Section III G of the Agreement.

4. Approval and Consent.

Participant hereby represents, warrants, and covenants by virtue of its signing of this Amendment that the amendments set forth herein, including but not limited to the reimbursement amount and the timeline for reimbursement, has been approved and consented to by Northwest Integrity Housing Company.

5. Full Force and Effect.

All other terms and conditions of the Agreement remain in full force and effect. This Amendment shall control in the event of a conflict between this Amendment and the Agreement.

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

IN WITNESS WHEREOF, the Parties hereto have signed this Amendment with an effective date that shall be the date when this Amendment has been signed by Agency.

Agency: Capital City Development Corporation

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
John Brunelle, Executive Director

Participant: **Adare Manor LLC**, an Idaho Limited Liability Company ("Participant")

By: **Adare Manor-TDC Associates LLC**,  
an Idaho limited liability company,

By: Thomas Development Co.,  
an Idaho corporation,

Its: Managing Member

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Thomas C. Mannschreck, President

By: **Adare Manor – NIHC Associates LLC**,  
an Idaho limited liability company

By: Northwest Integrity Housing Co.,  
an Idaho non-profit corporation,

Its: Managing Member

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Chris Bent, Executive Director

Approved as to form:

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Thomas C. Mannschreck, Board Member

By: **TPC Holdings V, LLC**  
an Idaho limited liability company

Its: Co- Managing Member

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Caleb Roope, Manager

Attachments:

- 1: Replacement Exhibit D – Amended Schedule of Eligible Cost



## Attachment 1: Exhibit D - AMENDED: Schedule of Eligible Costs

### Adare Manor Apartment Project - Boise, Idaho

Actual Eligible Expenses

#### Actual Costs

Item	Description	Qty	Unit	Unit Price	Approved
<b>Off-Site Sewer Relocation (Relocation thru Ennis/Boise Rescue Mission Properties)</b>					
1	Exploratory Excavation	1	LS	\$4,000.00	\$ 2,508
2	8" Sewer Main	803	LF	\$36.00	\$ 53,000
8	Traffic Control Allowance	1	LS	\$5,000.00	\$ 1,398
9	Utility Conflict/Relocation Allowance	1	LS	\$10,000.00	\$ 11,167
10	Materials Testing Allowance	1	LS		\$ 3,040
11	Surveying				\$ 276
12	Civil Engineering Redesign				\$ 14,955
<b>Subtotal</b>					<b>\$ 86,344</b>
<b>Subtotal</b>					
<b>Public Street Improvements (Off-Site Work)</b>					
14	Demo Asphalt	22434	SF	\$0.20	\$202,077
20	Sidewalk	2063	LF	\$4.00	\$ 14,539
21	Stamped Colored Concrete	867	SF	\$15.00	\$ 6,338
24	4' Valley Gutter	1800	SF	\$22.00	\$ 10,869
25	Pedestrian Ramps	4	EA	\$750.00	\$ 2,112
26	Traffic Rated Concrete	420	SF	\$8.00	\$ 2,536
27	3'-0"x8" Planter Walls	42	CY	\$450.00	\$ 12,425
33	Landscaping - Landscape Planters	8000	LS	\$3.75	\$ 29,724
35	Landscaping - Street Trees	26	EA	\$275.00	\$ 10,000
36	Street Lights	14	EA	\$5,000.00	\$53,439
38	Traffic Control Allowance	1	LS		\$ 9,625
40	Surveying	1	LS		
<b>Subtotal</b>					<b>\$353,684.13</b>
<b>Public Sidewalk/Street Trees, Access Driveway (On-Site Work For Public Use)</b>					
41	Sidewalk	8239	SF	\$4.00	\$ 58,063
43	Street Trees w/ Irrigation	15	EA	\$450.00	\$ 6,000
44	Tree Grates Allowance	15	EA	\$2,600.00	\$ 44,018
45	Furnishings (bench/trash) Allowance	1	LS	\$10,000.00	\$ 15,489
<b>Subtotal</b>					<b>\$ 123,570</b>
<b>Total</b>					<b>\$ 563,598</b>



## AGENDA BILL

<b>Agenda Subject:</b> Approve Resolution No. 1676 - 2419 W. Fairview - Adare Manor - Amendment to the Type 4 Capital Improvement Reimbursement Agreement		<b>Date:</b> September 14, 2020
<b>Staff Contact:</b> Brady Shinn	<b>Attachments:</b> 1. Resolution No. 1676 2. First Amendment to Type 4 Participation Agreement	
<b>Action Requested:</b> Adopt Resolution No. 1676 approving and authorizing the Executive Director to execute the First Amendment to the Type 4 Capital Improvement Reimbursement Agreement with Northwest Integrity Housing Corporation		

### Background:

Northwest Integrity Housing Corporation and CCDC have an existing Type 4 Capital Improvement Reimbursement Agreement dated February 15, 2018. CCDC has a second existing Agreement (a Type 2 General Assistance Participation Agreement with Adare Manor LLC), dated December 11, 2017, concerning the site as well. The combined not to exceed payment for both Agreements is \$758,402.

The project is complete and has its certificate of occupancy. Northwest Integrity Housing Corporation has submitted its Cost Documentation to CCDC, and CCDC has completed its review. The reviewed Cost Documentation demonstrates that the project's total Eligible Expenses are \$563,598. Importantly, the scope of the T4 Agreement, which concerns upgrading electrical utility infrastructure, was not required by Idaho Power.

Therefore, CCDC is amending the original Schedule of Eligible Costs for the T2 and T4 projects. Since there were no electrical utility upgrades required for the project, the First Amendments to both Agreements now share the same Schedule of Eligible Costs.

The amended estimated schedule of payments for both Agreements is shown below, for demonstration and clarity purposes.

	Amount	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
<b>T2</b>	\$ 285,196		\$ 71,299	\$ 71,299	\$ 71,299	\$ 71,299
<b>T4</b>	\$ 278,402	\$ 278,402				
<b>Total</b>	<b>\$ 563,598</b>	<b>\$ 278,402</b>	<b>\$ 71,299</b>	<b>\$ 71,299</b>	<b>\$ 71,299</b>	<b>\$ 71,299</b>

**Fiscal Notes:**

The Agency's total obligation on the project is \$563,598. The Agency has budgeted sufficient funds for payment for the two agreements. It is anticipated that all eligible costs will be fully reimbursed.

**Staff Recommendation:**

Approve resolution. The attached First Amendment to the Type 4 Capital Improvement Reimbursement Agreement and its corresponding First Amendment to the Type 2 General Assistance Participation Agreement both met the existing rules of CCDC's Participation Program at the time of the Agreements' execution. Additionally, CCDC's new total expenditure is less than original budgeted amount due to Idaho Power not requiring the infrastructure upgrades.

**Suggested Motion:**

Adopt Resolution No. 1676 approving and authorizing the Executive Director to execute First Amendment to the Type 4 Capital Improvement Reimbursement Agreement with Northwest Integrity Housing Corporation

## Attachment #1 – Resolution #1676

## RESOLUTION NO. 1676

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 AN AMENDMENT TO THE TYPE 4 CAPITAL IMPROVEMENT REIMBURSEMENT AGREEMENT BETWEEN THE AGENCY AND NORTHWEST INTEGRITY HOUSING CO., AN IDAHO NONPROFIT CORPORATION; AUTHORIZING THE CHAIRMAN, VICE-CHAIRMAN, OR EXECUTIVE DIRECTOR TO EXECUTE THE AMENDMENT AND ANY NECESSARY DOCUMENTS, SUBJECT TO CERTAIN CONTINGENCIES; AUTHORIZING ANY TECHNICAL CORRECTIONS TO THE AMENDMENT; AND PROVIDING AN EFFECTIVE DATE.

THIS RESOLUTION is made on the date hereinafter set forth by the Urban Renewal Agency of Boise City, Idaho, an independent public body, corporate and politic, 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 ("City"), after notice duly published, conducted a public hearing on the 30<sup>th</sup> Street Area Urban Renewal Plan (the "30<sup>th</sup> Street Plan"); and,

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

WHEREAS, Northwest Integrity Housing Co., an Idaho nonprofit corporation, is a managing member of Adare Manor, LLC, an Idaho limited liability company that controls the development rights via lease on certain real property (the "Site") located in the 30<sup>th</sup> Street Urban Renewal District ("30<sup>th</sup> Street District"), as created by the 30<sup>th</sup> Street Plan; and,

WHEREAS, the Agency and Northwest Integrity Housing Co. entered into a Type 4 Participation Program Agreement ("Agreement") on February 15, 2018, for construction of certain public improvements as specified in the Agreement; and,

WHEREAS, under the Agreement, the estimated public improvement costs to be reimbursed totaled \$287,402 for certain overhead power relocation underground (underground distribution lines only – 24<sup>th</sup> Street), hereinafter "Utility Infrastructure Improvements"; and,

WHEREAS, the utility and permitting jurisdictions did not require any of the Utility Infrastructure Improvements as originally contemplated and described in the Agreement; and,

WHEREAS, under the Agreement, the Participant could not be reimbursed for any amounts reimbursed to Adare Manor, LLC under that certain agreement dated December 11, 2017, between Agency and Adare Manor, LLC; and,

WHEREAS, under the Agreement, any improvements for the Project or related to the Project to the extent funded by any other public entity, state or federal, are not eligible for reimbursement; and,

WHEREAS, any improvements for the Project or related to the Project, to the extent funded by or otherwise paid for or donated by Idaho Power, are not eligible for reimbursement pursuant to the Agreement; and,

WHEREAS, as a result of the development of the Project (as defined in the Agreement), certain public infrastructure has been developed and installed in support of the Project (the "Public Improvements"); and,

WHEREAS, these other Public Improvements are typically reimbursed as part of Agency Participation Program Type 4 Capital Improvement Reimbursement Agreements; and,

WHEREAS, the Agreement allows for amendments to the Agreement if mutually agreed to by the Parties and if consistent with the basic business purposes of the Agreement; and,

WHEREAS, the Agency and Northwest Integrity Housing Co. desire to amend the Agreement, and the Agency Board finds it in the best public interest to approve the Amendment and to authorize execution of same.

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

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

Section 2: That the Amendment to the Type 4 Capital Improvement Reimbursement Agreement, attached hereto as Attachment 1 and incorporated herein by reference, is hereby approved.

Section 3: That the Chairman, Vice-Chairman, or Executive Director of the Agency are hereby authorized to sign and enter into the Amendment and to execute all necessary documents required to implement the actions contemplated by the Amendment, subject to representations by the Agency staff and the Agency legal counsel that all conditions precedent to such actions have been met; and further, any necessary technical changes to the Amendment or other documents are acceptable, upon advice from the Agency's legal counsel that said changes are consistent with the provisions of the Agreement, the Amendment, and the comments and discussions received at the September 14, 2020, Agency Board meeting; the Agency is further authorized to appropriate any and all funds contemplated by the Amendment and to perform any and all other duties required pursuant to said Amendment.

Section 4: 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 September 14, 2020. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on September 14, 2020.

URBAN RENEWAL AGENCY OF BOISE CITY

BY: \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

BY: \_\_\_\_\_  
Lauren McLean, Secretary

## Attachment #2 – First Amendment to Agreement



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

This FIRST AMENDMENT TO THE TYPE 4 CAPITAL IMPROVEMENT REIMBURSEMENT AGREEMENT ("Amendment") is made and entered by and between the CAPITAL CITY DEVELOPMENT CORPORATION ("Agency") and Northwest Integrity Housing Co., an Idaho non-profit corporation qualified to do business in Idaho, and/or assigns ("Participant"), collectively referred to as the "Parties" and each individually as "Party."

**RECITALS**

WHEREAS, Participant and Agency have previously entered into that certain Type 4 Capital Improvement Reimbursement Agreement, dated February 15, 2018 (the "Agreement"); and,

WHEREAS, under the Agreement, the estimated public improvement costs to be reimbursed totaled \$287,402 for certain overhead power relocation underground (underground distribution lines only – 24<sup>th</sup> Street), hereinafter "Utility Infrastructure Improvements"; and,

WHEREAS, the utility and permitting jurisdictions did not require any of the Utility Infrastructure Improvements as originally contemplated and described in the Agreement; and,

WHEREAS, under the Agreement, the Participant could not be reimbursed for any amounts reimbursed to Adare Manor, LLC under that certain agreement dated December 11, 2017, between Agency and Adare Manor, LLC; and,

WHEREAS, under the Agreement, any improvements for the Project or related to the Project to the extent funded by any other public entity, state or federal, are not eligible for reimbursement; and,

WHEREAS, any improvements for the Project or related to the Project, to the extent funded by or otherwise paid for or donated by Idaho Power, are not eligible for reimbursement pursuant to the Agreement; and,

WHEREAS, as a result of the development of the Project (as defined in the Agreement), certain public infrastructure has been developed and installed in support of the Project (the "Public Improvements"); and,

WHEREAS, these other Public Improvements are typically reimbursed as part of Agency Participation Program Type 4 Capital Improvement Reimbursement Agreements; and,

WHEREAS, in accordance with Article VII. AMENDMENTS TO THIS AGREEMENT which provides that the Parties may agree to reasonable amendments if such would not alter the basic business purposes of the Agreement, if made in writing, and if agreed to by the Parties, Participant and Agency wish to amend the terms of the Agreement as set forth herein.

**AGREEMENT**

NOW, THEREFORE, in consideration of the mutual covenants contained in the Agreement, the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Participant and Agency agree as follows:

1. Recitals.

The Parties agree the foregoing recitals in this Amendment and the recitals contained in the Agreement are not mere recitations but are covenants of the Parties binding upon them and forming a portion of the consideration for the agreements contained herein and in the Agreement.

2. Exhibits to the Agreement.

The Agreement contains three (3) Exhibits, labeled A through C. By this Amendment, Exhibit C: Schedule of Eligible Costs is hereby removed and replaced with a new Exhibit C, attached hereto and labeled "Exhibit C – AMENDED: Schedule of Eligible Costs."

3. Reimbursement.

The Parties hereby agree that the total amount to be reimbursed under this Amendment shall be \$278,402 and shall be reimbursed as set forth in Sections 7 and 8 of the Agreement.

4. Approval and Consent.

Participant hereby represents, warrants, and covenants by virtue of signing of this Amendment, that the amendments set forth herein, including, but not limited to the reimbursement amount and the time line for reimbursement has been approved and consented to by Adare Manor LLC.

5. Full Force and Effect.

All other terms and conditions of the Agreement remain in full force and effect. This Amendment shall control in the event of a conflict between this Amendment and the Agreement.

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

IN WITNESS WHEREOF, the Parties hereto have signed this Amendment with an effective date that shall be the date when this Amendment has been signed by Agency.

**Agency:**

Urban Renewal Agency of the City of Boise,  
a public body, corporate and politic

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
John Brunelle, Executive Director

**PARTICIPANT:**

Northwest Integrity Housing Co.,  
an Idaho non-profit corporation

\_\_\_\_\_  
Date

By: \_\_\_\_\_  
Chris Bent, Executive Director

**Attachments:**

- 1: Replacement Exhibit C – Amended Schedule of Eligible Costs

## Attachment 1: Exhibit C - AMENDED: Schedule of Eligible Costs

### Adare Manor Apartment Project - Boise, Idaho

Actual Eligible Expenses

#### Actual Costs

Item	Description	Qty	Unit	Unit Price	Approved
<b>Off-Site Sewer Relocation (Relocation thru Ennis/Boise Rescue Mission Properties)</b>					
1	Exploratory Excavation	1	LS	\$4,000.00	\$ 2,508
2	8" Sewer Main	803	LF	\$36.00	\$ 53,000
8	Traffic Control Allowance	1	LS	\$5,000.00	\$ 1,398
9	Utility Conflict/Relocation Allowance	1	LS	\$10,000.00	\$ 11,167
10	Materials Testing Allowance	1	LS		\$ 3,040
11	Surveying				\$ 276
12	Civil Engineering Redesign				\$ 14,955
<b>Subtotal</b>					<b>\$ 86,344</b>
<b>Subtotal</b>					
<b>Public Street Improvements (Off-Site Work)</b>					
14	Demo Asphalt	22434	SF	\$0.20	\$202,077
20	Sidewalk	2063	LF	\$4.00	\$ 14,539
21	Stamped Colored Concrete	867	SF	\$15.00	\$ 6,338
24	4' Valley Gutter	1800	SF	\$22.00	\$ 10,869
25	Pedestrian Ramps	4	EA	\$750.00	\$ 2,112
26	Traffic Rated Concrete	420	SF	\$8.00	\$ 2,536
27	3'-0"x8" Planter Walls	42	CY	\$450.00	\$ 12,425
33	Landscaping - Landscape Planters	8000	LS	\$3.75	\$ 29,724
35	Landscaping - Street Trees	26	EA	\$275.00	\$ 10,000
36	Street Lights	14	EA	\$5,000.00	\$53,439
38	Traffic Control Allowance	1	LS		\$ 9,625
40	Surveying	1	LS		
<b>Subtotal</b>					<b>\$353,684.13</b>
<b>Public Sidewalk/Street Trees, Access Driveway (On-Site Work For Public Use)</b>					
41	Sidewalk	8239	SF	\$4.00	\$ 58,063
43	Street Trees w/ Irrigation	15	EA	\$450.00	\$ 6,000
44	Tree Grates Allowance	15	EA	\$2,600.00	\$ 44,018
45	Furnishings (bench/trash) Allowance	1	LS	\$10,000.00	\$ 15,489
<b>Subtotal</b>					<b>\$ 123,570</b>
<b>Total</b>					<b>\$ 563,598</b>



## AGENDA BILL

<b>Agenda Subject:</b>  1322 W. Main Street Blvd. – Fire Fusion Studio -- Type One Participation Agreement Designation with FireFusion Studio LLC.		<b>Date:</b>  September 14, 2020
<b>Staff Contact:</b> Brady Shinn	<b>Attachments:</b> 1) Site Map 2) Images 3) Public Improvements Plan	
<b>Action Requested:</b> Adopt Resolution #1675 approving the Type 1 Streetscape Grant Participation Agreement with FireFusion Studio LLC and authorize the Executive Director to execute the agreement.		

### Background:

Local artist Delia Dante owns and operates Fire Fusion Studio, an art and metalworking gallery that has recently relocated to 1322 W. Main Street (Ada County Assessor Parcel #R1013007553). Ms. Dante is renovating the existing, empty building towards the purpose of housing Fire Fusion Studio's sales, art gallery and metalworking classes. The finished project will feature a completely re-built structure and roof, new interior finishes across the multiple spaces and new public improvements reimbursed by CCDC.

The majority of public improvement costs relate to installing a new sidewalk on 14<sup>th</sup> Street and filling decommissioned vaults on both 14<sup>th</sup> and Main Streets. There are 5 vaults in total: 4 smaller 'window well' vaults on Main St., and 1 larger former coal chute vault on 14<sup>th</sup> Street. Other work includes minor landscaping and demolition. All of these public improvement costs, including decommissioning the 5 vaults, will be reimbursed by CCDC as part of the Type 1 Participation Program.

The renovation permit has been approved by the City of Boise, and the Applicant is currently in the process of adding this public improvements component to that standing permit. Once the City has reviewed and approved the public improvement scope, the Applicant will return with final costs. The interior renovation began in April 2020 and all work will conclude in Fall 2020. The site is in the Westside District.

In addition to meeting the program requirements, the project also promotes a CCDC and City objective to re-use existing buildings when possible, as re-use is the most environmentally conscious approach. Type 1 Participation Program projects are the perfect fit for these type of renovations.

#### Project Summary and Timeline:

- 7,000 sq ft commercial space renovated from empty building to retail art gallery and classroom
- Located at 1322 W. Main Street, corner of 14<sup>th</sup> and Main (Westside URD)
- \$54,367 Not-To-Exceed Costs for public improvements
- January 08, 2020 – Design Review approval
- April 08, 2020 – Building Permit approval from the City of Boise
- August, 2020 – Construction start on interior renovation
- August 2020 -- Type 1 Agreement Designation
- September 08, 2020 – Streetscape permit approval from the City
- September 2020 – CCDC Board Approval of Type 1 Agreement
- Fall 2020 – Construction complete, Applicant submits reimbursement backup

#### **Fiscal Notes:**

Per the Type 1 policy, the grant can reimburse for an amount not to exceed \$200,000 of eligible expenses. FireFusion Studio LLC anticipates approximately \$54,367 in materials and labor costs.

The project meets all program requirements, and resources have been approved for this use in the FY 2021 budget.

The Type 1 reimbursement will be paid upon completion of the project, and prior to the Westside District's termination on September 30, 2026.

#### **Staff Recommendation:**

Provide feedback and direct for staff to continue negotiating and finalizing the terms of the Type 1 Participation Agreement for future board approval.

#### **Suggested Motion:**

Adopt Resolution #1675 approving the Type 1 Streetscape Grant Participation Agreement with FireFusion Studio LLC and authorize the Executive Director to execute the agreement.

**Attachment #1 – Resolution #1675**

**RESOLUTION NO. 1675**

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 TYPE 1 STREETSCAPE GRANT PARTICIPATION PROGRAM AGREEMENT BETWEEN THE AGENCY AND FIREFUSION STUDIO LLC; AUTHORIZING THE AGENCY EXECUTIVE DIRECTOR TO EXECUTE THE AGREEMENT AND ANY NECESSARY DOCUMENTS OR AGREEMENTS, SUBJECT TO CERTAIN CONTINGENCIES; AUTHORIZING ANY TECHNICAL CORRECTIONS TO THE AGREEMENTS; 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 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, FireFusion Studio LLC, owns or controls certain real property located at 1322 West Main Street, Boise, Idaho, that it plans to renovate into a studio, gallery, and classroom space (the "Project"), including certain right-of-way public improvements including sidewalk replacement, removal of a coal chute vault, removal of window wells, and installation of front entry steps, all of which are located in the Westside Urban Renewal District as created by the Westside District Plan; and,

WHEREAS, the Agency has in place a Participation Program which includes the Type 1 Assistance Program under which the Agency provides reimbursement for construction of certain public improvements that meet the Agency's requirements; and,

WHEREAS, attached hereto as Exhibit A, and incorporated herein as if set forth in full, is the Type 1 Participation Program Agreement and exhibits thereto ("Agreement") with FireFusion Studio LLC, whereby FireFusion Studio LLC, will construct the Project and the Agency will reimburse FireFusion Studio LLC, for constructing the public improvements as specified in the Agreement; and,

WHEREAS, the Agency Board finds it in the best public interest to approve the Agreement and to authorize the Executive Director to execute the Agreement.



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

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

Section 2: That the Agreement, which is attached hereto as Exhibit A and incorporated herein by reference, is hereby approved.

Section 3: That the Executive Director of the Agency is hereby authorized to sign and enter into the Agreement and to execute all necessary documents required to implement the actions contemplated by the Agreement, subject to representations by the Agency staff and the Agency legal counsel that all conditions precedent to such actions have been met; and further, any necessary technical changes to the Agreement or other documents are acceptable, upon advice from the Agency's legal counsel that said changes are consistent with the provisions of the Agreement and the comments and discussions received at the September 14, 2020, Agency Board meeting; the Agency is further authorized to appropriate any and all funds contemplated by the Agreement and to perform any and all other duties required pursuant to said Agreement.

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

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on September 14, 2020. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on September 14, 2020.

URBAN RENEWAL AGENCY OF BOISE CITY

BY: \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

BY: \_\_\_\_\_  
Lauren McLean, Secretary

## **Attachment #2 – Type 1 Participation Agreement**



## TYPE 1 STREETSCAPE GRANT PARTICIPATION AGREEMENT

THIS TYPE 1 STREETSCAPE GRANT PARTICIPATION AGREEMENT ("Agreement") is entered into by and between the Urban Renewal Agency of the City of Boise, also known as the Capital City Development Corporation, an independent public body, corporate and politic, organized and existing under the laws of the State of Idaho and known as the urban renewal agency of the City of Boise City, Idaho ("CCDC"), an Idaho limited liability company, and FireFusion Studio LLC, an Idaho limited liability company ("Participant"). CCDC and Participant may be collectively referred to as the "Parties" and individually referred to as a "Party."

### RECITALS

A. Participant owns or controls certain real property located at 1322 West Main Street, Boise, Idaho also identified as Parcel # R1013007553 with the Ada County Assessor's office (the "Project Site") which is more accurately depicted on attached **Exhibit A**.

B. The Participant is renovating public improvements on the streetscape at the Project Site (the "Project"). The Project is more accurately depicted on attached **Exhibit B**. The Project meets the requirements of the Type 1 Participation Program and also promotes a CCDC objective to enhance the pedestrian environment downtown.

C. The CCDC Board of Commissioners has adopted the CCDC Participation Program Policy which can assist private and public development projects with improvements that benefit the public, which are located in the public right of way or permanent public easement area, called Eligible Expenses. As part of the Project, Participant intends to install a new sidewalk on 14<sup>th</sup> Street and fill decommissioned subsurface vaults in the Right Of Ways for both 14<sup>th</sup> and Main Streets. The Eligible Expenses are depicted on the Public Improvement Plans on attached **Exhibit C** (the "Eligible Expenses").

D. The Project is located in the Westside Urban Renewal District ("WS District"). The project is requesting funding for streetscape improvements related to work on West 14<sup>th</sup> and Main Streets.

E. CCDC deems it appropriate to assist the development of the Project to achieve the objectives set forth in the Plan and in accordance with CCDC's Participation Program Policy.

### AGREEMENT

NOW, THEREFORE, in consideration of the above recitals, which are incorporated into this Agreement; the mutual covenants contained herein; and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **Effective Date.** The effective date (“Effective Date”) of this Agreement shall be the date when this Agreement has been signed by the Participant and CCDC (last date signed) and shall continue until: 1.) the completion of all obligations of each Party; or 2.) twelve (12) months from the Effective Date, whichever comes first. At CCDC’s sole discretion an extension may be granted for a period not to exceed one year.

2. **Construction of the Project.** Participant agrees to construct the Project consistent with the following:

- a. The Project shall be constructed in accordance with the overall City of Boise (“City”) infrastructure plans, policies, and design standards and with the applicable portions of the Streetscape Standards adopted as part of the Plan.
- b. The Parties agree that the Project is depicted on **Exhibit B and Exhibit C**, with cost estimates for Eligible Expenses described in the Schedule of Eligible Expenses in **Exhibit D**. Any other public improvements that are constructed by the Participant as part of the improvements to the Project Site are not eligible for reimbursement pursuant to this Agreement. Additionally, CCDC’s reimbursement obligation is limited to the amount set forth in Section 6 of this Agreement.

3. **Initial Construction Funding.** Participant shall pay for all of the costs of construction for the Project. CCDC acknowledges that the Schedule of Eligible Expenses attached as **Exhibit D** is an estimate by Contractor and that actual costs for the Project, as well as each line item of cost, may be more or less than is shown.

4. **Notification of Completion; Inspection.** Upon completion of construction and the improvements being open to the public, Participant shall notify CCDC in writing and request a final construction inspection and/or a meeting with CCDC to determine if the Project meets the requirements of this Agreement. At CCDC’s sole discretion, CCDC may require proof of completion, such as a Certificate of Occupancy, before providing written confirmation of compliance. CCDC shall provide Participant with written confirmation that the Project has been completed in compliance with this Agreement.

5. **Determining Actual Payment after Completion of Construction.** Participant shall provide appropriate documentation (“Cost Documentation”) to CCDC that Participant has expended funds for Eligible Expenses in order to receive payment under the terms of this Agreement. Any Cost Documentation shall be submitted within thirty (30) days of Participant’s notification to CCDC that construction of the Project is complete and shall include:

- a. Schedule of values that includes line items for the Project approved by CCDC for reimbursement so they are identifiable and separate from other line items (“Schedule of Values”).
- b. Invoices from Participant’s general contractor, subcontractor(s), and material suppliers for each type of eligible cost item (e.g. concrete, pavers, benches, historic street lights). Invoices shall specify quantities and unit costs of installed materials and a percentage estimate of how much installed material was used for the Project in comparison to the amount used for the remainder of improvements to the Project Site.

- c. Explanation of any significant deviation between the initial cost estimates in **Exhibit D** and the actual costs in the Cost Documentation as requested by CCDC.
- d. A signed and notarized letter by Participant attesting that all materials have been paid for, that all subcontractors have been paid, that no liens exist on the work performed, and that the Cost Documentation is complete whereupon payment by CCDC shall constitute full accord and satisfaction of all the Agreement obligations.
- e. Additional documentation or clarifications may be required and requested by CCDC.
- f. Recorded easements for any public improvement work done outside of the right of way.
- g. The Participant attests that all requested reimbursement expenses are for eligible public improvements within the public right-of-way.

CCDC shall have the right to review the Cost Documentation and to obtain independent verification that the quantities of work claimed, the unit costs, and the total costs for eligible costs are commercially reasonable and consistent with the cost estimates provided by Participant to CCDC prior to construction. In the event Participant fails to timely deliver the Cost Documentation, CCDC may, in its discretion, elect to terminate its payment obligations under this Agreement by providing Participant with written notice of such default. Participant shall have thirty (30) days from such written notice to cure the default. In the event Participant fails to cure such a default, CCDC's payment obligations under this Agreement may be terminated in CCDC's sole discretion.

Within thirty (30) calendar days of CCDC's receipt of the Cost Documentation, CCDC will notify Participant in writing of CCDC's acceptance or rejection of the Cost Documentation and CCDC's determination of the Actual Eligible Expenses to be reimbursed. CCDC shall, in its discretion, determine the Actual Eligible Expenses following its review of the Cost Documentation, verification of the commercial reasonableness of the costs and expenses contained in such Cost Documentation, and comparison of the amounts in the Cost Documentation to the amounts in **Exhibit D**. IN NO EVENT SHALL THE TOTAL FOR THE ACTUAL ELIGIBLE COSTS EXCEED THE AMOUNT ALLOWED BY SECTION 6.

If Participant disagrees with CCDC's calculation of the Actual Eligible Costs, Participant must respond to CCDC in writing within three (3) business days explaining why Participant believes CCDC's calculation was in error and providing any evidence to support any such contentions Participant wants CCDC to consider. CCDC shall respond to Participant within three (3) business days with a revised amount for the Actual Eligible Costs or notifying Participant CCDC will not revise the initial amount calculated. At that point, the determination of the Actual Eligible Costs will be final. CCDC'S DETERMINATION OF THE ACTUAL ELIGIBLE COSTS IS WITHIN ITS SOLE DISCRETION.

**6. CCDC's Reimbursement Payment Amount.** In accordance with the Participation Program, CCDC agrees to reimburse Participant 100% of Actual Eligible Expenses not to exceed \$200,000. The Project's estimated costs total \$54,367. Actual Eligible Expenses do not include soft costs (e.g., architectural and engineering design, permits, traffic control, mobilization, and overhead). The payment for this Type 1 Agreement will be made as a one-time reimbursement.

**7. Conditions Precedent to CCDC's Payment Obligation.** CCDC agrees to reimburse Participant in the amount as determined in compliance with Sections 2, 5 and 6 no later than thirty (30) days after completion of all of the following:

- a. Project construction is complete and meets the specifications as described in the Recitals section of this Agreement and as shown in Exhibit B.
- b. CCDC receives Cost Documentation as described in Section 5 in a format acceptable to CCDC.
- c. CCDC provides written confirmation to the Participant that the Project has been constructed in compliance with this Agreement.

Participant's failure to comply with all Agreement provisions shall be a basis for termination of CCDC's reimbursement obligation.

**8. Subordination of Reimbursement Obligations.** The Parties agree this Agreement does not provide Participant with a security interest in any CCDC revenues for the Urban Renewal District Area or any other urban renewal plan area, including but not limited to revenue from any "Revenue Allocation Area" (as defined in Title 50, Chapter 29 of the Idaho Code) or any revenue from CCDC's parking garages. Notwithstanding anything to the contrary in this Agreement, the obligation of CCDC to make the payments as specified in this Agreement shall be subordinate to all CCDC obligations that have committed or in the future commit available CCDC revenues, including but not limited to revenue from any Revenue Allocation Area or any revenue from CCDC's parking garages, and may be subject to consent and approval by CCDC lenders.

**9. Default.** Neither Party shall be deemed to be in default of this Agreement except upon the expiration of forty-five (45) days [ten (10) days in the event of failure to pay money] from receipt of written notice from the other Party specifying the particulars in which such Party has failed to perform its obligations under this Agreement unless such Party, prior to expiration of said 45-day period [ten (10) days in the event of failure to pay money], has rectified the particulars specified in said notice of default. In the event of a default, the nondefaulting Party may do the following:

- a. The nondefaulting Party may terminate this Agreement upon written notice to the defaulting Party and recover from the defaulting Party all direct damages incurred by the nondefaulting Party.
- b. The nondefaulting Party may seek specific performance of those elements of this Agreement which can be specifically performed and recover all damages incurred by the nondefaulting Party. The Parties declare it to be their intent that elements of this Agreement requiring certain actions be taken for which there are not adequate legal remedies may be specifically enforced.
- c. The nondefaulting Party may perform or pay any obligation or encumbrance necessary to cure the default and offset the cost thereof from monies otherwise due the defaulting Party or recover said monies from the defaulting Party.

- d. The nondefaulting Party may pursue all other remedies available at law, it being the intent of the Parties that remedies be cumulative and liberally enforced so as to adequately and completely compensate the nondefaulting Party.
- e. In the event Participant defaults under this Agreement, CCDC (the nondefaulting Party) shall have the right to suspend or terminate its payment under this Agreement, as more specifically defined in this Agreement, for so long as the default continues and if not cured, CCDC's obligation for payment shall be deemed extinguished. In addition, if CCDC funds shall have been paid, Participant shall reimburse CCDC for any such funds Participant received.

**10. Captions and Headings.** The captions and headings in this Agreement are for reference only and shall not be deemed to define or limit the scope or intent of any of the terms, covenants, conditions, or agreements contained herein.

**11. No Joint Venture or Partnership.** CCDC and Participant agree that nothing contained in this Agreement or in any document executed in connection with this Agreement shall be construed as making CCDC and Participant a joint venture or partners.

**12. Successors and Assignment.** This Agreement is not assignable except that the Participant may assign Participant's rights or obligations under this Agreement to a third party only with the written approval of CCDC, at CCDC's sole discretion which cannot be reasonably denied.

**13. Notices and Receipt.** All notices given pursuant to this Agreement shall be in writing and shall be given by personal service, by United States mail, or by United States express mail or other established express delivery service (such as Federal Express) with postage or delivery charges prepaid and return receipt requested, or by electronic mail (e-mail) addressed to the appropriate Party at the address set forth below:

If to Participant:

Delia Dante  
FireFusion Studio LLC  
1322 W. Main Street  
Boise, ID 83702  
208.850.9064  
[delia@firefusion-studio.com](mailto:delia@firefusion-studio.com)

If to CCDC:

John Brunelle, Executive Director  
Capital City Development Corporation  
121 N. 9<sup>th</sup> Street, Suite 501  
Boise, Idaho 83702  
208-384-4264  
[jbrunelle@ccdcbiose.com](mailto:jbrunelle@ccdcbiose.com)

**14. Applicable Law; Attorney Fees.** This Agreement shall be construed and enforced in accordance with the laws of the State of Idaho. Should any legal action be brought by either Party because of breach of this Agreement or to enforce any provision of this Agreement, the prevailing Party shall be entitled to reasonable attorney fees, court costs, and such other costs as may be found by the Court.

**15. Entire Agreement.** This Agreement constitutes the entire understanding and agreement of the Parties. Exhibits to this Agreement are as follows:

Exhibit A	Project Site Map
Exhibit B	Project Depiction
Exhibit C	Public Improvement Plans
Exhibit D	Schedule of Eligible Expenses

**16. Indemnification.** Participant shall indemnify and hold CCDC and its officers, agents, and employees harmless from and against all liabilities, obligations, damages, penalties, claims, costs, charges, and expenses, including reasonable architect and attorney fees (collectively referred to in this section as “Claim”), which may be imposed upon or incurred by or asserted against CCDC or its respective officers, agents, and employees relating to the construction or design of the Streetscape Project or otherwise arising out of Participant’s actions or inactions. In the event an action or proceeding is brought against CCDC or its respective officers, agents, and employees by reason of any such Claim, Participant, upon written notice from CCDC shall, at Participant’s expense, resist or defend such action or proceeding. Notwithstanding the foregoing, Participant shall have no obligation to indemnify, defend, or hold CCDC and its respective officers, agents, and employees harmless from and against any matter to the extent it arises from the active negligence or willful act of CCDC or its respective officers, agents, or employees.

**17. Antidiscrimination During Construction.** Participant, for itself and its successors and assigns, agrees that in the rehabilitation and/or construction of improvements on the Project Site provided for in this Agreement, the Participant and its agents will not discriminate against any person on the basis of race, color, religion, sex, sexual orientation, gender identity/expression, national origin or ancestry, marital status, age, or handicap.

**18. Maintenance.** Participant recognizes CCDC has no specific authority to accept maintenance responsibility of the Project or any improvements constructed by Participant and that no agreement has been reached with CCDC or City to accept any maintenance obligations for such improvements.

**19. Promotion of Project.** Participant agrees CCDC may promote the Project and CCDC’s involvement with the Project. Such promotion includes reasonable signage at the Site notifying the public of CCDC’s involvement with the Project.

End of Agreement  
[Signatures appear on the following page.]



IN WITNESS WHEREOF, the Parties hereto have executed this Agreement with an Effective Date as of the last date written below.

**CCDC:**

The Urban Renewal Agency of Boise City, Idaho, a public body, corporate and politic

\_\_\_\_\_  
John Brunelle, Executive Director

Date \_\_\_\_\_

**PARTICIPANT:**

FireFusion Studio LLC,  
An Idaho limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**Exhibits**

- A: Project Site
- B: Project Depiction (renderings)
- C: Public Improvement Plans
- D: Schedule of Eligible Expenses

TYPE 1 STREETSCAPE GRANT PARTICIPATION AGREEMENT - 8

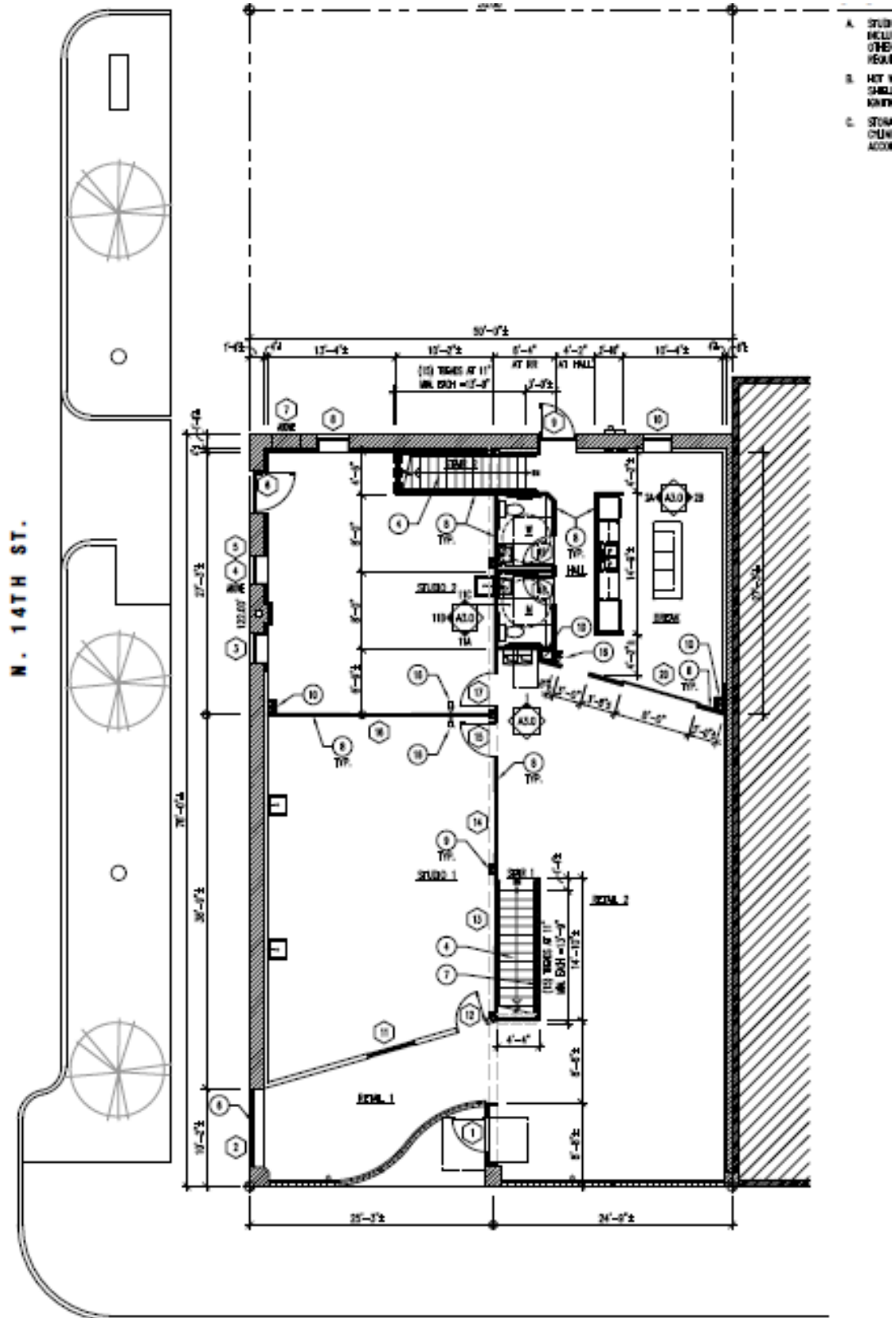
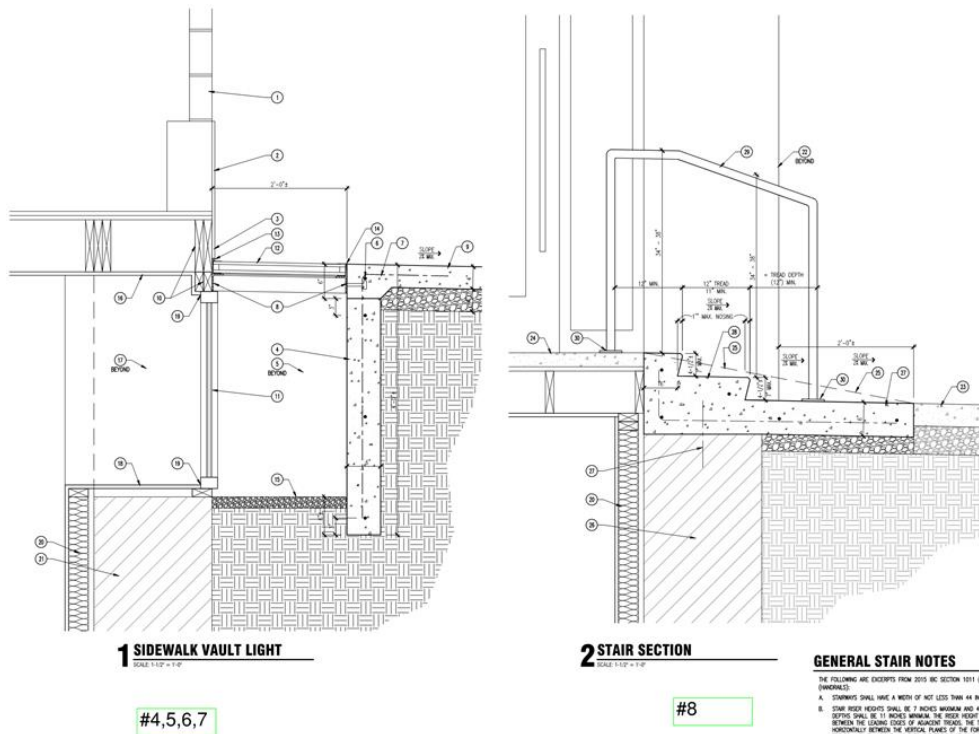
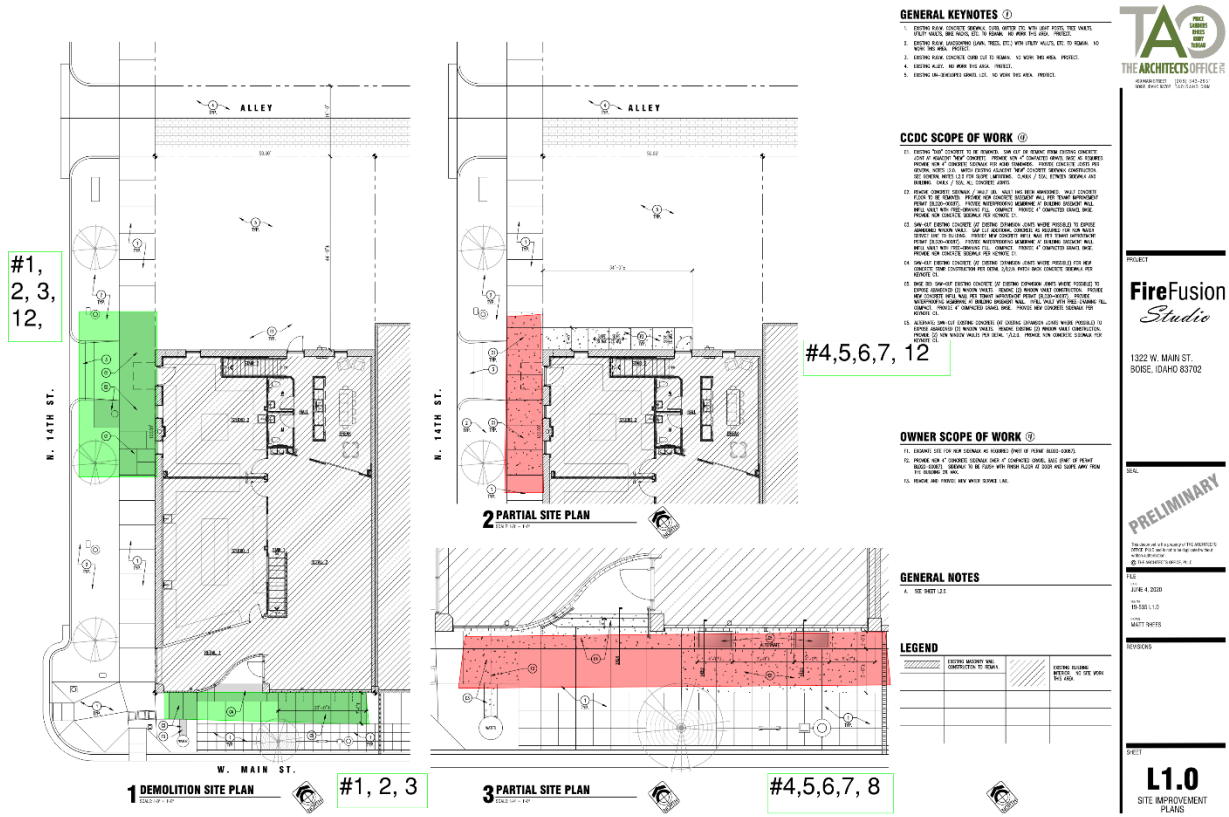


Exhibit B: Project Depiction



## Exhibit C: Public Improvement Plans



# Exhibit D: Schedule of Eligible Expenses

CCDC Participation Program					
Type 1 Eligible Expenses Application Form					
Actual Eligible Costs To Be Determined by CCDC					
Project Name: Fire Fusion Studio		08.04.2020		By: FireFusion Studio LLC	
ALL SCOPE MUST BE 1) LOCATED ON PUBLIC IMPROVEMENT PERMIT AND 2) IN THE PUBLIC RIGHT OF WAY					
#	ITEM DESCRIPTION	UNIT	UNIT PRICE	QUANTITY	TOTAL COST
<b>SITE PREPARATION: DIVISIONS 2 and 31</b>					
1	Surface demolition & Excavation	0	0	0	6,000
2	Asphalt demolition	0	0	0	5,260
3	Saw cut	0	0	0	2,260
<b>SIDEWALK WORK: DIVISION 32</b>					
4	Scored concrete sidewalk	0	0	0	3,220
5	Vault and Window Well concrete infill	0	0	0	16,000
6	Lawn parkway - sod, sprinklers, misc.	0	0	0	5,360
7	Irrigation	0	0	0	1,500
<b>SITUATIONAL FURNISHINGS: DIVISION 32</b>					
8	Steps	0	0	0	2,160
<b>OTHER:</b>					
9	ROW-specific Traffic Control		0	0	1,200
10	Final Approval Pending: Municipal submittal coordination costs		0	0	1,480
<b>Total Streetscape Costs:</b>					<b>44,440</b>
CCDC Participation Program					
Eligible Costs Application Form					
Actual Eligible Costs To Be Determined by CCDC					
INFRASTRUCTURE & UTILITIES: (In right-of-way)					
		UNIT	UNIT PRICE	QUANTITY	TOTAL COST
<b>OTHER:</b>					
11	Approval pending: Exterior Streetscape Awning per CCDC rules		0	0	3,260
12	Demo-phase de-watering				2,640
<b>Total Infrastructure &amp; Utilities Costs:</b>					<b>5,900</b>
CCDC Participation Program					
Eligible Costs Application Form					
Actual Eligible Costs To Be Determined by CCDC					
SITE: (In right-of-way)					
<b>OTHER:</b>					
13	TBD		0	0	0
<b>Total Site Costs:</b>					<b>0</b>
<b>Subtotal</b>					<b>50,340</b>
14	Contingency (8%)		0	0	4,027
<b>TOTAL ELIGIBLE COSTS</b>					<b>54,367</b>
Important Note:					
Each program where eligible costs are identified will only pay for those approved expenses not otherwise paid for by another public entity.					



**FY2020 Year-To-Date Financial Report (Unaudited)**  
**Through THIRD QUARTER**  
*October 1, 2019 to June 30, 2020*





## **FY2020 Year-to-Date Financial Report (Unaudited)**

### **Through THIRD QUARTER**

October 1, 2019 – June 30, 2020

#### **REVENUES:**

The actual tax increment revenues for the first three quarters were \$9.6 million or 57% of the annual budgeted tax increment revenue for FY2020, which is consistent with expectation. In July, we have received approximately \$6.7 million tax increment revenue. At the end of July, we have received 97% of the budgeted tax increment revenue for FY2020.

**Q1:** Some of the Q1 variance is attributable to a PARCS (Parking Access and Control System) failure affecting all Agency garages at the start of the holiday season.

**Q2 – Q3:** The COVID-19 pandemic ‘arrived’ in Boise on March 13 when Governor Little issued the statewide Stay Healthy emergency order. Similar action by Mayor McLean and the Boise City Council came shortly thereafter. While the Agency’s ParkBOI system of public parking garages remained open as essential support to essential businesses, most downtown businesses were required to close. Parking garage utilization fell to 5% of normal as a result. With just two weeks remaining, parking revenues took a relatively small hit in Q2. For Q3, parking revenues were significantly impacted by the pandemic. Total parking revenue year-to-date at the end of Q3 was \$4.6 million, about \$2 million or 30% less than the original budget.

#### **EXPENSES:**

As of June 30, 2020, Agency’s operating expenses were 56% of the annual budget amount. Capital outlay expenditures for the first three quarters were below budget. Several major projects, such as Westside District’s mixed-used catalyst development project and Urban Park project will be carried-forward to FY2021.

**ABOUT THIS REPORT.** This report includes all budgeted Agency funds.

##### **Revenues**

- Ada County distributes property tax revenue to local governments monthly as received; however, almost 99% of the total budgeted amount is distributed twice a year in January (about 60%) and in July (about 40%) after property tax due dates (December and June).
- Parking garage revenue is generated and received daily throughout the year.
- Fund Balance: Transfer-in if revenues exceed expenses, transfer-out if expenses exceed revenues.

##### **Expenses**

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

## FY2020 BUDGET SUMMARY through 3rd quarter

June is month 9 of 12; FY2020 is 75% complete.

	FY2020 Total (Original) Budget	FY2020 Q3 Actual	% Actual To Total Budget
<b>REVENUE SUMMARY</b>			
<b>Revenue from Operations</b>			
Revenue Allocation (Tax Increment).....	16,830,000	9,653,280	57%
Parking Revenue.....	8,776,542	4,629,433	53%
Other Revenues (Various Reimbursements).....	5,319,500	132,599	2%
Subtotal	\$ 30,926,042	\$ 14,415,312	47%
<b>Other Sources</b>			
Misc. Revenues (Grants/Leases/Property Transactions).....	579,543	681,432	118%
Bond Financing.....	14,600,000	-	0%
Use of (Transfer to) Working Capital Fund.....	22,793,939	(5,341,030)	-23%
Subtotal	\$ 37,973,482	\$ (4,659,598)	-12%
<b>Subtotal - Revenue from Operations</b>	<b>\$ 68,899,524</b>	<b>\$ 9,755,714</b>	<b>14%</b>
<b>Pass-Through Revenue</b>			
Ada County Courthouse Corridor Leases.....	420,111	77,333	18%
Subtotal	\$ 420,111	\$ 77,333	18%
<b>TOTAL REVENUE</b>	<b>\$ 69,319,635</b>	<b>\$ 9,833,047</b>	<b>14%</b>
<b>EXPENSE SUMMARY</b>			
<b>Operating Expense</b>			
Personnel Costs.....	2,472,000	1,709,507	69%
Services & Operations.....	2,983,851	1,915,590	64%
Facilities Management.....	908,057	583,937	64%
Professional Services .....	2,155,000	529,983	25%
Subtotal	\$ 8,518,908	\$ 4,739,018	56%
<b>Debt Service &amp; Contractual Obligations</b>			
Debt Service.....	4,329,316	446,994	10%
Contractual Obligations (included in CIP).....	3,216,000	934,999	29%
Subtotal	\$ 7,545,316	\$ 1,381,993	18%
<b>Capital Outlay</b>			
Office Furniture/Computer Equipment.....	74,500	121,307	163%
<b>CAPITAL IMPROVEMENT PLAN (CIP).....</b>	<b>49,442,300</b>	<b>2,713,166</b>	<b>5%</b>
Parking Reinvestment Plan (PRP).....	2,335,000	676,746	29%
Mobility Projects.....	983,500	123,485	13%
Subtotal	\$ 52,835,300	\$ 3,634,703	7%
<b>Subtotal - Expenses for Operations</b>	<b>\$ 68,899,524</b>	<b>\$ 9,755,714</b>	<b>14%</b>
<b>Pass-Through Expense</b>			
Ada County Courthouse Corridor Leases.....	420,111	77,333	18%
Subtotal	\$ 420,111	\$ 77,333	18%
<b>TOTAL EXPENSE</b>	<b>\$ 69,319,635</b>	<b>\$ 9,833,047</b>	<b>14%</b>



## FY2020 OPERATING REVENUES through 3rd Quarter

### QUARTERLY REVENUE REPORT PROPERTY TAX REVENUE ALLOCATION DISTRICT (RAD) & PARKING SYSTEM SUMMARY Q1 (October 2019 thru June 2020)

Activity	FY 2019	FY 2020	FY 2020			
	Total Actual	Total Budget	YTD Budget	YTD Actual	YTD Variance \$	YTD Variance %
<b>TIF BY DISTRICT</b>						
River-Myrtle / Old Boise	10,546,366	11,100,000	6,652,068	6,223,767	(428,301)	-6%
Westside	3,723,464	4,100,000	2,586,819	2,332,198	(254,621)	-10%
30th Street	645,687	800,000	486,484	483,413	(3,071)	-1%
Shoreline	n/a	120,000	0	66,660	66,660	n/a
Gateway East	n/a	710,000	0	547,242	547,242	n/a
<b>TOTAL RAD</b>	<b>14,915,516</b>	<b>16,830,000</b>	<b>9,725,371</b>	<b>9,653,280</b>	<b>(72,091)</b>	<b>-1%</b>
<b>PARKING BY GARAGE</b>						
9th & Main (Eastman)	1,509,721	1,535,469	1,167,255	1,034,304	(132,951)	-11%
Capitol & Main (Cap Terrace)	2,147,564	2,243,138	1,702,546	1,028,856	(673,690)	-40%
9th & Front (City Centre)	1,747,722	1,807,582	1,378,188	867,554	(510,634)	-37%
10th & Front (Grove st.)	1,166,458	1,182,586	893,351	631,773	(261,578)	-29%
Capitol & Front (Boulevard)	523,297	533,394	405,216	254,900	(150,316)	-37%
Capitol & Myrtle (Myrtle st.)	992,372	1,014,081	753,028	519,336	(233,692)	-31%
11th & Front (CCDC's portion 30.1%)	307,631	376,171	277,029	183,285	(93,744)	-34%
Misc. Parking	85,286	84,121	63,091	109,425	46,334	73%
<b>TOTAL PARKING</b>	<b>8,480,052</b>	<b>8,776,542</b>	<b>6,639,703</b>	<b>4,629,433</b>	<b>(2,010,270)</b>	<b>-30%</b>
Other	534,380	5,319,500	112,575	132,599	20,024	18%
<b>TOTAL</b>	<b>23,929,948</b>	<b>30,926,042</b>	<b>16,477,649</b>	<b>14,415,312</b>	<b>(2,062,337)</b>	<b>-13%</b>

#### RECONCILIATION TO FY2020 BUDGETED OPERATING REVENUES

Total Revenues Approved Budget	\$69,319,635
Ada County Courthouse Master/Surplus Ground Lease (passed-through)	(420,111)
Use of Fund Balance	(22,793,939)
Bond Financing Proceeds	(14,600,000)
Miscellaneous Revenue (Lease, Property Transactions)	(579,543)
Operating Revenues	<u>\$30,926,042</u>

**Capital City Development Corporation**  
**Balance Sheet - Governmental Funds**  
**June 30, 2020**

	General Fund	River Myrtle District RA Fund	Westside District RA Fund	30th Street District RA Fund	Shoreline District RA Fund	Gateway East District RA Fund	Parking Fund	Total
<b>ASSETS</b>								
Cash and investments	1,330,000	23,466,928	6,715,095	1,684,441	141,558	434,187	9,610,995	43,383,204
Accounts receivable	1,424	-	69,795	-	-	-	(41,606)	29,613
Interest receivable	18,692	-	-	-	-	-	-	18,692
Taxes receivable	-	4,214,057	1,540,686	288,133	44,845	129,899	-	6,217,620
Due from other governmental units	-	-	-	-	-	-	-	-
Prepays	-	15,250	-	-	-	-	-	15,250
Restricted cash	-	2,156,909	-	-	-	-	2,833,295	4,990,204
Restricted investments	-	-	-	-	-	-	-	-
Interest in partnership	-	-	-	-	-	-	-	-
Property held for resale or development	-	54,490	7,129,390	-	-	-	-	7,183,880
<b>TOTAL ASSETS</b>	<b>1,350,116</b>	<b>29,907,634</b>	<b>15,454,966</b>	<b>1,972,574</b>	<b>186,403</b>	<b>564,086</b>	<b>12,402,684</b>	<b>61,838,463</b>
<b>LIABILITIES AND FUND BALANCES</b>								
<b>LIABILITIES</b>								
Accounts payable	31,333	64,913	80,049	-	1	5,302	417,735	599,333
Accrued liabilities	178,365	-	-	-	-	-	-	178,365
Advanced revenues	-	-	-	-	-	-	-	-
Refundable deposits	-	-	11,526	-	-	-	-	11,526
<b>Total liabilities</b>	<b>209,698</b>	<b>64,913</b>	<b>91,575</b>	<b>-</b>	<b>1</b>	<b>5,302</b>	<b>417,735</b>	<b>789,224</b>
<b>DEFERRED INFLOWS OF RESOURCES</b>								
Unavailable property tax	-	4,214,057	1,540,686	288,133	44,845	129,899	-	6,217,620
<b>Total deferred inflows of resources</b>	<b>-</b>	<b>4,214,057</b>	<b>1,540,686</b>	<b>288,133</b>	<b>44,845</b>	<b>129,899</b>	<b>-</b>	<b>6,217,620</b>
<b>FUND BALANCES</b>								
Nonspendable	-	69,740	7,129,390	-	-	-	-	7,199,130
Restricted	-	25,558,924	6,693,315	1,684,441	141,557	428,885	2,333,291	36,840,413
Committed	-	-	-	-	-	-	500,000	500,000
Assigned	-	-	-	-	-	-	9,151,658	9,151,658
Unassigned	1,140,418	-	-	-	-	-	-	1,140,418
<b>Total fund balances</b>	<b>1,140,418</b>	<b>25,628,664</b>	<b>13,822,705</b>	<b>1,684,441</b>	<b>141,557</b>	<b>428,885</b>	<b>11,984,949</b>	<b>54,831,619</b>
<b>TOTAL LIABILITIES DEFERRED INFLOWS OF RESOURCES AND FUND BALANCES</b>	<b>1,350,116</b>	<b>29,907,634</b>	<b>15,454,966</b>	<b>1,972,574</b>	<b>186,403</b>	<b>564,086</b>	<b>12,402,684</b>	<b>61,838,463</b>

**FUND BALANCE DEFINITIONS**

**Nonspendable:** cannot be spent because they are not in spendable form or are legally or contractually required to remain intact.

**Restricted:** can be spent for only stipulated purposes as determined by law or external resource providers.

**Committed:** can be spent for only specific purposes as determined by formal CCDC Board action.

**Assigned:** intended for specific purposes but not committed or restricted.

**Unassigned:** all other funds ; typically the General Fund.



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## **IV. ACTION ITEMS**



## AGENDA BILL

<b>Agenda Subject:</b> Designation for Participation Program Type 3 Transformative Agreement with Jordan-Wilcomb Construction and Global Senior Housing		<b>Date:</b> September 14, 2020
<b>Staff Contact:</b> Brady Shinn	<b>Attachments:</b> 1) Site Map 2) Images 3) Public Improvements Plan 4) Letter of Intent	
<b>Action Requested:</b> Designate the 8 <sup>th</sup> and River mixed-use project as eligible to utilize the Type 3 Transformative Participation Agreement and direct staff to continue negotiating a Letter of Intent with Wilcomb LLC and/or assigns for future Board approval.		

### **Background:**

Jordan-Wilcomb Construction Company and Global Senior Housing, both out of the Treasure Valley, are contemplating a mixed-use tower at 600 S. 8<sup>th</sup> Street (Parcels S1010315061 and S1010315041) comprised of a ground floor office and retail space, four floors of parking, and seven floors of for-rent residential housing under the 55 and older “Active Adult Community Platform.”

CCDC has interest in purchasing a parking condominium in the property with the intent to offer public parking. Should the project be realized, CCDC is interested in purchasing approximately 210 parking stalls for \$6,500,000. The remaining approximately 60 to 100 spaces will be part of the residential component.

Jordan-Wilcomb Construction and Global Senior housing are in the early stages of its pre-development financing, architectural design, permitting and budgeting processes. Once the developers finalize the project’s overall programming and secure a financing commitment, CCDC will evaluate the project for purposes of Board Approval.

CCDC has drafted a Letter of Intent as an exhibit to this Agenda Bill that memorializes the known development program and CCDC investment parameters. The Applicants will use the Letter to demonstrate CCDC interest to potential lenders on the project.

As of this date, the Applicant estimates roughly \$750,000 in Public Improvements on the site, with two-thirds expected to serve utility infrastructure upgrades and the rest for public Right-of-Way Streetscape improvements.

CCDC supports the proposed project, especially regarding the Active Adult Community Platform. This platform will serve a unique downtown demographic that is currently not found in existing and proposed projects in the River Myrtle Old Boise District. Additionally, the public parking will serve community resources such as the Library, Boise Art Museum, the Greenbelt and Julia Davis park, as well as neighboring businesses in an area with minimal on-street parking capacity. Lastly, transforming the vacant, existing warehouse into the proposed project will increase the County's tax rolls on the site potentially as high as \$45 million.

Staff will present a final agreement and supporting documents to the CCDC Board for consideration when the project's details become more concrete and the project has received a Commitment Letter from a lender.

**Project Information (as of this date):**

- Commercial – 20,000 to 23,000 sq ft for-rent office, restaurant or retail space.
- Parking -- 300 stalls.
- Residential – 160 residences, "Active Adult Community Platform."
- August 2020: Permitting intake with the City started;
- Fall 2020: Intended Design Review hearing;
- Summer / Fall 2021: Anticipated finalized development program and Board Approval to execute an Agreement with the development entity, pending CCDC staff review and approval of the development program;
- Summer / Fall 2021: Construction Start, expected duration 30 months
- Spring 2023: Project completion and Certificate of Occupancy.
- Spring 2023: Public parking operations begin under ParkBOI management
- FY 2024: First full year on Ada County's tax rolls
- FY 2025: Reimbursement payment

**Fiscal Notes:**

Total assistance on Public Improvements is estimated at this time to not exceed \$750,000 and will be based on the actual costs for streetscape and utility infrastructure improvements after construction, per utility and municipal permitting requirements, for the frontages along the perimeter of the site adjacent to 8<sup>th</sup> Street, an alley-way, River Street and Fulton Street. All reimbursable improvements will be in the public right-of-way or an adjacent public easement. The request meets the requirements set forth in the Type 3 Participation Policy.

Details regarding the payment schedule of CCDC Reimbursements will be determined once the project's development program and timing are set. The agreement would propose to reimburse the developer from the increment generated by the project after project completion and other CCDC tax increment income in the RMOB district. For example, the project is scheduled for completion in 2023, its full value will be reflected in the 2024 tax year assessment; and CCDC will reimburse in fiscal 2025. Based on the estimated development costs and associated tax increment generated, one payment likely will cover the project's Eligible Expenses.

**Staff Recommendation:**

Staff recommends the Board designate the 8<sup>th</sup> and River project as a Type 3 Transformative Participation Project.

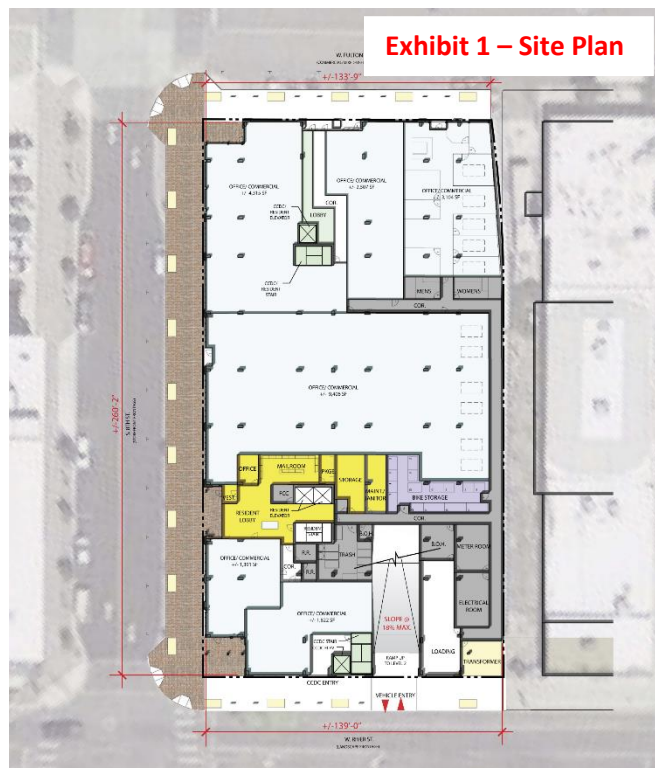
**Suggested Motion:**

I move to Designate the 8<sup>th</sup> and River mixed-use project as eligible to utilize the Type 3 Transformative Participation Agreement and direct staff to continue negotiating a Letter of Intent with Wilcomb LLC and/or assigns for future Board approval.

## Exhibit 1 – Site Location and Site Map

Ada County Assessor

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES.





## Exhibit 2 – Images

Exhibit 2 – Elevation River Street



2. SOUTH (RIVER) ELEVATION

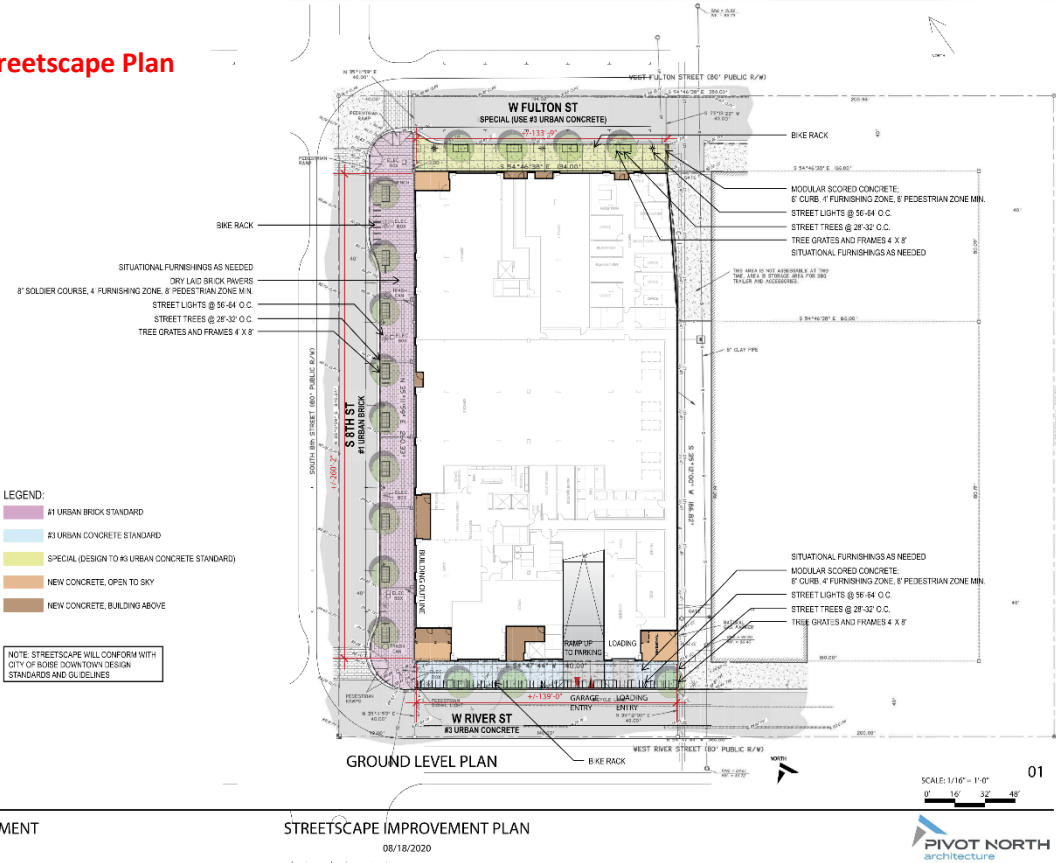
Exhibit 2 – Elevation 8<sup>th</sup> Street



1. WEST (S. 8TH ST) ELEVATION

Exhibit 3 – Streetscape Plan

Exhibit 3 – Streetscape Plan



SOUTH EIGHTH DEVELOPMENT  
JORDAN-WILCOMB CONSTRUCTION

STREETSCAPE IMPROVEMENT PLAN  
08/18/2020

PIVOT NORTH  
architecture

## **Exhibit 4 – Letter of Intent**



**LETTER OF INTENT  
TO THE  
To-Be-Formed Single Purpose Entity**

This non-binding LETTER OF INTENT is to express the interest of Capital City Development Corporation (CCDC) to enter into a public-private project with a to-be-formed single purpose entity between Wilcomb LLC and Global Senior Housing LLC, "the Project".

This Letter of Intent does not constitute a legally binding agreement between the parties but only a point from which further negotiations for development may take place. This Letter of Intent is effective through June 14, 2021.

Estimated Total Development Costs are \$53 million. CCDC understands the Project to be construction of a mixed-use tower comprised of a ground floor commercial space, then a public parking garage of approximately 240-340 spaces, and then a residential space serving approximately 159 units. CCDC's goal is to participate in the Project and catalyze private development in the vicinity. Upon project advancement, final terms and conditions will be included in a Type 3 Agreement as per CCDC's Participation Program. Participation is conditioned upon the final Project being consistent with both City of Boise requirements and with the River Myrtle / Old Boise Urban Renewal Adopted Plan as well as final CCDC Board approval. Additionally, a third party financial analysis and Lender's Commitment Letter may be required as part of the Participation Program.

**DEVELOPER**

To-Be-Formed Joint Venture entity between Wilcomb LLC and Global Senior Housing LLC.

Wilcomb LLC  
ATTN: Tim Wilcomb, \_\_\_\_\_(title)  
406 South 6th Street  
Boise, Idaho 83702

Global Senior Housing LLC  
ATTN: Ron Walsh, \_\_\_\_\_(title)  
PO Box 1427  
Eagle, Idaho 83616

**PROPERTY**

Wilcomb LLC is the owner of the real property addressed as:

600 South 8th Street  
Boise, Idaho 83702

And recorded by the Ada County Recorder as Parcels: S1010315061, S1010315041

**PURCHASER**

Capital City Development Corporation  
Attn: John Brunelle, Executive Director  
121 North 9th Street, Suite 501  
Boise, Idaho 83702

## KEY DEVELOPMENT TERMS

- \$53M Total Development Cost (+/-).
- 159 +/- market rate residential units for an “Active Adult Community Platform”; unit mix to be approximately: 1/3 2 bed, 1/2 1 bed, and 1/6 studio.
- There will be +/- 300 parking spaces on the Property.
- Ground floor anticipated to include one large anchor office tenant and then other retail, office and restaurant tenants. Estimated 20-23,000 sq ft gross rental area total.
- Parking structure exterior façade subject to CCDC approval. CCDC desires an attractive façade of precast concrete, brick, or metal panels, or other quality materials.
- CCDC will participate in public improvements in addition to purchasing parking. Participation in public improvements will be based off of Tax Increment the project generates, per CCDC’s Participation Program Policy. Estimated \$750,000 in public improvements (60% utility infrastructure, 40% streetscape improvements)
- CCDC promotes walkable and pedestrian oriented design and, to the extent feasible, will work with the developer and design team to create connectivity through this large singular parcel.
- Developer carries industry-standard construction and commercial insurance appropriate for a similar project.
- Consistency with project development programming and details as submitted by Developer for CCDC’s Designation step.
- The Property received Designation status by CCDC’s Board of Commissioners on September 14, 2020. Further advancement in CCDC’s Participation Program and any purchase requires complete submission of review documents, including but not limited to financial information (project Sources and Uses, appraisals for any financing, Lender’s Commitment Letter, development cost proforma, construction costs, etc.) and other necessary due diligence on the Property and Developer, to CCDC’s satisfaction.

## KEY PARKING TERMS

- Upon completion of the Project (Certificate of Occupancy), CCDC will purchase 215 parking stalls for \$6,500,000 (\$30,000 per stall) within the Project.
- The anticipated completion date at this time is late 2022 or early 2023.
- Developer will retain ownership of additional spaces: 60 to 110 spaces (+/-).
- CCDC financing stipulates “Private Use Rule,” which states CCDC cannot lease parking stalls to commercial or residential operator for greater than 10% of total CCDC stall count).
- The entire garage may be operated as part of the ParkBOI public parking system and will require a parking operations agreement.
- CCDC determines ParkBOI rates, hours, etc., based on CCDC parking policy.
- ParkBOI identifying signage will be placed on the garage.
- Parking garage will adhere to Boise City Code and any ACHD requirements.
- Consistency with parking development programming and details as submitted by Developer for CCDC’s Designation step.
- Parking garage will adhere to CCDC’s parking garage design specifications regarding interior overhead lighting, stall dimensions, turning radius, drive aisle width, and Above Finished Floor obstruction clearance of no less than 8’2” in all car-accessible areas.

Compact stalls must comprise less than 10% of total stall count. No obstructions regarding garage ingress/egress.

- CCDC defines a typical parking stall to be at least 8.5' wide by 18 feet long.

#### EXPRESSION OF INTENT

The parties do not intend this to be a binding agreement but rather a good faith expression of their mutual intentions and interest to pursue the formal and legally binding T3 Agreement. While neither party shall be obligated to enter into a binding agreement, the parties do understand that each shall, in reliance on this intent, expend considerable time, effort, and their own monies in furtherance of the Project. Consequently, the parties agree to pursue the negotiation and drafting of the T3 Agreement in good faith and with all due diligence.

Signatures on the following page.

#### **Capital City Development Corporation**

\_\_\_\_\_

**DATE:** \_\_\_\_\_

John Brunelle, Executive Director

#### **Wilcomb LLC, an Idaho limited liability company**

\_\_\_\_\_

**DATE:** \_\_\_\_\_

Tim Wilcomb, \_\_\_\_\_

#### **Global Senior Housing LLC, an Idaho limited liability company**

\_\_\_\_\_

**DATE:** \_\_\_\_\_

Ron Walsh, \_\_\_\_\_



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## AGENDA BILL

<b>Agenda Subject:</b> Resolution #1669 – Approve First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project		<b>Date:</b> September 14, 2020
<b>Staff Contact:</b> Doug Woodruff & Todd Bunderson	<b>Attachments:</b> 1) Resolution No. 1669 2) First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project	
<b>Action Requested:</b> Adopt Resolution #1669 Approving the First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project		

### Background:

In December 2001, the Urban Renewal Plan Westside Downtown Urban Renewal Project (the “Plan”) was approved by the City of Boise establishing the Westside Revenue Allocation Area (the “RAA”). The Plan, by attachment, included the Westside Downtown Framework Master Plan, as well as the other required attachments including a description of the RAA boundary, a map of the RAA, a list of properties to be acquired and an economic feasibility study. The Plan has a twenty-four (24) year term and a termination date of December 31, 2025; however, the Plan recognizes revenue allocation proceeds will be received in 2026 with formal termination on September 30, 2026. There are six more years of activity before the term of the RAA will be complete.

The RAA is home to a variety of large office buildings and institutions such as Meadow Gold and Idaho Power. The area includes many surface parking lots and CCDC has worked with a variety of property owners to create investments in workforce housing, historic rehabilitation of buildings, business headquarters, hospitality, public art, streetscapes and the design of lively public spaces. Additional opportunities have been identified for properties adjacent to both inside and outside of the current RAA boundaries.

The First Amendment to the Urban Renewal Plan, Westside Downtown Urban Renewal Project (the “First Amendment”) seeks to amend the Plan to add: 1) approximately 3.4 acres of land contiguous to the northern boundary of the Westside District Project Area and generally bounded by 9th Street to the west, 8th Street to Franklin St. to the east, State Street to the south, and Washington Street to the north (the “East Node”); and 2) approximately 10.6 acres of land contiguous to the northern boundary of the Westside District Project Area and generally bounded by 13th Street to the west, 10th Street to the east, Washington Street to the south and Franklin Street to the north, with the extension of an adjacent block to the south that is bounded



by 11th Street to the west, 10th Street to the east, State Street to the south, and Washington Street to the north (the “West Node”).

The existing RAA is currently nearly 144 acres; the geographically smallest RAA administered by CCDC. The proposed amendment area is 14 acres or 9.8% of the total existing RAA, which complies with the geographic limitation for an amendment to a RAA set forth in Idaho Code Section 50-2033.

Further, the combined base values of the existing revenue allocation areas, plus the value of the area added is approximately 3% of the City’s 2019 taxable value, which is well below the 10% statutory limit set forth in Idaho Code Section 50-2903(15).

The Westside Downtown Framework Master Plan, Attachment 3 to the Plan (the “Framework”), describes a proposed street character and sets forth certain design guidelines. The Master Framework confirms the importance of right-of-ways designed to accommodate all modes of transportation, including pedestrians and bicycles, as well as generally enhancing the streetscape experience. This is one of the primary improvements the Agency hopes to complete in order to attract investment and collaborate with institutional groups.

CCDC is collaborating with public and private partners to facilitate additional investment and development both within the existing RAA and those areas directly adjacent to it in the proposed area of addition. The proposed amended area includes large parcels owned by Boise School District and the YMCA. These institutions are not real estate development focused and face challenges in creating taxable investment opportunities. There may be opportunities to partner to advance symbiotic goals. The area proposed to be added to the RAA also includes the privately owned Carnegie Library building that is encumbered with a historic overlay and whose primary tenants vacated approximately two years ago. The former bank building on the highly visible corner of 8<sup>th</sup> and State Street has not had a permanent tenant since the state of Idaho auctioned the building on December 1, 2016. The need for north-south multi-modal transit routes connecting the dense neighborhood to the north with Downtown has increased as both areas continue to expand.

In May 2019, the Agency adopted Resolution No. 1599 accepting the Westside Downtown Urban Renewal Area Amendment Eligibility Report, an eligibility study determining that the study area meets the statutory criteria pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code (the “Law”) and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code (the “Act”) (the “Eligibility Report”). The City Council subsequently adopted the study by Resolution No. RES-229-19 on June 4, 2019.

Additionally, the City of Boise, CDCC and the Boise School District have been working collaboratively to determine how urban renewal can most effectively assist the redevelopment of in-town neighborhoods while supporting the goals of the School District.

Currently the Agency owns a portion of the block south of State Street between 10<sup>th</sup> Street and 11<sup>th</sup> Street (1010 W. Jefferson and 421 N. 10<sup>th</sup> Street) and believes the likelihood of a larger transformative project in the area would be more likely to be achieved with the ability to

participate in ROW improvements, increasing multi modal transit corridors, and focusing on the future investment of currently vacant and inactive buildings.

S.B. Friedman & Company prepared a third-party economic feasibility study (the “Study”) for the area added to the RAA by the First Amendment, plus a 2020 update for the existing RAA. The Study determined that the expansion of the RAA and the associated projects are financially feasible.

The Study also analyzed the impact of House Bill 587. House Bill 587, as amended in the Senate, effective July 1, 2020, amends Idaho Code Section 50-2908 altering the allocation of revenue allocation funds to the Agency from the Ada County Highway District levy. This amendment applies only to the area to be added by this First Amendment, not the existing Project Area, and provides: “[i]n the case of a revenue allocation area first formed or expanded to include the property on or after July 1, 2020, all taxes levied by any highway district, unless the local governing body that created the revenue allocation area has responsibility for the maintenance of roads or highways” will be allocated to the applicable highway district, which in this case is the Ada County Highway District.

However, amended Idaho Code Section 50-2908 further provides the highway district and Agency may enter into an agreement for a different allocation. A copy of any agreement is required to be submitted to the Idaho State Tax Commission and to the Ada County Clerk by the Ada County Highway District as soon as practicable after the parties have entered into the agreement and by no later than September 1 of the year in which the agreement takes effect.

The area added by this First Amendment includes significant transportation elements and the Agency intends to work with ACHD to enter into an agreement on or before September 1, 2021, allowing the Agency to retain the revenues from the highway district levies from the area added. The Study estimates revenues from the ACHD levy in the amended area through Plan termination to be \$1,000.

### **Fiscal Notes**

There is no outstanding debt or bond covenants in the Westside District.

The cost of the Plan Amendment lies in legal and consultant fees, staff time and public noticing costs and is incorporated within the FY2020 Amended and FY2021 Original budget and will be within the approved budgets. This Plan Amendment will not impact on the duration of the Westside District and will not reset the base value of the Westside District. It will add the described parcels into the Westside Street District, and therefore, the Westside Street District will receive an allocation of revenues from the taxable annexed parcels.

### **Staff Recommendation:**

Adopt Resolution #1669, approving First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project.

### **Suggested Motion:**

Resolution #1669 – Approve First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project

## **RESOLUTION NO. 1669**

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

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, ALSO KNOWN AS CAPITAL CITY DEVELOPMENT CORPORATION, RECOMMENDING AND ADOPTING THE FIRST AMENDMENT TO THE URBAN RENEWAL PLAN WESTSIDE DOWNTOWN URBAN RENEWAL PROJECT, WHICH PLAN SEEKS TO ANNEX CERTAIN AREAS TO THE EXISTING WESTSIDE DOWNTOWN PROJECT AREA, WHICH PLAN AMENDMENT INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS SUBJECT TO CERTAIN CONDITIONS; AUTHORIZING THE CHAIR, VICE-CHAIR, OR EXECUTIVE DIRECTOR AND THE SECRETARY OF THE AGENCY TO TAKE APPROPRIATE ACTION; AND PROVIDING FOR THIS RESOLUTION TO BE EFFECTIVE UPON ITS PASSAGE AND APPROVAL.

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 by and existing 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 said 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 Westside Downtown Urban Renewal Plan (the “Westside Plan”);

WHEREAS, following said 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 First Amended and Restated Urban Renewal Plan, River Street-Myrtle Street Urban Renewal Project (annexation of the Old Boise Eastside Study Area and Several Minor Parcels) and Renamed River Myrtle-Old Boise Urban Renewal Project (the “River Myrtle-Old Boise Plan”);

WHEREAS, following said public hearing, the City 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 30th Street Area Urban Renewal Project Urban Renewal Plan (the “30<sup>th</sup> Street Plan”);

WHEREAS, following said 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 said 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 for the purpose of de-annexing certain parcels from the existing revenue allocation area and making certain findings;

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 30<sup>th</sup> Street Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 26-18 on July 24, 2018, approving the First Amendment to the 30th Street Plan for the purpose of de-annexing certain parcels from the existing revenue allocation area and making certain findings;

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Shoreline District Urban Renewal Project Area (the “Shoreline District Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 55-18 on December 18, 2018, approving the Shoreline District Plan and making certain findings;

WHEREAS, the City Council, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Gateway East Economic Development District Project Area (the “Gateway East District Plan”);

WHEREAS, following said public hearing, the City Council adopted its Ordinance No. 58-18 on December 18, 2018, approving the Gateway East District Plan and making certain findings;

WHEREAS, the River Myrtle-Old Boise Plan, as amended by the First Amendment to the River Myrtle-Old Boise Plan, the Westside Plan, the 30<sup>th</sup> Street Plan, as amended by the First Amendment to the 30<sup>th</sup> Street Plan, the Shoreline District Plan and the Gateway East District Plan and their project areas are collectively referred to herein as the “Existing Project Areas;”

WHEREAS, pursuant to Idaho Code Section 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 Section 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 City and Agency commenced certain discussions concerning examination of an additional area as appropriate for an urban renewal project;

WHEREAS, in late 2018/early 2019, the Agency authorized SB Friedman Development Advisors to commence an eligibility study and preparation of an eligibility report of a geographic area totaling approximately 14 acres adjacent and contiguous to the existing Westside Plan Revenue Allocation Area (also may be referred to as the “Westside Project Area”). The area reviewed was divided into two nodes: (1) the East Node which is generally bounded by 9th Street to the west, 8th Street to the east, State Street to the south, and Washington Street to the north; and (2) the West Node which is generally bounded by 13th Street to the west, 10th Street to the east, Washington Street to the south, and Franklin Street to the north, with the extension of an adjacent block to the south that is bounded by 11<sup>th</sup> Street to the west, 10<sup>th</sup> Street to the east, State Street to the south, and Washington Street to the north. Collectively, the East Node and the West Node are commonly referred to as the Amendment Area (the “Amendment Area”);

WHEREAS, the Agency obtained the Westside Downtown Urban Renewal Area Amendment Eligibility Report, dated May 8, 2019 (the “Report”), which examined the Amendment Area for purposes of determining whether such area is a deteriorating area, a deteriorated area, or a combination of both a deteriorating area and a deteriorated area, as those terms are defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8);

WHEREAS, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define a deteriorating area and a deteriorated area, many of the conditions necessary to support a finding of eligibility are found in the Amendment Area, *i.e.* the presence of a substantial number of deteriorated or deteriorating structures, deterioration of site or other improvements, predominance of defective or inadequate street layout, and faulty lot layout in relation to size, adequacy, accessibility or usefulness;

WHEREAS, the effects of the listed conditions cited in the Report result in the 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, the Agency, on May 13, 2019, adopted Resolution No. 1599, accepting the Report subject to technical and ministerial edits, and authorizing the Chair, Vice-Chair, or Executive Director of the Agency 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 or plan amendment for the Amendment Area, which plan or plan amendment may include a revenue allocation provision as allowed by law;

WHEREAS, the City Council on or about June 4, 2019, adopted and approved Resolution No. RES-229-19 finding the Amendment Area described in the Report to be a deteriorated area or deteriorating area as defined by the Law and the Act, that such Amendment Area was appropriate for an urban renewal project, and directed the Agency to commence preparation of an urban renewal plan or plan amendment for the Amendment Area;

WHEREAS, the Agency seeks to amend the Westside Plan, which contains provisions of revenue allocation financing as allowed by the Act;

WHEREAS, pursuant to the Law and Act, as amended, the First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project (the “First Amendment to the Westside Plan”) seeks to add the Amendment Area to the Westside Project Area and further, to provide updates to certain provisions and financial information from the Westside Plan, including to address changes in the Law and Act, to provide a projection concerning the remaining and additional improvements, projected expenses, and anticipated revenues through the Westside Plan termination;

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 First Amendment to the Westside Plan for the additional 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 First Amendment to the Westside Plan contains revenue allocation financing provisions as allowed by the Act;

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

WHEREAS, pursuant to the Intergovernmental Cooperation and Development Agreement, dated January 22, 2019, by and between the Agency, City and the Independent School District of the City of Boise (the “BSD”), Agency and BSD representatives have met to discuss proposed projects within the First Amendment to the Westside Plan, and the parties have agreed to continue to have an open dialogue concerning projects within the area to be added by the First Amendment to the Westside Plan;

WHEREAS, as required by the Act, the Agency has reviewed the information within the First Amendment to the Westside Plan concerning the use of revenue allocation funds and approved such information and considered the First Amendment to the Westside Plan at its meeting on September 14, 2020;

WHEREAS, such First Amendment to the Westside 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 First Amendment to the Westside 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 First Amendment to the Westside Plan and to adopt, as part of the First Amendment to the Westside Plan, revenue allocation financing provisions that will help finance urban renewal projects to be completed in accordance with the First Amendment to the Westside Plan in order to (1) encourage private development in the urban renewal area; (2) to prevent and arrest decay of the Amendment Area added by the First Amendment to the Westside Plan 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 Amendment Area added by the First Amendment to the Westside Plan 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 1A and 2A of the First Amendment to the Westside Plan is likely to increase as a result of initiation of urban renewal projects in accordance with the First Amendment to the Westside 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 area added by the First Amendment to the Westside Plan, together with the base assessment roll values of the Existing Project Areas, cannot exceed ten percent (10%) of the current assessed values of all the taxable property in the City;

WHEREAS, the area to be added by the First Amendment cannot exceed ten percent (10%) of the area within the Westside Project Area, and the Amendment Area is contiguous to the Westside Project Area;

WHEREAS, Agency staff and consultants recommend the Agency Board accept the First Amendment Westside 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 First Amendment to the Westside 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, AS FOLLOWS:

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

Section 2. It is hereby found and determined that the Amendment Area as defined in the First Amendment to the Westside Plan is a deteriorated area, a deteriorating area, or a combination thereof, as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law.

Section 2. That the Agency specifically adopts the First Amendment to the Westside Plan along with any changes discussed at the September 14, 2020, Agency Board meeting, including but not limited to finalization of the Attachments to the First Amendment to the



Westside Plan, confirmation of levy rates, confirmation of the affected taxing districts, updated list of projects, updated map or legal description and any modifications to the financial analysis previously prepared by SB Friedman Development Advisors.

Section 4. That the Agency recommends that the First Amendment to the Westside Plan, a copy of which is attached hereto as **Exhibit 1**, and incorporated herein by reference, be adopted by the City Council, including those sections, modifications, or text, or replacement of Attachments as discussed at the September 14, 2020, 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 First Amendment to the Westside 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.

Section 6. It is hereby found and determined that:

- (a) The First Amendment to the Westside Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the mixed-use residential and commercial components of the First Amendment to the Westside 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 First Amendment to the Westside Plan.
- (b) The First Amendment to the Westside Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development and redevelopment of the Westside Project Area as amended by the First Amendment to the Westside Plan by private enterprises.
- (c) The First Amendment to the Westside Plan provides a feasible method for relocation of any displaced families residing within the Westside Project Area, noting there are no current residents in the area added by the First Amendment to the Westside Plan.
- (d) The area added by the First Amendment to the Westside Plan does not contain “open land” areas, or areas of agricultural operation. The Agency

may acquire land and the First Amendment to the Westside Project Area is planned to be redeveloped in a manner that may include residential and non-residential uses.

- (e) The portion of the area added by the First Amendment to the Westside Plan which may be 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 area added by the First Amendment to the Westside Plan which may be 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 area added by the First Amendment to the Westside Plan, together with the base assessment roll values of the Existing Project Areas, do not exceed ten percent (10%) of the current assessed values of all the taxable property in the City.
- (h) The area to be added by the First Amendment does not exceed ten percent (10%) of the geographical area contained within the existing Westside Project Area and the area to be added is contiguous to the existing Westside Project Area.
- (i) The First Amendment to the Westside 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.

Section 7. That this Resolution constitutes the necessary action of the Agency under the Law, Section 50-2008, Idaho Code and the Act.

Section 8. 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 First Amendment to the Westside Plan for approval by the City Council.

Section 9. 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 September 14, 2020.  
Signed by the Chair of the Board of Commissioners and attested by the Secretary to the Board of  
Commissioners, on September 14, 2020.

APPROVED:

By \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

By \_\_\_\_\_  
Lauren McLean, Secretary

## **Exhibit 1**

The First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project

4843-3443-9882, v. 2

**FIRST AMENDMENT TO THE  
URBAN RENEWAL PLAN  
WESTSIDE DOWNTOWN  
URBAN RENEWAL PROJECT**

**URBAN RENEWAL AGENCY OF BOISE CITY  
BOISE, IDAHO**

**Ordinance No. 6108  
Adopted December 4, 2001  
Effective December 8, 2001, publication**

**First Amendment to the  
Westside Downtown Plan  
Ordinance No. \_\_\_\_\_  
Adopted \_\_\_\_\_  
Effective \_\_\_\_\_, publication**

## BACKGROUND

This First Amendment (“First Amendment”) to the Urban Renewal Plan, Westside Downtown Urban Renewal Project (the “Plan”) amends the Plan for the following purposes: 1) to add approximately 3.4 acres of land contiguous to the northern boundary of the Westside District Project Area and generally bounded by 9<sup>th</sup> Street to the west, 8<sup>th</sup> Street to Franklin Street to the east, State Street to the south, and Washington Street to the north (the “East Node”); and 2) to add approximately 10.6 acres of land contiguous to the northern boundary of the Westside District Project Area and generally bounded by 13<sup>th</sup> Street to the west, 10<sup>th</sup> Street to the east, Washington Street to the south, and Franklin Street to the north, with the extension of an adjacent block to the south that is bounded by 11<sup>th</sup> Street to the west, 10<sup>th</sup> Street to the east, State Street to the south, and Washington Street to the north (the “West Node”). The scope of this First Amendment is limited to addressing the addition of area to the Westside District Project Area. It is important to note this First Amendment to the Plan does not extend the Plan’s duration. The Plan terminates on December 31, 2025; however, revenue allocation proceeds will be received in 2026 pursuant to Idaho Code § 50-2905(7).

This First Amendment to the Plan, which adds area to the Westside District Project Area, does not result in a reset of the base assessment roll values to the current equalized assessed values in the year following the amendment or modification of the Plan. House Bill 606, effective July 1, 2016, amended the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the “Act”), firmly establishing “[f]or plans adopted or modified prior to July 1, 2016, and for subsequent modifications of those urban renewal plans, the value of the base assessment roll of property within the revenue allocation area shall be determined as if the modification had not occurred.” Idaho Code § 50-2903(4). Though the provisions of Idaho Code § 50-2903A do not apply to the Plan, a plan amendment or modification to add area to an existing revenue allocation area pursuant to Idaho Code § 50-2033 is a specifically identified exception to a base reset. Idaho Code § 50-2903A(1)(a)(ii). This highlights the legislative support for these types of amendments.

Idaho Code § 50-2033 permits an urban renewal agency, after July 1, 2011, to add area to an existing revenue allocation area one (1) time “so long as the total area to be added is not greater than ten percent (10%) of the existing revenue allocation area and the area to be added is contiguous to the existing revenue allocation area . . . .” Idaho Code § 50-2033. Contiguity cannot be established solely by a shoestring or public or railroad right-of-way. *See* Idaho Code § 50-2033. The two geographic areas to be added to the Westside District Project Area are contiguous to the existing Project Area and combined are less than 10% of the existing revenue allocation area.

A separate base assessment value will be established for the areas to be added to the Westside District Project Area, effective retroactive to January 1, 2020. The Agency will receive an allocation of revenues from the added area from any increases in value above the base value through the remaining years of the Plan. The base values for the original Project Area will continue to be retroactive to January 1, 2001.

The area to be added to the Westside District Project Area was deemed to be a deteriorated area and/or a deteriorating area under the Law and the Act and, therefore, eligible

for inclusion into the existing revenue allocation area pursuant to the Westside Downtown Urban Renewal Area Amendment Eligibility Report, prepared by S.B. Friedman & Company, dated May 8, 2019 (the “Eligibility Report”). The Eligibility Report was submitted to the Agency, which by adoption of Resolution No. 1599 on May 13, 2019, found the additional area to be eligible and authorized the transmission of the Eligibility Report and Resolution to the Boise City City Council, together with the Agency’s recommendation that the area be designated as appropriate for an urban renewal project, and seeking direction from the City Council to proceed with an urban renewal plan amendment. The Boise City City Council, by adoption of Resolution No. RES-229-19 on June 4, 2019, found the area under consideration to be a deteriorating area or a deteriorated area in the City, as defined by the Law and the Act, and authorized preparation of a new plan area and/or a plan amendment.

## **AMENDMENTS TO THE PLAN**

1. Definitions. Capitalized terms not otherwise defined herein shall have the respective meanings ascribed to such terms in the Plan.

2. The following defined terms in the Plan are amended throughout the Plan as follows:

a. Delete “Project Area” and replace with “Amended Project Area” except where specifically referenced in this First Amendment.

b. Delete references to “Attachment 1” and replace with “Attachment 1, as supplemented by Attachment 1A” except where specifically referenced in this First Amendment.

c. Delete references to “Attachment 2” and replace with “Attachment 2, as supplemented by Attachment 2A” except where specifically referenced in this First Amendment.

d. Delete references to “Attachment 4” and replace with “Attachment 4, as supplemented by Attachment 4A” except where specifically referenced in this First Amendment.

e. Delete references to “Attachment 5” and replace with “Attachment 5, as supplemented by Attachment 5A” except where specifically referenced in this First Amendment.

3. Amendment to List of Attachments. The List of Attachments on Page 4 is amended by deleting the list of attachments and replacing it as follows:

Attachment 1: Legal Description of the Project Area and Revenue Allocation Area Boundaries

Attachment 1A: Legal Descriptions of the Boundaries of the Additional Areas

Attachment 2: Boundary Map of Project Area and Revenue Allocation Area Boundary

Attachment 2A: Boundary Map of the Additional Areas

- Attachment 3: Westside Downtown Framework Master Plan
- Attachment 3A: Map Depicting Expected Land Uses and Current Zoning Within the Areas Added by the First Amendment
- Attachment 4: Properties to Be Acquired
- Attachment 4A: Properties (Public and/or Private) Which May Be Acquired by Agency
- Attachment 5: Economic Feasibility Study for the Westside Downtown Urban Renewal Area
- Attachment 5A: Proposed Amended Westside Urban Renewal District Feasibility Study

4. Amendment to Section 100 of the Plan.

a. Section 100 is amended by deleting the list of attachments in the first paragraph and replacing it as follows:

Legal Description of the Project Area and Revenue Allocation Area Boundaries (Attachment 1);

Legal Descriptions of the Boundaries of the Additional Areas (Attachment 1A);

Boundary Map of Project Area and Revenue Allocation Area Boundary (Attachment 2);

Boundary Map of the Additional Areas (Attachment 2A);

Westside Downtown Framework Master Plan (Attachment 3);

Map Depicting Expected Land Uses and Current Zoning Within the Area Added by the First Amendment (Attachment 3A);

Properties to Be Acquired (Attachment 4);

Properties (Public and/or Private) Which May Be Acquired by Agency (Attachment 4A)

Economic Feasibility Study for the Westside Downtown Urban Renewal Area (Attachment 5)

Proposed Amended Westside Urban Renewal District Feasibility Study (Attachment 5A)

b. Section 100 is amended by deleting the list of planning documents in the sixth paragraph and replacing it as follows:



Document 1/Attachment 3

The Westside Downtown Framework Master Plan dated November 13, 2001, as adopted by the Agency pursuant to Resolution No. 861, dated October 15, 2001.

Document 2

(Reserved)

Document 3

Capital Improvement Plan

Document 4

Recommended Strategic Investments/Actions: Westside Downtown District (2016)

5. Amendment to Section 101.01 of the Plan. Section 101.01 entitled “CONFORMANCE WITH STATE OF IDAHO URBAN RENEWAL LAW OF 1965, AS AMENDED” is amended by adding new paragraphs to the end of the existing language as follows:

- d. Subsequent to adoption of this Plan in 2001, in late 2018, the Agency retained a third-party consultant to review approximately 14 acres of land adjacent and contiguous to the Project Area for an eligibility determination for an urban renewal project. The area reviewed included (1) land contiguous to the northern boundary of the Westside District Project Area and generally bounded by 9<sup>th</sup> Street to the west, 8<sup>th</sup> Street to Franklin Street to the east, State Street to the south, and Washington Street to the north (the “East Node”); and (2) land contiguous to the northern boundary of the Westside District Project Area and generally bounded by 13<sup>th</sup> Street to the west, 10<sup>th</sup> Street to the east, Washington Street to the south, and Franklin Street to the north, with the extension of an adjacent block to the south that is bounded by 11<sup>th</sup> Street to the west, 10<sup>th</sup> Street to the east, State Street to the south, and Washington Street to the north (the “West Node”).
- e. The additional area to be added to the Project Area was reviewed and determined to be a deteriorated area and/or a deteriorating area under the Law and the Act and, therefore, eligible for inclusion into the existing revenue allocation area pursuant to the Westside Downtown Urban Renewal Area Amendment Eligibility Report, prepared by SB Friedman, dated May 8, 2019 (the “Eligibility Report”). The Eligibility Report was submitted to the Agency, which by adoption of Resolution No. 1599 on May 13, 2019, found the additional area to be eligible and authorized the transmission of the Eligibility Report and Resolution to the City Council, together with the Agency’s recommendation that the area be designated as appropriate for an urban renewal project, and seeking direction from the City Council to proceed with an urban renewal plan amendment. The City Council by adoption of Resolution No. RES-229-19 on June 4, 2019, found the

area under consideration to be a deteriorating area or a deteriorated area in the City, as defined by the Law and the Act, and authorized preparation of a plan amendment. The 14 acres being added to the Project Area hereby create the “Amended Project Area” as further described and shown in Attachments 1, 1A, 2, and 2A.

- f. This First Amendment to the Plan (the “First Amendment”) was prepared and submitted to the Agency for its review and approval. The Agency approved the First Amendment by the adoption of Agency Resolution No. [\_\_\_\_] on [\_\_\_\_\_, 2020] and submitted the First Amendment to the City Council with its recommendation for adoption.
- g. In accordance with the Law, this First Amendment was submitted to the Planning and Zoning Commission of the City. After consideration of the First Amendment, the Commission reported to the City Council, by Resolution, finding that this First Amendment is in conformity with the City’s Comprehensive Plan, and as subsequently as amended.
- h. Pursuant to the Law and Act, the City Council having published due notice thereof, held a public hearing on the First Amendment. Notice of the hearing was duly published in the *Idaho Statesman*, a newspaper having general circulation in the City. The City Council adopted the First Amendment on \_\_\_\_\_, 2020, by Ordinance No. \_\_\_\_\_.

6. Amendment to Section 102 of the Plan. Section 102 is amended by adding new paragraphs following the last paragraph as follows:

During 2018 and early 2019, the City, Agency, and other interested parties began to examine the need to expand the Project Area to include all or a portion of Boise High School, the YMCA Downtown, the former Carnegie Library site, and the adjacent rights-of-way. The approximately 14 acres total of land to be added to the Project Area is separated into two separate geographic areas: the East Node, including approximately 3.4 acres, and the West Node, including approximately 10.6 acres, as further described above.

Both areas to be added to the Project Area include a substantial number of deteriorated or deteriorating structures and deterioration of site. There was significant visual evidence of cracked foundations, cracked or damaged windows, and significant water damage to existing structures. Further, cracked pavement and sidewalks, potholes, and damage to streetscape was observed throughout the East Node and West Node. The West Node, which includes Boise High School, exhibited a predominance of defective or inadequate street layout, as well as, faulty lot layout in relation to size, adequacy, accessibility or usefulness. The Boise High School site presents a large superblock, which blocks the 11<sup>th</sup> Street and 12<sup>th</sup> Street transportation corridors unlinking the neighborhoods to the north from downtown. The superblock, combined, with the smaller undevelopable YMCA parking parcels, present potential impediments to future development. Generally, the deteriorating conditions have resulted in economic and social liability. The East Node

includes a number of vacant or underutilized parcels representing an economic liability. The West Node includes parcels with no taxable value; however, both Boise High School and the YMCA require significant capital improvements. Further, due to the site and layout, those parcels are not easily transitioned to developable parcels.

The First Amendment embraces the principles set forth in the Plan and proposes improvements to public infrastructure and other publicly owned assets throughout the expansion area, creating the framework for the development of mixed-use, residential, commercial, and retail areas, improvements to educational facilities, improvements to other public facilities, including, but not limited to, streets, streetscapes, water and sewer improvements, environmental remediation/site preparation, public parking, community facilities, and pedestrian/bike amenities. A portion of the expansion area is underdeveloped and is not being used to its highest and best use due to deterioration of structures and site. Further, the East Node and West Node could better address pedestrian and bicycle uses connecting the neighborhoods to the north with the downtown core. The foregoing conditions have arrested or impaired growth in the expansion area.

7. Amendment to Section 200 of the Plan. Section 200 entitled “DESCRIPTION OF PROJECT AREA” is deleted and replaced as follows:

#### **DESCRIPTION OF THE AMENDED PROJECT AREA**

The boundaries of the Project Area and of the Revenue Allocation Area are described in Attachment 1 and are shown on the Boundary Map of Project Area and Revenue Allocation Area Boundary, in Attachment 2.

The boundaries of the areas added to the Project Area, pursuant to the First Amendment, are described in the Legal Descriptions of the Boundaries of the Additional Areas in Attachment 1A and are shown on the Boundary Map of the Additional Areas in Attachment 2A. Collectively, the Project Area, as amended, may be referred to as the “Amended Project Area.”

For purposes of boundary descriptions and 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.

The attachments referenced above are attached hereto and are incorporated herein by reference.

8. Amendment to Section 301 of the Plan.

a. Section 301 is amended by deleting paragraph f and replacing it as follows:

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 fiber optic lines or other communication systems; and improvement of storm drainage facilities, flood control facilities, public parking facilities, and other public improvements, including, but not limited to, water and sewer improvements, 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 parks, pedestrian/bike paths and trails, plazas, open space, and other recreational facilities; other public improvements related to the development of mixed-use residential, commercial, and retail areas, educational facilities, community facilities and other public facilities that may be deemed appropriate by the Board;

b. Section 301 is amended by deleting paragraph i. and replacing it as follows:

i. The preparation and assembly of adequate sites for the development and construction of facilities for mixed-use, residential, commercial and retail areas, recreational facilities, educational facilities, and other public or governmental use;

c. Section 301 is amended by adding paragraph l as follows:

l. The remediation of certain site conditions and other environmental remediation to encourage development of land by private enterprise.

d. Section 301 is amended by adding paragraph m as follows:

m. Other related improvements to those set forth above and as may be further described in Attachments 5 and 5A.

9. Amendment to Section 302 of the Plan. Section 302 is amended by deleting the first sentence of the second paragraph and replacing it as follows:

The Amended Project Area includes the area as described in Section 200, as amended by the First Amendment.

10. Amendment to Section 401 of the Plan. Section 401 is amended by deleting the paragraph and replacing it as follows:

The Amended Project Area includes the area as described in Section 200, as amended by the First Amendment. The proposed land uses to be permitted in the Amended Project Area for all land, public and private, are depicted in Attachments 3 and 3A.

11. Amendment to Section 402.01 of the Plan. Section 402.01 is amended by deleting the paragraph and replacing it as follows:

The zoning classifications for the Amended Project Area are shown and depicted in Attachment 3A. The Agency also recognizes those land uses permitted by conditional uses under each zoning classification, subject to the conditions imposed by the City of Boise pursuant to the conditional use process.

12. Amendment to Section 504 of the Plan.

a. Section 504 is amended by deleting the first sentence of the first paragraph and replacing it as follows: The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, Chapter 29, Title 50, Idaho Code, effective retroactively to January 1, 2001, for the original Project Area and effective retroactively to January 1, 2020, for the area added to the Project Area by the First Amendment.

b. Section 504 is amended by deleting the first and second sentences of the fourth paragraph and replacing it as follows: A statement listing proposed public improvements and facilities, 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 Attachment 5 for the Project Area, and as supplemented in Attachment 5A for the area added to the Project Area by the First Amendment, including a 2020 update for the existing Project Area. The information contained in Attachment 5A necessarily incorporates estimates and projections based on the Agency's present knowledge and expectations and includes analysis and assessment based on the additional estimated 14 acres added to the Project Area.

13. Amendment to Section 504.01 of the Plan. Section 504.01 is amended by deleting Section 504.01 and replacing it as follows:

Attachment 5 consists of the Economic Feasibility Study for the Westside Downtown Urban Renewal Area prepared by Keyser Marston Associates, Inc. Attachment 5A consists of the Proposed Amended Westside Urban Renewal District Feasibility Study, which includes an Economic Feasibility Study for the area added to the Project Area by the First Amendment, plus a 2020 update for the existing Project Area prepared by S.B. Friedman & Company (collectively, Attachments 5 and 5A are referred to as the "Study"). The Study constitutes the financial analysis required by the Act.

14. Amendment to Section 504.03 of the Plan. Section 504.03 is amended by deleting Section 504.03 and replacing it as follows:

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, 2019,<sup>1</sup> less homeowners' exemptions is \$27,742,463,491. Therefore, the 10% limit is \$2,774,246,349.

The adjusted base assessed value of each of the existing revenue allocation areas, plus the expansion area, as of January 1, 2020, is as follows:

Westside Downtown District	\$138,858,300
2020 Westside Downtown District Project Area Amendment	\$3,369,800
River Myrtle/Old Boise District	\$120,435,600
30th Street District	\$59,685,100
Shoreline District	\$117,552,700
Gateway East District	\$378,899,000
 TOTAL:	 \$818,800,500

The adjusted base values for the combined revenue allocation areas total \$818,800,500, which is less than 10% of the City's 2019 taxable value.

Further Idaho Code § 50-2033 provides that after July 1, 2011: "[a]n urban renewal plan that includes a revenue allocation area may be extended only one (1) time to extend the boundary of the revenue allocation so long as the total area to be added is not greater than ten percent (10%) of the existing revenue allocation area and the area to be added is contiguous to the existing revenue allocation area but such contiguity cannot be established solely by a shoestring or strip of land which comprises a railroad or public right-of-way." The Project Area consists of approximately 143.4 acres; therefore, the 10% geographic limit is approximately 14.3 acres. The area to be added to the Project Area, which is adjacent and contiguous to the Project Area, consists of approximately 14.1 acres, which is less than 10% of the acreage included in the Project Area.

15. Amendment to Section 508 of the Plan. Section 508 of the Plan is amended by deleting Section 508 and replacing it as follows:

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 addition of the geographic area to the Project Area does not reset the base; however, for the area added, the base value is the assessed

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<sup>1</sup> Due to the timing of the assessment process and creation of this First Amendment, the 2020 adjusted base values of the existing revenue allocation areas and the 2019 taxable values of the City have been used to establish compliance with the 10% limitation. Using these values, the total value of the existing revenue allocation areas combined with the value of this Amended Project Area are approximately 3% of the total taxable value of the City. Even assuming an increase in the taxable values of the City for 2020, the combined base values of the existing revenue allocation areas and the base value of the Amended Project Area would not exceed 10% of the current assessed taxable value for the entire City.

value as of January 1 of the year in which the municipality approved the expansion or, in this instance, January 1, 2020. 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 basis.<sup>2</sup> 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 assessed values of properties in the urban renewal districts and by properties outside revenue allocation areas are distributed to the 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 remaining 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 of the revenue allocation area (Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for 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 Amended Project Area is not available for inclusion by the taxing entities to increase their budgets. Upon termination of this Plan, 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; thus, the budget is not limited to the three percent increase allowed in Idaho Code § 63-802(1)(a).

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<sup>2</sup> Recognizing the Boise School District's tort levy is the only levy constrained in this manner.

Pursuant to the First Amendment and the Study concerning the expansion, as 2020 certified levy rates are not determined until late September 2020, the 2019 certified levy rates have been used in the Study.<sup>3</sup> Those taxing districts and rates are as follows:

<b>Taxing District</b>	<b>Levy Rate</b>
Ada County	.002549212
Ada County Ambulance	.000121963
City of Boise	.005698506
Boise Auditorium	0
Boise Independent School District #1	.00359095
College of Western Idaho	.000128506
ACHD	.000771526
SW Ada County Mosquito Abatement	.000021765
	0.012882428

House Bill 587, as amended in the Senate, effective July 1, 2020, amends Idaho Code Section 50-2908 altering the allocation of revenue allocation funds to the Agency from the Ada County Highway District levy. This amendment applies only to the area to be added by this First Amendment, not the existing Project Area, and provides: “[i]n the case of a revenue allocation area first formed or expanded to include the property on or after July 1, 2020, all taxes levied by any highway district, unless the local governing body that created the revenue allocation area has responsibility for the maintenance of roads or highways” will be allocated to the applicable highway district, which in this case is the Ada County Highway District.

However, amended Idaho Code Section 50-2908 further provides the highway district and Agency may enter into an agreement for a different allocation. A copy of any agreement is required to be submitted to the Idaho State Tax Commission and to the Ada County Clerk by the Ada County Highway District as soon as practicable after the parties have entered into the agreement and by no later than September 1 of the year in which the agreement takes effect. The area added by this First Amendment includes significant transportation elements, and the Agency intends to work with the Ada County Highway District to enter into an agreement allowing the Agency to retain the revenues from the highway district levies.<sup>4</sup>

Additionally, due to COVID-19, the state of Idaho is currently working to leverage \$200 million in federal coronavirus aid under the CARES Act to provide local property tax relief. This program is referred to as the Governor’s Public Safety Grants Initiative (“GPSGI”). Ada County and the City are eligible under the program. To the extent Ada County and/or the City elect to receive funds under the GPSGI, preliminary evidence of impact of the property tax relief indicates there could be a drop in levy rates for those taxing districts. The impact of this program

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<sup>3</sup> Due to the timing of the taxing districts’ budget and levy setting process, certification of the 2020 levy rates did not occur until this First Amendment had been prepared and considered by the Agency. In order to provide a basis to analyze the impact on the taxing entities, the 2019 levy rates are used. Use of the 2019 levy rates provides a more accurate base than estimating the 2020 levy rates.

<sup>4</sup> This First Amendment continues to be feasible despite any agreement with the Ada County Highway District for a different allocation. Projected revenues from the Ada County Highway District Levy in the area to be added by the First Amendment total less than \$1,000.00 for the remaining life of the Amended Project Area.



on the Agency is unknown; however, if increment values remain stagnant or drop, the result could be less revenue for the Agency in calendar year 2021.<sup>5</sup>

The Study has made certain assumptions concerning the levy rate. The 2020 levy rate is estimated to drop slightly to 1.24% and then increase in 2021 to 1.34% and remain constant for the life of the Amended Project Area. The annual increment value is expected to increase by an estimated 2.0% annually across the Amended Project Area for the remaining term of the Plan. 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 Amended Project Area. The Study has taken this statute into account.

16. Amendment to Section 500 of the Plan. Section 500 of the Plan is amended by the addition of new Section 509 entitled “LEASE REVENUE, PARKING REVENUE, AND BONDS” as follows:

#### **509 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 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.

17. Amendment to Section 500 of the Plan. Section 500 of the Plan is amended by the addition of new Section 510 entitled “MEMBERSHIP DUES AND SUPPORT OF COMMUNITY ECONOMIC DEVELOPMENT” as follows:

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<sup>5</sup> To the extent possible, efforts have been made to neutralize any impact on urban renewal agencies.

## **510 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 line item of Operation Costs within 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.

18. Amendment to Section 800 of the Plan. Section 800 of the Plan is amended by deleting Section 800 and replacing it as follows:<sup>6</sup>

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-four (24) years from the effective date of the adoption of the original Plan by the City Council in 2001, 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, 2025, except for any revenue allocation proceeds received in calendar year 2026, as contemplated by Idaho Code § 50-2905(7).

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, 2026<sup>7</sup> or if the Agency determines an earlier termination 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

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<sup>6</sup> This amendment does not seek to extend the duration of the Agency's revenue allocation authority; rather, the intent is to update this Section to better reflect the Idaho law provisions governing termination.

<sup>7</sup> Due to the difference between the tax year and the budget-levy setting cycle, this date contemplates the Agency's receipt of revenue allocation from assessments in 2025, consistent with Idaho Code § 50-2905(7).

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.

c. For the fiscal year that immediately predates the termination date, the Agency 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, subject to the following paragraph, the Agency intends to dispose of any remaining assets by granting or conveying or dedicating such assets to the City, unless based on the nature of the asset, disposition to another public entity is more appropriate.

As allowed by Idaho Code § 50-2905(8), the Agency may retain 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. Similarly, facilities which provide a lease 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.

19. Amendment to Section 1100 of the Plan. Section 1100 of the Plan is deleted and replaced with new Section 1100 entitled “ANNUAL REPORT AND OTHER REPORTING REQUIREMENTS” as follows:

#### **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, and Idaho Code § 50-2913, the tax commission plan repository. 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.

20. Amendment to Plan to add new Attachment 1A. The Plan is amended to add new Attachment 1A entitled “Legal Descriptions of the Boundaries of the Additional Areas,” attached hereto.

21. Amendment to Plan to add new Attachment 2A. The Plan is amended to add new Attachment 2A entitled “Boundary Map of the Additional Areas,” attached hereto.

22. Amendment to Plan to add new Attachment 3A. The Plan is amended to add new Attachment 3A entitled “Map Depicting Expected Land Uses and Current Zoning Within the Area Added by the First Amendment,” attached hereto.

23. Amendment to Plan to add new Attachment 4A. The Plan is amended to add new Attachment 4A entitled “Properties Which May be Acquired by the Agency,” attached hereto.

24. Amendment to Plan to add new Attachment 5A. The Plan is amended to add new Attachment 5A entitled “Proposed Amended Westside Urban Renewal District Feasibility Study,” attached hereto.

25. Westside Downtown District Plan Remains in Effect. Except as expressly modified in this First Amendment, the Plan and the Attachments thereto remain in full force and effect.

## Attachment 1A

### Legal Descriptions of the Boundaries of the Additional Areas

## WESTSIDE URBAN RENEWAL PROJECT AMENDMENT

### East Node Description

A tract of land being all of Block 87 of the Boise City Original Townsite, Book 1 of Plats at Page 1, records of Ada County and portions of North 8<sup>th</sup> Street and West Washington Street. Said tract being situated in portions of Sections 3 and 10, Township 3 North, Range 2 East, Boise Meridian, Boise City, Ada County, Idaho and 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 South 88°31'56" East 3468.73 feet along the common line to said Sections 3 and 10 to a point, thence leaving said common line South 01°28'04" West 62.18 feet to the point of intersection of the northerly Right-Of-Way of West State Street and the Easterly Right-Of-Way of North 8<sup>th</sup> Street, said point also being on the northerly line of the original Westside Urban Renewal Project Boundary and being the **POINT OF BEGINNING**; thence continuing along said Northerly Right-Of-Way of West State Street and said original Westside Boundary

North 54° 46' 52" West 380.00 feet to the intersection with the Easterly Right-Of-Way of North 9<sup>th</sup> Street, thence leaving said Northerly Right-Of-Way and original Westside Boundary

North 35° 12' 12" East 340.00 feet along said Easterly Right-Of-Way of North 9<sup>th</sup> Street to the intersection with the Northerly Right-Of-Way of West Washington Street, thence leaving said Easterly Right-Of-Way of North 9<sup>th</sup> Street

South 54° 47' 27" East 300.08 feet along said Northerly Right-Of-Way of West Washington Street to the intersection with the Westerly Right-Of-Way of said North 8<sup>th</sup> Street, thence

North 35° 12' 59" East 259.81 feet along said Westerly Right-of-Way to the intersection with the Southerly Right-Of-Way of West Franklin Street, thence

South 54° 53' 00" East 80.00 feet to the intersection of said Southerly Right-Of-Way of West Franklin Street with the Easterly Right-Of-Way of said North 8<sup>th</sup> Street, thence

South 35° 12' 59" West 600.00 feet along said Easterly Right-Of-Way of North 8<sup>th</sup> Street to the **POINT OF BEGINNING**.

Said Tract contains 3.444 acres, more or less.



**WESTSIDE URBAN RENEWAL PROJECT AMENDMENT**  
West Node Description

A tract of land being all of Blocks 72, 77, 79 and 80 of the Boise City Original Townsite, Book 1 of Plats at Page 1, records of Ada County, a portion of West Franklin Street, a portion of West Washington Street, the vacated alleys in said blocks and vacated portions of North 11<sup>th</sup> and 12<sup>th</sup> Streets. Said tract being situated in a portion of Section 3, Township 3 North, Range 2 East, Boise Meridian, Boise City, Ada County, Idaho and 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 South 88°31'56" East 3468.73 feet along the Section line common to said Sections 3 and 10 to a point, thence leaving said common line South 01°28'04" West 62.18 feet to the point of intersection of the Northerly Right-Of-Way of West State Street and the Easterly Right-Of-Way of North 8<sup>th</sup> Street, said point also being on the northerly line of the original Westside Urban Renewal Project Boundary, thence continuing along said Northerly Right-Of-Way of West State Street and said original Westside Boundary North 54° 46' 52" West 840.00 feet to the intersection with the Westerly Right-Of-Way of North 10<sup>th</sup> Street being the **POINT OF BEGINNING**; thence continuing along said Northerly Right-Of-Way and original Westside Boundary

North 54° 46' 52" West 300.00 feet to the intersection with the Easterly Right-Of-Way of North 11<sup>th</sup> Street, thence leaving said Northerly Right-Of-Way, and continuing along said Easterly Right-Of-Way and said original Westside Boundary

North 35° 12' 59" East 340.00 feet to the intersection with the Northerly Right-Of-Way of West Washington Street, thence continuing along said Northerly Right-Of-Way and original Westside Boundary

North 54° 46' 42" West 760.00 feet to the intersection with the Easterly Right-Of-Way of North 13<sup>th</sup> Street, thence leaving said Northerly Right-Of-Way of West Washington Street and original Westside Boundary

North 35° 12' 34" East 340.00 feet along said Easterly Right-Of-Way of West 13<sup>th</sup> Street to the intersection with the Northerly Right-Of-Way West Franklin Street, thence continuing along said Northerly Right-Of-Way of West Franklin Street

South 54° 46' 44" East 1060.00 feet to the intersection with the Westerly Right-Of-Way of North 10<sup>th</sup> Street, thence

South 35° 12' 47" West 80.00 feet to the intersection with the Southerly Right-Of-Way of West Franklin Street, thence

South 35° 12' 47" West 259.99 feet along the Westerly line of a vacated portion of North 10<sup>th</sup> Street, to the intersection with the Northerly Right-Of-Way of West Washington Street and the along the Northerly extension of and Westerly Right-Of-Way of North 10<sup>th</sup> Street,

South 35° 12' 47" West 340.00 feet to the **POINT OF BEGINNING**

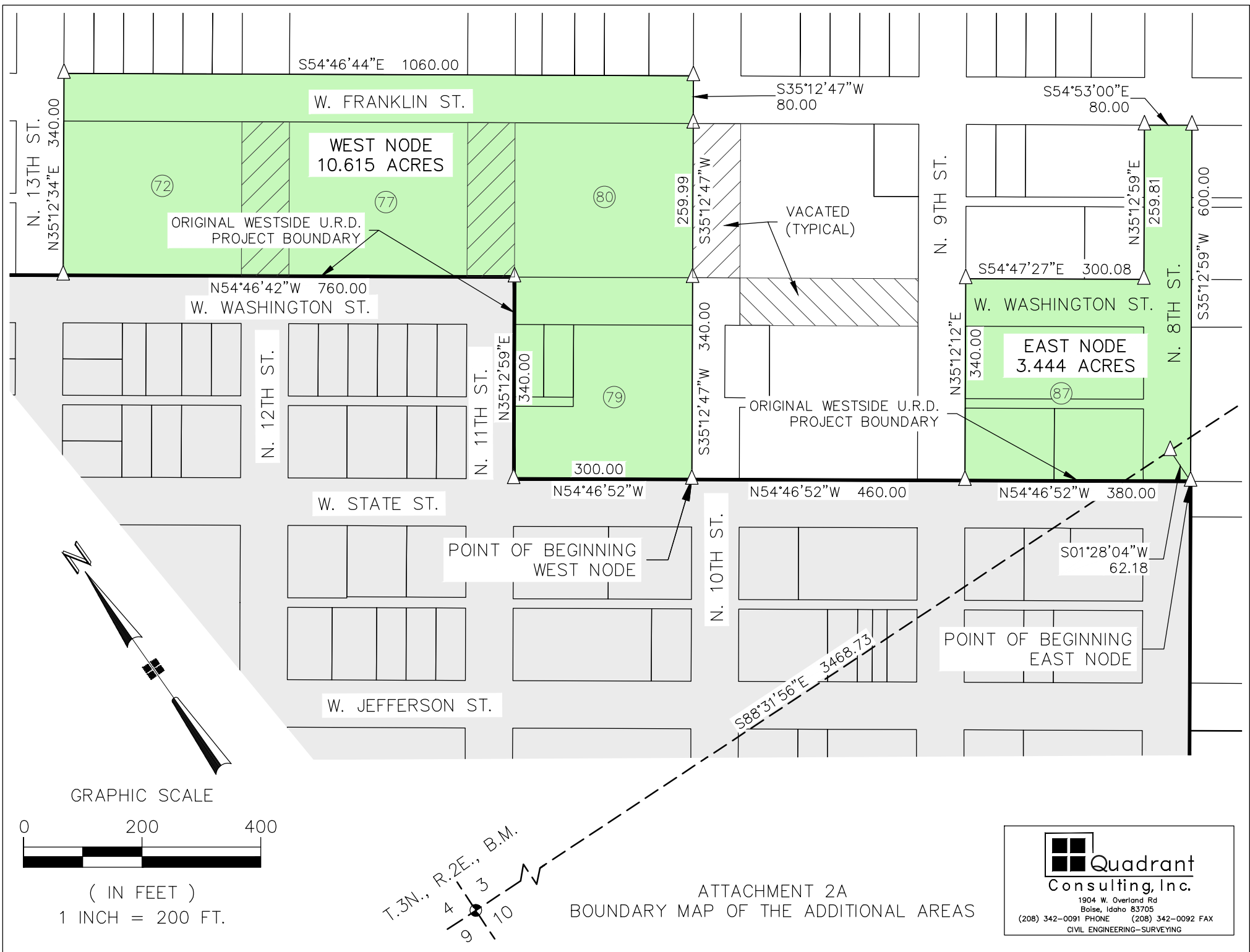
Said Tract contains 10.615 acres, more or less.



Attachment 2A

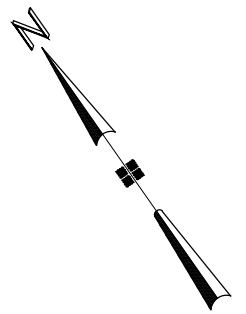
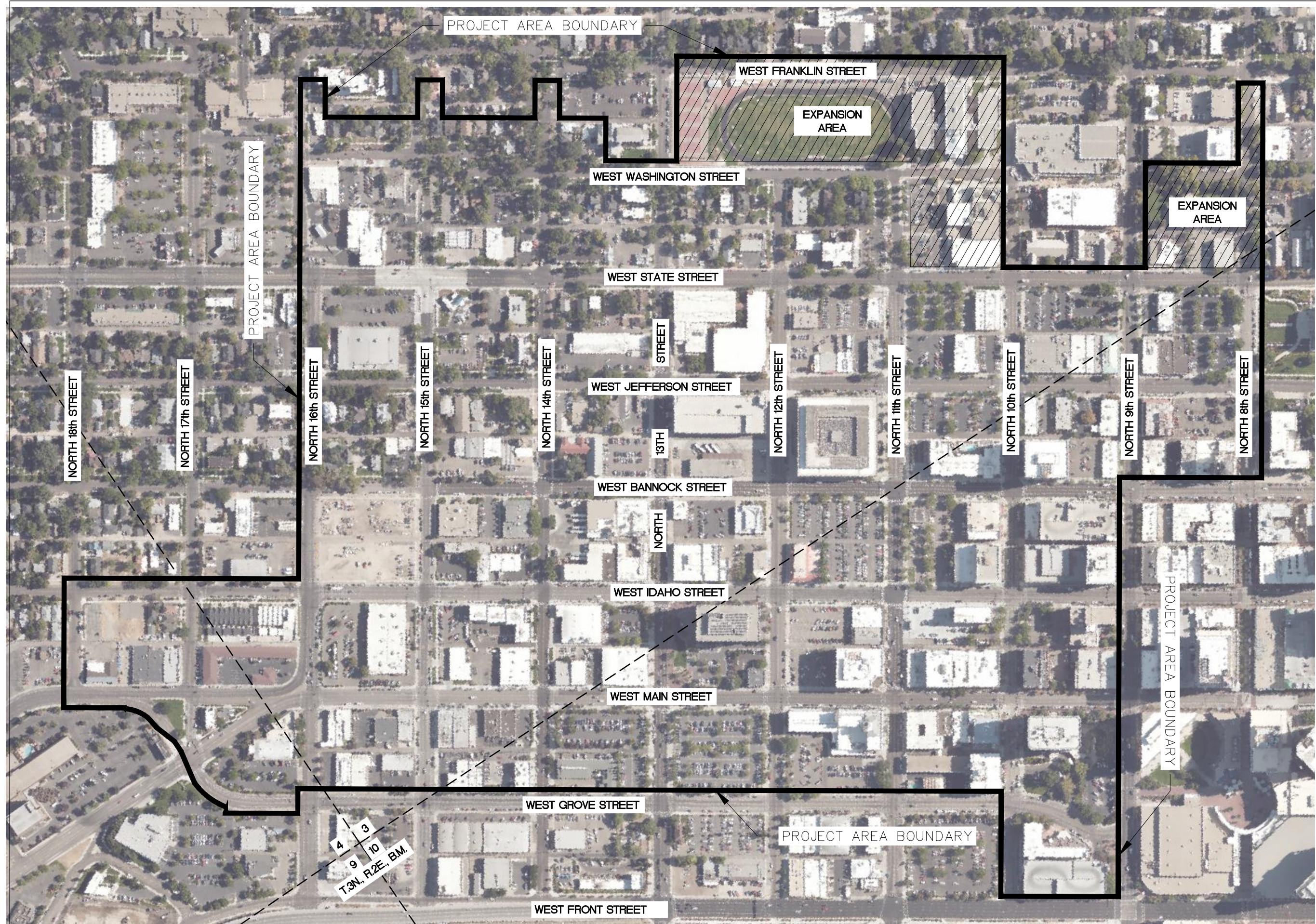
Boundary Map of the Additional Areas





ATTACHMENT 2A  
BOUNDARY MAP OF THE ADDITIONAL AREAS






GRAPHIC SCALE



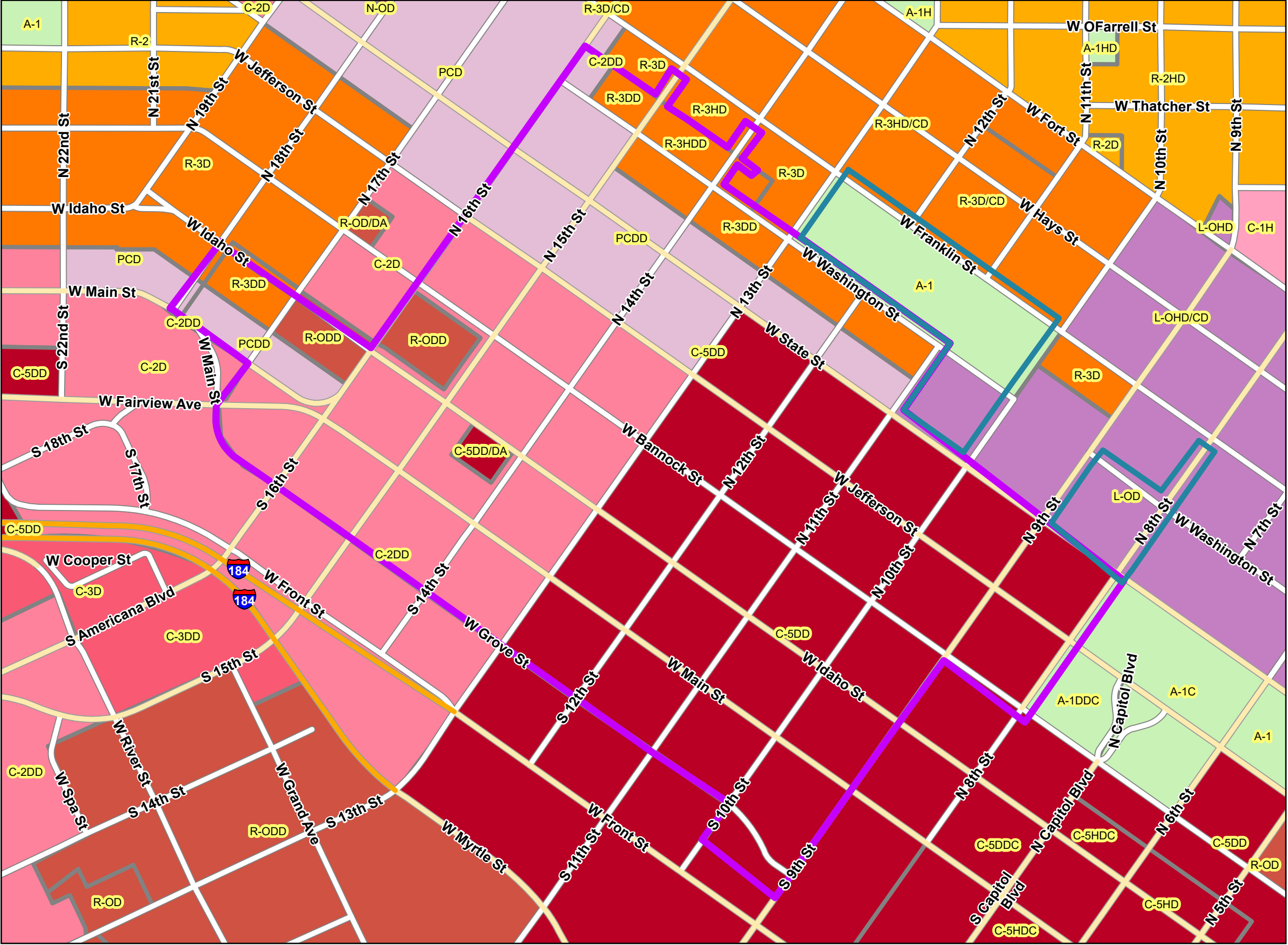
( IN FEET )  
1 INCH = 300 FT.

URBAN RENEWAL PLAN  
**WESTSIDE DOWNTOWN  
URBAN RENEWAL PROJECT**  
BOISE, IDAHO  
PROJECT AND REVENUE ALLOCATION AREA  
BOUNDARY MAP  
SEPTEMBER 2020

 **Quadrant  
Consulting, Inc.**  
1904 W. Overland Rd  
Boise, Idaho 83705  
(208) 342-0091 PHONE (208) 342-0092 FAX  
CIVIL ENGINEERING-SURVEYING



Attachment 3A  
Map Depicting Expected Land Uses and Current Zoning  
Within the Area Added by the First Amendment



## Legend

- Westside U.R.D Expansion
- Westside U.R.D

## Boise Zoning

- A-1
- C-1
- C-2
- C-3
- C-5
- L-O
- N-O
- PC
- R-2
- R-3
- R-O

0 0.1 0.1 Miles



# Westside U.R.D Zoning

PDS - Comprehensive Planning Division



## Attachment 4A

### Properties (Public and/or Private) Which May Be Acquired by Agency

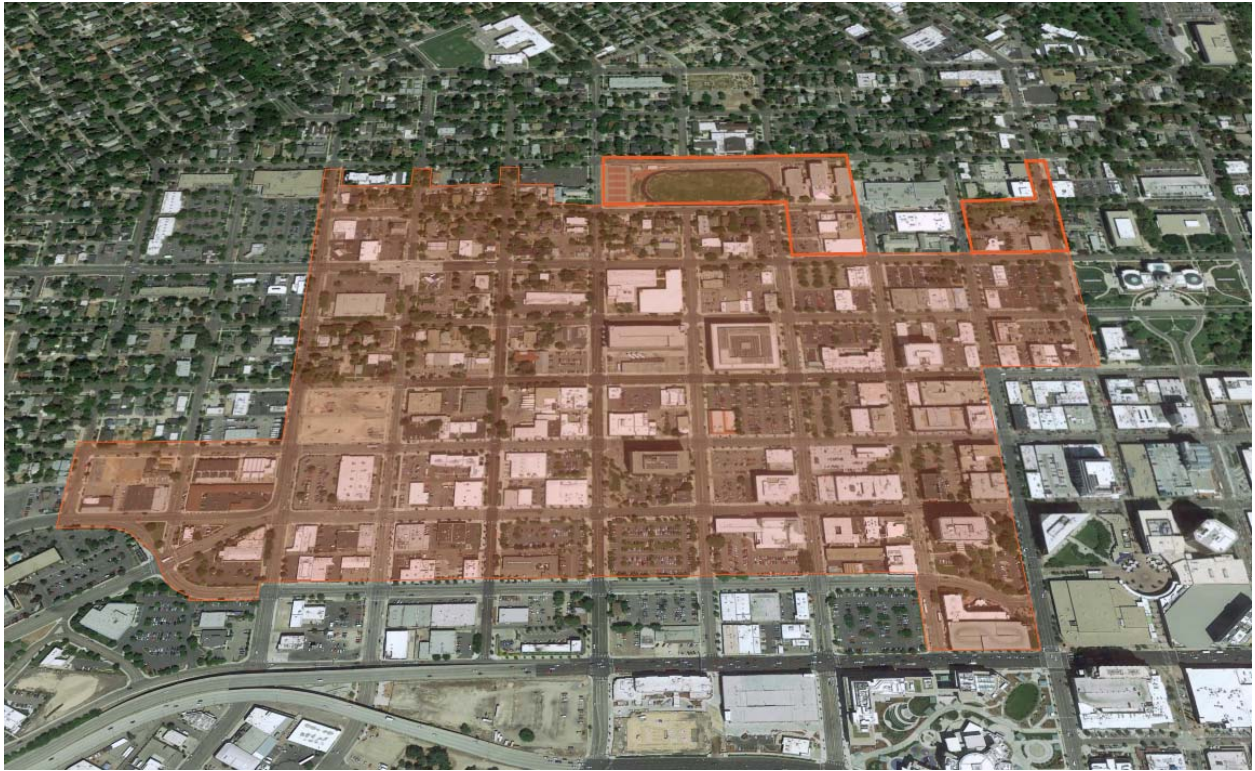
1. The Agency has not identified any particular parcel for the construction of public improvements or for private redevelopment. Properties which may be subject to acquisition include parcels to:
  - a) assemble with adjacent parcels to facilitate redevelopment;
  - b) assemble with adjacent rights-of-way to improve configuration and/or to 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 development of mixed-use, residential, commercial, retail, education and/or community recreation uses consistent with the Plan.
  - e) assemble for the construction of improvements consistent with the Plan, including but not limited to streets, streetscapes, water and sewer improvements, environmental remediation/site preparation, public parking, community facilities, educational facilities, parks, pedestrian/bike paths and trails, recreation access points, and other public facilities.
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 any master plan for the Project Area.

Attachment 5A

Proposed Amended Westside Urban Renewal District Feasibility Study, prepared by S. B. Friedman & Company

4847-6772-7771, v. 6





CAPITAL CITY DEVELOPMENT CORPORATION

# Proposed Amended Westside Urban Renewal District Feasibility Study

**FINAL REPORT** | September 10, 2020





**CAPITAL CITY DEVELOPMENT CORPORATION**

# **Proposed Amended Westside Urban Renewal District Feasibility Study**

**September 10, 2020**

**S. B. FRIEDMAN & COMPANY**

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**CAPITAL CITY DEVELOPMENT CORPORATION**  
**Proposed Amended Westside Urban Renewal District Feasibility Study**

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# 1. Executive Summary

## Background

The Urban Renewal Plan Westside Downtown Urban Renewal Project (the “Plan”) establishing the Westside Downtown Revenue Allocation Area (the “Original Urban Redevelopment District” or “Original URD”) was created in 2001 with a goal of funding “enhanced public facilities” in order to foster “adjacent private investment”. The 143-acre Original URD consists of 405 parcels on the northwest edge of Downtown Boise. Through fiscal year (FY) 2019, the Original URD collected approximately \$30.1 million in revenue (“Historic Revenues”) from incremental property taxes and other revenues, and incurred project costs of approximately \$25.0 million (“Historic Project Costs” or “Historic Costs”). FY 2019 ended on September 30, 2019. The combined Historic Revenues and Historic Project costs leave the Original URD with an approximately \$5.1 million fund balance at the end of FY 2019 (the “2019 Fund Balance”). Annual FY 2019 data is the most recent available, as FY20 will end on September 30, 2020. To date, costs have primarily funded capital improvements (72% of Historic Costs), promoting economic development, infrastructure, placemaking, mobility, and special projects. The Original URD, will terminate in 2026 after 24 years of property tax collections.

In late 2018 the Urban Renewal Agency of the city of Boise City Idaho, also known as Capital City Development Corporation (“CCDC”) engaged SB Friedman Development Advisors (“SB Friedman”) to assess the eligibility of a proposed seven-parcel, 14-acre amendment to the Original URD (the “Amendment Area”) pursuant to the Idaho Urban Renewal Law of 1965, Title 50, Chapter 20, Idaho Code (the “Law”), and the Local Economic Development Act, Title 50, Chapter 29, Idaho Code (the “Act”), collectively the “Urban Renewal Law.” An Eligibility Report prepared by SB Friedman establishing the eligibility of the Amendment Area was approved by Boise City Council in June 2019 (CC RES-229-19), SB Friedman was re-engaged by CCDC in May 2020 to conduct this economic feasibility study for the proposed amended urban renewal district boundary encompassing the Original URD and the Amendment Area (collectively the “Proposed Amended URD”). **Figure 1** shows the Original URD, Amendment Area, and Proposed Amended URD. The remainder of the Executive Summary lays out the legal requirements for the economic feasibility study and summarizes SB Friedman’s findings.

**Figure 1. Proposed Amended URD Boundary**



## Urban Renewal and Economic Development Law Requirements

The Plan and Original URD are being amended pursuant to Idaho Code Sections 50-2033, 50-2903(4) and 50-2905. Idaho Code Section 50-2905 provides that an urban renewal agency shall prepare and adopt a plan for each revenue allocation area. 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. Economic feasibility is an analysis of a scenario of revenues that could be generated by the urban renewal district, and the future costs required for the implementation of a plan that can be supported by those revenues. Idaho Code 50-2905 also articulates the economic feasibility study must be held to a standard of specificity.

SB Friedman worked with CCDC and their legal counsel to assess the need for a revised economic feasibility study ("2020 Feasibility Study") for the Plan for the Proposed Amended URD. The Original URD's initial feasibility study and a 2011 update (collectively, the "Original Feasibility Studies") pre-dated the Act's 2016 specificity requirement. The 2011 feasibility study update was not officially approved via an amendment process, the document was for internal district management and planning purposes. Following the first phase of SB Friedman's engagement, CCDC re-engaged SB Friedman to produce a revised 2020 Feasibility Study, including a model (the "Feasibility Model") focused on:

1. Addressing specific differences between the Original URD's projected revenues/costs (from the Original Feasibility Studies) and actual Historic Revenues and Historic Costs through FY 2019 by replacing those original projections with the known actuals;
2. Modifying expense and revenue projections to more appropriately model expected revenues and planned expenditures/financing mechanisms (including bonds) anticipated over the remaining life of the Proposed Amended URD; and
3. Incorporating projected taxable value (TV) increases driven by the addition of the Amendment Area parcels.

The following 2020 Feasibility Study satisfies these objectives. The Proposed Amended URD's existing fund balance and projected revenues were balanced against planned costs to establish an economically feasible revenue allocation area plan.

## Findings of Feasibility

To assess the economic feasibility of the Proposed Amended URD, SB Friedman aligned the Original URD's 2019 Fund Balance and total projected revenues for the Proposed Amended URD through its September 30, 2026 termination ("Projected Revenues") with projected project costs through termination ("Projected Project Costs" or "Projected Costs") in the Feasibility Model. Projected Revenues and Projected Costs, as well as the findings of feasibility for the Proposed Amended URD, are summarized below.

### PROJECTED REVENUES

Incremental property taxes constituted 96% of Historic Revenues through FY 2019. This trend continues in SB Friedman's model for obtaining Projected Revenues (the "Revenue Model"). In the Revenue Model, incremental property tax revenue projections are based on assumed increases in TV for existing properties (including the Amendment Area) and increases in TV resulting from redevelopment. Projected incremental property tax revenues through September 30, 2026 total approximately \$36.4 million, undiscounted, which are combined with anticipated additional other revenues (\$2.6 million) coming from intergovernmental transfers, lease income, and earnings on interest. The \$39.0 million in total Projected Revenues through the Proposed Amended URD's 2026 termination are summarized in **Section 5** and **Appendix IV**. Projected Revenues (\$39.0

million) plus 2019 Fund Balance (\$5.1 million) equals the projected funds available to be spent over the remaining life of the Proposed Amended URD ("Projected Available Funds") of \$44.1 million.

## **PROJECTED COSTS**

Historic and Projected Costs were provided to SB Friedman by CCDC. Where detailed information was unavailable, Historic Costs were estimated by SB Friedman from existing information. Through 2019, Projected Costs incurred by the Original URD totaled \$25.0 million, undiscounted. Historic Costs primarily covered a range of capital improvements and operations/transfers. CCDC identified \$40.3 million in Projected Costs, undiscounted, for the remaining life of the Proposed Amended URD. Most Projected Costs (73%) are designated for capital improvements, with the balance funding operations-related expenses, and other minor expenses. Along with Projected Available Funds, Projected Costs are incorporated into the Feasibility Model. Projected Costs in the Feasibility Model were assumed to be paid through either a cash payment or the proceeds of two bonds, including an approximately \$10 million bond issued in FY 2021 and an approximately \$2.9 million bond issued in FY 2023.

## **CONCLUSIONS**

Based on the Feasibility Model, SB Friedman projected cumulative Historic Revenues and Projected Revenues ("Total Revenues") through the remaining life of the Proposed Amended URD (\$69.2 million) will exceed cumulative Historic Costs and Project Costs ("Total Project Costs") (\$66.3 million). The projected September 30, 2026 fund balance is approximately \$2.9 million.

The actual fund balance at the time of district termination could be lower or higher depending on actual revenues and expenditures. Any surplus after termination of the Proposed Amended URD would be submitted to Ada County for pro rata distribution to the affected taxing districts, including the City of Boise, Ada County, Ada County Highway District, Ada County Paramedics, Ada County Mosquito Abatement District, Boise School District 1, and College of Western Idaho.

## 2. Introduction

The Original URD was created in 2001 with a goal of funding “enhanced public facilities” in order to foster “adjacent private investment”. The 143-acre Original URD consists of 405 parcels on the northwest edge of Downtown Boise. Through FY 2019, the Original URD collected approximately \$30.1 million in Historic Revenues from incremental property taxes and other revenues, and incurred Historic Project Costs of approximately \$25.0 million, leaving the Original URD with a \$5.1 million 2019 Fund Balance. To date, costs have primarily funded capital improvements (61% of all costs), promoting economic development, infrastructure, placemaking, mobility, and special projects.

In late 2018, CCDC engaged SB Friedman to assess the eligibility of the Amendment Area pursuant to Idaho’s Urban Renewal Law. The 14-acre Amendment Area consists of seven parcels, including five institutional/property tax exempt parcels on the northeast side of the Original URD. An Eligibility Report prepared by SB Friedman establishing the eligibility of the Amendment Area was approved by Boise City Council in June 2019 (CC RES-229-19). SB Friedman was then re-engaged by CCDC to conduct the 2020 Feasibility Study for the Proposed Amended URD, encompassing the Original URD and the Amendment Area. The boundaries for both the Original and Proposed Amended URDs are shown in **Figure 3** in the following section.

Implementing an urban renewal district provides the opportunity for CCDC 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 an urban renewal district to assist in economic development projects, make infrastructure improvements and implement mobility initiatives and place-making projects which benefit the area.

Idaho Code 50-2905 requires CCDC evaluate the economic feasibility of the Proposed Amended URD and include economic feasibility findings within the Plan which shall be held to a standard of specificity. This 2020 Feasibility Study fulfills this objective by evaluating the existing status of the Original URD (including Historic Revenues and Historic Costs) and reconciling Projected Revenues and Projected Costs for the remaining life of the Proposed Amended URD in the Feasibility Model. In the process of satisfying the requirements, CCDC coordinated with City staff and SB Friedman. SB Friedman led the financial analyses and revenue projections. CCDC provided cost estimates through the District’s September 30, 2026 termination.

The document includes the following sections:

1. **Executive Summary** | A summary of the document’s findings.
2. **Introduction** | Project background and document outline.
3. **Proposed Amended URD Boundary and Valuation** | Description of amended boundary and revised base valuation.
4. **Historic Revenues & Costs** | Outline of Historic Revenues and Historic Costs since establishment of the Original URD.
5. **Projected Revenues** | Inputs, assumptions, and results of SB Friedman’s revenue projections.
6. **Projected Costs** | Specific Projected Costs and phasing assumptions.
7. **Economic Feasibility** | Assessment of the economic feasibility of the Proposed Amended URD based on a reconciliation of the 2019 Fund Balance, the Revenue Model, and Projected Costs.

8. **Alternative Sources of Funds** | A listing of other prospective revenue sources (not specified elsewhere).

The following key documents and models were developed and serve as key inputs into the 2020 Feasibility Study and will be referenced throughout the report:

- **Revenue Model** | The model for obtaining Projected Revenues, including incremental property tax revenues based on planned development and other key assumptions.
- **Projected Costs** | Costs identified in CCDC's Capital Improvement Plan that could be incurred by the Proposed Amended URD.
- **Feasibility Model** | A model prepared by SB Friedman which reconciles the Revenue Model and Projected Costs to ensure an economically feasible plan.

# 3. Proposed Amended URD Boundary and Valuation

## Westside Urban Renewal District Amended Boundary

The Proposed Amended URD is generally bounded by 16<sup>th</sup> Street on the northwest, Franklin Street on the northeast, 8<sup>th</sup> Street to the southeast, and Grove Street to the southwest.

The Amendment Area, consisting of seven parcels on the northeast side of the district, includes most of the Boise High School campus; the Downtown Boise YMCA; First Church of Christ, Scientist; the former Carnegie Public Library, and an office building. The Amendment Area is anticipated as a 2020 addition to the Original URD, collectively forming the Proposed Amended URD.

Based on Ada County Assessor data for tax year (TY) 2020, there are 412 parcels, including 144 condominium parcels in the Proposed Amended URD encompassing 157.5 acres (inclusive of public right-of-way). Primary property types include commercial (34% of acreage), residential (3%), undeveloped land (3%), institutional/property tax exempt (18%), and right-of-way (42%). No parcels within the Proposed Amended URD 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).

The Proposed Amended URD includes 65 property tax exempt parcels encompassing 28 acres, or approximately 18% of the Proposed Amended URD. It is assumed any private improvements made on land currently in public ownership will be taxable moving forward, regardless of land disposition strategy.

## Existing Valuation of the Urban Renewal District

The Proposed Amended URD has a total of 412 real property parcels, 144 of which are condominium parcels with a cumulative TV of \$470,292,900 in TY 2020. For the purposes of the 2020 Feasibility Study, TV is defined as total taxable value per the Ada County Assessor, before exemptions. Classification of parcels by Ada County Assessor use category is included in **Figure 2**.

**Figure 2. 2020 Taxable Value by Assessor Property Code Category**

	Original URD		Amendment Area		Proposed Amended URD	
Property Code [1]	AV	Acreage	AV	Acreage	AV	Acreage
<b>Commercial</b>	\$405,855,200	52	\$3,369,800	1	\$409,225,000	53
<b>Residential</b>	\$53,887,400	5	\$0	0	\$53,887,400	5
<b>Land</b>	\$7,180,500	4	\$0	0	\$7,180,500	4
<b>Exempt</b>	\$0	20	\$0	9	\$0	28
<b>Right-of-Way [2]</b>	\$0	63	\$0	4	\$0	67
<b>Total [3]</b>	<b>\$466,923,100</b>	<b>143</b>	<b>\$3,369,800</b>	<b>14</b>	<b>\$470,292,900</b>	<b>157</b>

Source: Ada County Assessor, SB Friedman

[1] Parcels with \$0 in value were coded as Exempt.

[2] Right-of-way includes all unparcelized land area within the URD.

[3] Due to rounding totals may not equal sum of components by property code.



Existing (2020) TV was also analyzed spatially to identify lower value nodes within the Proposed Amended URD. **Figure 3** displays TV per land square foot throughout the Proposed Amended URD. Properties with a higher existing TV per square foot are primarily located on the southeast side of the Proposed Amended URD. Institutional/exempt properties are prevalent on the northeast side of the Proposed Amended URD and lower value commercial properties cover much of the northwest side.

**Figure 3. Proposed Amended URD Boundary and Taxable Valuation**



Source: Ada County Assessor; CCDC; City of Boise; SB Friedman

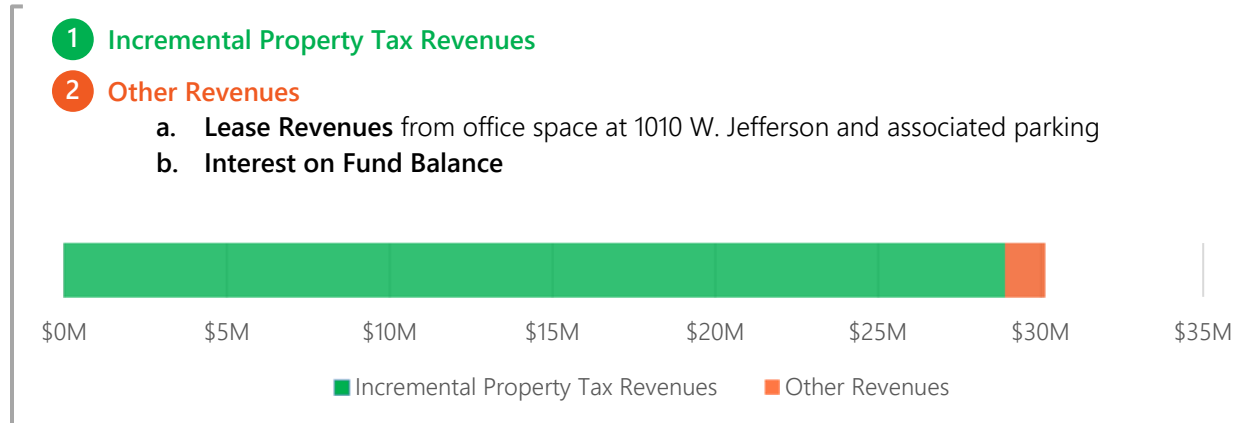
## 4. Historic Revenues & Costs

### Overview

The following section outlines the Original URD's Historic Revenues and Historic Costs, through FY 2019, including the primary sources of each. Since establishment in 2001, Original URD Historic Costs totaled approximately \$25.0 million, undiscounted. Historic Revenues were approximately \$30.1 million, undiscounted. Thus, the Original URD amassed a fund balance of \$5.1 million, as of FY 2019. The 2019 Fund Balance served as one of the key inputs to the Feasibility Model, discussed in **Section 7**. Historic Revenues, Historic Costs, and existing fund balances for FYs 2003-2019 were reported from CCDC Independent Financial Statements and SB Friedman estimates.

### Revenue Categories

Through FY 2019, the Original URD's primary sources of revenue included:

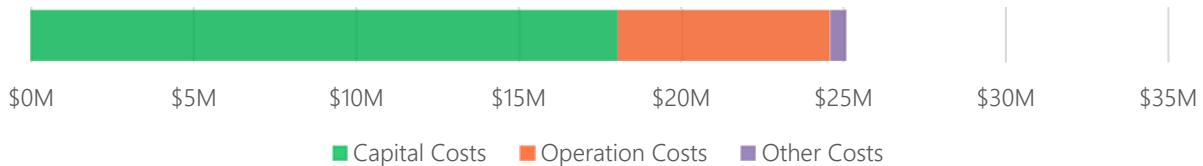


Of the \$30.1 million in Historic Revenues, approximately 96% were attributable to incremental property tax revenue. Revenue from lease payments on a CCDC-owned office building in the Original URD and interest collected on the annual fund balance comprised the remaining 4%.

## Cost Categories

The Original URD's primary Historic Cost categories included:

- 1 **Capital Costs**, primarily for
  - a. **Economic Development**
  - b. **Infrastructure**
  - c. **Placemaking**
  - d. **Mobility**
  - e. **Special Projects**
- 2 **Operation Costs**, primarily for
  - a. **CCDC Agency Operations**
  - b. **Professional Studies**
- 3 **Other Costs**
  - a. **Write Down of Property Held**



The three primary categories of the \$25.0 million in Historic Costs included: Capital Costs, Operation Costs and Other Costs. Capital Costs constituted approximately 72% of Historic Costs. Capital Costs generally fell into one of five key CCDC objectives: Economic Development, Infrastructure, Placemaking, Mobility, or Special Projects. The following subsection highlights some of the Original URD's notable capital projects. Historic Operation Costs include CCDC Agency Operations and Professional Studies. A small share of the Historic Costs, approximately \$500,000, were the result of a property value write-down.

## Highlighted Capital Projects

The Original URD's Capital Costs were generally used to support streetscaping, sidewalk improvements, connectivity, and curb and gutter projects. One example project is the reconfiguration of 8<sup>th</sup> Street from Bannock Street to State Street to add accommodation for bikes, fiber optic conduit expansion, and geothermal network expansion.

Other funds supported park and open space projects, including the development of the Westside Downtown Urban Park at 1100 W Bannock Street. Funds from the Original URD also supported necessary infrastructure to spur public and private investments, directly supporting business and housing development. For example, district-funded site improvements associated with the historic Owyhee Hotel's 2014 rehabilitation led to the expansion of multiple businesses and creation of 36 market rate apartment units in Downtown Boise. Similarly, district-funded sitework at the former CC Anderson Building assisted in the establishment of the new corporate headquarters and teacher training facilities for Athlos Academies, bringing additional jobs and visitors to Downtown Boise.

## 5. Projected Revenues

Analyses from **Section 4** reflect Historic Revenues and Historic Costs through FY 2019. SB Friedman projected revenues through the 2026 termination of the Proposed Amended URD by constructing the Revenue Model based on a series of known values and assumptions. This section details the structure and key assumptions of the Revenue Model followed by the resulting Projected Revenues for the remainder of the Proposed Amended URD. **Figures 4-5** summarize the Proposed Amended URD's Projected Revenues.

### Components

The Revenue Model accounts for all expected sources of future income, including: (1) Incremental Property Tax Revenues, (2a) Office Lease Revenues, (2b) Interest on Fund Balance; and (2c) Transfers From Other Agencies. Except for the addition of (2c), Transfers From Other Agencies, the revenue sources are consistent with the Historic Revenue sources outlined in **Section 4**. The basic structure of the Revenue Model is depicted below:



### Assumptions

A series of known inputs and assumptions undergird the basic model components. Working with CCDC, SB Friedman derived the following inputs which drive revenue projections:

#### 1 PROJECTED INCREMENTAL PROPERTY TAX REVENUES

As stated in **Section 4**, historically, incremental property tax revenues constituted approximately 96% of Historic Revenues. The following assumptions underly the incremental property tax projections.

- **Sources of Growth in Incremental Taxable Value** | The Revenue Model accounted for projected growth in incremental TV through three means:
  - Appreciation of existing properties in the Original URD;
  - The addition of a single office building currently under construction at 1100 W. Idaho, assuming full assessment in FY 2021; and
  - The inclusion of the Amendment Area beginning January 1, 2020 and the subsequent appreciation of property through the URD's termination.

- **TIF Schedule** | The Original URD was adopted in December 2001 with a base year of January 1, 2001, and collected its first incremental tax revenues in 2003. The addition of the Amendment Area, forming the Proposed Amended URD, has no impact on the Original URD's schedule. As permitted by Idaho law, the Amended URD is set to expire in 2025 at the end of its 24 year term, with final property tax collections in 2026.
- **Base Taxable Value** | The Original URD's 2001 TV was \$167,651,000. The adjusted base TV for the Original URD is \$138,858,300 based on 2020 TV data from CCDC. The Amendment Area's anticipated base TV, \$3,369,800, is based on the 2020 TV reported by the Ada County Assessor. The two combined have a current base value of \$142,228,100 for the Proposed Amended URD.
- **Taxable Value Growth Rate** | In the absence of significant improvements, all properties within the Proposed Amended URD are assumed to appreciate 2.0% annually.
- **Current Taxable Value** | The Original URD's and Amendment Area's last known TV for TY 2020, reported by the Ada County Assessor, was the starting point for TV projections for all remaining years.
- **Taxable Value Growth for New Development** | SB Friedman assumed a 191,000 square foot Class A office building currently under construction at 1100 W. Idaho will be fully assessed by FY 2021. The new development appears to be partially valued in FY 2020 assessments. Based on analysis of comparable recent deliveries, SB Friedman assumed a fully assessed TV of \$364 per square foot for the completed building, in 2021 dollars. The additional TV is assumed to appreciate at 2.0% annually over the remaining life of the Amended URD.
- **Levy Rates** | Actual and projected property tax levy rates were provided by CCDC through 2021. CCDC provided estimated 2020 and 2021 Levy Rates based on recent trends. Thereafter, the three-year average of the most recent years (2019-2021) is assumed, through the District's termination in 2026.
- **Discount Rate** | SB Friedman assumed a 4% cost of funds, per CCDC, for discounting revenue projections to calculate present value.

## 2a

**PROJECTED OFFICE LEASE REVENUES**

- **Lease Terms** | CCDC provided SB Friedman with a detailed inventory of annual revenues from tenants in the CCDC-owned office building at 1010 W. Jefferson Street. These revenues include rent of the building's office space as well as associated parking.
- **Lease Renewals** | Per CCDC, lease extensions are not assumed. Thus, lease revenue in the model phases out as current lease terms expire.
- **Collections Loss** | Collection loss is not anticipated in Projected Revenues. All tenants are assumed to pay rents in full until lease expiration.

## 2b

**PROJECTED INTEREST ON FUND BALANCE**

- **Fund Balance** | The Original URD's 2019 Fund Balance was the last known balance reported by CCDC. All future year fund balances are projected based on the 2019 Fund Balance, Projected Revenues and Projected Costs.
- **Interest on Fund Balance** | 1% interest on the prior year's fund balance is included as other revenue, through the termination of the Proposed Amended URD in 2026. Interest earnings account for approximately \$269,000 in revenue, undiscounted, over the remaining life of the Proposed Amended URD.

2c

**TRANSFERS FROM OTHER AGENCIES**

- **Revenue Sharing & Reimbursements** | In FY 2021, CCDC expects the Proposed Amended URD will receive a total of \$1.6 million from revenue sharing agreements and reimbursements. Revenue sharing agreements with both the City of Boise and the Ada County Highway District are anticipated to support specific projects subject to actual annual budgeting for each respective project. This projection is not binding for CCDC, the City of Boise or Ada County Highway District.

**Revenue Results**

In total, the Proposed Amended URD is projected to generate approximately \$39.0 million in Projected Revenue through its remaining life, undiscounted, to fund Projected Costs. Discounted at 4%, these revenues are anticipated to be approximately \$34.6 million in 2020 dollars. Annual Projected Revenues are summarized in **Figure 4**.

Projected Revenues include irregular increases in FY 2021 and FY 2022 due to (1) anticipated revenue sharing income from other agencies in FY 2021 and (2) addition of real property increment from the 1100 W. Idaho development in FY 2022.

**Figure 4. Projected Revenues, 2020-2026 (Undiscounted)**



Source: Ada County Assessor; CCDC; SB Friedman

Figure 5: Revenue Model Summary

Fiscal Year [1]	PROJECTED INCREMENTAL PROPERTY TAX REVENUES [2]			PROJECTED OTHER REVENUES	Total Projected Revenues
	Projected appreciation of real estate in Original URD [3]	Projected appreciation of real estate in Amendment Area [4]	From addition of new development [5]	From office leases, interest on fund balance and projected transfers from other agencies	
2020	\$3,818,537	\$0	\$0	\$386,437	\$4,204,974
2021	\$4,058,000	\$0	\$0	\$1,927,695	\$5,985,695
2022	\$4,527,177	\$904	\$875,702	\$149,932	\$5,553,715
2023	\$4,654,984	\$1,827	\$893,216	\$107,035	\$5,657,062
2024	\$4,785,346	\$2,768	\$911,081	\$16,606	\$5,715,801
2025	\$4,918,317	\$3,727	\$929,302	\$24,697	\$5,876,043
2026	\$5,053,946	\$4,706	\$947,888	\$25,790	\$6,032,330
<b>Total</b>	<b>\$31,816,307</b>	<b>\$13,932</b>	<b>\$4,557,190</b>	<b>\$2,638,191</b>	<b>\$39,025,620</b>

Source: Ada County Assessor; CCDC; SB Friedman

[1] The Westside URD will receive collections from the 24th and last year of the URD in FY 2026, or September 30, 2026. Note that taxes are collected one year in arrears (e.g. taxes for FY 2020 are modeled to be collected in FY 2021).

[2] Incremental TV for the prior year multiplied by the assumed levy rate. The property tax levy rates were provided by CCDC through 2021. The latest available rate is from 2019, 2020 onward are estimates. SB Friedman assumed the three-year average from 2019-2021 is held constant beginning in 2022 through the District's termination in 2026.

[3] Assumes 2.0% annual appreciation.

[4] Amendment Area added with a retroactive base year of January 1, 2020.

[5] Revenue from new development increment and appreciation on all following years.

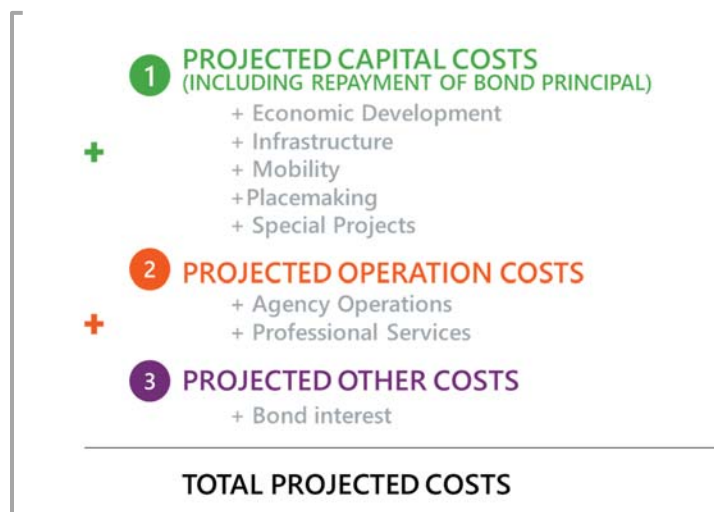


## 6. Projected Costs

**Section 4** summarizes Historic Project Costs through FY 2019. CCDC provided SB Friedman with a list of anticipated projects and associated Projected Costs for the remaining years of the Proposed Amended URD. Idaho Code 50-2905 requires a detailed list of estimated project costs the urban renewal district 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 cost of each. **Appendix IV** details Projected Costs, including the kind, number, and location of projects.

### Components

Projected Costs provided by CCDC align with the Historic Cost categories outlined in **Section 4**: (1) Capital Costs, (2) Operation Costs, and (3) Other Costs. The Other Costs component includes interest repayment for the anticipated \$10.0 million and \$2.9 million bonds, issued in 2021 and 2023 respectively. Bond proceeds fund Capital Costs in the near term, allowing for additional flexibility in funding larger-scale projects.



### Assumptions

A series of known inputs and assumptions undergird the Proposed Amended URD's Projected Costs:

- 1 PROJECTED CAPITAL COSTS**
  - **Source of Funds** | SB Friedman assumed the Proposed Amended URD will make cash payments for all Projected Costs, except those paid with the proceeds of two bonds: (1) a \$10.0 million bond issued in 2021, and (2) A \$2.9 million bond issued in 2023. Additional bonding assumptions are provided in **Section 7**.
  - **Annual Cost Escalation** | CCDC provided Projected Costs in 2020 dollars. Costs paid out of cash flow were escalated at 2.0%, annually, to the year of spending. All projects funded with the proceeds of the 2021 bond were left in 2020 dollars. All projects funded with the proceeds of the 2023 bond were inflated to 2023.



## 2 PROJECTED OPERATION COSTS

- **Annual Cost Escalation** | CCDC-provided Operation Costs for agency initiatives, operations & professional services are in current year dollars and do not require escalation.

## 3 PROJECTED OTHER COSTS

- **Bond Interest** | See **Section 7** for detailed bonding assumptions.

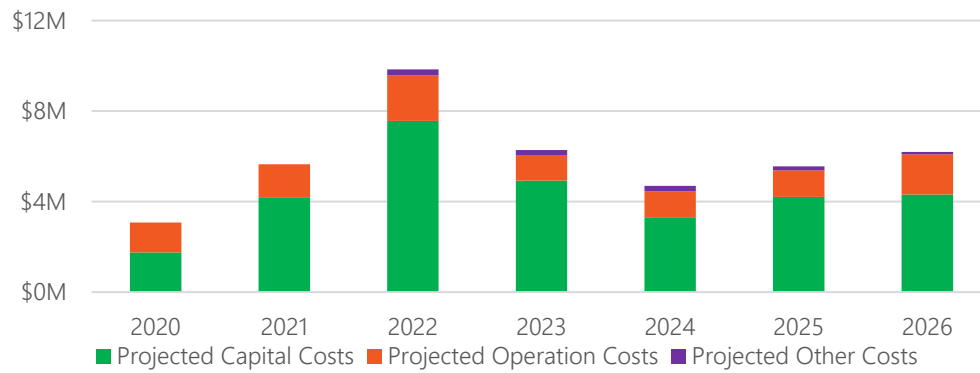
### Projected Costs Summary

As demonstrated in **Figures 6-7**, Capital Costs and Operation Costs account for almost 98% of all Projected Costs. Projected Other Costs include interest on the proposed debt. A total of \$40.3 million in Projected Costs are anticipated between 2020 and 2026.

Like Historic Capital Costs, Projected Capital Costs advance CCDC's five key objectives: Economic Development, Infrastructure, Mobility, Placemaking, and Special Projects. A selection of Projected Capital Costs are highlighted below by objective. **Appendix IV** further details Projected Capital Costs including timing by Projected Cost.

- **Economic Development** | Proposed Capital Costs for Economic Development include acquiring a series of parcels for future redevelopment and supporting various private investments.
- **Infrastructure** | Proposed Capital Costs for Infrastructure include a variety of streetscaping projects. Major projects include improvements to W. State Street and N. 8<sup>th</sup> Street
- **Mobility** | Proposed Capital Costs for Mobility include preliminary engineering work for downtown mobility infrastructure.
- **Placemaking** | Proposed Capital Costs for Placemaking include the funding for the Westside Urban Park which will bring additional open space to Downtown Boise and complement adjacent private investments.
- **Special Projects** | Proposed Capital Costs for Special Projects include funding for various new and ongoing public art projects such as the wrapping of City of Boise traffic boxes.

To confirm economic feasibility SB Friedman used the 2019 Fund Balance and Revenue Projections described in **Section 5** and constructed the Feasibility Model to balance Projected Available Funds and Projected Costs. The Feasibility Model is presented in detail in the following section.

**Figure 6. Projected Costs, 2020-2026 (Undiscounted)**

Source: CCDC; SB Friedman

**Figure 7. Summarized Projected Costs, 2020-2026 (Undiscounted)**

<b>Projected Capital Costs</b>	
(including repayment of bond principal)	
	73%
Economic Development	\$7,760,000
Infrastructure	\$12,049,500
Mobility	\$2,950,000
Placemaking	\$6,325,000
Special Projects	\$195,000
<b>Projected Operation Costs</b>	
	25%
Agency Operations	\$6,927,400
Professional Services	\$3,083,900
<b>Projected Other Costs</b>	
	2%
Bond Interest	\$984,700
<b>Total Projected Project Costs</b>	
	100%
	<b>\$40,275,500</b>

Source: CCDC; SB Friedman

# 7. Economic Feasibility

## Components

SB Friedman created a model to assess economic feasibility of the Proposed Amended URD using the following key inputs:

1. **2019 Fund Balance** | Introduced in **Section 4**
2. **2020-2026 Projected Revenues** | Introduced in **Section 5**
3. **2020-2026 Projected Costs** | Introduced in **Section 6**
4. **2020 Bond Assumptions**

The 2019 Fund Balance is the starting point for the Feasibility Model. *Annual* fund balances (total annual revenues minus total annual costs) are added to the *cumulative* fund balance from the prior year to obtain cumulative fund balance for the present year. SB Friedman projected cumulative fund balances for 2020-2026, ensuring the Proposed Amended URD maintained a positive cumulative fund balance for the remainder of its life.

## Bond Assumptions

SB Friedman reconciled Projected Costs (introduced in **Section 6**) with Projected Available Funds to define a financially feasible plan to fund Projected Costs. It is assumed the Proposed Amended URD will make cash payments for all Project Costs, except those paid with the proceeds of the assumed \$10.0 million bond (issued in 2021) and \$2.9 million bond (issued in 2023). All other projects are funded through the Projected Available Funds. As stated previously, costs paid out of cash flow are inflated to the year of spending, while costs paid from the proceeds of the 2021 bond are left in 2020 dollars and those paid from the proceeds of the 2023 bond are inflated to 2023 dollars. In evaluating bond feasibility, SB Friedman included the following key assumptions in the Feasibility Model:

- **Interest Rate** | SB Friedman assumed an annual bond interest rate of 2.85%. The rate is reflective of recent CCDC experience with bonding in mature urban renewal districts and could be confirmed after consultation with a Municipal Advisor.
- **Issuance Cost** | No costs of issuance such as legal fees, municipal advisor fees and other costs are assumed.
- **Debt Service Structure** | Debt service varies for the two bonds:
  - SB Friedman assumed level principal and interest payments for the 2021 bond. The bond term for the bond is 5 years; repayment occurring between 2022 and 2026.
  - The bond term for the bond issued in 2023 is 3 years; with level principal and interest payments followed by a balloon payment in the third year.

## Results

In the scenario of Projected Available Funds described, the Proposed Amended URD could fund all Projected Costs by termination in 2026, including the retirement of both identified bonds.

The Feasibility Model resulted in a cumulative September 30, 2026 fund balance of \$2.9 million which would revert to local taxing bodies if realized at the expiration of the Proposed Amended URD in 2026. This scenario requires the following key assumptions:

- Revenue assumptions introduced in **Section 5** materialize;
- A \$10.0 million bond is issued in 2021, and a \$2.9 million bond is issued in 2023; and
- Bond interest rates will be 2.85% and will be saleable in varying term durations.

**Appendix V** includes the complete Feasibility Model, confirming that sufficient revenues are projected to service the 2021 and 2023 bonds while covering all other costs out of cash flow (assuming assumptions are realized). While several of the Proposed Amended URD's final years have negative *annual* cash flows, the scenario results in a positive *cumulative* cash flow in every year.

SB Friedman concludes that this 2020 Feasibility Study confirms there is a plausible scenario, built upon specific market assumptions and trends, which allows for approximately \$40.3 million in Projected Costs to be funded over the remaining life of the Proposed Amended URD. This 2020 Feasibility Study is designed to serve as an attachment to the Plan Amendment, 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 Projected Costs and/or municipal obligations, which may be issued or incurred to pay for such costs, are to be derived principally from Proposed Amended 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, CCDC may require the utilization of guarantees, deposits, reserves, and/or other forms of security made available by private sector developers. CCDC may incur Projected Costs that are paid from the funds of CCDC other than incremental taxes, and CCDC then may be reimbursed for such costs from incremental taxes.

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 or developer investment, and other sources of funds and revenues as CCDC from time to time may deem appropriate. In the event alternative sources of funds become available, CCDC may adjust the anticipated funding sources and prioritization of costs outlined above.

# 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 Projected 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: Proposed Westside URD Boundary



Source: Ada County Assessor; CCDC; City of Boise; SB Friedman

Appendix III: Revenue Model

General Model Assumptions		
Adjusted Frozen Taxable Value (TV) [1]	\$138,858,300	
Annual Inflation [2]	2.0%	
Annual Interest Rate on Fund Balance	1%	

Amendment Area Assumptions		
Most Recent TV Available	2020	
2020 TV [3]	\$3,369,800	

Total Revenue [4]		
Historic Revenues (FYs 2002-2019)	\$30,137,007	
Projected Revenues (FYs 2020-2026)	\$39,025,620	
Total Revenues	\$69,162,627	

		HISTORIC	PROJECTED								Source
URD Year	Fiscal Year (FY)	Historic Revenues (FYs 2002-2019)	Incremental TV from Original URD	Incremental TV from Amendment Area	Incremental TV from New Development	Total Incremental TV	Levy Rate	Incremental Property Tax Revenues	Other Revenues	Projected Revenues (FYs 2020-2026)	
[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	
0	2002										-
1	2003	\$367,726									Estimates
2	2004	\$381,111									Estimates
3	2005	\$537,882									Estimates
4	2006	\$600,048									Estimates
5	2007	\$1,109,961									Estimates
6	2008	\$1,497,845									Actuals
7	2009	\$1,925,404									Actuals
8	2010	\$2,040,086									Actuals
9	2011	\$1,934,650									Actuals
10	2012	\$1,732,187									Actuals
11	2013	\$1,778,610									Actuals
12	2014	\$1,514,099									Actuals
13	2015	\$2,078,966									Actuals
14	2016	\$2,363,233									Actuals
15	2017	\$2,635,913									Actuals
16	2018	\$3,469,292									Actuals
17	2019	\$4,169,994	\$290,183,300	\$0	\$0	\$290,183,300	1.32%				Actuals
18	2020		\$328,064,800	\$0	\$0	\$328,064,800	1.24%	\$3,818,537	\$386,437	\$4,204,974	Estimates
19	2021		\$337,403,262	\$67,396	\$65,264,700	\$402,735,358	1.34%	\$4,058,000	\$1,927,695	\$5,985,695	Estimates
20	2022		\$346,928,493	\$136,140	\$66,569,994	\$413,634,627	1.34%	\$5,403,784	\$149,932	\$5,553,715	Projections
21	2023		\$356,644,229	\$206,259	\$67,901,394	\$424,751,882	1.34%	\$5,550,027	\$107,035	\$5,657,062	Projections
22	2024		\$366,554,280	\$277,780	\$69,259,422	\$436,091,481	1.34%	\$5,699,195	\$16,606	\$5,715,801	Projections
23	2025		\$376,662,531	\$350,731	\$70,644,610	\$447,657,873	1.34%	\$5,851,346	\$24,697	\$5,876,043	Projections
24	2026							\$6,006,541	\$25,790	\$6,032,330	Projections

Amendment Area & 1100 W Idaho Development Added

NOTES ON FOLLOWING PAGE



[1]	Adjusted Frozen Taxable Value, per CCDC on September 4, 2020.
[2]	Assumes a 2.0% annual appreciation across the Original District and Amendment Area.
[3]	FY 2020 Taxable Value, per Ada County Assessor data.
[4]	Various inputs for Projected Revenues and Projected Costs provided by CCDC. Projections include both the 2021 and 2023 bonds as well as costs paid out of cash flow. CCDC data received 5/29/20, 6/16/20, 7/10/20, 7/16/20 and 8/17/20.
[5]	Assumes the Proposed Amended URD receives its final year of incremental property tax revenue and is dissolved on September 30, 2026.
[6]	The Westside URD will receive collections from the 24th and last year of the URD in FY 2026. Note that taxes are collected one year in arrears (e.g. taxes for 2020 are modeled to be collected in FY 2021).
[7]	Historic Revenues, Historic Costs and fund balances from FYs 2008-2019 come from CCDC's Independent Financial Statements. Actual figures for FYs 2003-2007 were unavailable due to changes in accounting detail. In lieu of actuals, Historic Revenues were estimated based on known incremental property taxes for those years, assuming Other Revenues make up the same share of total Historic Revenues observed for FYs 2008-2019. Historic Costs were estimated for the FYs 2003-2006 such that the cumulative fund balance for FY 2007 (Year 5) aligns with the first known fund balance, \$2,258,410, in that year.
[8]	Current year TV of the Original URD minus Adjusted Frozen TV(\$138,858,300); annual appreciation of 2.0% is assumed for all properties; the 1100 W. Idaho development is not included after 2020.
[9]	Current year TV of the Amendment Area minus TV as of January 1, 2020 (\$3,369,800); annual appreciation of 2.0% is assumed for all properties.
[10]	Current year TV for 1100 W. Idaho development after deducting its value prior to development; assumes annual appreciation of 2.0% in all years following delivery.
[11]	The sum of Incremental TV from (1) the Original URD, (2) the Amendment Area, and (3) New Development.
[12]	Incremental TV for the prior year multiplied by the assumed levy rate. The property tax levy rates were provided by CCDC through 2021. The latest available rate is from 2019, 2020 onward are estimates. SB Friedman assumed the three-year average from 2019-2021 is held constant beginning in 2022 through the District's termination in 2026.
[13]	Incremental TV multiplied by the assumed levy rate, collected in the following year. The Feasibility Model includes the Ada County Highway District (ACHD) levy (ACHD Levy) for all parcels. Within the Amendment Area, the ACHD Levy accounts for approximately \$1,000 in incremental property tax revenues through FY26.
[14]	Includes office lease revenues, interest earnings on the cumulative fund balance of the prior year, and projected transfers from other agencies.
[15]	Incremental Property Tax Revenues, plus Other Revenues.

Appendix IV: Projected Costs

		Cash Flow	2021 Bond	2023 Bond	Total	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026
ECONOMIC DEVELOPMENT	Parcel Acquisition/Redevelopment - Type 5				\$2,000,000	\$0	\$2,040,000	\$0	\$0	\$0	\$0	\$0
	1024 W. Bannock St. - Hyatt Place - Type 2				\$360,000	\$120,000	\$122,400	\$124,848	\$0	\$0	\$0	\$0
	1118 W. Idaho St. - 11th & Idaho Bldg. – Type 2				\$1,100,000	\$0	\$0	\$416,160	\$424,483	\$324,730	\$0	\$0
	Land Purchase - 17th & Idaho				\$650,000	\$650,000	\$0	\$0	\$0	\$0	\$0	\$0
	Avery Hotel - PP - Type 2 or Type 3				\$850,000	\$0	\$0	\$572,220	\$106,121	\$108,243	\$110,408	\$0
	Parcel Acquisition - Workforce/Missing Middle Housing				\$2,500,000							
	N. 8th St. & W. Washington ST. - PP - Type 2 or Type 3 (new URD Boundary)				\$300,000							
INFRASTRUCTURE	N. 8th St. Streetscape - W. Bannock St. to W. State St.				\$980,000	\$200,000	\$795,600	\$0	\$0	\$0	\$0	\$0
	Bannock Streetscape – N. 8th St. to N. 9th Street				\$237,500	\$237,500	\$0	\$0	\$0	\$0	\$0	\$0
	N. 8th St. Conduit Bank - W. Bannock St. to W. State St.				\$155,000	\$75,000	\$81,600	\$0	\$0	\$0	\$0	\$0
	8th & Bannock Cost Share with ACHD				\$410,000	\$0	\$418,200	\$0	\$0	\$0	\$0	\$0
	Pre Development & Community Engagement - Upcoming Projects				\$300,000	\$50,000	\$51,000	\$52,020	\$53,060	\$54,122	\$55,204	\$0
	N. 11th St. Streetscape - 11th Street Extension and Area Improvements (New URD Boundary)				\$500,000	\$0	\$0	\$520,200	\$0	\$0	\$0	\$0
	1322 W Main Street PP Type 1				\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0
	S. 15th St. Streetscape - West Side of S. 15th St. - W. Front St. to W. Idaho St.				\$300,000	\$0	\$0	\$312,120	\$0	\$0	\$0	\$0
	W. State St. Streetscape - N. 16th St. - N. 8th St. - Both Sides (Joint Project w/ACHD) + Conduit				\$1,600,000	\$50,000	\$51,000	\$1,560,600	\$0	\$0	\$0	\$0
	Participation Program Streetscape Reimbursements (Not yet awarded) - Type 1				\$2,000,000	\$0	\$408,000	\$416,160	\$424,483	\$432,973	\$441,632	\$0
	Westside - Consolidated Newspaper Boxes				\$16,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0
	N. 15th Utilities - Undergrounding & Conduit				\$76,000	\$76,000	\$0	\$0	\$0	\$0	\$0	\$0
	N. 11th St. Streetscape - W. Grove St. to W. Washington St. Connectivity				\$2,300,000							
	N. 11th St. Streetscape - W. Grove St. to W. Washington St. Connectivity - Protected Bike Lanes				\$500,000							
	Safari Inn PP Type 1				\$25,000							
	W. Bannock St. Streetscape - N. 13th St. to N. 16th St.				\$900,000							
	N. 8th St, Streetscapes - W. State Street to W. Franklin Street (New URD Boundary)				\$1,500,000							
	WS Closeout - Accessments & Projects				\$200,000							
MOB.	Downtown Mobility Infrastructure				\$2,950,000	\$0	\$204,000	\$1,040,400	\$1,857,114	\$0	\$0	\$0
	Linen Blocks, W. Grove St. Improvements (S. 13th St. to S. 10th St.)				\$285,000	\$10,000	\$10,200	\$275,706	\$0	\$0	\$0	\$0
	Linen Blocks, W. Grove St. Improvements (S. 16th St. to S. 13th St.)				\$285,000	\$10,000	\$10,200	\$275,706	\$0	\$0	\$0	\$0
	N. 11th St. & N. Bannock St. – Westside Urban Park				\$205,000	\$205,000	\$0	\$0	\$0	\$0	\$0	\$0
	Public Space, WS District				\$1,190,000	\$0	\$0	\$0	\$47,754	\$48,709	\$1,214,489	\$0
	N. 11th St. & N. Bannock St. – Westside Urban Park				\$4,000,000							
	Public Art: N. 11th St. & N. Bannock St. – Westside Urban Park Art - Type 4				\$350,000							
	Tree Replacement/Addition with Community Forestry				\$10,000							
SPECIAL PROJECTS	Public Art: Treefort Footprint Public Art/Artist Designed Infrastructure, Grove Street				\$55,000	\$0	\$0	\$0	\$58,366	\$0	\$0	\$0
	Public Art: Eyes of the World Corner 16th & Grove in ROW				\$75,000	\$0	\$0	\$78,030	\$0	\$0	\$0	\$0
	Public Art: Record Exchange Mural				\$20,000	\$0	\$0	\$20,808	\$0	\$0	\$0	\$0
	Public Art: Re-Wrap Traffic Boxes				\$45,000	\$0	\$0	\$15,606	\$15,918	\$16,236	\$0	\$0
Projected Capital Costs					\$29,279,500							
Agency Operations					\$6,927,440							
Professional Services					\$3,083,900							
Projected Operation Costs					\$10,011,340							
Bond Interest					\$984,716							
Projected Other Costs					\$984,716							
TOTAL					\$40,275,556							

Source: CCDC; City of Boise; SB Friedman  
[1] Costs presented in FY21-FY26 inflated to future value

Appendix V: Feasibility Model

General Model Assumptions		
Adjusted Frozen Taxable Value (TV) [1]	\$138,858,300	
Annual Inflation [2]	2.0%	
Annual Interest Rate on Fund Balance	1%	

Amendment Area Assumptions		
Most Recent TV Available	2020	
2020 TV [3]	\$3,369,800	

Total Revenue [4]	
Historic Revenues (FYs 2002-2019)	\$30,137,007
Projected Revenues (FYs 2020-2026)	\$39,025,620
Total Revenues	\$69,162,627

Total Expenditures [5]	
Historic Costs (FYs 2002-2019)	-\$25,040,368
Projected Costs (FYs 2020-2026)	-\$41,248,514
Total Project Costs	-\$66,288,881

		HISTORIC			PROJECTED							Source
URD Year	Fiscal Year (FY)	Historic Revenues (FYs 2002-2019)	Historic Costs (FYs 2002-2019)	Historic Balance (FYs 2002-2019)	Total Incremental TV	Levy Rate	Incremental Property Tax Revenues	Other Revenues	Projected Revenues (FYs 2020-2026)	Projected Costs (FYs 2020-2026)	Projected Balance (FYs 2020-2026)	
[6]	[7]	[8]	[8]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	
0	2002											-
1	2003	\$367,726	\$0	\$367,726								Estimates
2	2004	\$381,111	-\$184,579	\$564,257								Estimates
3	2005	\$537,882	-\$184,579	\$917,559								Estimates
4	2006	\$600,048	-\$184,579	\$1,333,028								Estimates
5	2007	\$1,109,961	-\$184,579	\$2,258,410								Estimates
6	2008	\$1,497,845	-\$666,639	\$3,089,616								Actuals
7	2009	\$1,925,404	-\$688,496	\$4,326,524								Actuals
8	2010	\$2,040,086	-\$1,290,077	\$5,076,533								Actuals
9	2011	\$1,934,650	-\$1,560,280	\$5,450,903								Actuals
10	2012	\$1,732,187	-\$1,561,041	\$5,622,049								Actuals
11	2013	\$1,778,610	-\$2,597,284	\$4,803,375								Actuals
12	2014	\$1,514,099	-\$1,375,529	\$4,941,945								Actuals
13	2015	\$2,078,966	-\$961,396	\$6,059,515								Actuals
14	2016	\$2,363,233	-\$1,040,041	\$7,382,707								Actuals
15	2017	\$2,635,913	-\$1,535,441	\$8,483,179								Actuals
16	2018	\$3,469,292	-\$8,956,291	\$2,996,180								Actuals
17	2019	\$4,169,994	-\$2,069,535	\$5,096,639	\$290,183,300	1.32%						Actuals
18	2020				\$328,064,800	1.24%	\$3,818,537	\$386,437	\$4,204,974	-\$3,073,728	\$6,227,885	Estimates
19	2021				\$402,735,358	1.34%	\$4,058,000	\$1,927,695	\$5,985,695	-\$5,646,912	\$6,566,668	Estimates
20	2022				\$413,634,627	1.34%	\$5,403,784	\$149,932	\$5,553,715	-\$9,843,420	\$2,276,964	Projections
21	2023				\$424,751,882	1.34%	\$5,550,027	\$107,035	\$5,657,062	-\$6,273,436	\$1,660,589	Projections
22	2024				\$436,091,481	1.34%	\$5,699,195	\$16,606	\$5,715,801	-\$4,906,714	\$2,469,676	Projections
23	2025				\$447,657,873	1.34%	\$5,851,346	\$24,697	\$5,876,043	-\$5,766,734	\$2,578,985	Projections
24	2026						\$6,006,541	\$25,790	\$6,032,330	-\$5,737,570	\$2,873,745	Projections

Amendment Area & 1100 W Idaho Development Added

NOTES ON FOLLOWING PAGE

- [1] Adjusted Frozen Taxable Value, per CCDC on September 4, 2020.
- [2] Assumes a 2.0% annual inflation across the Original District and Amendment Area.
- [3] FY 2020 Taxable Value, per Ada County Assessor data.
- [4] Total Revenues include the entire levy rate associated with parcels within the Westside URD.
- [5] Various inputs for Projected Revenues and Projected Costs provided by CCDC. Projections include both the 2021 and 2023 bonds as well as costs paid out of cash flow. Costs paid out of Cash Flow are inflated to future years value. CCDC data received 5/29/20, 6/16/20, 7/10/20, 7/16/20 and 8/17/20.
- [6] Assumed the Proposed Amended URD receives its final year of incremental property tax revenue and is dissolved in FY 2026.
- [7] The Westside URD will receive collections from the 24th and last year of the URD in FY 2026. Note that taxes are collected one year in arrears (e.g. taxes for 2020 are modeled to be collected in FY 2021).
- [8] Historic Revenues, Historic Costs and fund balances from FYs 2008-2019 come from CCDC's Independent Financial Statements. Actual figures for FYs 2003-2007 were unavailable due to changes in accounting detail. In lieu of actuals, Historic Revenues were estimated based on known incremental property taxes for those years, assuming Other Revenues make up the same share of total Historic Revenues observed for FYs 2008-2019. Historic Costs were estimated for the FYs 2003-2006 such that the cumulative fund balance for FY 2007 (Year 5) aligns with the first known fund balance, \$2,258,410, in that year.
- [9] Aggregated incremental TV projections from (1) the Original URD (not including development), (2) the Amendment Area (not including development), and (3) New Development. TV for FY 2020, per Ada County Assessor's data, serves as the starting value for Projected Revenues. A single development, 1100 W. Idaho St., fully assessed by FY 2021, is assumed.
- [10] Incremental TV for the prior year multiplied by the assumed levy rate. The property tax levy rates were provided by CCDC through 2021. The latest available rate is from 2019, 2020 onward are estimates. SB Friedman assumed the three-year average from 2019-2021 is held constant beginning in 2022 through the District's termination in 2026.
- [11] Incremental TV multiplied by the assumed levy rate, collected in the following year.
- [12] Includes office lease revenues, interest earnings on the cumulative fund balance of the prior year, and projected transfers from other agencies.
- [13] Incremental Property Tax Revenues, plus Other Revenues.
- [14] CCDC's Projected Costs for FYs 2020-2026, based on CCDC data received 5/29/20, and revised 6/16/20, 7/10/20, 7/16/20 and 8/17/20.
- [15] Projected revenues less projected expenditures, using the last known fund balance for FY 2019 as a starting value.



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**URBAN RENEWAL PLAN**  
**WESTSIDE DOWNTOWN**  
**URBAN RENEWAL PROJECT**  
**URBAN RENEWAL AGENCY OF BOISE CITY**  
**BOISE, IDAHO**

Ordinance No. 6108

Adopted: December 4, 2001

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### **Attachments**

**Attachment 1: Description of Project Area and Revenue Allocation Area Boundary**

**Attachment 2: Map of Project Area and Revenue Allocation Area Boundary**

**Attachment 3: Westside Downtown Framework Master Plan**

**Attachment 4: Properties to be Acquired**

**Attachment 5: Economic Feasibility Study for Westside Downtown Urban Renewal Area**

**URBAN RENEWAL PLAN  
WESTSIDE DOWNTOWN URBAN RENEWAL AREA  
URBAN RENEWAL AGENCY OF BOISE CITY**

**Section 100**

**Introduction**

This is the Urban Renewal Plan (the "Plan") for the Westside Downtown Urban Renewal Project (the "Project") in the City of Boise (the "City"), County of Ada, State of Idaho, and consists of the Text, the Description of the Project Area and Revenue Allocation Area Boundaries (Attachment 1), the Project Area-Revenue Allocation Area Boundary Map (Attachment 2), the Westside Downtown Framework Master Plan (Attachment 3) which includes Expected Land Uses and Current Zoning Within the Urban Renewal Area, the Private Properties which may be Acquired by Agency (Attachment 4), and the Economic Feasibility Study for the Westside Downtown Urban Renewal Area (Attachment 5).

The term "Project" is used herein to describe the overall activities defined in this Plan. Reference is specifically made to Idaho Code Section 50-2018(j) 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.

This Plan was prepared by the Urban Renewal Agency of Boise City (the "Agency"), reviewed and recommended by the Agency, pursuant to the State of Idaho Urban Renewal Law, Chapter 20, Title 50, Idaho Code (the "Law"), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code (the "Act"), the Idaho Constitution, and all applicable local laws and ordinances.

The proposed redevelopment of the Project Area as described in this Plan conforms to a policy plan for the Boise City Comprehensive Plan (hereinafter the Comprehensive Plan), adopted by the City Council on January 21, 1997 (Ordinance No. 5775), which includes the Downtown Boise Plan adopted May 25, 1993, pursuant to Ordinance No. 5464, which Downtown Boise Plan includes the Downtown Implementation Program.

Attachment 3 and its Appendices contain several planning documents that generally describe the overall Project and identify certain specific public and private capital improvement projects. Because of the changing nature of the Project, these documents, by necessity, must be dynamic and flexible. The Agency anticipates that these documents will be modified as circumstances warrant. Any modification, however, shall not be deemed as an amendment of this Plan. No modification will be deemed effective if it is in conflict with this Plan. The planning documents are purposely flexible and do not constitute specific portions of the Plan except as related to the mapping and zoning aspects of Attachment 3. Provided, however, prior to the adoption of any proposed modification to the planning documents, the Agency shall notify the City and publish a public notice of such proposed modification at least thirty (30) days prior to the consideration of such proposed modification, thus providing the City and any other interested person or entity an

opportunity to comment on said proposed modification. The Agency Board shall consider any such comments and determine whether to adopt the modification. The planning documents apply to redevelopment activity within the Project Area as described herein. In the event of any conflict between this Plan and the appended documents, the provisions of this Plan shall control.

The planning documents are identified as follows:

Document 1/Attachment 3

The Westside Downtown Framework Master Plan dated November 13, 2001, as adopted by the Agency pursuant to Resolution No. 861 dated October 15, 2001.

Document 2

Utility Plan (Reserved).

Document 3

Capital Improvement Plan (Reserved).

Document 4

Relocation Plan (Reserved).

As Documents 2, 3, and 4 are prepared and developed, those documents will be separately considered and approved by the Agency.

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 (the "Project Area"). The Agency retains all powers allowed by law. Because of the long-term nature of this Plan, and the need to retain in the Agency flexibility to respond to market and economic conditions, property owner and developer interests and opportunities from time to time presented for redevelopment, this Plan does not present a precise plan or establish specific projects for the redevelopment, rehabilitation, and revitalization of any area within the Project Area, nor does this Plan present specific proposals in an attempt to solve or alleviate the concerns and problems of the community relating to the Project Area. Instead, this Plan presents a process and a basic framework within which specific plans will be presented, specific projects will be established, and specific solutions will be proposed, and which provides tools to the Agency to fashion, develop, and proceed with such specific plans, projects, and solutions.

Implementation of the framework master plan will require public co-investment to help stimulate desired private development. Typically, the public will fund enhanced public facilities like streets, sidewalks, parking garages, parks, or plazas which, in turn, create an attractive setting for adjacent private investment in office, retail, housing or hotels, entertainment and

convention-related facilities. This public-private relationship has been instrumental in the successful redevelopment of the Central District Urban Renewal Area in Boise for the last 15 years.

The particular projects or redevelopment projects by private entities described herein are not intended to be an exclusive or exhaustive list of potential redevelopment activity. Allowed projects are those activities which comply with the Law and the Act and meet the overall objectives of this Plan.

The purposes of the Law and Act will be attained through and the major goals of this Plan are:

The elimination of environmental deficiencies in the Project Area, including, among others, obsolete and aged building types, substandard streets or rights-of-way, enhanced development of existing surface parking lots, inadequate and deteriorated public facilities and improvements.

The assembly of land into parcels suitable for efficient, integrated development with improved urban development standards, including setbacks, parking, pedestrian, and vehicular circulation in the Project Area.

The potential use of the City's geothermal resource.

Funding of arts programs.

The replanning, redesign, and development of undeveloped areas that are stagnant or improperly utilized.

The strengthening of the economic base of the Project Area and the community by the installation of needed site improvements to stimulate new commercial expansion, employment, and economic growth.

The provision of adequate land for parks and open spaces, pedestrian walkways, and parking facilities.

Improvements to the streets, rights-of-way, and other public infrastructure.

The establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements that provide unity and integrity to the entire Project.

The opportunity of providing housing within the Project Area.

The strengthening of the tax base by encouraging private development, thus increasing the assessed valuation of properties within the Revenue Allocation

Area and the Project Area as a whole, and benefiting the various taxing districts in which the Urban Renewal Area is located.

#### **Section 100.01      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. As a public body, the Agency is governed by all of the statutory provisions of the Idaho Code applicable to public entities, including, but not limited to, the Idaho Open Meeting Law. In addition, under Idaho Code, the Agency is required to conduct financial audit or review of its financial statements pursuant to Idaho Code Section 67-450B.

Generally, 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. Whenever in this Plan it is stated that the Agency may modify, change, or adopt certain policy statements or contents of this Plan not requiring a formal amendment to the Plan as required by the Law or the Act, it shall be deemed to mean a consideration by the Board of such policy or procedure, duly noticed upon the Agency meeting agenda and considered by the Agency at an open public meeting and adopted by a majority of the members present, constituting a quorum, unless any provision herein provides otherwise.

#### **Section 101      Provisions Necessary to Meet Federal, State, and Local Requirements**

##### **Section 101.01      Conformance With State of Idaho Urban Renewal Law of 1965, as Amended**

- a. The laws of the State of Idaho allow for an Urban Renewal Plan to be submitted by any interested person or entity in an area certified as an Urban Renewal Area by the Boise City Council. The Westside Downtown Area was certified by the Council by Resolution on December 19, 2000, Resolution No. 16306. The supplemental Westside Area was certified by the council by resolution on October 30, 2001, Resolution No. 16759.
- b. In accordance with the Idaho Urban Renewal Law of 1965 this Plan was submitted to the Planning and Zoning Commission of the City of Boise. After consideration of the Plan, the Commission filed a Resolution with the City Council stating that this Plan is in conformity with the Boise City Comprehensive Plan.
- c. Pursuant to the Idaho Urban Renewal Law of 1965, the City Council, having published due notice thereof, a public hearing was held on this Plan. Notice of hearing was duly published in a newspaper having general circulation. The City Council adopted this Plan on \_\_\_\_\_, by Ordinance No. \_\_\_\_\_.

## **Section 102 History of the Westside Area and Existing Conditions**

The Westside Downtown Area is a combination of urban, high-density commercial offices and storefront retail businesses; but also includes obsolete, low-density strip commercial and fragmented uses; with over 65 percent of the area devoted to surface parking. Westside has reasonable proximity to many of Boise's civic amenities, but lacks enhanced streets, parks, and plazas of its own, leaving the area underdeveloped and unattractive.

Interest in creating an urban renewal district and master plan for Westside has grown directly from successful redevelopment in the Central and River Street-Myrtle Street Urban Renewal Areas. CCDC has taken the lead role in detailed planning for all three areas.

The foundation for the Westside Downtown Framework Master Plan is the City's 1993 Downtown Boise Plan, which presents detailed goals, objective, and policies for downtown Boise. It was made part of the Boise City Comprehensive Plan in 1997. The 1993 Downtown Boise Plan clearly calls for:

- ✍ Downtown to remain as the regional center for corporate business, finance, arts, entertainment, higher education, and government services;
- ✍ Downtown to be a compact, urban district of high quality design and amenities;
- ✍ Promotion of urban housing;
- ✍ Promotion of alternate transportation modes—pedestrian, bicycle, and transit; and
- ✍ Recruitment of new businesses and retention of existing strong businesses.

The Westside Downtown Plan embraces the following principles:

- ✍ Reduced dependence on automobile travel
- ✍ Reduced energy consumption through improved design
- ✍ Reduced infrastructure costs through higher intensity, urban-style development
- ✍ Housing choices
- ✍ Walkable neighborhoods
- ✍ Enhanced public spaces

Formal adoption of this plan will allow current development proposals to move forward with certainty and will allow CCDC to select and fund certain public improvements that will support and attract additional new development.

In order to guide the planning process, a number of assumptions were made to provide structure to the process and to the strategy. These assumptions include:

- ✍ Downtown Boise will be a mixed-use environment based on the adopted Boise City Comprehensive Plan and recommendations of the City and community leaders.
- ✍ Although the initial planning period for Westside is twenty-four years, it is not reasonable to assume that the area will be fully redeveloped within that time period. There is life (and growth) beyond 2026.
- ✍ Without direct public intervention, much of Westside could conceivably remain the same for the next twenty years. Public-private partnering will be essential. History shows that private capital follows public commitment.
- ✍ Planning for Westside supports a strategy of transformation, recognizing that as the area intensifies, some existing users may move to other parts of the City to seek less expensive land or more space. Change is not without a price.
- ✍ Redevelopment will take place through many, many public and private decisions and individual projects. No single developer will "save the day" with one major investment. However, a single major retail complex is important if not essential to meeting the retail forecast for Westside.

The strategy and the ability to achieve the desired build out, then, speaks to the need for the City and its development arm, Capital City Development Corporation, to proactively lay the groundwork for policy and regulation to support mixed-use revitalization and then follow up with specific public investments designed to stimulate private sector development in all of the primary sectors—retail, office, and urban housing.

## **Section 200 Description of Project Area**

The boundaries of the Project Area and of the Revenue Allocation Area are described in the Attachment 1, which is attached hereto and incorporated herein by reference, and are shown on the "Project Area and Revenue Allocation Area Boundary Map," attached hereto as Attachment 2 and incorporated herein by reference. During the planning process, the Agency determined that slightly different boundaries than originally determined by City Council Resolution No. 16306 should be considered. The Agency received a report dated September 28, 2001, from Harlan W. Mann, consultant, concerning findings of deteriorated or deteriorating conditions within the additional area. The additional/supplemental area was accepted by the City Council through its adoption of Resolution No. 16759 on October 30, 2001. The City Council



made the required findings to consider this additional area as part of the planning area upon adoption of Resolution No. 16759 on October 30, 2001.

## **Section 300 Proposed Redevelopment Actions**

### **Section 301 General**

The Agency proposes to eliminate and prevent the spread of blight and deterioration in the Project Area by undertaking some or all of the following actions:

- a. The acquisition of certain real property;
- b. The demolition or removal of certain buildings and improvements;
- c. Participation by persons or entities engaged in business or holding interests in property within the Project Area, through remaining in or reentering the Project Area;
- 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 occupants, as required by law;
- f. The installation, construction, or reconstruction of streets, utilities, parking facilities, recreation and park amenities, and other public improvements, public building, and the operation and management of such facilities in conformance with the Law and the Act;
- g. The disposition of property for uses in accordance with the Law and this Plan and the commitment by those to whom such property is conveyed to redevelop the property in accordance with the Law and this Plan;
- h. The redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- i. The assembly of adequate sites for the development and construction of residential and commercial facilities;
- j. To the extent allowed by law, the lending or investing of federal and other, if available, funds to facilitate redevelopment; and
- k. The construction of foundations, platforms, and other like structural forms necessary for the provision or utilization of air rights and sites for buildings to be

used for residential, commercial, and other uses contemplated by the Plan and to provide utilities to the development site.

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 all the powers now or hereafter permitted by law.

### **Section 302 Urban Renewal Plan Objectives**

Urban renewal action is necessary in the Project Area to combat problems of physical blight and economic obsolescence.

The Project Area consists of approximately 47 blocks or 143.5 acres adjacent to the Boise Central Business District. The area has a history of a slow-growing tax base primarily attributed to: inadequate street and parking improvements; inadequately located drainage facilities; poorly maintained properties; inadequate pedestrian and open areas; undeveloped properties; inconsistent and diverse property ownership; and other deteriorating factors.

This environment contrasts sharply with the growing economic and cultural strength of Boise City and the Ada County region for which the Boise Central Business District serves as the commercial and cultural center.

Hence, the Urban Renewal Plan for the Project Area is a proposal for public improvements, to provide an improved environment for new retail, office, residential, lodging, and commercial developments, to eliminate unsafe conditions, to assist potential owners and developers for disposition activities, and to otherwise prevent the extension of blight and deterioration and reverse the deteriorating action of the area.

The streets to be vacated or relocated will create buildable areas for residential, lodging, retail, commercial, office, or public use. Any such vacations or relocations must be requested from the Ada County Highway District or other agency having jurisdiction over the particular public right-of-way.

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

Less than fee acquisition may be utilized by the Agency when and if necessary to promote redevelopment in accordance with the objectives of the Plan.

Temporary project improvements shall be provided to facilitate adequate vehicular and pedestrian circulation.

All existing alleys within the Project Area may be vacated to permit development as well as encourage variety and flexibility of design within the periphery blocks.

A further objective of the Urban Renewal Plan is to provide for the acquisition and clearance of property to be used for other public facilities. Off-street parking and loading facilities will be developed to serve the new commercial complex within the Project Area. Over the life of the Plan, land use in the Project Area will be modified to the extent that buildings currently vacant and land now devoted to scattered surface parking will be converted to residential, lodging, commercial, retail, office, public and private parking, and public/semi-public uses.

In coordination with the State Historical Society and the Boise City Historical Preservation Commission, consideration will be given to the preservation of structures of historic and architectural value within, or the moving of said structures outside, the Project Area boundaries.

The provisions of this Plan are applicable to all public and private property in the Project Area. The provisions of the Westside Downtown Framework Master 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 405.02 of this Plan.

It is recognized that the Ada County Highway District has exclusive jurisdiction over all public 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 Westside Downtown into a vital, thriving part of the community requires an assertive strategy. The following list represents the key elements of that effort.

1. Initiate simultaneous projects designed to revitalize Westside. From street planters to sidewalk improvements to significant new development, CCDC plays a key role in creating the necessary momentum to get and keep things going.
2. 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 ("placemaking").
3. Pursue several initial medium and high-density residential developments totaling 200 to 300 units of mixed housing product in Westside. Housing is the key to a healthy downtown and new residents will serve as a catalyst to other redevelopment efforts.
4. Recruit at least one new quality hotel.
5. Develop one or two new office buildings in Westside in the next five years.

6. Clear regulatory barriers. Zoning codes must support the plan and developers must be rewarded by an expedited process.
7. Pursue development across all land-use sectors simultaneously.

Without direct public intervention, much of Westside could conceivably remain unchanged for the next twenty to twenty-five years. Success will come through numerous public-private partnerships—no single developer will save the day. The plan and the market strategy as set out in this Plan and Attachments create the necessary flexible framework for Westside to capture a share of Boise's growing population and economy.

Current parking resources are predominantly short-term customer and visitor parking and long-term employee and resident parking. Over time, individual businesses have provided their own off-street parking.

Operation of parking as a private, exclusive resource has resulted in inefficient use of the resource. At any lot on any given day, reserved parking spaces are going unused while a potential parking customer looks for space elsewhere. Parking in Westside is not a shared resource like it is in the heart of the CBD near Main and 8th streets.

### **Section 303 Participation Opportunities and Agreement**

#### **Section 303.01 Participation Agreements**

The Agency shall enter into an owner participation agreement 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 and the Agency determines such participation is in the best interests of the Agency and the public. In that event, the Agency may allow for an existing or future owner of property to remove his property and/or structure from future Agency acquisition subject to entering into an owner participation agreement.

Each structure and building in the Project Area to be rehabilitated or to be constructed as a condition of the owner participation agreement between the Agency and the owner pursuant to this Plan will be considered to be satisfactorily rehabilitated and constructed, and the Agency will so certify, if the rehabilitated or new structure meets the following standards:

- a. Executed owner participation agreement to meet conditions described below.
- b. Any such property within the Project shall be required to conform to all applicable provisions, requirements, and regulations of this Plan, including the Westside Downtown Framework Master Plan. The owner participation agreement 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 1993 Downtown Plan, 1997 Boise City Comprehensive

Plan, applicable zoning ordinance, and the Westside Downtown Framework Master Plan. 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.

- c. All such buildings or portions of buildings, which are to remain within the Project Area, shall be reconstructed in conformity with all applicable codes and ordinances of the City of Boise, including any mandated federal authority.
- d. Any new construction shall also conform to all applicable provisions, requirements, and regulations of this Plan.
- e. Any new construction shall also conform to all applicable codes and ordinances of the City of Boise.
- f. Any renovation of a historic structure may seek any applicable and appropriate waiver of the City Building Code.

In such participation 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.

In the event a participant under a participation agreement fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and a participation agreement, the real property or any interest therein may be acquired by the Agency in accordance with Section 305 of this Plan and sold or leased for rehabilitation or development in accordance with this Plan.

Owner participation agreements may be used to implement the following objectives:

- a. Encouraging established businesses to revitalize deteriorating areas of their parcels, and to incorporate elements of the Westside Downtown Plan such as street trees and sidewalk treatments to accelerate the enhancement of the street environment in the Plan area.
- b. Subject to the limitations of the Law and the Act, providing incentives to existing business owners to encourage continued utilization and expansion of existing permitted uses to prevent properties from falling into disuse, a proliferation of vacant and deteriorated parcels and a reduction in downtown employment.
- c. Allowing existing non-conforming uses to continue in accordance with City regulations, and to accommodate improvements and expansions allowed by City regulations.

- d. Subject to the limitations of the Act, providing incentives to improve non-conforming properties so they implement the design guidelines contained in this plan to the extent possible, and to encourage an orderly transition from non-conforming to conforming uses over the 24-year planning horizon.

### **Section 303.02 Zoning Incentives, Impact Fees and Waivers**

Pursuant to the City's zoning ordinance and downtown plan, certain zoning incentives, density waivers, and waivers of parking requirements may be available to those developers who develop properties in such a manner that those incentives and waivers are available. For example, under current 2001 zoning regulations, including a residential housing component within a commercial/office development would entitle such developer to relaxation to the density requirements.

For any development covered by an owner participation agreement or disposition and development agreement, the Agency shall have the authority, but not the obligation, to cooperate with the developer to apply for the waiver or reduction of any impact fee assessed by any other governmental entity. The Agency shall also have the authority, but not the obligation, to consider the payment of all or part of such impact fees from revenue allocation proceeds to the extent allowed by law.

### **Section 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 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, ACHD 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 within the Project Area.

The Agency specifically intends to cooperate to the extent allowable by law with the City of Boise, the State of Idaho, the Ada County Highway District, and Ada County for the acquisition of property and the construction of public improvements and public buildings.

In the event the Agency is participating in the public development by way of financial incentive or otherwise, the public body shall enter into a participation agreement with the Agency and then shall be bound by the Westside Downtown Framework Master Plan and other land use elements and shall conform to those standards specified in Section 405.02 of this Plan.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency, however, will seek the cooperation of all public bodies that own or intend to acquire property in the Project Area. Any public body that owns or leases property in the Project Area will be afforded all the privileges of an owner participant if such public body is willing to enter into a participation agreement with the Agency. All plans for development of property in the Project Area by a public body shall comply with the provisions of this Plan.

## **Section 305 Property Acquisition**

### **Section 305.01 Real Property**

Only as specifically authorized herein, the Agency may acquire, 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, should be acquired to eliminate or mitigate the deteriorated or deteriorating conditions, and as otherwise allowed by law. The acquisition shall be by any means authorized by law (including, but not limited to, the Idaho Urban Renewal Law, the Local Economic Development Law, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970). 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 shall not acquire real property to be retained by an owner pursuant to a participation agreement if the owner fully performed under the agreement.

Generally, 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, or for the assembly of properties for the redevelopment of those properties to achieve the objectives of this Plan. Such properties may include properties owned by private parties or public entities. This Plan does not anticipate the Agency's widespread use of its resources for property acquisition, except for the construction of public improvements and the ability to engage in certain demonstration projects, such as housing opportunities and other major objectives outlined in this Plan and the Framework Master 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 which cannot be acquired by gift, devise, exchange, purchase, or any other lawful method.

The Agency shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner unless: (a) such building requires structural alteration, improvement, modernization, or rehabilitation; (b) the site or lot on which the building is situated requires modification in size, shape, or use; (c) it is necessary to impose upon such property any of the controls, limitations, restrictions, and requirements of this Plan and the owner fails or refuses to execute a participation agreement in

accordance with the provisions of this Plan; or (d) the site or portion thereof is necessary for public improvements.

The purpose of this section is to allow the Agency to use its eminent domain authority to acquire properties necessary for the construction of public improvements or for acquisition of those sites that are deteriorated or deteriorating as described above.

Under the provisions of the Act, the urban renewal plan "shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area." Idaho Code § 50-2018(1). The Agency has identified several parcels for acquisition for the construction of public improvements. Those parcels are contained within Attachments 4 and 5. The Agency also intends to acquire property for the purpose of developing public parking structures, public open space, and to enhance the opportunity for residential housing. At the present time, the Agency cannot specifically identify which parcels may be necessary for acquisition for the parking structures or for site assembly for private development. The Agency reserves the right to determine which properties, if any, should be acquired.

#### **Section 305.02      Personal Property**

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, and where allowed by law, the Agency is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain.

#### **Section 306      Property Management**

During such time such 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.

#### **Section 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 may also undertake relocation activities for those not entitled to benefit under federal law as the Agency may deem appropriate for which funds are available. Persons leasing property held for redevelopment (i.e., those tenants who commence tenancy after acquisition by the Agency) shall not be eligible for relocation benefits. In the event the Agency's activities directly result in the displacement of families within the area, the Agency shall relocate such displaced families into decent, safe, and sanitary dwelling accommodations without undue hardship to such families. For any other activity, the Agency will comply with the provisions of the Idaho Urban Renewal Law regarding relocation.



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.

For 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.

### **Section 308 Demolition, Clearance, and Building, and Site Preparation**

#### **Section 308.01 Demolition and Clearance**

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.

#### **Section 308.02 Preparation of Building Sites**

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. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of streets, utilities, parks, pedestrian walkways, parking facilities, drainage facilities, and other public improvements necessary to carry out this Plan.

The Agency is also authorized (but not required) to construct foundations, platforms, and other structural forms necessary for the provision or utilization of air rights sites for buildings to be used for residential, commercial, private, public, and other uses provided in this Plan.

### **Section 309 Property Disposition and Development**

#### **Section 309.01 Real Property Disposition and Development**

##### **Section 309.01(a) General**

For the purposes of this Plan, the Agency is authorized to sell, lease, 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 Code Section 50-2011 and as otherwise allowed by law. 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. All public bodies acquiring property through the Agency shall enter into a disposition and development agreement with the Agency.

All purchasers or lessees of property acquired from the Agency shall be obligated to use the property for the purposes designated in this Plan, to begin and complete development of the property within a period of time which the Agency fixes as reasonable, and to comply with other conditions which the Agency deems necessary to carry out the purposes of this Plan.

#### **Section 309.01(b) Disposition and Development Documents**

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of blight, all real property sold, leased, or conveyed by the Agency, as well as all property subject to participation agreements, 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, 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.

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, handicap, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a participation 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.

The land and/or air rights and subterranean rights acquired by the Agency shall be disposed of subject to an agreement between the Agency and the developer. The developer (including owner/participants) will be required by the contractual agreement to observe provisions of this Plan and to submit a Redevelopment Schedule satisfactory to the Agency, as further defined in Section 405 of this Plan. Schedule revisions will be made only at the option of the Agency.

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 may be included in the agreement.

It may be included that the developers, their successors, and assigns agree:

- (1) That a plan and time schedule for the proposed development shall be submitted to the Agency.
- (2) 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.
- (3) That the building of improvements will be commenced and completed as jointly scheduled and determined by the Agency and the developer(s).
- (4) That there will be no discrimination against any person or group of persons because of age, race, sex, creed, color, national origin, handicap, or ancestry, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises or any improvements erected or to be erected thereon, therein conveyed nor will the developer himself or any person claiming under or through him establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy of tenants, lessees, sublessees, or vendees in the premises or any improvements therein conveyed. The above provision will be perpetual and will be appended to the land disposed of within the Urban Renewal Project Area by the Agency.
- (5) That the site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Urban Renewal Plan and for Design Review purposes.
- (6) That at the discretion of the Agency a bond or other surety will be provided acceptable to the Agency to ensure performance under the contract of the sale.
- (7) 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 that will continue throughout an estimated useful life for a minimum of twenty (20) years.
- (8) All such buildings or portions of the buildings, which are to remain within the Project Area, shall be reconstructed in conformity with all applicable federal, state, and local codes and ordinances.

- (9) All new construction shall have a minimum estimated life of no less than twenty (20) years.

All disposition and development documents shall also be governed by the provisions of Section 405.02 of this Plan.

#### **Section 309.01(c) Development by the Agency**

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct any publicly-owned building, facility, structure, or other improvement within the Project Area for itself or for any public body or entity, which buildings, facilities, structures, or other improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the buildings, facilities, structures, and other improvements identified in Attachment 5, attached hereto and incorporated herein by reference, and may acquire or pay for the land required therefore.

The Agency may also prepare properties for development by renovation or other means as allowed by law. The Agency may also, as allowed by law, assist in the development of private projects.

In addition to the public improvements authorized under Idaho Code Sections 50-2007, 50-2018, and 50-2903(8), (11), and (12), the Agency is authorized to install and construct, or to cause to be installed and constructed, within the Project Area for itself or for any public body or entity, public improvements and public utilities, including, but not limited to, the following:

- (1) utilities; (2) telecommunications facilities; (3) parks, plazas, and pedestrian paths;
- (4) landscaped areas; (5) parking facilities; (6) street improvements (with prior consent of the Ada County Highway District); (6) sanitary sewers; (7) flood control facilities and storm drains;
- (8) water mains; (9) civic center or other public building; (10) police and fire facilities; and
- (11) transit/transportation facilities, vehicles, and infrastructure.

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 seeks to coordinate special streets, parks, and urban open spaces within Westside. A network of well-developed pedestrian environments, landscaped front yards and proposed new urban open spaces contribute to the public realm. A series of intersections where one enters or leaves the CBD serve as potential nodes for enhanced design treatment. When completed, the framework of civic places and corridors will extend the amenities of the core CBD to the greater downtown area.

The Agency seeks to develop a major new urban open space at 14th, Main, and Idaho streets. The design proposed for this open space in the Westside Downtown Framework Plan includes

providing at least 150 feet in width along the 14th Street corridor between facing buildings. The open space would extend at least to the north side of Idaho Street and the south side of Main Street and would have a grassy, shade tree landscape character. The edges would be lined with a 20-foot wide pedestrian promenade with retail and restaurant uses. It could include a water feature that would enrich the space in each season, perhaps providing skating in winter, sound and movement in warmer weather, and light at night. The open space would have a family of furnishings that is compatible with downtown street furnishings. Ample seating would be provided along the promenade. Enhanced lighting would be provided for safety. This open space would be programmed, designed and promoted to accommodate active day, night, and seasonal uses.

#### **Section 309.01(d) Development Plans**

All development plans (whether public or private) prepared pursuant to a disposition and development agreement or owner participation agreement shall be submitted to the Agency for approval and design review. All development under a disposition and development agreement or owner participation agreement must also conform to those standards specified in Section 405.02 of this Plan.

#### **Section 310 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 that is acquired by the Agency.

#### **Section 311 Rehabilitation and Conservation**

The Agency is authorized to rehabilitate, renovate, and conserve, or to cause to be rehabilitated, renovated, and conserved, any building or structure in the Project Area owned by the Agency for preparation of redevelopment and disposition. The Agency is also authorized and directed to advise, encourage, and assist in the rehabilitation and conservation of property in the Project Area not owned by the Agency. The Agency is also authorized to acquire, restore, rehabilitate, move, and conserve buildings of historic or architectural significance.

As necessary in carrying out this Plan, the Agency is authorized to move, or to cause to be moved, any standard structure or building or any structure or building that can be rehabilitated to a location within or outside the Project Area.

#### **Section 312 Participation With Private or Public Development**

Under the Idaho Urban Renewal Law the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Urban Renewal 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, the Economic Development Administration, the Small Business Administration or other federal agencies.

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.

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 of 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 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 Section 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under subdivision 2(b) of Section 50-2908 of the Local Economic Development Act and Section 504 to this Plan or out of any other available funds.

### **Section 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 participation agreement with the Agency, provided such owner continues to operate, use, and maintain the real property within the requirements of this Plan.

### **Section 314 Arts Funding**

The Agency may provide funding for arts projects, including placement and maintenance of public art, integration of art with project design, and provision for performing arts facilities and equipment. Potential arts projects will be evaluated on a case-by-case basis prior to funding by the Agency. A fundamental criterion for providing funding will be the degree to which a particular art project contributes to revitalization of the downtown Boise and the achievement of the goals and objectives in the Westside Downtown Framework Master Plan. The Agency may use a guideline that 1% of the construction cost of a particular project be allocated to arts projects, subject to budget considerations.

Arts projects may be selected and provided by the Agency, separately from any construction costs of developers, or may be funded through partnerships with developers and other public agencies. The Agency Board of Commissioners shall make selections of the works of art with the advice and assistance of the Boise City Arts Commission. Selected art projects may be an

integral part of the public improvement/facility, attached to the structure, detached within or outside of the structure, or exhibited in other areas of the Project open to the general public.

Whenever possible, Agency arts funding will be used to leverage additional contributions from developers, other private sources, and public or quasi-public entities.

### **Section 315 Geothermal Resource**

The Agency shall include in any owner participation agreement or disposition and development agreement entered into under the provisions of this Plan the following text for consideration of the use of the City's geothermal resource:

The Developer/Owner Participant shall investigate the feasibility of using the City's geothermal resource for heating the development. The Developer/Owner Participant shall contact and discuss the use of this resource with the City Public Works Department. In the event the Developer/Owner Participant determines not to avail itself of this resource, which determination shall be in the Developer/Owner Participant's sole discretion, the Developer/Owner Participant shall provide the Agency with documentation explaining the reason for not using this resource and evidence of contact with the City Public Works Department.

### **Section 400 Uses Permitted in the Project Area**

#### **Section 401 Redevelopment Plan Map and Development Strategy**

The Description of the Project Area and Revenue Allocation Area Boundary and Project Area-Revenue Allocation Area Boundary Map, attached hereto as Attachments 1 and 2 and incorporated by reference, describe the location of the Project Area boundaries. The proposed land uses to be permitted in the Project for all land, public and private, are depicted in Attachment 3.

#### **Section 402 Designated Land Uses**

##### **Section 402.01 Zoning Classifications**

The zoning classifications for the Project Area are as shown and depicted in Attachment 3 on page 141 and include primarily general commercial (C-2), multi-family residential (R-3PD), limited office (L-OPD), and high density commercial (C-5D), all as more specifically defined in chapter 4, title 11, Boise City Code. The Agency also recognizes those land uses permitted by conditional uses under each zoning classification, subject to the conditions imposed by the City of Boise pursuant to the condition use process. As part of the planning process and the preparation of the Framework Master Plan, this Plan recommends the City consider certain zoning changes to achieve the objectives of the Framework Master Plan including extending the area classified as C-5D and establishing a mixed use zone similar to C-5D with potential limits

on height and density. Areas proposed for zoning changes are shown on page 175 of the Westside Downtown Framework Master Plan.

#### **Section 402.02 Preferred Land Use Framework Plan**

The Framework Master Plan includes a preferred pattern for the development of land uses in order to achieve the overall vision for Westside Downtown. Proposed uses correspond to the four major land use categories evaluated in the development of the plan: retail, convention/hotel/entertainment, office, and housing. Most blocks in Westside Downtown are suitable for two, three or all four of the land use categories depending on the context, adjacent uses, and access. The plan identifies, however, areas where urban housing and major retail should be emphasized. The plan indicates optional locations for certain civic uses, and conceptual locations for public and private parking structures. The preferred land use framework plan is on page 25 of the Westside Downtown Framework Master Plan.

#### **Section 403 Other Land Uses**

##### **Section 403.01 Public Rights-of-Way**

Additional public streets, alleys, and easements may be created in the Project Area as needed for proper development. Existing streets, alleys, and easements may be abandoned, closed, expanded or modified as necessary for proper development of the Project, in accordance with any applicable policies and standards of the City of Boise or Ada County Highway District regarding changes to dedicated rights-of-way.

Any changes in the existing interior or exterior street layout shall be in accordance with the objectives of this Plan and the design standards of the City, Ada County Highway District, or Idaho Department of Transportation as may be applicable.

##### **Section 403.02 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. 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 restrictions as may be necessary to protect the development and use of the Project Area.

##### **Section 403.03 Interim Uses**

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit 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 Boise City Code and must have a specific expiration date.



#### **Section 403.04            Nonconforming Uses**

The Agency may permit 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 participation 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 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 Boise City Code.

#### **Section 404    General Controls and Limitations**

All real property in the Project Area is subject to the controls and requirements of this Plan. No 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, except as provided in Section 405.

##### **Section 404.01            Construction**

All construction in the Project Area shall comply with all applicable state and local laws and codes in effect from time to time. In addition to applicable codes, 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.

##### **Section 404.02            Rehabilitation and Retention of Properties**

Any existing structure within the Project Area, subject to either a disposition and development agreement or owner participation agreement, approved by the Agency for retention and rehabilitation, shall be repaired, altered, reconstructed, or rehabilitated in such a manner that it will be safe and sound in all physical respects and be attractive in appearance and not detrimental to the surrounding uses.

**Section 404.03      Limitation on Type, Size, and Height of Building**

Except as set forth in other sections of this Plan, including Section 405 of this Plan, the type, size, and height of buildings shall be as limited by applicable federal, state, and local statutes, ordinances, and regulations.

**Section 404.04      Open Spaces, Landscaping, Light, Air, and Privacy**

The issues of open space, landscaping, light, air, and privacy shall be governed by applicable local ordinances.

**Section 404.05      Signs**

All signs shall conform to City sign ordinances as they now exist or are hereafter amended.

**Section 404.06      Utilities**

The Agency shall require that all utilities be placed underground whenever physically and economically feasible.

**Section 404.07      Incompatible Uses**

No use or structure which by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors which would be incompatible with the surrounding areas or structures shall be permitted in any part of the Project Area.

**Section 404.08      Nondiscrimination and Nonsegregation**

There shall be no discrimination or segregation based upon race, color, creed, religion, sex, marital status, national origin, handicap, or ancestry permitted in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of property in the Project Area.

**Section 404.09      Subdivision of Parcels**

Any parcel in the Project Area shall be subdivided only in compliance with the City Subdivision Ordinance.

**Section 404.10      Variations**

Under exceptional circumstances, the Agency is authorized to permit a variation from the limits, restrictions, and controls established by this Plan. In order to permit 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 that do not apply generally to other properties having the same standards, restrictions, and controls;
- c. Permitting a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
- d. Permitting a variation will not be contrary to the objectives of this Plan or of the Boise City Comprehensive 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, without amendment of this Plan. In permitting 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 this Plan. Any variation permitted by the Agency hereunder shall not supersede any other approval required under City codes and ordinances.

#### **Section 404.11      Off-Street Loading**

Any development and improvements shall provide for off-street loading as required by the City ordinances as they now exist or are hereafter amended.

#### **Section 404.12      Off-Street Parking**

All new construction in the area shall provide off-street parking as required by the City ordinances as they now exist or are hereafter amended, recognizing the economics of a shared parking regimen and the parking objectives set forth in the Westside Downtown Framework Master Plan.

### **Section 405    Design for Development**

#### **Section 405.01      Design Guidelines for Development**

No new improvement shall be constructed, and no existing improvements shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan; provided, however, the Ada County Highway District shall not be subject to the jurisdiction of the Agency for modifications of public rights-of-way. The provisions of this Plan and the Westside Downtown Framework Master Plan design guidelines are applicable to all public and private property in the Project Area recognizing the need for flexibility in interpretation and implementation of the Plan and the Framework Master Plan design guidelines and the ability of

the Agency to grant variations to the Plan and the Framework Master Plan as allowed by Section 404.10 of this Plan.

The land use elements of the Framework Master Plan are encouraged but not specifically required for development within the Project Area unless an owner participation agreement or disposition and development agreement is entered into between the property owner or developer and the Agency.

All development under this section shall also comply with all applicable City zoning and building ordinances, including the Framework Master Plan as may be adopted and implemented by the City of Boise.

**Section 405.02      Design Guidelines for Development Under a Disposition  
and Development Agreement or Owner Participation  
Agreement**

Under an owner participation agreement or a disposition and development agreement the design guidelines and land use elements of the Framework Master Plan shall be achieved to the greatest extent feasible, though the Agency retains the authority to grant minor variations under Section 404.10 of this Plan and subject to a negotiated agreement between the Agency and the developer or property owner.

Under those agreements, the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. In such agreements, the Agency may impose additional design controls. One of the objectives of this Plan is to create an attractive pedestrian environment in the Project Area. Therefore, such plans shall give consideration to good design and amenities to enhance the aesthetic quality of the Project Area. These additional design standards or controls will be implemented through the provisions of any disposition and development agreement or owner participation agreement or by appropriate covenants appended to the land and instruments of conveyance executed pursuant thereto. These controls are in addition to any standard 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 ordinances.

**Section 405.03      City Design Review Committee**

By submitting this Plan and attachments for approval by the City Council, the Agency requests the City formally adopt the Westside Downtown Framework Master Plan as additional design review guidelines for the Project Area.

## **Section 500 Methods of Financing the Project**

### **Section 501 General Description of the Proposed Financing Method**

The Agency is authorized to finance this Project with financial assistance from the City, State of Idaho, federal government, interest income, Agency bonds, donations, loans from private financial institutions, the lease or sale of Agency-owned property, public parking revenue, revenue allocation funds as allowed by the Act, 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, borrow funds, and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from any other 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.

The City or any other public agency may expend money to assist the Agency in carrying out this Project.

### **Section 502 Revenue Bond Funds**

As allowed by law and subject to such restrictions as are imposed by law, the Agency is authorized to issue 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 shall be liable personally on the bonds by reason of their issuance.

### **Section 503 Other Loans and Grants**

Any other loans, grants, guarantees, or financial assistance from the United States, the State of Idaho, or any other public or private source will be utilized if available.

### **Section 504 Revenue Allocation Financing Provisions**

The Agency hereby adopts revenue allocation financing provisions as authorized by Chapter 29, Title 50, Idaho Code (the "Act"), effective retroactively to January 1, 2001. These revenue allocation provisions shall apply to all taxing districts in which the Revenue Allocation Area is located 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 Urban Renewal Project.

The Agency, acting by one or more resolutions adopted by its Board of Commissioners, is hereby authorized to apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay such costs as are incurred or to pledge all or any portion of such revenues to the repayment of any moneys borrowed, indebtedness incurred, or bonds issued by the Agency to

finance or to refinance the Project Costs (as defined in Idaho Code Section 50-2903[11]) of one or more urban renewal projects.

Upon enactment of an ordinance by the governing body of the City of Boise, Idaho, 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 Section 50-2908. The Agency shall use such funds solely in accordance with Idaho Code Section 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 of Commissioners.

A statement listing proposed public improvements and facilities, an economic feasibility study, estimated project costs, fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code Section 50-2905 is included in Attachment 5 to this Plan. This statement necessarily incorporates estimates and projections based on the Agency's present knowledge and expectations. The Agency is hereby authorized to modify the presently anticipated urban renewal projects and use of revenue allocation financing of the related Project Costs if the Board of Commissioners of the Agency deems such modification necessary or convenient to effectuate the general objectives of the Plan.

The Agency may also appropriate funds consisting of revenue allocation proceeds on an annual basis without the issuance of bonds. The Agency has also provided for obtaining advances or loans from the City or private entity in order to immediately commence construction of certain of the public improvements. Revenues will continue to be allocated to the Agency until the improvements identified in Attachment 5 are completely constructed or until any obligation to the City or other public entity or private entity are fulfilled. Attachment 5 incorporates estimates and projections based on the Agency's present knowledge and expectations concerning the length of time to complete the improvements. 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.

The revenue allocation proceeds are hereby irrevocably pledged for the payment of the principal and interest on the advance of monies or making of loans or the incurring of any indebtedness such as bonds, notes, and other obligations (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project in whole or in part.

The Agency is authorized to make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project.

#### **Section 504.01      Keyser-Marston Feasibility Study**

Attachment 5 consists of the Economic Feasibility Study ("Study") for the Westside Downtown Urban Renewal Area. The Study constitutes the financial analysis required by the Act.

#### **Section 504.02      Assumptions and Conditions/Economic Feasibility Statement**

The information contained in Attachment 5 assumes certain completed and projected actions. Under the provisions of the Act, the revenue allocation shall continue until the bond debt is satisfied. All debt is projected to be repaid no later than the duration period of the Plan. The total amount of bonded indebtedness and the amount of revenue generated by revenue allocation is dependent upon the extent and timing of private development. Should all of the development take place as projected, bonded 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 bonds may continue for their full term.

The Urban Renewal Plan and attachments incorporate estimates and projections based on the Agency's present knowledge and expectations. The Agency may modify the project if the Board of Commissioners deems such modifications necessary to effectuate the Plan. The Plan proposes certain public improvements, including utility improvements, streetscapes, street improvements, property acquisition, and relocation costs, which will facilitate development in the Revenue Allocation Area.

#### **Section 504.03      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 valuation for the entire City. The base assessment roll, not including utilities and less any homeowner's exemption, for the original revenue allocation area for the Boise Central District as of January 1, 1987, is \$31,568,535. The base assessment roll, not including utilities and less any homeowner's exemption for the River Street/Myrtle Street District as of January 1, 1994 is \$60,252,634. The base assessment roll not including utilities and less the homeowner's exemption for the Westside Area as of January 1, 2001, is \$97,199,800. The base assessment roll, not including utilities and less any homeowner's exemption for the Boise Central District, the River Street/Myrtle Street Area, and the Westside Area is \$189,020,969. The total assessed value for the City of Boise as of January 1, 2001, less homeowner's exemptions, is \$11,388,185,002. The combined base assessment roll for all three Revenue Allocation Areas do not exceed 10 percent of the assessed value for the City of Boise.

## **Section 504.04**

### **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 limiting authority. For example, the Study identifies facade easements and facade improvements as capital projects. Use of revenue allocation funds for that purpose will be limited by the authority of the Act. 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 (Table 4 of the Study). The Study has assumed a three percent inflationary increase through year 5 and a four percent increase commencing in year 6. Conversely, new developments reflect only 75 percent of maximum build-out over twenty years.

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 and bonds, annual revenue allocations, developer contributions, 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 information contained in the Study assumes certain projected actions. First, the Agency has projected several bond terms and note issues. The bond term will be finally determined by the marketability of the notes. Under the provisions of the Act, the revenue allocation may continue until the debt is satisfied for a period of 24 years. Second, the total amount of indebtedness and the amount of revenue generated by revenue allocation is dependent upon the extent and timing of private development. Should all of the development take place as projected, indebtedness would be extinguished earlier, dependent upon the bond sale documents and legal obligations therein. 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 bonds may continue for their full term.

The proposed timing for the public improvements may very well have to be modified depending upon the availability of some of the funds and the Agency's ability to sell an initial issue of notes or bonds.

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



## **Section 505    Rebate of Revenue Allocation Funds**

In any year during which the Agency receives revenue allocation proceeds, the Agency, as allowed by law, is authorized (but not required) to return or rebate to the other taxing entities identified in Attachment 5 of this Plan any revenue allocation funds not previously pledged or committed for the purposes identified in the Plan. Under the Act, the Agency must first apply all such revenues for the payment of the projected costs of the urban renewal project identified and repayment of principal and interest on any moneys borrowed, indebtedness incurred, or bonds issued by the Agency and maintain any required reserve for payments of such obligation or indebtedness. Only to the extent revenues of the Agency exceed these obligations shall the Agency consider any rebate or return of revenue allocation funds to the other taxing entities. The Agency shall rebate such funds in a manner that corresponds to each taxing entity's relative share of the revenue allocation proceeds or on the basis of extraordinary service requirements generated by the Project. All other taxing entities shall first receive any such rebate before such rebate shall be disbursed to the City.

Attachment 5 describes the Agency's financing plan for the Project. The Project will be financed, in part, through tax increment financing, using revenue allocation funds as allowed by the Act. The Agency anticipates that on an annual basis, tax increment, and other funds may be sufficient to satisfy the obligations incurred by the Agency, even though the entire amount of revenue allocation funds must be pledged for the term of any bonds or other debts incurred by the Agency. Therefore, on an annual basis, the Agency will consider the rebate of funds, which funds, may not be revenue allocation funds, but other funds available to the Agency (e.g., net parking revenues).

## **Section 506    Participation With Local 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 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.

## **Section 507    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.

## **Section 508    Impact on Other Taxing Districts and Levy Rate**

A specific delineation of tax dollars generated by revenue allocation upon each taxing district has not been prepared. The overall impact of the revenue allocation project is shown in the

Study. Since the passage of House Bill 156 in 1995, taxing entities are constrained in establishing levy rates by a function of the amount each budget of each taxing district can increase on an annual basis. The amounts set forth in the Study, Net Income, Table 2, would constitute the amounts distributed to the other taxing entities from the Revenue Allocation Area if there were no urban renewal project. Each individual district's share of that amount would be determined by its particular levy rate as compared to the other districts in any given year. Therefore, the impact of revenue allocation is more of a product of the imposition of House Bill 156. In addition, without the revenue allocation district and its ability to pay for public improvements and public facilities, fewer substantial improvements within the revenue allocation area would be expected in the next five to ten years, hence there would be lower increases in assessed valuation to be used by the other taxing entities.

Additionally, the Study has taken the existing 2001 levy rate of .014 and imposed such levy rate for the term of the Plan. One result of House Bill 156 is the likely reduction of the levy rate as assessed values increase for property within each taxing entity's jurisdiction. If the overall levy rate is less than .014, the Agency shall receive fewer funds from revenue allocation.

#### **Section 600 Actions by the City**

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 blight. 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 the private and publicly-owned property, rights-of-way, or 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. 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.
- d. Preservation of historical sites.
- e. 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.

- f. Institution and completion of proceedings necessary for the consideration of a local improvement district or business improvement district under Chapters 17 and 26, Title 50, Idaho Code, if requested.
- g. The undertaking and completing of any other proceedings necessary to carry out the Project.
- h. Administration of Community Development Block Grant and other state and federal grant funds that may be made available for the Project.
- i. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.
- j. The waiver of any hookup or installation fee for sewer, water, or other utility services for any facility owned by any public agency, including the Agency, if the City deems such waiver necessary.
- k. The waiver of any impact fee assessed by the City, if the City deems such waiver necessary.
- l. Imposition, whenever necessary (by conditional use permits or other means as appropriate), of controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.

The foregoing actions to be taken by the City do not constitute any commitment for financial outlays by the City.

#### **Section 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.

The provisions of this Plan or other documents entered into pursuant to this Plan may also be enforced by court litigation instituted by either the Agency or the City. Such remedies may include, but are not limited to, specific performance, damages, reentry, injunctions, or any other remedies appropriate to the purposes of this Plan. In addition, any recorded provisions, which are expressly for the benefit of owners of property in the Project Area, may be enforced by such owners.

#### **Section 800 Duration of This Plan**

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-four (24) years from the date of

adoption of this Plan by the City Council through December 31, 2025, which date shall be deemed the termination date of the Plan.

#### **Section 900 Procedure for Amendment**

The Urban Renewal Plan may be further modified at any time by the Agency and in compliance with the Law and the Act. Where the proposed modification will substantially change the Plan, the modifications must be approved by the City Council in the same manner as the original Plan. Substantial changes for City Council approval purposes shall be regarded as revisions in project boundaries, land uses permitted, land acquisition, and other changes which will violate the objectives of this Plan. Any amendment or modification shall be subject to such rights at law or equity any individual or entity who has entered into a disposition or development agreement or owner participation agreement with the Agency or its successor or successors in interest may be entitled to assert.

#### **Section 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.

#### **Section 1100 Performance Review**

Under the Idaho Urban Renewal 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. In addition to this report, the Agency shall file with the City on an annual basis an official summary adopted by the Agency Board describing in detail the Agency's performance during the preceding year. The annual report may be filed with the City as part of the annual report required under the Law.



September 27, 2001



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

A tract of land consisting approximately 143.5 acres being portions of the Boise City Original Town Site, Book 1 of Plats at Page 1, McCarty's 2<sup>nd</sup> Addition, Book 2 of Plats at Page 85 and Mrs. McCarty's Subdivision, Book 1 of Plats at Page 41, records of Ada County and unsubdivided land. Said tract being situated in portions of Sections 3, 4 and 10 of Township 3 North, Range 2 East, Boise Meridian, Boise City, Ada County, Idaho. Said tract 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 0°21'00" East 212.53 feet along the Section line common to said Sections 3 and 4 to a point on the northeastern boundary of the River Street-Myrtle Street Urban Renewal Project Area, said point being on the northeasterly Right-Of-Way of Grove Street and the **POINT OF BEGINNING**; thence

North 55°18'00" West 81.55 feet along said northeasterly Right-Of-Way of Grove Street to a point on the northwesterly Right-Of-Way of North 16<sup>th</sup> Street, said point being the northwest corner of said River Street-Myrtle Street Urban Renewal Project Area; thence

South 34°42'00" West 80.00 feet along the northwestern boundary of said River Street-Myrtle Street Urban Renewal Project Area to the southwest Right-Of-Way of Grove Street; thence leaving said River Street-Myrtle Street Urban Renewal Project Area boundary and following said southwest Right-Of-Way of Grove Street the following courses:

North 55°18'00" West 235.00 feet; thence continuing along said southwest Right-Of-Way as described in Resolution No. 541 For Vacation and Abandonment, Instrument No. 100009884, records of Ada County

North 34°57'18" East 20.71 feet; thence

127.67 feet along a curve to the right, said curve having a radius of 226.68 feet, a delta angle of 32°16'08" and a chord of 125.99 feet bearing North 17°47'10" West; thence leaving said southwest Right-Of-Way (Instrument No. 100009884)

North 11°14'20" East 111.76 feet to a point on the southwesterly Right-Of-Way of Grove Street, as shown on the Boise One-Way Couplet, Project No. U-3021(21) Highway Survey, as shown on the plans thereof; thence along said southwesterly Right-Of-Way

North 00°57'20" East 38.95 feet; thence

North 17°37'57" West 71.35 feet; thence

North 07°07'15" West 43.47 feet; thence

79.11 feet along a curve to the left to the southwesterly Right-Of-Way of Main Street, said curve having a radius of 140.50 feet, a delta angle of 32°15'41" a chord of 78.07 feet bearing North 33°17'45" West; thence continuing along said southwesterly Right-Of-Way

North 01°35'24" West 3.00 feet to the southwesterly Right-Of-Way of Main Street; thence

North 55°18'00" West 199.40 feet to the southwesterly extension of the northwesterly Right-Of-Way of North 18<sup>th</sup> Street; thence along said extension and said northwesterly Right-Of-Way

North 34°42'00" East 420.00 feet to the northeasterly Right-Of-Way of West Idaho Street; thence along said northeasterly Right-Of-Way,

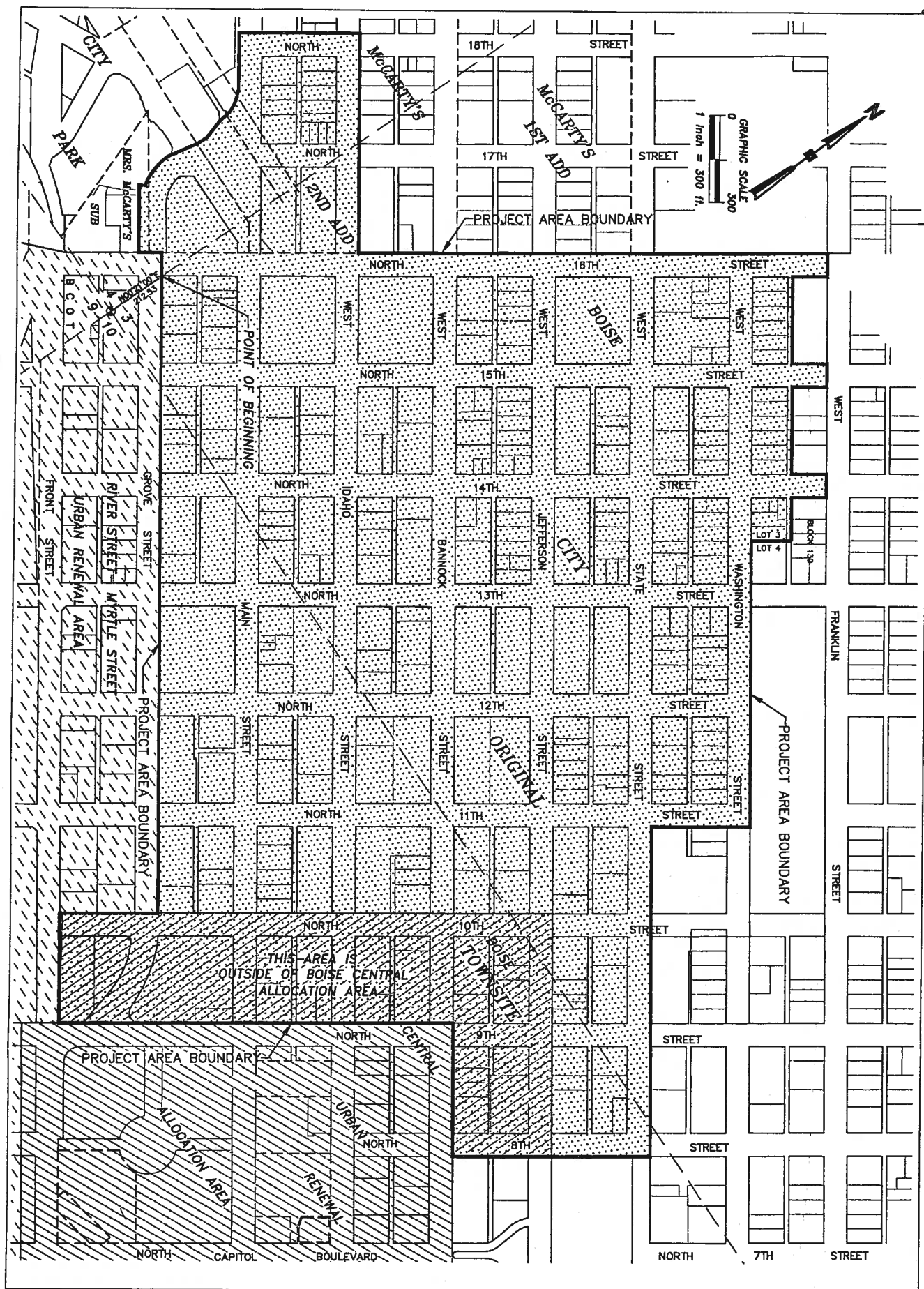
South 55°18'00" East 760.00 feet to the northwesterly Right-Of-Way of North 16<sup>th</sup> Street; thence along said northwesterly Right-Of-Way

North 34°42'00" East 1620.00 feet to the southwesterly Right-Of-Way of West Franklin Street;

**ATTACHMENT 1**

thence along said southwesterly Right-Of-Way  
South 55°18'00" East 80.00 feet to the southeasterly Right-Of-Way of North 16<sup>th</sup> Street; thence  
along said southeasterly Right-Of-Way  
South 34°42'00" West 122.00 feet to the northeasterly Right-Of-Way of the alley located between  
West Franklin Street and West Washington Street; thence along said northeasterly alley  
Right-Of-Way  
South 55°18'00" East 300.00 feet to the northwesterly Right-Of-Way of North 15<sup>th</sup> Street;  
thence along said northwesterly Right-Of-Way  
North 34°42'00" East 122.00 feet to said southwesterly Right-Of-Way of West Franklin Street;  
thence along said southwesterly Right-Of-Way  
South 55°18'00" East 80.00 feet to the southeasterly Right-Of-Way of North 15<sup>th</sup> Street; thence  
along said southeasterly Right-Of-Way  
South 34°42'00" West 122.00 feet to said northeasterly alley Right-Of-Way; thence along said  
northeasterly alley Right-Of-Way  
South 55°18'00" East 300.00 feet to the northwesterly Right-Of-Way of North 14<sup>th</sup> Street;  
thence along said northwesterly Right-Of-Way  
North 34°42'00" East 122.00 feet to said southwesterly Right-Of-Way of West Franklin Street;  
thence along said southwesterly Right-Of-Way  
South 55°18'00" East 80.00 feet to the southeasterly Right-Of-Way of North 14<sup>th</sup> Street; thence  
along said southeasterly Right-Of-Way  
South 34°42'00" West 122.00 feet to said northeasterly alley Right-Of-Way; thence along said  
northeasterly alley Right-Of-Way  
South 55°18'00" East 150.00 feet to the northerly extension of the line between Lot 3 and Lot 4, of  
Block 130 of said Boise City Original Town Site; leaving said northeasterly alley Right-Of-  
Way and along said northerly extension and line between said Lot 3 and Lot 4  
South 34°42'00" West 138.00 feet to the northeasterly Right-Of-Way of West Washington  
Street; thence along said northeasterly Right-Of-Way  
South 55°18'00" East 990.00 feet to the southeasterly Right-Of-Way of North 11<sup>th</sup> Street; thence  
along said southeasterly Right-Of-Way  
South 34°42'00" West 340.00 feet to northeasterly Right-Of-Way of West State Street, thence  
along said northeasterly Right-Of-Way  
South 55°18'00" East 1140.00 feet to the southeasterly Right-Of-Way of North 8<sup>th</sup> Street; thence  
along said southeasterly Right-Of-Way  
South 34°42'00" West 680.00 feet to the northeasterly Right-Of-Way of West Bannock Street;  
thence along said northeasterly Right-Of-Way  
North 55°18'00" West 460.00 feet to the northwesterly Right-Of-Way of North 9<sup>th</sup> Street; thence  
along said northwesterly Right-Of-Way  
South 34°42'00" West 1360.00 feet; to a point on the northeasterly Right-Of-Way of Front Street  
and being a point on said northeastern boundary of the River Street-Myrtle Street Urban  
Renewal Project Area; thence following said northeastern boundary the following courses:  
North 55°18'00" West 380.00 feet along said northeasterly Right-Of-Way of Front Street to the  
northwesterly Right-Of-Way of South 10<sup>th</sup> Street; thence along said northwesterly Right-Of-Way  
North 34°42'00" East 340.00 feet to the northeasterly Right-Of-Way of Grove Street; thence along  
said northeasterly Right-Of-Way  
North 55°18'00" West 2198.45 feet to the **POINT OF BEGINNING.**





DESIGNED BY: DRAWN BY: DATE BY: 1 OF 1	CHECKED BY: PLOT DATE: 9-26-01	<b>URBAN RENEWAL PLAN</b> <b>WESTSIDE URBAN RENEWAL PROJECT</b> <b>Project Area-Revenue Allocation Area Boundary Map</b> <b>Prepared For</b> <b>CAPITAL CITY DEVELOPMENT CORPORATION</b>		 405 South 8th, Suite 205 Boise, Idaho 83702 (208) 342-0081 PHONE (208) 342-0082 FAX CIVIL ENGINEERING-SURVEYING-CONSTRUCTION MANAGEMENT
	REVISION: QCD APPR:	SCALE: 1"=300'	PROJECT NO. 204-03	
	DATE: REVISION: QCD APPR:	DRAWING FILE NAME: WESTSIDE.DWG		







# **WESTSIDE DOWNTOWN FRAMEWORK MASTER PLAN**

**As Recommended for Adoption by  
Capital City Development Corporation Board of Commissioners  
Boise, Idaho  
November 13, 2001**

## **PREFACE**

This plan for the Boise Westside Downtown District is the third in a series of urban renewal plans for downtown Boise. Efforts to revitalize downtown Boise started in 1965 with adoption of the urban renewal plan for the Central Business District. This plan was revised in 1986, shifting direction for revitalization from development of a downtown regional mall to preservation of the existing historic building fabric and creation of a lively mix of pedestrian-oriented uses at an urban level of intensity. Public investments included construction of the Grove pedestrian plaza, 8<sup>th</sup> Street pedestrian spine, transit mall on Main and Idaho, brick streetscapes and five parking garages. With this work nearly complete, civic attention moved south resulting in the establishment of the River Street/Myrtle Street District and adoption of the urban design plan in 1994. Renewal activities have included construction of office buildings, apartments, the new Ada County Courthouse, and renovation of the Pioneer Warehouse into the Fulton Street Theater. A cultural district south of Front Street is emerging, and the University of Idaho has made a major commitment to the Idaho Place and Idaho Water Center projects.

The Westside Downtown urban design plan continues the community's efforts to reinvigorate and enhance downtown Boise, through both public and private investment, so it continues as the vital heart for both the metropolitan area and the region.

## CREDITS

### CCDC BOARD

Kevin McKee, Chairman  
M. Jerome Mapp, Vice Chairman  
Paula Forney, Commissioner  
Dale E. Krick, Sr., Commissioner  
Cheryl Larabee, Commissioner  
Philip Reberger, Commissioner  
Dean Sorensen, Commissioner

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Zimmer Gunsul Frasca Partnership

**Real Estate Market Strategy**  
Leland Consulting Group

**Transportation Analysis**  
Washington Group

**Eligibility Report**  
Harlan Mann Consultants

**Financial Plan**  
Keyser Marston Associates

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## STATEMENT OF PURPOSE

A city is only as strong as its downtown. Downtown Boise is where the community's history began and over time, the character and culture of downtown has created a place that sets Boise apart from other cities. Downtown remains the heart of the community. All across America, cities struggle with downtowns in decline and Boise has shared this experience. Fortunately for this community, Boise is a place worth caring about and civic leaders have demonstrated the vision and commitment to restore vitality in its heart. Boise's redevelopment effort started in 1965 in the Central District with the current plan for this area being adopted in 1986. With this work nearly complete, civic attention moved south resulting in the establishment of the River Street/Myrtle Street District and adoption of the urban design plan in 1994. New commercial, office and residential developments have been built, historic buildings have been renovated, and start-up technology companies have moved into this district. A new courthouse and offices for Ada County is under construction, and plans are underway for the University of Idaho and Idaho State University to create a unique educational center at Idaho Place.

Adoption of *Westside Downtown Framework Master Plan* represents the next phase in downtown revitalization, with the goal of extending the success and vitality generated in previous efforts to the area west of the Central Business District (CBD).

In 1993, the City of Boise published the *Downtown Boise Plan*, which anticipated eventual expansion to the west, all other directions being constrained by existing development and active uses. While the 1993 plan provided valuable direction for downtown expansion, it was not explicit about the type, rate or character of expansion that should occur. The purpose of this *Westside Downtown Framework Master Plan* is to clarify that vision, by providing a firm but flexible framework for development of almost fifty blocks immediately west of the existing central business district.

The Westside Downtown Plan provides a long-range view of what uses and activities might best occur in this location given its proximity to an array of existing community assets as well as to improvements already made in surrounding areas. Funding to implement the plan, under statutory mandate, extends over a 24-year period. Full implementation may require a longer time, but the public resources expire at the end of this period making early investment in key projects that can serve as a catalyst critical.

## I. EXECUTIVE SUMMARY

### Statement of Purpose

The plan area roughly delineated by 8<sup>th</sup> and 9<sup>th</sup> Streets on the east, 16<sup>th</sup> and 18<sup>th</sup> Streets on the west, Grove Street on the south and Washington Street on the north combines the potential for significant densities and building heights close to the Central District with a stepped-down level of density near the fringes. The ultimate mix will depend upon the evolving market and the plan is specifically designed to accommodate market shifts over time. However, there is a strong commitment providing maximum opportunity for people to live in and close to downtown through a variety of housing styles and price ranges.

The ultimate purpose of this plan is to both direct and encourage development that will serve to improve the quality of life of Boiseans who live, work, or visit the district. To this end, formulation of the plan is only this first step. Land use regulations may need to be modified to better ensure the plan is implemented. We must identify early opportunities for coordinated public and private investments in improvements to leverage further investment and to ensure high quality design and construction of a variety of developments. These improvements materially improve greater Downtown Boise as a place to live and work.

While the twenty-four year planning horizon seems long, early and continuous activity must be fostered to spark the regeneration that will complement the excellent work already done in ensuring a strong and vibrant heart for Idaho's capital city.



## PLANNING CONTEXT

Interest in creating an urban renewal district and urban design plan for Westside has grown directly from successful redevelopment in the Central and River Street-Myrtle Street urban renewal areas. CCDC has taken the lead role in detailed planning for all three areas.

The foundation for the *Westside Downtown Framework Master Plan* is the City's 1993 *Downtown Boise Plan*, which presents detailed goals, objective, and policies for downtown Boise. It was adopted by reference as part of the Boise City Comprehensive Plan in 1997. The 1993 *Downtown Boise Plan* clearly calls for:

- Downtown to remain as the regional center for corporate business, finance, arts, entertainment, higher education, and government services;
- Downtown to be a compact, urban district of high quality design and amenities;
- Promotion of urban housing;
- Promotion of alternate transportation modes—pedestrian, bicycle, and transit; and
- Recruitment of new businesses and retention of existing strong businesses.

Goals from the 1993 *Downtown Boise Plan* applicable to Westside and utilized in development of this plan are included in Section II of this plan (pages 14-21).

A more recent national public-interest program, called SmartCities, advocates mixed use, pedestrian-oriented development with strong city centers. It includes such concepts as:

- Reduced dependence on automobile travel
- Reduced energy consumption through improved design
- Reduced infrastructure costs through higher intensity, urban-style development
- Housing choices
- Walkable neighborhoods
- Enhanced public spaces

The Westside Downtown Framework Master Plan embraces these principles.

## I. EXECUTIVE SUMMARY

### Planning Context

As redevelopment in the Central District nears completion, and construction in the River Street-Myrtle Street District is gaining momentum, redevelopment attention is beginning to shift to the next adjacent area—Westside. Much of the land in Westside is in surface parking lots and there is a lack of development activity. At the same time, it is located close to the successful redevelopment of the downtown core, offers opportunities for downtown expansion, and is experiencing rising assessed values and growing interest in investment potential. The corporate headquarters for Boise Cascade and Idaho Power are located here. The construction of the Connector using Front and Myrtle Streets, rather than Main and Idaho Streets as the through route for downtown traffic has improved access and shifted traffic patterns, both of which have benefited Westside.

Formal adoption of this plan will allow current development proposals to move forward with certainty and will allow CCDC and other agencies to select and fund certain public improvements that will support and attract additional new development. Finally, recommended zoning changes to a portion of Westside are described in Appendix 5, pp. 174-176. These revisions are critical to the implementation of the urban design plan.

## I. EXECUTIVE SUMMARY

### Vision & Urban Design Principles

#### VISION

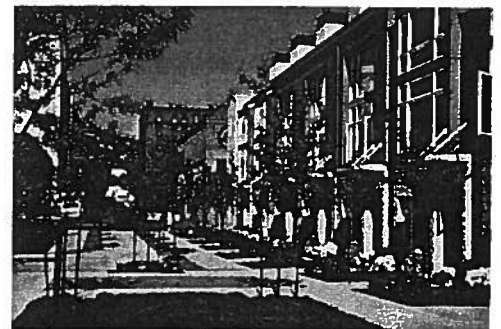
Westside Downtown is envisioned to be a vital part of downtown Boise with a rich mixture of urban-style housing, offices, shops, restaurants and sidewalk cafes where people live, work, visit and enjoy being part of the city center. Westside will enhance downtown's economic vitality with new stores that make downtown a shopping destination and with new and expanded businesses that increase employment in the central business district. Westside will be an urban neighborhood with tree lined-streets and attractive sidewalks that encourage walking as the primary means of travel. Plazas, park-like green space, artwork, concerts and cultural events will enhance public spaces created here and delight both heart and mind. The route of the Boise City Canal, which cuts diagonally through this district, will be celebrated as part of the community's history. The area will be served by excellent transit, which will allow people to move easily between different parts of downtown and to commute to other parts of the city. Residents and visitors will have convenient connections to the cultural district, the Grove, Boise River, Julia Davis and Ann Morrison Parks, Boise State University and the Foothills through a network of pedestrian and bicycle routes. Where Westside meets adjacent neighborhoods to the north and west, the intensity of development will be compatible with these quieter, more peaceful places. Westside will serve as a connection between existing close-in residential neighborhoods and downtown.



#### URBAN DESIGN PRINCIPLES

Cities across the country are rejuvenating their centers. Through the combined efforts of whole communities, downtowns are coming back to life as places to work, shop, live, and recreate. New generations are seeking the variety, creativity, bustling activity, and close-in proximity that only downtowns, not suburbs, can offer. Boise has put great effort into reinvigorating its central city and the *Westside Downtown Framework Master Plan* builds on that success. The intent of the plan is to expand the vitality of the existing downtown core into Westside. The plan embodies these principles:

- A rich and varied public realm is the backbone of a thriving, interesting downtown. The streets, plazas, parks, and green spaces are the living room of the city where people from all walks of life come together.
- Compact, urban, pedestrian-oriented design is critical to successfully mixing uses and generating vitality. If various land uses are spread out beyond comfortable pedestrian range, the overlapping of various people and their activities will not achieve a critical level of cohesiveness.



## I. EXECUTIVE SUMMARY

### Urban Design Principles



- Vital city centers can become neighborhoods where people live. When residential uses are mixed with offices, restaurants, stores, theaters, hotels, churches, recreation centers, etc, both residents and visitors feel a sense of belonging to the place, people feel more secure, and there is a heightened level of both day and evening activity. Downtown remains alive beyond the work day.
- Successful downtowns guide themselves over decades of development and redevelopment by honoring a shared public vision. This vision, in turn, is the basis for excellence in design. Continued success requires continued leadership, care, and attention.
- A successful framework master plan should be responsive to changing real estate markets, but also definitive enough that redevelopment, no matter how large or small, can begin anywhere in the district and be consistent with the plan.
- Implementation of the framework master plan will require public co-investment to help stimulate desired private development. Typically, the public will fund enhanced public facilities like streets, sidewalks, parking garages, parks, or plazas which, in turn, create an attractive setting for adjacent private investment in office, retail, or housing. This public-private partnership has been instrumental in the successful redevelopment of the Central District Urban Renewal Area in Boise over the last 15 years.



## **MARKET STRATEGY SUMMARY**

Preparation of the *Westside Downtown Framework Master Plan* included market research to answer the fundamental question—is this plan achievable based on capturing a reasonable share of the overall regional real estate market growth? What are the prospects for residential, office and retail development in Westside over a 24-year period? (This planning horizon was chosen because the Idaho State Code places a limit of 24 years on the lifespan of urban renewal districts except under special circumstances.) Preparation of a market based development strategy for Westside accompanied this research. The development strategy identifies ways to capture and create economic opportunities—both harness and generate market forces. A keystone of the development strategy in this plan is to create a unique and authentic identity for Westside, an activity called “placemaking”, which will prompt private investment. A development strategy provides flexibility over the planning period. It recognizes that market conditions will change and adjustments will need to be made. It relies on the conviction, however, that creating long-term, fundamental value in a place through people-oriented urban design and well-conceived investment in public infrastructure will attract private capital and bring about success. The Westside Plan requires concentrated placemaking anchored in public-private partnerships.

This section provides a summary of market statistics collected and the development strategy prepared for this plan. The complete market strategy report is included under Market Context and Strategy in Section II The Plan (pp. 100-124).

### **Market Profile**

The following core statistics emerged from the research and form the basis for the market development strategy:

- Over the last ten years, the City of Boise and the surrounding region have grown by almost 30 percent—a remarkable growth rate.
- Population projections, although conservative, are positive over the next twenty years.
- Over 63 percent of all Boise households consist of one or two persons.
- Boise’s median household income of \$47,586 is 17 percent above the national average.
- Boise has a strong office market, with an increasing share of that sector locating downtown.
- The housing market remains solid in Boise, with a potentially strong unmet demand for quality urban housing.
- The downtown retail market is continuing to lose small merchants and lacks strong retail anchors.

## I. EXECUTIVE SUMMARY

### Market Strategy



These market details led to projections for new development in the study area. The plan calls for 258,000 square feet of new retail space, 830 additional hotel rooms, 1.2 million square feet of office space, and approximately 1,000 housing units over the next twenty years. The development program is supported by the market research.

### Development Strategy

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 Westside Downtown into a vital, thriving part of the community, requires an assertive strategy. The following list represents the key elements of that effort.

1. Initiate simultaneous projects designed to revitalize Westside. From street trees to sidewalk improvements to significant new development, CCDC plays a key role in creating the necessary momentum to get and keep things going.
2. 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 ("placemaking").
3. Pursue several initial medium and high-density residential developments totaling 200 to 300 units of mixed housing product in Westside. Housing is the key to a healthy downtown and new residents will serve as a catalyst to other redevelopment efforts.



## I. EXECUTIVE SUMMARY

### Market Strategy

4. Recruit at least one quality hotel.
5. Develop one or two new office buildings in Westside in the next five years.
6. Clear regulatory barriers. Zoning codes must support the plan and developers must be rewarded by an expedited process.
7. Pursue development across all land-use sectors simultaneously.

Without direct public intervention, much of Westside could conceivably remain unchanged for the next twenty years. Success will come through numerous public-private partnerships—no single developer will save the day. The plan and the market strategy presented in the following section create the necessary flexible framework for Westside to capture a share of Boise's growing population and economy.



### **WESTSIDE FRAMEWORK MASTER PLAN**

In the early part of the 20<sup>th</sup> century, Westside was an established part of downtown Boise – it shared the street grid, trolleys and canals and it was the transition from the central business district to early adjacent residential areas. In the 1980s, as rail yards were removed, the connector was built, and both public and private investments were made in the Central District, Westside became a leftover zone. Land and buildings were cleared or fell into disuse or were cleared and Westside was left without a real sense of place or identity.

When city leaders developed goals and policies for the greater downtown area in 1993, they recognized the substantial potential of Westside. It was identified as part of the central business district expansion area. The time is now advantageous for Westside to be rejuvenated, build on its existing assets, and become a vital part of downtown Boise. The Boise Westside Downtown Urban Design Plan envisions a natural expansion of urban mixed uses over the next 24 years into this area. Primary features of the plan are:

- Reinforcement of downtown retail with new major retailers near Tenth, Eleventh, Main and Idaho streets;
- Substantial new urban housing (at middle market prices) focused in the western portion of the district around a new park-like green space at 14th, Main and Idaho streets, and on the northern edge along a landscaped urban parkway at State Street;
- New office uses concentrated primarily in the eastern and central portions of the district to form a denser CBD, and to make better use of shared parking facilities and improved transit service;
- New hotel and entertainment uses concentrated between Grove, Myrtle, 13<sup>th</sup> and Ninth around expanded convention facilities planned at Front and Eleventh streets;
- Using the 14th Street Park between Main and Idaho as a catalyst and centerpiece for residential, retail, entertainment, and office development in Westside, thus creating an identity for this in-town neighborhood.
- An improved street environment on all of Westside's grid of streets including enhanced paving, trees, lights, pedestrian furnishings, etc;
- Enhancement of State Street between 16<sup>th</sup> and Eighth streets as a visual gateway to the Idaho State Capitol Building and Mall;
- An expanded system of public parking facilities conveniently distributed throughout the Westside to serve a number of uses with varying parking demands;
- Protection of culturally valuable historic buildings remaining in the district.



**GRAPHIC TO BE ADDED**

## I. EXECUTIVE SUMMARY

### Plan Implementation

#### Plan Implementation Summary

However good a plan may be, its benefits will not be realized until it has been implemented. Implementation occurs through many avenues including private and public investments, grant programs, the use of regulatory tools such as zoning and design review, construction of catalyst projects, and other actions.

The Westside Downtown Framework Master Plan sets goals, policies, design guidelines and plans that describe how the district should be developed over the next 24 years. The intent of the plan is to transform Westside into a vibrant urban place within downtown Boise. Tools available for implementation include the following:

- Creating a revenue allocation area for Westside that will capture a portion of the property taxes generated in the Westside district for urban renewal activities;
- Accessing federal and state funding programs, grants and donations;
- Implementing the Westside Downtown financial plan;
- Using public funds to leverage private investment in the Westside district;
- Creating public-private partnerships;
- Incorporating the Westside Downtown Plan into the Boise City Comprehensive Plan;
- Obtaining approval for zoning revisions that create greater consistency between plan goals, policies and guidelines and land use and development regulations;
- Using the Westside Downtown Master Plan in evaluating specific development proposals;
- Undertaking specific implementation strategies and programs.

These tools are described in more detail in the Plan Implementation section on pages 63-69. The Westside Downtown Framework Master Plan strives to create a workable balance between public and private interests that will benefit downtown Boise and the larger community. Implementation of the Westside Downtown Master Plan will require commitment, dedicated effort and sizeable investment from both the public and private sectors. The plan recognizes partnerships as a key factor in accomplishing the desired results.

## INTRODUCTION

This section constitutes the heart of the *Westside Downtown Framework Master Plan*. It includes the following:

- Goals and policies from the 1993 *Boise Downtown Plan* applicable to Westside, which have been used as a foundation in developing this plan.
- Specific goals and objectives for future development and redevelopment of Westside.
- A series of framework plans that depict the various design components essential to achieving the revitalization goals for Westside. Each framework plan is accompanied by design guidelines. The framework plans and design guidelines set a standard for planning and design quality for those in public agencies who review development proposals and for both public and private entities that design and develop projects in Westside. Among these framework plans, the preferred land use plan appears first and provides an overview of the development plan for Westside.
- Standards for design of streets and sidewalks and selection of furnishings in the public right-of-way. These address such items as street plans and sections, paving details for sidewalks, street trees and tree grates, transit shelters, light fixtures, an extensive list of street furniture, and graphics. These standards create a sense of continuity and a consistent level of quality in the design of the public realm. They are to be used in designing and reviewing development proposals that abut the public right-of-way and other public spaces, or involve improvements to these areas.
- The full report on the market context and strategy, which has been summarized in Section I, is given at the end of Section II.

## II. THE PLAN

### 1993 Downtown Plan



Main Street design identity



Ground floor retail

### DOWNTOWN BOISE PLAN-1993

Almost all of the Westside district is included in the area governed by the 1993 *Downtown Boise Plan*. This adopted plan's purpose is "to preserve and enhance the strengths of downtown businesses by guiding growth and development in the greater Downtown Boise area." It is a policy plan that supplements Boise's comprehensive plan, the Metro Plan. Goals that apply specifically to the area area given below with relevant policy elements noted.

*Goal 1: The Central Business District should be developed in a compact manner with the downtown area as Boise's primary regional activity and employment area. A diversity of land use, quality design, and good access from all areas of the City should be emphasized.*

#### Policies:

- a. The Central Business District will be developed in a manner that creates a distinct identity through the design of streetscapes, open spaces and buildings.
- b. Concentration of office and retail uses within the Central Business District will be encouraged.
- c. NA
- d. The area immediately west of the downtown core, between 13<sup>th</sup> and 17<sup>th</sup> streets, from State to Myrtle Street will be protected from uses not compatible with those allowed in the Central Business District to encourage future expansion of the CBD into this area.
- e. NA
- f. Transportation improvements within the Central Business District should emphasize efficient public transit and vehicle access as well as promote safe pedestrian and bicycle movement

*Goal 2: Retail, personal services, and entertainment uses should be concentrated in the Central Business District to encourage a high level of pedestrian use and to promote twenty-four hour activity atmosphere.*

#### Policies:

- a. Retail uses will be emphasized in the Central Business District especially at street level on Idaho Street, Main Street, and along Eighth Street corridor.
- b. NA
- c. NA
- d. NA

- e. Mixed uses of buildings within the Central Business District will be encouraged (i.e. retail, office and residential uses under one roof).
- f. Residential uses may be encouraged in the downtown area by using density, height, or parking bonuses to increase activity levels.

*Goal 3: The City should emphasize growth of downtown businesses based on the strength of existing uses in the downtown area.*

Policies:

- a. Encourage existing employers to retain and expand their offices in the downtown area.
- b. Encourage new employers to locate downtown.
- c. Complementary uses are encouraged to locate near major downtown employment centers such as ..., State Capitol Mall, and other major financial or corporate offices in order to provide better service to these entities.
- d. Nonconforming uses in the downtown area that provide essential services to other downtown uses should be retained where possible – provided their activities are not detrimental to adjoining properties and uses.

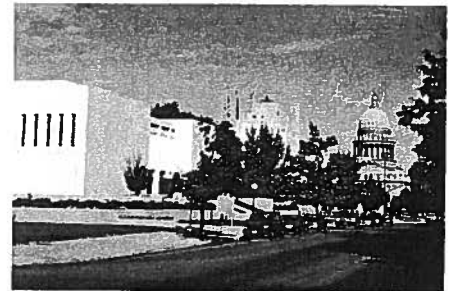


*A major downtown employer.*

*Goal 4: The City should retain government offices and social services in the downtown area and encourage their expansion.*

Policies:

- a. The City will encourage refinement of the State Capitol Mall Plan.
- b. State and County government offices are encouraged to locate within the downtown area.
- c. Social services will be encouraged to locate within the downtown area to improve delivery of services



*State Street in the Capitol Mall.*

*Goal 5: Low-density residential neighborhoods, ..., should be protected by a buffer of higher density residential uses and offices while maximizing the economic potential of existing buildings.*

Policies:

- a. Residential and office buffer areas are established around the Central Business District to discourage encroachment or expansion of high intensity commercial uses into these areas.



*Residential-office buffer*

**WESTSIDE DOWNTOWN  
FRAMEWORK MASTER PLAN**

## II. THE PLAN

### 1993 Downtown Plan

- b. NA
- c. In residential and office buffer areas located north of the Central Business District, new development should provide a sense of transition from high-rise, higher intensity uses near the CBD boundary (State Street), to low-rise, lower intensity uses near the North End Neighborhood boundary (Franklin Street).
- d. NA
- e. The residential quality of buffer areas should be emphasized and enhanced through building setback and design standards as well as encouragement for rehabilitation, adaptive reuse, preservation and protection of historic properties.
- f. The design of new buildings within buffer areas should reflect residential design qualities compatible to the character of the established neighborhood.
- g. Standards for building design and setbacks in buffer areas should be stringently applied to protect the integrity and value of designated historic properties.



*Auto-oriented uses*

*Goal 6: Offices, retail uses, automobile dealerships, motels, restaurants, fast food restaurants, auto-oriented uses and land intensive developments will be encouraged to locate in the area west of the Central Business District.*

**Policies:**

- a. Auto-oriented uses and land intensive developments are encouraged to locate in the area west of the Central Business District, between 23<sup>rd</sup> and 27<sup>th</sup> streets and from Americana Boulevard to Main Street.
- b. NA
- c. Building heights should be limited to between 3 and 5 stories to preserve important views of the foothills and buildings within the Central Business District.

*Goal 7: The intensity of uses and the arrangement and design of proposed structures, parking areas, streetscapes, signs and open spaces should relate to the intended level or type of activity of each downtown sub-district. ...*

**Policies:**

- a. NA
- b. NA

- c. New auto-related uses such as drive-up services, gas stations and automobile dealerships should be restricted from locating in the Central Business District.
- d. Where allowed in the downtown area, surface parking lots shall be designed and landscaped to promote pedestrian activity and be aesthetically pleasing.
- e. Roof signs are prohibited ...
- f. New development shall comply with the requirements and standards of the Downtown Historic Lighting District.
- g. New development shall comply with the requirements and standards of the Downtown Gateway Streets District.

*Goal 8: The City should seek to encourage and improve pedestrian circulation and use of public transit in the downtown area through parking regulations, incentives programs, enforcement and coordination with parking vendors.*

**Policies:**

- a. Standards for off-street parking within the Central Business District should be flexible to permit the use of innovative solutions for parking problems. Adverse impacts on parking area safety must be mitigated. Parking requirements for new developments should not be waived.
- b. The approval of parking reductions or the application of Parking Reduction overlay Zones should be linked to the presence or use of one or more of the following: 1. The location, availability and quantity of public and quasi-public parking facilities; 2. Utilization of public transit for employees or customers or both by the development or use; 3. Provision of pedestrian amenities and orientation of the uses to pedestrians, 4. Application of recognized transportation systems management techniques that conclusively reduce the need for parking for a particular development.
- c. Off-street parking will be required to be maintained to city standards with a particular emphasis on the upkeep of required landscaped areas.



*Shared, short-term parking available to the public.*

## II. THE PLAN

### 1993 Downtown Plan



*On-street parking*

*Goal 9: The location and type of downtown parking facilities should encourage ease of access to the downtown area while promoting downtown businesses, employment, pedestrian activity, efficient uses of land, and good design.*

**Policies:**

- a. Peripheral parking areas should be permitted to be located adjacent to the Central business District to provide low cost parking options.
- b. Parking facilities should be linked to employment and shopping areas within the Central Business District by public transit service and pedestrian paths.
- c. Construction of new parking facilities between Front and Myrtle is encouraged.
- d. Retain on-street parking spaces and regulate them to better serve customers of downtown businesses.
- e. Parking areas within residential areas should be located behind a primary structure. Access should be from alleys or side streets to minimize impacts to residential quality.

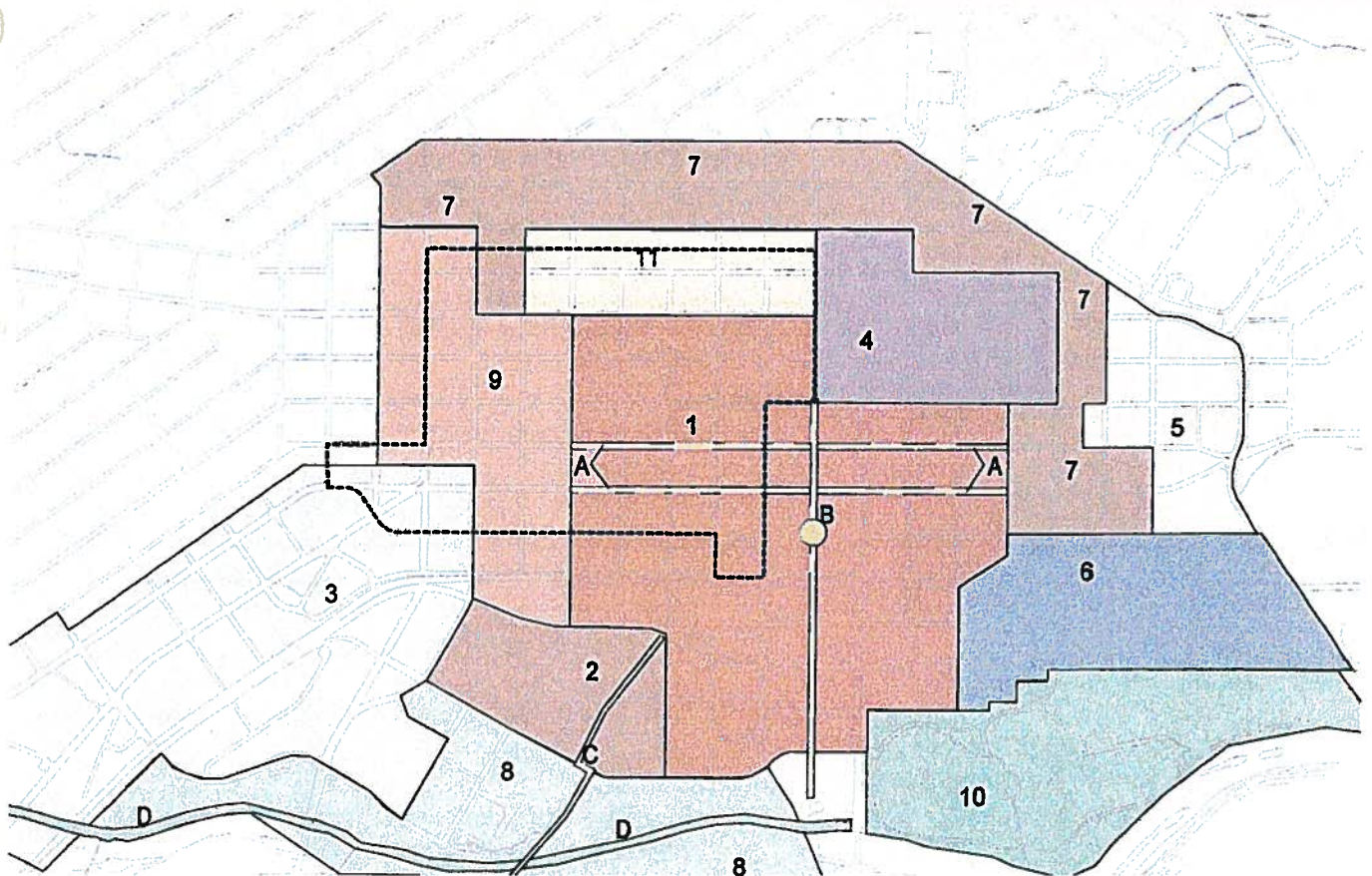
*Goal 10: City zoning, land use, and design decisions should conform to the adopted land use plan map and special design districts for the downtown planning area.*

To guide implementation of these goals and policies, the Plan maps districts and special features within the downtown area. Westside, indicated by a broken line in the map opposite, includes large segments of the Central Business District (1), and the CBD Expansion Area (9).



## II. THE PLAN

### 1993 Downtown Plan



#### RECOMMENDED LAND USE - DOWNTOWN BOISE PLAN 1993



- |  |   |
|--|---|
| 1 CENTRAL BUSINESS DISTRICT                | 7 RESIDENTIAL - OFFICE BUFFER                         |
| 2 RIVER STREET RESIDENTIAL AREA            | 8 BOISE RIVER OFFICE PARK                             |
| 3 AUTO - COMMERCIAL AREA                   | 9 CBD EXPANSION AREA                                  |
| 4 STATE CAPITOL MALL EXPANSION AREA        | 10 JULIA DAVIS PARK CULTURAL RESOURCES EXPANSION AREA |
| 5 HOSPITAL SERVICES EXPANSION AREA         | 11 BOISE HIGH SCHOOL PLANNING AREA                    |
| 6 FRONT-MYRTLE OFFICE/RESIDENTIAL CORRIDOR |   |

#### SPECIAL FEATURES

- |   |
|---|
| A IDAHO & MAIN STREET PEDESTRIAN EXTENSIONS |
| B EIGHTH STREET PEDESTRIAN EXTENSION        |
| C PIONEER WALKWAY PEDESTRIAN EXTENSION      |
| D BOISE RIVER GREENBELT                     |

#### Findings:

1. The 1993 Plan is clear that the Westside Downtown area is seen as the future expansion of the Central Business District – high density office, retail, entertainment and residential uses.
2. The 1993 Plan is also clear about prohibiting new auto-oriented commercial uses in the Westside Downtown area. This presumes that existing auto-oriented uses would be phased out by market demand for new higher intensity uses. Zone 3, to the southwest, provides for auto-oriented uses.
3. Goals and policies concerning parking management, pedestrian emphasis and transit service are compatible with compact mixed uses. Efficient, compact, shared parking facilities are encouraged.

## II. THE PLAN

### Goals & Objectives



### WESTSIDE DOWNTOWN GOALS & OBJECTIVES

These broad goals and objectives are derived from the 1993 *Downtown Boise Plan* and from dialogue with stakeholders and City agencies. They are also generally consistent with broad urban design goals of the Central District Urban Design Plan and the River Street-Myrtle Street Urban Design Plan.

**Goal 1. New, mixed-use redevelopment in Westside should reinforce activities in the greater Downtown Boise area.**

#### Objectives:

- Continue prosperity in downtown Boise by encouraging development of supportive uses;
- Capitalize on 'new economy' opportunities;
- Complement plans and activities of adjacent sub-districts including the Central District Urban Renewal Area, the River Street-Myrtle Street Urban Renewal Area, the North End Neighborhood and State Capitol Mall.

**Goal 2. Build on existing attributes within the Westside area.**

#### Objectives:

- Utilize the Westside Downtown's established grid of streets as the fundamental building block;
- Preserve and reinforce areas of valued urban character such as historic districts, active ground floor uses, established open spaces, streets with large trees, continuous residential front yards, garages at alleys, etc;
- Protect and respect historic buildings;
- Protect existing, viable commercial structures;
- Promote compatibly scaled infill redevelopment;
- Stop the encroachment of surface parking lots into viable neighborhood areas by provision of parking alternatives.

**Goal 3. Require an urban character in redevelopment of Westside.**

#### Objectives:

- Respect existing urban development patterns: blocks, grid streets, street-oriented buildings, rear parking, curbside street trees, alleys (where feasible), etc;
- Require a pedestrian orientation of new development in the design and location of buildings, streets, parking and open space;
- Provide flexibility in the design of buildings for the changing nature of uses;
- Provide a continuity of pedestrian connections such as sidewalks, paths and signalized crossings.

**Goal 4. Create a memorable and dignified civic framework of open spaces and streets that complements the activity and design of adjacent uses and links Westside to its neighboring sub-districts.**

**Objectives:**

- Provide access to public open space for residents and workers in the district;
- Clarify a hierarchy of streets that serves the needs of the district not only by traffic capacity but also by design treatment of sidewalks, crosswalks, street trees, lighting and furnishings;
- Extend special design treatment on Main and Idaho streets;
- Provide special design treatment on Bannock, 14<sup>th</sup>, Eleventh, State and Jefferson streets.

**Goal 5. Invest strategically in public facilities such as streetscape, open space and public parking where these help stimulate appropriate, intensive, mixed-use redevelopment.**

**Objectives:**

- Locate public parking facilities where they can serve the greatest need and where they relieve pressures to demolish viable existing buildings in order to expand surface parking lots;
- Give a sense of place to the Westside by developing new public open space as a focal point for new mixed-use redevelopment.

**Goal 6. Improve the quality of life for all who live and work in the downtown by wise public and private investment in Westside redevelopment.**

**Objectives:**

- Invest in sustainable design, favoring life-cycle costs over initial capital cost;
- Promote alternative modes of transportation in the Westside redevelopment – walking, transit, and bicycling;
- Ensure clean air and clean water.



## II. THE PLAN

### Framework Plans & Design Guidelines

#### URBAN DESIGN FRAMEWORK PLANS

The urban design framework plans and related design guidelines are the core of the Westside Downtown Framework Master Plan. These framework plans and their supporting guidelines have been developed in order to make understanding the overall plan's intent easier. Each of the plans addresses an important design element that is essential to realizing the revitalization goals for Westside. The Westside plan also complements and builds upon the urban design plans for the two existing urban renewal districts in Boise: the Central District plan adopted in 1986 and the River Street-Myrtle Street plan adopted in 1994. These two plans together regulate design quality for a substantial portion of downtown Boise. Since Westside is contiguous with both of these urban renewal districts, and the Westside plan addresses an integral part of the downtown, the Westside plan needs to be coordinated with the overall goals for redevelopment of downtown Boise. The following framework plans, guidelines and standards are intended to be used by those who will construct projects and those who will review the design of those projects in Westside.



These framework plans also identify actions needed to provide catalysts for development. Unlike the Central District when it underwent redevelopment, most of the land in Westside is privately owned and the plan anticipates that this situation will continue. Achieving the revitalization goals for Westside will be accomplished more through public-private partnership, incentives and development regulation than through public ownership of the land, where a public agency can direct how the land will develop. A summary of the implementation strategy is included in Section I (see page 12), and a more detailed discussion of plan implementation appears in this Section II (see page 63). This strategy identifies actions that are needed to achieve the vision desired for Westside. One of the key components of this strategy is how public funds generated from the Westside urban renewal district will be invested—what projects and improvements will be undertaken and what incentives will be offered to prompt private investment in the direction indicated by the plan.



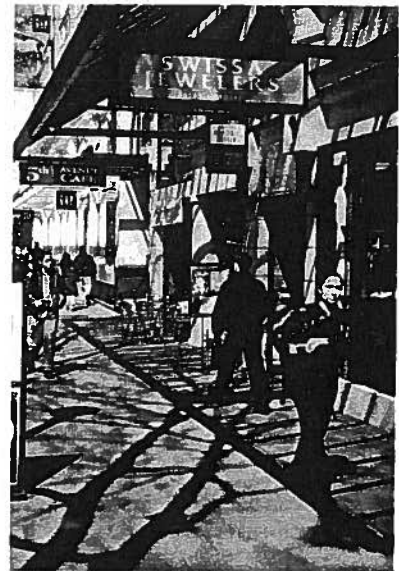


## **1. PREFERRED LAND USE FRAMEWORK PLAN**

The Preferred Land Use Framework Plan provides a vision of land uses within Westside that will support the goals stated in the preceding pages. In developing the land use plan, a series of alternative concepts were created and used to identify issues and obtain input from property and business owners, residents, elected and appointed officials and other public agencies, and the real estate market strategist hired to assist with plan development. These alternatives focused on four types of land use analyzed in the market strategy: retail, convention/hotel/entertainment, office, and housing, and are summarized in Market Context and Strategy on page 100.

The land use plan depicts a preferred pattern for the development of land uses in order to achieve the overall vision for Westside. Proposed uses correspond to the four major land use categories mentioned above. Most blocks are suitable for two, three or all four of the land use categories depending on context, adjacent uses, and access. However, the plan also identifies areas where urban housing and major retail should be emphasized. The proposed convention center expansion is shown as a recommended single use in the adjacent River Street-Myrtle Street urban renewal district. The plan indicates optional locations for certain civic uses, and concept locations for public and private parking structures.

Housing and retail are more sensitive to locational variables than is office development. Certain sites are logical for residential redevelopment due to site opportunity, proximity to amenities, separation from heavy traffic, access, perception of safety, etc. The framework plan emphasizes housing in the western portion and northern edge of Westside, where it can connect with and reinforce adjacent urban neighborhoods. Within the district, housing needs to be concentrated so that it establishes a sense of neighborhood. This will also provide a critical mass of residents who support stores, restaurants, and other local services. A pivotal component of the land use plan is the development of significant housing facing the proposed urban open space at 14<sup>th</sup> Street. This will expand the mix of people who will use this public space and extend its hours of use, making it feel safer, and more inviting. The Westside Plan regards substantial new housing in the district as critical to its success, and anticipates concerted effort by the public sector, along with participation by the private sector, to reach this goal.



## II. THE PLAN

### Framework Plans & Design Guidelines

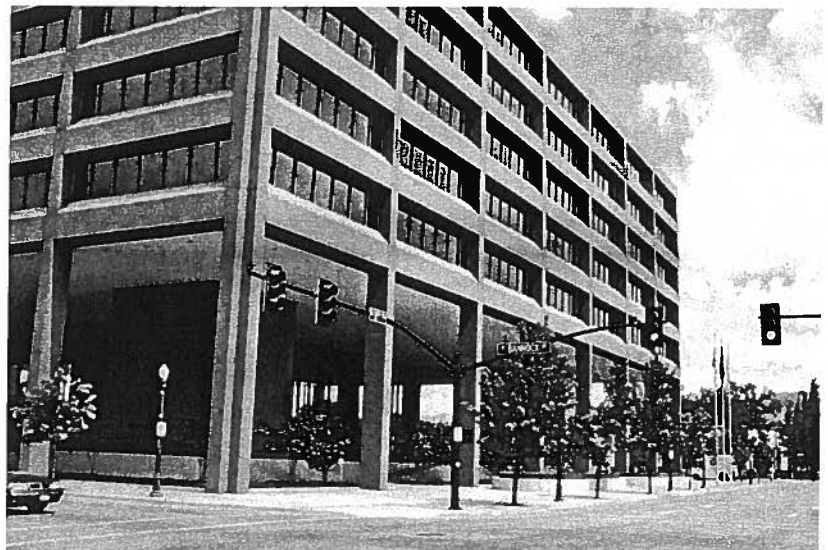


The land use framework plan anticipates downtown retail expansion. Development of larger retail stores is encouraged in the area immediately west of downtown's existing retail concentration on Main, Idaho and Eighth streets. Also indicated are zones where smaller scale, storefront retail is encouraged to activate frontages on certain streets, intersections, and open spaces. Main, Idaho, and 11<sup>th</sup> streets, as well as the proposed urban open space at 14<sup>th</sup> Street, are primary storefront retail locations.

Office uses tend to be market driven and can be accommodated in a number of locations, hence they are indicated in areas of flexible use. Current market forces and land economics in Westside tend to favor office development over housing and retail. In order to achieve the desired mix of uses in Westside, it will be necessary to prompt new housing and retail uses through catalyst projects and incentives and by the direction depicted in the plan.

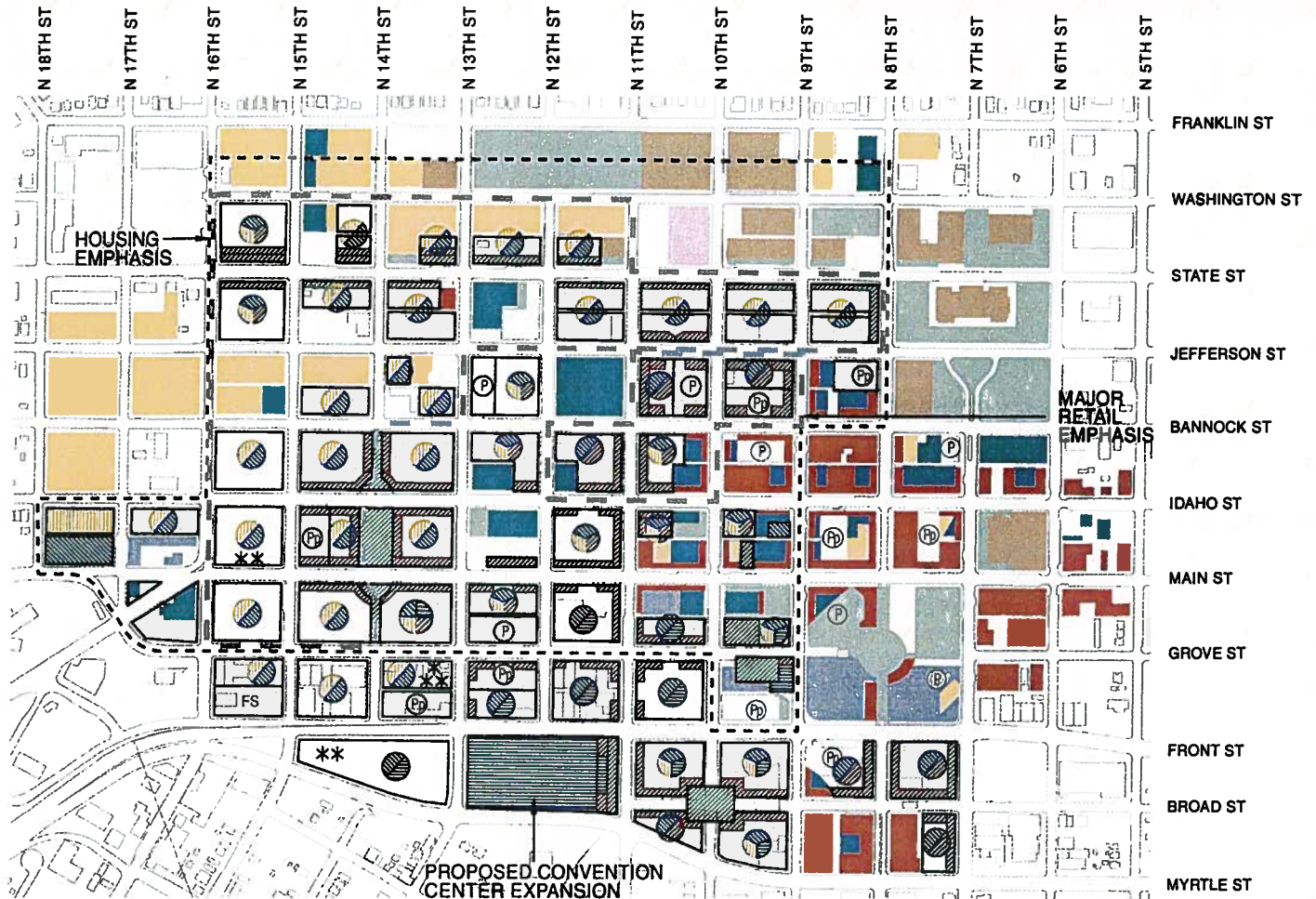
Finally, the development of new hotels will be significantly influenced by the location of the Boise Convention Center Expansion (currently proposed for the site between 11<sup>th</sup>, 13<sup>th</sup>, Front and Myrtle streets). Potential new hotel and entertainment uses are indicated on flexible-use blocks surrounding this site.

Base zoning would be the ultimate determinant of allowed uses. However, this vision of preferred uses will form the basis of investment by CCDC in catalyst projects and in development partnerships in Westside.



## II. THE PLAN

Framework Plans &  
Design Guidelines



### PREFERRED LAND USE FRAMEWORK PLAN

0 240  
0 FEET 800' N

		OFFICE	PROPOSED
		URBAN MAJOR RETAIL	PROPOSED
		URBAN STOREFRONT RETAIL	PROPOSED
		URBAN HOUSING	PROPOSED
		CONVENTION/HOTEL/ENTERTAINMENT	PROPOSED
		PUBLIC ATTRACTION	EXISTING
		OPEN SPACE	PROPOSED
		INSTITUTIONAL, CULTURAL, GOVERNMENT, SCHOOL, CHURCH	EXISTING
		NON-PUBLIC STRUCTURED PARKING	EXISTING RECOMMENDED
		PUBLIC STRUCTURED PARKING	EXISTING PROPOSED

	FLEXIBLE USE - OFFICE, HOUSING
	FLEXIBLE USE - OFFICE, MAJOR RETAIL
	FLEXIBLE USE - OFFICE, HOTEL/ENTERTAINMENT
	FLEXIBLE USE - OFFICE, HOUSING, HOTEL/ENTERTAINMENT
	FLEXIBLE USE - OFFICE, RETAIL, HOUSING
	FLEXIBLE USE - OFFICE, RETAIL, HOUSING, HOTEL/ENTERTAINMENT
	PUBLIC USE - POTENTIAL DOWNTOWN POLICE FACILITIES SITE
	PUBLIC USE - POTENTIAL INTERMODAL TRANSIT STATION SITE
	FIRE STATION EXPANSION

NOTE:  
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## II. THE PLAN

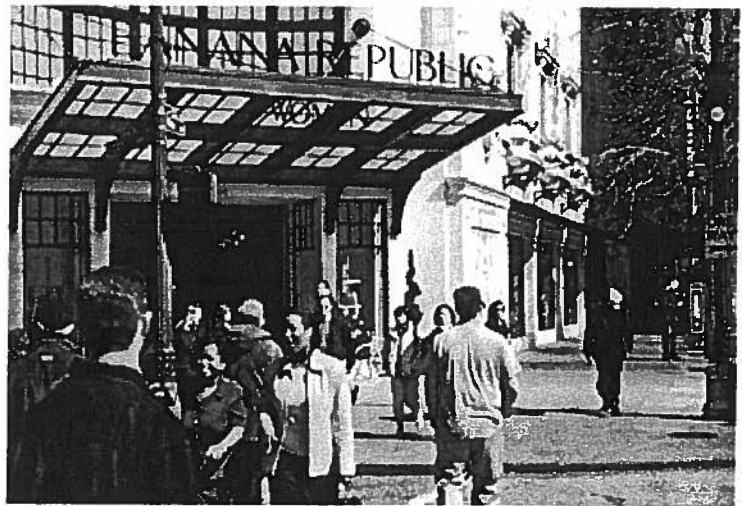
Framework Plans &  
Design Guidelines



*Urban housing and open space*

### PREFERRED LAND USE DESIGN GUIDELINES

- 1.1 Establish a neighborhood of moderate to high-density urban housing in the west and northwest sectors of the Westside District, and as in-fill opportunities are available along State Street.
- 1.2 Locate housing adjacent to the urban open space planned on 14th Street between Main and Idaho to give residents access to this amenity and to promote “eyes on the park” for safety.
- 1.3 Concentrate retail uses near the existing retail core to reinforce activity in the CBD.



- 1.4 Allow office uses throughout Westside to mix with other uses, with larger offices in the area eastern portion of the Westside District.



*Hotel with retail*





## II. THE PLAN

### Framework Plans & Design Guidelines

- 1.5 Accommodate future hotel uses near the expanded convention center within either the Westside or River-Myrtle urban renewal districts.
- 1.6 Accommodate neighborhood police facilities in the vicinity of Front, Grove, 15<sup>th</sup> and 13<sup>th</sup> streets. Evaluate combining this with a downtown transit transfer station and public parking. Provide police vehicle storage in separate secured parts of the public garage.
- 1.7 Create an inter-modal transportation center in downtown in close proximity to the Connector that could provide connections between city and regional transit buses, a downtown circulator system, and interstate bus services, and short- and long-term parking for adjacent uses. The Land Use Framework Plan envisions two possible locations for this center: one in Westside and one in River Street/Myrtle Street.
- 1.8 Accommodate expansion of the Central Fire Station at Front and 16<sup>th</sup> streets.
- 1.9 Encourage a mix of uses within blocks and, where feasible, within building complexes.



*Combined transit center, parking garage, and secure bicycle storage*



*Office, retail, and housing*

- 1.10 Encourage active ground floor uses, such as retail and restaurant uses, service agencies, and offices with public access along streets and around open spaces.



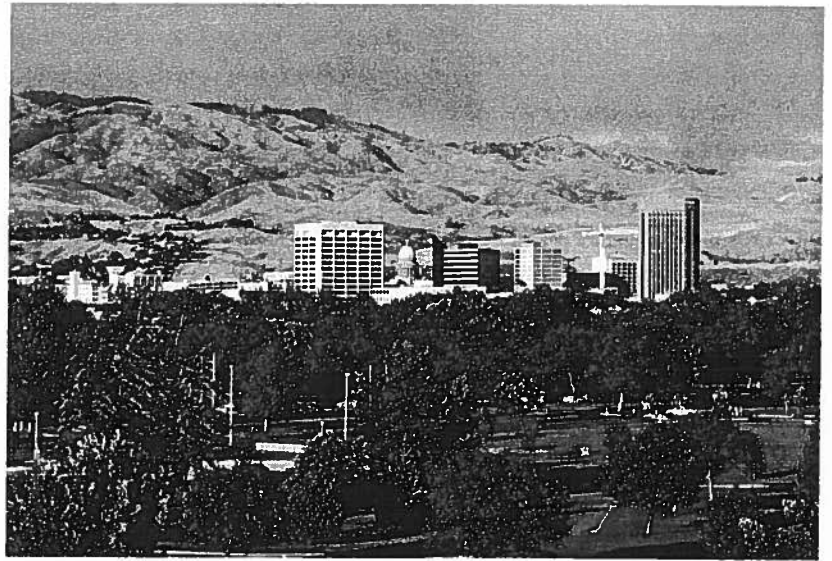
*Two-level retail*

## II. THE PLAN

### Framework Plans & Design Guidelines

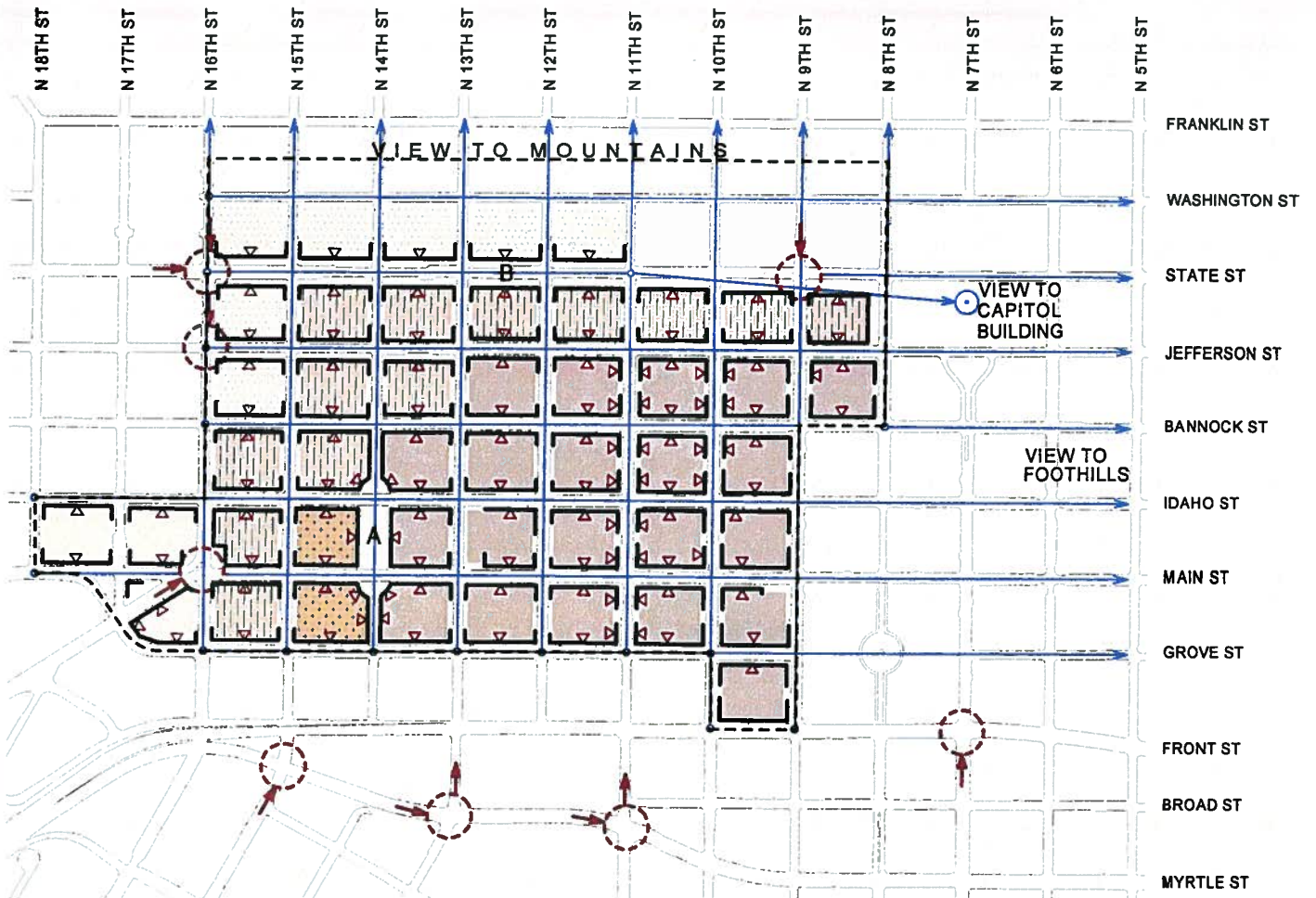
#### 2. BUILT FORM FRAMEWORK PLAN

The Built Form Framework Plan addresses the arrangement and design of structures within Westside. Its intent is to provide a logic to the scale and massing of buildings and the way buildings address the public realm of streets and open spaces. Detailed regulations are provided in the base zoning. Some of those regulations will be modified to complement these guidelines.



## II. THE PLAN

Framework Plans &  
Design Guidelines



### BUILT FORM FRAMEWORK PLAN

#### RECOMMENDED FLOOR AREA RATIO & BUILDING HEIGHT

- 2:1 / 3-4 STORY
- 2:1 / 4-6 STORY
- 4:1 / 6-10 STORY
- 4:1 / 10-20 STORY

RECOMMENDED MINIMUM BUILDING FRONTAGE



RECOMMENDED PRIMARY BUILDING ORIENTATION



IMPORTANT PUBLIC VIEWS



DOWNTOWN ARRIVAL POINTS

A

RECOMMENDED URBAN OPEN SPACE

B

RECOMMENDED FRONT YARD  
SETBACK AT STATE STREET

**NOTE:**  
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## II. THE PLAN

### Framework Plans & Design Guidelines



*Height transition*



*Foothill views*



*Horizontal and vertical setbacks*

## BUILT FORM DESIGN GUIDELINES

### Building Height

- 2.1 Relate building height and configuration to the desired image of the downtown as an integrated whole. Make a transition from higher buildings in the CBD expansion area to adjacent neighborhoods as shown on the Built Form Framework Plan on page 29.
- 2.2 Conform building height and configuration to respect the solar access of adjacent public open spaces.
- 2.3 Maintain public views of the mountains and foothills along public street rights-of-way. Consider upper-level setbacks in tall buildings to preserve valued public views, and to retain a human scale to the street.

### Building Massing

- 2.4 Provide building massing that is respectful of the existing street and block grid. Maintain a recognizable enclosure of space along streets and public open spaces.



*Building defining an intersection*

- 2.5 Define intersections with buildings and active ground floor uses wherever possible.
- 2.6 Vary the character of the walls of multistory buildings. Differentiate between building base, shaft and top. Control building shapes and materials to minimize reflection of the sun into adjacent structures and public open spaces.
- 2.7 Design new major buildings on open blocks to accommodate future buildings on the same block in an integrated, complementary pattern such as sharing an off-street entrance plaza or service and loading bay. When adding a new major building to a block with existing buildings, provide massing and architectural design that does not compromise access to light and air for the original buildings.

## II. THE PLAN

### Framework Plans & Design Guidelines

#### Building Frontage

- 2.8 Provide 70% of a building's perimeter wall along the street right-of-way line at the right-of-way line with no setback.
- 2.9 Make at least 50% of wall surfaces between the sidewalk and 12 feet above the sidewalk transparent where buildings directly abut the public right-of-way. Limit blank walls at street level. Avoid use of highly reflective glass.



*Ground floor transparency*

#### Building Orientation

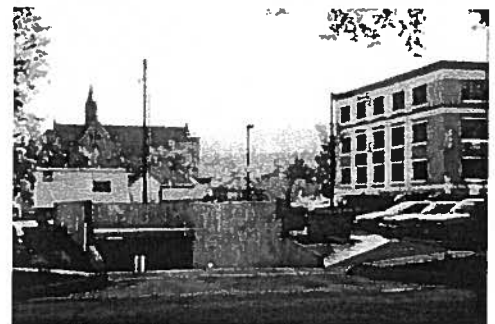
- 2.10 Encourage a strong orientation of buildings to streets and open spaces. Provide ground floor entrances, lobbies and active uses facing streets and parks.
- 2.11 Provide clearly visible primary entrances. At buildings facing both a street and open space, provide entrances on both with through-lobby circulation.
- 2.12 Provide individual entrances to retail uses directly from streets, plazas and open spaces (not exclusively from internal lobbies).
- 2.13 Locate loading and service entrances away from main entrances, important pedestrian routes and open spaces. Preserve alleys as service and loading corridors where feasible.
- 2.14 Orient private and shared residential entrances, porches, balconies and window openings toward streets, and open spaces. Where they are openly visible provide a primary entrance to ground floor units and to stair and elevator lobbies directly from streets.



*Building oriented to street*



*Clear primary entrance*



*Midblock parking entrance*



## II. THE PLAN

Framework Plans &  
Design Guidelines



*Quality materials*

### Building Architecture

- 2.15 Provide an architecture of consistent quality, detail and permanence. Respect downtown architectural precedents for commercial, institutional and residential buildings respectively.
- 2.16 Ensure compatibility in scale, configuration, materials and colors with surrounding development. Strict uniformity with other buildings is not required or encouraged.
- 2.17 Use building materials of quality and permanence such as natural stone, brick, precast concrete and refined exterior metal panels.
- 2.18 Provide weather protection with a colonnade, awning, or entrance canopy.
- 2.19 Respect predominant roof forms, especially in nearby historic buildings. Favor sloped roofs in predominantly residential areas.



*New architecture compatible with old*

## II. THE PLAN

### Framework Plans & Design Guidelines

- 2.20 Integrate mechanical equipment with architectural forms, particularly on roofs, where it should be effectively screened from view.
- 2.21 Encourage renovation projects which improve the entire building for full occupancy.



- 2.22 Identify and respect the distinguishing qualities of each historic building and its site. Traditional façade elements include: kick plates as base to storefronts, first floor display windows, transoms above entrance doors, clerestory portion of display windows, sign bands, parapet walls with caps or cornices, window patterns and shapes, window sills, recessed entrance areas or angled entrances on corners, pilasters and decorative brick, stone, or terracotta work.
- 2.23 Avoid “historicist” alterations which are alien to the original architecture of the building.
- 2.24 Do not allow contemporary alterations and additions which destroy significant historical, architectural or cultural qualities of the original building. Ensure that modifications are compatible with the size, scale, proportion and character of the property and with the adjacent environment.
- 2.25 Assess historic buildings and blockfronts for inclusion into city historic preservation districts.
- 2.26 Encourage property owners and developers to incorporate artwork into the design of Westside redevelopment projects. Foster partnerships between the private sector and public agencies that provide funding for public artwork.



*Awnings*



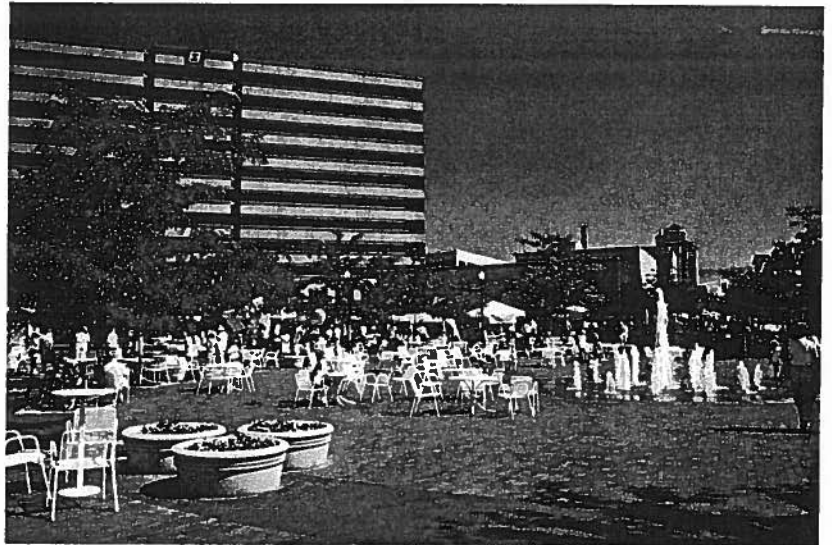
*Complete renovation*

## II. THE PLAN

### Framework Plans & Design Guidelines

### 3. CIVIC SPACE FRAMEWORK PLAN

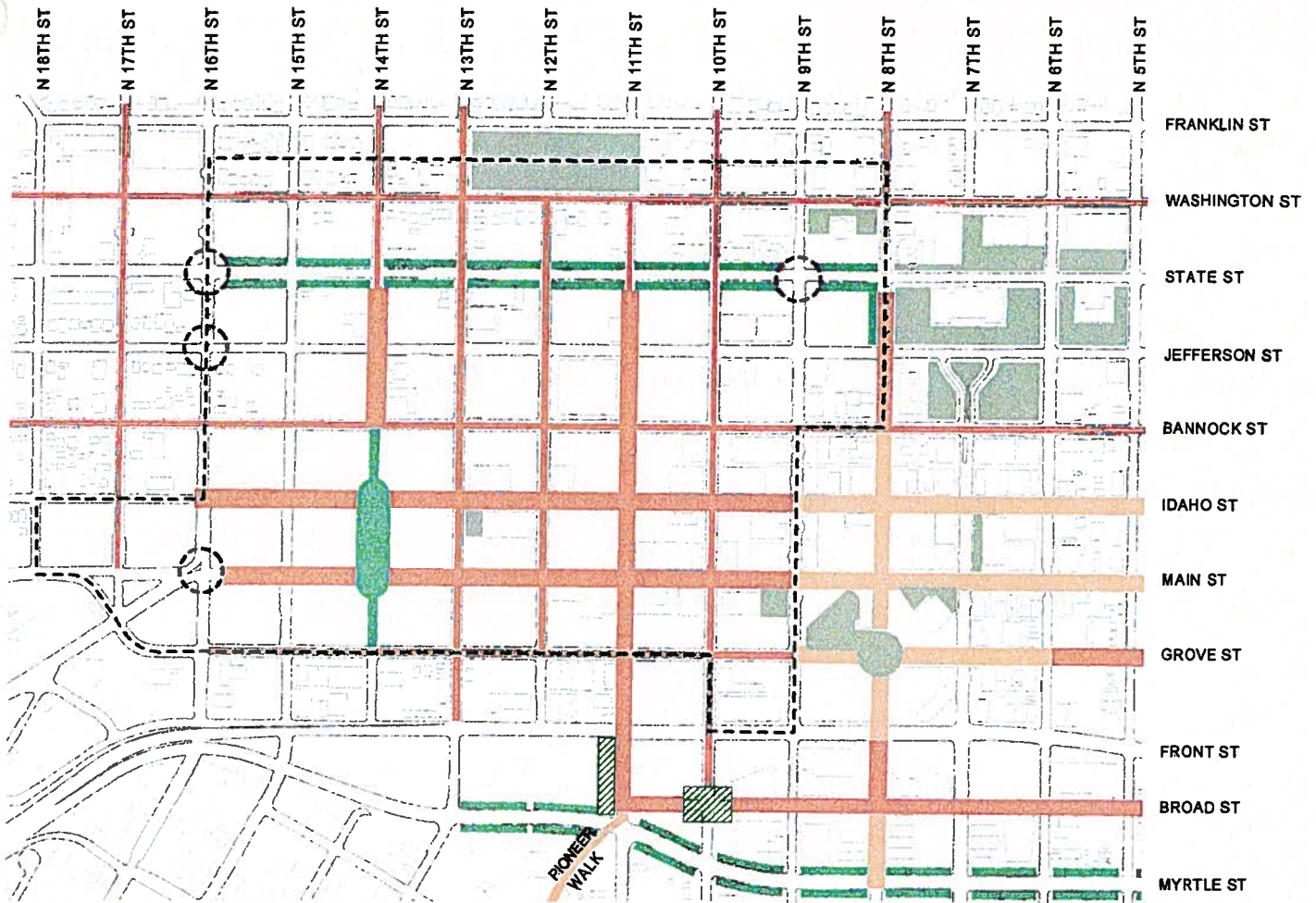
The Civic Space Framework Plan coordinates special streets, parks, and urban open spaces within Westside. A network of well-developed pedestrian environments, landscaped front yards and a proposed new urban open space contribute to the public realm. A series of intersections where one enters or leaves the CBD are also shown as potential nodes for enhanced design treatment. When completed, the framework of civic places and corridors will extend the amenities of the core CBD to the greater downtown area.





## II. THE PLAN

Framework Plans &  
Design Guidelines



**CIVIC SPACE FRAMEWORK PLAN**

0' METERS 240  
0 FEET 800' N

- |  |                                       |  |   |
|--|---------------------------------------|--|---|
|  | RECOMMENDED OPEN SPACE                |  | EXISTING IRRIGATION CANAL-<br>POTENTIAL WATER FEATURE |
|  | POTENTIAL OPEN SPACE                  |  | DOWNTOWN ARRIVAL POINTS                               |
|  | EXISTING OPEN SPACE                   |  | EXISTING SECONDARY PEDESTRIAN STREET                  |
|  | RECOMMENDED URBAN PARKWAY             |  | RECOMMENDED SECONDARY PEDESTRIAN STREET               |
|  | EXISTING PRIMARY PEDESTRIAN STREET    |  |   |
|  | RECOMMENDED PRIMARY PEDESTRIAN STREET |  |   |

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## II. THE PLAN

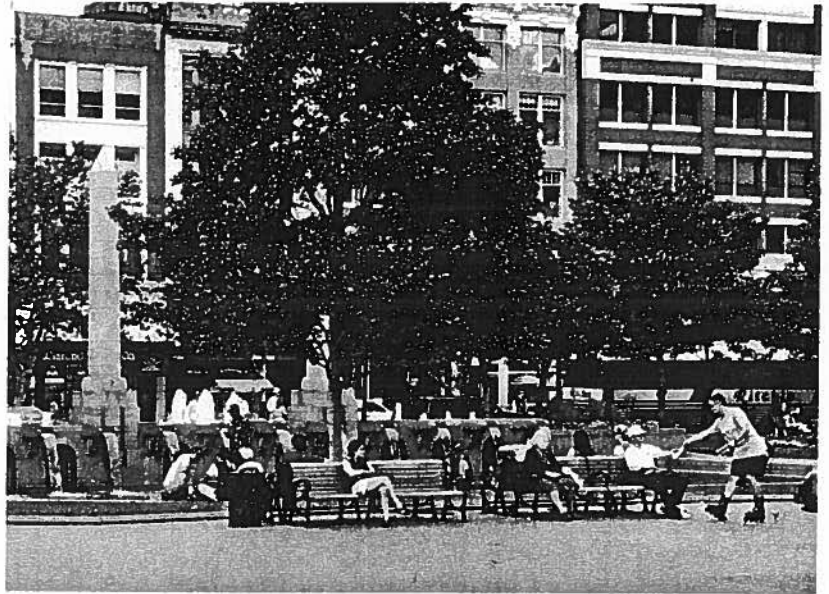
### Framework Plans & Design Guidelines

## CIVIC SPACE DESIGN GUIDELINES

- 3.1 Provide a hierarchy of open spaces in Westside, from major urban open spaces to semi-public plazas and private open spaces that are visually connected by pedestrian routes. Program, design and promote a new urban open space at 14th/Main/Idaho.



*Open space activity*



- 3.2 Equip each open space with furnishings and materials that will enhance its effectiveness as an attractor of appropriate activity. Elements for pedestrian comfort include seating, drinking fountains, trash receptacles, lighting, signage, information kiosks, and news vendors.



*Small urban open spaces*



*Information kiosk*



*Retail kiosk*

## II. THE PLAN

### Framework Plans & Design Guidelines

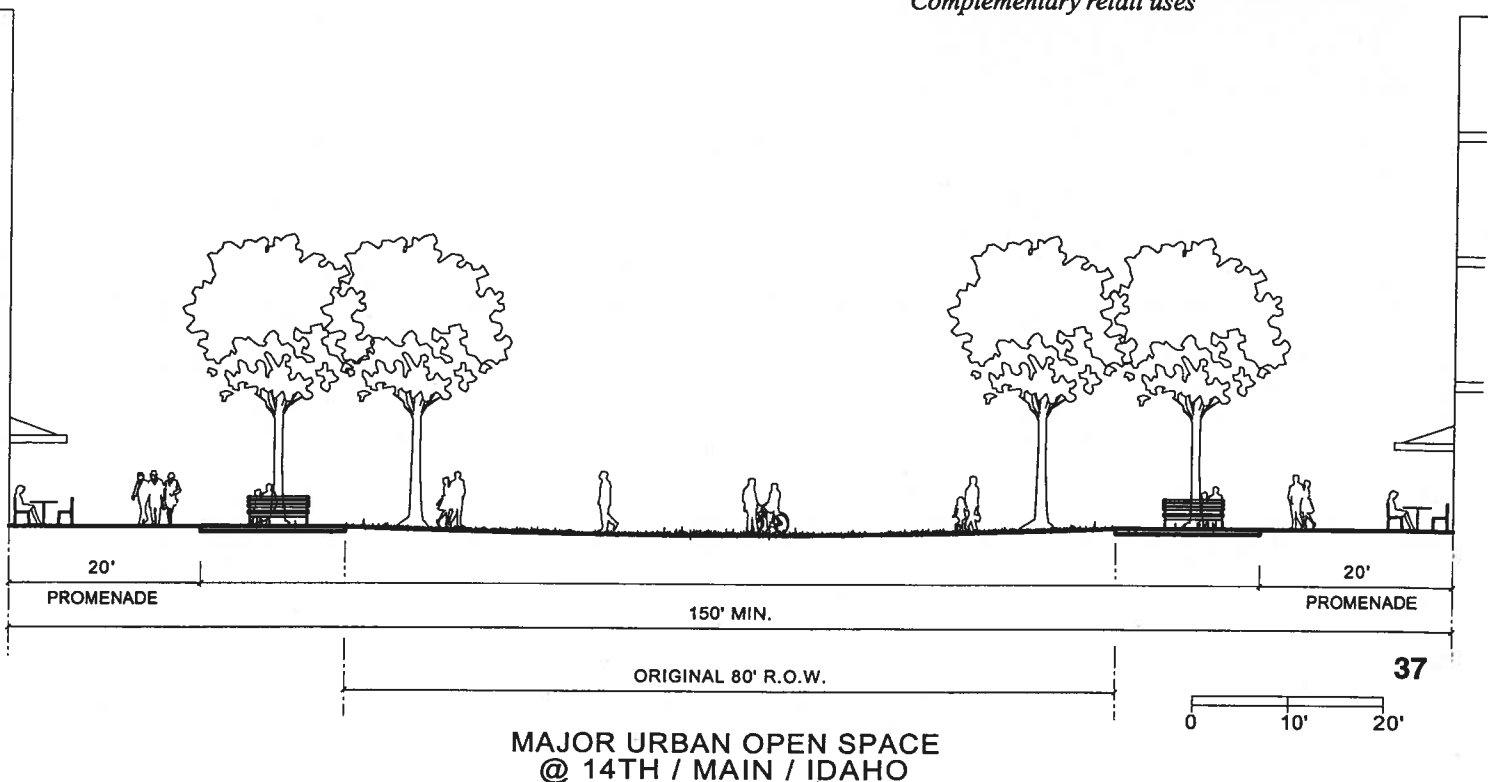
- 3.3 Provide a major new urban open space at 14<sup>th</sup>, Main and Idaho streets. Provide at least 150 feet in width along the 14<sup>th</sup> Street corridor, between facing buildings. Extend the open space at least to the north side of Idaho Street and the south side of Main Street. Line the edges of this space with 20 foot wide pedestrian promenades with retail and restaurant uses. Program, design, and promote this space to accommodate active day, night, and seasonal uses. Provide a grassy, shade tree landscape character. Include a water feature that will enrich the space in each season, perhaps providing skating in winter, sound and movement in warmer weather and light at night. Provide enhanced lighting for safety. Provide a family of furnishings in the space that is compatible with downtown street furnishings. Ensure ample seating along the promenades.



*Grassy, shade tree character*



*Complementary retail uses*

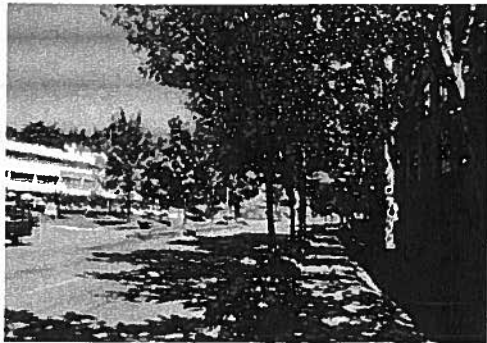




## II. THE PLAN

Framework Plans &  
Design Guidelines

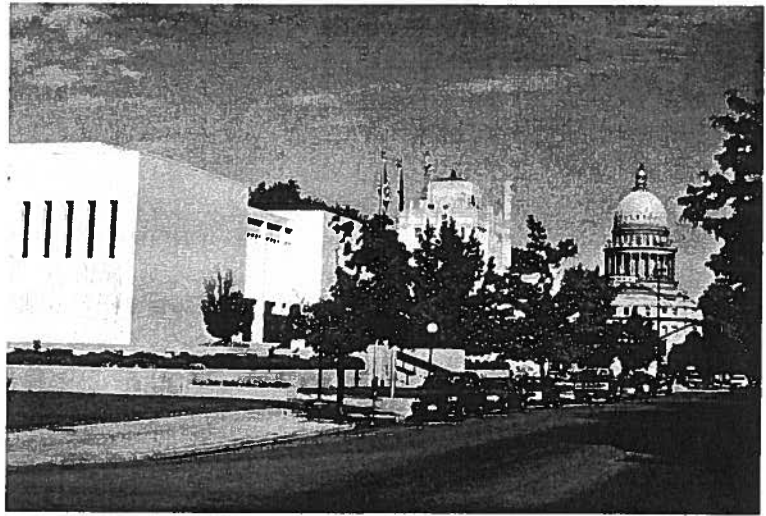
### CIVIC SPACE DESIGN GUIDELINES



*Landscaped front yards at State Street*



- 3.4 Improve State Street as an entryway to downtown Boise and the State Capitol Mall by changing its design to an urban parkway with unified landscaping and lighting. Provide landscaped front yard setbacks at new buildings on State Street between 16th and Eighth streets that builds on the pattern of existing front yards along the corridor at churches and residential buildings. Pedestrian entrances to buildings should face these front yards.



*Landscaping at the Capitol Mall on State Street*

- 3.5 Enhance 14th Street between State and Bannock with a special residential design treatment including narrowed roadway, trees in tree lawn strips, wider sidewalks, and other pedestrian amenities (see Design Standards- Street Character types on pages 80-81).



*Residential street character*

## II. THE PLAN

### Framework Plans & Design Guidelines

- 3.6 Give special design treatment to arrival points at the following intersections: Main/16<sup>th</sup>, State/16<sup>th</sup>, Jefferson/16<sup>th</sup>, State/Ninth. Other downtown arrival points are at intersections outside the Westside district.



*Arrival point - open space*

- 3.7 Use public art to identify, define and enhance streetscapes, public spaces and neighborhoods. Encourage developers to collaborate with artists and to incorporate artwork that is visible to the public in private developments.

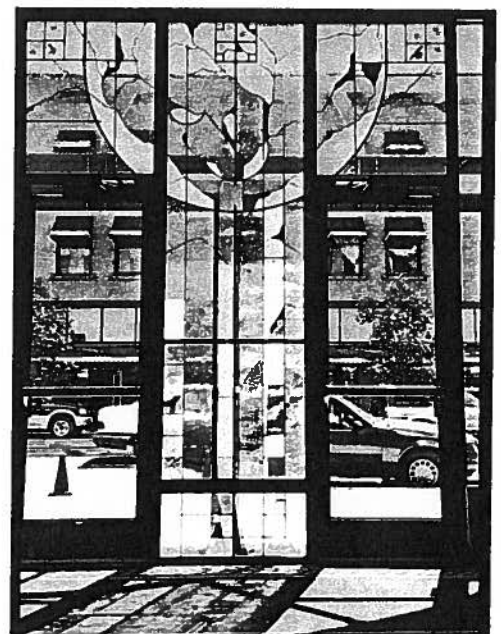


*Free standing public art*

- 3.8 Evaluate donated art pieces and memorials for their suitability before confirming their installation. The civic qualities and functions of a candidate space should be evaluated for its suitability as a permanent location for a specific artifact.



*Arrival point - intersection*



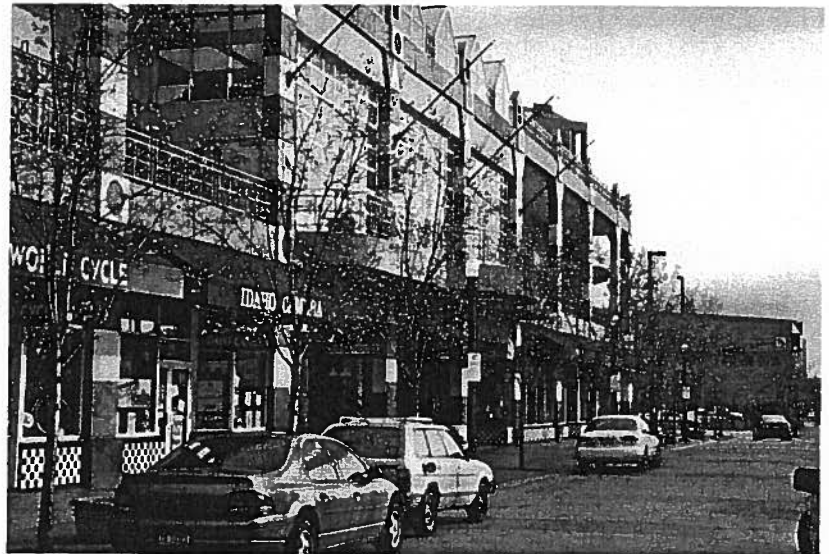
*Integrated public art*

## II. THE PLAN

Framework Plans &  
Design Guidelines

### 4. STREET CHARACTER FRAMEWORK PLAN

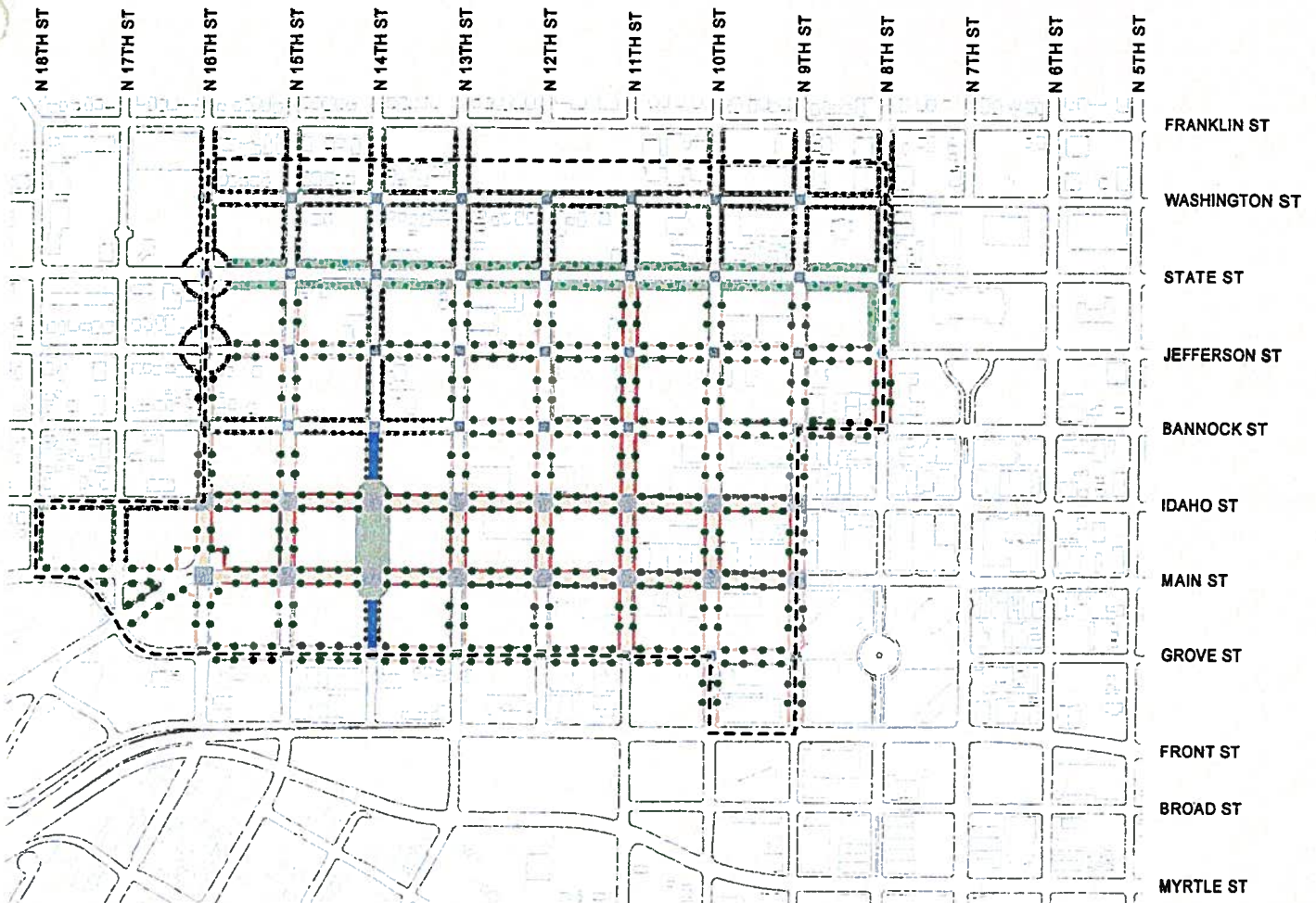
The Street Character Framework Plan describes preferred design treatments along the various public rights-of-way in Westside. Since these streets have different traffic circulation responsibilities and will abut different land uses, design treatments will vary. The 1993 *Downtown Boise Plan* calls for a compact, mixed use downtown that is oriented to pedestrians. It also advocates creation of a distinct identity through the design of streetscapes, open spaces and buildings. The Street Character Plan and guidelines promote a pleasant pedestrian environment on all Westside streets. Specific standards recommended for use in Westside are enumerated in the following section of this plan. These recommended designs is subject to ACHD approval.











## II. THE PLAN

Framework Plans &  
Design Guidelines



### STREET CHARACTER FRAMEWORK PLAN

0 METERS 240  
0 FEET 800' N

-  SPECIAL DOWNTOWN PEDESTRIAN STREETS
-  14TH STREET SPECIAL PROMENADE
-  STATE/8TH STREETS URBAN PARKWAY
-  URBAN STREET
-  NEIGHBORHOOD STREET
-  INTERSECTION WITH PEDESTRIAN IMPROVEMENTS

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## II. THE PLAN

Framework Plans &  
Design Guidelines



*Main, Idaho improvements will be extended westward.*

### STREET CHARACTER DESIGN GUIDELINES

- 4.1 Maintain the continuity of the existing grid for convenience of access and distribution of traffic volumes in Westside, except for the redesign of 14<sup>th</sup> Street between Grove and Bannock streets where the plan proposes a major urban open space and promenade centered on the existing right-of-way. This section of 14th Street may be open only to pedestrians and emergency vehicles or may also allow limited vehicular access in a narrow lane around the proposed open space, depending on decisions made in final design. All proposed circulation concepts will be subject to ACHD approval.
- 4.2 Accommodate all modes – cars, transit, service vehicles, pedestrians, and bicyclists – within Westside rights-of-way.



*13th Street will remain an important north-south route.*



*Pedestrians and transit contribute to the vitality of successful retail streets.*



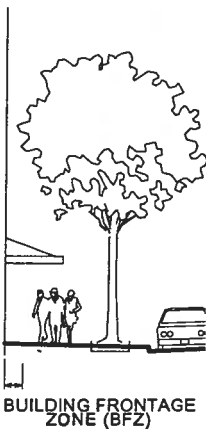
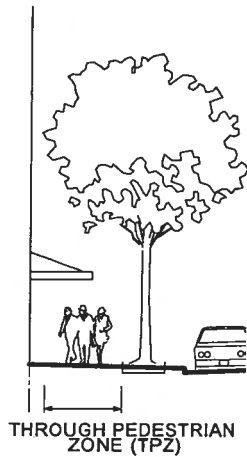
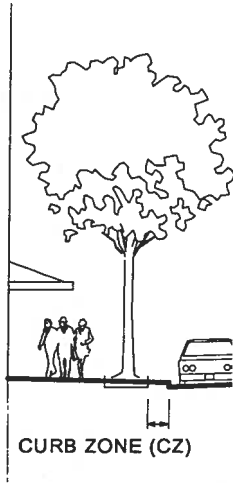
- 4.3 Provide an enhanced pedestrian environment on all streets in Westside. Within the existing 80-foot right-of-way, maintain minimum 14-foot sidewalks (15-20 foot typical) whether streets are one-way or two-way. Evaluate any proposals for non-typical street configuration, such as diagonal parking or weaving curblines, against this minimum dimension.
- 4.4 Limit the number of driveways in any block, particularly along east-west blockfronts. Locate driveways to parking away from corners.



*Expanded cafe seating in an 80-foot right-of-way*

## II. THE PLAN

### Framework Plans & Design Guidelines



4.5 Clearly articulate the four sidewalk use zones by use of paving, street trees, and furnishings. Minimum dimensions for street sections are given in the Design Standards, pp. 70-83.

- Curb Zone (CZ): a clear zone from the curb face to any vertical object; varies according to street type and function;
- Through Pedestrian Zone (TPZ): a clear zone for the unobstructed passage of pedestrians separated from traffic by the furnishings and curb zones. Often delineated by distinct paving;
- Building Frontage Zone (BFZ): a linear zone directly abutting buildings that accommodates café tables and minor building projections like down-spouts and meters; often delineated by distinct paving; on certain street types this is replaced by a front yard setback.



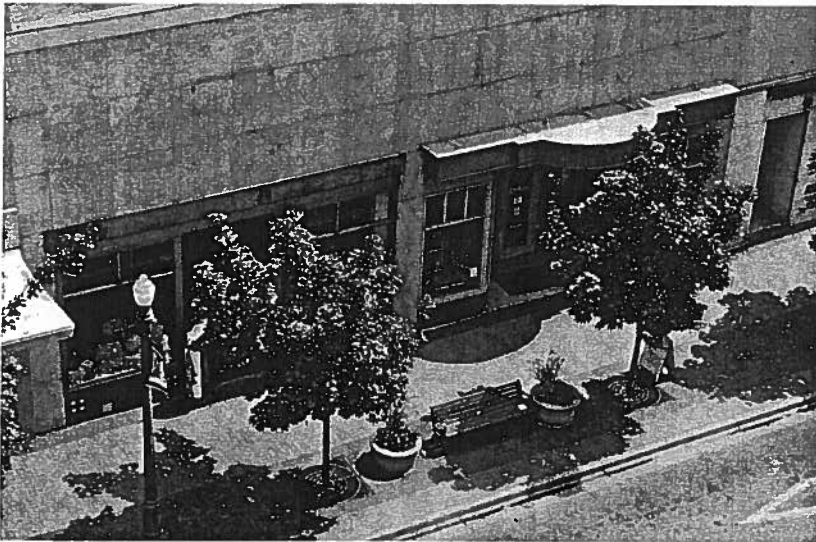
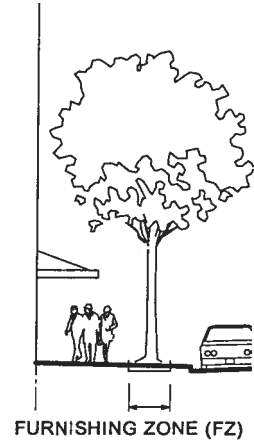
*People using the Through Pedestrian Zone.*

## II. THE PLAN

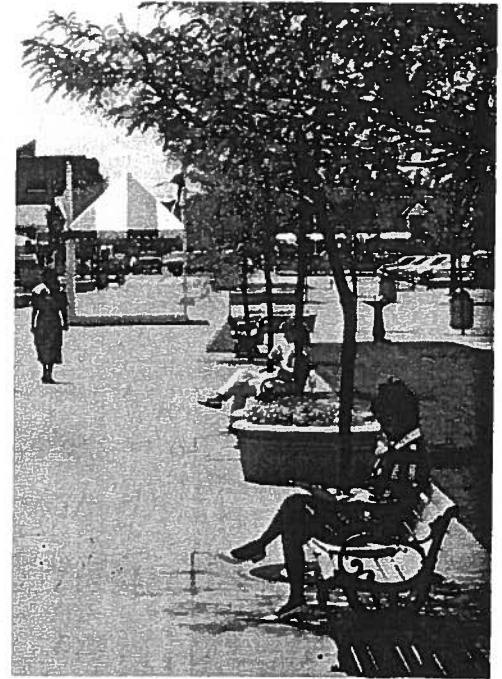
### Framework Plans & Design Guidelines

- **Furnishings Zone (FZ):** a linear zone that accommodates all street furnishings; varies according to street type and function; often delineated by distinct paving;

- 4.6 For each type of street, provide a continuity of design elements, which may include street lights, trees, benches, trash receptacles, kiosks, news racks and paving. Refer to design standards for detailed layout of each street type in Westside.
- 4.7 In order to achieve equity among street users, introduce traffic calming elements where feasible. Techniques include curb extensions, four way stops at unsignalized intersections, on-street parking, slower posted speed limits and other measures.



*On Main and Idaho streets downtown, sidewalk zones are clearly defined by special paving and furnishings.*



## II. THE PLAN

### Framework Plans & Design Guidelines

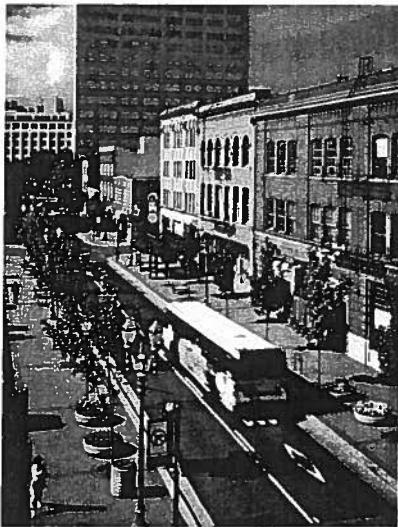
## 5. TRANSIT FRAMEWORK PLAN & DESIGN GUIDELINES

### Framework Plan

Coordination between local and regional bus services will necessarily include a rational system of routes, stops, and a staging location downtown. The Transit Framework Plan illustrates primary and secondary transit routing and the general interval of stops through the downtown area. Main and Idaho streets between Capitol Boulevard and Ninth Street, currently form the downtown transit mall and transfer center. This plan proposes to extend a high level of transit service westward along Main and Idaho as Westside redevelops to a greater intensity of uses. Reorganization of transit routing through the Boise region is likely to change the concentration of routes which currently loop the transit mall. The current layover operation on the transit mall, which compromises the pedestrian retail environment, will be modified to strictly stop-and-go operation. Timed transfers will be accommodated at a transit station between 13th and 16th streets in either Westside or the River Street/Myrtle Street district. Service will be provided by through bus routes, and may be supplemented by downtown circulator shuttles. The volume of transit buses is not anticipated to require extension of the exclusive (diamond) lane along Main-Idaho west of Ninth. Potential rail transit corridors should be considered in the near future.



*The Boise Transit Mall*



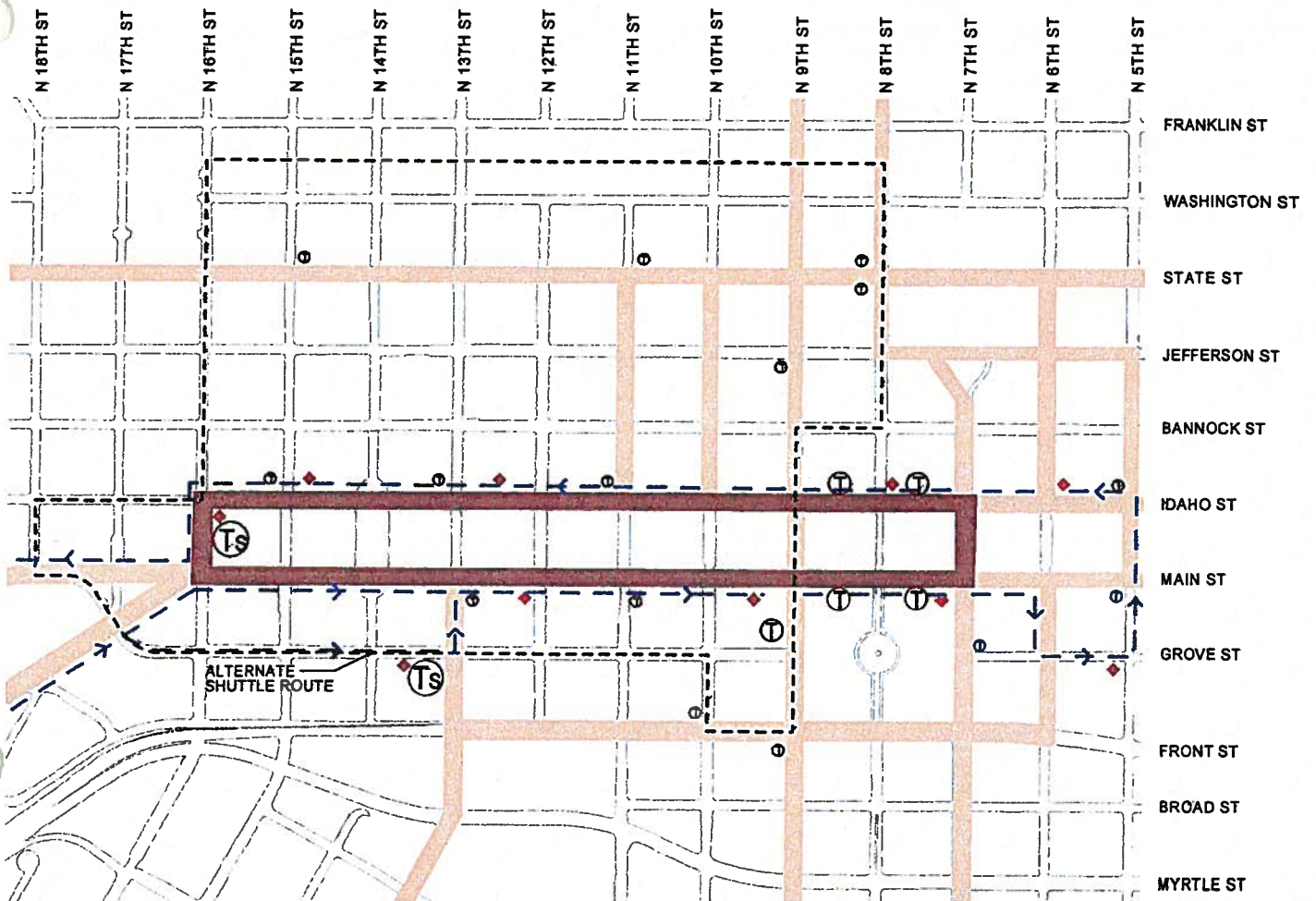
*Stop-and-go operation with no on-street staging or timed transfers.*

### Design Guidelines

- 5.1 Provide transit stops on primary transit streets like Main and Idaho at the beginning of a block to allow buses to get through intersections and have the remainder of the block to change lanes if necessary. Allow buses to stop and go from the right hand lane, providing widened sidewalks for transit amenities and eliminating the need to re-enter traffic from a bus pullover zone.
- 5.2 Provide enhanced transit stop amenities at primary stops along Main and Idaho streets. Include route and time information, larger shelters with natural daylight and supplementary night lighting, and partial windscreen protection. Provide a high degree of transparency in shelter design so views to storefronts are not compromised.
- 5.3 Accommodate bus dimensions and turning parameters in the design of all current and potential transit streets.
- 5.4 Develop a downtown transit transfer and intermodal center in Westside or in close proximity in the River Street/Myrtle Street District. Encourage existing transportation facilities such as the Greyhound bus station to consolidate with the intermodal center.
- 5.5 Implement a downtown circulator system that will connect Westside, Central, and River Street/Myrtle Street urban renewal districts. Consider creating a free zone in the downtown and eventual extensions into adjacent neighborhoods.

## II. THE PLAN

### Framework Plans & Design Guidelines



#### TRANSIT FRAMEWORK PLAN

STREETS WITH TRANSIT SERVICE

PRIMARY TRANSIT STREETS

PROPOSED TRANSIT TRANSFER/  
INTERMODAL CENTER  
(2 OPTIONAL LOCATIONS)

DOWNTOWN TRANSIT  
MALL STOPS

MINOR TRANSIT STOPS- EXISTING,  
PROPOSED RELOCATIONS AND ADDITIONS

DOWNTOWN PARKING SHUTTLE- EXISTING,  
PROPOSED RELOCATIONS AND ADDITIONS

SHUTTLE STOPS- EXISTING, PROPOSED  
ADDITIONS WITH PEDESTRIAN LINKAGES  
(SEE CIVIC SPACE)

#### NOTE:

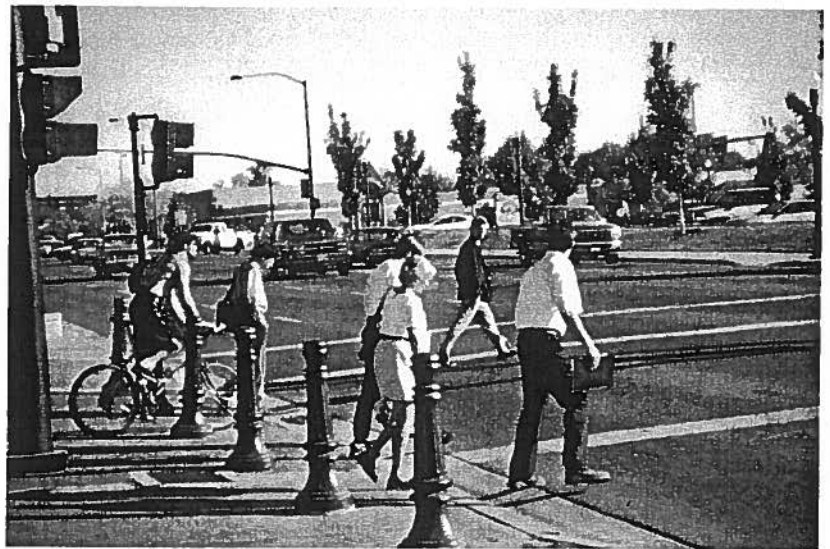
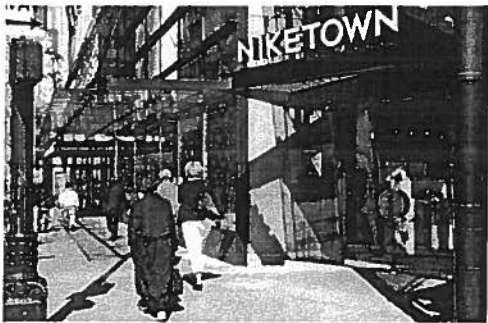
THIS MAP INCLUDES PLANNING AND DESIGN RECOMMENDATIONS FOR PERIMETER AREAS OUTSIDE THE WESTSIDE DOWNTOWN STUDY AREA BOUNDARIES. THESE AREAS ARE UNDER THE JURISDICTION OF OTHER REGULATORY PLANS. RECOMMENDATIONS SHOWN HERE ARE GENERALLY IN CONFORMANCE WITH THOSE OTHER PLANS AND ARE INDICATED HERE FOR COORDINATION ONLY.

## II. THE PLAN

Framework Plans &  
Design Guidelines

### 6. PEDESTRIAN & BICYCLE FRAMEWORK PLAN

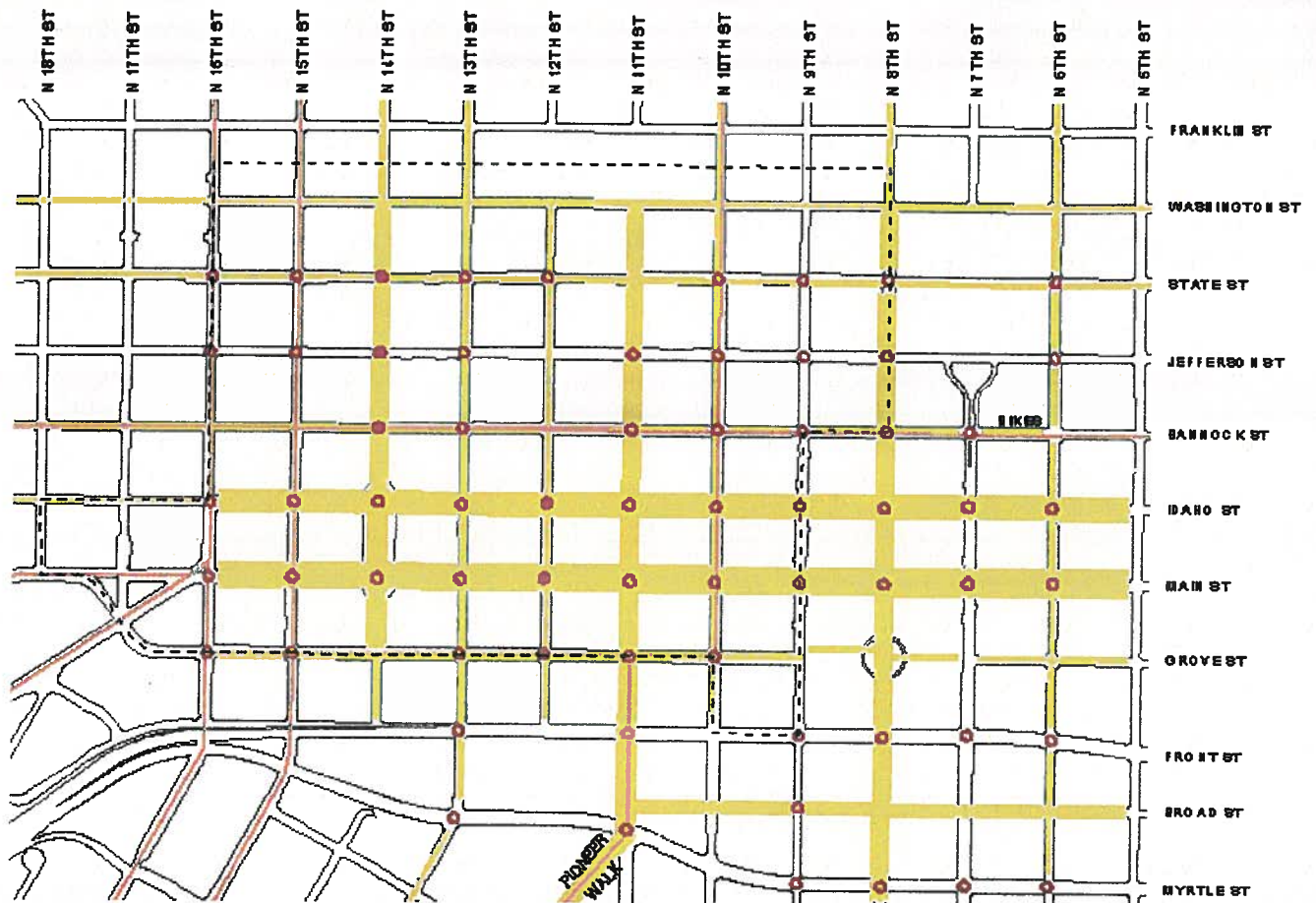
The Pedestrian and Bicycle Framework Plan identifies primary and secondary pedestrian routes and bicycle routes through Westside. The premise of the overall plan is a high-quality pedestrian environment throughout the downtown area including Westside. Attributes which support this quality are interesting and continuous ground level uses, well-furnished and adequately sized sidewalks, and a frequent interval of signalized crossings along direct and convenient routes. Bicyclists also benefit from pedestrian-friendly street design as well as direct routes and striped lanes.





## II. THE PLAN

Framework Plans &  
Design Guidelines



### PEDESTRIAN & BICYCLE FRAMEWORK PLAN

- |  |                            |  |                                     |
|--|----------------------------|--|-------------------------------------|
|  | PRIMARY PEDESTRIAN ROUTE   |  | BIKE ROUTES                         |
|  | SECONDARY PEDESTRIAN ROUTE |  | EXISTING SIGNALIZED INTERSECTION    |
|  |                            |  | RECOMMENDED SIGNALIZED INTERSECTION |

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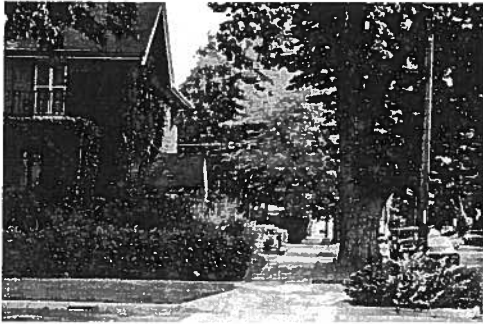


## II. THE PLAN

### Framework Plans & Design Guidelines

#### PEDESTRIAN & BICYCLE DESIGN GUIDELINES

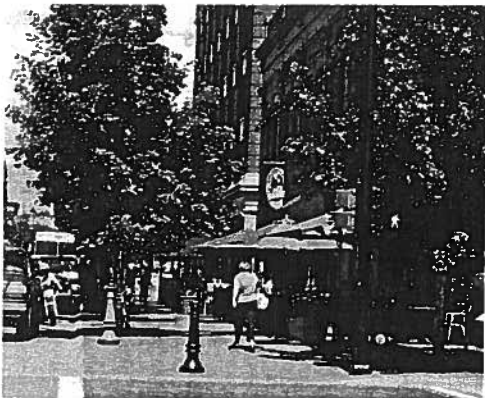
- 6.1 Ensure a pedestrian-orientation to the design of rights-of-way in Westside. Where feasible, maintain alleys for service and loading access. Where alleys are eliminated, provide enclosed service and loading bays within building footprints and away from primary lobby and retail entrances.



*Sidewalks and tree lawns are important features of the best Boise residential streets.*



- 6.2 Provide pedestrian amenities in public rights-of-way, including shade, shelter, seating, lighting, street trees, planters, and other street furniture.
- 6.3 Provide safe and direct pedestrian access to and between streets, public open spaces, and popular destinations.



*Well designed streets encourage people to walk.*





*Bike routes should be safe and avoid conflicts with pedestrians and vehicles.*

- 6.4 Plan for secure bicycle parking in public parking garages and at other convenient locations.
- 6.5 Provide short-term sidewalk parking for bikes using simple street-mounted furniture that is located out of conflict with pedestrian circulation.
- 6.6 Establish continuous, striped bike lanes through Westside and the downtown core (Central District) on Tenth, Eleventh, 15th, Bannock, and Grove streets.
- 6.7 Design and reconstruct Eleventh street as a special pedestrian street connecting Westside to the Pioneer Walkway and the Boise River.
- 6.8 Design and reconstruct 14th Street between State and Front to emphasize pedestrian access. See the Street Character Framework Plan on page 41.
- 6.9 Provide a new urban open space at 14th, Main, and Idaho streets that will serve as a pedestrian focal point for Westside.



*Secure, weather-protected storage for bicycles at convenient locations.*

## **7. PARKING FRAMEWORK PLAN**

The Parking Framework Plan proposes an expanded system of public and private parking structures. The public parking garages will provide short-term spaces for business customers and downtown visitors, and long-term spaces for downtown workers and residents. Provision of public off-street parking, particularly short-term parking in garages, has been a primary responsibility of CCDC as it is important to the success of retail and other businesses. This plan proposes that the successful system of public parking garages developed in the Central District be extended into Westside. The locations shown for new public parking garages were selected with two goals in mind:

- Garages would serve a variety of development with different peak hours for parking demand, thus extending the hours of use, making garages more cost-effective;
- Garages would be convenient to customers, and having parked in Westside, they would walk or use transit as the primary means of local access.

Private parking garages are expected to augment the public parking system. Private parking garages are expected primarily to serve businesses and offer long-term employee parking, or be associated with higher-intensity, residential development. Potential locations for private garages reflect the preferred land use plan and the distribution of office and residential development.



## II. THE PLAN

### Framework Plans & Design Guidelines



#### PARKING FRAMEWORK PLAN

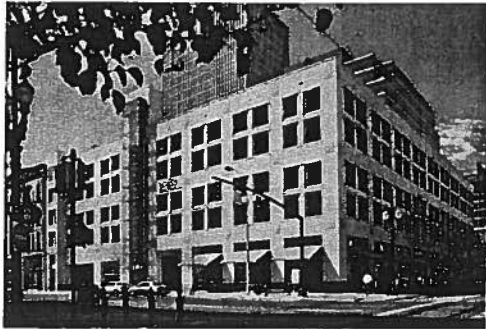
		PRIVATE STRUCTURED PARKING EXISTING      RECOMMENDED
		PUBLIC STRUCTURED PARKING EXISTING      PROPOSED

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## II. THE PLAN

Framework Plans &  
Design Guidelines



### PARKING DESIGN GUIDELINES

#### Design Guidelines

- 7.1 Design parking garages as downtown architecture with appropriate wall materials, window opening scale, proportion and pattern, and pedestrian-oriented ground floor uses. Garages should be good neighbors to office, retail, hotel, entertainment and housing uses. Provide the same quality of human scale, transparency, frontage, and weather protection as required of other buildings at street level.



*A parking garage with appropriate architectural treatment and pedestrian-oriented ground floor uses.*

- 7.2 Encourage mid-block parking structures, where feasible, that minimize garage frontage and allow commercial and residential buildings to occupy the corner lots.
- 7.3 Incorporate active uses such as retail, service businesses, and restaurants fronting the sidewalks in garages that face streets and other public open spaces.
- 7.4 Integrate parking below internal open space and behind retail frontage where appropriate.

- 7.4 Locate garage entrances near mid-block to avoid conflicts with turning movements and queues at intersections. Design garage driveways to minimize interruption to pedestrian circulation.
- 7.5 Provide convenient and efficient garage design with safe entries and exits for vehicles and pedestrians. For taller garages, provide express exit ramps.
- 7.6 Where feasible, locate stair and elevator cores at the street edge for increased visibility. Provide a high degree of transparency in the hoistway and cab of elevators.



*Public park on top of a two-level garage with an elevator at the street*

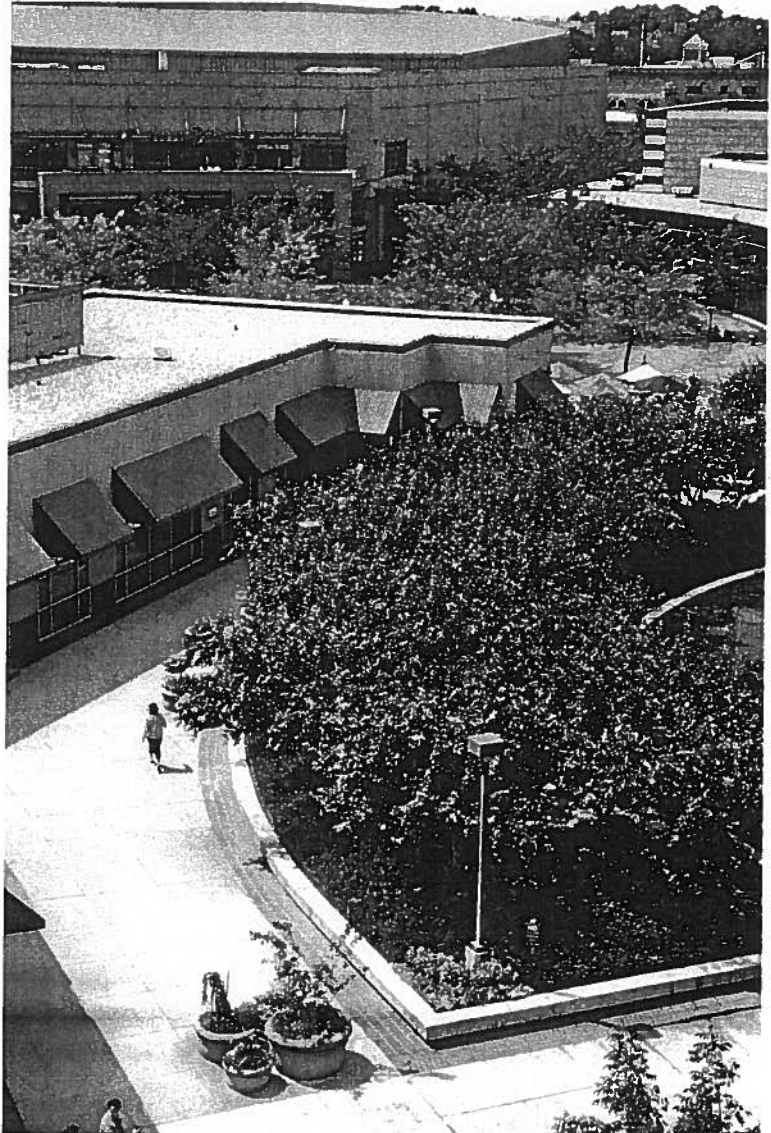
- 7.7 Adhere to safety-in-design guidelines for parking structures. Maintain good, uniform lighting, and minimize opportunities for personal concealment.
- 7.8 Use consistent signage throughout central Boise to direct visitors to public parking.

## II. THE PLAN

### Framework Plans & Design Guidelines

#### 8. LANDSCAPE FRAMEWORK PLAN

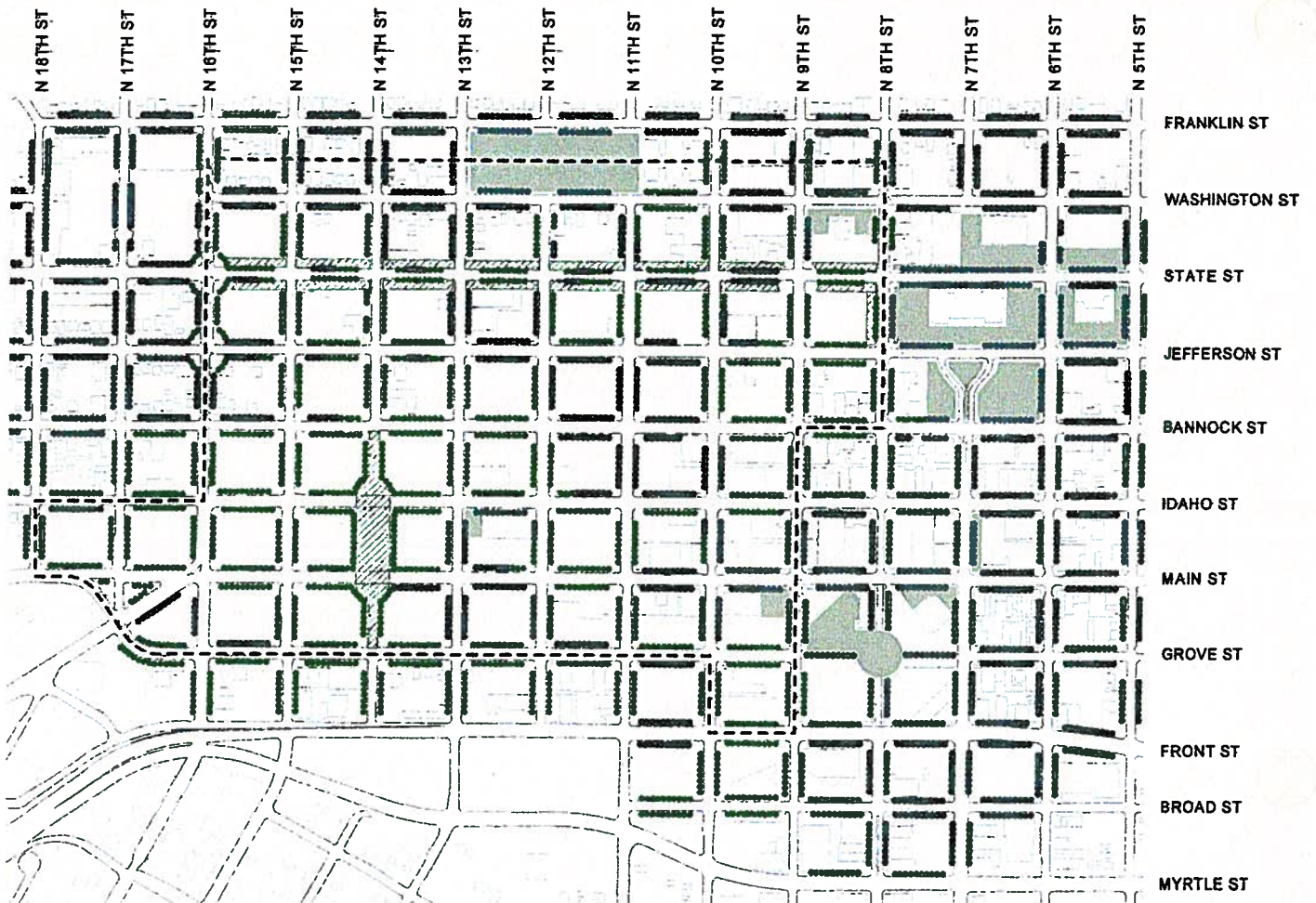
A broad goal of the framework master plan is to enhance the urban environment of Westside and downtown Boise. The Landscape Framework Plan proposes improvements in tree cover and landscape open space to transform the character of Westside's man-made environment. Boise's arid climate demands special care in the selection and cultivation of landscape materials. Solar access in winter and shade in summer contribute to the quality of urban life. The original Boise Downtown (Central District) Urban Design Plan stipulated specific tree species and spacing as approved by the City Forester for the seven street corridors in the Central District. The Westside Landscape Framework Plan indicates street tree corridors and proposed landscaped open space throughout the study area. The Design Standards—Street Design Elements provides a species list for each street corridor (see page 87).









## II. THE PLAN

Framework Plans &  
Design Guidelines



### LANDSCAPE FRAMEWORK PLAN



-  EXISTING LANDSCAPED URBAN OPEN SPACE
-  PROPOSED LANDSCAPED URBAN OPEN SPACE
-  GENERALIZED EXISTING STREET TREES
-  GENERALIZED PROPOSED STREET TREES

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## II. THE PLAN

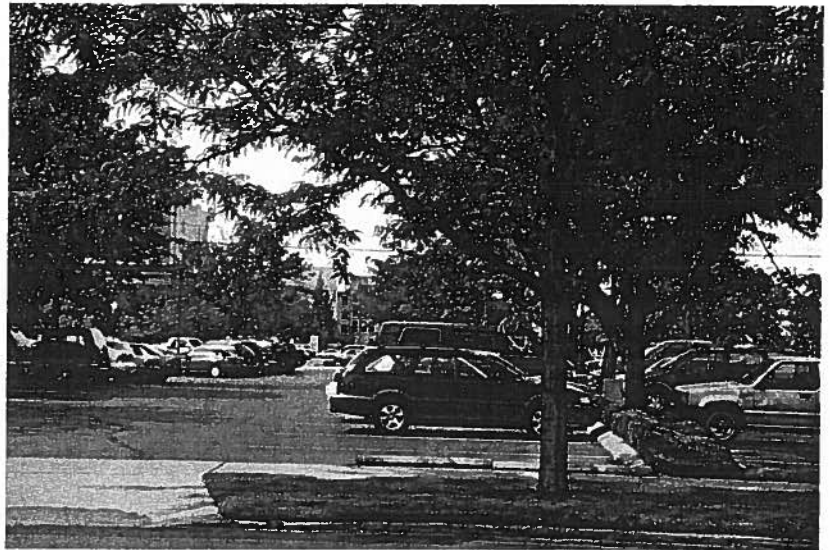
Framework Plans &  
Design Guidelines

### LANDSCAPE DESIGN GUIDELINES

- 8.1 Extend continuous tree plantings along the streets in Westside to mitigate urban heat island effects. Shade paved areas to create a pleasant pedestrian experience and to improve the appearance of downtown.



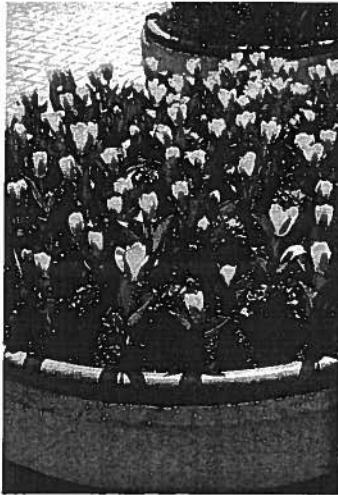
*Landscape improvements on Main Street provide shade and set a precedent for quality materials and design.*



- 8.2 Identify candidate tree species that are approved by the City Forester. Select trees for their appropriate size, shape, density, transparency of canopy, surface root habits, fall color, and tolerance to drought and urban conditions. Also consider the benefits of visual continuity and diversity in each location.
- 8.3 Provide irrigation systems for all street trees. Maintain these irrigation systems over a normal healthy tree life.
- 8.4 Improve underground root space conditions for trees planted in paving. Incorporate new technologies such as structural soil, air-entrained structural soil, tree trenches, aeration and hydration vents and other new designs to increase street tree health and longevity.



- 8.5 Provide special landscape features at downtown arrival intersections.
- 8.6 Provide seasonal color with flower plantings in planter pots at selective sidewalk locations in Westside. Provide a maintenance program for planter pots that ensures attractive appearance through the growing season.



*Use colorful plantings sparingly to highlight special places.*

- 8.7 Develop the proposed urban open space at 14<sup>th</sup>/Main/Idaho as a single, formal space with primarily grass surfaces and symmetrical tree plantings. Include seasonal flower plantings where appropriate.
- 8.8 Refer to design standards for specific tree species and planting details.



*Formal tree plantings at Idaho Power Company Headquarters.*



*Street tree trenches increase the volume of moist earth available for root growth encouraging vigorous and healthy trees.*

## **9. SUSTAINABLE DEVELOPMENT DESIGN GUIDELINES**

Sustainable development has been defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. How buildings are located, designed and built has a significant impact on the use of the earth's resources. More and more communities are establishing programs to encourage the use of green building techniques—techniques such as using recyclable, recycled and renewable materials, energy efficiency and alternative energy sources, solar orientation, erosion control, more efficient use of water, and natural lighting. Coordinating new development and the provision of alternative transportation systems to serve it is another technique. Sustainable development practices often save money when the life-cycle costs of buildings are considered.

The Westside Downtown Plan anticipates significant development in Boise's downtown core over the 24-year planning horizon. This section provides guidelines to encourage the use of sustainable development practices as Westside develops. It serves as a checklist of ideas for both the public and private sectors to consider in undertaking development projects. Implementation of these guidelines will rely on commitment by public agencies to use these techniques in development projects in which they are involved, education programs on the economic benefits of sustainable building practices, and incentives for private developers.



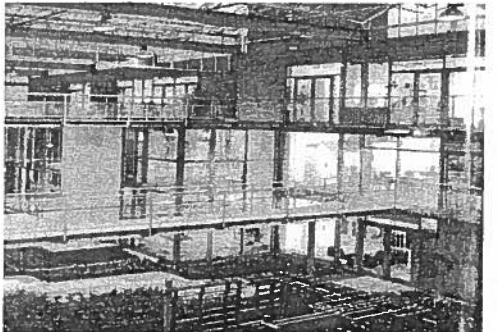
### Sustainable Site Planning

- Design landscape to control erosion, reduce heat islands and minimize glare. Use shade trees and light color materials.
- Promote alternative transportation facilities (pedestrian, bicycle, carpools, shuttles, commuter rail, public transit).
- Promote efficient site layout for buildings (orient to minimize energy consumption due to sun and wind exposure). Take advantage of natural topography.
- Encourage mixed land use and coordinate development with access to public transit to achieve trip reduction. Allow people to walk or use transit to get to work, shopping, entertainment, daycare, and for errands.



### Energy Efficiency

- Design buildings to take advantage of natural ventilation, heating and cooling during portions of the year.
- Consider renewable energy sources including wind, solar, and Boise's geothermal heat source.
- Extend the City's geothermal system to serve Westside. Utilize geothermal for heating and cooling as feasible.
- Design new buildings to take full advantage of natural daylight, thereby reducing energy consumption and costs.



### Water Efficiency

- Where appropriate, consider "green" roofs for storm runoff detention and heat sink-dampers.
- Reduce and filter water runoff. Limit impermeable surfaces, install oil grit separators, biofiltration or detention ponds for parking facilities.



### **Material and Resources Conservation**

- Use local materials, where possible (within 300 mile radius), to reduce transport-related costs and resource use.
- Consider materials manufactured using environmentally sound planning and production processes (such as recycled and non toxic materials) that minimize the use of natural resources and meet practical architectural and engineering design practices.
- Reuse resources (salvaged material) and recycle content materials whenever practical and consistent with life cycle design criteria.
- Select products that are durable and allow efficient end-of-life disposal (recyclable).
- Rehabilitate buildings and reuse existing structural shells and other building components.

### **Solid Waste Reduction**

- Prepare and implement construction waste management plans.
- Institute a construction site protocol to limit generation of waste construction materials, and to separate and salvage recyclable waste.
- Extend construction waste recycling plans to all new construction, renovation, demolition sites, and encourage adaptive reuse.

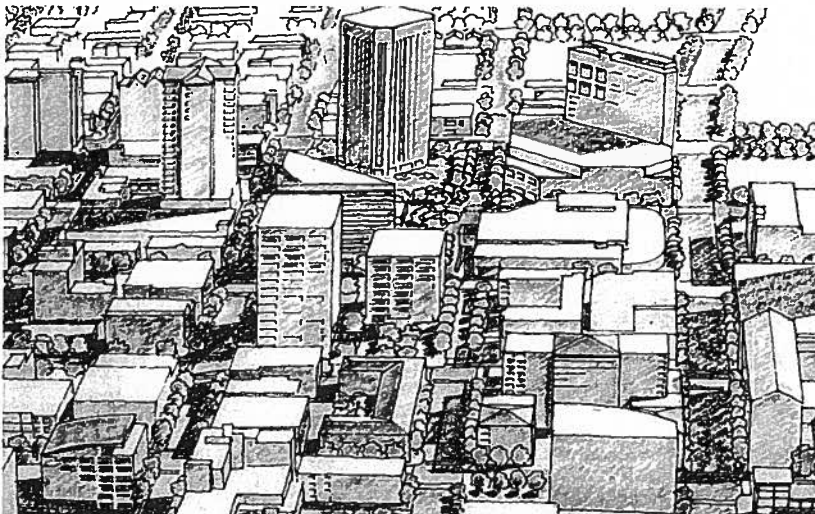
### **Environmental Quality**

- Select outdoor furniture made from renewable and recycled materials.
- Minimize light pollution from street lighting and exterior lighting in private developments.

#### IMPLEMENTATION AND NEXT STEPS

However good a plan may be, its benefits will not be realized until it has been implemented. Implementation occurs through many avenues including private and public investments, grant programs, the use of regulatory tools such as zoning and design review, construction of catalyst projects, and other actions. Boise has experienced successful redevelopment in the Central District, where investments of public funds have precipitated a four- to five-fold investment of private funds. Construction of the Grove, reconstruction of downtown streets and installation of brick sidewalks, street trees and planters, turning 8<sup>th</sup> Street into a pedestrian oriented street where restaurants and shops thrive, creating the transit mall and building public parking garages have brought about a transformation of Boise's downtown core. Entering into partnerships with private developers and using land write-downs has resulted in renovation and re-use of historic buildings and new development.

The Westside Downtown Framework Master Plan sets forth goals, policies, design guidelines and plans that describe how the district should be developed over the next 24 years. The intent of the plan is to transform Westside into a vibrant urban place within downtown Boise; a place that will have a lively mix of uses, an enriching and inviting environment where people will want to live, work, shop, dine and visit and where businesses will prosper. The plan will help guide public and private actions as development proceeds so that they complement each other and yield greater results than what otherwise would occur if no plan were in place. These results will not be achieved, however, without commitment, dedicated effort and sizeable investment from both the public and private sectors. This section of the plan describes what resources are available and what steps must be taken in order to implement the Westside Downtown Master Plan.



#### Resources for Public Investment

Revenue allocation is the primary means for financing public improvements in an urban renewal area. Idaho State Code allows for the establishment of urban renewal districts and the creation of revenue allocation areas to provide a source of funding for urban renewal activities. When a revenues allocation area is created, a portion of the property taxes generated from increases in assessed valuation are allocated to the urban renewal agency. These funds must be used in the urban renewal district for activities that are intended to revitalize and redevelop the area.

Other sources of funding for redevelopment activities include:

- Revenues from public parking and transit systems operated by the urban renewal agency
- Revenue bonds
- Improvement districts
- Federal and state funding programs for transportation and transit projects, housing, community development, business development, and other funding programs
- Federal tax credit programs
- Grants and donations

#### Westside Downtown Financial Plan

Preparation of the Westside Downtown Master Plan included development of a financial plan for the 24-year planning horizon. This plan includes the following:

- Assumptions about the amount, type and timing of development that would occur during the planning period. These assumptions are drawn from the market analysis and strategy summarized on pp. 7-9. The financial plan assumes that 75% of the projected development for Westside will occur in the first 24 years. Development assumptions are used to estimate the amount of property tax revenue that would flow to CCDC from the tax allocation area;
- Assumptions about the number and size of parking garages that would be built and estimates of revenue that would be generated;
- Estimates of other likely sources of funding;
- List of potential projects CCDC would undertake to revitalize Westside. These projects are intended to be catalysts that will trigger private investment in the district.

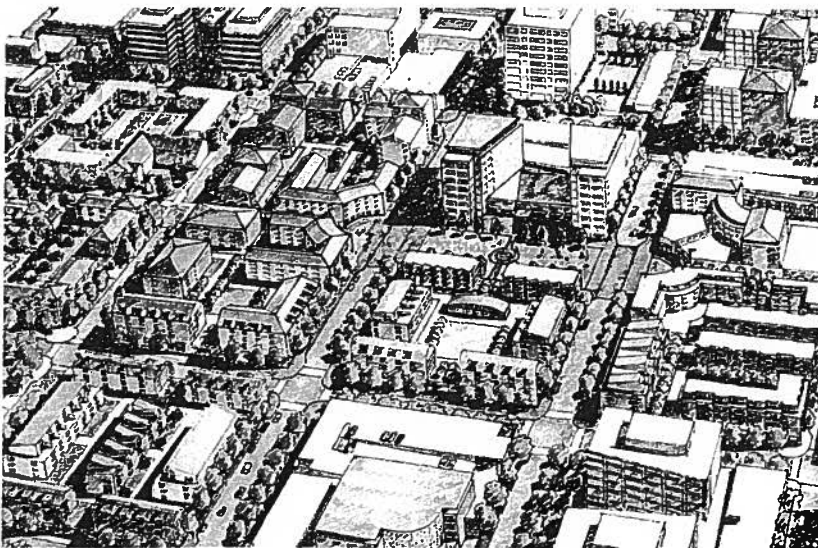
## II. THE PLAN

### Plan Implementation

The table below is a listing of revitalization projects and estimated costs over the 24-year planning horizon that form a description of the anticipated public investment in the Westside Downtown district. The complete financial plan is in Attachment 5 to the Westside Downtown Urban Renewal Plan.

#### Revitalization Projects & Costs

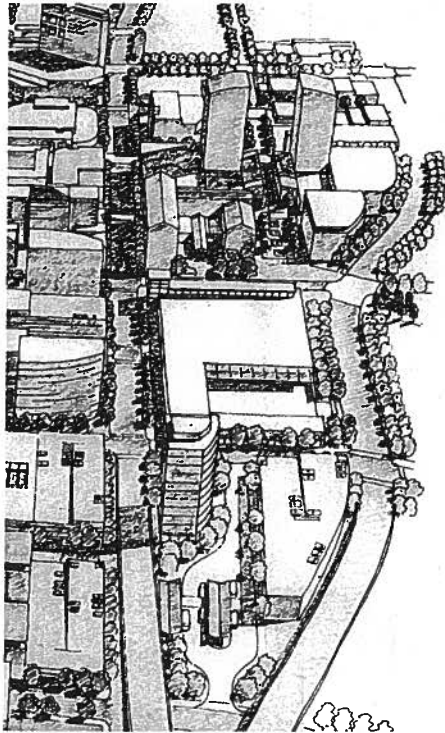
Parking Garages (4)	\$29,000,000
Transit Facilities/Downtown Circulator	\$ 8,000,000
\$2,000,000 local	
\$6,000,000 federal	
Streetscaping/Sidewalks/Curb & Gutter	\$14,341,300
Utility Undergrounding	\$ 1,108,800
Sewer/Storm Drainage	\$ 2,016,400
Water Quality Treatment	\$ 125,900
Bus Shelters	\$ 194,200
Telecommunications Facilities	\$ 1,008,100
Traffic Signals	\$ 302,600
Park/Open Space	\$ 1,260,100
Housing	\$ 1,260,100
Façade Easements	\$ 25,200
Façade Improvements	\$ 25,200
Property Acquisition	\$ 756,300
Catalyst/Demonstration Projects	\$ 1,250,100
Special Projects	\$ 1,209,700
<b>Total</b>	<b>\$61,884,000</b>





## II. THE PLAN

### Plan Implementation

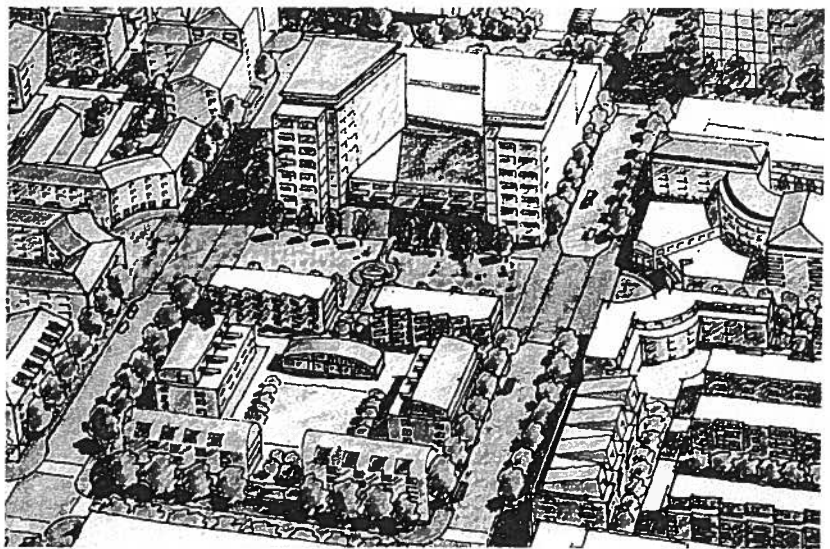


### Westside Downtown Master Plan as part of Boise City Comprehensive Plan

City decision makers use the Boise City Comprehensive Plan in evaluating development applications. The Boise City Zoning Ordinance requires that granting approval for zoning revisions, land subdivisions, conditional uses and design review requires a finding that the proposal is consistent with the Comprehensive Plan. Existing urban renewal plans for the Central and River Street/Myrtle Street Districts have been adopted by reference as part of the Comprehensive Plan, and thus are used in determining consistency when a development proposal is located in one of those districts. Initiating an amendment to the Comprehensive Plan to include the Westside Downtown Master Plan is one of the important next steps in implementing this plan, so it will be used in making consistency findings.

### Zoning Revisions

Zoning is one of the key tools for implementing any long-range plan for revitalization and development. The Westside Downtown Master Plan establishes a vision and desired direction for Westside, and a series of framework plans and design guidelines to guide future development. The Boise City Zoning Ordinance actually regulates how property owners can use their property. Plan implementation is more effective when there is consistency between the urban design plan and the zoning regulations.

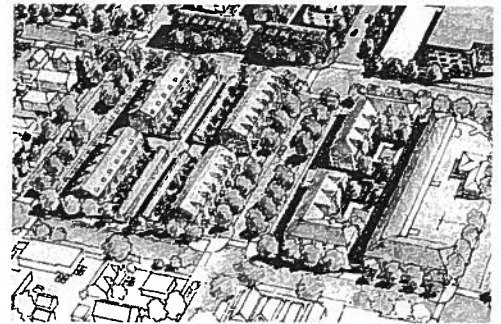




Current zoning designations in Westside are shown on page 141. A majority of the property in Westside is in C-5D and C-2D districts will fall for the most part on either side of 13<sup>th</sup> Street. (C-5 and C-2 are commercial districts. The D in the designation indicates that Boise City requires design review when development projects are proposed in these districts.) C-5D encourages urban density, pedestrian-oriented development while C-2D allows commercial uses with suburban-style site layouts. The two zoning districts promote different characters, and tend to conflict with one another. C-5D is more in keeping with the vision set forth in the Westside Plan in terms of mix of uses, density and design requirements. The Westside Plan recommends that the C-2D and C-2DD zoning be replaced with a different zone category more conducive to achieving the goals of the plan (see Appendix 5.). Any zone change would have to be approved by the Boise City Council after a public hearing. Revising the zoning designations in Westside is an important step in implementing this plan.

#### Development Review

As noted above, Boise City regulations require a finding that a development application is consistent with the Comprehensive Plan before approval may be granted. Boise City refers development applications for property in any urban renewal district to CCDC for comment prior to taking action. CCDC provides comments on the degree to which the development proposal implements the plan for that district. These comments are considered by the Planning & Zoning Commission, Design Review Commission, and City Council when make decisions on these applications.



**Specific Implementation Strategies and Programs**

*Public-Private Partnerships*

- IS.1. Undertake an outreach program to acquaint developers with investment opportunities in Westside, with particular attention to housing and retail developers.
- IS.2. Prepare development coordination plans in cooperation with property owners when multiple interests are involved in a small area (1-3 blocks) within Westside.
- IS.3. Utilize public-private partnerships, land write-downs and other incentives to prompt development consistent with the Westside Plan. If necessary, undertake a developer selection process.

*Critical Mass of Housing*

- IS.4. Initiate a concentrated public agency effort to promote partnerships with landowners and developers, and use incentives, amenities and catalyst projects to create a critical mass of residential development in the Westside district.

*Urban Open Space on 14<sup>th</sup> Street/14<sup>th</sup> Street Design*

- IS.5. Establishment of the new urban open space at 14<sup>th</sup>, Main and Idaho Streets is expected to change the design and function of 14<sup>th</sup> Street. The section of 14<sup>th</sup> between Main and Idaho may be closed to traffic or may have a single, reduced width lane bordering the east and west sides of the open space to allow limited vehicle circulation. Adjacent businesses and residents shall be involved in development of the design for the open space and 14<sup>th</sup> Street. The design for 14<sup>th</sup> Street is subject to ACHD approval.
- IS.6. Attention shall be given to the operational needs of existing businesses on 14<sup>th</sup> Street in the design of the new urban open space and in improvements to this street. Construction of improvements may be phased.
- IS.7. Use enhanced landscape treatment for the entire length of 14<sup>th</sup> Street from Front to Washington to create a special pedestrian street.

#### *Existing Businesses*

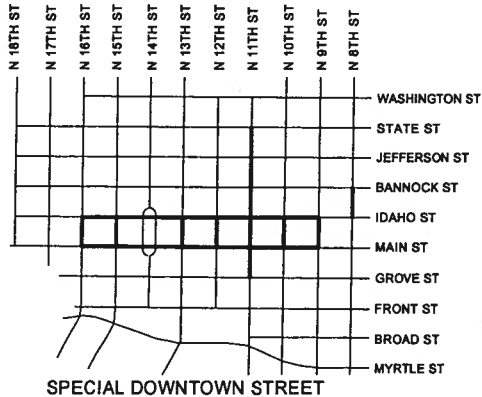
- IS.8. Encourage established businesses to revitalize deteriorating areas of their parcels, and to incorporate elements of the *Westside Downtown Framework Master Plan* such as street trees and sidewalk treatments to accelerate the enhancement of the street environment in the Plan area. Subject to applicable legal limitations, establish funding programs and incentives to encourage façade renovations.
- IS.9. Subject to application legal limitations, provide incentives to business owners to encourage continued utilization and expansion of existing permitted land uses to prevent properties from falling into disuse, a proliferation of vacant and deteriorated parcels and a reduction in downtown employment.
- IS.10. Allow existing non-conforming uses to continue in accordance with City regulations. Work with owners of non-conforming businesses to accommodate improvements and expansions allowed by City regulations in order to keep businesses viable and prosperous. Subject to applicable legal limitations, provide incentives to improve these properties so they implement the design guidelines contained in this plan to the extent possible, and to encourage an orderly transition from non-conforming to conforming uses over the 24-year planning horizon.

#### *Other Implementation Actions*

- IS.12. Continue to cultivate new cycles of improvement projects in Westside.
- IS.13. Address the impacts of cruise activity on the desirability of the Westside District as a place to live, work and visit. Discourage the cruise from remaining inside the district.

## II. THE PLAN

### Design Standards - Street Character Types



## DESIGN STANDARDS

In contrast to design guidelines, which are typically qualitative and advisory, design standards stipulate specific design requirements that are quantified. The design standards which follow are intended to provide consistency in quality, maintenance, and appearance throughout Westside and are consistent with those established in the downtown core.

## SPECIAL DOWNTOWN PEDESTRIAN STREET

### Type

Enhanced Pedestrian and Transit Street, 80' right-of-way typical.

### Configuration

2 or 3 lanes, one- or two-way; transit shares right hand lane; on-street parking on non-transit side and partially on transit side (Main and Idaho streets); transit stop at curb extensions every two blocks.

### Design Treatment

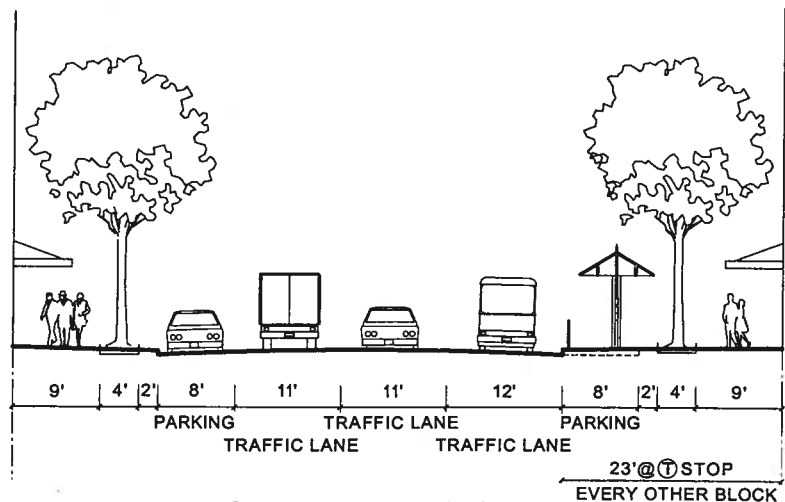
Matching or similar to design treatment on Main and Idaho streets between Capitol and Ninth (two colors brick paving, street trees, benches, trash receptacles, historic Boise pedestrian lights, flower pots, hoop bike racks, etc.); design treatment carried on cross street block to create a unified two-street district.

### Parking Access

One driveway per block near mid-block; parking access from mid-block of cross street as alternative is encouraged.

### Café Seating

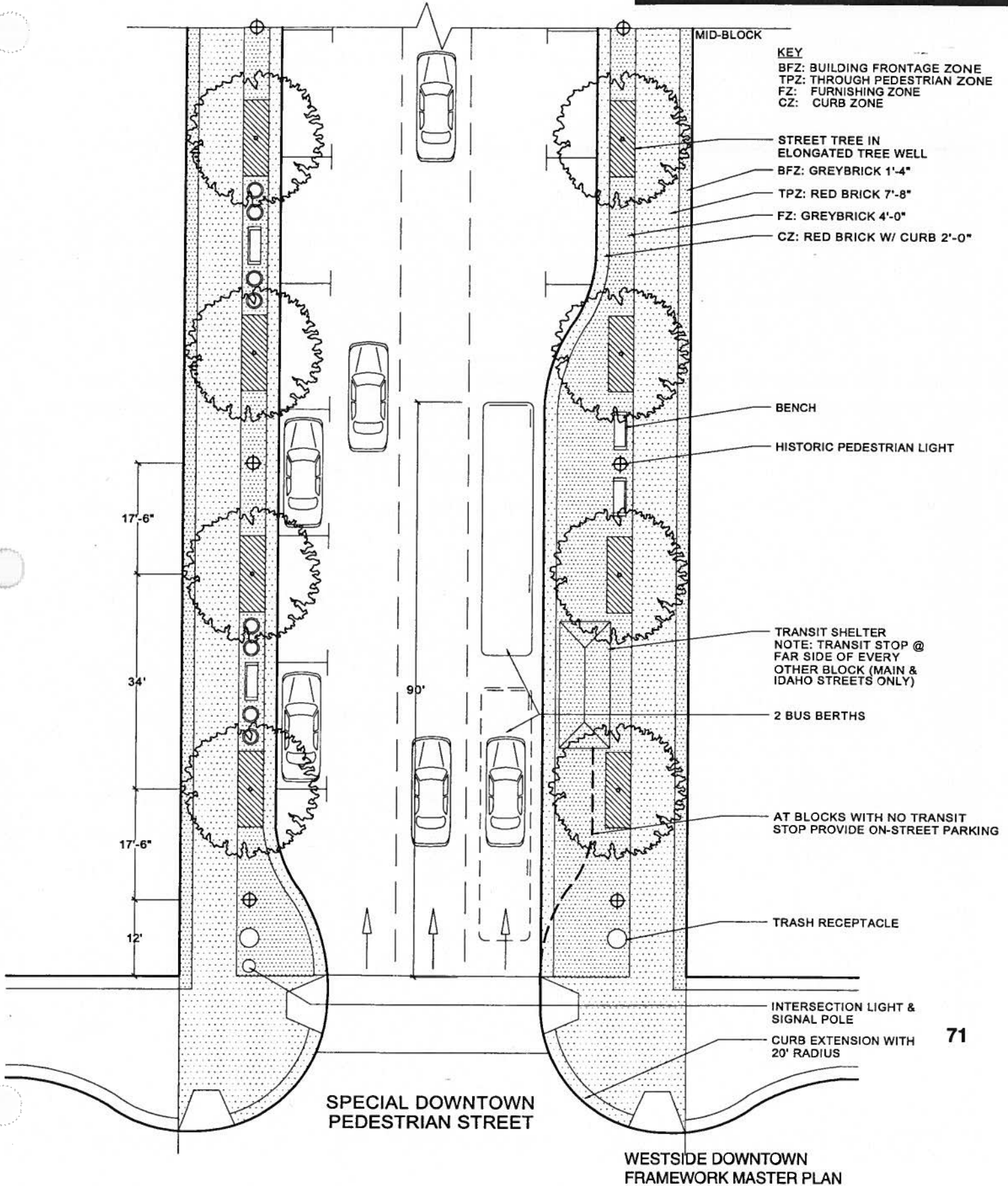
Encouraged.



**SPECIAL DOWNTOWN  
PEDESTRIAN STREET**

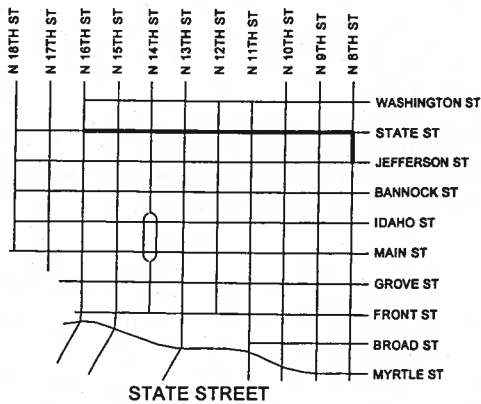
## II. THE PLAN

### Design Standards - Street Character Types



## II. THE PLAN

### Design Standards - Street Character Types



### STATE STREET/EIGHTH STREET/EXISTING OPERATION

#### Type

Special Urban Parkway. 80' right-of-way typical with proposed front yard setbacks.

#### Configuration

Number of lanes and one-way vs. two-way subject to change by ACHD; existing four-lane, two-way operation with on-street parking on north side shown; widened tree lawn, sidewalk; proposed front yard setback shown – landscape required.

#### Design Treatment

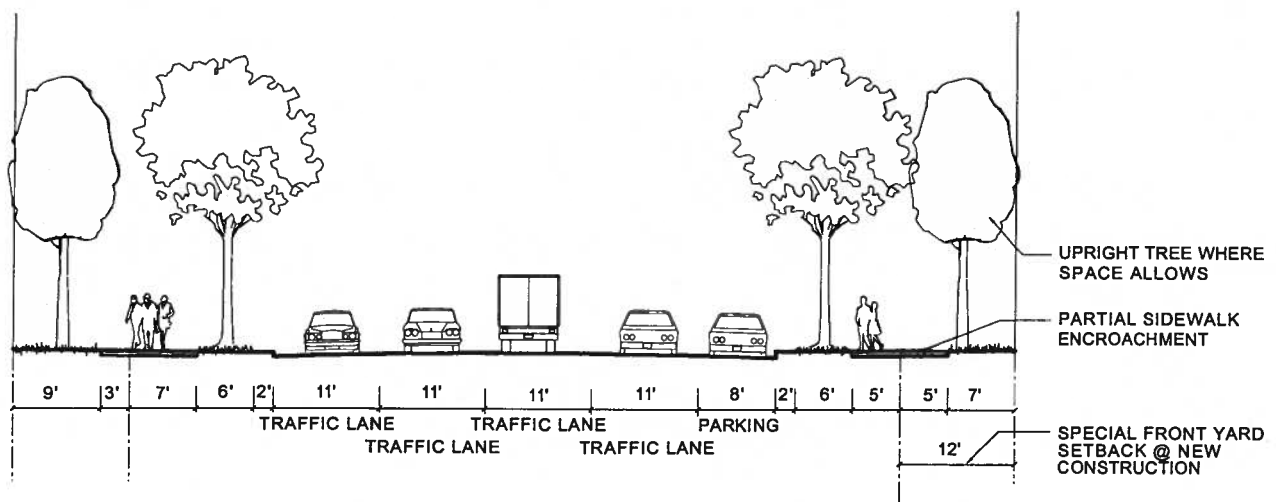
Scored concrete curb zone and through-pedestrian zone, landscaped tree lawn and front yard setback, historic Boise pedestrian lights, flower pots, trash receptacles – optional at building entrances; extend to 8th Street between State and Jefferson to complement the State Capitol grounds.

#### Parking Access

One driveway per block near mid-block or on cross street.

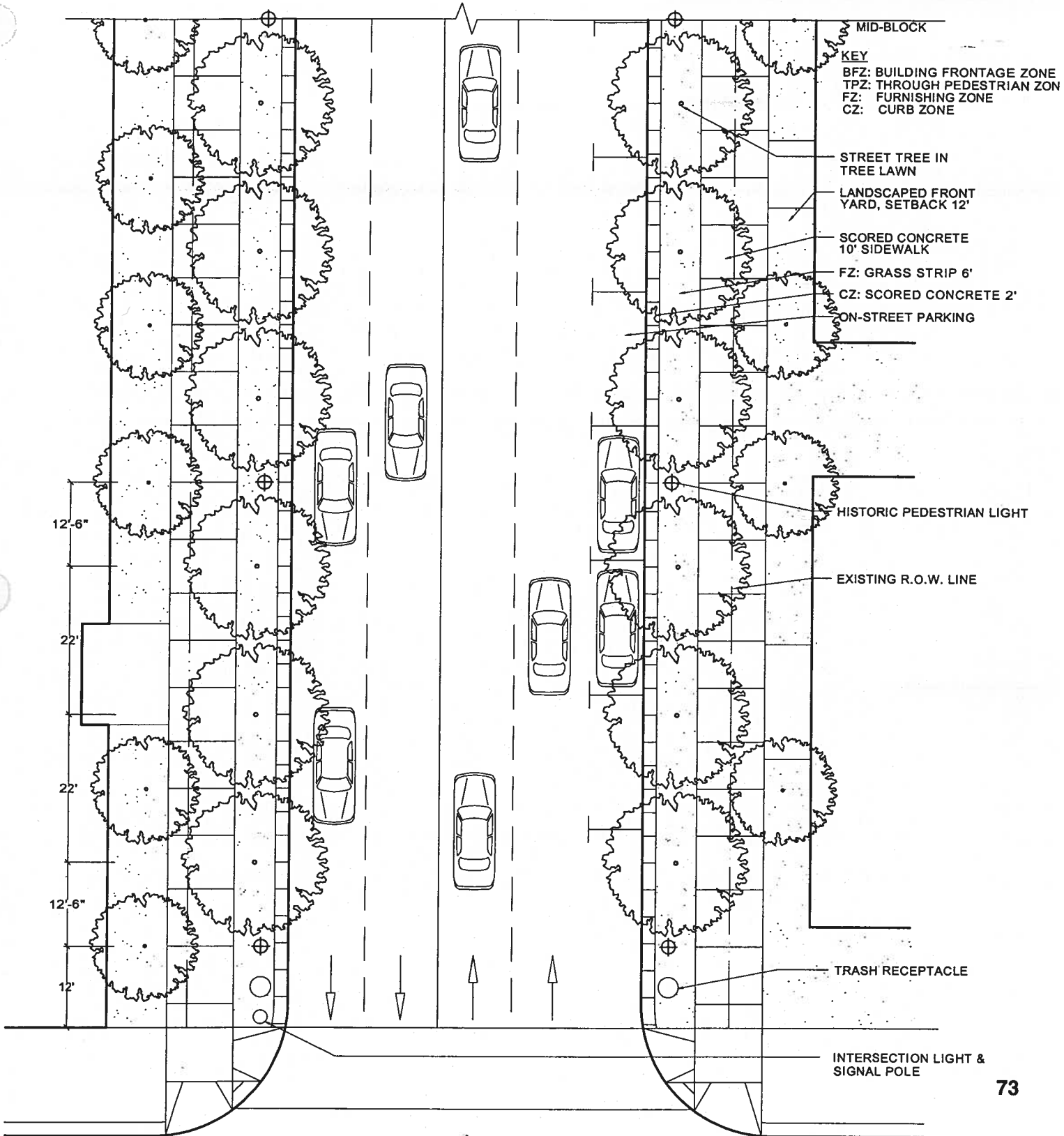
#### Café Seating

Allowed at building retail entrances; no more than 40% paved surface in landscape front yard in a block.



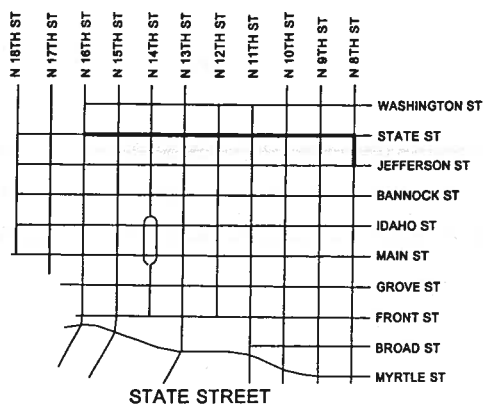
## II. THE PLAN

Design Standards -  
Street Character Types



## II. THE PLAN

### Design Standards - Street Character Types



## STATE STREET/EIGHTH STREET/OPTIONAL OPERATION

### Type

Special Urban Parkway. 80' right-of-way typical with proposed front yard setbacks.

### Configuration

Number of lanes and one-way vs. two-way subject to change by ACHD; optional configuration if State-Jefferson couplet is implemented is shown – three-lane, one-way with on-street parking both sides shown; widened tree lawn, sidewalk; proposed front yard setback also shown – landscape required.

### Design Treatment

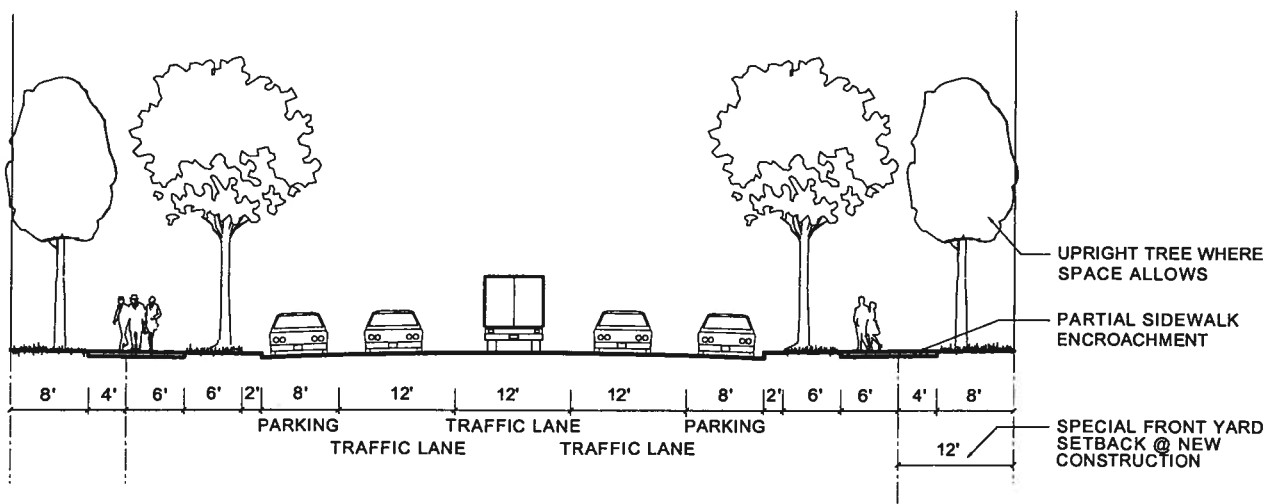
Scored concrete curb zone and through-pedestrian zone, landscaped tree lawn and front yard setback, historic Boise pedestrian lights, flower pots, trash receptacles – optional at building entrances; extend to 8th Street between State and Jefferson to complement the State Capitol grounds.

### Parking Access

One driveway per block near mid-block or on cross street.

### Café Seating

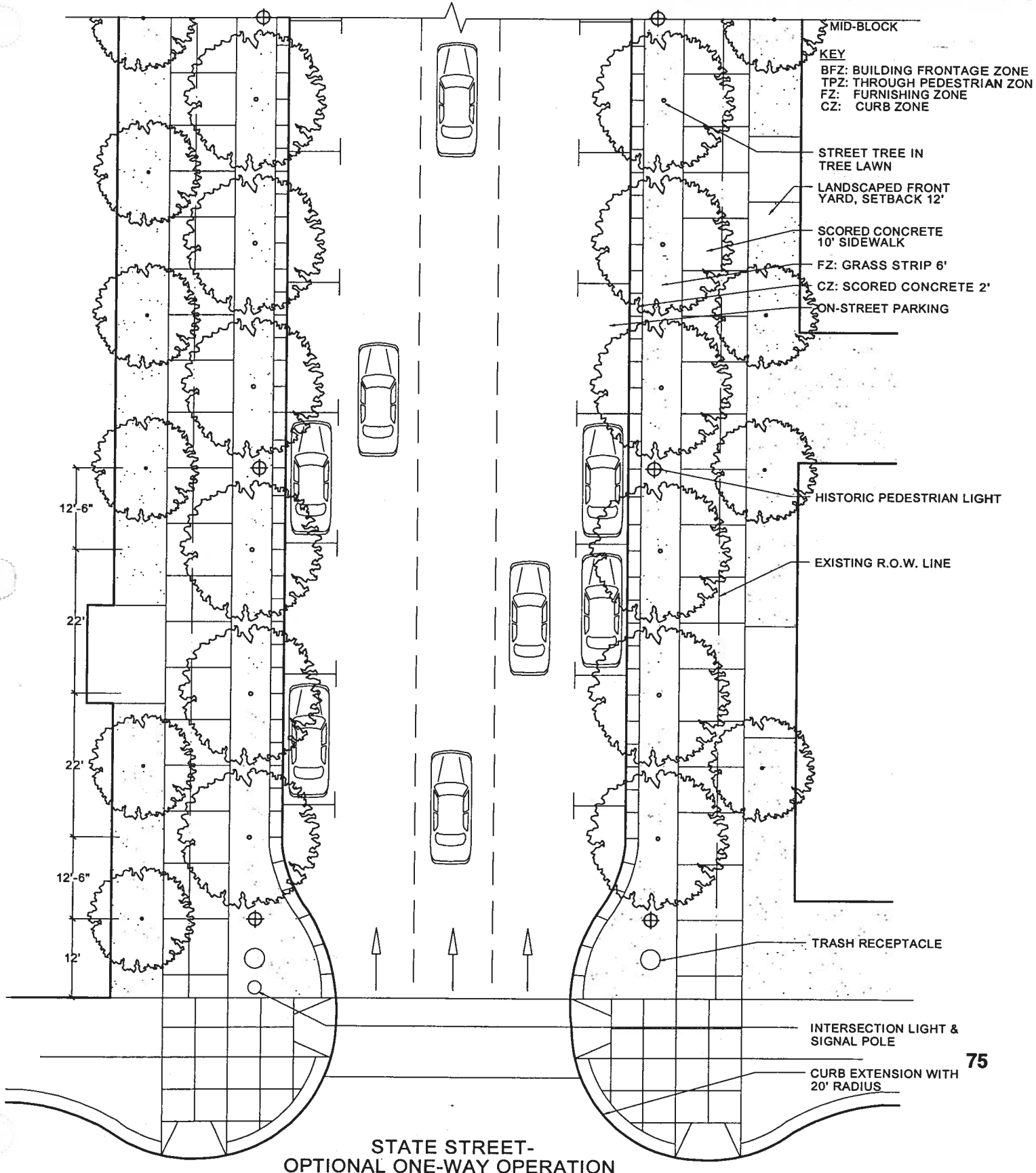
Allowed at building retail entrances; no more than 40% paved surface in landscape front yard in a block.





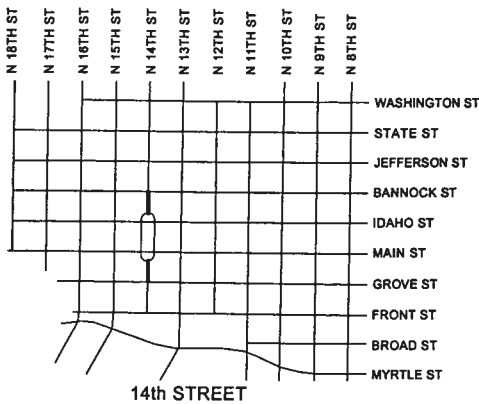
## II. THE PLAN

### Design Standards - Street Character Types



## II. THE PLAN

### Design Standards - Street Character Types



### 14TH STREET

#### Type

Special pedestrian street. Right of way reduced to 46'.

#### Configuration

Curbless, pedestrian space; drainage to trench drains at one edge of tree wells; center clear for fire access.

#### Design Treatment

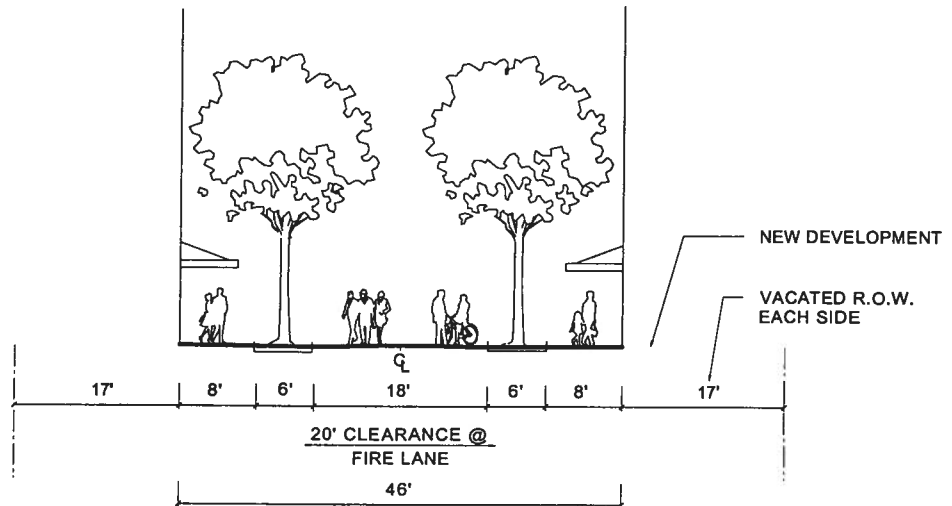
Matching or similar to materials on Main and Idaho (two colors brick paving, street trees, benches, trash receptacles, historic Boise pedestrian lights, flower pots, hoop bike racks, etc.).

#### Parking Access

None.

#### Café Seating

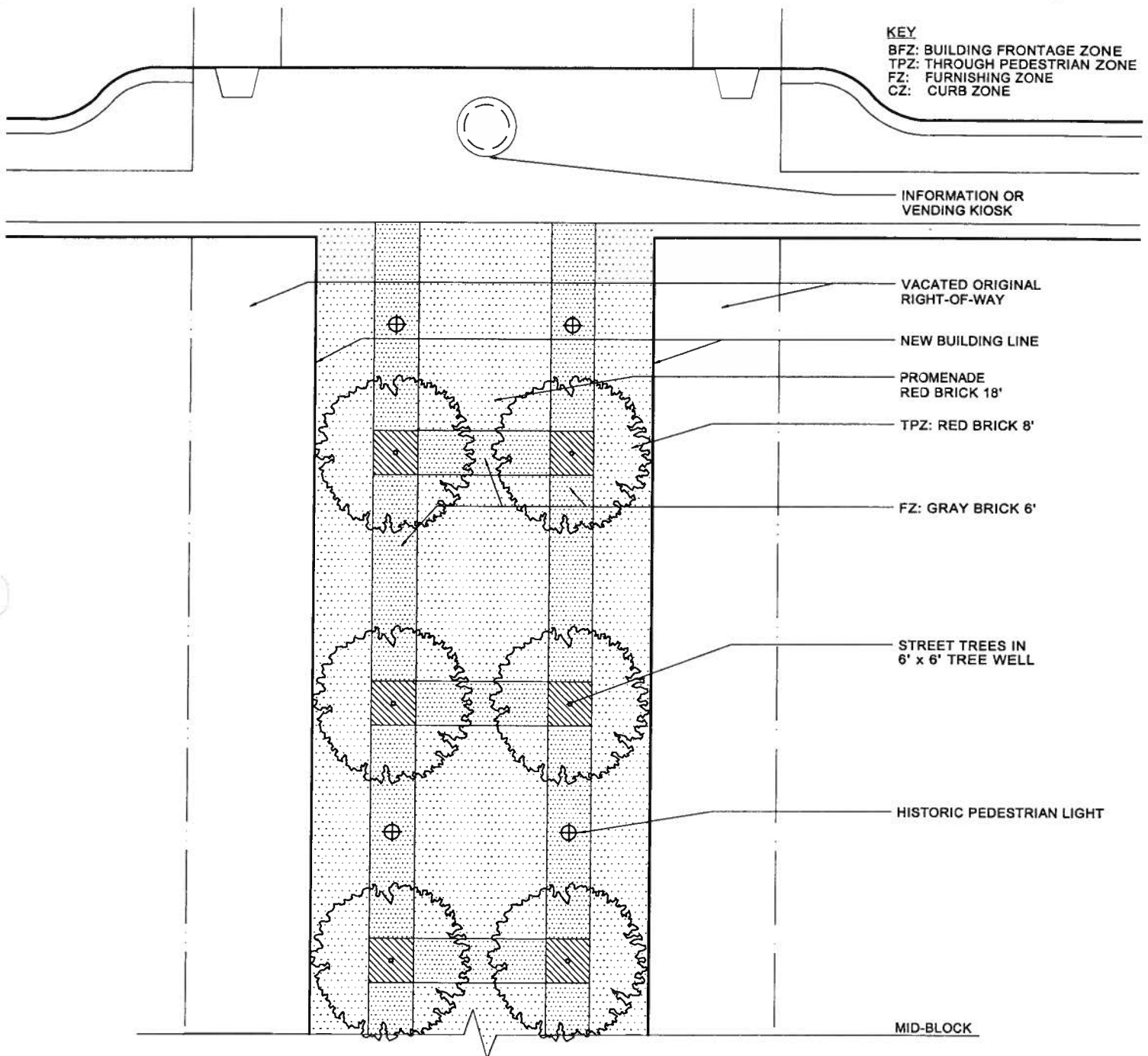
Encouraged; adjacent to buildings.



### 14TH STREET - BANNOCK TO IDAHO GROVE TO MAIN

## II. THE PLAN

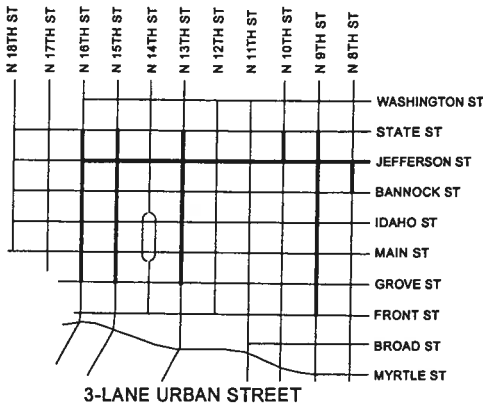
Design Standards -  
Street Character Types



14TH STREET: BANNOCK TO IDAHO  
GROVE TO MAIN

## II. THE PLAN

### Design Standards - Street Character Types



### 3-LANE URBAN STREET

#### Type

Enhanced downtown urban street. 80' right-of-way typical.

#### Configuration

3-lane, one-way or two-way with center turn lane; on-street parking both sides. Also within this configuration, two-way with center turn lane.

#### Design Treatment

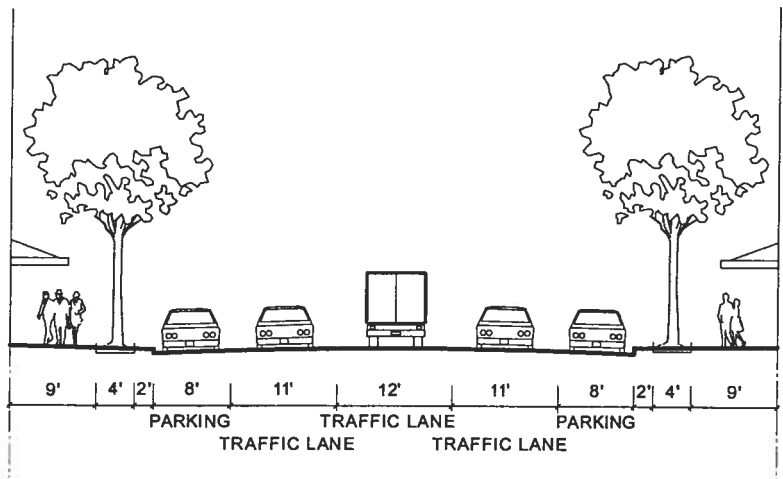
Minimum – scored concrete paving; optional – brick in Furnishing Zone or all zones; street trees, historic Boise pedestrian lights, bike racks, trash receptacles; optional – benches, flower pots; at 8th Street between Jefferson and Bannock, and 11th Street between State and Myrtle, provide design treatment with all-brick paving and complete furnishings.

#### Parking Access

One driveway per block near mid-block.

#### Café Seating

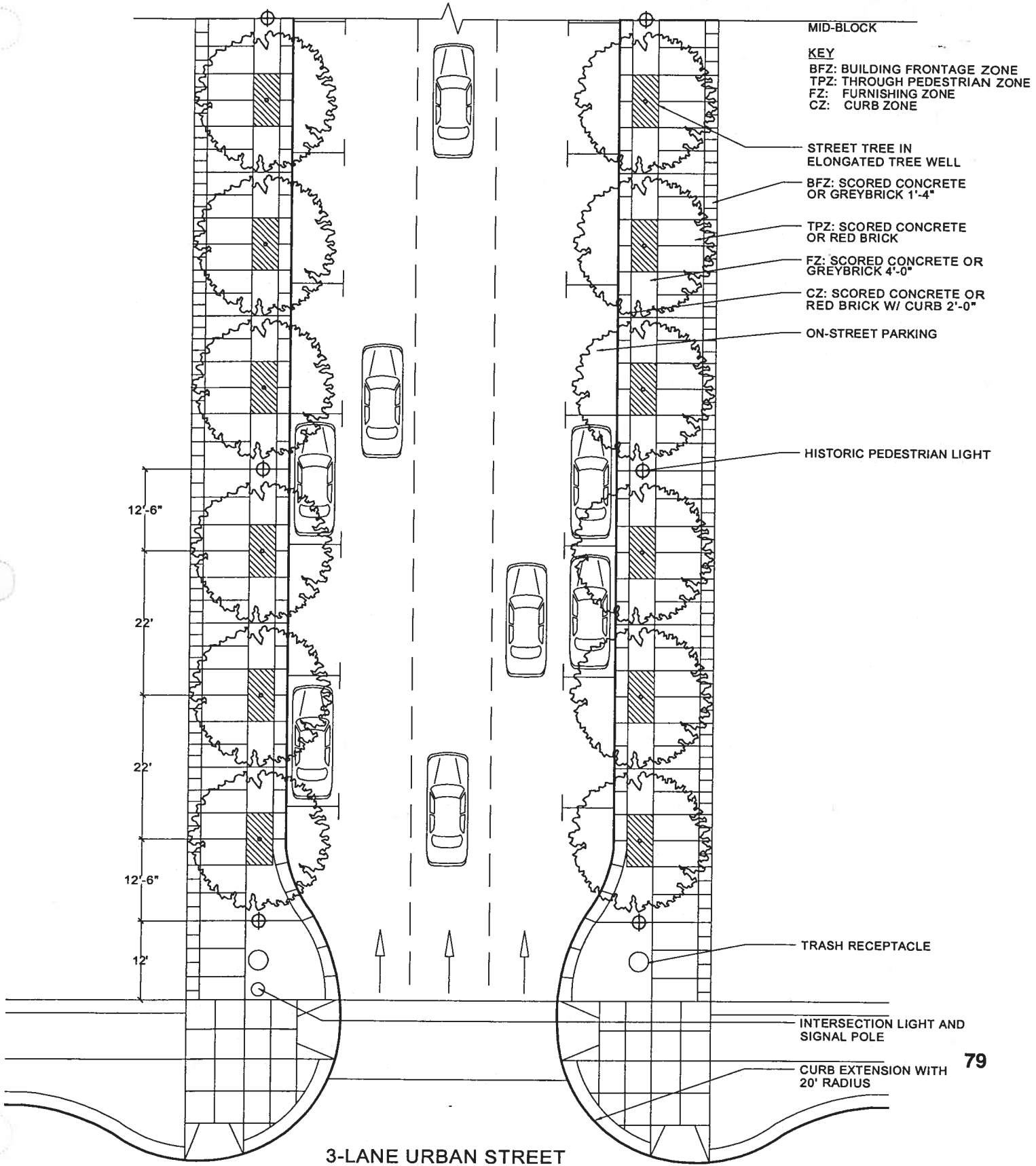
Encouraged.



### 3-LANE URBAN STREET

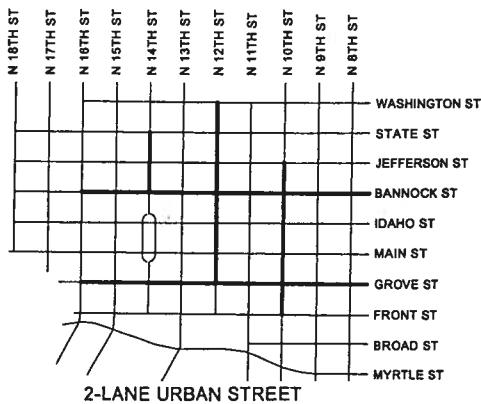
## II. THE PLAN

Design Standards -  
Street Character Types



## II. THE PLAN

### Design Standards - Street Character Types



## 2-LANE URBAN STREET

### Type

Enhanced downtown urban street. 80' right-of-way typical.

### Configuration

Currently, 3-lane and 2-lane (with center turn lane) occurs on indicated streets; optional configuration, where feasible, narrows roadway to 2-lane, one or two way; on-street parking both sides; sidewalk widened from 15 feet to 20 feet.

### Design Treatment

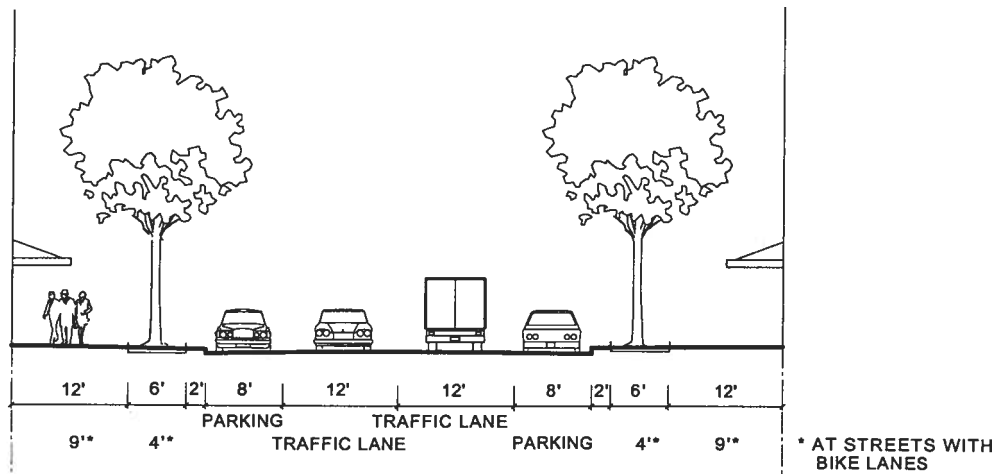
Minimum – scored concrete paving; optional – brick in Furnishing Zone or all zones; street trees, historic Boise pedestrian lights, bike racks, trash receptacles; optional – benches, flower pots.

### Parking Access

One driveway per block near mid-block.

### Café Seating

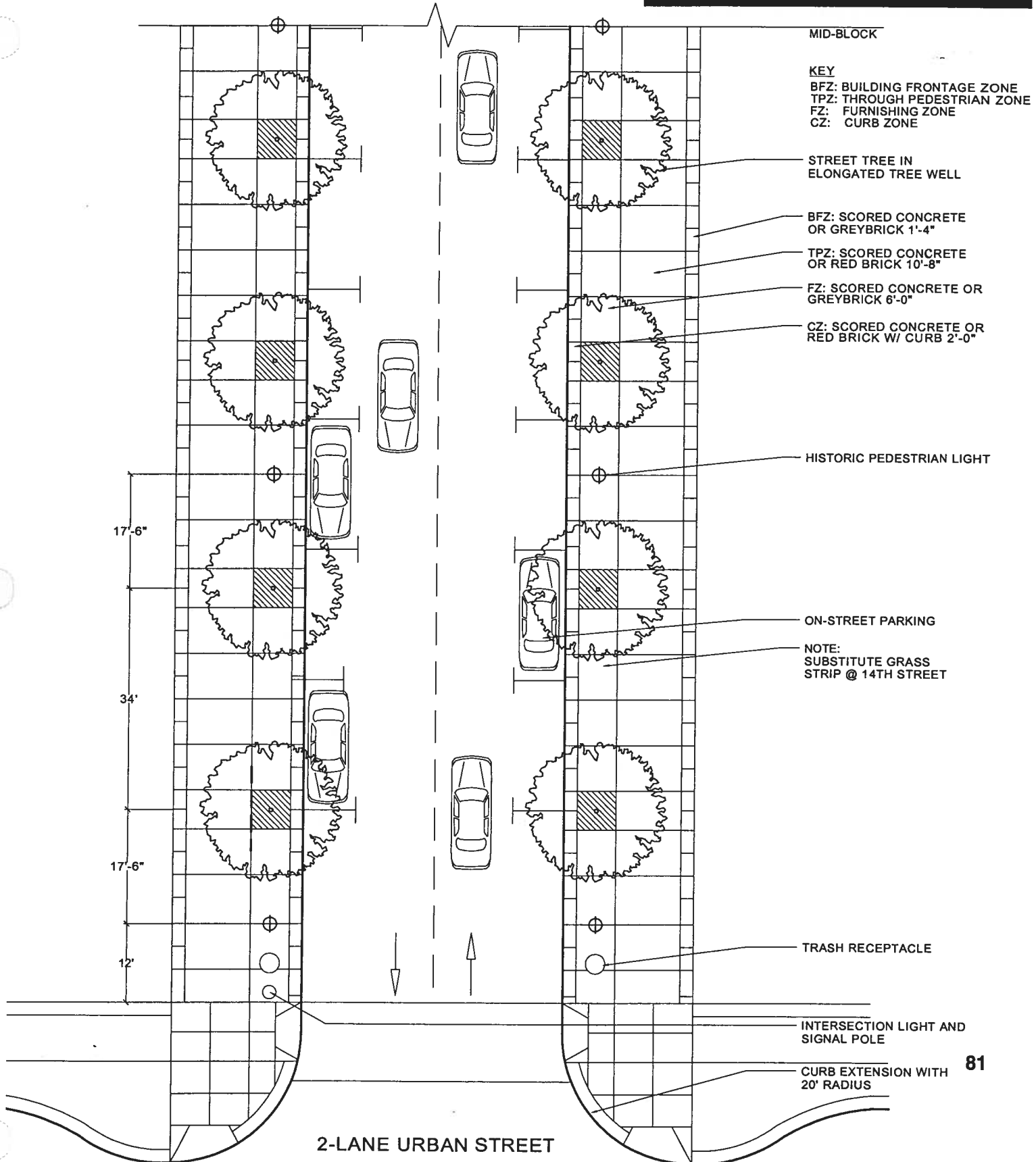
Encouraged adjacent to buildings or in Furnishing Zone.



## 2-LANE URBAN STREET

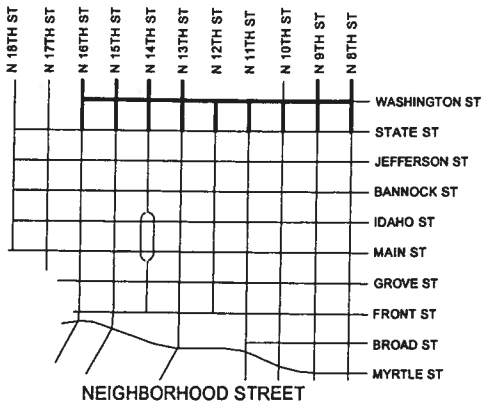
## II. THE PLAN

Design Standards -  
Street Character Types



## II. THE PLAN

### Design Standards - Street Character Types



## NEIGHBORHOOD STREET

### Type

Urban Neighborhood Street. 80' right of way typical.

### Configuration

2-lane, two-way or one-way; on street parking both sides; extra wide lanes accommodate striped or un-striped bike lanes; tree lawns, sidewalks and front yard setbacks.

### Design Treatment

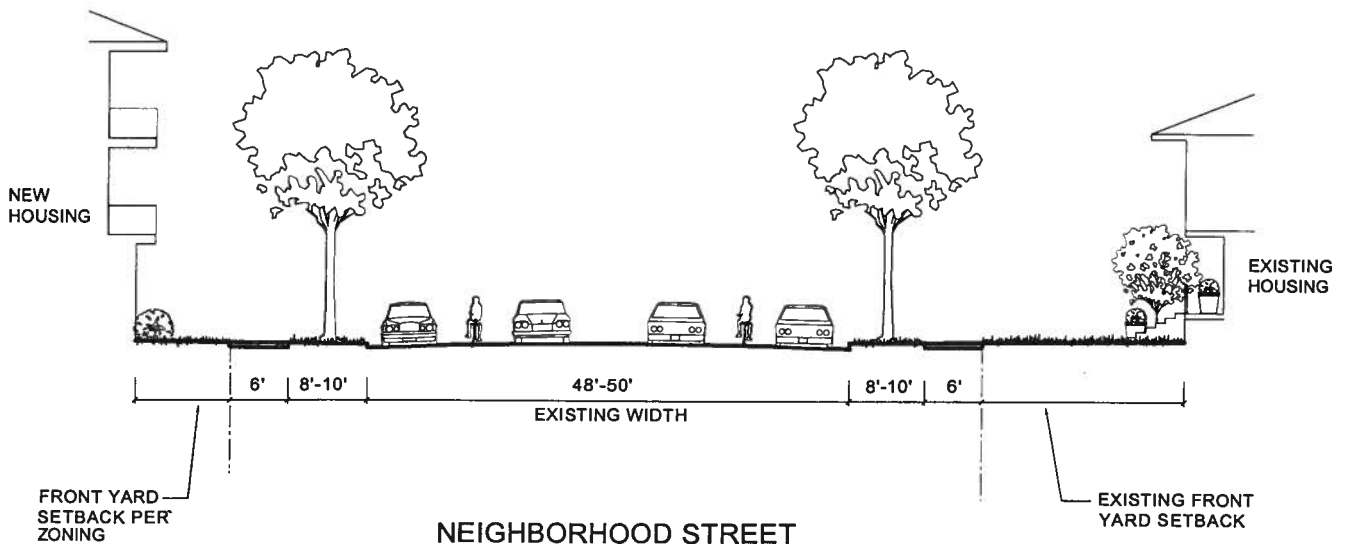
Street trees in tree lawns; historic Boise pedestrian lights.

### Parking Access

From alleys only.

### Café Seating

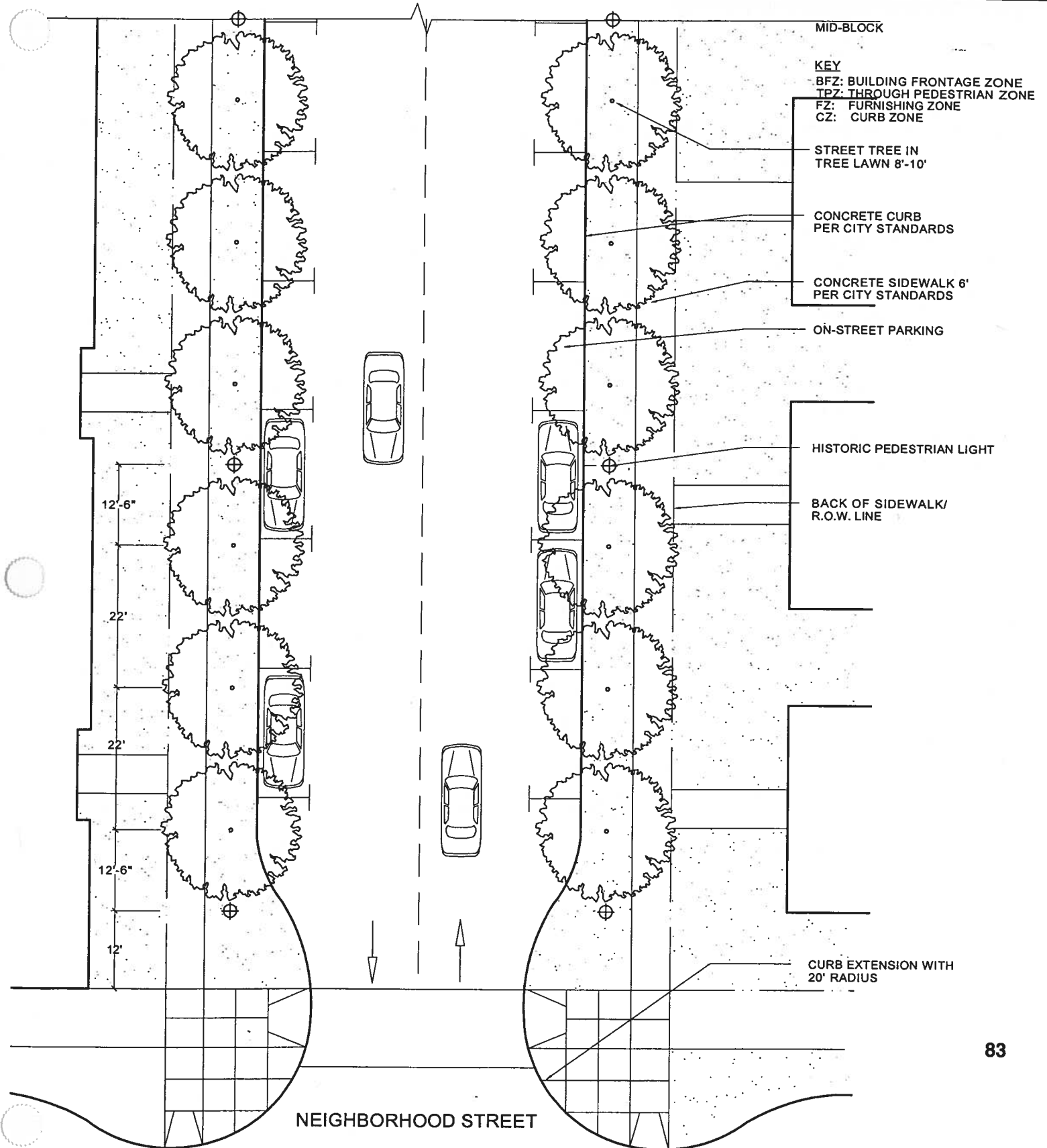
Not Applicable.





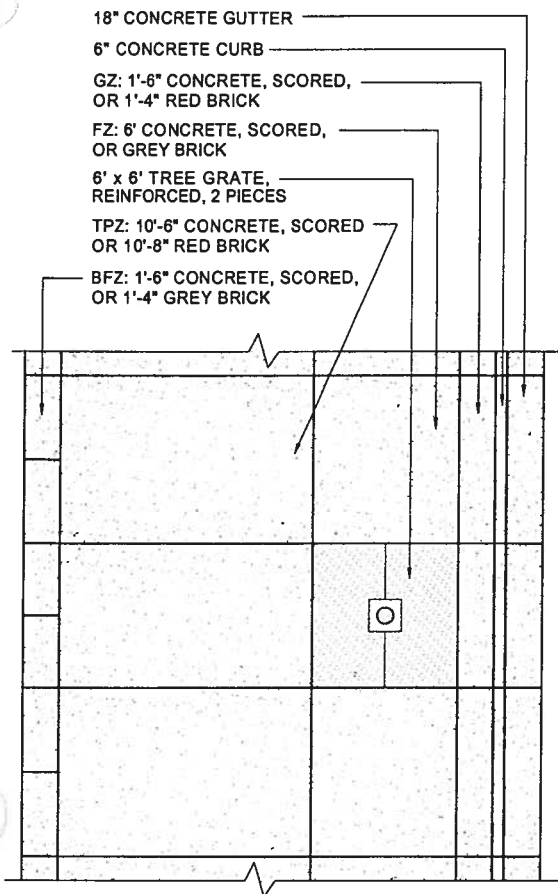
## II. THE PLAN

Design Standards -  
Street Character Types



## II. THE PLAN

### Design Standards - Street Design Elements



PAVING PLAN  
2 LANE URBAN STREET  
20' SIDEWALK

## PAVING

Paving patterns are designed to accommodate either sand-set brick pavers or scored concrete or combinations of both. The brick pavers, in soldier course and herringbone patterns of red and grey colors are selected to closely match existing improvements on Main, Idaho, and 8th streets in the Central District.

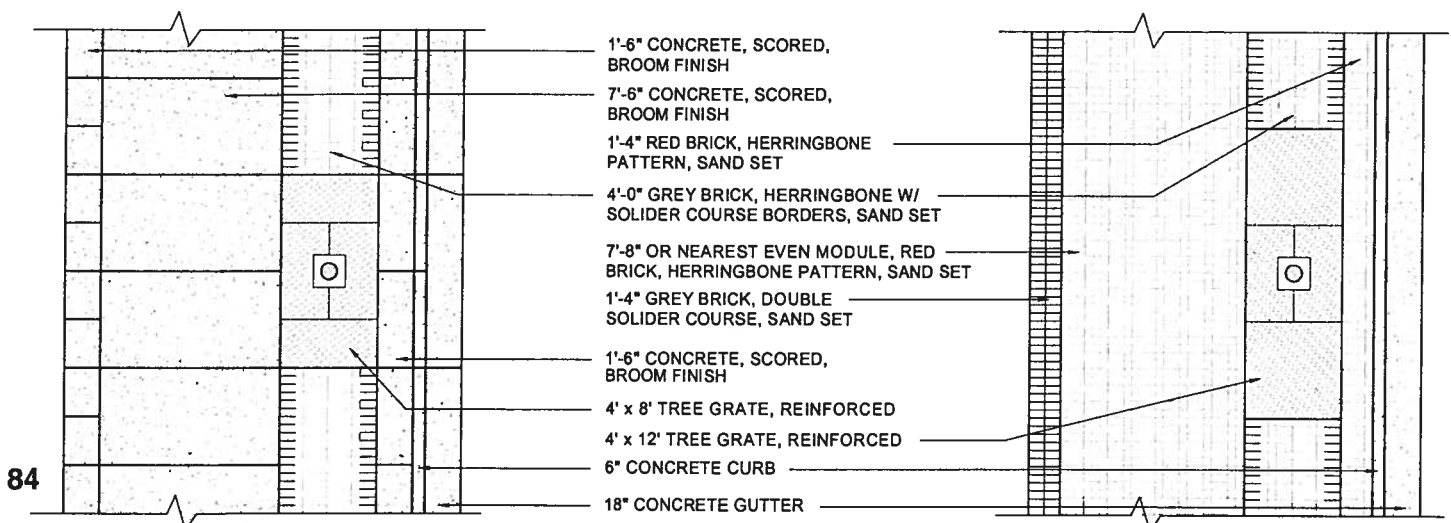
Pavers are available from:

Endicott Clay Products, Fairbury, Nebraska

Red Brick - Red Blend, 4" x 8" x 1-5/8"

Grey Brick - Dark Ironspot, 4" x 8" x 1-5/8"

or as approved.



PAVING PLAN  
2 LANE URBAN STREET  
3 LANE URBAN STREET

PAVING PLAN  
SPECIAL DOWNTOWN  
PEDESTRIAN STREETS

## TREES & GRATES

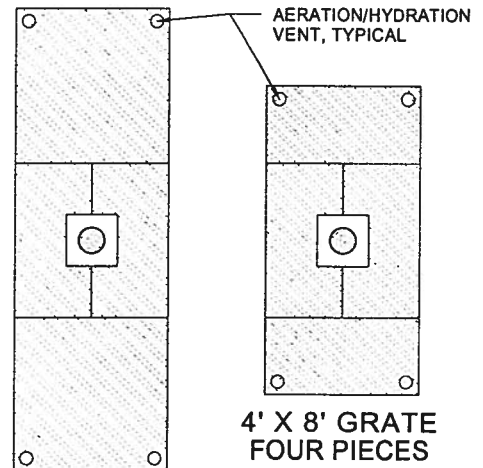
Trees need adequate space for root expansion if they are to thrive and reach their intended stature. These tree well designs provide greater root space using larger grated areas. The tree pit should extend under the entire grated area and be filled with landscape soil mix at approximately three-foot depth.

Grate configurations include a multipiece design made up of standard center pieces with tree openings and matching side pieces without tree openings. All tree grates are to include flat bar reinforcing to prevent damage from vehicles backing over the sidewalk.

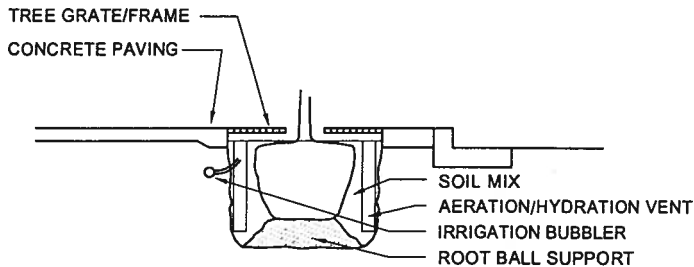
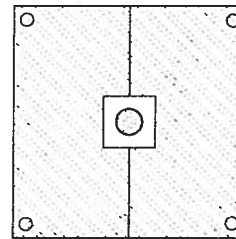
Tree grates are available from:

Urban Accessories, Woodinville, Washington

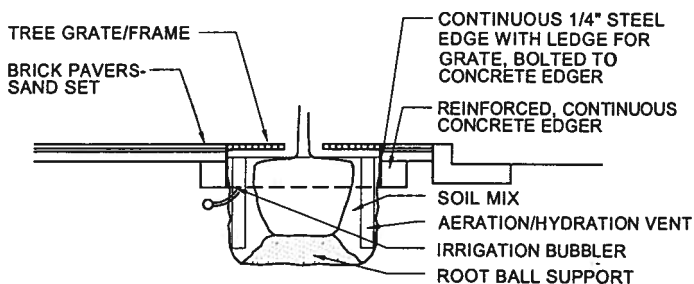
Model/Pattern: "Chinook" or as approved. Grate designs to be selected for consistency within each defined area or corridor.



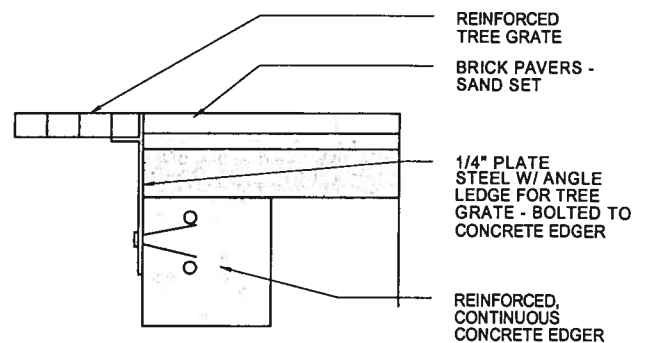
4' X 12' GRATE  
FOUR PIECES



TREE WELL SECTION - CONCRETE PAVING



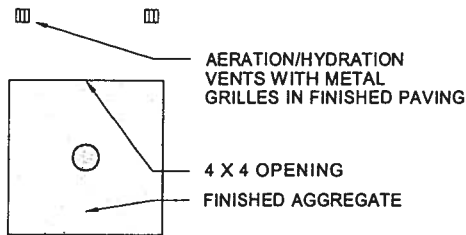
TREE WELL SECTION - BRICK PAVING



CONCRETE EDGER  
AT TREE WELL

## II. THE PLAN

### Design Standards - Street Design Elements

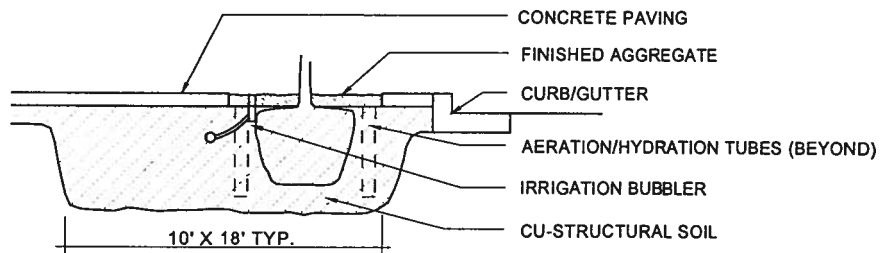


*Plan View*

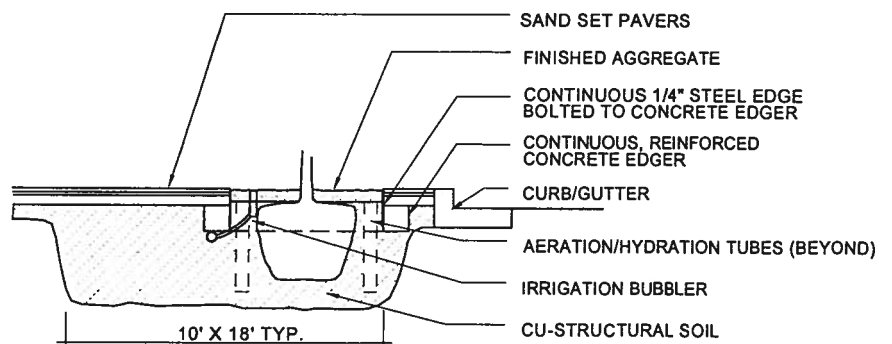
## TREES & GRATES - CONTINUED

### CU-Structural Soils

A viable alternative to multi-piece, reinforced grates is the use of Cornell University Structural Soil. This patented blend of gap-graded aggregate, clay-loam, and hydrogel has been developed as a medium that supports pavements to standard loads yet allows tree growth. It is being adopted by various transportation departments in city and state governments around the country. This system should be evaluated for adoption by both the City Engineer and City Forester.



TREE WELL SECTION - CONCRETE PAVING



TREE WELL SECTION - BRICK PAVING

## STREET TREE SPECIES

Street tree species for the Westside streets are selected based on appropriate size, branching and rooting characteristics, spacing, width of sidewalk, tolerance of urban conditions, maintenance requirements, etc. All final development plans with street trees must be approved by the City Forester.

<u>Street</u>	<u>Recommended species and Alternate species</u>
Eighth/Bannock to Washington	
Ninth/Front to Washington	
10th/Front to Washington	
11th/Grove to Washington	
12th/Grove to Washington	
13th/Grove to Washington	
14th/Grove to Washington (excluding urban open space)	
Urban open space at 14th	
15th/Grove to Washington	
16th/Grove to Washington	
Grove/16th to Ninth	
Main/18th to Ninth	
Idaho/18th to Ninth	
Bannock/16th to Eighth	
Jefferson/16th to Eighth	
State/16th to Eighth	
Washington/16th to Eighth	

## II. THE PLAN

### Design Standards - Street Design Elements



### TRANSIT SHELTERS

Large transit shelters are proposed for Main and Idaho streets in Westside. These shelters should be comparable in size, design, and quality of materials and finishes to the original Main and Idaho Transit Mall shelters. Final designs are to be developed. Sloping metal roofs, skylights, enhanced lights, and windscreens are to be incorporated as well as improved transparency for storefront visibility.



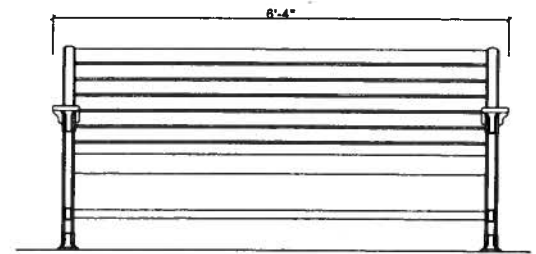
*Transit Mall Shelters on Main and Idaho.*

## BENCHES

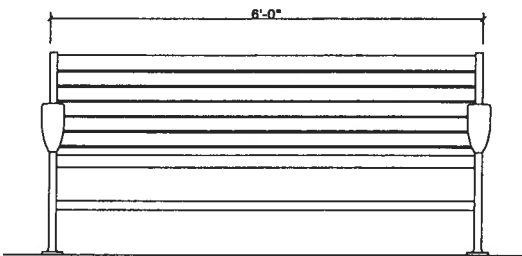
Benches are to be used in street improvements (in the furnishing zone), near transit stops, and flanking urban open space. Benches should be cast iron with durable wooden slats in five or six foot lengths. Benches with backs are preferred, however some design circumstances may warrant backless benches.

Recommended models are:

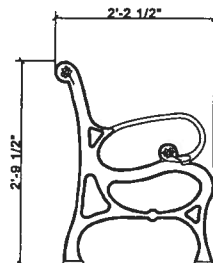
Craftsman, 6' standard bench, #2663-6  
Craftsman, 6' backless bench, #2660-6  
Restoration, 6' standard bench, #2118-6  
Restoration, 6' backless bench, #2123-6  
from Columbia Cascade Company, Portland, Oregon or as approved.



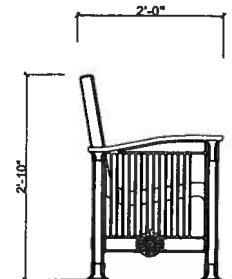
BENCH, FRONT ELEVATION



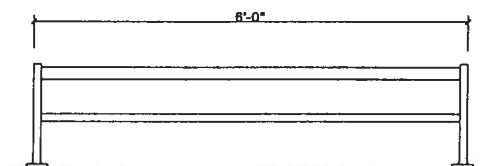
BENCH, FRONT ELEVATION



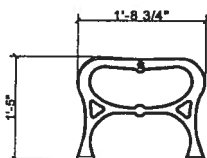
BENCH, SIDE ELEVATION



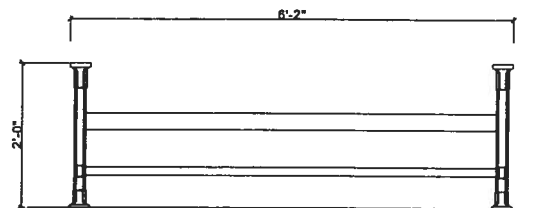
BENCH, SIDE ELEVATION



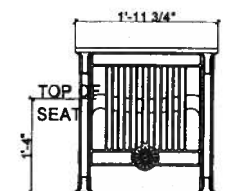
BACKLESS BENCH, FRONT ELEVATION



BACKLESS BENCH, SIDE ELEVATION



BACKLESS BENCH, FRONT ELEVATION



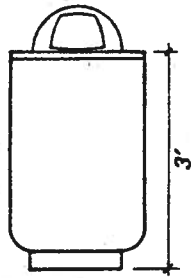
BACKLESS BENCH, SIDE ELEVATION

*Restoration Model Benches*

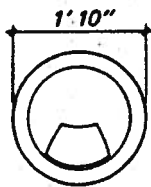
*Craftsman Model Benches*

## II. THE PLAN

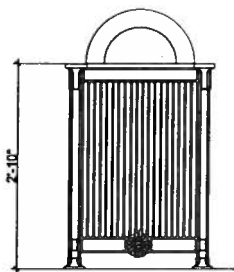
### Design Standards - Street Design Elements



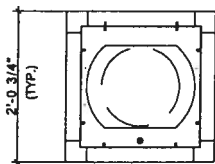
*Litter receptacle, elevation*



*Litter receptacle, plan*



*Alternative Litter receptacle, elevation*



*Alternative Litter receptacle, plan*

## LITTER RECEPTACLES

Litter receptacles should be placed near seating areas.

Litter receptacles should be model no. TR-D in "dove gray", cast stone with a light sandblast finish, and a metal cover, as manufactured by DuraArt Stone, Newark, California, or as approved.

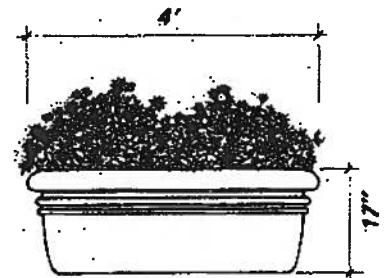
An optional alternative is "Timber Craftsman", model no. 2667-OT, powder coated cast iron litter receptacle, as manufactured by Columbia Cascade Company, Portland, Oregon, or as approved.



## **MOVABLE PLANTERS**

Movable planters should be in the pedestrian furnishing zone and in the new urban open space at 14th/Main/Idaho streets.

Movable planters shall be the "Design V-Grecian Planter" in "dove gray" cast stone, as manufactured by DuraArt Stone, Newark, California, or as approved.



*Movable planter, elevation*

## II. THE PLAN

### Design Standards - Street Design Elements

#### DRINKING FOUNTAINS

Drinking fountains should be used in the pedestrian furnishings zone in areas of high pedestrain activity.

Drinking fountains should be model "MC76-2", gray iron, as manufactured by Murdock Fountains, Cincinnati, Ohio, or as approved.

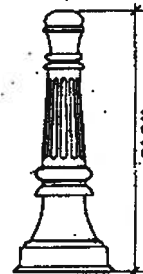


*Drinking fountain*

## **BOLLARDS**

Bollards should be used to define special areas and to enhance pedestrian safety at vehicular crossings.

Bollards should be the “1890” cast metal bollard, as manufactured by Canterbury International, Sherman Oaks, California, or as approved.



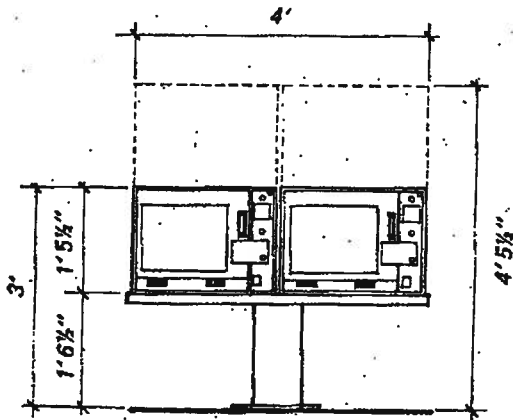
*Bollard, elevation*

## II. THE PLAN

### Design Standards - Street Design Elements

#### NEWSTANDS/NEWSPAPER DISPENSERS

Newspaper dispensers should be located near intersections and transit facilities. A metal, two dispenser pedestal-type unit should be used. Dispensers should be the "Sho-Rack" model "K-4916", or "TK-4916" as manufactured by Kasper Wire Works, Shiner, Texas, or as approved.



*Newspaper dispenser, front elevation*

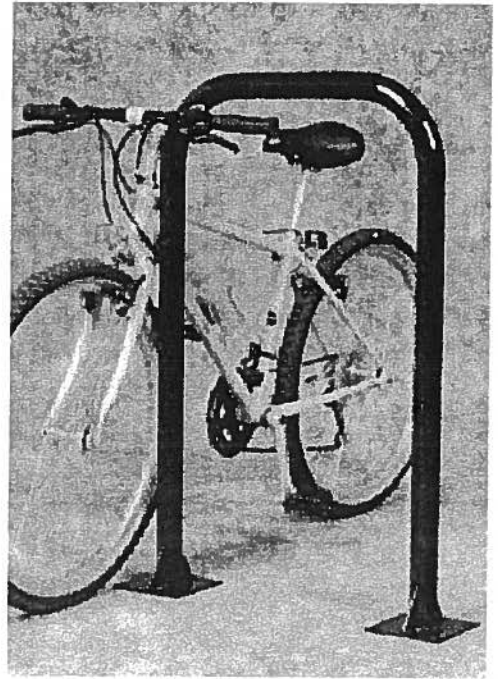


*Newspaper dispenser, side elevation*

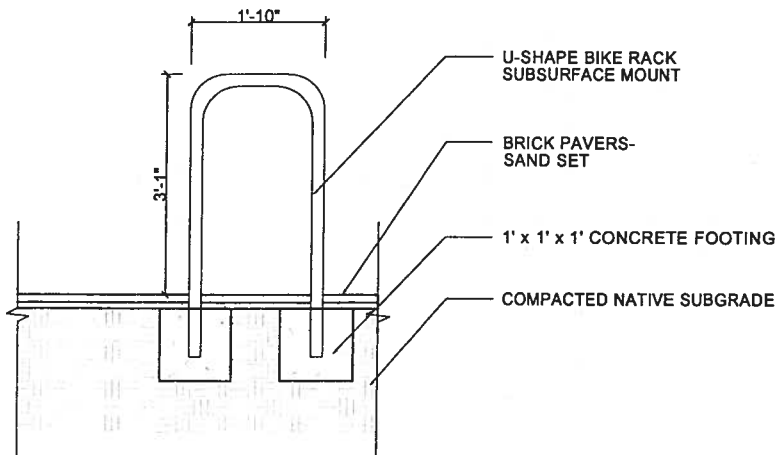
## BICYCLE RACKS

Bicycle racks should be located in the pedestrian furnishings zone at locations throughout development which attract cyclists.

Bicycle racks should be model "Viper Rack," model #1041, as manufactured by American Bicycle Security Co., Ventura, California, or as approved.



*Bike rack*



*Bike rack, front elevation*

## II. THE PLAN

### Design Standards - Street Design Elements

#### LIGHTING FIXTURES

Pole top lighting fixtures should be placed centrally in the pedestrian furnishings zone at appropriate intervals.

Luminaires should be consistent in general appearance with those already in use but, should be configured to meet "dark skies" criteria (little or no upward spillage of light) and be capable of accommodating electrodeless luminaires.

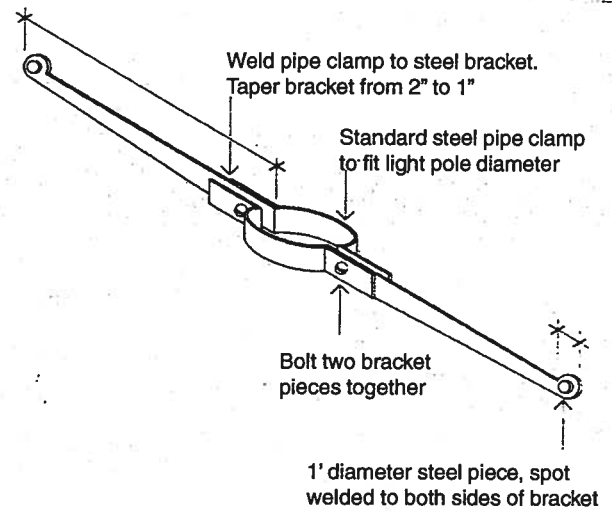
Cast aluminum light poles in a replica of Boise's Historic Downtown fixtures should be used.



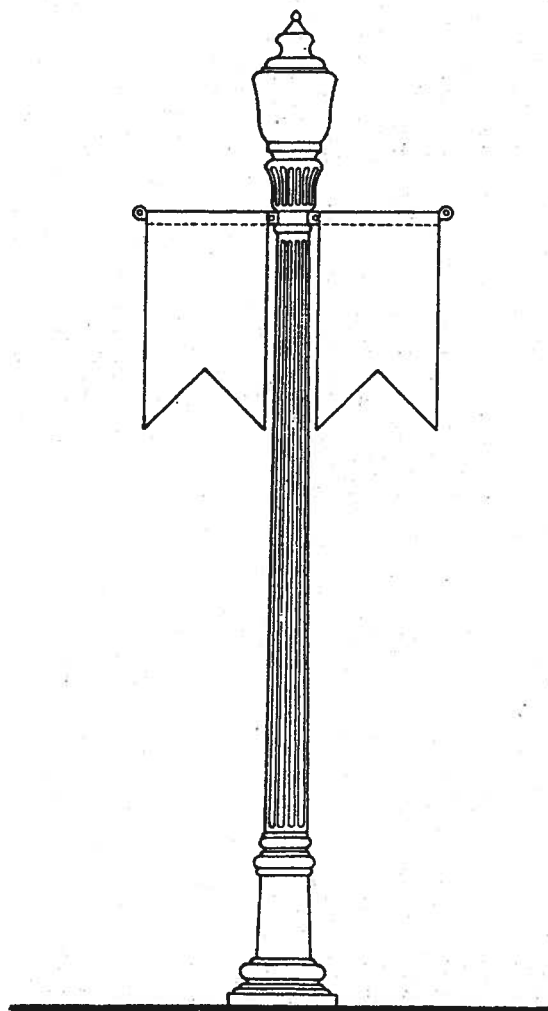
*Single globe pole, elevation*

## LIGHTING FIXTURE BRACKETS

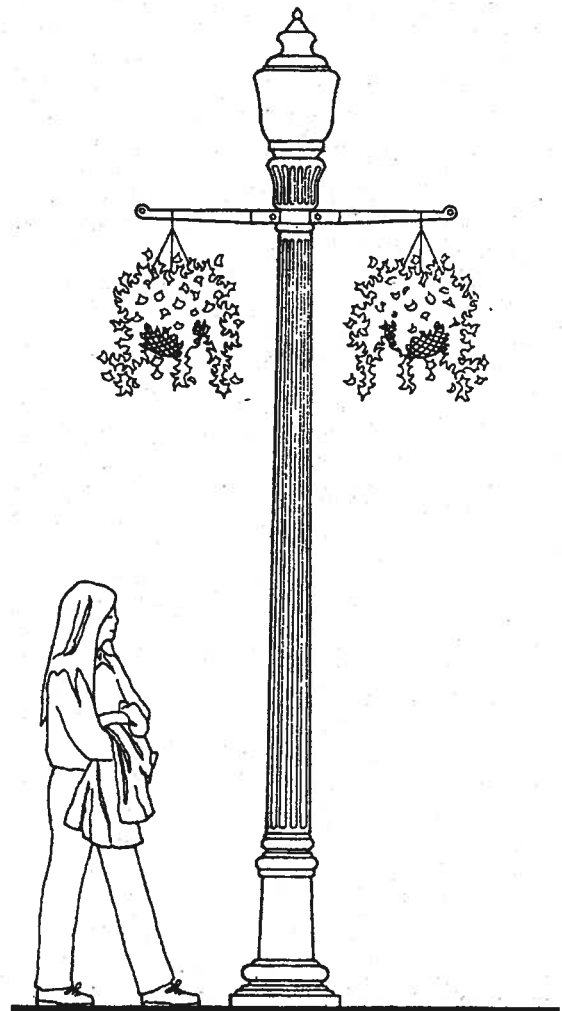
Brackets for banners and flower baskets should be installed on lighting fixtures at selected streets.



*Banner bracket, detail*



*Single globe pole, elevation with banners*



*Single globe pole, elevation with flower baskets*

## II. THE PLAN

### Design Standards - Street Design Elements

#### GRAPHICS IN STREETS & PUBLIC OPEN SPACES

A graphic system for public signage such as street name signs, pedestrian way-finding, parking access signs, and information signs will be provided by CCDC. Examples of successful public signage are shown here.





**GRAPHICS IN STREETS & PUBLIC OPEN SPACES  
- CONTINUED**



## II. THE PLAN

### Market Context & Strategy

#### 1. INTRODUCTION

This section of the plan provides a discussion of the real estate markets in which Westside Downtown will draw support for development. The primary land uses for Westside will include office, retail and residential development. This section examines the opportunities and probabilities of capturing private sector real estate investment in Westside over the period 2000 to 2020 and discusses strategies for accelerating the rate of development in this study area.

##### **Placemaking**

Planning for Westside is a place making effort. The Urban Land Institute (ULI) defines place making as:

*"The process of identifying and revitalizing underutilized public and private spaces that result in the fundamental transformation of community."*

The planning process for Westside begins with an understanding that place making will be required in order to bring about the desired changes. Westside is not undeveloped; it contains a number of existing uses, some of which will undoubtedly remain for decades to come and others that are exhausting their economic productivity. It is an area of transition. Fortunately, considerable portions of the district are currently land banked, largely in the form of surface parking lots.

##### **Market Studies and Market Strategies**

Place making and market strategies have much in common. At this point, it is appropriate to introduce the distinction between a market study and a market strategy.

While different, market studies should be integrated with market strategies. A market study is a snapshot in time with a limited shelf life. Supply and demand are constantly in flux and local market conditions can change considerably in a year's time. Market research establishes the likely pattern of development opportunity. A market analysis is appropriate for a project that is ready to go immediately and, therefore, must respond to an identified opportunity in the marketplace that is currently underserved or poorly served.

In contrast, a market strategy examines the means (tools, programs, incentives, policies and other "levers") that can enhance the opportunity to develop a particular desired type, size and character of development. The market strategy can apply to a building, a group of buildings, a block, a district, or an entire downtown. A market strategy is a longer-term approach, a proactive process, and does not merely respond to unmet demand resulting from inadequate supply.

100 *\*Note: Census data for the year 2000 will not be available until the year 2002, this report has been compiled using 1990 census data throughout.*

Market (and implementation) strategies involve shaping conditions to create and respond to opportunities. Such efforts are largely the responsibility of the public sector and include removing physical and regulatory barriers, cleaning up blight, reducing crime, constructing infrastructure and streetscape, providing parking and parks, and effecting incentives and supportive policies. In this case, the market strategy approach is relevant to Westside.

Both market strategies and place making recognize that:

- The public sector does not have the resources (either human or financial) to rebuild cities alone.
- The private sector and the public sector, working together, can pool both capital and human resources to achieve great places. As with all successful partnerships, each needs the other in order to succeed.
- Public dollars can and should be leveraged to achieve desired results.

#### **What is Meant by Markets**

Real estate markets are people. People rent, own and otherwise use real estate whether working, shopping, residing, recreating or just passing through. To understand what a city can expect in terms of real estate growth always comes back to that city's population (and visitors), growth in its households and household size, income, employment and other characteristics of that population. Markets reflect and are the expression of the needs and desires of people and their ability to satisfy those needs and desires in a real estate context:

- Household growth determines housing needs and capacity.
- Income determines retail needs and spending patterns.
- Employment determines office and industrial space needs.
- Population growth determines public uses, government and institutions.

Markets are made up of people who are discriminating about how and where they spend their money, the kind of housing they wish to live in, where to go to dine out, what recreational facility to use and so on. Except where poverty or subsidy is involved, people make choices about where and how they spend their time and their money. Therefore, a fundamental theme throughout the planning and implementation strategy for Westside is understanding that it must be a very attractive, inviting and livable place in order to achieve the desired growth. Otherwise, people will simply go elsewhere.

## II. THE PLAN

### Market Context & Strategy

## 2. BOISE IS GROWING

Boise is a rapidly growing metropolitan area with every indication of continued positive growth. Growth between 1990 and 2000 and the forecast for 2005 are presented in Table 1. The fastest rate of growth within the Boise MSA (Metropolitan Statistical Area) took place within the City of Boise, growing from 125,738 people in 1990 to 185,787 people in 2000—a phenomenal increase of 60,049 people and an increase of roughly 47.7 percent in a decade. Boise is forecast to grow by another 31,422 people between 2000 and 2005.<sup>1</sup>

**Table 1 - Demographic History & Projections**  
City of Boise, Boise MSA <sup>1</sup>

	1990	2000	% Change	2005 Projection	% Change
Boise MSA	296,275	409,699	27.7%	446,335	12.15%
Ada County	205,775	284,269	27.6%	305,084	6.83%
Canyon County	90,500	125,430	27.8%	141,251	11.20%
City of Boise	125,738	185,787	47.7%	210,077	14.96%

Source: U.S. Census and Leland Consulting Group

The planning context for Westside is a period of twenty years. Both the historical and projected population of the Boise MSA, which includes Ada County, Canyon County, and City of Boise (as well as Downtown Boise) are shown in Table 2.

**Table 2 - Long-Term Population Forecast- 1990 through 2020**  
City of Boise & Ada County

	1990	2000	2005	2010	2015	2020
Boise MSA	296,275	409,699	446,335	491,461	533,422	554,712
Ada County	205,775	284,269	305,084	334,889	361,029	366,497
Canyon County	90,500	125,430	141,251	156,572	172,393	188,215
City of Boise	125,738	185,787	210,077	225,249	233,536	235,883
Downtown Boise	3,022	4,143	5,180	7,772	8,293	8,555

Source: U.S. Census, Community Planning Association, and Leland Consulting Group

<sup>1</sup> Community Planning Association and City of Boise

<sup>2</sup> Canyon County was added to the Boise MSA in 1992.

The data in Table 2, shows that over the 20-year time frame:

- The Boise MSA is expected to grow by 145,013 people.
- The City of Boise is expected to grow by 57,228 people.
- Downtown Boise is expected to grow by 4,412 people.

The 2020 projection is the official City forecast prepared in 1996. Boise City planners were recently asked how they currently assess these earlier forecasts given the significant growth that has occurred in Boise. When asked if the numbers were conservative, aggressive or probable, they said the long-term population forecast represents an analysis by COMPASS over a 20-year period and shows a significant tapering off from current growth levels after 2005. These projections are based on a series of conservative assumptions based on judgments that the pace of growth simply will not continue at the current aggressive rate. Therefore, the 20-year forecast is quite possibly understated.

Although the 20-year forecast for the region is probably conservative, the forecasted population growth within Downtown is less conservative—growing from an estimated 4,143 people in 2000 to 8,555 by 2020—a projected 106 percent increase. In summary, even though the City forecast is considered conservative, it is used in this report for defining a future basis for projecting market share for Westside. The City will adjust long-term forecasts in 2002 and projections on Westside market share should be updated at that time.

#### Household Formations

Table 3 shows the number of households in the City of Boise for 1990, 2000 and the projection for 2005. Households are projected by CACI, a national demographic database and research organization. Although the 2000 Census has been completed, the results for Boise will not be released in full until 2002.

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**Table 3 - Number of Households**  
City of Boise - 1990, 2000 and 2005

1990 Total Households	50,852
2000 Household Estimate	66,169
2005 Household Projection	73,742
Annual Household Growth 1990-2000	3.3 %

*Source: CACI and Leland Consulting Group*

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## II. THE PLAN

### Market Context & Strategy

**Table 4 - Household Size**

City of Boise - Current Estimate 2000

Average Household Size	2.35
Households with 1 person	27.8%
Households with 2 persons	35.6%
Total 1 – 2 person Households	63.4%

Source: CACI and Leland Consulting Group

Table 4 shows the household size distribution in the City of Boise in 2000, indicating an estimated average household size of 2.35 persons. Of particular significance is that 63.4 percent of all households are composed of either one or two persons. One- and two-person households can be made up of an individual, a couple, two unrelated individuals or a single parent with a child. This significant downward shift in the size of households is occurring throughout the United States, not just in Boise, and has particular relevance when planning for smaller urban housing units in medium and higher density areas of development. Young people, empty nesters, divorcees, and single professionals frequently seek out a more urban, mixed-use environment.

#### Income - What Can People Afford

Income is another indicator of a household's ability to purchase a home or rent an apartment. Income also impacts a community's ability to attract retailers willing to pay rents in new retail developments. Table 5 shows household income for Boise and Ada County for 1990, and estimates for 2000 and 2005.

**Table 5 - Household Income**

City of Boise, Ada County, State of Idaho

	1990	2000	% Change	2005 Projection
Average Household				
State of Idaho	\$31,554	\$51,855	64.3	\$64,224
Ada County	\$37,459	\$65,602	75.1	\$80,228
Canyon County	\$28,097	\$46,485	65.4	\$57,494
City of Boise	\$37,170	\$63,599	71.1	\$76,583
Median Household				
State of Idaho	\$25,257	\$39,370	55.9	\$46,553
Ada County	\$30,246	\$49,263	62.9	\$56,904
Canyon County	\$22,979	\$37,618	63.7	\$45,801
City of Boise	\$29,121	\$47,586	63.4	\$55,093
Per Capita				
State of Idaho	\$11,457	\$19,275	68.2	\$24,152
Ada County	\$14,268	\$25,526	78.9	\$31,569
Canyon County	\$9,916	\$16,616	67.6	\$20,689
City of Boise	\$15,208	\$26,671	75.4	\$32,531

Source: CACI and Leland Consulting Group

Both the City of Boise and Ada County have average household incomes as well as median incomes higher than the State of Idaho. The median household income of \$47,586 in the City of Boise compares to a national average of \$40,816 (1999). Boise's median household income is approximately 17 percent higher than the national average and 21 percent higher than the State of Idaho.

One measure of livability is the ratio of household income to housing prices. As of 2000, the average home value in Boise was \$130,127. With an average household income of \$63,599 to an average housing price of \$130,127, the ratio was approximately 2:1. This is a very healthy ratio. The median income to housing cost ratio was 2.7:1, also very healthy and a strong indicator of affordability and livability. It is also an indication of why there is a higher proportion of owned rather than rental housing in Boise.

The income distribution of households indicates a shift towards higher income brackets. As shown in Table 6, the number of households earning \$50,000 or higher jumps markedly by 2005.

**Table 6 - Distribution of Households by Income**  
City of Boise & Ada County - 1990, 2000 and 2005

	1990 (Census)		2000 (Est)		2005 (Proj)	
	Number	%	Number	%	Number	%
<b>\$15,000 to \$24,999</b>						
City of Boise	10,437	20.5	7,575	11.4	6,745	9.1
Ada County	15,575	20.1	12,234	10.9	10,937	8.5
<b>\$35,000 to \$49,999</b>						
City of Boise	9,340	18.4	13,107	19.8	13,108	17.8
Ada County	15,087	19.5	21,813	19.4	22,767	17.6
<b>\$50,000 to \$74,999</b>						
City of Boise	7,101	14.0	15,090	22.8	17,556	23.8
Ada County	11,680	15.2	26,698	23.7	31,354	24.2
<b>\$100,000 to \$149,999</b>						
City of Boise	2,037	2.0	6,305	9.5	9,258	12.6
Ada County	1,464	1.9	10,769	9.6	17,173	13.3
<b>Total City of Boise</b>	<b>50,852</b>		<b>66,169</b>		<b>73,742</b>	
<b>Total Ada County</b>	<b>77,471</b>		<b>112,537</b>		<b>129,393</b>	
<b>Total Households</b>	<b>128,323</b>		<b>178,706</b>		<b>203,135</b>	

Source: CACI and Leland Consulting Group

Understanding that Boise is growing, and growing at a faster rate than the rest of the region, is very important. Without growth, Westside could look much the way it does today in another 20 years. The next report subsection examines the Westside planning context in relation to the real estate market.

### **3. PLANNING CONTEXT**

Walk to work.

Bike to the market.

Stroll to the park.

Visit with a friend at that new restaurant on the corner.

Planning for Westside is planning for revitalization of a key part of Boise's downtown. It is the logical direction for the downtown to grow and it is intended as a very special part of Boise's future. This portion of the report examines the capacity of the study area to accommodate growth and the capacity of the market to accommodate that growth. In effect, can the planning area realistically experience meaningful development over the next 20 years as planned? The answer is very decidedly, yes. However, that yes is in the context of an overall strategy for Westside in which the public and private sectors work in partnership and which the City and its renewal agency, Capital City Development Corporation, leads the way with strategic planning and significant investment.

#### **Capacity Planning (Bottom Up)**

Zimmer Gunsul Frasca Partnership conducted a careful inventory of the developed and undeveloped property within Westside. An assessment was made as to which buildings are likely to remain throughout the planning period—historic, economically viable, or architecturally significant. This process also examined which properties are underdeveloped or undeveloped, and how these properties might be converted to higher and better uses in the future.

With place making, quality of life, and livability as strategies and objectives, the Westside planning area will become a cluster of interconnected and interactive neighborhoods—some residential, some commercial and employment, but each containing some aspect of the other. The plan has been designed to ensure both flexibility and livability over time.

Based on the location and availability of property and the suggested land uses by sector, a "carrying capacity" was prepared in relation to desired urban densities. This planning capacity provides a basis for determining how much development can reasonably be accommodated within the district, creating an attractive environment for residents, employees, shoppers, and investors.



#### **4. DEVELOPMENT PROGRAM**

The capacity analysis or “bottom up” planning effort, examined the land, applied planning principles and mixed-use and development objectives, and determined the capacity necessary to achieve urban livability and a strong sense of place. The planning effort asks what can and should the almost 50 blocks of Westside become over time.

- What uses are appropriate?
- What existing uses are likely to remain?
- Where are opportunity parcels and subdistricts within the planning area?
- How should uses be arrayed across the planning area?
- What ingredients are necessary to make this a highly desirable and livable place?
- What ingredients are needed to encourage growth in Westside?

In order to guide the planning process, a number of assumptions were made to provide structure to the process and to the strategy. These assumptions include:

- Downtown Boise will be a mixed-use environment based on the adopted Boise Comprehensive Plan and recommendations of the City and community leaders.
- Although the initial planning period for Westside is twenty years, it is not reasonable to assume that the area will be fully redeveloped within that time period. There is life (and growth) beyond 2020.
- Without direct public intervention, much of Westside could conceivably remain the same for the next twenty years. Public-private partnering will be essential. History shows that private capital follows public commitment.
- Planning for Westside supports a strategy of transformation, recognizing that as the area intensifies, some existing uses may move to other parts of the City to seek less expensive land or more space. Change is not without a price.
- Redevelopment will take place through many, many public and private decisions and individual projects. No single developer will “save the day” with one major investment. However, a single major retail complex is important if not essential to meeting the retail forecast for Westside.

- Lack of significant inner-city housing is not necessarily a demand problem. As with many growing cities under 500,000 people, it is frequently a supply problem. The large number of one- and two-person households is very likely not getting some of their housing desires (as distinct from needs) met today.
- The major housing supply issue in midsize communities is a lack of builders who are familiar with building “alternative housing.” Alternative housing could include condominiums, row housing, townhouses, lofts, stacked flats, and similar products.

The overall forecast of new growth within Westside—the “growth target” or resulting development program—is shown in Table 7.

**Table 7 - Westside Development Program - 2000 to 2020**

	Retail Space	Hotel Rooms	Office Space	Housing Units
Total Area	258,000 sf	830	1,122,000	1,000

*Source: Zimmer Gunsul Frasca and Leland Consulting Group*

The square footage and housing unit targets shown in Table 7 indicate full build out of the Westside plan. It is unrealistic to assume that the full plan will be built out by 2020. Therefore, the planning team made a judgment of what could realistically be achieved within the planning period providing:

- Strong effort at public-private partnerships.
- Commitment by the City / CCDC to significant tax increment investment in the area.
- Effective policy, regulations and design controls, coupled with speedy processing.

The adjusted development target for 2020 (Table 8), assumes that 65 to 75 percent of the build out capacity can be achieved within the next 20 years.

**Table 8 - Westside Modified Development Program for 65 to 75 Percent Build Out in 20 Years - 2000 to 2020**

	Retail Space	Hotel Rooms	Office Space	Housing Units
100% Build Out	258,000 sf	830	1,122,000 sf	1,000
75% Build Out	193,500 sf	620	840,000 sf	750
65% Build Out	167,700 sf	540	730,000 sf	650

*Source: Zimmer Gunsul Frasca and Leland Consulting Group*

Table 9 takes the 65 and 75 percent build out rates and shows what will be required on an average annual basis in order to achieve the target.

**Table 9 - Westside Modified Development Program for 65 to 75 Percent Build Out in 20 Years Showing Average Annual Development - 2000 to 2020**

	Retail Space	Hotel Rooms	Office Space	Housing Units
100% Build Out	12,900 sf	40	56,100 sf	50
75% Build Out	9,700 sf	30	42,000 sf	38
65% Build Out	8,400 sf	27	36,500 sf	33

*Source: Zimmer Gunsul Frasca and Leland Consulting Group*

### Market Capacity (Top Down)

The build out targets shown in Tables 7, 8 and 9 describe the planned capacity of Westside. This is then compared to the capacity of the market to accommodate such development. Using a combination of recent trends and estimated long-term growth, the research effort looks at the pattern of development—how much office space is being constructed on an average annual basis, how many housing units, how much retail, and so on. In the end, common sense must prevail—are the targets reasonable—can that much space in Westside be built?

Having established the overall probable level of real estate activity for the Boise region, it then becomes possible to make assumptions as to what portion of overall regional growth might be achieved in and adjacent to downtown Boise.

Investors are reluctant to pioneer. There is a certain fear that goes with being first. For this reason, the overall implementation strategy discussed in the Executive Summary of this report talks about many, projects and stakeholders. The strategy for infusing housing in

## II. THE PLAN

### Market Context & Strategy

Westside is to design an implementation project that involves multiple builders and developers building multiple products at a variety of size and price ranges simultaneously. Individual projects should not compete directly, particularly in the early years, but rather, provide a variety of choice to the marketplace and do so with quality design, proximity to public open space, and in effect, creation of small mini-neighborhoods within the overall Westside planning area.

The strategy and the ability to achieve the desired build out, then, speaks to the need for the City and its development arm, Capital City Development Corporation, to proactively lay the groundwork for policy and regulation to support mixed-use revitalization and then follow up with specific public investments designed to stimulate private sector development in all of the primary sectors—retail, office and urban housing.

The following subsections examine the specific market context for the prime real estate products—office space, retail and housing.

## 5. OFFICE MARKET

### National Trends

In the 1990s, the future of the traditional downtown office market was uncertain due to the emergence of new trends in technology, such as telecommuting, the Internet, and the growth of suburban office campuses. Actual trends over this time indicate, however, that the traditional, dense, downtown office market is healthy and thriving. The market has remained healthy through the 1990s in large part due to the emergence of new high-tech and Internet-based businesses that prefer central city office locations. Due in large part to the recent spate of e-business failures, there has been a recent upsurge in office vacancies nationwide.

Boise is home to many large corporations and headquarters to three Fortune 500 companies; Boise Cascade Corporation, Micron and Albertson's. Boise supports many more major corporations than similarly sized cities.

Despite the trends shown in Table 10, western cities have fared better than the nation as a whole, particularly in smaller markets like Boise. Nevertheless, experts predict that vacancies will continue to rise through 2002 as the market softens.<sup>1</sup>

### Regional and Local Trends

Boise's office market continues to grow along with the regional economy. Since 1990, the total office space inventory in the City of Boise has increased 56 percent, from 8,063,640 to 12,544,964 square feet. While much of the new space has been built on the periphery of the City, Downtown's share of space has actually grown over time. The Downtown office inventory grew from 2,708,341 to 4,838,627 square feet and from a market share of 33.6 percent in 1990 to 38.1 percent in 2000. In effect, while growth is occurring in both the Downtown and on the city's periphery, Downtown's rate of growth is higher. This trend is indicative of a healthy downtown office market, further reinforced with vacancy rates that are in equilibrium between supply and demand. Downtown remains a desired location for office tenants.

**Table 10 - National Office Vacancy Rate Trends**

Quarter	Vacancy Rate
1998	10.4%
1999	10.2%
2000	8.9%
Q1/01	10.3%

*Source: Grubb & Ellis Market Trends Summer 2001*

<sup>1</sup> Source: Grubb and Ellis Office Market Trends, Summer 2001

Boise is economically poised to continue to grow and attract high technology and other businesses. With major high-tech employers—such as Hewlett-Packard and Micron, Boise can expect to continue to attract entrepreneurs and will benefit from the many spin-off enterprises that are typical of the industry. Regional forecasts predict significant employment growth in all areas of the Boise MSA (Table 11).

**Table 11 - Employment Forecast (Jobs)**  
Ada County, City of Boise, and Downtown Boise

	1990	2000	2005	2010	2015	2020
Ada County	135,356	199,026	226,093	255,932	282,286	307,387
City of Boise	118,579	169,962	191,425	215,221	236,171	256,709
Downtown	36,020	43,923	47,527	51,548	55,064	58,769

*Source: Community Planning Association and Leland Consulting Group*

Boise's diversified economy is a key factor to its healthy growth. Driven by its large and growing technology sector, Boise's economy is also supported by other major employers like Albertson's, Mountain Home Air Force Base, and the city and state government offices. Such diversification insulates the city's economy from volatility in any one particular sector such as the recent downturn in the high technology sector.

As shown in Table 12, downtown Boise's office inventory has increased from 2,708,341 square feet in 1990 to 4,838,642 square feet in the year 2000—a remarkable increase of 2,130,301 square feet, or an additional 78.7 percent of office space.

**Table 12 - Historical Office Inventory & Vacancy Rates Downtown Boise & City of Boise 1990 to 2000**

	Downtown Vacancy Rate	Downtown Inventory (SF)	City of Boise Vacancy Rate	City of Boise Inventory (SF)
1990	7.48%	2,708,341	8.61%	8,063,640
1992	7.90%	2,740,993	6.78%	8,754,486
1994	4.55%	2,822,589	4.65%	8,860,983
1995	3.45%	2,937,000	4.64%	9,175,058
1996	4.07%	3,090,175	4.29%	9,785,244
1997	2.17%	3,405,215	5.47%	10,851,317
1998	6.27%	4,934,394	10.26%	11,870,950
1999	5.17%	5,107,491	8.93%	12,216,392
2000	4.80%	4,838,627	7.39%	12,544,964

Source: Southern Idaho Real Estate News, and Leland Consulting Group

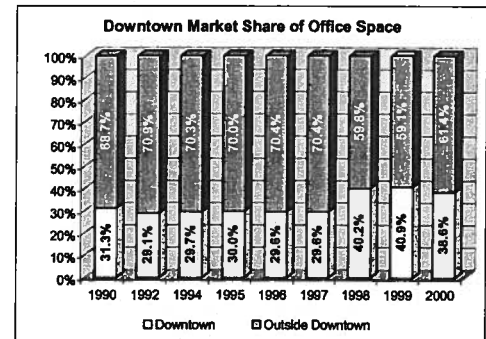
Figure 1 presents a visual representation of the growth of downtown Boise's office space inventory in relation to the City during the period 1990 to 2000 generally illustrating increases over time.

#### Office Development Program

The plan for Westside includes a capacity of an additional 1,122,000 square feet of office space (over and above what exists today). While this amount of space is physically possible, it is likely that no more than 75 percent of this capacity will be built during the next 20 years. In a mature and more fully built out market, it will become increasingly likely that the market will have to look elsewhere for new space as available land in Westside becomes scarcer as it approaches full capacity. Mitigating this effect is that not all of the office space capacity needs to be met in the form of new construction. Some of the office growth can be accommodated through adaptive reuse of buildings, such as converting warehouses to loft-style office space.

In 2000, downtown Boise had 38.6 percent of all office space in the City of Boise. Applying this ratio to the citywide absorption rate provides a basis for assessing the future absorption rate for Downtown. A citywide absorption rate of 444,000 square feet per year for 2000<sup>1</sup> yields downtown absorption of 171,000 square feet per year. At a 75 percent build out by 2020, the Westside plan calls for an average absorption of 42,000 square feet per year. Applied to the same downtown absorption rate of 171,000 square feet per year, Westside must capture 24.6 percent of downtown growth, or a citywide market share of 9 percent (see Figure 2, page 98).

**Figure 1 - Downtown Boise Share of Office Space 1990 to 2000**



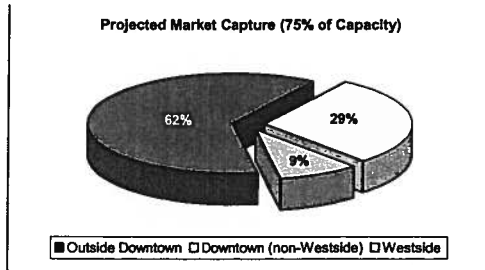
Source: Southern Idaho Real Estate News and Leland Consulting Group

<sup>1</sup> Southern Idaho Real Estate News Commercial Report, Winter-Spring 2001.

## II. THE PLAN

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Figure 2 - Westside Boise Downtown  
Projected Share of Office Space  
Based on 2000 Ratios



Source: Leland Consulting Group and Zimmer Gunsul Frasca.

Since Westside is currently home to several major corporations, it is reasonable to assume that this location can attract other corporate tenants as well. Part of the Westside's ability to capture the significant amount of planned office space is the assumption that it will attract several significant corporate users over the 20-year time frame. That corporate capture could also include expansion by existing major office tenants within the district.

#### Office Market Summary

Boise currently enjoys a healthy downtown office market and has been able to avoid the downturn that other regions of the country are experiencing. Boise's diverse economy and growing population are likely to create the demand for continued growth in the future. Considering these factors, it is reasonable to expect that Westside will be able to meet the development goals as detailed in the development program and discussed above, assuming the required public investments are made.



## 6. RESIDENTIAL MARKET

### National Trends

The apartment sector nationally has been very strong for several years. While home ownership is reaching record levels, key factors indicating a strong apartment market persist:

- Growing population in the 18 to 24 year old range;
- Slowing economy causing many to defer home purchase;
- Strong immigration;
- Growing popularity of urban living.<sup>1</sup>

These factors are not only supporting a strong apartment market, but also fueling strong markets in central cities in particular. This “back-to-the-city” movement can be seen in growing housing markets in other urban centers such as Portland, Seattle, and San Francisco.<sup>2</sup> Indeed, “Nearly half (of downtowns) have rebounded or are in the process of re-emerging as vibrant centers of urban life.” Boise is on the list of those cities in the middle of this process.<sup>3</sup>

### Local and Regional Trends

Boise is continuing to experience a building boom to create housing for new residents. A quick snapshot of the City of Boise housing 2000 statistics is as follows:

- |                            |  |
|----------------------------|--|
| • Total housing:           | 77,850 dwelling units                      |
| • Total occupied housing:  | 74,438 dwelling units                      |
| • Vacant housing:          | 3,412 dwelling units                       |
| • Rental vacancy rate:     | 5.20 percent                               |
| • Owner occupied housing:  | 47,638 dwelling units                      |
| • Renter occupied housing: | 26,800 dwelling units                      |
| • Average household size:  | 2.58 persons for owner occupied dwellings  |
| • Average household size:  | 2.19 persons for renter occupied dwellings |

An evaluation of residential construction compiled by the Boise Community Planning Association from countywide building permit data shows a three to one ratio of single family to multifamily residences. (See Table 13, page 116.)

*“When surveyed recently, 30% of consumers responding to a study on lifestyle preferences expressed a preference for “urban housing and the opportunity to walk to restaurants, shops and work”*

Urban Land, January 2000

<sup>1</sup> 2001 Landauer Real Estate Forecast, Landauer Realty Group, Inc.

<sup>2</sup> Urban Infill Housing: Myth and Fact, Urban Land Institute, 2001.

<sup>3</sup> “The Beginning of the End of Sprawl,” *Urban Land*, January 2000

## II. THE PLAN

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**Table 13 - Residential Construction 2000**

Ada County and City of Boise

	Single Family Units	Multifamily Units	Ratio
Ada County (Outside Boise City Limits)	2400	92	26:1
City of Boise	993	307	3:1

*Source: Community Planning Association*

The large disparity between the ratio of multifamily units built within the City of Boise and the rest of Ada County implies that virtually all multifamily construction is occurring within the city limits and that everything being built in surrounding communities is single family construction. Within the City of Boise (see Table 14), the percentage of new housing that is multifamily varies from year to year, but generally falls within a range of 15 percent to 30 percent. At 15 to 30 percent of new housing starts, multifamily construction in Boise is still well below the national average for most midsize cities.

**Table 14 - Annual Ratio of Single Family to Multifamily Building Permits**

City of Boise

	Single Family	Share	Multi-Family	Share
1996	923	84.0%	176	16.0%
1997	985	68.5%	453	31.5%
1998	1,103	86.0%	180	14.0%
1999	992	71.3%	399	28.7%
2000	993	76.4%	307	23.6%

*Source: U.S. Census and Leland Consulting Group*

Rental rates in the region are low, reflecting that home ownership is a particularly affordable alternative in Boise. Apartment rental rates in 1999 for Ada County were as follows:

**Table 15 - Typical Multifamily Rental Rates (Full Amenity, 1990's Construction)**  
Ada County, 1999

Unit Type	Size	Low	Per Sq. Ft.	High	Per Sq. Ft.
1-Bedroom	700 sf	\$590	\$0.84	\$615	\$0.88
2-Bedroom	940 sf	\$690	\$0.73	\$715	\$0.76
3-Bedroom	1,200 sf	\$795	\$0.66	\$835	\$0.70

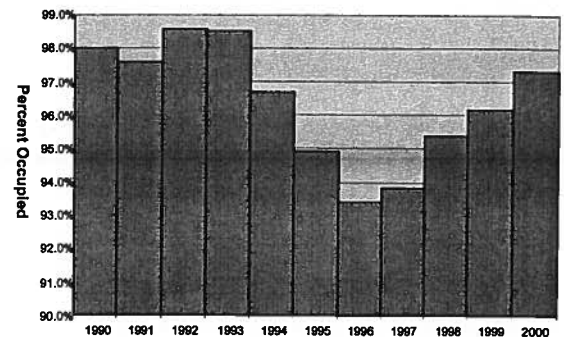
Source: *Southern Idaho Real Estate News, Winter-Spring 2000 and Leland Consulting Group*

Other reasons for comparatively low apartment rental rates include older apartment stock and a large number of small apartment owners. When the rental inventory is owned by a large number of people, there is a reluctance to move rents upward, fearing that extended vacancies may result. In communities where either individuals or large corporations own a significant number of units, rental rates can be adjusted upward more quickly.

Figure 3 shows multifamily occupancy trends in Ada County (primarily in the City of Boise). As shown, vacancy rates in 2000 were slightly less than 3 percent. Equilibrium between supply and demand in a growing city such as Boise would indicate vacancy rates in the 4.5 to 5 percent range, which would reflect units under construction, new inventory coming onto the market and apartments in normal occupancy turnover. The particularly low vacancy rate in Boise suggests a significant undersupply and therefore, an opportunity subject to feasible investment.

Most of the multifamily housing in the county is actually located in the City of Boise. The rental rate of Boise area apartments per square foot (per month) is typical of low-rise, suburban-style apartment complexes. A much different product is required for successful urban housing that will be located in downtown Boise. Generally, urban infill apartments must rent for a minimum of \$1.00 per square foot per month and ideally above \$1.15 in order to be economically feasible. Yet builders cannot simply build the same suburban product and charge more for it, otherwise apartment dwellers would look elsewhere in the region for comparable housing. Instead, multifamily housing in downtown Boise, and Westside in particular, must offer the renter a unique, quality experience for which they are willing to pay a premium to receive.

**Figure 3**  
Ada County Multifamily Occupancy Trends



Source: *Southern Idaho Real Estate News Commercial Report, Winter-Spring 2001*

Housing distinctiveness is partially provided through the amenities of the neighborhood, and being close to shopping, jobs, restaurants, and transportation. But more than that, the housing product must differentiate from other available properties. It must be well built, well designed, and furnished with quality fixtures and finishes. The increased cost of these quality design elements can be offset to some extent by smaller unit sizes without compromising the demand for such units.

#### **Residential Development Program**

The development program for Westside calls for approximately 1,000 new multifamily housing units. As with the retail and office space projections, it is not likely that 100 percent build out will be achieved in the 20-year implementation period. Instead, an assumption is made that 75 percent of the planned housing will be built in this period. Spread over 20 years, this yields an annual absorption of 37.5 units per year (Table 16). This absorption can likely be achieved through a combination of new construction and the conversion of other types of space into housing units, such as the conversion of warehouses into loft housing that is popular in other cities. Given the population trends for the region and the multifamily housing forecast in the City's comprehensive plan, the development program is reasonable assuming that the type of housing built is of quality and well targeted for the urban market.

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**Table 16 - Westside Downtown Housing Development Program**

Planned Units	1,000
75% Build out	750
Annual absorption	37.5 units/yr.

*Source: Zimmer Gunsul Frasca and Leland Consulting Group*

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While the citywide trend is for approximately 70 to 85 percent of housing to be single-family dwellings, this clearly will not be the case in downtown and, indeed, would not be either possible or appropriate. All of the housing planned for Westside is multifamily in nature. An appropriate assumption for the tenancy split would be 30 to 35 percent owner-occupied (condominiums, lofts and townhomes) and 65 to 70 percent rental apartments (Table 17).

**Table 17 - Westside Downtown Housing Ownership Distribution**

	Units	20-year Annual Absorption Rate
Build out scenario	750	37.5
Condominiums (65% 70%)	225-300	11-15
Apartments (30%-35%)	450-525	22.5-26

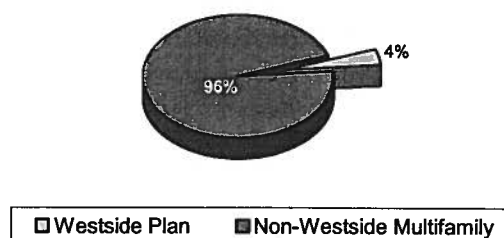
Source: Zimmer Gunsul Frasca and Leland Consulting Group

The City of Boise's Comprehensive Plan "anticipates a need for the production of 19,100 single-family detached units, 11,700 single family attached units, and 13,800 multifamily units by the year 2015." Applying the absorption of housing in Westside to the policy goals set forth in the Comprehensive Plan, the Westside must capture a market share of only four percent of new multifamily housing in Boise through 2015 (x units out of y units in Figure 4). That is, of all the multifamily housing projected in the Comprehensive Plan, only four percent of it is forecast to be captured in the Westside Plan. This number is a reflection of the large population growth projected for the entire City.

### Summary

As with many smaller urban areas, downtown urban housing is a small and relatively untested market in Boise. Yet the demographics of Boise and national trends support an increase in downtown living. Boise appears to have an unmet demand for high quality urban housing at achievable prices. Even though a latent demand for downtown housing may exist, the low cost of alternative housing in other locations means that any housing that is built in downtown must be well designed and strategically marketed to capture a specific market segment. Typical apartments or townhomes that just happen to be located downtown will likely not be economically feasible. Housing product needs to respond to the economics of higher costs as well as the demands for amenities by urban residents.

**Figure 4**  
Multifamily Housing Share in Boise  
Westside Downtown



Source: City of Boise Comprehensive Plan and Leland Consulting Group

## 7. RETAIL MARKET

### National Trends

The national retail market is not as strong as the previously discussed market sectors. Retail property sales and lease rates have slowed with the national economy but are still showing small but positive growth rates.<sup>1</sup> Generally, the market is dominated by too much retail space—over 20 square feet per person nation wide.<sup>2</sup> Finally, many older retail centers are suffering from rapid obsolescence and facing costly conversions.<sup>3</sup>

### Local & Regional Trends

The local and regional Boise markets are following national trends. The project team looked at key existing market conditions to determine the potential feasibility of additional retail development on the Westside. Retail inventory in the MSA is concentrated within the Boise City limits, as shown in Table 18, but is overwhelming located outside of downtown.

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**Table 18 - Current Retail Market Conditions (2000)**

Project Area	Total Retail Space Inventory (sf)	Percentage of MSA
Boise MSA	10,590,401	100.00%
Ada County	9,181,964	86.70%
Canyon County	1,408,437	13.30%
Boise	7,620,123	71.95%
Downtown	470,103	4.44%

*Source: Southern Idaho Real Estate News and Leland Consulting Group*

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Current retail vacancy rates shown in Table 19 are reasonable and consistent with longer-term local trends as shown in Table 20. Overall retail vacancy has been very stable. The downtown retail square footage is somewhat understated since the survey examined space of 15,000 square feet and larger.

<sup>1</sup> Grubb & Ellis, Retail Market Trends, Summer 2001

<sup>2</sup> Emerging Trends in Real Estate 2001, PriceWaterhouseCooper

<sup>3</sup> New millennium outlook, Urban Land, January 2000

**Table 19 - Current Retail Market Vacancies (2000)**

Project Area	Current Vacancy Rate
Ada County	6.04%
Canyon County	7.03%
Boise	5.92%
Downtown	6.79%

*Source: Southern Idaho Real Estate News and Leland Consulting Group*

**Table 20 - Retail Vacancy Rate Trend**

Ada County	
1992	7.6%
1993	4.0%
1994	3.9%
1995	4.2%
1996	4.5%
1997	5.6%
1998	4.0%
1999	5.3%
2000	6.0%

*Source: Southern Idaho Real Estate News and Leland Consulting Group*

Absorption rates (the amount of new space absorbed into the marketplace) over the "last 18 months suggests that the net absorption is negative for non-anchored" retail space,<sup>1</sup> a characteristic Downtown product type. However, in Ada County, the overall absorption is generally positive.

### How Much is Spent & Where

As the demographics show, Boise is a growing metropolitan region with per capita and household income necessary to support significant retail. As shown in Table 21, Ada County's current retail expenditures are as follows:

**Table 21 - Retail Expenditure**

Project Area	Retail Expenditure
Boise MSA	\$2,517,581,000
Canyon County	\$ 664,095,000
Ada County	\$1,853,486,000
City of Boise	\$1,063,746,000
Outside of City Limits	\$ 789,740,000

*Source: CACI and Leland Consulting Group*

<sup>1</sup> Southern Idaho Real Estate News Commercial Report Winter-Spring Issue 2001

## II. THE PLAN

### Market Context & Strategy

The retail market can also be evaluated by examining the actual square feet of retail space per person. This factor changes from market to market. In Boise, there is currently just over 42 square feet of retail space per person, in Ada County, approximately 32 square feet of retail, and across the MSA an average of 26 square feet per person. These ratios are well above the national average of 19.5 square feet per person. Using the national factor, the current population in the Boise MSA would be expected to support 7,989,131 square feet of retail. The actual MSA inventory is over 10.5 million. This apparent oversupply of retail space has some explanation:

- Some retail space is older, underperforming and becoming obsolete—it has the effect of diluting the overall average sales per square foot or retail space in the region.
- Some retail space, such as the Boise Town Square Mall, serves a market area much larger than the Boise MSA—extending hundred of miles to other Idaho and eastern Oregon communities.

Boise and Ada County's retail expenditures and existing inventory needs were also analyzed against national square foot average annual sales to determine if the existing retail market was within expected parameters. Using the national average of \$207 per square foot annual sales and existing population levels, both the City's and the County's retail expenditures are less than what would be expected, or conversely, as explained above, the inventory is higher than what would be expected for a market of this size as shown in Table 22.

**Table 22 - Retail Inventory & Expenditures Analysis**  
Ada County & City of Boise

	Current Estimated	Impact at \$207 per sf	Difference
Expenditures			
Ada County	\$1,853,486,000	\$1,900,666,548	\$ 47,180,548
City of Boise	\$1,063,746,000	\$1,577,365,461	\$515,619,461
Retail Inventory			
Ada County	9,181,964 sf	8,954,039 sf	227,925 sf
City of Boise	7,620,123 sf	5,138,870 sf	2,481,253 sf

*Source: Gibbs Planning Group, CACI, and Leland Consulting Group*

Using population projections provided by COMPASS, retail sales are projected over a 20-year period. Table 23 shows the resulting 21 percent increase Countywide, or an additional \$458,937,000 in annual sales by 2020.



**Table 23 - Retail Expenditure Projections Based on Population**  
Ada County and City of Boise

	Population	Percent Change	Annual Expenditures (000)
2000			
Ada County	284,269	—	\$ 1,853,486
City of Boise	178,655	—	\$ 1,063,746
2005 (projected)			
Ada County	305,084	6.83%	\$ 1,980,079
City of Boise	210,077	14.96%	\$ 1,222,882
2010 (projected)			
Ada County	334,889	8.90%	\$ 2,156,306
City of Boise	225,249	6.74%	\$ 1,305,304
2015 (projected)			
Ada County	361,029	7.24%	\$ 2,312,423
City of Boise	233,536	3.55%	\$ 1,351,642
2020 (projected)			
Ada County	366,497	1.49%	\$ 2,346,878
City of Boise	235,883	3.55%	\$ 1,399,625

Source: US Census, CACI, and Leland Consulting Group

### Development Program

The Westside Framework Master Plan calls for 258,000 square feet of new retail development over the 20-year period. An additional 2,217,086 square feet of retail space is projected in Ada County over the next twenty years. A 75-percent Westside retail build out would result in 193,500 square feet of new retail space, or a required capture of roughly 11 percent of all new forecasted retail space over 20 years. A 75-percent build out of the Westside plan would also equate to 2.5-percent of existing citywide retail space and a 41-percent increase over existing downtown retail space.

Revitalizing downtown retail will be accomplished by bringing national retailers back downtown as well as strengthening downtown office and housing markets to supply more nearby shoppers. Nationally, sixty-five percent of all retail sales occur in discount stores and over seventy percent of retail sales in America are made after 5:30pm and on weekends.<sup>1</sup> Downtown retailers should acknowledge these trends and plan accordingly. Discount stores and national retailers need to be brought downtown and redesigned for “main-street.” These larger retailers in concentration will have a significant and positive effect on adjacent small shops.

<sup>1</sup> Gibbs Planning Group

## **II. THE PLAN**

### **Market Context & Strategy**

#### **Summary**

A single decision by a developer willing to build a large downtown quality urban lifestyle store could dramatically reverse the trend of losing merchants from the Central Business District. Such an accomplishment would require a public-private partnership, assistance with structured parking and other incentives. Without such intervention on the public side, a major retail project is not likely to occur. Without the establishment of a strong retail anchor project in downtown, the loss of small merchants can be expected to continue.

## **ELIGIBILITY REPORT (Prepared May 26, 2000)**

### **Background**

An agreement of April 11, 2000, with the Capital City Development Corporation ("CCDC") authorized preparation of this report. The report will provide the technical support for the first step in planning an urban renewal project in the Westside Central Business District (hereinafter the "Westside CBD") area of Boise, Idaho, bounded by State, 16th, Idaho, 18th, Main, Grove, 10th, Front, 9th, Jefferson, and 8th Streets. This area abuts the west edge of the Boise Central District Project revenue allocation area and the northern edge of the River Street-Myrtle Street Project revenue allocation area.

Idaho Code Section 50-2008(a) states:

An urban renewal project for an urban renewal area shall not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or a deteriorating area or a combination thereof and designated such area as appropriate for an urban renewal project.

Hence, Step One in planning a new renewal project is a resolution by the Boise City Council making certain findings about a specific geographic area in the city. This resolution would also authorize the CCDC, Boise's urban renewal agency, to prepare an urban renewal plan for the area. The attached definitions of deteriorating area and urban renewal project are very pertinent to this step and are the focus of this report.

Step Two in the renewal planning process is action by the CCDC to prepare an urban renewal plan and recommend its approval to the City Council. The City Council initiates Step Three by referring the plan to the Planning and Zoning Commission and setting a public hearing on the plan. Step Three is completed by a Planning and Zoning Commission finding that the urban renewal plan conforms to the City's Comprehensive Plan. Step Four is the adoption of a City Council ordinance approving the plan, after a public hearing.

### **Discussion**

This report focuses on whether the Westside CBD area as outlined on the attached map qualifies as a deteriorating area pursuant to Idaho Code Section 50-2018(i) and as a deteriorated area pursuant to Section 50-2903(7)(b) under virtually identical definitions. A copy of this joint definition is attached. The first statutory reference is from the basic urban renewal statute, while the second comes from the revenue allocation law. Note that the revenue allocation statute

specifies “resulting in economic underdevelopment of the area” as one of the consequences of deteriorating area characteristics.

Finally, the report will discuss why the area is appropriate for an urban renewal project to provide support for the second part of the required City Council finding and policy determination.

#### A. Present Conditions

The attached definition of deteriorating and deteriorated area [Idaho Code §§ 50-2018(i) and 50-2903(7)(b)] lists nine different conditions that may be present in such an area, with the tenth being the comprehensive “any combination of such factors.” The presence of these conditions was documented by several field trips, by contacts with various Boise City, United Water, and Ada County Highway District (“ACHD”) officials, and by assessor file information. Then each block and its public infrastructure were evaluated, and the numbers and designations corresponding to the applicable characteristics were placed at the appropriate locations on the attached map. Note particularly the introduction paragraph of the attached definition of an “urban renewal project.” Besides eliminating deteriorating and deteriorated areas, such a project is intended to prevent the occurrence or spread of slums and blight.

#### B. Deteriorating/Deteriorated Area Characteristics

The following is a listing of conditions found in the area by their corresponding numbers in the definition and a brief explanation of that condition and how it was evaluated and identified:

(1) A substantial number of deteriorated or deteriorating structures. Given the age of the structures in the area, most would be evaluated in the deteriorating category. New buildings and those that were substantially rehabilitated within the last five to ten years were not considered deteriorating. Thus, buildings such as John Alden Insurance, One Capital Center, Idaho Power headquarters, Independent Bank, Boise Cascade headquarters, State Insurance Fund, and Global Travel were not marked. Deteriorated buildings would be those that are so run down that they should be demolished, allowing the land to be recycled for other uses. Several of the older rental houses in the area would appear to fit this category. No attempt was made to differentiate between deteriorating and deteriorated structures.

(2) Predominance of defective or inadequate street layout. The Westside CBD area has a standard street and alley grid layout with a couple exceptions that represent a defective and inadequate street layout. These are Grove Street between 9th and 10th and the two 90° turns at Idaho and 16th, and 16th and Main.

(3) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness. Normally this characteristic is associated with parcelization that prevents full and proper use of property for uses allowed by the applicable zoning. In downtown Bosie, which has a fairly uniform system of lots and blocks, the problem is not parcelization but how the parcels are used for development. How development parcels are laid out for buildings and parking can affect land utilization and hence property tax generation. For example, in this area, entire blocks or large portions of blocks are devoted to surface parking lots to serve major office and mixed-use buildings. The lack of parking structures on these blocks has left these areas economically underdeveloped when compared to blocks in the CBD core east of 9th Street. This is the reason why the number "3" appears on many of the large surface parking lots in the Westside CBD area.

(4) Insanitary or unsafe conditions. There are several conditions existing within the proposed renewal area that apply to this characteristic. Typical insanitary conditions include excessive amounts of junk, trash, and weeds in violation of City sanitation codes. Typical unsafe conditions are found with the street systems and are concerned with inadequate streets, sidewalks, signalization, street lights, and handicapped access. The designation "4S" on the map indicates unsafe conditions with the street system. There were several sections of State Street between 15th and 8th that have different widths. These sections range from four narrow lanes to almost five lanes in places. The ACHD staff would prefer a 5-lane configuration that includes a center turning lane like the State Street improvement work between 15th and 23rd that was done a few years ago, but such a plan is not an ACHD's 5-year program. Another plan, the State-Jefferson couplet, would eliminate the need for major State Street improvements, but it has never been funded or implemented.

(5) Deterioration of site and other improvements. Site improvements include parking lots, fences, and landscaping areas, basically things other than structures that make up a developed property. The term "other improvements" is the place where public improvements such as streets, sidewalks, curbs, gutters, bridges, storm drains, parks, water mains, sanitary sewers, and public facilities such as parking structures and public buildings are included. When the number "5" appears on the map in a street right-of-way or on a parking structure, that denotes a deteriorated street or parking structure. Visual inspections are used to make these designations. When the number appears on real property, that denotes deteriorated site improvements, usually parking lots for already improved properties. Contacts with the City, ACHD, and United Water staff confirmed the condition of streets, water mains, sanitary and storm sewers, and drainage facilities throughout the area. The designation "5S" on the map indicates a

sanitary sewer line in deteriorating condition. Most of these lines are in alleys, and some run down streets. Many are close to 100 years old and are reaching the end of their useful life. Some blocks and streets have newer lines, and these were not marked.

Water lines in the area are a different story. Most of the mains are less than 40 years old, and United Water experiences minimal leaks in the system. The main in 16th Street is 84 years old, so the designation "5W" in that location indicates a deteriorated water main.

It has been reported that the area has an inadequate telecommunications infrastructure because the latest facilities are not universally available in the area. The letter 5T appears at four different intersections to denote this general condition.

(6) Diversity of ownership. This characteristic is found where there are multiple owners in a block or half block. As might be expected, it is found more in the western and northern edges of the area. Multiple ownerships are more difficult to assemble into more efficient developable parcels; hence, this characteristic tends to create underdevelopment.

(7) Tax and special assessment delinquency exceeding the fair value of the land. This characteristic has not been found in the area.

(8) Defective and unusual conditions of title. This characteristic has not been found in the area.

(9) The existence of conditions which endanger life or property by fire and other causes. This characteristic can cover a broad range of conditions. Typically, if an area lacks fire hydrants and an adequate water main system, it can be cited as a fire danger. Both United Water and this Boise Fire Department have confirmed that the fire protection is quite adequate in this area. Flooding can endanger persons and property. A recently completed storm drain study by Keller Associates for ACHD estimated a system capacity problem on State Street between 11th and 13th, down 13th to Jefferson, and a block west to 14th. The designation "9F" is placed on these streets to recognize this potential danger.

(10) Any combination of such factors. This number is placed at street intersections at six different locations to indicate two or more of the other characteristics are present throughout the area. It is also placed on the block where the Meadow Gold Plant is located to denote that factors such as the noise from a 24-hour operation, truck traffic, and a manufacturing use also help to create a deteriorating area since these factors are incompatible with future residential uses.

**C. Effects of Present Conditions**

1. Results in economic underdevelopment of the area. Field reviews show numerous examples of underdeveloped property. The large number of surface parking lots and the lack of parking structures in this area have caused substantial underdevelopment. Higher density housing is also lacking in this area.

2. Substantially impairs or arrests the sound growth of a municipality. While some new growth has occurred in this area, it has been unbalanced with minimal new residential development and excessive surface parking lots. Such uneven growth adversely affects the sound growth of the City because it does not generate the level of property tax revenues that would be expected by its CBD location.

A compact core area like Boise's should be much more densely developed. With a few exceptions, the public infrastructure is basically in place and works well. More intensive development would reduce the need for such facilities on the fringes of the city thus reducing suburban sprawl and its high public infrastructure costs.

3. Retards the provision of housing accommodations or (d) constitutes an economic or social liability. Often older commercial and industrial areas suffer from an inadequate public infrastructure including lack of public parking facilities and other problems such as diversity of ownership. When such an area does not generate its full potential tax revenue, it tends to become an economic liability for the City.

4. And is a menace to the public health, safety, morals, or welfare in its present condition or welfare in its present condition or use. The previous discussion has established that this area has had slower growth and, as a result, has become a modest economic liability. In addition, there are some unsafe conditions in the area, particularly along State Street, that create safety problems for vehicular traffic. Accordingly, these conditions represent a menace or threat to the public welfare or prosperity and safety of the community.

**D. Appropriateness of the Area for an Urban Renewal Project**

The second part of the City Council's determination is the policy decision of whether or not the area is appropriate for an urban renewal project.

Note that part of the definition of an urban renewal project includes, "undertakings and activities of a municipality in an urban renewal area for the elimination of deteriorated and deteriorating areas." This report has provided evidence that the Westside CBD area is a deteriorating area because of the presence of various conditions, some of which are related to the public infrastructure; others relate to property ownership patterns and the age of buildings and their level of maintenance. Existing development is often discouraged from upgrading and expanding, and new development is thwarted because land is being used for surface parking lots rather than new more intensive developments.

Fortunately the preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve these problems. Using revenue allocation financing to develop additional public parking structures, following the pattern that has been established in the CBD core area to the east should help to improve the situation by encouraging more new developments with greater density. In turn, property taxes generated by new developments within the area can be used by the CCDC to finance a wide variety of needed public improvements and facilities. One of the most needed improvements is uniformity of the streetscape that would enhance the appearance of the area and would help to reattach it visually to the core area.

New housing developments could be encouraged by CCDC, using its ability to assemble development sites and write down the land cost to achieve affordable prices for such developments.

Finally, the new developments would also generate additional jobs that would, in turn, benefit residents of the community.

**Conclusion**

This report concludes that the Westside CBD area described in this report is a deteriorating and deteriorated area and, as such, is appropriate for an urban renewal project.



**SUPPLEMENTAL WESTSIDE ELIGIBILITY REPORT (Prepared September 28, 2001)**

**Back ground**

During the planning stage for the Westside Downtown Project it was determined that an additional 6½-block area should be studied. The area lies between State and Washington Streets from 11<sup>th</sup> to 16<sup>th</sup> and also includes the ½-block north of Washington between 14<sup>th</sup> and 16<sup>th</sup> Streets. This supplemental report discusses the conditions observed during field visits in September 2001 and the results of other research. It should be read in conjunction with the original report for a more complete discussion of the characteristics of a deteriorating/deteriorated area.

**Discussion**

**A. Present Conditions**

The attached supplemental map follows the same methodology as the original map of May 26, 2000. The characteristics of a deteriorating or deteriorated area from the definition in the Idaho State Code have each been assigned a number from 1 through 10 that corresponds to the numbering of the list in the State Code (see Attachment 1). The map included with this report indicates the presence of a one or more of these characteristics at a particular location by the associated number. These characteristics were observed generally either on private property or within public rights-of-way. The following characteristics were observed:

1. (1) A substantial number of deteriorated or deteriorating structures.

Most of the structures in this area were evaluated as deteriorating. A few newer structures, such as the Chevron and Exxon stations and buildings that appeared to be rehabilitated and, in some instances, converted to other uses, were not designated as deteriorating. Examples of this latter category are the offices at two different corners of 15<sup>th</sup> and Washington.

2. (5) Deterioration of site and other improvements.

Improvements include all of the public right-of-way infrastructure and public facilities, such as sewer and water lines, parks and public buildings. It also includes improvements to landscaping and parking on private property. Most of the number "5"s are on public rights-of-way, either on a street, alley, or sidewalk. The number "5S" on the alley north of Washington indicates a deteriorated sewer line. This was confirmed by the City Public Works staff. Ada County Highway District evaluations and field reviews were used for designating 12<sup>th</sup>, 14<sup>th</sup>, and Washington as deteriorating.

3. (6) Diversity of ownership.

This characteristic is found where there are multiple owners in a block or half block. Such ownerships inhibit the assemblage of larger, more efficient parcels and hence new larger developments.

4. (10) Any combination of such factors

This characteristic indicates the presence of two or more of the other characteristics throughout the area.

**B. Effects of Present Conditions**

The discussion presented in the May 26, 2000, report also applies to this topic.

**C. Appropriateness of Area for an Urban Renewal Project**

The discussion presented in the May 26, 2000, report also applies to this topic.

**Conclusion**

This supplemental report concludes that the proposed additions to the Westside Downtown Project Area are a deteriorating and deteriorated area and, as such, are appropriate for an urban renewal project.

**Attachments**

1. Definition of deteriorating area, Idaho Code Section 50-2018(i) and deteriorated area, Idaho Code Section 50-2903(6)(b)
2. Definition of urban renewal project, Idaho Code Section 50-2018(j)

## Attachments

### DEFINITION OF DETERIORATING AREA, IDAHO CODE § 50-2018(i) AND DETERIORATED AREA, IDAHO CODE § 50-2903(6)(b)

A deteriorating or deteriorated area is any area [which by reason of the presence of (1) a substantial number of deteriorated or deteriorating structures; (2) predominance of defective or inadequate street layout; (3) faulty lot layout in relation to size, adequacy, accessibility, or usefulness; (4) insanitary or unsafe conditions; (5) deterioration of site or other improvements; (6) diversity of ownership; (7) tax or special assessment delinquency exceeding the fair value of the land; (8) defective or unusual conditions of title; (9) the existence of conditions which endanger life or property by fire and other causes; or (10) any combination of such factors], (a) (results in economic underdevelopment of the area);<sup>1</sup> (b) substantially impairs or arrests the sound growth of a municipality; (c) retards the provision of housing accommodations; or (d) constitutes an economic or social liability; and (e) is a menace to the public health, safety, morals, or welfare in its present condition or use; provided, that if such deteriorating area consists of open land the conditions contained in the proviso in Idaho Code Section 50-2008(d) shall apply.<sup>2</sup>

<sup>1</sup>This appears only in the revenue allocation statute.

<sup>2</sup>This appears only in the urban renewal statute.

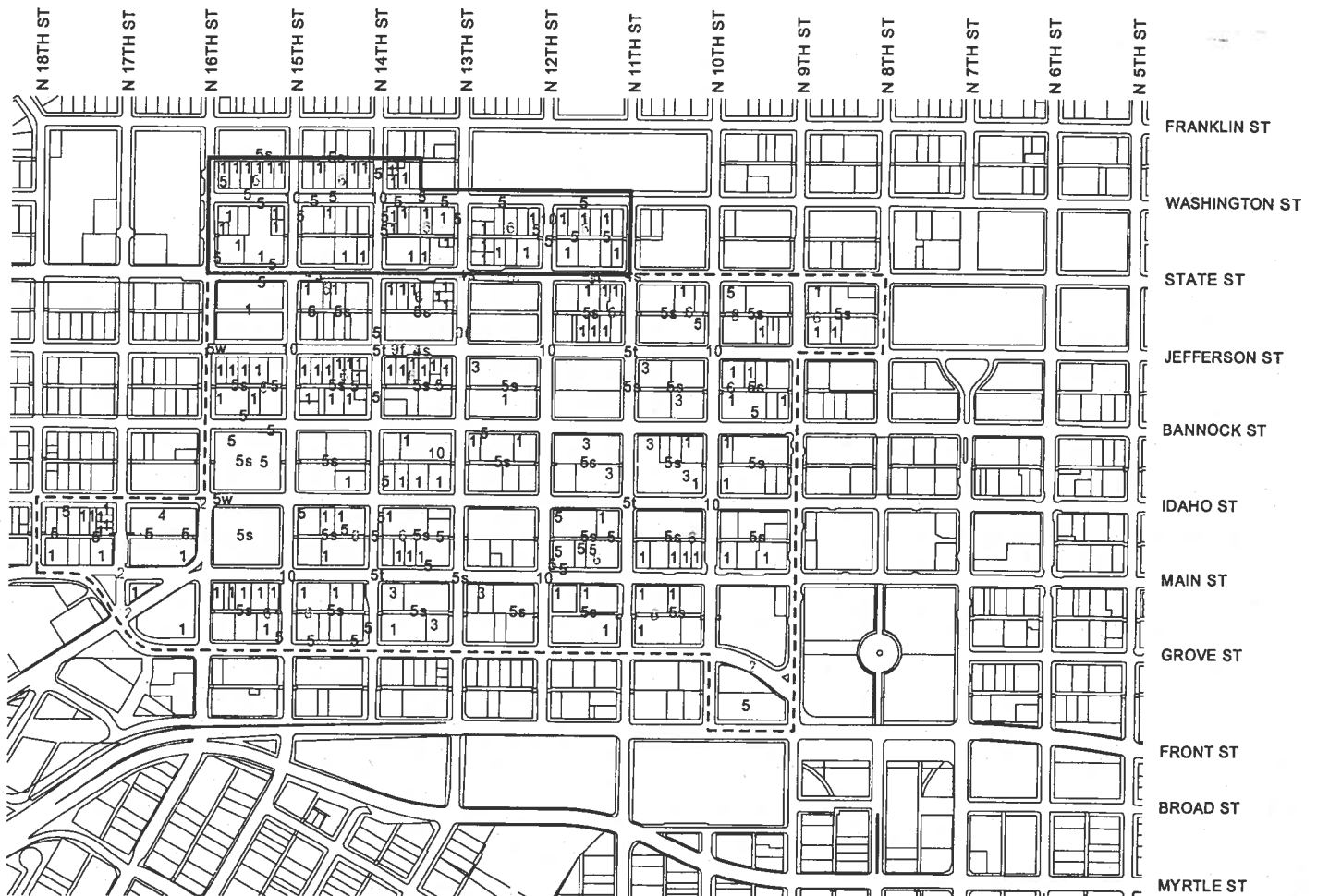
DEFINITION OF URBAN RENEWAL PROJECT, IDAHO CODE  
§ 50-2018(j)

“Urban renewal project” may include undertakings and activities of a municipality in an urban renewal area for the elimination of deteriorated or deteriorating areas and for the prevention of the development or spread of slums and blight, and may involve slum clearance and redevelopment in an urban renewal area, or rehabilitation or conservation in an urban renewal area, or any combination or part thereof in accordance with an urban renewal plan. Such undertakings and activities may include:

- (1) acquisition of a deteriorated area or a deteriorating area or portion thereof;
- (2) demolition and removal of buildings and improvements;
- (3) installation, construction, or reconstruction of streets, utilities, parks, playgrounds, off-street parking facilities, public facilities or buildings and other improvements necessary for carrying out in the urban renewal area the urban renewal objectives of this act in accordance with the urban renewal plan;
- (4) disposition of any property acquired in the urban renewal area (including sale, initial leasing or retention by the agency itself) at its fair value for uses in accordance with the urban renewal plan except for disposition of property to another public body;
- (5) carrying out plans for a program of voluntary or compulsory repair and rehabilitation of building or other improvements in accordance with the urban renewal plan;
- (6) acquisition of real property in the urban renewal area which, under the urban renewal plan, is to be repaired or rehabilitated for dwelling use or related facilities, repair or rehabilitation of the structures for guidance purposes, and resale of the property;
- (7) acquisition of any other real property in the urban renewal area where necessary to eliminate unhealthful, insanitary or unsafe conditions, lessen density, eliminate obsolete or other uses detrimental to the public welfare, or otherwise to remove or to prevent the spread of blight or deterioration, or to provide land for needed public facilities;
- (8) lending or investing federal funds; and
- (9) construction of foundations, platforms and other like structural forms.

### III. APPENDIX 1

#### Eligibility Report



#### CHARACTERISTICS OF DETERIORATING AREA

- 1 SUBSTANTIAL NUMBER OF DETERIORATED OR DETERIORATING STRUCTURES
- 2 PREDOMINANCE OF DEFECTIVE OR INADEQUATE STREET LAYOUT
- 3 FAULTY LOT LAYOUT IN RELATION TO SIZE, ADEQUACY, ACCESSIBILITY, OR USEFULNESS
- 4 INSANITARY OR UNSAFE CONDITIONS
- 4s UNSAFE CONDITIONS WITH STREET SYSTEM
- 5 DETERIORATION OF SITE AND OTHER IMPROVEMENTS
- 5s DETERIORATED SANITARY SEWER LINE
- 5w DETERIORATED WATER LINE
- 5t INADEQUATE TELECOMMUNICATIONS INFRASTRUCTURE
- 6 DIVERSITY OF OWNERSHIP
- 6s STORM DRAIN CAPACITY PROBLEM AREA
- 10 ANY COMBINATION OF FACTORS
- SUPPLEMENTAL AREA



### III. APPENDIX 2

#### Analysis of Existing Conditions

#### PROXIMITY

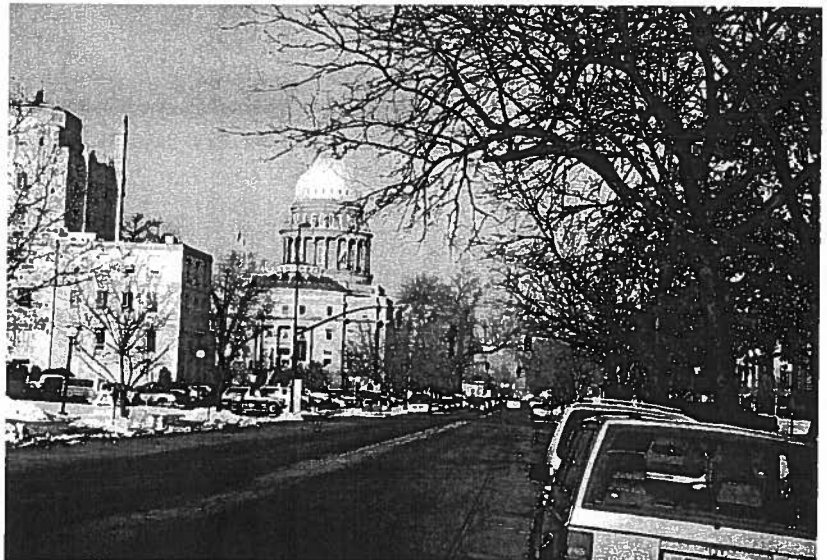
Urban proximity for this study is a measure of the size of the Westside Downtown Planning area and how close surrounding districts and uses are to it. The center of Westside is within five minutes walk of services and retail in the downtown core, the expanded convention facilities district, Veterans Park Neighborhood, Boise High School, and the "Y".



*Downtown restaurants and retail are established in the eastern part of the study area.*



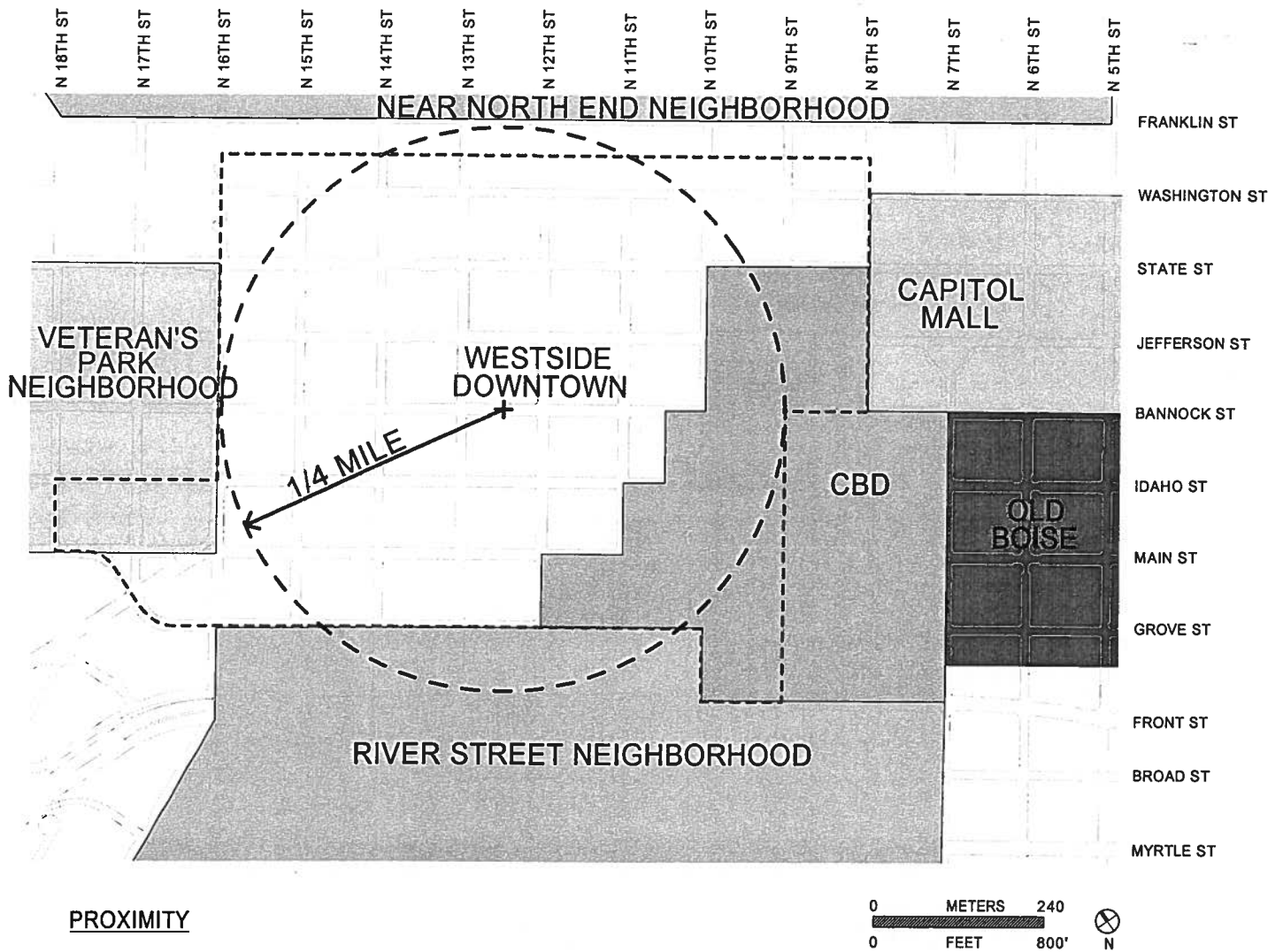
*Westside Downtown is within walking distance of neighborhood commercial uses.*



*Government services are also within walking distance.*

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

1. Westside Downtown has excellent proximity to the CBD, Near North End Neighborhood, Veteran's Park neighborhood and River Street Neighborhood, all of which are within reasonable distance on foot (1/4 mile).

### III. APPENDIX 2

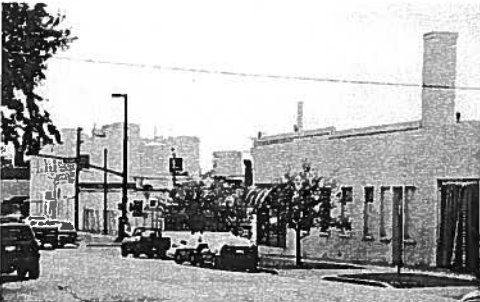
#### Analysis of Existing Conditions

#### EXISTING USES

As described in Zoning (see page 136), the pattern of existing uses has evolved with changes in automobile travel, business expansion and contraction, real estate economics, the quest for parking, and changes in zoning. Auto-oriented commercial uses replaced residential uses in Westside for a period of time, then many of these eventually declined with the shift in traffic patterns. Today, the Westside Downtown area includes a fringe of the CBD and serves as a land bank for commercial expansion.



*Shifts in traffic patterns have made many auto-dependent developments less viable.*



*Industrial and distribution uses in Westside are diminishing.*



*Idaho Power Company is one of four major uses in Westside.*



### III. APPENDIX 2

#### Analysis of Existing Conditions



#### EXISTING USES

	OFFICE		OPEN SPACE		SURFACE PARKING
	URBAN, GROUND FLOOR, RETAIL, SERVICE COMMERCIAL, ENTERTAINMENT, RESTAURANTS		INSTITUTIONAL, CULTURAL, GOVERNMENT, SCHOOL, CHURCH		INDUSTRIAL / MANUFACTURING
	LOW DENSITY STRIP COMMERCIAL		STRUCTURED PARKING		MAJOR USE
	RESIDENTIAL, HOTEL		PUBLIC ATTRACTION		



#### Findings:

1. Much of Westside Downtown area suffers from discontinuity with both CBD mixed uses and adjacent neighborhood residential uses to the west and north. The current pattern of land uses is at a stalemate between traffic, market, zoning, land and development costs and the absence of a coordinated vision for the future.
2. Extensive surface parking fragments any would-be sub-districts within the area. Consequently, Westside lacks an identity. It is not a complete neighborhood, business district, shopping area or civic center.
3. The four major uses in Westside Downtown – Boise Cascade, Idaho Power, State Insurance Fund and Boise High School – are unrelated and scattered.
4. The shift of regional through-traffic to Front/Myrtle has made suburban-style developments on Main/Idaho and Grove less viable.
5. Several parcels are more valuable than the improvements on them.

### III. APPENDIX 2

#### Analysis of Existing Conditions

## ZONING

Current zoning for Westside reflects the evolution of development in the area. Expansion of downtown businesses into the Westside area many decades ago made residential and institutional uses less viable. As automobile travel increased, businesses serving the driving public appeared, particularly along Main, Idaho and Grove Streets. In turn, zoning was created to validate the area as a commercial district. Instead of spot or parcel zoning, multi-block areas were rezoned to a single category, regardless of remaining non-commercial uses. In the last thirty years, as demand for corporate office space expanded in downtown, cheaper land on the fringe of the CBD including Westside offered a convenient resource for supplying dedicated, private parking. By this time, the market for auto-related uses was in decline as traffic patterns shifted from traditional east-west routes through downtown to Front and Myrtle Streets when the Connector was built. Today, most of the land in Westside is classified as either C-5D or C-2D. (Both C-5D and C-2D are commercial districts. The D indicates that the city requires design review of developments in these areas.) C-5D encourages urban density, pedestrian-oriented development while C-2D allows commercial uses with suburban-style site layouts. The two zoning districts promote different characters, and tend to conflict with one another. The Westside Downtown Plan recommends that the C-2D or C-2DD zoning be replaced with a different zone category more conducive to achieving the goals of the plan (see Appendix 5).



*Remaining residential uses in Westside are not protected by zoning.*



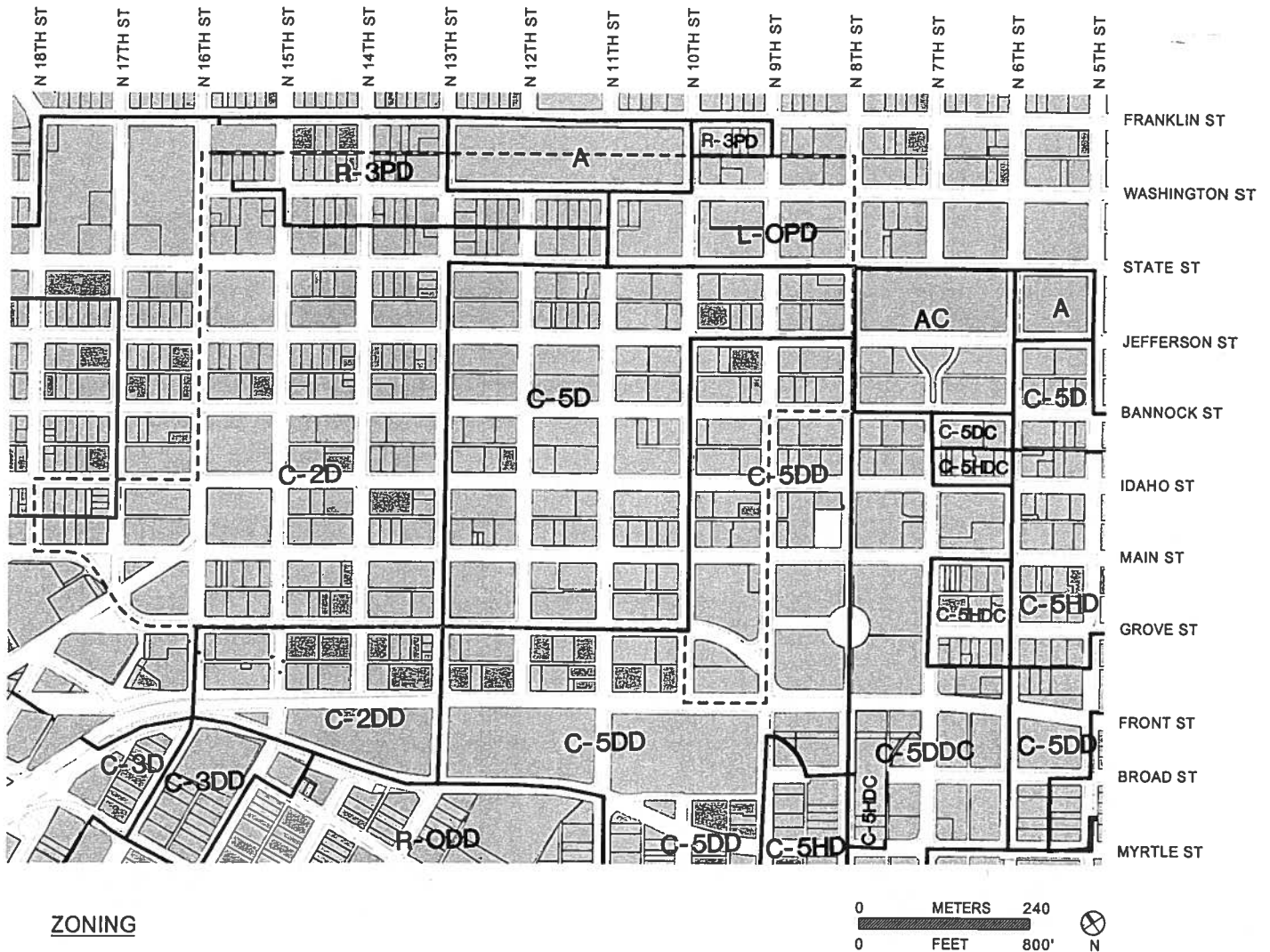
*C-2D zoning allows suburban-style commercial uses which conflict and compete with residential uses.*



*C-5D encourages urban density, pedestrian-oriented development.*

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

1. Current C-5D/CBD commercial zoning is appropriate for much of Westside Downtown to accommodate CBD expansion.
2. C-2D zoning from Bannock to Grove and 13<sup>th</sup> to 16<sup>th</sup> streets, appears to justify remnant suburban-style commercial uses, which are becoming obsolete. C-2D zoning offers no protection or attraction for residential uses and often threatens to displace them.

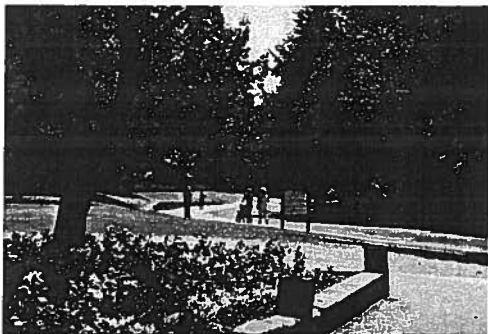
### III. APPENDIX 2

#### Analysis of Existing Conditions

#### CIVIC FRAMEWORK

The civic framework is the built or currently-planned network of boulevards, parkways, plazas, parks, streets and trails, which contribute to the quality of the district with a series of interconnected public spaces and linkages. They typically include enhanced design treatment or richer landscaping. These features add a softer form to the geometric grid of blocks and streets in downtown Boise and are one of the primary elements in Boise's singular sense of place. They showcase the river, the mountains, historic architecture, neighborhoods and the urban landscape. They are also the connective tissue that ties different districts together into a city form. Ironically, Westside is close to many of these features, but the district itself is largely devoid of civic spaces.

One element of infrastructure which may have potential as a civic feature is the historic city canal. This small water course which runs diagonally through Westside is one of the earliest parts of the Boise Valley's extensive gravity irrigation system built a century ago to establish agriculture in the area. It runs through the downtown area in a concrete enclosed channel. It has been opened up for decorative purposes in one location downtown: C.W. Moore Park in Old Boise.



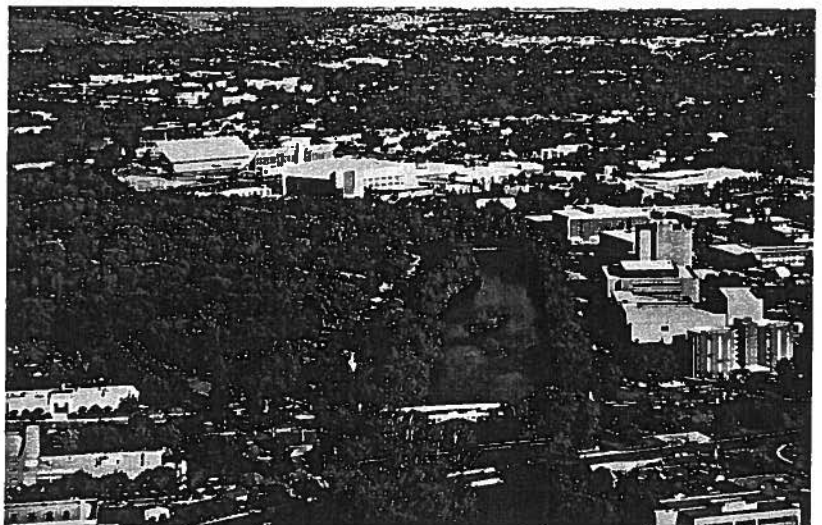
*Boise River Greenbelt*



*The Grove*



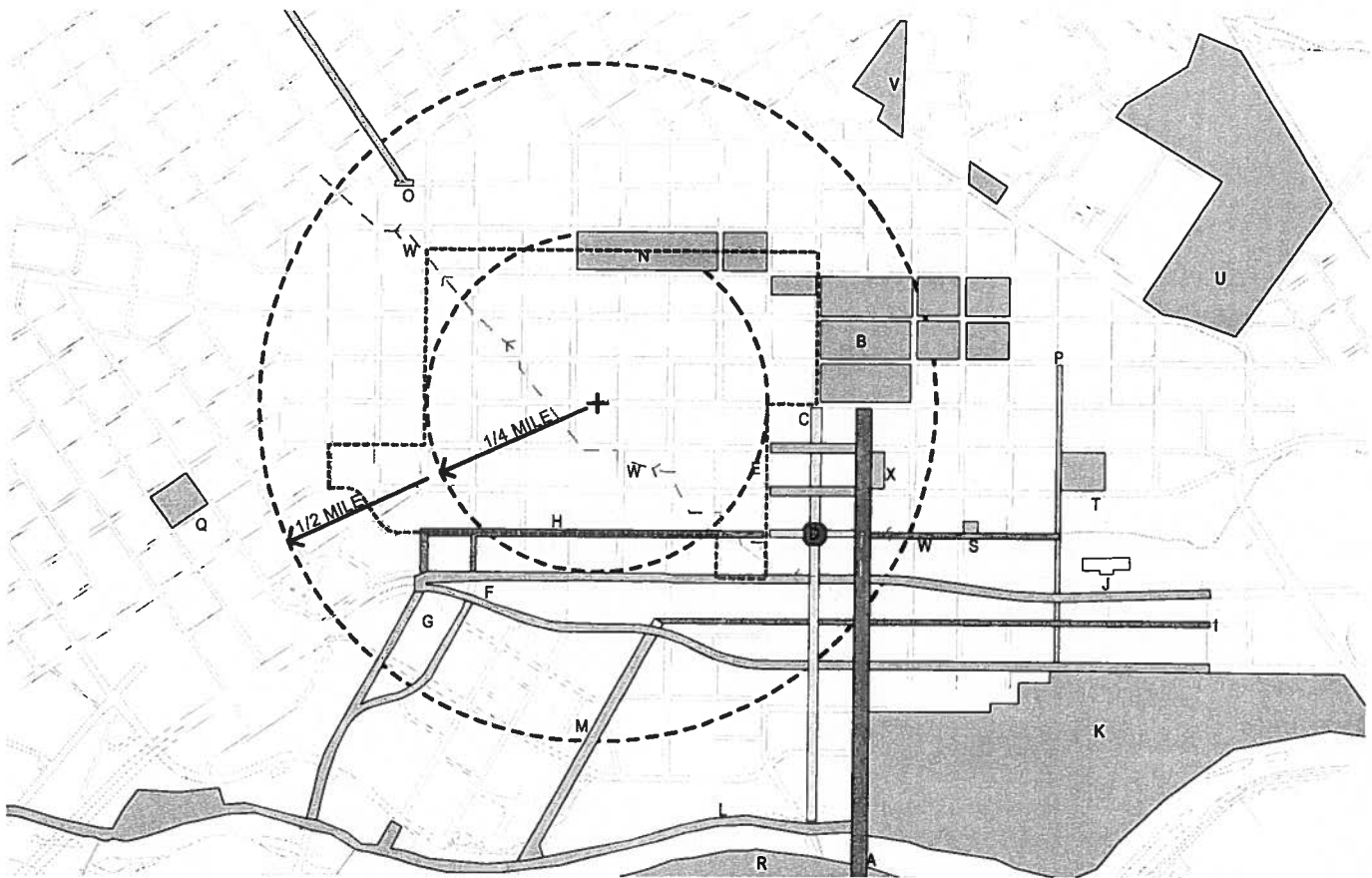
*Eighth Street*



*Julia Davis Park*

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### CIVIC FRAMEWORK - CURRENT & PLANNED IMPROVEMENTS

- |  |                                      |
|--|--------------------------------------|
| A CAPITOL BOULEVARD - formal entry                 | Q VETERAN'S PARK                     |
| B IDAHO STATE CAPITOL MALL & GOVERNMENT CENTER     | R ANN MORRISON PARK                  |
| C 8th STREET - pedestrianway                       | S C.W. MOORE PARK                    |
| D THE GROVE PLAZA                                  | T HISTORIC ASSAY BUILDING AND GROUDS |
| E MAIN, IDAHO - pedestrian & transit streets       | U FORT BOISE PARK                    |
| F FRONT, MYRTLE - urban parkways                   | V MEMORIAL PARK                      |
| G 15th, 16th - urban parkways & streets            | W IRRIGATION CANAL                   |
| H GROVE - urban street                             | X CITY HALL PLAZA                    |
| I BROAD - special neighborhood street              |                                      |
| J ADA COUNTY GOVERNMENT CENTER                     |                                      |
| K JULIA DAVIS PARK                                 |                                      |
| L BOISE RIVER GREENBELT                            |                                      |
| M PIONEER WALKWAY - improved                       |                                      |
| N BOISE HIGH SCHOOL - urban campus                 |                                      |
| O HARRISON BOULEVARD - special landscaped street   |                                      |
| P 3rd STREET - pedestrian link to Julia Davis Park |                                      |

#### *Findings:*

- 1. Specially designed streets, corridors and parks are well established in the Central Business District and parts of adjacent areas.*
- 2. Westside has reasonable proximity to many of Boise's civic amenities, but lacks enhanced streets, parks, and plazas of its own, leaving the area underdeveloped and unattractive.*



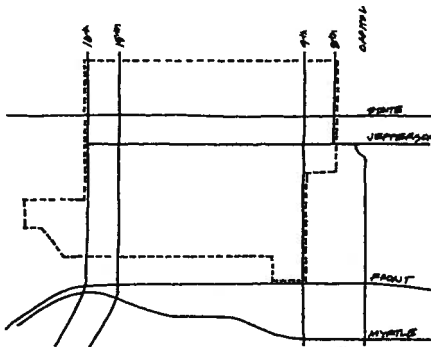
### III. APPENDIX 2

#### Analysis of Existing Conditions

#### STREET CLASSIFICATIONS

The Ada County Highway District, as a part of the Regional Transportation Plan, sets street classifications. Different categories relate to capacity (number of lanes, interval of signals), speed, system connectivity and transportation role. The plan on the opposite page represents current transportation policy in the study area. The relevance to Westside is twofold:

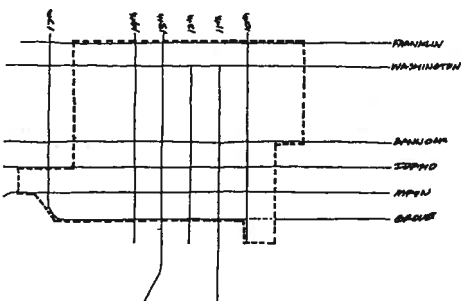
- 1) making sure that different street categories are matched with compatible land uses;
- 2) making sure that there is adequate capacity for increases in the intensity of use as redevelopment occurs.



*Westside is well served by major streets for through traffic and downtown access.*



*Front Street is the major westbound arterial through Central Boise.*



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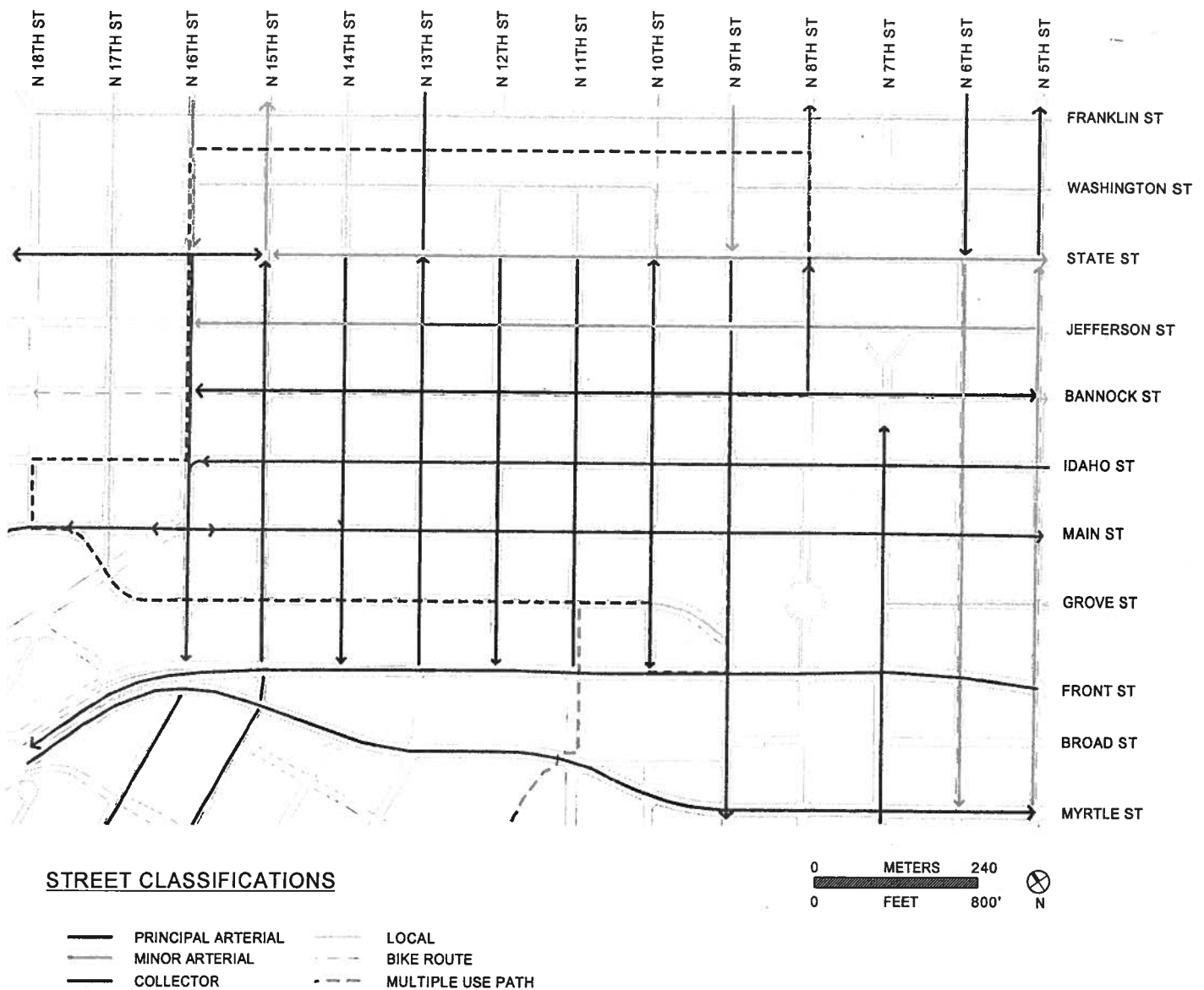
*Westside has an excellent grid of local streets.*



*14<sup>th</sup> Street carries no through traffic, and has potential for special pedestrian treatment.*

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

1. Westside has excellent access from peripheral major streets.
2. Westside also has an excellent local street grid, which disperse traffics, provides multiple points of access and results in a fine-grained pedestrian network.
3. State/Jefferson couplet is critical to overall downtown circulation but is in conflict with the new Capitol Mall Plan. The Mall Plan advocates the closure of State Street to vehicular traffic from 8th Street to 4th Street and shifting of traffic to Washington Street. This has significant impacts to Near North End uses as well as capacity problems. Can State and Jefferson be redesigned in the Mall area to accommodate vehicular access in a manner that is more compatible to a pedestrian campus environment without closure? Resolution is needed.

### III. APPENDIX 2

#### Analysis of Existing Conditions

## PEDESTRIAN STREETS

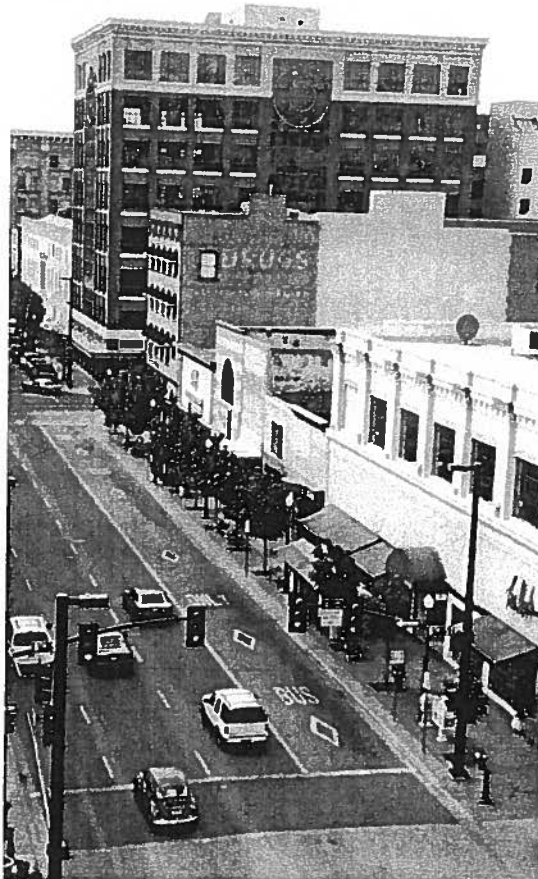
Good pedestrian streets have moderate traffic with no more than 2-3 lanes, generous sidewalk widths (12 to 15 feet minimum), a frequent interval of signalized intersections for safe crossings, and direct connectivity to adjacent districts. The coordination with established or designated pedestrian routes in the Central and River Street-Myrtle Street Urban Renewal Districts is particularly important. In the Central District, Main, Idaho and Eighth are established as primary pedestrian streets with enhanced design treatments. The River Street-Myrtle Streets Urban Design Plan continues Eighth Street as a primary connection to the Boise River. Broad, Grove, River, Fulton, Avenue A, Third, Fifth, Eleventh, and Thirteenth are added as secondary pedestrian connections. Two heavier traffic streets in downtown Boise also serve important roles as pedestrian connections. These are Capitol Boulevard and State Street. Westside has the potential to complement the adjacent districts by recognizing Main and Idaho as primary pedestrian streets and Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth, Grove, and Bannock as secondary pedestrian streets.



*Twelfth is one of several streets in Westside with excellent pedestrian characteristics.*



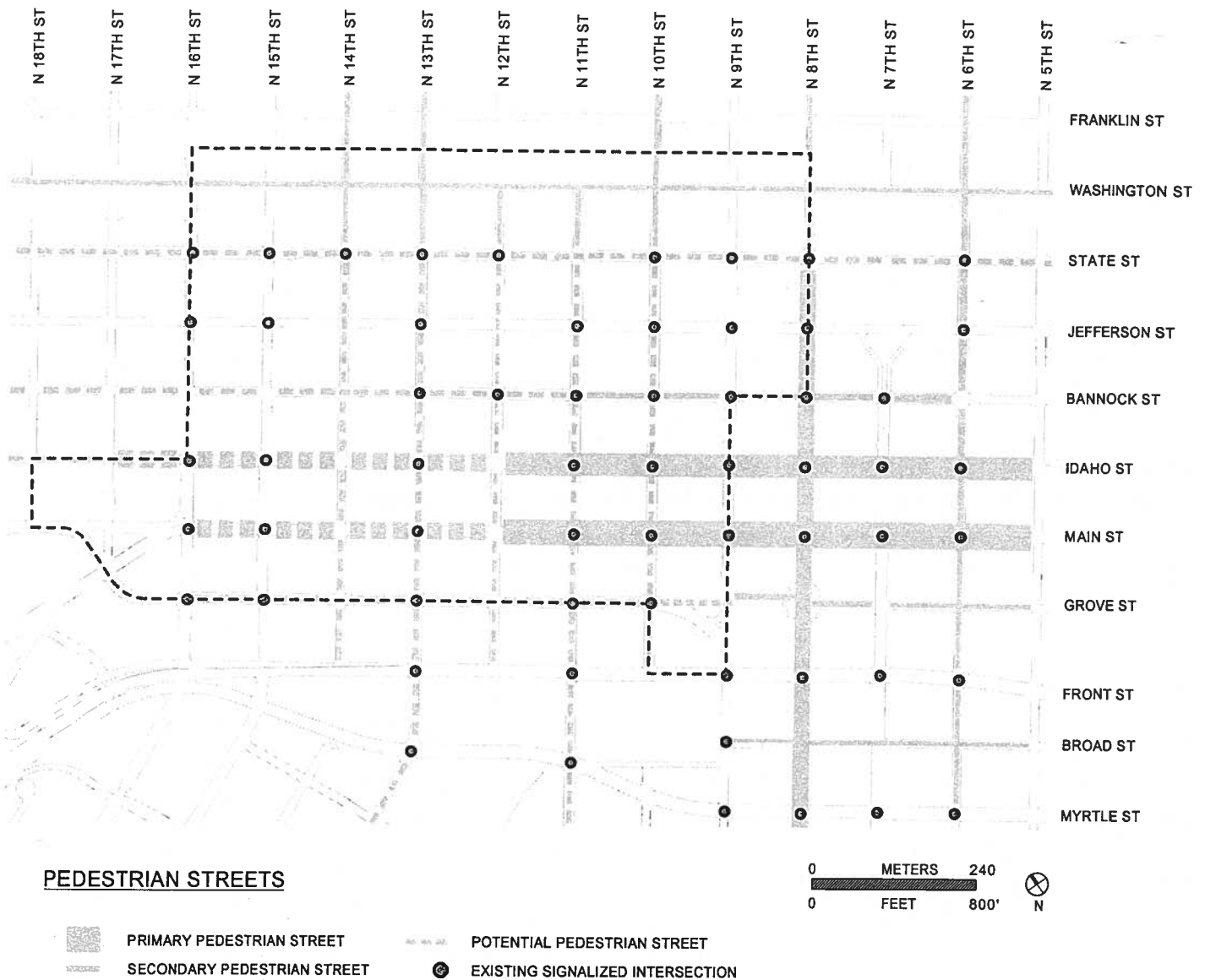
*Good pedestrian streets with active retail, adequate sidewalk widths, and amenities.*





### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

1. Pedestrian treatment of primary streets in the CBD, Main and Idaho, can be extended west to connect Westside to the CBD.
2. Several local streets, such as Tenth, Eleventh, Twelfth, and 14th are discontinuous for vehicles just outside the Westside Downtown Plan boundary. As local access streets, they are well suited for use by cyclists and those on foot.

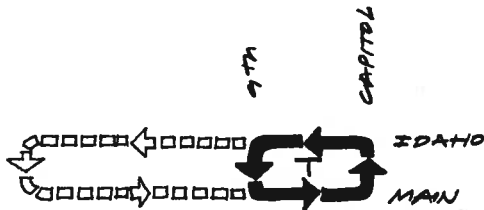
### III. APPENDIX 2

#### Analysis of Existing Conditions

#### TRANSIT SERVICE

Boise's transit system is bus based. An on-street transit center was developed in the mid-1980s on Idaho and Main between Capitol Boulevard and Ninth Street. The reasoning behind its design was threefold:

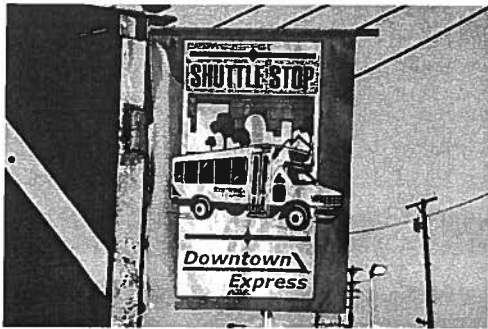
- 1) an on-street transit mall usually has more capacity than an island-type transfer station because bus stops can be strung out linearly along blockfaces;
- 2) if stops are spaced at two-block intervals, patrons are dropped off generally closer to their destination;
- 3) federal transit funding would pay for most of the improvements, achieving improved transit facilities and sidewalk environment in one project.



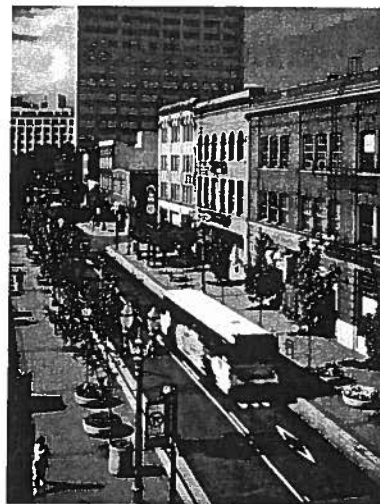
*Boise's main transit center loop can be extended to serve Westside.*

Unfortunately, the funding, ridership, and frequency of service necessary to make Boise's transit mall work has never materialized. Today, 30-minute service occurs during peak periods with 60 minute service at other times. For transit patrons to make transfers downtown, buses dwell for several minutes waiting for passengers. This has negative effects on adjacent businesses and on the pedestrian environment in general. This was not the intent of the original design (stop-and-go service with 15 minute frequency at peak periods).

Current projections suggest that service intervals are not likely to improve. The Westside Downtown Plan identifies potential locations for an off-street transfer station. If a transfer station is built it would restore stop-and-go service on Main and Idaho as originally intended. As Westside redevelops, service on Main and Idaho can be extended westward and can be supplemented by shuttle and circulator services.



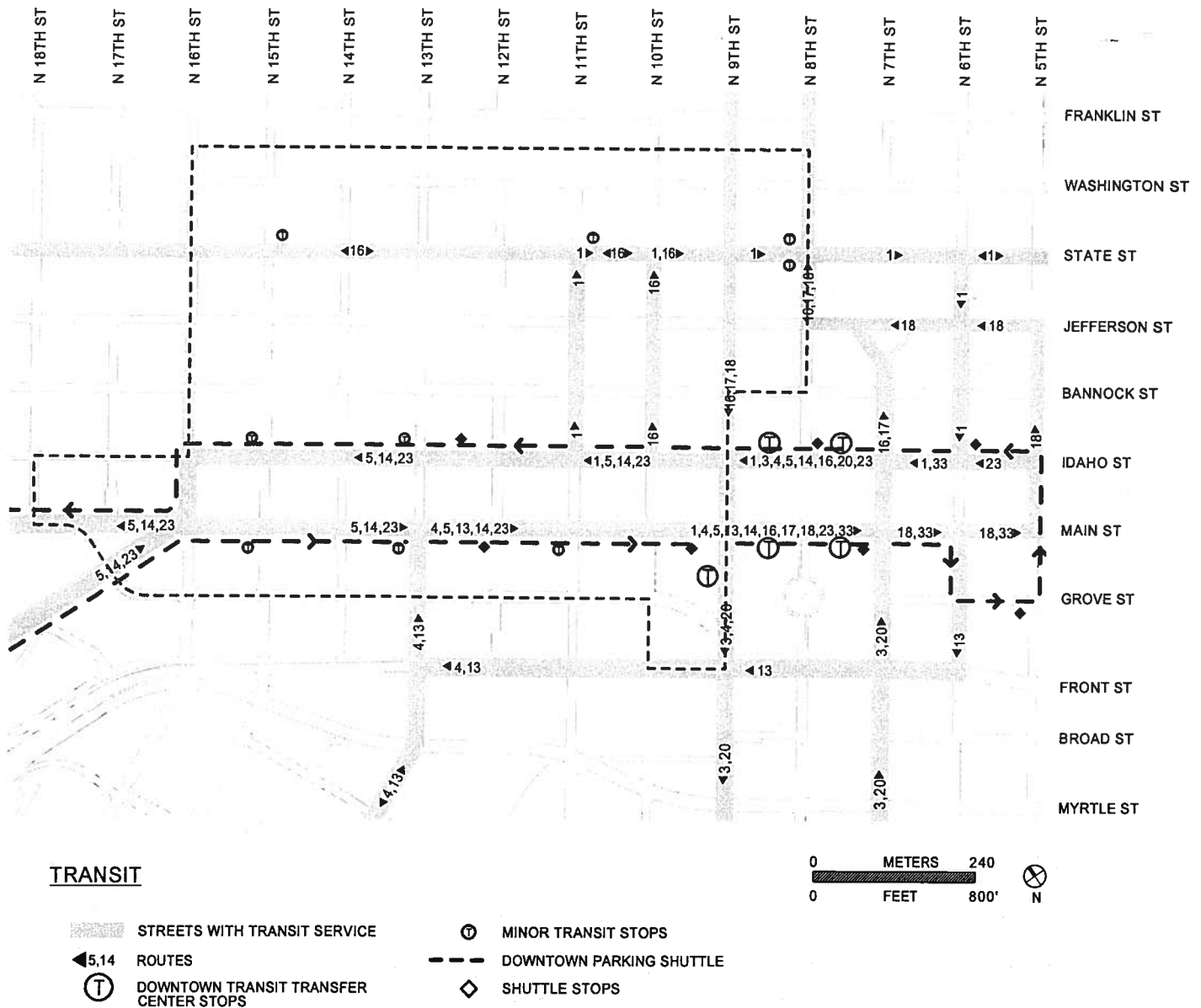
*Shuttle service from remote parking facilities help to take parking pressure off the CBD.*



*Stop and go service on a transit mall requires a frequent interval of service to make transfers convenient.*

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

1. Many transit routes interconnect at the Downtown Transit Center on Main, Idaho and Eighth streets.
2. Westside has convenient transit service from the west (#5, #14, #23) but less convenient transit service from the south (#3, #20), the east (#1, #18, #33), the north (#17, #18) and from the northwest (#16). As redevelopment occurs and density increases in Westside, the concentrated service on Main and Idaho will need to be extended west.
3. A continuing problem in the CBD has been the layover of buses at the Main and Idaho transit stops while waiting for transferring passengers; the buses wait with engines running at these stops for several minutes. This has two negative effects:
  1. impacts to adjacent storefront businesses with idling buses at their front door;
  2. confusion to bus riders who board a waiting bus, then are frustrated because it doesn't begin its service immediately.

A downtown, off-street transfer station has been recommended in earlier evaluations. The Westside Downtown Plan identifies potential locations to implement this idea.

### III. APPENDIX 2

#### Analysis of Existing Conditions

#### EXISTING PARKING

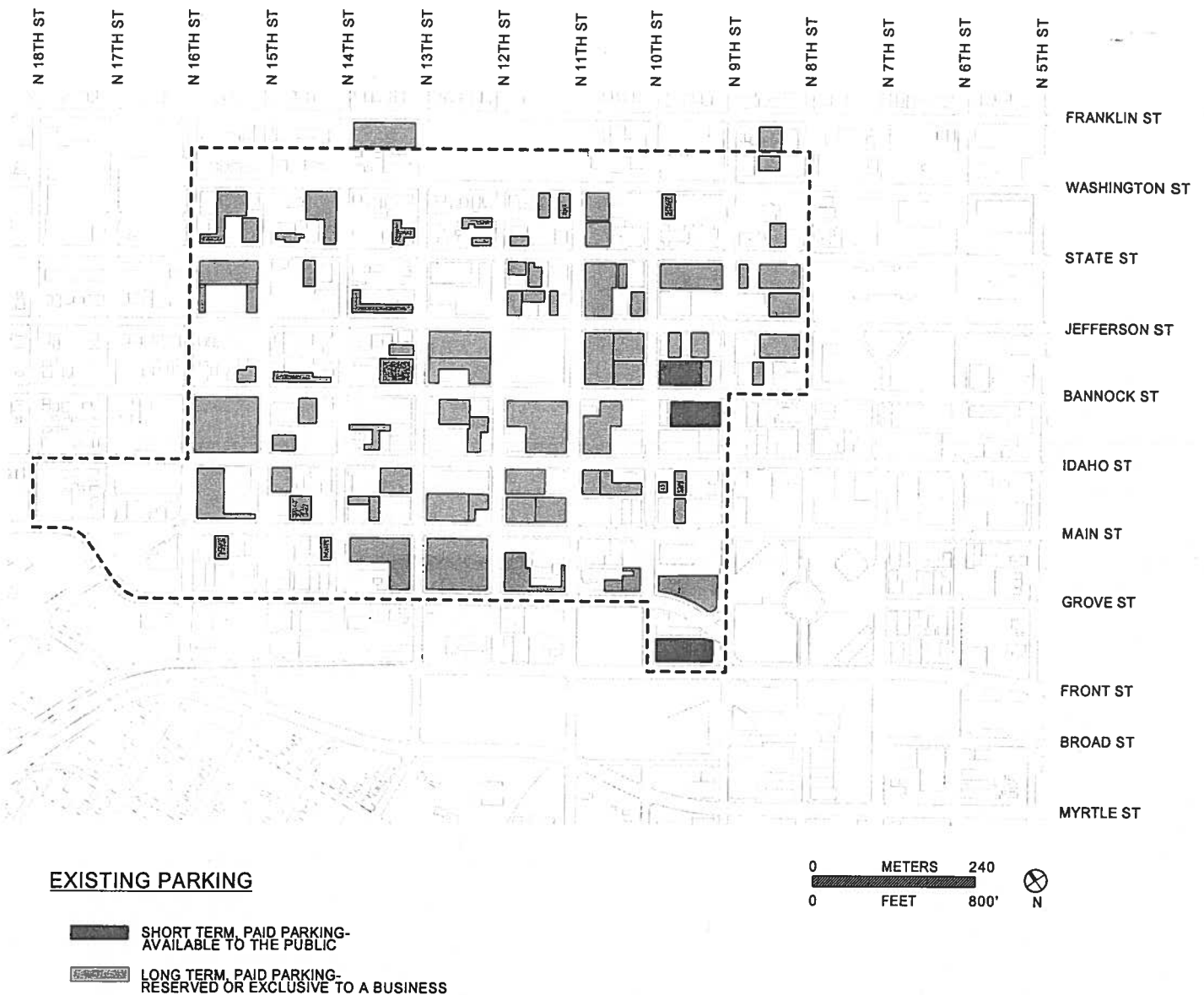


*Parking is managed as a number of private facilities, not as a shared resource.*

Over the last 30 years, a substantial number of blocks in Westside have been converted to surface parking lots. Many of these parking lots serve corporate headquarters and major businesses, and are not available to the general public. This situation hinders new development in the district because much of the parking is in private facilities and not available for smaller or start-up businesses or for customers. The land in parking lots is not considered to be available for development, and the predominance of parking lots tends to keep assessed values low. It also presents an environment that is unattractive to pedestrians and reduces the potential for development of urban intensity, mixed-use projects. In comparison to the downtown core, Westside has a much larger proportion of land in surface parking lots.

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

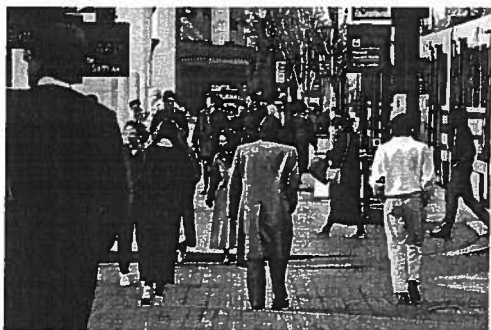
1. Parking resources are predominantly long-term employee parking or exclusive customer parking. Over time, individual businesses have provided their own off-street parking.
2. This operation of parking as a private, exclusive resource has resulted in an inefficient underuse of the resource. At any lot on any given day, reserved parking spaces are going unused while a potential parking customer looks for space elsewhere. Parking in Westside is not a shared resource like it is in the heart of the CBD near Main and 8<sup>th</sup> streets.

### III. APPENDIX 2

#### Analysis of Existing Conditions



*The core area of the CBD has multiple, shared facilities for short-term and long-term parking.*



*Parking needs can be reduced by actively encouraging people to walk, use transit, and bicycle. Compact mixed-use development shortens many trips, making walking a convenient and efficient option.*

### PARKING ZONES

The Greater Downtown Boise Parking Study completed in 1996 revealed several interesting characteristics:

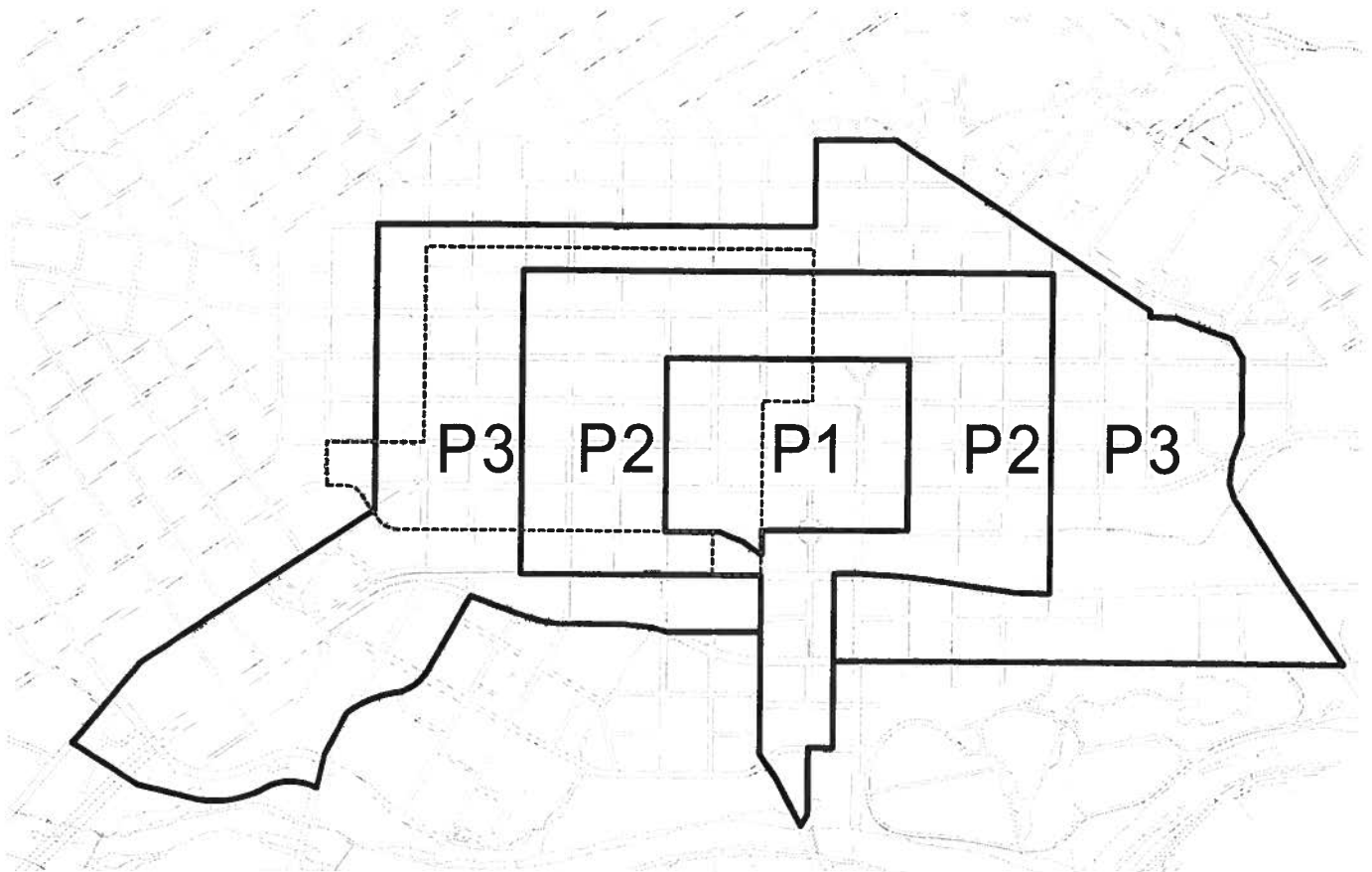
- Peak use occurs at midday with only 65% utilization areawide; 65% is well below the industry standard of 85% to 95% of capacity, typically considered as “effective capacity”;
- On-street parking is more heavily utilized than off-street facilities;
- There was an abundance of available parking in the various garages;
- Existing supply within the study area was 2.40 spaces per 1,000 GSF of commercial space, while current (1996) demand was 1.57 spaces per 1,000 GSF.

The study went on to say, “Using Ada Planning Association (APA) employment growth projections, the study area can expect a 40% overall increase in parking demand by 2015 assuming that the downtown commute travel behavior remains as it is today. In order to maintain the current 65% utilization, approximately 7,766 additional parking spaces would be required over the 20 year period. However, if utilization of available spaces was increased to 85% in the 20 year future, the net additional parking spaces could be as low as 1,732 spaces.”

The City of Boise adopted the special parking overlay zones recommended in the study to encourage higher use of public parking facilities, efficient shared parking, and higher transit usage in the CBD. These zones include reductions to minimum parking requirements for different uses, but not the recommended maximum limits on parking provision. The P-1 zone has the lowest requirements for off-street parking. It covers the core business district and its concentration of private and public garages and the main downtown transit center. P-2 and P-3 increase the minimum requirements for parking provision. Outside of the P-3 zone, base zoning regulations set the parking requirements for different uses.

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### LEGEND

— PARKING OVERLAY DISTRICT BOUNDARIES



#### Findings:

1. There are no maximum limits on spaces provided. Projects in the three districts typically exceed the required minimums due to lender/owner preferences or requirements. As a result, alternative modes of travel are not encouraged because parking is plentiful and, at this time, relatively cheap. Parking utilization remains well below the goal of a 85-95% utilization rate.

### III. APPENDIX 2

#### Analysis of Existing Conditions

#### IMPORTANT OR CONTRIBUTING STRUCTURES

These buildings and block frontages form the fabric of the Westside Downtown area. They are the foundation of urban, mixed uses upon which to add new, compatible redevelopment. These include significant historic structures, larger commercial structures, and intact block frontages of compatible residential structures. They merit evaluation for incorporation into the Westside Downtown Plan.

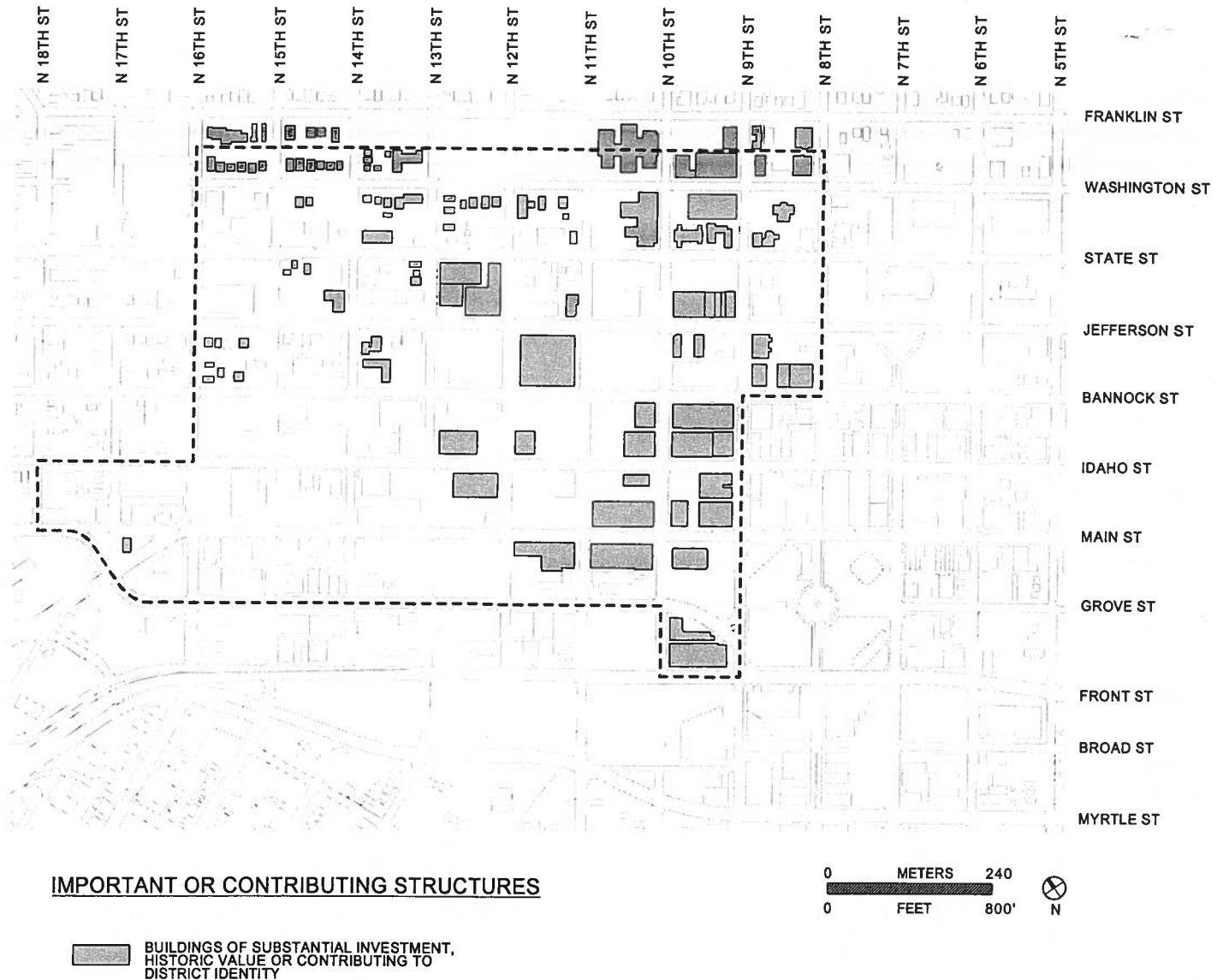


*There are significant buildings and block frontages that form a foundation for redevelopment of Westside.*



### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

1. There are single, stand-alone structures of importance that represent substantial investment like Boise Cascade and Idaho Power headquarters.
2. There are also less substantial structures that, in a group, form a continuous retail or commercial frontage. These groups are critical to downtown Boise's attractiveness as a vital urban environment.
3. Similarly, groups of residential buildings form continuous frontages of housing. These help to stabilize remaining residential blocks against erosion by commercial uses. Many are older buildings with historical character. They contribute to a comfortable transition from the CBD to the Near North End Neighborhood.

### III. APPENDIX 2

#### Analysis of Existing Conditions

### REDEVELOPMENT OPPORTUNITY SITES

In an existing urban district, opportunity sites are parcels where there is low investment in improvements, such as surface parking lots, vacant land, and low-density commercial buildings of lower investment value. The economic assumption is that once the market demand for new, intensive uses is present, the land at these opportunity sites is worth more than the existing improvements. These sites then become prime development parcels. Important or contributing structures are excluded from this category.



*An infill opportunity site on Tenth Street.*



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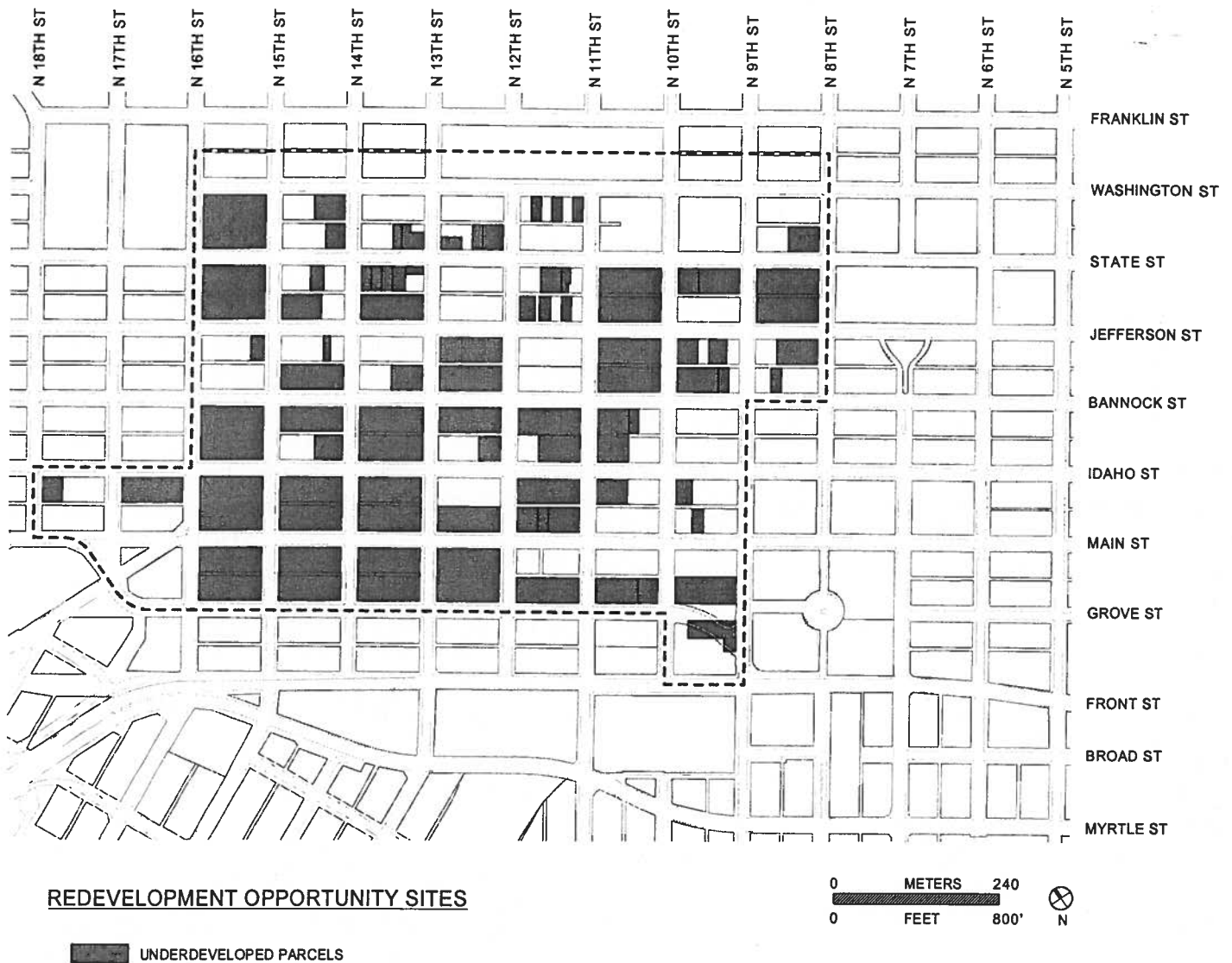
*Boise has a history of successful infill residential development.*



*A partial block opportunity site on Main Street.*

### III. APPENDIX 2

#### Analysis of Existing Conditions



#### Findings:

1. Westside Downtown is dominated by many blocks with buildings of moderate to low investment, and in some cases, buildings are of less assessed value than the land they occupy.
2. Westside Downtown is also dominated by blocks with substantial surface parking at an assessed value much lower than blocks with urban scale development, such as, Boise Cascade or Idaho Power headquarters.
3. Several blocks have infill opportunities where smaller parking lots can be redeveloped with uses that complement adjacent viable uses. Displaced parking would typically be replaced by new shared parking facilities on adjacent parcels or blocks.

### III. APPENDIX 3

#### Alternative Redevelopment Scenarios

## INTRODUCTION

This section considers alternative redevelopment scenarios from four separate market sectors. These "Patterns of Opportunity" are evaluated and their relative merits are compared. Preferred schemes for each market type are overlayed into two composite plans: "Areas of Recommended Use" and "Areas of Flexible Use."

## RETAIL

The redevelopment scenarios examine three alternative concepts for expansion of retail as Westside redevelops. The following are assumptions for each:

- The expansion areas shown indicate the generalized extent of retail uses;
- Some blocks within the expansion zone that are completely or largely cleared of buildings are prime sites for national retailers who need larger ground floor areas;
- Some blocks within the expansion zone may be of another primary use but will include ground floor service commercial and small retail uses. Together with the larger floorplate "national" retailers, these form a "retail precinct" within the expanded downtown core.



*An urban retail street.*

## CONVENTION / HOTEL / ENTERTAINMENT

Redevelopment scenarios studied minor locational differences in the expansion of hotel and entertainment uses relative to expansion of the Convention Center. The current preferred site for the new center is the superblock between Eleventh, 13<sup>th</sup>, Front, and Myrtle. Hence, most of the potential hotel sites are south of Grove Street and are within the River Street-Myrtle Street Urban Renewal Area (not in Westside). Nonetheless, a convention center expansion with larger events, a major new hotel and related entertainment uses such as restaurants, nightclubs, theaters, etc., would have a significant impact on the vitality of downtown Boise and on new uses in adjacent Westside blocks. Thus they are included here.



*A convention hotel.*

## OFFICE

Downtown Boise's office market remains strong and these redevelopment scenarios look at various strategies for creating additional office development. Currently, major office buildings in downtown are somewhat dispersed due partly to offices not needing the same proximity and critical mass as retail and housing. Boise office buildings tend to cluster around amenities such as landscaped open space or near uses they serve such as government agencies or where they can provide inexpensive surface parking. The generalized expansion zones are intended to show the extent of primary office buildings however many blocks will include other primary uses. One question explored by the three scenarios is whether to contain the extent of office uses and encourage more density or to allow greater outward expansion.



*Boise has a strong downtown office market.*

## HOUSING

Residential development is a critical component to the long range health of the greater downtown area. The housing scenarios explore various ways to establish a critical mass of new housing to reinforce older and more recent housing uses in downtown. Inherent in the expansion zones is the idea that public funding for amenities such as streetscape and open space are critical to attract residential development. This kind of intervention is necessary to change the perception of Westside as a declining, less active district without a clear future.



*As retailing patterns have changed, downtown housing has emerged as a necessary component of a vital city center.*

### III. APPENDIX 3

#### Alternative Redevelopment Scenarios

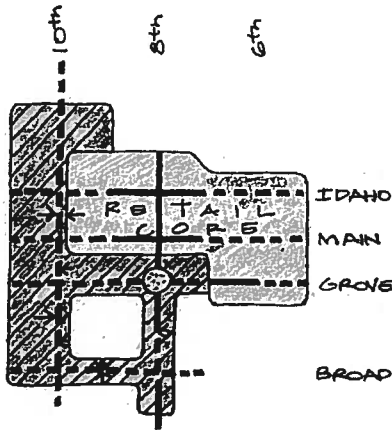
## PATTERNS OF OPPORTUNITY

### RETAIL

#### Concept Diagram 1

##### Features:

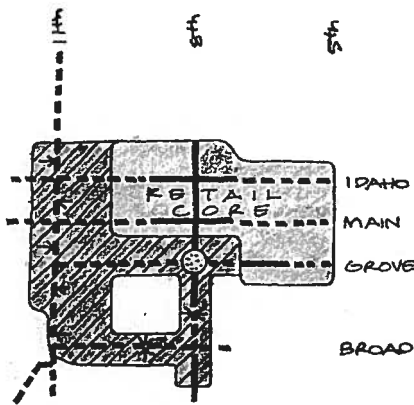
- Adds new retail directly adjacent to existing retail.
- Assumes new larger floor space retailers and entertainment retail associated with convention/hotel/entertainment.
- Emphasizes growth to the south along Eighth and Tenth streets.
- Tenth Street is improved as an important pedestrian/retail street; requires new crossing at Tenth/Front.
- Grove and Broad streets- improved as pedestrian links.



#### Concept Diagram 2

##### Features:

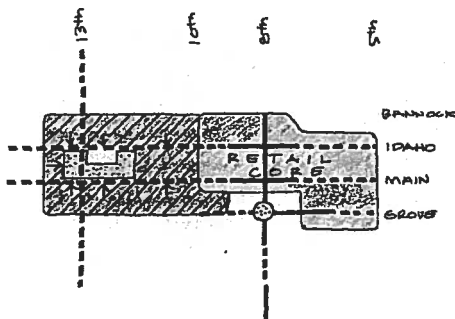
- Same as a., b., and e. as Concept 1 above.
- Emphasizes growth to the west and south along Main/Idaho/8<sup>th</sup> and Eleventh streets.
- Eleventh Street is improved as an important pedestrian/retail street; existing crossing at Eleventh/Front.



#### Concept Diagram 3

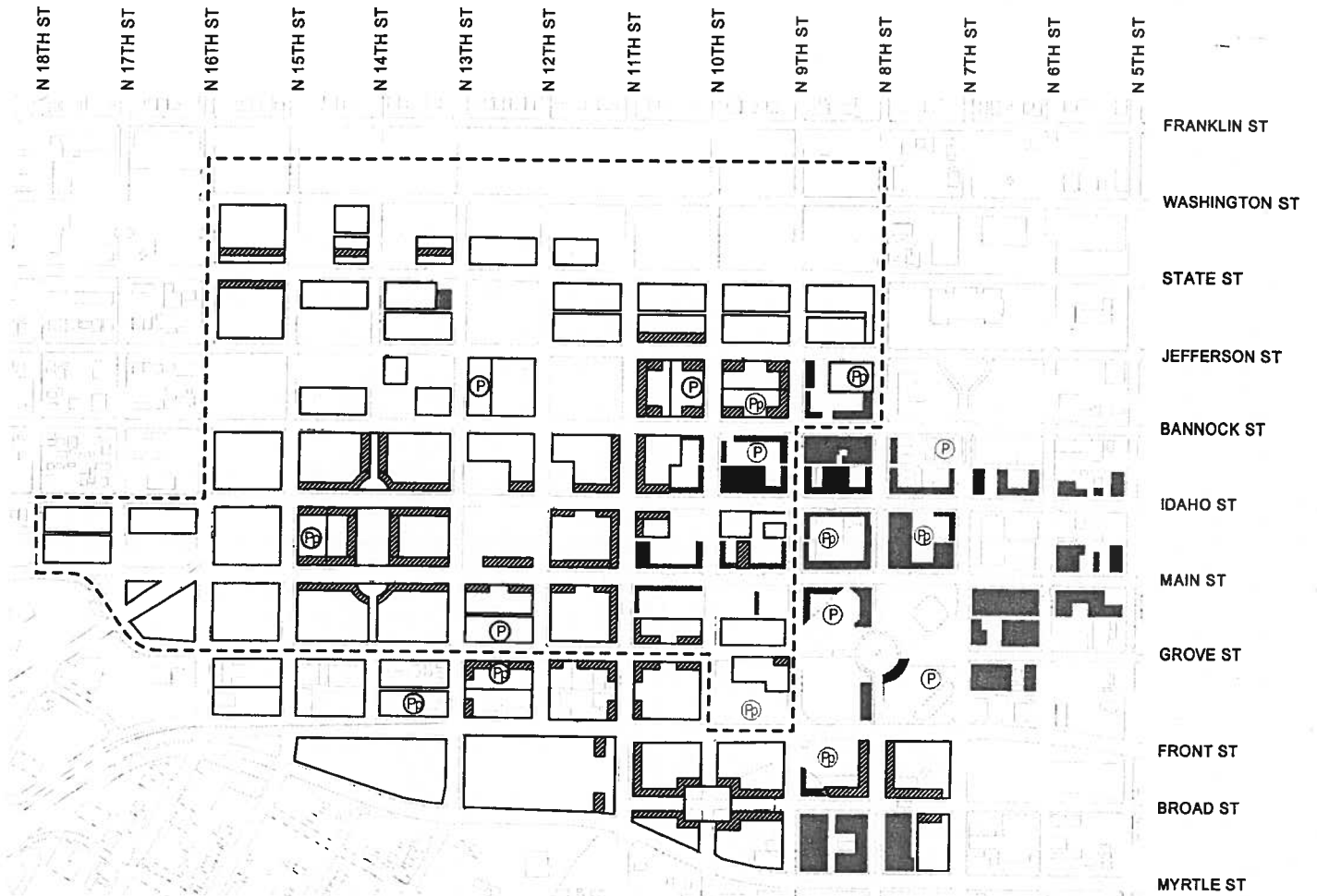
##### Features:

- Adds new retail focused around a new open space at 13<sup>th</sup>.
- Assumes new larger floor space retailers.
- Emphasizes growth along Main/Idaho streets.
- Main and Idaho streets improved as pedestrian links.
- 13th Street improved as an important pedestrian and retail street using the existing crossing at 13<sup>th</sup>/Front.
- New retail too remote from existing retail core?
- Missed opportunity for retail association with convention/hotel?



### III. APPENDIX 3

#### Alternative Redevelopment Scenarios



#### RECOMMENDED USE AREAS - RETAIL

		URBAN MAJOR RETAIL
		EXISTING PROPOSED
		URBAN STOREFRONT RETAIL
		EXISTING PROPOSED
		NON-PUBLIC STRUCTURED PARKING
		EXISTING RECOMMENDED
		PUBLIC STRUCTURED PARKING
		EXISTING PROPOSED



NOTE:  
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### III. APPENDIX 3

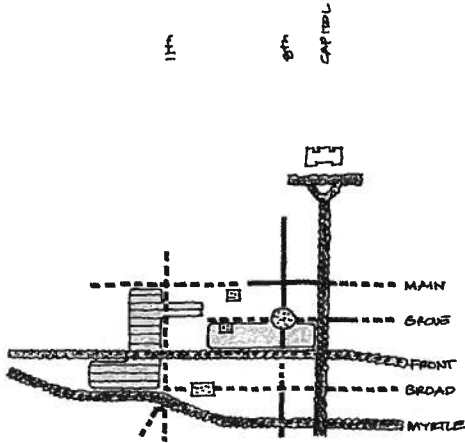
#### Alternative Redevelopment Scenarios

## CONVENTION / HOTEL / ENTERTAINMENT

### Concept Diagram 1

#### Features:

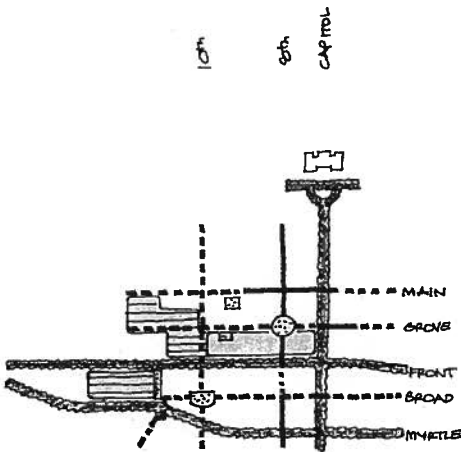
- Existing hotel/convention/entertainment along Front Street and around the Grove Plaza.
- Adds new hotel/convention/entertainment along Eleventh Street from Main to Myrtle.
- Grove and Broad streets – improved pedestrian links.
- Assumes complementary redevelopment in Ninth/Eleventh/Front/Myrtle superblock.
- Most development is in River Street-Myrtle Street Urban Renewal District.



### Concept Diagram 2

#### Features:

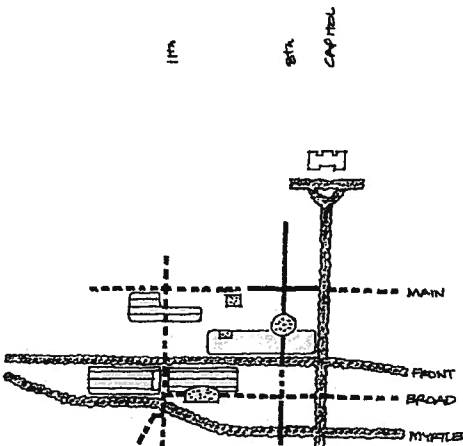
- Same as a., c., and e. as Concept 1 above.
- Adds new hotel/convention/entertainment along Tenth Street.
- "Bridges" to an expanded Owyhee Hotel on Main Street.
- Tenth Street – improved as pedestrian link; requires new crossing at Tenth/Front.



### Concept Diagram 3

#### Features:

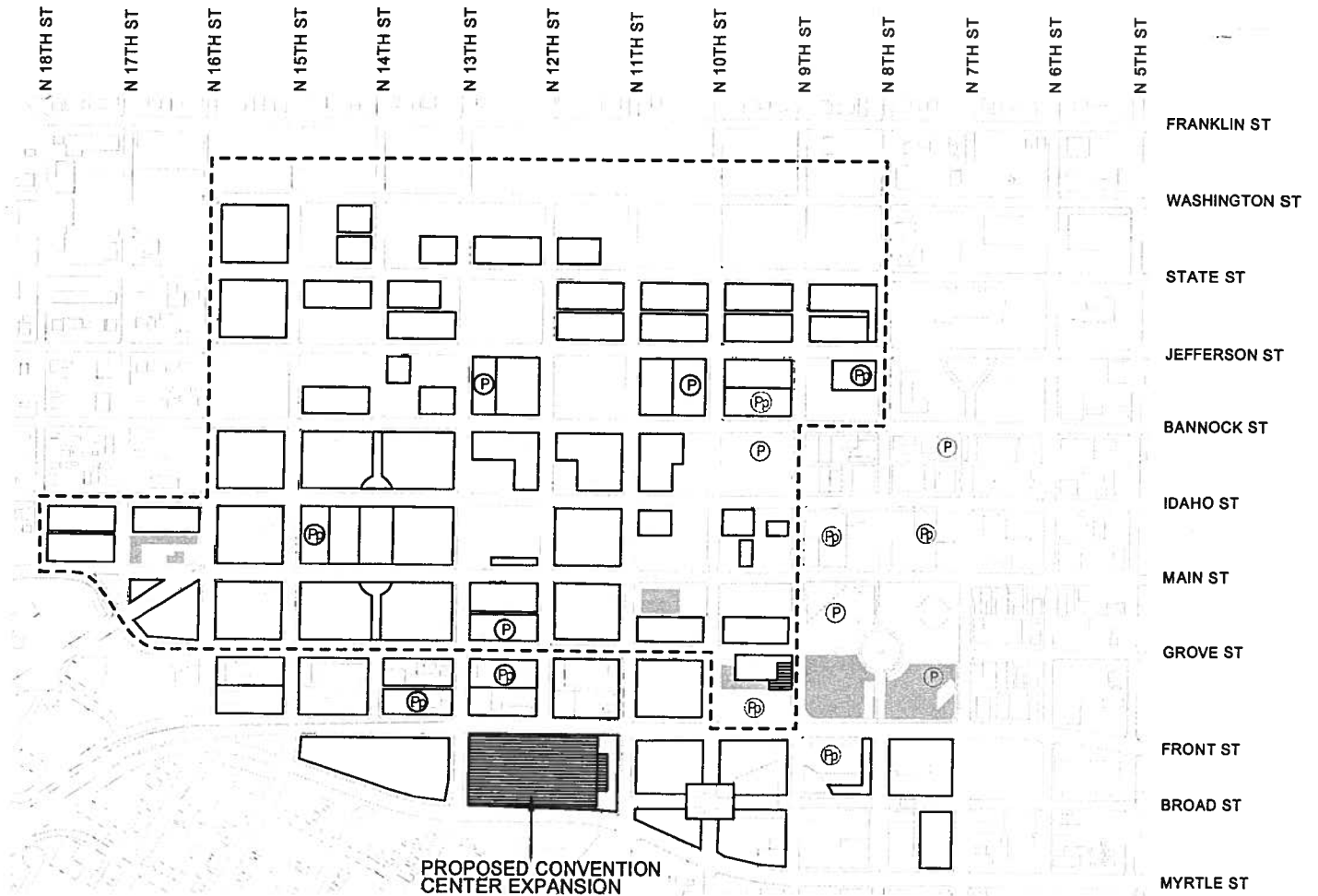
- Same as a. in Concept 1 above.
- Adds new hotel/convention/entertainment in the Ninth/Eleventh/Front/Myrtle superblock.
- Owyhee Hotel less integrated than concepts 1 and 2.
- Eleventh Street – improved as pedestrian link; requires new crossing at Tenth/Front.
- Broad Street – improved pedestrian link.



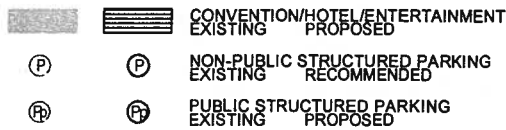


### III. APPENDIX 3

#### Alternative Redevelopment Scenarios



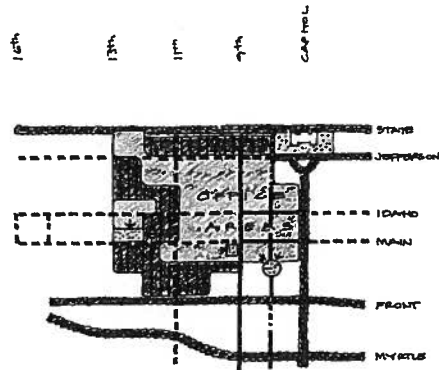
#### RECOMMENDED USE AREAS - CONVENTION/HOTEL/ENTERTAINMENT



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### III. APPENDIX 3

#### Alternative Redevelopment Scenarios

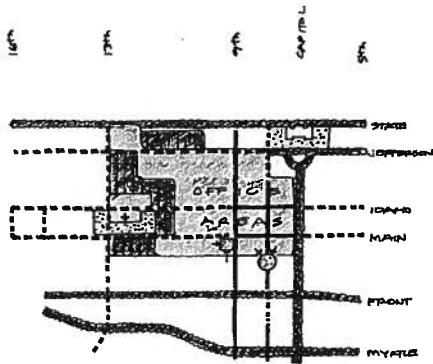


#### OFFICE

##### Concept Diagram 1

###### Features:

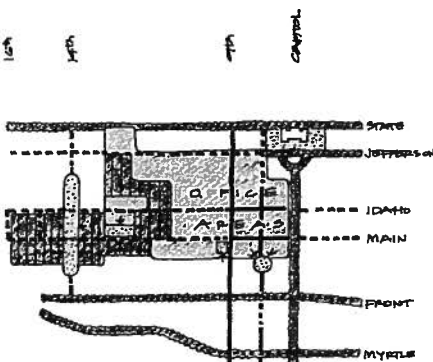
- Existing office uses are well distributed in core area.
- Some association of office with open space.
- Assumes substantial office growth to the west, south and north of the core.
- New offices along State Street setback from street as improved entry to downtown.
- Adds new open space at Idaho Power as a focus to new development.
- Links office to hotel/convention expansion site.
- 11<sup>th</sup> Street – improved as a N-S link from State Street to River Street.



##### Concept Diagram 2

###### Features:

- Same as a., b., and d. in Concept 1 above.
- Assumes modest office growth to the west and north of the core.
- Adds new open space at Idaho Power and adjacent blocks as a focus to new development.
- 13<sup>th</sup> Street – improved as a N-S link from State Street to River Street.



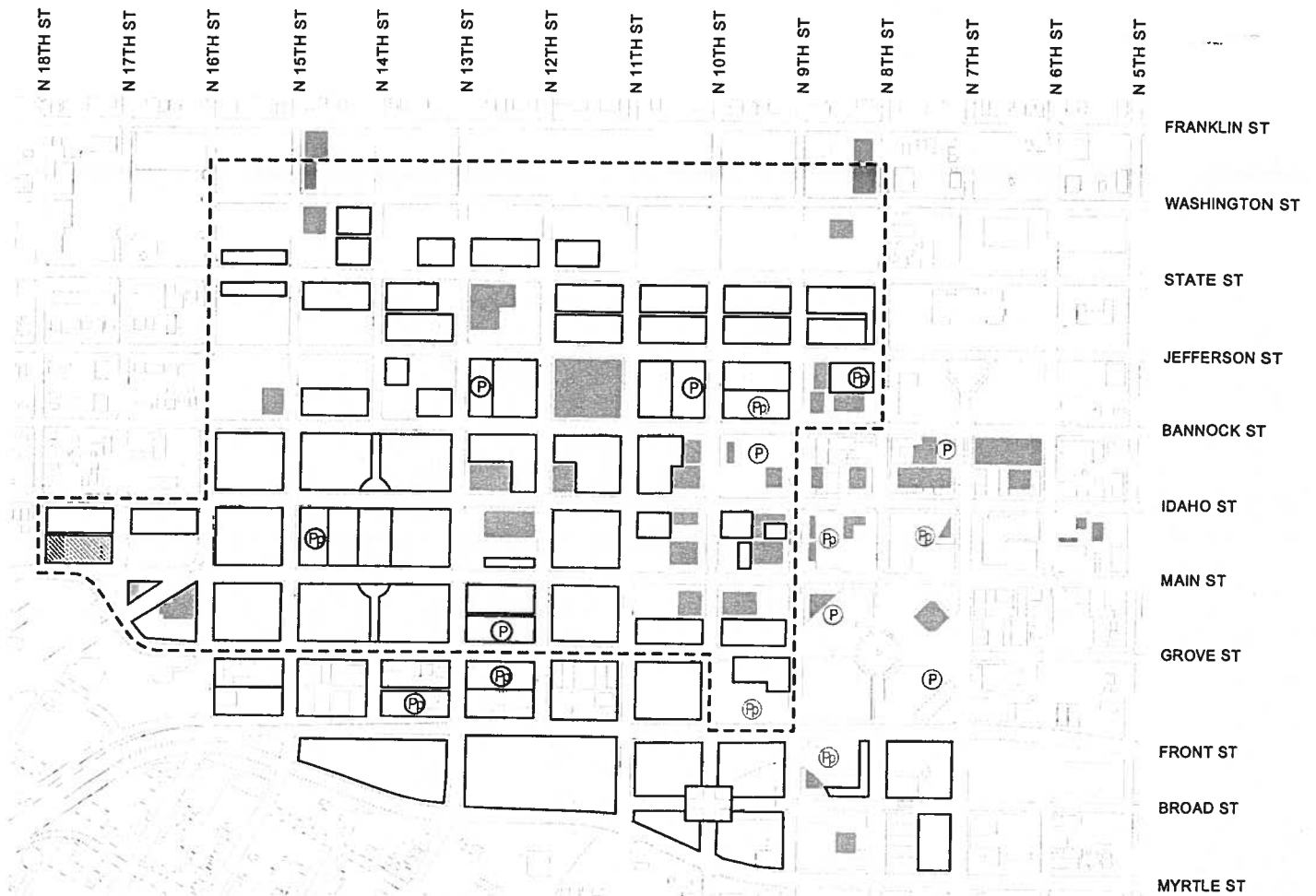
##### Concept Diagram 3

###### Features:

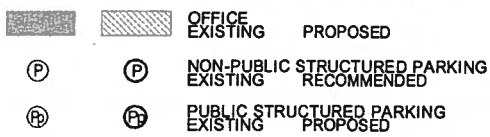
- Same as a. and b. in Concept 1 above.
- Assumes substantial office growth to the west of the core, focused around new linear park blocks at 14<sup>th</sup>; park blocks shared with other uses.
- 14<sup>th</sup> Street – improved as a N-S link from State Street to Front Street.
- Reinforces improved transit service on Main and Idaho Street.
- Keeps office growth away from State Street and the Near North End.

### III. APPENDIX 3

#### Alternative Redevelopment Scenarios



#### RECOMMENDED USE AREAS - OFFICE



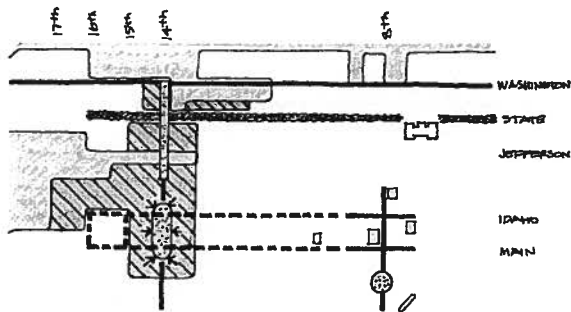
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### III. APPENDIX 3

#### Alternative Redevelopment Scenarios

## HOUSING

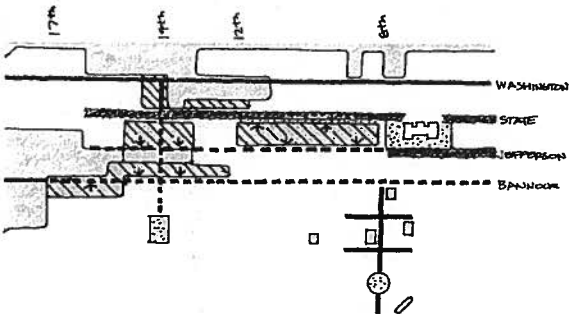
### Concept Diagram 1



#### Features:

- Existing stable residential to the west and north of the core area.
- Adds new residential as a "bridge" to existing, focused around major new open space at 14<sup>th</sup>/Main/Idaho.
- Washington Street – existing strong pedestrian link.
- 14<sup>th</sup> Street – improved as pedestrian link to Front and Washington streets.

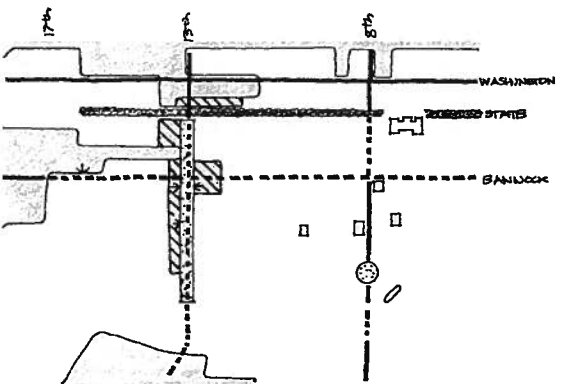
### Concept Diagram 2



#### Features:

- Same as a. and c. in Concept 1 above.
- Adds new residential "seam" to the west as infill, to the north as redevelopment along State Street.
- State Street – improved with landscaping and front yard setbacks as enhanced entry to downtown.
- 14<sup>th</sup> Street – improved as pedestrian link to Idaho and Washington streets.

### Concept Diagram 3

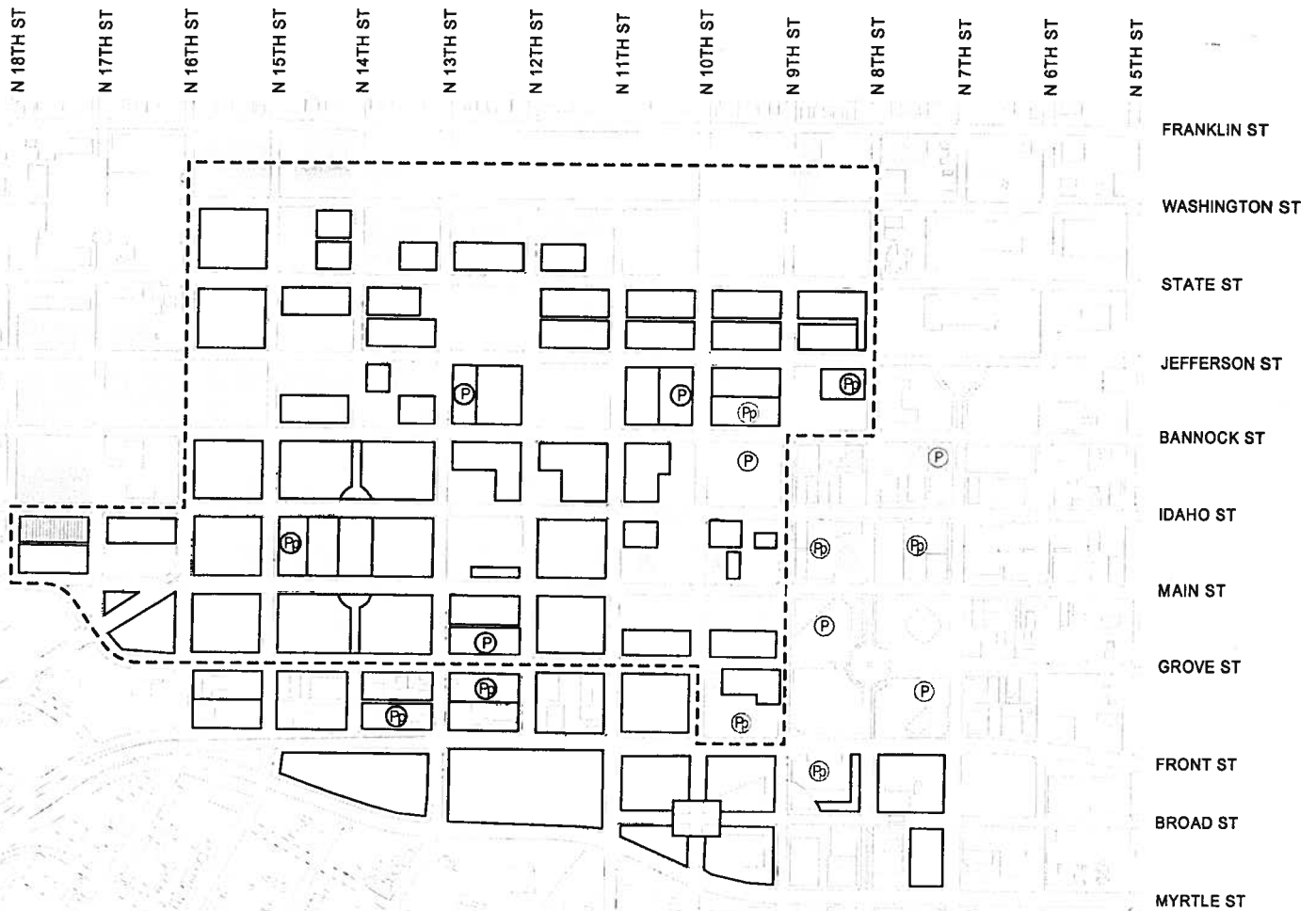


#### Features:

- Same as a. and c. in Concept 1 above.
- Adds new residential as mixed use with retail and office along 13<sup>th</sup> Street.
- 13<sup>th</sup> Street – improved with landscaping and front yard setbacks; links to residential on north and south.
- Does this provide residential critical mass?
- Is connection to River Street residential too remote?

### III. APPENDIX 3

#### Alternative Redevelopment Scenarios



#### RECOMMENDED USE AREAS - HOUSING

- |  |                               |
|--|-------------------------------|
|  | URBAN RESIDENTIAL             |
|  | EXISTING PROPOSED             |
|  | NON-PUBLIC STRUCTURED PARKING |
|  | EXISTING RECOMMENDED          |
|  | PUBLIC STRUCTURED PARKING     |
|  | EXISTING PROPOSED             |



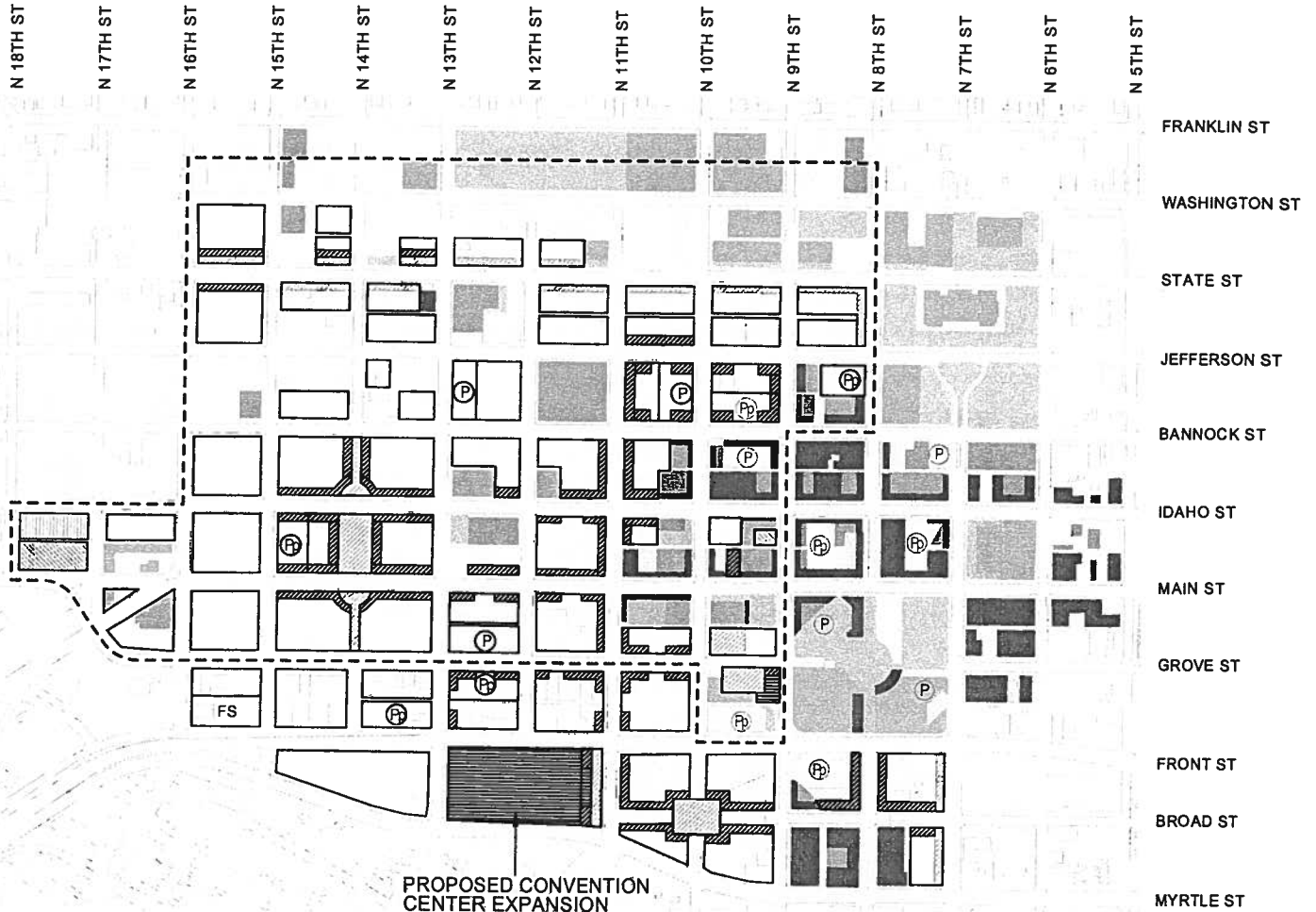
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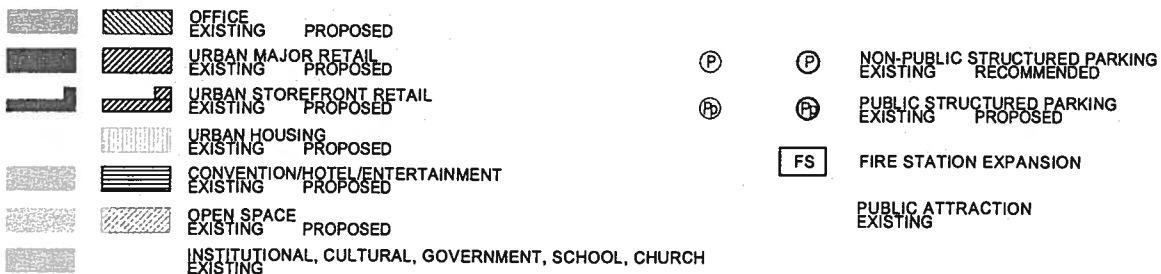
### III. APPENDIX 3

#### Alternative Redevelopment Scenarios

These diagrams are composites of the four land use types investigated on the preceding pages. They form the basis for the preferred Land Use Framework Plan. Areas of Recommended Use indicate blocks where development of certain primary uses, namely storefront retail and the proposed convention center expansion are important in



PREFERRED LAND USE FRAMEWORK PLAN

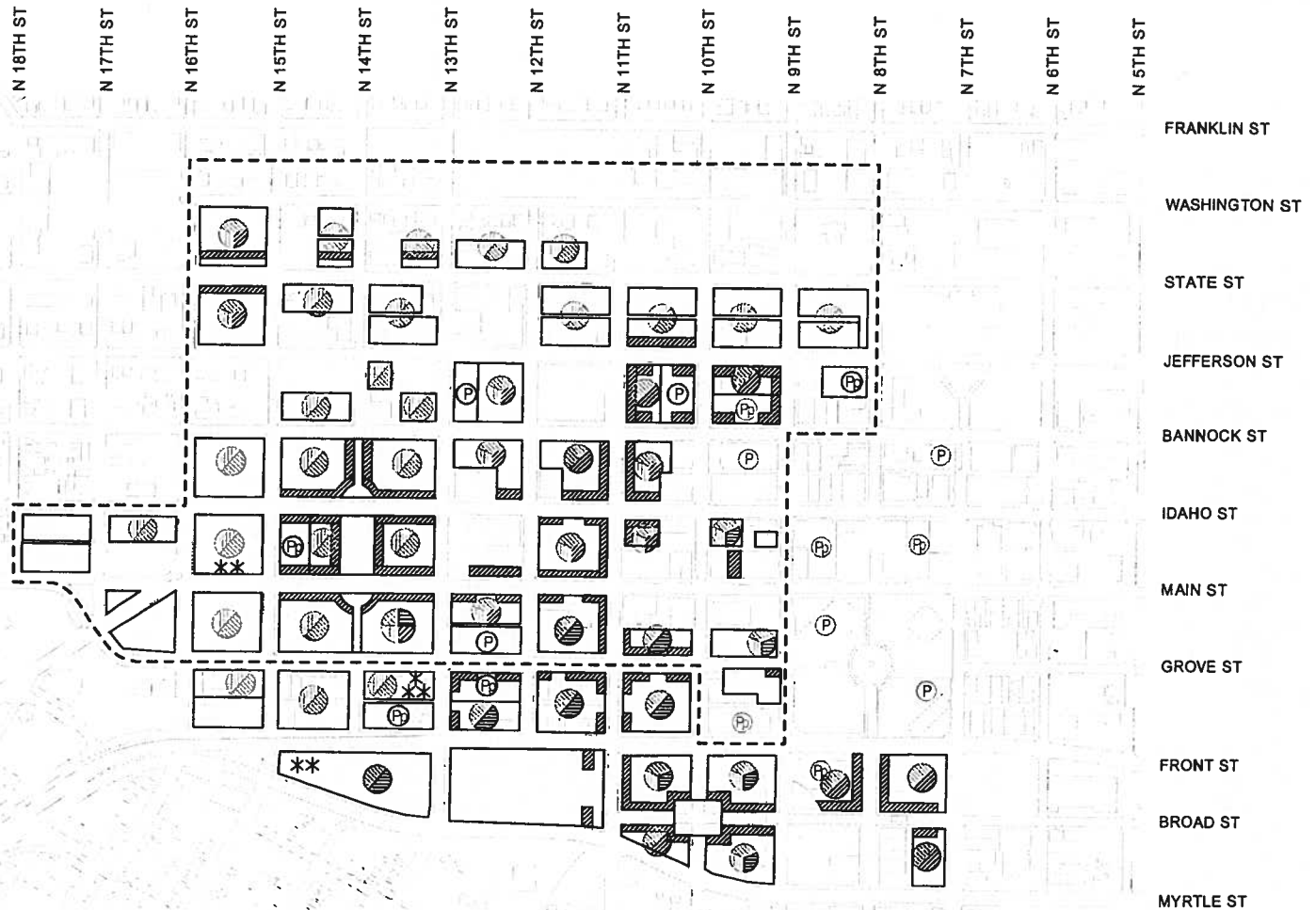


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### III. APPENDIX 3

#### Alternative Redevelopment Scenarios

achieving the goals of the overall plan. Areas of Flexible Use indicate blocks where a variety of uses, including mixed uses, would implement the overall plan. The diversity of uses accommodated gives Westside the flexibility to respond to changing market demands at any given point in time.



#### AREAS OF FLEXIBLE USE

- URBAN MAJOR RETAIL PROPOSED
- URBAN STOREFRONT RETAIL PROPOSED
- FLEXIBLE USE - OFFICE, HOUSING
- FLEXIBLE USE - OFFICE, MAJOR RETAIL
- FLEXIBLE USE - OFFICE, HOTEL/ENTERTAINMENT
- FLEXIBLE USE - OFFICE, HOUSING, HOTEL/ENTERTAINMENT
- FLEXIBLE USE - OFFICE, RETAIL, HOUSING

- NON-PUBLIC STRUCTURED PARKING EXISTING
- NON-PUBLIC STRUCTURED PARKING RECOMMENDED
- PUBLIC STRUCTURED PARKING EXISTING
- PUBLIC STRUCTURED PARKING PROPOSED
- PUBLIC USE - POTENTIAL DOWNTOWN POLICE FACILITIES SITE
- PUBLIC USE - POTENTIAL INTERMODAL TRANSIT STATION SITE
- FLEXIBLE USE - OFFICE, RETAIL, HOUSING, HOTEL/ENTERTAINMENT

0 METERS 240  
0 FEET 800' N

NOTE:  
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WESTSIDE DOWNTOWN  
FRAMEWORK MASTER PLAN

### **Purpose of the Traffic Analysis**

The purpose of the traffic analysis is:

1. To identify existing traffic related issues that may adversely affect implementation of the preferred development plan,
2. To ensure that the traffic volumes generated by proposed development can be accommodated within the existing roadway system.

The traffic analysis procedure followed several steps:

1. Examine existing traffic volumes and compare the observed numbers to the roadway capacity.
2. Compare the observed traffic numbers to the roadway capacity.
3. Identify any roadway improvements needed to support the existing traffic volumes.
4. Forecast future traffic volumes based on expectations of the market study.
5. Add the projected traffic to the background traffic forecasts developed by the Community Planning Association (COMPASS).
6. Compare the forecast traffic numbers to the roadway capacity.
7. Identify any roadway improvements needed to support achievement of twenty year development as projected in the market study.



## Existing Conditions

Table 1 illustrates the existing traffic volumes on the study area roadways.

Table 1 - Existing and Future Traffic Volumes

Roadway Segment	Existing Conditions		Year 2020 Conditions	
	Daily Volume	Level of Service(3)	Traffic Daily Volume(1)	Level of Service(3)
State Street				
E/O 8 <sup>th</sup> St	7,800	C	23,000	D (2)
E/O 9 <sup>th</sup> St	16,000	C	28,000	E
E/O 13 <sup>th</sup> St	20,000	C	28,000	E
E/O 16 <sup>th</sup> St	26,000	C	35,000	F
Jefferson Street				
E/O 8 <sup>th</sup> St	5,600	C	7,600	C
E/O 13 <sup>th</sup> St	4,700	C	9,700	C
Bannock Street				
E/O 7 <sup>th</sup> St	4,200	C	8,000	C
E/O 13 <sup>th</sup> St	3,200	C	7,000	C
E/O 16 <sup>th</sup> St	2,200	C	6,000	C
Idaho Street				
E/O 10 <sup>th</sup> St	14,000	C	15,000	C
E/O 13 <sup>th</sup> St	8,100	C	22,000	C
E/O 15 <sup>th</sup> St	7,600	C	18,000	C
Main Street				
E/O 7 <sup>th</sup> St	12,800	C	18,000	C
E/O 12 <sup>th</sup> St	10,800	C	27,000	F
E/O 15 <sup>th</sup> St	10,700	C	24,000	E
Front Street				
E/O 7 <sup>th</sup> St	24,300	C	28,000	C
E/O 11 <sup>th</sup> St	25,500	C	29,000	D
E/O 15 <sup>th</sup> St	29,500	C	31,000	E
9 <sup>th</sup> Street				
S/O State St	24,300	C	17,000	C
S/O Main St	25,500	C	21,000	C
S/O Front St	29,500	D	29,000	D
10 <sup>th</sup> Street				
S/O Idaho St	4,400	C	5,000	C
13 <sup>th</sup> Street				
S/O Bannock St	5,200	C	11,000	E
15 <sup>th</sup> Street				
S/O State St	8,200	C	18,000	C
S/O Grove St	8,300	C	18,000	C
16 <sup>th</sup> Street				
S/O Bannock St	11,500	C	23,000	D

- Notes:
1. Numbers are based upon the COMPASS 2020 Plan. Some numbers have been modified to reflect the proposed land use concept plan.
  2. This segment of State Street is identified as a potential four-lane roadway in the Capital Improvement Plan (CIP). The level of service is calculated for a four-lane roadway.
  3. Level of Service Planning Guidelines allow Level of Service E conditions on principal arterials. Level of Service D is acceptable on minor arterials and collectors in non-residential areas.

### III. APPENDIX 4

#### Traffic Report

As shown in Table 1, the existing transportation system provides a minimum operating Level of Service D. Level of Service D is adequate peak hour service for minor arterials and collectors in non-residential areas.

#### Future Conditions

Future traffic volumes (see Table 1) represent the forecast daily traffic volumes and operating conditions for the 2020 Planning Year. The future traffic analysis was developed using the following procedure:

1. Add the projected traffic based on the 20 year market study to the background traffic forecasts developed by the Community Planning Association (COMPASS) for the 2020 Planning Year.
2. Compare the observed traffic numbers to the existing roadway capacity.
3. Identify any roadway improvements needed to support the proposed land use concept plan based on 20 year expectations of development.

As shown in Table 1, the future transportation system generally provides adequate capacity for the forecast traffic volumes. As stated above, Level of Service D is adequate peak hour service for minor arterials and collectors in non-residential areas. Two exceptions are:

- State Street east of 16<sup>th</sup> Street. This segment shows a substandard level of service even without traffic generated by additional Westside development. The Ada County Highway District's (ACHD) Capital Improvement Plan has already identified the future traffic congestion in this area. The addition of the projected Westside traffic volumes does not affect the forecast level of service. ACHD has already programmed a downtown circulation study to help plan mitigation of this condition.

- State Street east of 8<sup>th</sup> Street. This segment shows a substandard level of service even without traffic generated by additional Westside development. The Ada County Highway District's (ACHD) Capital Improvement Plan has already identified this project as a potential four-lane roadway. The addition of the projected Westside traffic volumes does not affect the forecast level of service. ACHD has already programmed a downtown circulation study to help plan to mitigate this condition.

### **Results of the Traffic Analysis**

The traffic analysis indicates that achievement of all new Westside development by 2020 projected in the market study would not exceed the capacity of the downtown roadway system. The two exceptions cited above are the segments of State Street east of Eighth Street and west 15<sup>th</sup> Street. However, these areas of concern are apparent under existing land use plans and the ACHD has already developed a future plan to mitigate those conditions.

None of the other study area roadways is anticipated to exceed the acceptable planning threshold traffic volumes under future conditions. Therefore, there are no traffic constraints that will affect the implementation of the proposed land use planning concept.

Because this planning study is general in nature, site-specific traffic analyses will be needed as major developments are proposed and detailed projects are planned within the project area.

### III. APPENDIX 5

#### Recommended Zoning Amendments

## RECOMMENDED ZONING AMENDMENTS

The Westside Downtown Framework Master Plan recommends that certain zoning amendments be adopted in order to create greater consistency between plan proposals and land use and development regulations. Under current zoning regulations, the property within the Westside Downtown district boundary is classified as either C-5DD, C-5D, C-2D or R-3PD. The most significant recommendations for zoning amendments are:

- Creation a new zoning category referred to in this plan as C-5.1D. This zoning district would be substantially the same as C-5D in terms of uses, dimensional standards and development regulations but would include a height limit of approximately 70 feet. The intent is to allow development at urban-level intensity with buildings up to six stories but to also make a transition in building height and mass from the downtown core to the Near North End, North End and Westside neighborhoods surrounding the Westside Downtown District.

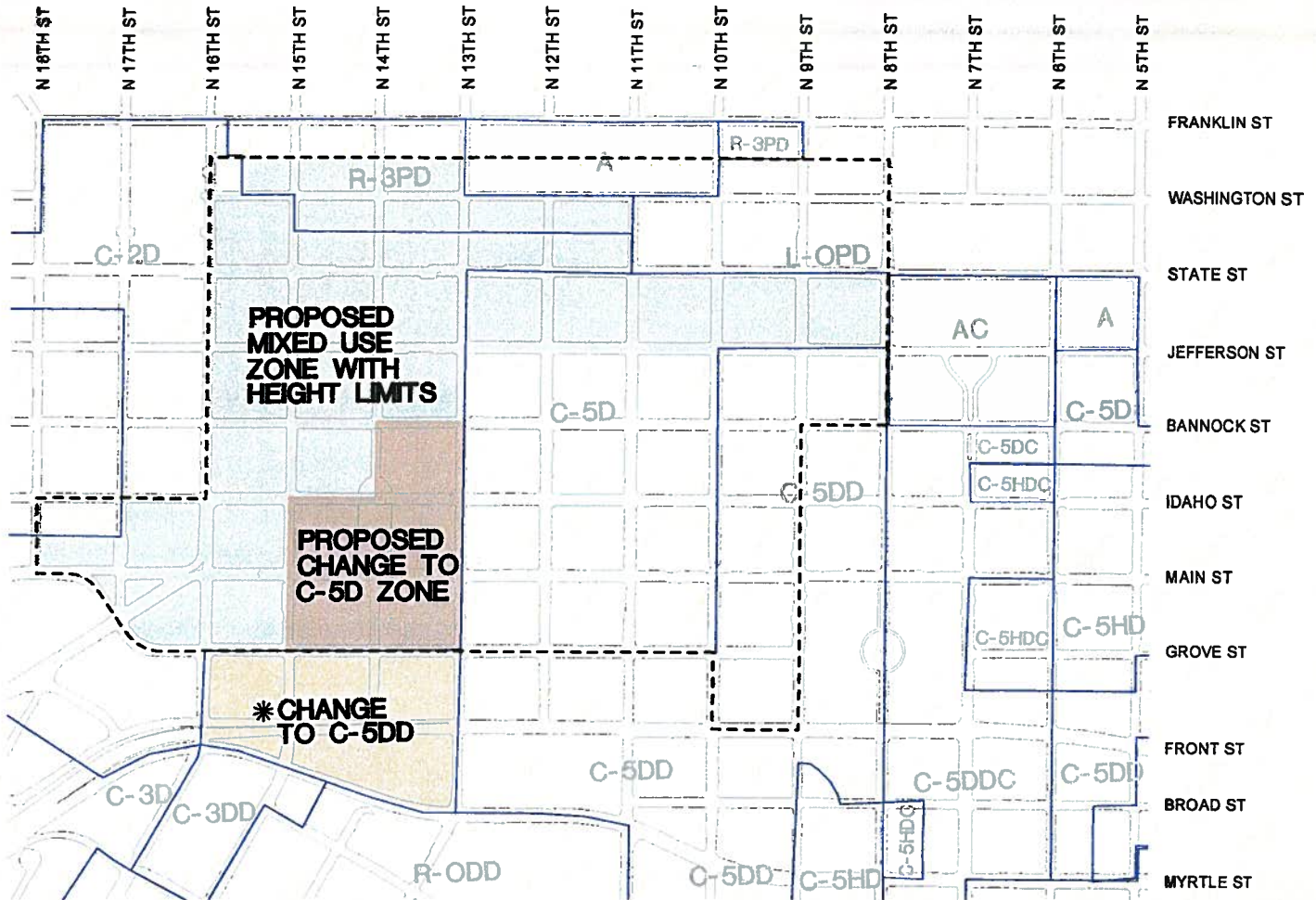
Further limitation on building height and mass may be appropriate in the blocks between 16<sup>th</sup> and 18<sup>th</sup> Streets, between 15<sup>th</sup>/16<sup>th</sup>/Bannock and the alley between Washington & Franklin, and between 13<sup>th</sup>/15<sup>th</sup>/State and the alley, since these blocks are along the outside edge of the district. (The Built Form Framework Plan on p. 29 indicates a recommended building height of 3-4 stories for these blocks.) The rezoning process is the appropriate avenue for analyzing and resolving this issue.

- Reclassification of land now in the C-2D zoning category to C-5.1D with the exception of the three blocks bounded by Bannock, 13<sup>th</sup> Street, Grove Street, and 14<sup>th</sup> Street, and the two blocks bounded by Idaho, 14<sup>th</sup>, Grove, and 15<sup>th</sup> Streets.
- Reclassification of the three blocks bounded by Bannock, 13<sup>th</sup>, Grove and 14<sup>th</sup> Streets, and the two blocks bounded by Idaho, 14<sup>th</sup>, Grove, and 15<sup>th</sup> Streets, from C-2D to C-5D.
- Reclassification of the five blocks bounded by 8<sup>th</sup> Street, 13<sup>th</sup> Street, State Street, and Bannock Street land now C-5D to C-5.1D.
- Reclassification of land now in the R-3PD zoning district to C-5.1D.





The diagram on page 175 illustrates these proposed changes.

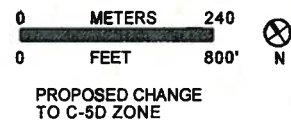
### III. APPENDIX 5

#### Recommended Zoning Amendments



#### RECOMMENDED ZONING AMENDMENTS

-  PROPOSED NEW MIXED USE ZONE WITH HEIGHT LIMITS
-  PROPOSED CHANGE TO C-5D ZONE
-  PROPOSED CONVERSION FROM C-2DD TO C-5DD
-  PROPERTIES IN RIVER STREET-MYRTLE STREET URBAN RENEWAL AREA



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### III. APPENDIX 5

#### Recommended Zoning Amendments

The C-2D zoning category would no longer apply to land within the Westside Downtown area. The main reason for removing this category is to encourage urban-style, pedestrian oriented building and site design rather than suburban-style, auto-oriented site layouts. Principal characteristics of urban-style building and site design include:

- placing buildings at the street edge so they address the sidewalk, and are not separated from the sidewalk by intervening parking lots
- placing active, pedestrian-oriented uses on the first floor
- maintaining human scale on the first and second floors of buildings at the street edge so pedestrians have a comfortable walking environment
- placing parking in parking structures or interior to the site
- achieving a higher level of intensity

Auto service uses could continue if located in urban-style buildings.

The proposal to reclassify the blocks along State Street between 8<sup>th</sup> and 13<sup>th</sup> Streets from C-5D to C-5.1D is to unify the character of State Street by having similar development intensity on both sides of the street and to step down densities from the expanded downtown core.

The proposal to reclassify the three blocks bounded by Bannock, 13<sup>th</sup>, Grove and 14<sup>th</sup> Streets, and the two blocks bounded by Idaho, 14<sup>th</sup>, Grove, and 15<sup>th</sup> Streets, from C-2D to C-5D is to extend the downtown core along Main and Idaho, allow for more intensive development adjacent to the new Convention Center site, and use the new urban open space proposed on 14<sup>th</sup> Street as the transition point. To the north and west of these five blocks, property would be classified as C-5.1D to step down densities and create a suitable transition to adjacent neighborhoods.

## PUBLIC REVIEW

### Community and Property Owner Meetings

The Westside Downtown Framework Master Plan was developed with the involvement of interested property owners, business owners and residents in the development of the Westside Downtown Master Plan. A series of community meetings were held as the plan was developed. The notification list used for these meetings was derived from the Ada County Assessor's property owner records and supplemented by adding contact information for street-level businesses in Westside. Community meetings were held as follows:

- September 25, 2000 – Initial meeting to acquaint property owners with how urban renewal agencies work, how they are financed and the process for forming urban renewal districts; reasons for evaluating Westside as a potential district were discussed. (22 people attended)
- April 12, 2001 – First community meeting held as part of the master planning process; data collected on existing conditions was presented (14 people attended).
- May 17-18, 2001 – Preview for property owners of development concepts (approximately 14 people attended).
- May 24, 2001 – Community meeting on development concepts (8 people attended)
- July 16-17, 2001 – Open house on the preferred development plan (16 people attended)
- August 30, 2001 – Community meeting on draft master plan (12 people attended)

Meeting minutes for the September, April, and May meetings were sent to the mailing list with the invitation to the next meeting. Approximately 60 people overall participated in these community meetings. In addition to community meetings, meetings were held with individual property owners to obtain input and to identify issues specific to their situation.

### **III. APPENDIX 6**

#### **Public Review**

##### **Public Hearings**

On September 10, 2001, the CCDC Board of Commissioners held a public hearing on the Westside Downtown Plan. Revisions were made to the plan, in part, based on testimony received. On October 9, 2001 the CCDC Board continued the public hearing to reviewed the revised plan and obtain additional public testimony.

**(TO BE COMPLETED)**



## ATTACHMENT 4

### PROPERTIES TO BE ACQUIRED

It should be noted that it is anticipated that not all the properties listed below will be acquired. The goals of the Plan can be achieved, by close coordination and design with private development, rather than outright acquisition.

1. **Parcels Subject to Acquisition for Parking Garage Uses**  
**Westside Study Area**  
**Property Owner List**

APN	Assessee	Address	Acres
R1013003600	Bannock 800 LLC	802 W. Bannock Street	0.560
R1013007615	Mick & Jacqueline Alley	1422 Main Street	0.300
R1013007640	Warren K. and William Parkinson	1427 W. Idaho Street	0.280
R1013007650	John C. Elliott	1413 W. Idaho Street	0.180
R1013007625	David Lee & Patricia Ann Nordling	1404 W. Main Street	0.530

Additional sites as may be determined.

2. Major public open space along 13th or 14th streets from Grove to Bannock.
3. Establish downtown arrival points at 9th and State, 16th and State, 16th and Jefferson, and 16th and Main streets.
4. Create an urban parkway along State Street between 8th and 16th streets.
5. Enhance primary pedestrian streets along the existing street grids including 8th Street, 11th Street, 14th Street, Idaho Street, and Main Street.
6. Catalyst/Demonstration Projects. Property needed to provide adequately sized sites for high priority projects such as housing, public buildings, infrastructure, public parking facilities, transit and transportation facilities, etc. (the exact location of which has not been determined).

**ECONOMIC FEASIBILITY**  
**WESTSIDE DOWNTOWN URBAN RENEWAL AREA**

**Prepared For**  
**THE CAPITAL CITY DEVELOPMENT CORPORATION**  
**OF THE CITY OF BOISE**  
**805 West Idaho Street, Suite 403**  
**Boise, Idaho 83702**

**Prepared By**  
**KEYSER MARSTON ASSOCIATES, INC.**  
**500 South Grand Avenue, Suite 1480**  
**Los Angeles, California 90071**

**October 1, 2001**



# **ECONOMIC FEASIBILITY OF THE WESTSIDE DOWNTOWN URBAN RENEWAL AREA**

**October 1, 2001**

Idaho State Code 50-2905 provides that the urban renewal agency of the municipality shall prepare and adopt a plan for each revenue allocation area and submit the plan and recommendation for approval thereof to the local governing body. The plan shall include an economic feasibility study. The following represents such a study for the Westside Downtown Urban Renewal Area (the Project) proposed for the Capital City Development Corporation (CCDC).

Economic feasibility, for purposes of this analysis, will be defined as a comparative analysis of one potential scenario of anticipated costs for implementation of the Plan to the resulting revenues expected to be generated by the Project. Idaho State Code 50-2904 provides that the Plan shall have a duration not to exceed 24 years from the adoption date. The duration of the revenue allocation financing provision may be extended beyond this 24-year limit in order to repay outstanding bond debt, provided such bond maturity is not greater than 30 years.

This section contains a general discussion of overriding general assumptions, the costs associated with the anticipated urban renewal program and an evaluation of the general financing methods that may be available to the CCDC. Economic feasibility is determined through a summarized feasibility cash flow analysis for the Project as summarized on Table 1.

## **A. GENERAL ASSUMPTIONS**

### **1. Economic Feasibility Cash Flow**

The economic feasibility cash flow has been created to identify the amount of discretionary resources available to fund the urban renewal projects, programs and activities identified by CCDC staff. A series of cash flow iterations was then prepared to ensure that annual expenditures did not exceed annual resources. To determine the annual resources available, the following assumptions were incorporated in the Table1 cash flow projection:

- a. The revenue sources identified for the Project Area include tax increment revenue, net bond proceeds from tax allocation bonds, parking garage income, and interest earnings. No other funding sources have been identified or assumed for purposes of this feasibility study.
- b. Expenditures presented on Table 1 are restricted to the funding sources shown and annual expenditures in any given year may not exceed the amount of resources available. To the extent necessary, resources are

carried forward into the subsequent year in order to ensure that adequate funding is available for future expenditures.

- c. Operations/Administration, Garages and Transportation Projects and Other Capital Improvement expenditures shown on Table 3 present one scenario of economic feasibility of the Project. In all years shown, the expenditure program does not exceed projected resources. A 2% inflationary increase has been assumed in the projection of the costs shown.
- d. Tax allocation bond financings are assumed in the corresponding fiscal year in which funding for a major capital project is required. The capital projects requiring such financing include the parking garage construction and proposed transit facilities and downtown circulator system project.
- e. Parking System revenues are based upon baseline assumptions projected by CCDC staff and periodic increases in parking income are timed to the completion of new parking garages assumed in the cash flow projection. A 2% inflationary increase has been applied to the projected parking revenues.

## **2. Tax Increment Projection**

The economic feasibility study presents a long range cash flow analysis incorporating a projection of tax increment revenue for the Project. The following assumptions were incorporated in the tax increment revenue projection shown on Table 2:

- a. Future Project Area values estimated in the Table 1 tax increment revenue projection were based upon current year assessed values aggregated by CCDC.
- b. Future real property (land and improvement) values annually increase as a result of the new developments identified in the Market Context and Strategy Study prepared July 10, 2001 by Zimmer Gunsul Frasca and Leland Consulting Group. The new development value added assumptions are summarized on Table 4. Periodic acceleration of values from new developments have been incorporated on Table 4 to

- reflect  
completion of catalytic public improvements which may provide impetus  
for such accelerated development in the Project Area.
- c. Additional trended value growth assumptions have been incorporated in the Table 2 projection to reflect future inflationary increases, transfers of ownership or other construction activities that may occur in the Project Area. The annual percentage increase is assumed to be 3% per year in the initial five years of the Plan and then increase to 4% thereafter.
  - d. The effective tax rate is assumed to average 0.014 over the term of the projection.
  - e. An annual statutory allocation of tax increment revenues to local schools is incorporated in the Table 2 projection based upon provisions set forth in Idaho State Codes 50-2908 and 33-1002.

## **B. ESTIMATED TOTAL PROJECT COSTS**

A determination of economic feasibility requires an identification of the potential costs associated with urban renewal of the Project. Urban renewal could require significant participation from the CCDC in activities to promote and achieve the goals and objectives of the Plan and to address blighting conditions. The proposed activities and programs of the Project have been prepared by CCDC staff and include operation/ administrative expenses and proposed capital improvement projects, programs and activities.

The economic feasibility cash flow presented on Table 1 assumes that all annual Project expenditures will be limited to the amount of tax increment revenue, net bond proceeds or other Project resources available in each respective fiscal year. In other words, the CCDC's ability to implement the anticipated urban renewal activities outlined on Table 3 will be limited by the amount of available resources generated in the Project (annual tax increment, net bond proceeds and other income). To the extent other funding resources become available in future fiscal years once the Project is implemented, funding of additional Project expenditures not currently assumed in the Table 1 cash flow will be feasible.

The urban renewal program described in this Report outlines a set of activities to be implemented by the CCDC for the purpose of facilitating private reinvestment in the Project and eliminating physical and economic blighting influences. The estimated costs of the proposed urban renewal programs over the life of the Plan are as follows:

Operations/ Administration	\$22,617,000
Debt Service – Future Bond Issues	45,708,000
Public Parking Garages & Transportation Projects	47,661,000
Other Capital Improvements	<u>24,894,000</u>
Totals Projected Costs	\$140,880,000

1. **Operations/ Administration**

Operations and administration includes anticipated expenditures for CCDC overhead expenses, Project operations and management, public parking system operations and the Project's anticipated share of costs for transit facilities and downtown circulator system. An annual inflationary adjustment of 2% per year has been assumed for the operation/ administrative costs detailed on Table 3. Total projected funding for operation/ administrative expenses under the Table 1 feasibility scenario is projected to total \$22,617,000 over the 24-year term of the effectiveness of the Plan.

2. **Debt Service – Future Bond Issues**

The CCDC will consider funding alternatives to finance the anticipated public projects assumed herein, including the issuance of tax allocation bonds. The CCDC may utilize tax increment revenues generated in the Project to secure the debt service of tax allocation bonds to assist in the financing of anticipated project costs. The issuance of tax-exempt bonds and the use of said proceeds are subject to certain federal tax restrictions.

Under the economic feasibility scenario shown on Table 1, the CCDC could issue tax allocation bonds commencing in the fourth year after the Plan adoption, in which tax increment revenues are projected to be sufficient to support net bond proceeds totaling \$4.4 million. Commencing in various years thereafter, net tax increment revenues are assumed to be used for the issuance of additional new or escrowed bonds to finance all or a significant portion of public costs contemplated for the Project. The combined bonded indebtedness assumed under the given scenario shown on Table 1 totals \$30.75 million over the 24-year effectiveness period. The aggregate principal and interest payments for this combined bond series over the 24-year

effectiveness period totals \$45.7 million (based upon an assumed bond interest rate of 5.5%, a coverage ratio of 20%, net proceeds factor of 11%, and capitalized over a maximum 24-year term).

### **3. Public Parking Garages and Transportation Projects**

A significant step toward revitalization in the Project would be the construction of various public parking garages and potential funding of various transportation-related projects of benefit to the Project, including proposed transit facilities and a downtown circulator system project. A commitment of Project bond financing may be required and is assumed in the given economic feasibility scenario portrayed on Table 1. An annual inflationary adjustment of 2% per year has been assumed for these costs detailed on Table 3. Total projected funding for the proposed public parking garages and transportation projects under the Table 1 feasibility scenario shown is projected to total \$47.7 million over the 24-year term of the effectiveness of the Plan.

### **4. Other Capital Improvements**

Projects, programs and activities proposed for the Project include capital improvement expenditures for streetscape improvements, sidewalks, curbs and gutters, utility undergrounding, sewer and storm drain improvements, water quality treatment projects, bus shelters, telecommunications projects, traffic signal improvements, public parks and open space, housing assistance, façade easements and improvements, property acquisition, funding of catalyst/demonstration projects and funding of other potential special projects implemented by CCDC. Assumed costs summarized on Table 3 are based upon the amount of available resources in each fiscal year prorated against target costs previously projected by CCDC staff. An annual inflationary adjustment of 2% per year has been assumed for these costs detailed on Table 3. Implementation of any capital improvements desired by the CCDC will be subject to the annual availability of funds. The Table 1 economic feasibility analysis portrays one scenario of funding based upon projected available resources each year. Under this scenario, total estimated funding is projected to total \$24.9 million.

## **C. FINANCING METHODS AVAILABLE TO THE CCDC**

The Plan is prepared with the intent of providing the CCDC with the necessary legal authority and flexibility to implement the revitalization of the Project. The Plan authorizes the CCDC to finance the Project with financial assistance from any or all sources allowed under Idaho State law. A discussion of potential other funding sources is presented in this section.



The CCDC is granted authority to create indebtedness, issue bonds, borrow funds or obtain advances in implementing and carrying out the specific intents of an urban renewal plan. The CCDC is authorized to fund the principal and interest on the indebtedness, bond issues, borrowed funds or advances from tax increment revenue and any other funds available to the CCDC. To the extent that it is able to do so, the City may also supply additional assistance through City loans or grants for various public facilities or other project costs.

Potential revenue sources to fund project costs, as assumed in this economic feasibility cash flow, include, but are not limited to, tax increment revenues, bond proceeds, parking system revenues and interest earnings. The estimated resources available to finance the anticipated urban renewal programs are summarized as follows:

Tax Increment Revenue	\$70,552,000
Net Bond Proceeds – Future Issuances	30,750,000
Other Income Sources	36,545,000
Interest Earnings	<u>3,049,000</u>
Total Projected Resources	\$140,896,000

**1. Tax Increment Revenues**

A summary of the projection of the incremental taxable values and resulting tax increment revenues for the Project over the term of the Plan is shown on Table 2. The total gross tax increment revenues for the Project over the 24-year Plan life amounts to nearly \$98.8 million, of which \$28.2 million would be allocated to school districts, as set forth in Idaho State Code 50-2908 and 33-1002. The net tax increment revenues available to the CCDC over the 24-year Plan life totals \$70.6 million.

Tax increment revenues are based upon increases in the annual incremental assessed valuation of the Project which result from future new construction activities identified by Zimmer Gunsul Frasca and Leland Consulting Group on July 10, 2001. An annual 3% real property value increase is assumed in the initial five years of the Table 2 projection. Commencing after the fifth year, the real property values are assumed to increase 4% per year.

**2. Future Net Bond Proceeds**

The CCDC may pledge tax increment revenues to secure the principal and interest payments of tax allocation bonds issued to finance anticipated program costs. The issuance of tax-exempt bonds and the use of said proceeds are subject to federal tax

restrictions. As discussed previously, the Table 1 economic feasibility projection assumes that the CCDC will issue tax-exempt tax allocation bonds from time to time over the 24-year Plan life commencing in Year 4. Net bond proceeds shown on Table 1 are based upon a 5.5% interest rate, 1.2 times coverage requirement, 24 year maximum payment term and 11% cost of issuance and bond reserve factor. Total net bond proceeds projected in the economic feasibility projection amount to \$30.75 million.

### **3. Other Income Sources**

As summarized on Table 3, other income sources have been assumed in the economic feasibility analysis. Parking system revenues are anticipated to be generated from public parking structures proposed to be constructed in the Project. Federal transit funds are assumed to be secured to offset projected capital costs related to the proposed transit facilities and downtown circulator system project. Income projected from the operation of the downtown circulator system is also assumed to be available as a future income source. An annual inflationary adjustment of 2% per year has been assumed for the income sources detailed on Table 3. Revenue estimates total \$36.5 million over the life of the Plan.

### **4. Interest Earnings**

The CCDC may receive interest earnings generated from funds on deposit in the bond reserve funds, project operating funds, housing set aside funds and other special funds established for the Project. Bond reserve funds are assumed to maintain a fund balance equivalent to outstanding debt service. Interest earnings are based upon an assumed 5% rate and are applied to the balances available in the respective funds.

### **5. Potential Funding Sources**

Although not assumed or incorporated in the Table 1 feasibility study, the CCDC may consider other potential funding sources allowable under the law to finance the anticipated urban renewal programs discussed above. The following funding sources may be available in subsequent fiscal years to the Project:

- a. **Local Improvement Districts (LID)** – Once created, the revenues generated from the LID special assessment may be used to secure bonded indebtedness to fund capital improvements.
- b. **Business Improvement District (BID)** – Once created, the revenues generated from the BID special assessments may be used to secure

bonded indebtedness to fund capital improvements or to fund business promotion activities on a pay as you go basis.

- c. Historic Tax Credits – To the extent applicable, investment tax credits of up to 20% of qualifying development costs may be taken by private developers towards the renovation of designated historic properties.
- d. SBA 504 Program – The program may be used as a means of reducing interest rates and limiting equity participation for land, building costs, equipment and lease hold improvements by the sale of reduced interest debentures.
- e. Certificates of Participation (COP) – Financing of public facilities can occur when a third party constructs the public project and then leases the facility to a public entity. The lease income secures repayment of the COP.
- f. HOME Program – HOME funds are used to fund various housing programs, rehabilitation, new construction, rent subsidy and other special housing needs programs.
- g. City Housing Rehabilitation Fund – The City administers a Housing Rehabilitation Fund for qualifying applicants.
- h. Community Development Block Grant (CDBG) – CDBG funds are administered through the Department of Housing and Urban Development and are allocated to assist eligible activities of the CCDC.
- i. Surface Transportation Program – Authorized under the Intermodal Surface Transportation Efficiency Act, this program is intended to fund eligible projects, which will enhance air quality and ease traffic congestion.
- j. Developer Contributions – Developers may be required to make a one time contribution to fund related capital costs. Typically, such contributions are determined by a formula established by the City and the contributions can be applied towards any legal purposes of the CCDC.
- k. Developer Advance – Developer advances may allow a project to commence in instances when initial Project revenues are insufficient or

unavailable. The amount of such advances, and repayment provisions for the same, would be subject to negotiation.

- I. Long Term Ground Lease – Lease income generated by long term ground leases of CCDC owned properties are a potential means to allow such properties to be developed. The lease amounts are based on an agreed upon formula that typically includes a base rate with increases based upon development performance.

#### **D. ECONOMIC FEASIBILITY**

The anticipated costs to implement a program of revitalization in the Project will require significant participation from the CCDC as it implements activities, which promote and achieve the goals and objectives of the Plan. Economic feasibility of the Plan has been determined based upon a comparative cash flow analysis of the anticipated costs for implementation of the proposed urban renewal program to the resulting projected resources expected to be generated over the life of the Project.

The economic feasibility summarized on Table 1 was created to represent one scenario of economic feasibility. At the discretion of the CCDC, other funding sources discussed above may present viable funding alternatives for economic feasibility of the Plan. Although the CCDC may consider other funding sources permitted in the Plan, not all of the funding sources may be available or be feasible for the CCDC to use in financing the anticipated costs.

#### **E. LIMITING CONDITIONS TO PROJECTIONS AND CONCLUSIONS**

Keyser Marston Associates, Inc. (KMA) has made extensive efforts to confirm the accuracy and timeliness of the information contained in this report. Such information was compiled from a variety of sources deemed to be reliable including state and local government, planning agencies, real estate brokers, and other third parties. Although KMA believes all information in this document is correct, it does not guarantee the accuracy of such and assumes no responsibility for inaccuracies in the information provided by third parties. Further, no guarantee is made as to the possible effect on development of current or future federal, state, or local legislation including environmental or ecological matters.

1. The analysis contained in this document is based, in part, on data from secondary sources such as state and local government and other third parties. While KMA believes that these sources are reliable, we cannot guarantee the accuracy of such

data and assumes no responsibility for any inaccuracies in the information provided by third parties.

2. The analysis assumes that neither the local nor national economy will experience a recession. If an unforeseen change occurs in the economy, the conclusions contained herein may no longer be valid.
3. The new development concept will not vary significantly from that identified in this analysis.
4. Any estimates of development costs, income and expense projections are based on the best available project-specific data as well as the experiences of similar projects. They are not intended to reflect actual commitments guaranteed by CCDC for future implementation. No warranty or representation is made that any of the estimates or projections will actually materialize.

The accompanying projections and analyses are based on estimates and assumptions which were developed using currently available economic data, project specific data and other relevant information. It is the nature of forecasting, however, that some assumptions may not materialize and unanticipated events and circumstances may occur. Such changes are likely to be material to the projections and conclusions herein and, if they occur, will differ from the projections shown.

Table 1

**Economic Feasibility Cash Flow  
Westside Downtown Project Area  
Capital City Development Corporation  
of the City of Boise  
(000's Omitted)**

	0	1	2	3	4	5	6	7	8	9	10	11	12
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
<b>I. Resources:</b>													
Resources Carried Forward	0	0	0	36	165	878	0	0	0	0	298	0	0
Net Increment (Table 2)	0	50	193	342	497	852	1,051	1,261	1,480	1,711	2,166	2,429	2,704
Net Bond Proceeds - Future Issues	0	0	0	0	4,405	3,053	0	0	0	6,399	3,236	1,774	1,758
Other Income Sources (Table 3)	0	0	0	0	0	431	439	448	457	466	951	3,301	3,412
Interest Earnings at 5%	0	0	0	2	8	64	35	35	35	35	86	90	101
<b>Total Projected Resources</b>	<b>0</b>	<b>50</b>	<b>193</b>	<b>379</b>	<b>5,074</b>	<b>5,276</b>	<b>1,525</b>	<b>1,743</b>	<b>1,972</b>	<b>8,611</b>	<b>6,736</b>	<b>7,593</b>	<b>7,973</b>
<b>II. Expenditures:</b>													
Debt Service - Future Issues	0	0	0	0	0	414	709	709	709	709	1,425	1,805	2,023
Operations/Administration (Table 3)	0	49	148	173	272	545	556	568	579	590	805	821	837
Garages & Transportation Projects (Table 3)	0	0	0	0	3,924	4,002	0	0	0	4,332	4,419	3,108	3,171
Other Capital Improvements (Table 3)	0	1	9	41	0	314	260	467	684	2,681	88	1,859	1,942
<b>Total Projected Expenditures</b>	<b>0</b>	<b>50</b>	<b>157</b>	<b>214</b>	<b>4,196</b>	<b>5,276</b>	<b>1,525</b>	<b>1,743</b>	<b>1,972</b>	<b>8,313</b>	<b>6,736</b>	<b>7,593</b>	<b>7,973</b>
<b>III. Resources to Carry Forward</b>													
	0	0	36	165	878	0	0	0	0	298	0	0	0

Table 1

**Economic Feasibility Cash Flow  
Westside Downtown Project Area  
Capital City Development Corporation  
of the City of Boise  
(000's Omitted)**

	13	14	15	16	17	18	19	20	21	22	23	24	Plan Termination 2025-26	Memo Total
<b>I. Resources:</b>														
Resources Carried Forward	0	535	410	0	1,949	3,235	4,675	3,230	0	0	0	0	0	
Net Increment (Table 2)	2,992	3,294	3,845	4,066	4,296	4,535	4,783	5,042	5,310	5,590	5,881	6,183	6,183	70,552
Net Bond Proceeds - Future Issues	0	3,300	2,844	1,038	0	0	2,271	672	0	0	0	0	0	30,750
Other Income Sources (Table 3)	1,074	1,095	1,642	2,704	1,722	1,757	2,885	2,407	2,474	3,683	2,574	2,625	2,625	36,545
Interest Earnings at 5%	112	139	158	160	266	331	403	361	210	210	210	210	0	3,050
<b>Total Projected Resources</b>	<b>4,177</b>	<b>8,362</b>	<b>8,899</b>	<b>7,968</b>	<b>8,233</b>	<b>9,857</b>	<b>15,016</b>	<b>11,711</b>	<b>7,994</b>	<b>9,482</b>	<b>8,664</b>	<b>8,807</b>	<b>8,807</b>	<b>140,896</b>
<b>II. Expenditures:</b>														
Debt Service - Future Issues	2,252	2,252	2,744	3,204	3,388	3,388	3,388	3,986	4,201	4,201	4,201	0	0	45,708
Operations/Administration (Table 3)	854	871	1,201	1,225	1,250	1,275	1,300	1,672	1,705	1,739	1,774	1,810	1,810	22,617
Garages & Transportation Projects (Table 3)	0	4,783	4,879	1,373	0	0	6,738	5,387	0	1,546	0	0	0	47,661
Other Capital Improvements (Table 3)	536	46	75	217	360	519	359	667	2,088	1,996	2,689	6,998	6,998	24,894
<b>Total Projected Expenditures</b>	<b>3,641</b>	<b>7,952</b>	<b>8,899</b>	<b>6,019</b>	<b>4,997</b>	<b>5,182</b>	<b>11,785</b>	<b>11,711</b>	<b>7,994</b>	<b>9,482</b>	<b>8,664</b>	<b>8,807</b>	<b>8,807</b>	<b>140,896</b>
<b>III. Resources to Carry Forward</b>	<b>535</b>	<b>410</b>	<b>0</b>	<b>1,949</b>	<b>3,235</b>	<b>4,675</b>	<b>3,230</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

Table 2

**Tax Increment Projection  
Westside Downtown Project  
Capital City Development Corporation  
of the City of Boise  
(000's Omitted)**

000's Omitted)													
	0	1	2	3	4	5	6	7	8	9	10	11	12
Base													
2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	
I. Real Property													
Inflationary Growth (1)	167,651	167,651	172,680	186,952	201,833	217,346	252,808	272,760	293,707	315,693	338,764	384,268	410,503
New Development Value (Table 4)	0	5,030	5,180	5,609	6,055	6,520	10,112	10,910	11,748	12,628	13,551	15,371	16,420
Total Real Property	0	0	9,091	9,273	9,458	28,942	9,840	10,037	10,238	10,442	31,954	10,864	11,082
	167,651	172,680	186,952	201,833	217,346	252,808	272,760	293,707	315,693	338,764	384,268	410,503	438,005
II. Total Project Value													
Less Base Value	167,651	172,680	186,952	201,833	217,346	252,808	272,760	293,707	315,693	338,764	384,268	410,503	438,005
Incremental Value Over Base	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)
Assumed Tax Rate	0	5,030	19,301	34,182	49,695	85,157	105,109	126,056	148,042	171,113	216,617	242,852	270,354
	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000
III. Gross Tax Increment Revenue													
Less School District Share at -0.4%	0	70	270	479	696	1,192	1,472	1,765	2,073	2,396	3,033	3,400	3,785
Net Tax Increment Revenue	0	(20)	(77)	(137)	(199)	(341)	(420)	(504)	(592)	(684)	(866)	(971)	(1,081)
	0	50	193	342	497	852	1,051	1,261	1,480	1,711	2,166	2,429	2,704

(1) An annual inflationary increase of 3% is assumed through Year 5. Commencing in Year 6, a 4% annual increase is assumed.



Table 2

**Tax Increment Projection  
Westside Downtown Project  
Capital City Development Corporation  
of the City of Boise  
(000's Omitted)**

	13	14	15	16	17	18	19	20	21	22	23	24	Plan Termination 2025-26	Total
<b>I. Real Property</b>														
Inflationary Growth (1)	438,005	466,828	497,030	552,191	574,279	597,250	621,140	645,986	671,825	698,698	726,646	755,712	755,712	
New Development Value (Table 4)	17,520	18,673	19,881	22,088	22,971	23,890	24,846	25,839	26,873	27,948	29,066	30,228	30,228	
Total Real Property	11,303	11,528	35,280	0	0	0	0	0	0	0	0	0	0	
	466,828	497,030	552,191	574,279	597,250	621,140	645,986	671,825	698,698	726,646	755,712	785,940	785,940	
<b>II. Total Project Value</b>														
Less Base Value	466,828	497,030	552,191	574,279	597,250	621,140	645,986	671,825	698,698	726,646	755,712	785,940	785,940	
Incremental Value Over Base	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	(167,651)	
Assumed Tax Rate	299,177	329,378	384,540	406,828	429,598	453,489	478,335	504,174	531,047	558,995	588,061	618,289	618,289	
	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	0.014000	
<b>III. Gross Tax Increment Revenue</b>	4,188	4,611	5,384	5,693	6,014	6,349	6,697	7,058	7,435	7,826	8,233	8,656	8,656	98,773
Less School District Share at -0.4%	(1,197)	(1,318)	(1,538)	(1,627)	(1,718)	(1,814)	(1,913)	(2,017)	(2,124)	(2,236)	(2,352)	(2,473)	(2,473)	(28,221)
Net Tax Increment Revenue	2,992	3,294	3,845	4,066	4,296	4,535	4,783	5,042	5,310	5,590	5,881	6,183	6,183	70,552

(1) An annual inflationary increase of 3% is assumed through Year 5. Commencing in Year 6, a 4% annual increase is assumed.

**Table 3**  
**Operations/Administration & Projects,**  
**Programs & Activities**  
**Westside Downtown Project Area**  
**Bolse Capital City Development Corporation**

	0	1	2	3	4	5	6	7	8	9	10	11	12
	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
<b>Total Budget</b>													
<b>Operations/Administration</b>													
1 Transfers (Overhead)	0	7,000	27,000	47,900	69,600	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000
2 Operating Costs	0	41,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000
3 Parking System Operations	0	0	0	0	0	232,500	232,500	232,500	232,500	232,500	465,000	465,000	465,000
4 Downtown Circulator System	0	0	0	0	66,500	66,500	66,500	66,500	66,500	66,500	0	0	0
5 Inflationary Adjustment	0	1,000	5,700	10,000	20,700	51,400	62,300	73,500	84,800	96,400	144,500	160,600	177,000
<b>Total Operations/Administrative Expenses</b>	<b>0</b>	<b>49,000</b>	<b>147,700</b>	<b>172,900</b>	<b>271,800</b>	<b>545,400</b>	<b>556,300</b>	<b>567,500</b>	<b>578,800</b>	<b>590,400</b>	<b>804,500</b>	<b>820,600</b>	<b>837,000</b>
<b>Capital Projects - Garages &amp; Transportation</b>													
1 Parking Garages	0	0	0	0	3,625,000	3,625,000	0	0	0	3,625,000	3,625,000	0	0
2 Transit Facilities/Downtown Circulator	0	0	0	0	0	0	0	0	0	0	0	2,500,000	2,500,000
3 Inflationary Adjustment	0	0	0	0	298,800	377,300	0	0	0	707,200	793,900	608,400	670,600
<b>Total Garages &amp; Transportation</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,923,800</b>	<b>4,002,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,332,200</b>	<b>4,418,900</b>	<b>3,108,400</b>	<b>3,170,600</b>
<b>Capital Projects - Other Improvements</b>													
1 Streetscaping/Sidewalks/Curb & Gutter	0	600	5,200	23,700	0	181,100	149,600	268,700	394,200	1,544,800	50,500	1,070,900	1,119,000
3 Utility Undergrounding	0	0	400	1,800	0	14,000	11,800	20,800	30,500	119,500	3,900	82,800	86,500
4 Sewer/Storm Drainage	0	100	700	3,300	0	25,500	21,000	37,800	55,400	217,200	7,100	150,600	157,300
5 Water Quality Treatment	0	0	0	200	0	1,600	1,300	2,400	3,500	13,600	400	9,400	9,900
6 Bus Shelters	0	0	100	300	0	2,500	2,000	3,600	5,300	20,900	700	14,500	15,100
7 Telecommunications	0	0	400	1,700	0	12,700	10,500	18,900	27,700	108,600	3,500	75,300	78,700
8 Traffic Signals	0	0	100	500	0	3,800	3,200	5,700	8,300	32,600	1,100	22,600	23,600
9 Park/Open Space	0	100	500	2,100	0	15,900	13,100	23,600	34,800	135,700	4,400	94,100	98,300
10 Housing	0	100	500	2,100	0	15,900	13,100	23,600	34,800	135,700	4,400	94,100	98,300
11 Façade Easements	0	0	0	0	0	300	300	500	700	2,700	100	1,900	2,000
12 Façade Improvements	0	0	0	0	0	300	300	500	700	2,700	100	1,900	2,000
13 Property Acquisition	0	100	500	2,100	0	9,500	7,900	14,200	20,800	81,400	2,700	56,500	59,000
14 Catalyst/Demonstration Projects	0	0	0	0	0	15,900	13,100	23,600	34,800	135,700	4,400	94,100	98,300
15 Special Projects	0	0	400	2,000	0	15,300	12,600	22,700	33,300	130,300	4,300	90,300	94,400
<b>Total Other Improvements</b>	<b>0</b>	<b>1,000</b>	<b>9,100</b>	<b>41,100</b>	<b>0</b>	<b>314,300</b>	<b>259,600</b>	<b>466,600</b>	<b>684,200</b>	<b>2,681,400</b>	<b>87,600</b>	<b>1,859,000</b>	<b>1,942,300</b>
<b>Other Income</b>													
1 Parking Garages	0	0	0	0	0	390,000	390,000	390,000	390,000	390,000	780,000	780,000	780,000
2 Downtown Circulator Fare Income	0	0	0	0	0	0	0	0	0	0	0	0	35,000
3 Transit Funds (Federal)	0	0	0	0	0	0	0	0	0	0	0	1,875,000	1,875,000
4 Inflationary Adjustment	0	0	0	0	0	40,800	49,200	58,000	66,900	76,100	170,800	646,200	721,600
<b>Total Other Income Sources</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>430,800</b>	<b>439,200</b>	<b>448,000</b>	<b>456,900</b>	<b>466,100</b>	<b>950,800</b>	<b>3,301,200</b>	<b>3,411,600</b>

**Table 3**  
**Operations/Administration & Projects,**  
**Programs & Activities**  
**Westside Downtown Project Area**  
**Boise Capital City Development Corporation**

	13 2014-15	14 2015-16	15 2016-17	16 2017-18	17 2018-19	18 2019-20	19 2020-21	20 2021-22	21 2022-23	22 2023-24	23 2024-25	Plan Termination 24 2025-26
<b>Operations/Administration</b>												
1 Transfers (Overhead)	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000	80,000
2 Operating Costs	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000	115,000
3 Parking System Operations	465,000	465,000	697,500	697,500	697,500	697,500	697,500	930,000	930,000	930,000	930,000	930,000
4 Downtown Circulator System	0	0	0	0	0	0	0	0	0	0	0	0
5 Inflationary Adjustment	193,800	210,900	308,700	332,700	357,200	382,200	407,700	546,700	580,100	614,200	649,000	684,500
Total Operations/Administrative Expenses	853,800	870,900	1,201,200	1,225,200	1,249,700	1,274,700	1,300,200	1,671,700	1,705,100	1,739,200	1,774,000	1,809,500
<b>Capital Projects - Garages &amp; Transportation</b>												
1 Parking Garages	0	3,625,000	3,625,000	0	0	0	3,625,000	3,625,000	0	0	0	0
2 Transit Facilities/Downtown Circulator	0	0	0	1,000,000	0	0	1,000,000	0	0	1,000,000	0	0
3 Inflationary Adjustment	0	1,158,100	1,253,800	372,800	0	0	2,112,800	1,761,600	0	546,000	0	0
Total Garages & Transportation	0	4,783,100	4,878,800	1,372,800	0	0	6,737,800	5,386,600	0	1,546,000	0	0
<b>Capital Projects - Other Improvements</b>												
1 Streetscaping/Sidewalks/Curb & Gutter	308,800	26,300	43,200	124,800	207,100	299,200	206,800	384,100	1,202,800	1,149,800	1,549,100	4,031,200
3 Utility Undergrounding	23,900	2,000	3,300	9,600	16,000	23,100	16,000	29,700	93,000	88,900	119,800	311,700
4 Sewer/Storm Drainage	43,400	3,700	6,100	17,500	29,100	42,100	29,100	54,000	169,100	161,700	217,800	586,800
5 Water Quality Treatment	2,700	200	400	1,100	1,800	2,600	1,800	3,400	10,600	10,100	13,600	35,400
6 Bus Shelters	4,200	400	600	1,700	2,800	4,000	2,800	5,200	16,300	15,600	21,000	54,600
7 Telecommunications	21,700	1,800	3,000	8,800	14,900	21,000	14,500	27,000	84,600	80,800	108,900	283,400
8 Traffic Signals	6,500	600	900	2,600	4,400	6,300	4,400	8,100	25,400	24,200	32,700	85,000
9 Park/Open Space	27,100	2,300	3,800	11,000	18,200	26,300	18,200	33,800	105,700	101,000	136,100	354,200
10 Housing	27,100	2,300	3,800	11,000	18,200	26,300	18,200	33,800	105,700	101,000	136,100	354,200
11 Façade Easements	500	0	100	200	400	500	400	700	2,100	2,000	2,700	7,100
12 Property Improvements	500	0	100	200	400	500	400	700	2,100	2,000	2,700	7,100
13 Property Acquisition	16,300	1,400	2,300	6,600	10,900	15,800	10,900	20,300	63,400	60,600	81,700	212,500
14 Catalyst/Demonstration Projects	27,100	2,300	3,800	11,000	18,200	26,300	18,200	33,800	105,700	101,000	136,100	354,200
15 Special Projects	26,000	2,200	3,600	10,500	17,500	25,200	17,400	32,400	101,500	97,000	130,700	340,100
Total Other Improvements	535,600	45,500	75,000	216,600	359,600	519,200	359,100	667,000	2,088,000	1,995,700	2,689,000	6,997,500
<b>Other Income</b>												
1 Parking Garages	780,000	780,000	1,170,000	1,170,000	1,170,000	1,170,000	1,170,000	1,560,000	1,560,000	1,560,000	1,560,000	1,560,000
2 Downtown Circulator Fare Income	50,000	50,000	50,000	50,000	60,000	60,000	60,000	60,000	72,000	72,000	72,000	72,000
3 Transit Funds (Federal)	0	0	0	750,000	0	0	750,000	0	0	750,000	0	0
4 Inflationary Adjustment	243,700	265,200	422,000	734,400	492,300	526,700	904,500	787,200	841,600	1,300,500	941,500	993,000
Total Other Income Sources	1,073,700	1,095,200	1,642,000	2,704,400	1,722,300	1,756,700	2,884,500	2,407,200	2,473,600	3,682,500	2,573,500	2,625,000

Table 4

**New Development Value Added  
Westside Downtown Project Area  
Capital City Development Corporation  
of the City of Boise  
(000's Omitted)**

		0	1	2	3	4	5	6	7	8	9	10	11	12	13
		2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15
1	Retail - Real Property	0	0	774	774	774	2,322	774	774	774	774	2,322	774	774	774
2	Hotel - Real Property	0	0	620	620	620	1,860	620	620	620	620	1,860	620	620	620
3	Office - Real Property	0	0	4,200	4,200	4,200	12,600	4,200	4,200	4,200	4,200	12,600	4,200	4,200	4,200
4	Residential - Owner Occupied	0	0	1,325	1,325	1,325	3,975	1,325	1,325	1,325	1,325	3,975	1,325	1,325	1,325
5	Residential - Rental	0	0	1,819	1,819	1,819	5,456	1,819	1,819	1,819	1,819	5,456	1,819	1,819	1,819
<b>Total Real Property Value Added</b>		0	0	8,738	8,738	8,738	26,213	8,738	8,738	8,738	8,738	26,213	8,738	8,738	8,738
<b>Real Property Adjusted for Inflation at 2%</b>		0	0	9,091	9,273	9,458	28,942	9,840	10,037	10,238	10,442	31,954	10,864	11,082	11,303

Source: Market Context and Strategy Study prepared July 10, 2001 by Zimmer Gunsul Frasca and  
eland Consulting Group. Developments reflect 75% of maximum build out over 20 years.

Table 4

**New Development Value Added  
Westside Downtown Project Area  
Capital City Development Corporation  
of the City of Boise  
(000's Omitted)**

Scope of Development		Unit Value	Total Value Added	14 2015-16	15 2016-17	16 2017-18	17 2018-19	18 2019-20	19 2020-21	20 2021-22	21 2022-23	22 2023-24	23 2024-25	24 2025-26
1	Retail - Real Property	193,500 sq ft	80	774	2,322	0	0	0	0	0	0	0	0	0
2	Hotel - Real Property	620 rooms	20,000	620	1,860	0	0	0	0	0	0	0	0	0
3	Office - Real Property	840,000 sq ft	100	4,200	12,600	0	0	0	0	0	0	0	0	0
4	Residential - Owner Occupied	265 DU	100,000	1,325	3,975	0	0	0	0	0	0	0	0	0
5	Residential - Rental	485 DU	75,000	1,819	5,456	0	0	0	0	0	0	0	0	0
<b>Total Real Property Value Added</b>				8,738	26,213	0	0	0	0	0	0	0	0	0
<b>Real Property Adjusted for Inflation at 2%</b>				11,529	35,280	0	0	0	0	0	0	0	0	0

Source: Market Context and Strategy Study prepared July 10, 2001 by Zimmer Gunsul Frasca and Leland Consulting Group. Developments reflect 75% of maximum build out over 20 years.



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## AGENDA BILL

<b>Agenda Subject:</b> Approval of Amendment No. 1 to the CM/GC Contract with Wright Brothers, The Building Company LLC for the Westside Urban Park Project		<b>Date:</b> September 14, 2020
<b>Staff Contact:</b> Amy Fimbel Kathy Wanner	<b>Attachments:</b> 1. Resolution No. 1670 2. Amendment No. 1 to CM/GC Agreement with Wright Brothers, The Building Company LLC	
<b>Action Requested:</b> Adopt Resolution No. 1670 approving and authorizing the execution of Amendment No. 1 to the CM/GC Contract with Wright Brothers, The Building Company LLC for the Westside Urban Park project.		

### Fiscal Notes:

Amendment No. 1 approves \$2,797,931 for construction services to complete the Westside Urban Park project. The Agency has budgeted sufficient funds for this project. Funding for the Westside Urban Park project is included in the approved FY2021 CIP from the Westside Urban Renewal District.

### Wright Brothers Summary

CM: Pre-construction	\$ 49,065.76	<i>(inclusive of CO #1 executed April 27, 2020)</i>
GC: Construction GMP	\$2,797,931	
<u>Total Wright Brothers Contract</u>	<u>\$ 2,846,996.76</u>	

In order to address any unforeseen circumstances that can arise during construction, Resolution No. 1670 authorizes the Agency Executive Director to amend the GMP amount up to 10% if determined necessary in his best judgment.

### Background:

Construction of the Westside Urban Park project is anticipated to begin in October 2020. This Amendment No. 1 to the Construction Manager/General Contractor (CM/GC) contract with Wright Brothers represents authorization to proceed with the construction elements of the project, including: plaza hardscape with enhanced concrete finishes, landscaping, public restroom facility, outdoor lighting, high end furnishings, concrete seat walls, flexible parking, and streetscape improvements such as street trees, historic street lights, concrete sidewalks, bike racks and suspended pavement systems along all three frontages.

The CM/GC construction delivery method is contemplated as a two-stage process. In the initial CM stage, Wright Brothers provided construction management services for the project, including estimating, scheduling, constructability review, logistics planning and bidding. Once the construction documents were completed by the design professionals, the work was put out for competitive bidding. The bid amounts along with a negotiated profit and general conditions for Wright Brothers, together, form what is called the **GMP: the Guaranteed Maximum Price** for Wright Brothers, as the General Contractor, to complete all the project work. The mechanism to accept the bids and advance the project into the GC construction stage is to approve Amendment No. 1 to the CM/GC contract with Wright Brothers.

This project includes many different specialties of work: concrete, plumbing, electrical and communications, earthwork, and exterior improvements. As the CM, Wright Brothers competitively bid these various subcontractor packages anticipated by this Amendment No. 1 and will now be required to award the contracts to the lowest responsive bidders, in accordance with Idaho Code § 54-4511. Agency staff was present for bid openings, and today's GMP proposal from Wright Brothers includes the lowest responsive subcontractor bids. With Board approval of Resolution No. 1670, Wright Brothers will begin awarding subcontracts and mobilizing for construction.

**Staff Recommendation:**

In order to proceed into the construction stage of the project, Agency staff recommends the Board adopt Resolution No. 1670 approving Amendment No. 1 to the CM/GC contract with Wright Brothers for construction of the Westside Urban Park project.

**Suggested Motion:**

I move to adopt Resolution No. 1670 approving and authorizing the execution of Amendment No. 1 to the CM/GC Contract with Wright Brothers.



## RESOLUTION NO. 1670

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

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, APPROVING AMENDMENT NO. 1 TO THE CONSTRUCTION MANAGER / GENERAL CONTRACTOR (CM/GC) AGREEMENT BETWEEN THE AGENCY AND WRIGHT BROTHERS, THE BUILDING COMPANY LLC, TO ESTABLISH THE GUARANTEED MAXIMUM PRICE (GMP) FOR CONSTRUCTION OF THE 2018 WESTSIDE DISTRICT URBAN PARK PROJECT; AUTHORIZING THE AGENCY'S EXECUTIVE DIRECTOR TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT; AUTHORIZING THE EXPENDITURE OF FUNDS INCLUDING A CONTINGENCY FOR UNFORESEEN EXPENSES; 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 of Boise, Idaho (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, in cooperation with the City of Boise, the Agency seeks to make certain transformative improvements and enhancements to the Westside Downtown Urban Renewal District, including construction of an urban park, all in an effort to contribute as a catalyst to economic development and downtown reinvestment by private entities; and,

WHEREAS, due to the complexities of the construction site and the unique improvements and enhancements that are planned and due to the desired timelines associated with the construction, the Agency has determined that the best approach for construction of the improvements is to hire a Construction Manager/General Contractor ("CM/GC"); and,

WHEREAS, upon approval of Resolution No. 1522 by its Board of Commissioners on January 8, 2018, the Agency entered into a Construction Manager / General Contractor ("CM/GC") Agreement with Wright Brothers, the Building Company LLC, for the 2018 Westside District Urban Park Project ("Project") using the CM/GC construction delivery method; and

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

WHEREAS, the Agency and Wright Brothers, the Building Company LLC, desire to amend the CM/GC construction agreement at this time with the execution of "Amendment No. 1 to Standard Agreement and General Conditions Between Owner and Construction Manager," attached as Exhibit A, in order to establish a Guaranteed Maximum Price ("GMP") for the construction services associated with the Agency's 2018 Westside District Urban Park Project using the CM/GC construction delivery method; and

WHEREAS, the Agency Board of Commissioners finds it to be in the best public interest to approve Amendment No. 1 and to authorize the Agency's Executive Director to execute same.

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

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

Section 2: That Amendment No. 1 to the Construction Manager / General Contractor construction agreement between the Agency and Wright Brothers, the Building Company LLC, attached hereto as Exhibit A and incorporated herein by reference, is approved as to both form and content.

Section 3: That the Agency Executive Director is hereby authorized to execute Amendment No. 1 to the Construction Manager / General Contractor construction agreement with Wright Brothers, the Building Company LLC, approving the Guaranteed Maximum Price of TWO MILLION SEVEN HUNDRED NINETY-SEVEN THOUSAND NINE HUNDRED THIRTY-ONE DOLLARS (\$2,797,931), consistent with the Board's stated instructions at the September 14, 2020, Agency Board Meeting.

Section 4: That the Agency Executive Director is further authorized to expend funds for the Guaranteed Maximum Price amount plus up to 10% of that amount for contingencies if determined necessary in his best judgment.

Section 5: 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 September 14, 2020. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on September 14, 2020.

URBAN RENEWAL AGENCY OF BOISE CITY

By: \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

By: \_\_\_\_\_  
Lauren McLean, Secretary

**AMENDMENT NO. 1 TO THE  
STANDARD AGREEMENT AND GENERAL CONDITIONS  
BETWEEN OWNER AND CONSTRUCTION MANAGER  
(WHERE THE CM IS AT-RISK)**

DATED September 14, 2020

Pursuant to Section 3.4 of the Agreement dated March 17, 2018, between the Owner, Capital City Development Corporation, and the Construction Manager, Wright Brothers, The Building Company LLC, for the Westside District Urban Park Project located in downtown Boise, the Owner and the Contractor desire now to establish a Guaranteed Maximum Price (the "GMP") for the Work. The Owner and the Contractor hereby agree as follows:

**ARTICLE 1 GUARANTEED MAXIMUM PRICE**

The Contractor's GMP for the Work, including the Cost of the Work as defined in Article 8 and the Contractor's Fee as set forth in Section 7.3 is TWO MILLION SEVEN HUNDRED NINETY-SEVEN THOUSAND NINE HUNDRED THIRTY-ONE DOLLARS (\$2,797,931).

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

- EXHIBIT A: Cost Estimate Detail with Subcontracts and Self Perform Work (7 pages)
- EXHIBIT B: List of Qualifications, Assumptions, Allowances, Subcontracts (7 pages)
- EXHIBIT C: Wright Brothers COVID Procedures (3 pages)
- EXHIBIT D: Schedule (3 pages)
- EXHIBIT E: Logistics and Phasing Plan (7 pages)
- EXHIBIT F: Updated Personnel Rates (1 page)
- EXHIBIT G: T&M Rates for Adverse Winter Weather and Gravel Parking Lot Maintenance (3 pages)

**ARTICLE 2 DATE OF SUBSTANTIAL COMPLETION**

The Date of Substantial Completion of the Work is May 28, 2021.

**ARTICLE 3 DATE OF FINAL COMPLETION**

The Date of Final Completion of the Work is Twenty-One (21) Days after the Date of Substantial Completion, subject to adjustments as provided for in the Contract Documents.

**STANDARD AGREEMENT AND GENERAL CONDITIONS  
BETWEEN OWNER AND CONSTRUCTION MANAGER  
DATED MARCH 17, 2018**

The following Sections in the Standard Agreement and General Conditions between the Owner and Construction Manager are updated and amended as described below.

**SECTION 3.2 CONSTRUCTION MANAGER'S REPRESENTATIVE**

Section 3.2 is hereby amended to read as follows:

3.2.4 CONSTRUCTION MANAGER'S REPRESENTATIVE The Construction Manager's authorized representative is **Jeremy Schalk**.

**SECTION 4.6 OWNER'S REPRESENTATIVE**

Section 4.6 is hereby amended to read as follows:

The Owner's Representative is **Amy Fimbel**.

**SECTION 7.3 CONSTRUCTION MANAGER'S FEE**

Section 7.3 is hereby amended as follows:

Construction Manager's Fee for construction services shall be eight percent (8.0%).

**SECTION 8.2 COST ITEMS**

Section 8.2 is hereby amended as follows:

8.2.2 Updated Salaries of the Construction Manager's employees

Project Manager - \$87.35 per hour  
Assistant Superintendent - \$31.43 per hour  
Superintendent - \$72.23 per hour  
Project Engineer - \$31.43 per hour  
Estimator - \$77.66 per hour

[End of Amendment No. 1 | *Signatures appear on the following page.*]

IN WITNESS WHEREOF, OWNER AND CONSTRUCTION MANAGER have executed this Agreement with an effective date as first written above.

**OWNER: Capital City Development Corporation**

BY: \_\_\_\_\_  
John Brunelle, Executive Director

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Mary Watson, General Counsel | Contracts Manager

**CONSTRUCTION MANAGER: Wright Brothers, The Building Company LLC**

BY: \_\_\_\_\_  
Trevor Wright, CCM, Principal

Date: \_\_\_\_\_

**END OF DOCUMENT**

Budget Info / For Office Use	
Fund/District	303
Account	6250
Activity Code	18052
PO #	200066
Due Date	May 28, 2021



Standard Estimate Report  
18\_149 Westside Urban Park

Exhibit A

Page 1

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Estimator: Brian Ellway  
Project Manager: Jeremy Schalk  
Project Coordinator: Trevor Wright  
Superintendent:  
Bid Date:  
Job Size: 28,915sf  
Duration:  
Project Budget:  
Bid Bond:  
Project LD's:

Item	Description	Takeoff Qty	Unit Cost	Subcontract		Name	Total
				Amount	Amount		
00 Gen Req							
1000.00 GENERAL REQUIREMENTS							
1100.01 Division 1 Subcontractors							
00	Laydown Area Lease Allowance	7.00	mnth				14,000
	Division 1 Subcontractors						14,000
1101.00 Personnel: Supervision							
00	Project Manager	10.00	week	-	-		34,940
10	Superintendent	32.00	week	-	-		92,454
20	Asst. Superintendent	32.00	week	-	-		40,230
20	Project Engineer / Field Engineer	32.00	week	-	-		40,230
	Personnel: Supervision						207,855
	4,240.00 Labor hours						
1355.00 Temp Protection							
20	Temp Fencing	1.00	lsum	5,000.00 /lsum	5,000		5,000
	Temp Protection				5,000		5,000
1511.00 Temp Utilities							
1	Temp Electricity	32.00	week	-	-		3,200
11	Temp Water	32.00	week	-	-		800
11	Temp Construction Water	32.00	week	-	-		12,200
13	Temp Toilet x3	24.00	mnth	-	-		3,000
15	Parking Space Rentals	14.00	each	-	-		18,060
	Temp Utilities						37,260
1521.00 Temp: Facilities							
1	Office Trailer	7.00	mnth	-	-		1,925
10	Mobile Mini Storage	7.00	mnth	113.00 /mnth	791		791
15	Mobile Mini - Pickup & Delivery - per hr	6.00	hr	75.00 /hr	450		450
	Temp: Facilities				1,241		3,166
	1,213.31 Equipment hours						
1591.00 Office Equipment							
10	Job Sign	1.00	each	-	-		350
	Office Equipment						350
1592.10 Controls: Traffic							
10	Traffic Control - Water Barricades	7.00	mont h	5,214.286 /month	36,500		36,500
	Controls: Traffic				36,500		36,500
1592.20 Controls: Erosion							
01	Sediment & Erosion Control	1.00	lsum	6,300.00 /lsum	6,300	Sunroc	6,300
	Controls: Erosion				6,300		6,300
1701.10 Surveying							
2	Surveying - Allowance	1.00	lsum	20,000.00 /lsum	20,000		20,000
	Surveying				20,000		20,000
1705.00 Clean Up							
10	Daily Cleanup	210.00	hour	-	-		4,213
20	Rent Dumpster	7.00	mnth	-	-		2,100
40	County Dump Fee	28.00	each	-	-		9,800
60	Street Sweeping	10.00	each	500.00 /each	5,000		5,000



Standard Estimate Report  
18\_149 Westside Urban Park

Exhibit A

Estimator: Brian Ellway  
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Project Coordinator: Trevor Wright  
Superintendent:  
Bid Date:  
Job Size: 28,915sf  
Duration:  
Project Budget:  
Bid Bond:  
Project LD's:

Item	Description	Takeoff Qty	Unit Cost	Subcontract		Name	Total
				Amount			Amount
	Clean Up			5,000			21,113
	210.00 Labor hours						
	1,213.31 Equipment hours						
1900.00 Permits & Fees							
00 Building Permit & Utility Fees - By Owner		1.00	Isum	-			
1910.00 Inspection & Testing							
10 Inspection & Testing - By Owner		1.00	Isum	-			
GENERAL REQUIREMENTS				74,041			351,544
	4,450.00 Labor hours						
	2,426.62 Equipment hours						
00 Gen Req				74,041			351,544
	4,450.00 Labor hours						
	2,426.62 Equipment hours						
<b>00 Parking</b>							
<b>2050.00 DEMOLITION</b>							
2050.01 Demo: Subcontractors							
22 Demo AC Paving - WBBE		13,880.00	sqft	0.40 /sqft	5,552	Sunroc	5,552
100 Tank Exploration		1.00	Isum	6,385.00 /Isum	6,385		6,385
101 Tank Removal		1.00	Isum	7,703.00 /Isum	7,703		7,703
Demo: Subcontractors					19,640		19,640
DEMOLITION				19,640			19,640
<b>2100.00 SITEWORK</b>							
2500.00 Paving Subcontractor							
00 Concrete Collars		1.00	Isum	450.00 /Isum	450	Sunroc	450
16 Asphalt Paving 3"		213.00	tons	101.00 /tons	21,513	Sunroc	21,513
Paving Subcontractor					21,963		21,963
2584.00 Paving: Markings/Striping							
02 ADA Parking Signs, In Place - WBBE		4.00	each	250.00 /each	1,000	Sunroc	1,000
05 Asphalt Striping		1.00	Isum	6,000.00 /Isum	6,000	Sunroc	6,000
Paving: Markings/Striping					7,000		7,000
2700.00 Sewerage and Drainage Sub							
07 1000 Gal Sand/Oil Separator - WB15		1.00	each	5,300.00 /each	5,300	Sunroc	5,300
52 Storm Drainage 8"		126.00	lnft	48.00 /lnft	6,048	Sunroc	6,048
Sewerage and Drainage Sub					11,348		11,348
2900.01 Landscape: General							
05 Trees & Planter Beds		1.00	Isum	11,966.00 /Isum	11,966	Boden Haus	11,966
Landscape: General					11,966		11,966
SITEWORK				52,277			52,277
<b>3000.00 CONCRETE</b>							
3000.01 Division 3 Subcontractors							
45 Concrete Curb & Gutter - Mat. & Labor - WBBE		248.00	lnft	28.669 /lnft	7,110	WBTC Conc	7,110
Division 3 Subcontractors					7,110		7,110



# Standard Estimate Report

## 18\_149 Westside Urban Park

### Exhibit A

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Estimator: Brian Ellway  
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 Superintendent:  
 Bid Date:  
 Job Size: 28,915sf  
 Duration:  
 Project Budget:  
 Bid Bond:  
 Project LD's:

Item	Description	Takeoff Qty	Unit Cost	Subcontract		Name	Total
				Amount			Amount
	CONCRETE			7,110			7,110
	00 Parking Lot Parking Lot			79,027			79,027
	01 Park Pa						
	2050.00 DEMOLITION						
	2050.01 Demo: Subcontractors						
	22 Demo AC Paving - WBBE	25,727.00	sqft	0.40 /sqft	10,291	Sunroc	10,291
	24 Demo Extruded Curb	1,390.00	lnft	1.25 /lnft	1,738	Sunroc	1,738
	Demo: Subcontractors				12,029		12,029
	DEMOLITION			12,029			12,029
	2100.00 SITEWORK						
	2200.00 Earthwork Subs						
	00 Excavate Site to Subgrade	2,231.00	cuyd	16.00 /cuyd	35,696	Sunroc	35,696
	00 3M Utility locators - Budget Allowance	1.00	lsum	10,000.00 /lsum	10,000		10,000
	25 Streetscape Concrete Prep	7,859.00	sqft	2.371 /sqft	18,631	Sunroc	18,631
	25 Import & Place Pitrun	1,369.00	tons	19.70 /tons	26,969	Sunroc	26,969
	25 Import & Place Road Base	1,172.00	tons	29.75 /tons	34,867	Sunroc	34,867
	Earthwork Subs				126,163		126,163
	2665.00 Domestic Water Sub - WB						
	10 2" Water Service - WB	75.00	lnft	116.00 /lnft	8,700	Sunroc	8,700
	Domestic Water Sub - WB				8,700		8,700
	2700.00 Sewerage and Drainage Sub						
	07 1000 Gal Sand/Oil Separator - WB15	1.00	each	5,300.00 /each	5,300	Sunroc	5,300
	10 4" ABS Sewer Service - WB	130.00	lnft	50.00 /lnft	6,500	Sunroc	6,500
	20 Storm Drainage 6"	437.00	lnft	38.501 /lnft	16,825	Sunroc	16,825
	52 Storm Drainage 8"	84.00	lnft	48.00 /lnft	4,032	Sunroc	4,032
	53 Storm Drainage 12"	80.00	lnft	50.00 /lnft	4,000	Sunroc	4,000
	54 Storm Drainage Cleanouts	19.00	each	658.421 /each	12,510	Sunroc	12,510
	Sewerage and Drainage Sub				49,167		49,167
	2900.01 Landscape: General						
	05 Lawn Area	9,342.00	sqft	0.529 /sqft	4,943	Boden Haus	4,943
	05 Irrigation	1.00	lsum	70,278.00 /lsum	70,278	Boden Haus	70,278
	05 Trees & Planter Beds	1.00	lsum	34,274.00 /lsum	34,274	Boden Haus	34,274
	08 Ground Cover/Mulch	43.00	cuyd	66.674 /cuyd	2,867	Boden Haus	2,867
	12 Silva Cells - 11 trees	1.00	lsum	127,629.00 /lsum	127,629	Boden Haus	127,629
	40 Topsoil	625.00	cuyd	33.507 /cuyd	20,942	Boden Haus	20,942
	Landscape: General				260,933		260,933
	2950.00 Misc Site Specialties						
	00 Portland Loo Restroom	1.00	each	113,271.00 /each	113,271	The Portland Loo	113,271
	00 Drinking Fountain	1.00	each	0.00	0	Boden Haus	0
	00 Portland Loo - Assembly	1.00	each	3,500.00 /each	3,500		3,500
	00 Site Furnishings	1.00	lsum	305,658.00 /lsum	305,658	Boden Haus	305,658
	10 Bike Fixit Station	1.00	each	0.00	0	Boden Haus	0
	10 Skate Stops Allowance	60.00	each	20.00 /each	1,200		1,200
	10 Furnish / Install Bicycle Racks	15.00	each	0.00	0	Boden Haus	0
	12 Removable Bollards - WB	10.00	each	0.00	0	Boden Haus	0
	12 Standard Bollards - WB	12.00	each	0.00	0	Boden Haus	0
	45 Tree Grates	6.00	each	0.00	0	Boden Haus	0
	50 Pet Waste Stations	1.00	each	0.00	0	Boden Haus	0
	60 Woody Tree Tables w/ USB charger	5.00	each	0.00	0	Boden Haus	0
	60 Chipman cafe Tables	14.00	each	0.00	0	Boden Haus	0
	60 Movable Chairs	58.00	each	0.00	0	Boden Haus	0





Standard Estimate Report  
18\_149 Westside Urban Park

Exhibit A

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Estimator: Brian Ellway  
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Superintendent:  
Bid Date:  
Job Size: 28,915sf  
Duration:  
Project Budget:  
Bid Bond:  
Project LD's:

						Subcontract		Total	
Item	Description	Takeoff Qty		Unit Cost	Amount	Name	Amount		
2950.00 Misc Site Specialties									
60	Rivage Loungers	8.00	each	0.00	0	Boden Haus			
60	Freight for Tables / Chairs	1.00	Isum	0.00	0	Boden Haus			
70	Movable Planters	6.00	each	0.00	0	Boden Haus			
70	Trash Receptacles	7.00	each	0.00	0	Boden Haus			
	Misc Site Specialties				423,629				423,629
SITEWORK					868,592				868,592
3000.00 CONCRETE									
3000.01 Division 3 Subcontractors									
00	Concrete Subcontractor Mobilization	1.00	Isum	23,422.00 /Isum	23,422	WBTC Conc			23,422
00	Concrete Slab /Foundations for Portland Loo	1.00	Isum	2,933.00 /Isum	2,933	WBTC Conc			2,933
00	Concrete Footings / Foundations for Artwork	1.00	Isum	25,000.00 /Isum	25,000				25,000
01	CIP Concrete Seat Walls / Benches	1.00	Isum	65,536.00 /Isum	65,536	WBTC Conc			65,536
04	Tree Wells	5.00	each	374.40 /each	1,872	WBTC Conc			1,872
49	Concrete Vertical Curb - Material & Labor - WBBE	1,900.00	Inft	18.229 /Inft	34,635	WBTC Conc			34,635
59	Concrete Paving, Steps	1.00	Isum	359,224.00 /Isum	359,224	WBTC Conc			359,224
	Division 3 Subcontractors				512,622				512,622
3030.01 Concrete Materials									
90	Concrete Pumping, Accessories & Reinforcing	1.00	Isum	68,903.00 /Isum	68,903	WBTC Conc			68,903
92	Concrete Trench Drain	1.00	Isum	9,106.00 /Isum	9,106	WBTC Conc			9,106
92	Trench Grate - WBBE	71.00	Inft	87.75 /Inft	6,230				6,230
	Concrete Materials				84,239				84,239
CONCRETE					596,861				596,861
5000.00 METALS									
5521.00 Steel Handrail - WB									
10	Steel Handrail - WBBE	36.00	Inft	80.00 /Inft	2,880				2,880
	Steel Handrail - WB				2,880				2,880
METALS					2,880				2,880
7000.00 THERMAL & MOISTURE PROT									
7910.01 Sealant - Jt Filler Gaskt									
00	Concrete Joint Sealant - N/A	1.00	Isum						
THERMAL & MOISTURE PROT					0				0
10000.00 SPECIALTIES									
10420.01 Plaques									
10	Plaque Metal Cased	32.00	sqft	200.00 /sqft	6,400				6,400
	Plaques				6,400				6,400
	6.40 Labor hours								
10430.01 Signs									
00	Park Signs	1.00	Isum	5,000.00 /Isum	5,000				5,000
	Signs				5,000				5,000
SPECIALTIES					11,400				11,400
	6.40 Labor hours								
15000.00 MECHANICAL									
15400.00 Plumbing									
00	Plumbing - Drinking ftn, Loo hookup	1.00	Isum	3,969.00 /Isum	3,969	Buss Mechanical			3,969



Standard Estimate Report  
18\_149 Westside Urban Park

Exhibit A

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Project Budget:  
Bid Bond:  
Project LD's:

Item	Description	Takeoff Qty	Unit Cost	Subcontract		Name	Total
				Amount			Amount
	Plumbing			3,969			3,969
	<b>MECHANICAL</b>			<b>3,969</b>			<b>3,969</b>
<b>16000.00 ELECTRICAL</b>							
<i>16001.00 Electrical Complete</i>							
00	Electrical Subcontractor	1.00	Isum	127,234.00 /Isum	127,234	Power Plus	127,234
00	Electrical - General Use Outlets	24.00	each	0.00	0	Power Plus	
00	DMX Lighting Add	1.00	Isum	6,420.00 /Isum	6,420	Power Plus	6,420
20	Wi-Fi Infrastructure Conduit	1.00	Isum	0.00	0	Power Plus	
20	Flush Mount LED light in Concrete	20.00	each	0.00	0	Power Plus	
20	Lighted Pathway Bollards	14.00	each	0.00	0	Power Plus	
20	Relocate Meyers Cabinet	1.00	Isum	0.00	0	Power Plus	
22	20' Pole Mounted Event Lighting	2.00	each	0.00	0	Power Plus	
23	Custom Area Lighting	1.00	each	0.00	0	Power Plus	
	<i>Electrical Complete</i>				133,654		133,654
	<b>ELECTRICAL</b>				<b>133,654</b>		<b>133,654</b>
	<b>01 Park Park</b>				<b>1,629,386</b>		<b>1,629,386</b>
	6.40 Labor hours						
<b>02 Streetsc</b>							
<b>2050.00 DEMOLITION</b>							
<i>2050.01 Demo: Subcontractors</i>							
21	Demo sidewalks - WBBE	7,677.00	sqft	1.00 /sqft	7,677	Sunroc	7,677
22	Demo AC Paving - WBBE	1,601.00	sqft	0.40 /sqft	640	Sunroc	640
24	Demo Curb & Gutter- WBBE	646.00	Inft	3.15 /Inft	2,035	Sunroc	2,035
30	Tree & Shrub Demo	1.00	Isum	13,100.00 /Isum	13,100	Sunroc	13,100
30	Removal of Posts	1.00	Isum	1,584.00 /Isum	1,584	Sunroc	1,584
	<i>Demo: Subcontractors</i>				25,036		25,036
	<b>DEMOLITION</b>				<b>25,036</b>		<b>25,036</b>
<b>2100.00 SITEWORK</b>							
<i>2100.01 Site Work Sub - WB</i>							
10	Earthwork Mobilization	1.00	Isum	10,000.00 /Isum	10,000	Sunroc	10,000
10	ROW & Utility Permits	1.00	Isum	7,500.00 /Isum	7,500	Sunroc	7,500
	<i>Site Work Sub - WB</i>				17,500		17,500
<i>2200.00 Earthwork Subs</i>							
n	15 Onsite Concrete Prep	12,260.00	sqft	1.395 /sqft	17,106	Sunroc	17,106
	<i>Earthwork Subs</i>				17,106		17,106
<i>2500.00 Paving Subcontractor</i>							
00	Core Drill for Parking Sensors	1.00	Isum	1,500.00 /Isum	1,500		1,500
20	Asphalt Paving 5"	103.00	tons	238.00 /tons	24,514	Sunroc	24,514
	<i>Paving Subcontractor</i>				26,014		26,014
<i>2584.00 Paving: Markings/Striping</i>							
05	Obliterate Pavement Markings	1.00	Isum	1,500.00 /Isum	1,500	Sunroc	1,500
05	Remove & reset sidewalk signs	1.00	Isum	825.00 /Isum	825	Sunroc	825
	<i>Paving: Markings/Striping</i>				2,325		2,325
<i>2900.01 Landscape: General</i>							
n	05 Trees	6.00	each	750.00 /each	4,500	Boden Haus	4,500
n	05 Silva Cells	1.00	Isum	74,390.00 /Isum	74,390	Boden Haus	74,390



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Exhibit A

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Job Size: 28,915sf  
Duration:  
Project Budget:  
Bid Bond:  
Project LD's:

						Subcontract		Total	
Item	Description	Takeoff Qty		Unit Cost		Amount	Name	Amount	
2900.01 Landscape: General									
n	05 Irrigation	1.00	Isum	9,839.00 /Isum		<u>9,839</u>	Boden Haus	<u>9,839</u>	
	Landscape: General					<u>88,729</u>		<u>88,729</u>	
2950.00 Misc Site Specialties									
n	10 Furnish / Install Bicycle Racks	6.00	each	0.00		0	Boden Haus		
	45 Tree Grates	5.00	each	0.00		0	Boden Haus		
n	70 Trash Receptacles	7.00	each	0.00		0	Boden Haus		
SITEWORK						151,674		151,674	
3000.00 CONCRETE									
3000.01 Division 3 Subcontractors									
	04 Tree Wells	6.00	each	374.00 /each		<u>2,244</u>	WBTBC Conc	2,244	
	45 Concrete Curb & Gutter - Mat. & Labor - WBBE	583.00	Inft	28.666 /Inft		<u>16,712</u>	WBTBC Conc	16,712	
	53 Concrete Valley Gutter	90.00	feet	42.40 /feet		<u>3,816</u>	WBTBC Conc	3,816	
	54 Concrete Sidewalk & Ped Ramps	4,730.00	sqft	7.404 /sqft		<u>35,020</u>	WBTBC Conc	35,020	
	Division 3 Subcontractors					<u>57,792</u>		<u>57,792</u>	
CONCRETE						57,792		57,792	
6000.00 WOOD & PLASTICS									
6000.01 Division 6 Subcontractors									
	0 Temporary Walkways	1.00	Isum	8,500.00 /Isum		<u>8,500</u>		<u>8,500</u>	
	Division 6 Subcontractors					<u>8,500</u>		<u>8,500</u>	
WOOD & PLASTICS						8,500		8,500	
7000.00 THERMAL & MOISTURE PROT									
7910.01 Sealant - Jt Filler Gaskt									
	00 Joint Sealant Sub - LS - WBBE	1.00	Isum	5,000.00 /Isum		<u>5,000</u>		<u>5,000</u>	
	Sealant - Jt Filler Gaskt					<u>5,000</u>		<u>5,000</u>	
THERMAL & MOISTURE PROT						5,000		5,000	
16000.00 ELECTRICAL									
16001.00 Electrical Complete									
	21 New Myers Cabinet	1.00	Isum	3,500.00 /Isum		<u>3,500</u>	Power Plus	3,500	
	32 Historic Light Poles & Wiring	6.00	each	6,155.833 /each		<u>36,935</u>	Power Plus	36,935	
	Electrical Complete					<u>40,435</u>		<u>40,435</u>	
ELECTRICAL						40,435		40,435	
02 Streetscape Streetscapes						288,437		288,437	



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18\_149 Westside Urban Park

Exhibit A

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Bid Bond:  
Project LD's:

Estimate Totals

Description	Amount	Totals	Rate
Labor	212,068		
Material			
Subcontract	2,070,891		
Equipment	4,025		
Other	61,410		
	<u>2,348,394</u>	<u>2,348,394</u>	
Surety Bond	<u>30,734</u>		
	<u>30,734</u>	<u>2,379,128</u>	
CM Fee	<u>190,330</u>		8.000 %
	<u>190,330</u>	<u>2,569,458</u>	
Contingency	<u>128,473</u>		5.000 %
	<u>128,473</u>	<u>2,697,931</u>	
Weather Protection Allowance	100,000		
<b>Total</b>		<b>2,797,931</b>	



## Exhibit B

### CCDC - Westside Park

#### GMP

#### List of Qualifications and Assumptions

---

#### General Assumptions and Inclusion:

1. Guaranteed Maximum Price and scope of work based on Permit drawings dated 8/7/2020.
2. Schedule and price is based on completion of Idaho Power work prior to Wright Brothers mobilizing on 10/1/20.
3. Schedule and price based on ESI being off the park parcel by 10/1/20. Wright Brothers will have full control of project site by 10/1/20.
4. Assumes no prevailing wages required.
5. Builder's Risk insurance is to be provided by owner and is not included in estimate.
6. Assumes no hazardous, contaminated, unsatisfactory or rock/boulder material removal will be required.
7. Assumes no dewatering will be required.
8. Includes a \$100,000 allowance for winter weather protection.
9. Estimate does not include an escalation allowance.
10. Estimate includes a 5% risk contingency for bid scope gaps and other mutually agreed upon circumstances per section 3.4.3 of the contract.
11. Estimate includes cost of 100% performance and payment bond.
12. Estimate includes all trade permits required but does NOT include any building permits.
13. Third party inspections and testing will be provided by Owner and coordinated by GC.
14. Assumes that 20 contractor parking spaces/permits will be made available in a nearby CCDC parking garage, free of charge.
15. Includes traffic control, water barrier with fence and ACHD ROW permits as necessary.
16. Includes removal of 14 parking spaces for streetscape work.
17. Includes \$14,000 allowance for lease of laydown area.
18. The contract and proposed schedule presented has accounted for typical adverse weather based upon NOAA weather statistics which are adopted by the US Army Corp of Engineers as a baseline for estimated production loss due to weather. Days lost which exceed NOAA statistics on a monthly basis will result in an extension of time to the contract and any additional costs associated will be accounted for on a Time and Material basis.



## Exhibit B

### CCDC - Westside Park

#### GMP

#### List of Qualifications and Assumptions

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19. If the parking lot cannot be paved in the Fall of 2020, it will be left as a gravel lot with access from the alley (on 12<sup>th</sup>) for users to park in. Maintenance (including striping/restriping) on the gravel parking lot through the winter due to weather, use or request of the owner will be accounted for on a Time and Material cost basis.

#### Scope of Work Qualifications:

- **Parking Lot:**

- a. Includes removal of existing Asphalt Paving and concrete curb & gutter.
- b. Includes approximately 213 tons new asphalt paving w/ pit run subbase and ¾" minus road mix base material.
- c. Includes installation of new concrete curb & gutter per plans
- d. Includes new planter beds with 2" caliper trees, mulch and irrigation per plans.
- e. Includes new storm drainage facilities.

- **Streetscape**

- a. Includes demolition of existing sidewalk, asphalt paving and concrete curb & gutter per plans.
- b. Includes saw cutting / demolition of asphalt paving in to ROW along Bannock.
- c. Includes regrading / compaction of existing subgrade.
- d. Includes new ¾" road mix base for new sidewalks, paving & curb.
- e. Includes approximately 103 tons of patch back roadway asphalt paving.
- f. Includes new 2" caliper trees with irrigation and metal tree grates per plans.
- g. Includes new Silva Cells at tree locations per plans.
- h. Includes furnish & install of (6) new bicycle racks
- i. Includes retractable bollards.
- j. Includes (7) new trash receptacles.
- k. Includes construction of new concrete curb & gutter and valley gutter.
- l. Includes new concrete sidewalk along with ADA pedestrian ramps and truncated domes at driveway approaches.
- m. Includes traffic control barriers.



## Exhibit B

### CCDC - Westside Park

#### GMP

#### List of Qualifications and Assumptions

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- n. Includes (6) new Historic Light Poles to match CCDC standard spec.
- o. Parking sensors provided by Boise Parking Services, core drilling by Wright Brothers.
- **Park Area**
  - a. Includes demolition of approximately 25,000 sf of existing asphalt paving.
  - b. Includes refinish of existing subgrade and prep for new concrete elements.
  - c. Includes placement of 12" topsoil in all planer and lawn areas.
  - d. Includes new concrete paving in alley way along park but no utility/underground work in alley (easement).
  - e. Includes new sewer, water, irrigation and storm drainage utilities per plans dated 8/7/20.
  - f. Includes placement of new topsoil, turf and irrigation system for new turf areas.
  - g. Includes new trees and silva cells per plans dated 8/7/20.
  - h. Includes irrigation, mulch and new plants per plans dated 8/7/20.
  - i. Includes furnish & install of (1) Portland Loo restroom.
  - j. Includes (1) new drinking fountain.
  - k. Includes furnish & install of new bicycle racks.
  - l. Includes furnish & install of retractable bollards.
  - m. Includes (1) pet waste disposal station
  - n. Includes (14) new Café Tables with Chairs.
  - o. Includes (5) tree tables with chairs.
  - p. Includes (8) lounge chairs with USB charging ports.
  - q. Includes (1) Bike Fix-it station
  - r. Includes \$1,200 allowance for skate stops.
  - s. Includes trash & recycling receptacles.
  - t. Includes Cast in place concrete seat walls, & steps
  - u. Includes \$25,000 allowance for concrete footings / foundations for art piece and art piece installation.
  - v. Includes new concrete paving with color & broadcast silicon carbide per plans dated 8/7/20.
  - w. Joint fillers / caulking not included at concrete flatwork.



## Exhibit B

### CCDC - Westside Park

GMP

#### List of Qualifications and Assumptions

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- x. Includes \$11,400 allowance for new park signage and plaque.
- y. Includes electrical, lighting, DMX lighting controls, new Meyers cabinet, general use electrical outlets per plans dated 8/7/20.
- z. Includes conduit installation for infrastructure only of City provided Wi-Fi system.

#### **Bid Packages awarded:**

##### **03 Concrete – Wright Brothers, The Building Company - \$630,533.00**

- **Division 03 - Concrete**
  - Scope of work is all site concrete including but not limited to, exterior decorative concrete slabs, concrete stairs & ramps including handrails, foundation for Portland Loo restrooms, curb & gutter, ADA compliant pedestrian ramps, concrete seat walls, stadium seating, retaining walls, bollard installation and sidewalks. Includes all concrete material and reinforcing.

##### **22 Plumbing – Buss Mechanical, Inc. - \$3,969.00**

- **Division 22 – Plumbing**
  - Provide all materials, labor and equipment for new drinking fountain and hookup of Portland Loo Restroom.





## Exhibit B

### CCDC - Westside Park

GMP

#### List of Qualifications and Assumptions

---

#### **26 Electrical - Power Plus - \$174,089.00**

- **Division 26 – Electrical & Communications**

- Provide all materials, wire, conduit and fixtures for all power & data outlets, park lighting, historic street lighting, pole mounted lighting, new Meyers cabinet and relocation of existing Meyers cabinet per plans.
- Include all excavation & backfill, concrete vaults, pull boxes and concrete pole bases.

#### **31 Earthwork – Sunroc Corporation - \$324,003.20**

- **Division 31 – Earthwork**

- Prepare and obtain approved traffic control plans and install traffic control measures as required by authorities having jurisdiction.
- Install & maintain sediment and erosion control BMPs per plans.
- Demolition of existing trees, bushes, landscape planters, sidewalks, curb & gutter and asphalt paving as indicated on drawings including saw cutting and removal/disposal.
- Prep for new asphalt paving, concrete sidewalks, concrete paving & curb & gutter.
- Provide new asphalt paving as indicated on drawings including concrete collars.
- Remove existing pavement markings as indicated on drawings.
- Provide new pavement markings and signage as indicated on drawings.
- Install new storm drainage components including trench drain & grates.
- Provide rough and final grades suitable for landscaping.
- Geotech report will be available for review prior to final pricing. Owner indicates that there are no known soil issues.

#### **32 Exterior Improvements – Boden-Haus – \$667,286.00**

- **Division 32 – Exterior Improvements**



## Exhibit B

### CCDC - Westside Park

#### GMP

#### List of Qualifications and Assumptions

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- Landscaping and Irrigation – provide complete landscaping scope of work to include plantings, trees, lawn surfaces, and irrigation as indicated on drawings.
- Include excavation and backfill for irrigation and planting.
- Site Furnishings – provide quote for supply and install of site furnishings including removable bollards, tree grates/frames, bike racks, pet waste station, bike fix-it station, tree tables, café tables, movable chairs, lounge chairs, trash receptacles and movable planters including all freight and sales tax.
- Provide and install silva-cells including all excavation, backfill and Geotech fabrics.
- Provide import and placement of topsoil as required by drawings.

#### GMP BID Based on the Following Documents:

SHEET	DATE	SHEET	DATE
C1.00	8/7/2020	L3.0	8/7/2020
C2.01	8/7/2020	L4.1	8/7/2020
C2.02	8/7/2020	L4.2	8/7/2020
C3.01	8/7/2020	L5.1	8/7/2020
C3.02	8/7/2020	L5.2	8/7/2020
C4.01	8/7/2020	L5.3	8/7/2020
C4.02	8/7/2020	L6.1	8/7/2020
C5.01	8/7/2020	L6.2	8/7/2020
C5.02	8/7/2020	L6.3	8/7/2020
C6.01	8/7/2020	L6.4	8/7/2020
C6.02	8/7/2020	E0.00	8/3/2020



**WRIGHT BROTHERS**  
THE BUILDING COMPANY

## Exhibit B

### CCDC - Westside Park

GMP

#### List of Qualifications and Assumptions

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ESC1.01	8/3/2020	E1.00	8/3/2020
ESC1.02	8/3/2020	E1.01	8/3/2020
ESC2.01	8/3/2020	E2.00	8/3/2020
L1.0	8/1/2020	E3.00	8/3/2020
L2.1	8/1/2020	E4.00	8/3/2020
L2.2	8/7/2020	Geotech Report	5/1/2020
		Project Manual	8/3/2020

#### **List of Allowance included in GMP:**

- Adverse Weather Protection - \$100,000
- Concrete foundation for art piece and art piece installation - \$25,000
- Surveying / Construction staking - \$20,000
- Skate Stops at Owner determined locations - \$1,200
- Lease of laydown area - \$14,000
- Park signage / Plaque - \$11,400



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**WRIGHT BROTHERS**  
THE BUILDING COMPANY

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To: Subcontractors, Suppliers, Vendors and Owners

From: Wright Brothers, The Building Company

Date: March 24, 2020

RE: Safety and Coronavirus Prevention Rules for All Jobsites, Effective Immediately

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Given the current Coronavirus situation and our desire to keep everyone who visits our jobsites healthy and safe and prevent the spread of this virus, we are immediately putting in place the following rules that everyone who visits our jobsites will be required to follow.

1. All CDC Covid-19 safety regulations and guidelines apply to all jobsites.
2. All personnel need to maintain a 6' distance around them from others at all times.
3. Trades will work on a staggered basis, with only one trade allowed in a unit at a time to avoid close contact between personnel.
4. Subcontractors and/or employees to be job specific to avoid exposure from multiple jobsites
5. Personnel are encouraged to wear nitrile gloves and a mask in addition to the required PPE.
6. Avoid sharing of tools and PPE between personnel.
7. Employees working onsite are required to notify Wright Brother's personnel of ANY and ALL **confirmed** cases of COVID-19 associated with the jobsite.
8. **Violation of these Rules will result in the immediate expulsion from the job site. There will be No Warnings.**
9. All personnel entering the jobsite will be **REQUIRED** to sign a daily Health Declaration. See attached.

Please sign below acknowledging you have read and understand these rules, agree to abide by them and will share them with all of your employees who visit the jobsite.

Name of Business: \_\_\_\_\_

Name of Jobsite: \_\_\_\_\_

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_



**WRIGHT BROTHERS**  
THE BUILDING COMPANY

## Health Screening Form

In an effort to reduce the risk of COVID-19 exposure, all employees, subcontractor and there employees and, visitors must answer the following questions before accessing your company's grounds or jobsites.

Your response to the following questions will determine your eligibility to access company locations or project sites:

1.) Have you traveled outside of the country in the last month?

☐ NO

☐ YES

2.) Have you been in contact with anyone who has traveled recently and is now sick?

☐ NO

☐ YES

3.) Have you experienced a fever, cough, runny nose or shortness of breath?

☐ NO

☐ YES

4.) Have you been in contact with someone diagnosed with COVID-19?

☐ NO

☐ YES

All personnel granted access should immediately vacate the premises or project if any responses change from "No" to "Yes."

I certify that the above is true and correct and agree to complete this form on a daily basis prior to entering company premises or jobsites.

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

\_\_\_\_\_  
Employer

## Prevent Worker Exposure to Coronavirus (COVID-19)

The novel coronavirus (officially called COVID-19) is believed to spread from person-to-person, primarily through respiratory droplets produced when an infected person coughs or sneezes. The virus is also believed to spread by people touching a surface or object and then touching one's mouth, nose, or possibly the eyes.

Employers and workers should follow these general practices to help prevent exposure to coronavirus:

- Frequently wash your hands with soap and water for at least 20 seconds.
- If soap and running water are not available, use an alcohol-based hand rub that contains at least 60% alcohol.
- Avoid touching your eyes, nose, or mouth with unwashed hands.
- Avoid close contact with people who are sick.

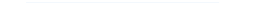




















Employers of workers with potential occupational exposures to coronavirus should follow these practices:

- Assess the hazards to which workers may be exposed.
- Evaluate the risk of exposure.
- Select, implement, and ensure workers use controls to prevent exposure, including physical barriers to control the spread of the virus; social distancing; and appropriate personal protective equipment, hygiene, and cleaning supplies.

For the latest information on the symptoms, prevention, and treatment of coronavirus, visit the [Centers for Disease Control and Prevention coronavirus webpage](#).

For interim guidance and other resources on protecting workers from coronavirus, visit OSHA's [COVID-19 webpage](#).

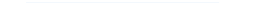




















*OSHA issues alerts to draw attention to  
worker safety and health issues and solutions.*

Project: Westside Urban Park Sc Date: Fri 9/4/20	Task		Project Summary		Manual Task		Start-only		Deadline		Manual Progress	
	Split		Inactive Task		Duration-only		Finish-only		Critical			
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Critical Split			
	Summary		Inactive Summary		Manual Summary		External Milestone		Progress			


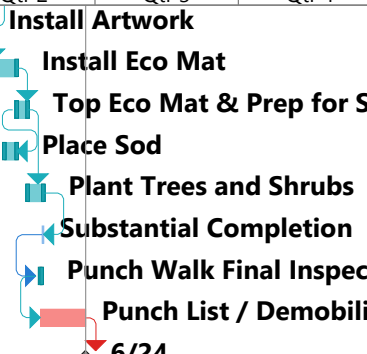


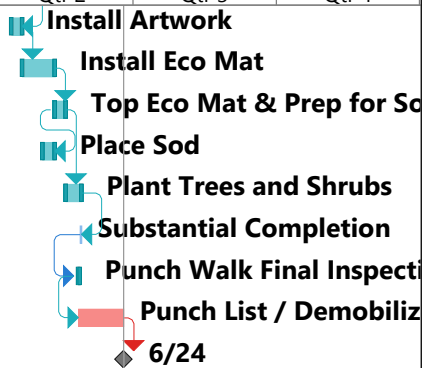


ID		Task Name	Duration	Start	Finish	Predecessors	Resource Names	Gantt Chart											
								Qtr 4	2020		Qtr 1	Qtr 2	Qtr 3	Qtr 4	2021		Qtr 1	Qtr 2	Qtr 3
38		Prep/Pour Flatwork and Approaches	9 days	Mon 12/28/20	Mon 1/11/21	36,37	Prep/Pour Flatwork and	<p>The Gantt chart displays the following tasks and their durations:</p> <ul style="list-style-type: none"><li>Prep/Pour Flatwork and Approaches (Blue, 9 days)</li><li>Install Irrigation and Landscape (Green, 10 days)</li><li>Install Light Poles (Yellow, 1 day)</li><li>Install Parking Meters (Yellow, 1 day)</li><li>Parking Lot Demolition (Red, 7 days)</li><li>Survey (Blue, 1 day)</li><li>Rough Grade (Red, 4 days)</li><li>Excavate and Install S &amp; G Trap (Green, 4 days)</li><li>Excavate and Install Underground Electrical (Green, 3 days)</li><li>Install Irrigation Sleeves (Green, 1 day)</li><li>Install Light Pole Bases (Yellow, 1 day)</li><li>Form &amp; Pour 6" Curb (Yellow, 4 days)</li><li>Finish Grade Lot (Yellow, 4 days)</li><li>Prep/Place Asphalt Paving (Yellow, 2 days)</li><li>Stripe Parking Lot (Yellow, 1 day)</li><li>Install Parking Lot Lighting (Yellow, 1 day)</li><li>Park (Purple, 185 days)</li><li>Parking Lot Demolition (Red, 7 days)</li><li>Survey (Blue, 1 day)</li><li>Rough Grade (Red, 3 days)</li><li>Excavate and Install Water Service (Green, 8 days)</li><li>Excavate and Install S &amp; G Trap (Green, 4 days)</li><li>Excavate and Install Silva Cells (Green, 12 days)</li><li>Excavate and Install Storm Drain Utilities (Green, 8 days)</li><li>Install Irrigation Sleeves (Green, 2 days)</li><li>Excavate and Install Underground Electrical (Green, 7 days)</li><li>Form/Pour Concrete Steps From Plaza to Lawn Area (Yellow, 5 days)</li><li>Form/Pour Portland Loo Foundation (Yellow, 2 days)</li><li>Install Irrigation (Green, 4 days)</li><li>Install Light Pole Bases (Yellow, 1 day)</li><li>Prep/Pour Plaza Flatwork (Blue, 60 days)</li><li>Set Portland Loo (Yellow, 1 day)</li><li>Install Park Lighting (Purple, 1 day)</li><li>Install Bollards in Alley (Purple, 6 days)</li><li>Pour Foundation for Artwork (Purple, 3 days)</li><li>Prep/Pour Alley Concrete (Blue, 5 days)</li></ul>											
39		Install Irrigation and Landscape	10 days	Tue 1/12/21	Mon 1/25/21	38	Install Irrigation and Lan												
40		Install Light Poles	1 day	Tue 1/12/21	Tue 1/12/21	38	Install Light Poles												
41		Install Parking Meters	1 day	Tue 1/12/21	Tue 1/12/21	38	Install Parking Meters												
42		Parking Lot	29 days	Thu 10/1/20	Tue 11/10/20		Parking Lot												
43		Parking Lot & Sidewalk Demolition	7 days	Thu 10/1/20	Fri 10/9/20	21SS	Parking Lot Demolition												
44		Survey	1 day	Fri 10/9/20	Fri 10/9/20	43SS	Survey												
45		Rough Grade	4 days	Mon 10/12/20	Thu 10/15/20	44	Rough Grade												
46		Excavate and Install S & G Trap	4 days	Fri 10/16/20	Wed 10/21/20	45	Excavate and Install S & G												
47		Excavate and Install Electrical Conduit for Lighting	3 days	Thu 10/22/20	Mon 10/26/20	46	Excavate and Install Un												
48		Install Irrigation Sleeves	1 day	Tue 10/27/20	Tue 10/27/20	47	Install Irrigation Sleeves												
49		Install Light Pole Bases	1 day	Mon 11/2/20	Mon 11/2/20	47	Install Light Pole Bases												
50		Form & Pour 6" Curb	4 days	Tue 11/3/20	Fri 11/6/20	49	Form & Pour 6 Curb												
51		Finish Grade Lot	4 days	Tue 11/3/20	Fri 11/6/20	49	Finish Grade Lot												
52		Prep/Place Asphalt Paving	2 days	Mon 11/9/20	Tue 11/10/20	51	Prep/Place Asphalt Pav												
53		Stripe Parking Lot	1 day	Wed 11/11/20	Wed 11/11/20	52	Stripe Parking Lot												
54		Install Parking Lot Lighting	1 day	Thu 11/12/20	Thu 11/12/20	53	Install Parking Lot Light												
55		Park	185 days	Thu 10/1/20	Thu 6/24/21		Park												
56		Parking Lot Demolition	7 days	Thu 10/1/20	Fri 10/9/20	43SS	Parking Lot Demolition												
57		Survey	1 day	Mon 10/12/20	Mon 10/12/20		Survey												
58		Rough Grade	3 days	Tue 10/13/20	Thu 10/15/20	57	Rough Grade												
59		Excavate and Connect Water & Sewer Utilities	8 days	Fri 10/16/20	Tue 10/27/20	58	Excavate and Install Wa												
60		Excavate and Install S & G Trap	4 days	Wed 10/28/20	Mon 11/2/20	59	Excavate and Install S & G												
61		Excavate and Install Silva Cells	12 days	Tue 11/3/20	Wed 11/18/20	60	Excavate Silva Cells												
62		Excavate and Install Storm Drain Utilities	8 days	Thu 11/19/20	Wed 12/2/20	61	Excavate and Install Sto												
63		Install Irrigation Sleeves	2 days	Thu 12/3/20	Fri 12/4/20	62	Install Irrigation Sleeves												
64		Excavate and Install Underground Electrical	7 days	Thu 12/3/20	Fri 12/11/20	62	Excavate and Install Un												
65		Form/Pour Concrete Steps From Plaza to Lawn Area	5 days	Mon 12/14/20	Fri 12/18/20	64	Form/Pour Concrete St												
66		Form/Pour Portland Loo Foundation	2 days	Mon 12/21/20	Tue 12/22/20	65	Form/Pour Portland Lo												
67		Install Irrigation	4 days	Wed 12/23/20	Wed 12/30/20	66	Install Irrigation												
68		Install Light Pole Bases	1 day	Mon 12/21/20	Mon 12/21/20	65	Install Light Pole Bases												
69		Prep/Pour Plaza Flatwork	60 days	Mon 1/4/21	Fri 3/26/21	66,67,68	Prep/Pour Plaza Flatwo												
70		Set Portland Loo	1 day	Mon 1/4/21	Mon 1/4/21	66SF+7 da	Set Portland Loo												
71		Install Park Lighting	1 day	Mon 3/29/21	Mon 3/29/21	69	Install Park Lighting												
72		Install Bollards	6 days	Mon 3/29/21	Mon 4/5/21	69	Install Bollards in Alley												
73		Excavate and Pour Foundation for Artwork	3 days	Tue 4/6/21	Thu 4/8/21	72	Pour Foundation for Ar												
74		Prep/Pour Alley Concrete	5 days	Tue 4/6/21	Mon 4/12/21	72	Prep/Pour Alley Concre												

Project: Westside Urban Park Sc Date: Fri 9/4/20	Task		Project Summary		Manual Task		Start-only		Deadline		Manual Progress	
	Split		Inactive Task		Duration-only		Finish-only		Critical			
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Critical Split			
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ID		Task Name	Duration	Start	Finish	Predecessor	Resource Names			Qtr 4	2020		Qtr 2	Qtr 3	Qtr 4	2021			
											Qtr 1					Qtr 1	Qtr 2	Qtr 3	Qtr 4
75		Install Artwork	5 days	Wed 4/14/21	Tue 4/20/21	73SF+7 da	Install Artwork												
76		Install Eco Mat	15 days	Wed 4/21/21	Tue 5/11/21	75	Install Eco Mat												
77		Top Eco Mat & Prep for Sod	5 days	Wed 5/12/21	Tue 5/18/21	76	Top Eco Mat & Prep for												
78		Place Sod	6 days	Tue 5/4/21	Tue 5/11/21	77SF	Place Sod												
79		Plant Trees and Shrubs	8 days	Wed 5/19/21	Fri 5/28/21	77	Plant Trees and Shrubs												
80		Substantial Completion	1 day	Fri 5/28/21	Fri 5/28/21	79FF	Substantial Completion												
81		Punch Walk Final Inspections	1 day	Thu 5/27/21	Thu 5/27/21	80SS	Punch Walk Final Inspe												
82		Punch List	21 days	Thu 5/27/21	Thu 6/24/21	81SS	Punch List / Demobilize												
83		Final Completion	0 days	Thu 6/24/21	Thu 6/24/21	82	Final Completion												



Project: Westside Urban Park Sc  
Date: Fri 9/4/20

Task

Project Summary

Manual Task

Start-only

Deadline

Manual Progress

Split

Inactive Task

Duration-only

Finish-only

Critical

Milestone

Inactive Milestone

Manual Summary Rollup

External Tasks

Critical Split

Summary

Inactive Summary

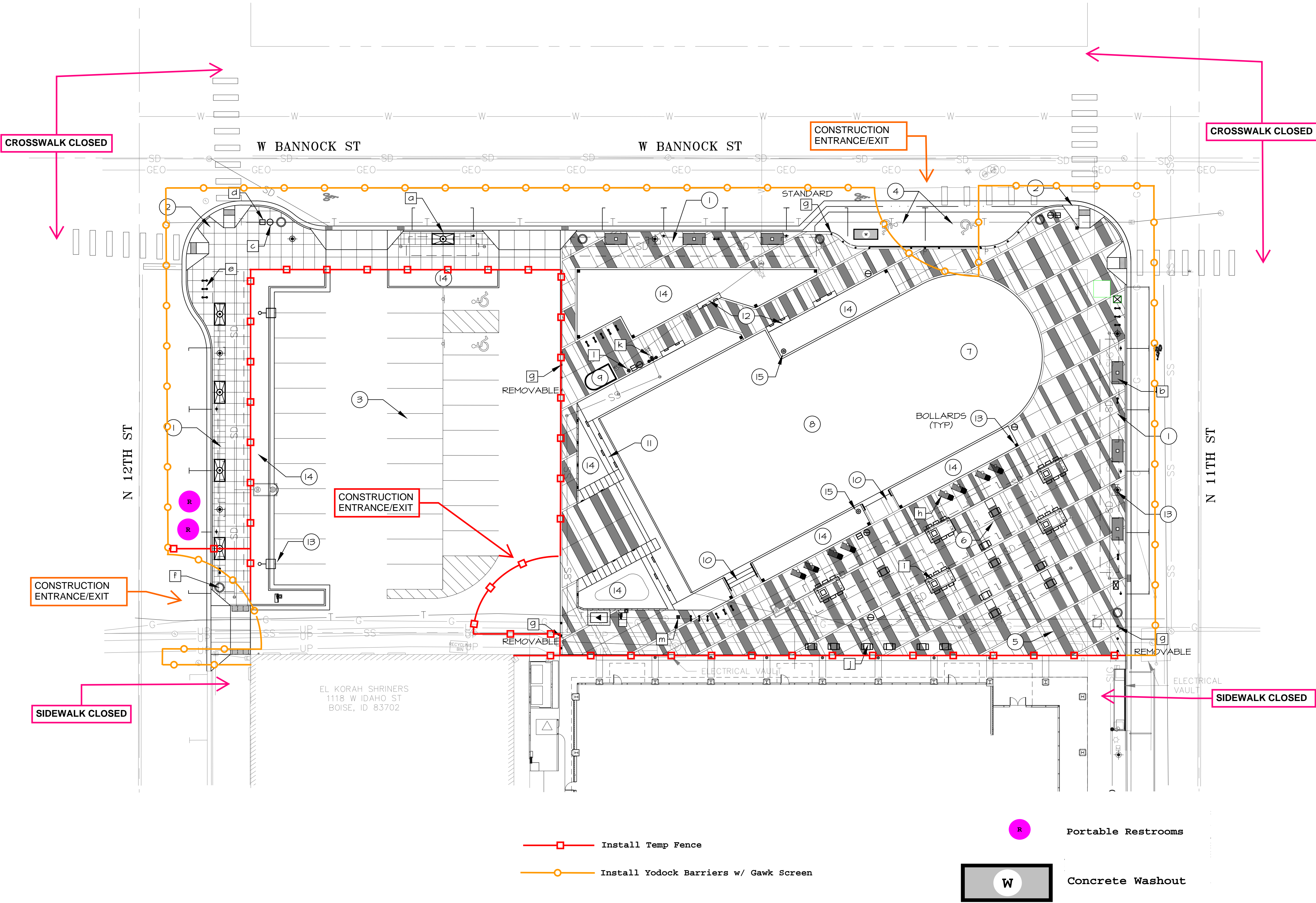
Manual Summary

External Milestone

Progress

LOGISTICS PLAN

\*Final plans are pending traffic control plan approval by ACHD



SITE PLAN

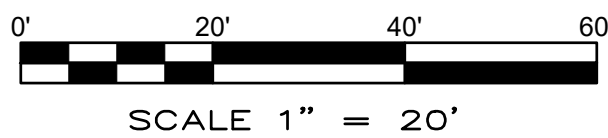


Exhibit E

Issue Description	Date
BOISE CITY 95% CDs	8-7-20



Site Planning  
Landscape Architecture  
1509 S. Tyrell Ln. Ste. 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
www.jensenbelts.com

WESTSIDE URBAN PARK  
BOISE, IDAHO  
CAPITAL CITY DEVELOPMENT CORPORATION

Job Number 1765

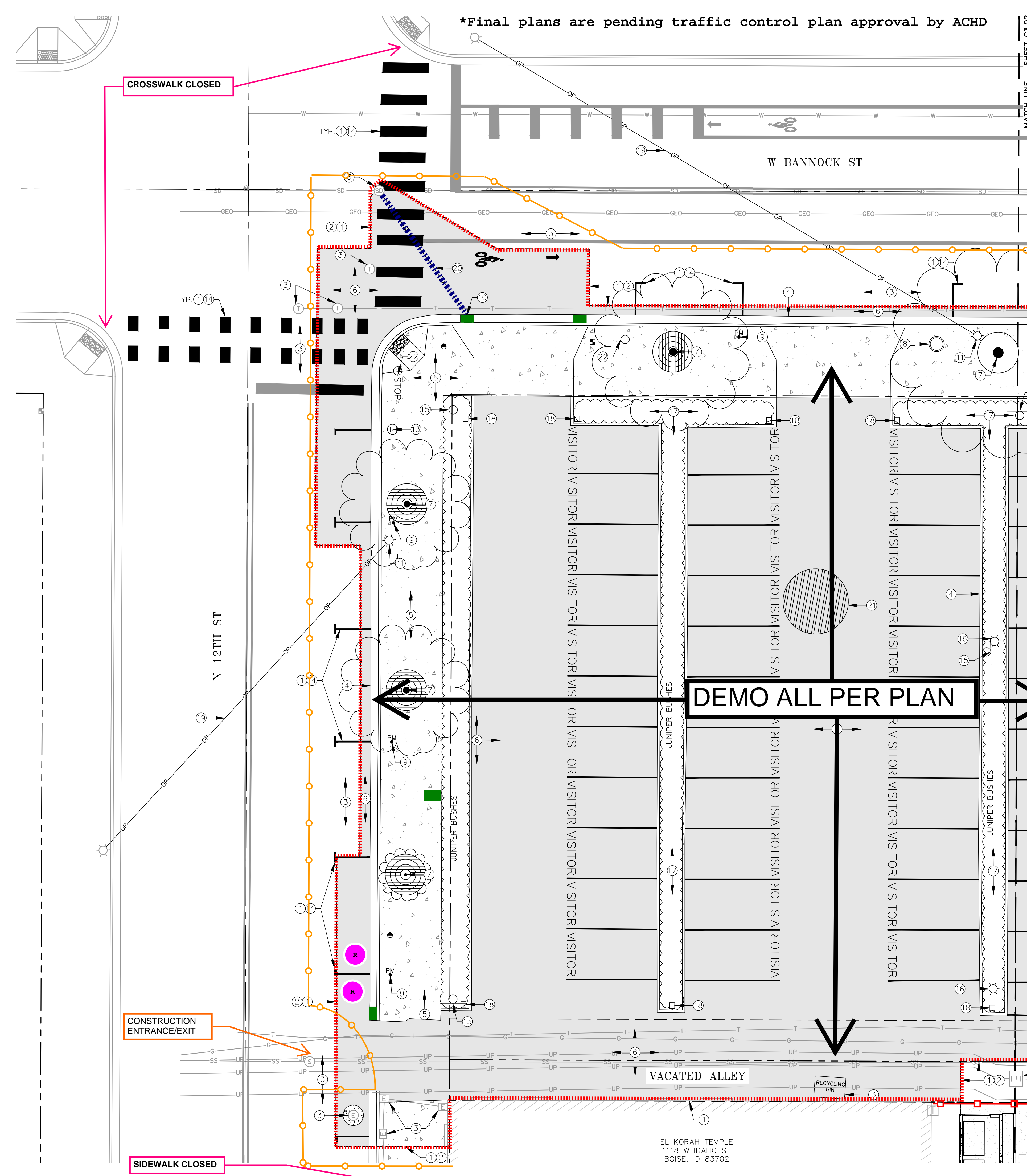
Drawn	Checked
KCS	KCS
Scale	AS SHOWN

Sheet Title  
SITE PLAN

Sheet Number

L1.0





PHASING PLAN- 1-7 DAYS  
WEST LOT by 10/9/2020

Quadrant

Consulting, Inc.

1904 W. Overland Rd  
Boise, Idaho 83705  
(208) 342-0091 PHONE (208) 342-0092 FAX  
CIVIL ENGINEERING-SURVEYING

GRAPHIC SCALE  
0 10 20  
( IN FEET )  
1 INCH = 10 FT.

ITEMS TO BE COMPLETED BY 10/9/2020:

- Install Yodock Barriers w/ Gawk Screen
- Install SWPPP
- Install Temp Fence
- SAW CUT
- EXISTING ASPHALT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING STRIPING TO BE REMOVED
- EXISTING STRIPING TO REMAIN
- Remove Storm Drain Pipe

KEYNOTES

- LIMIT OF DISTURBANCE
- SAW CUT EXISTING CONCRETE/ASPHALT AS SHOWN
- RETAIN AND PROTECT
- REMOVE EXISTING CURB, DISPOSE OFF-SITE
- REMOVE EXISTING SIDEWALK, DISPOSE OFF-SITE
- REMOVE EXISTING ASPHALT, DISPOSE OFF-SITE
- REMOVE EXISTING TREE, DISPOSE OFF-SITE
- COORDINATE REMOVAL OF EXISTING PRECAST CONCRETE PLANTER WITH DOWNTOWN BOISE ASSOCIATION (385-7300)
- COORDINATE REMOVAL OF EXISTING PARKING METER WITH BOISE CITY PARKING
- REMOVE EXISTING CATCH BASIN, DISPOSE OFF-SITE
- REMOVE EXISTING STREET LIGHT AND PULL BOX, SALVAGE LIGHT POLE TO BOISE PUBLIC WORKS (TOM MARSHALL 208-608-7529). REMOVE FOUNDATION AND DISPOSE OFF-SITE, BACKFILL EXCAVATION WITH 6" MINUS PITRUN STRUCTURAL FILL COMPACTED TO EXCEED 95% ASTM D-698, SEE ELECTRICAL PLANS
- REMOVE TRASH RECEPTACLE, SALVAGE TRASH RECEPTACLE IN GOOD CONDITION TO CDCO, CONTACT BEN HOUPAT AT 315-576-6708 TO COORDINATE DELIVERY LOCATION, DISPOSE OF TRASH RECEPTACLE IN POOR CONDITION OFF-SITE
- OBOLTERATE STRIPING PER ACHD SPECIFICATIONS
- REMOVE EXISTING SIGN(S), DISPOSE OFF-SITE
- REMOVE EXISTING LIGHT POLE AND PULL BOX, DISPOSE OFF-SITE, BACKFILL EXCAVATION WITH 6" MINUS PITRUN STRUCTURAL FILL COMPACTED TO EXCEED 95% ASTM D-698, SEE ELECTRICAL PLANS
- REMOVE EXISTING JUNIPERS, DISPOSE OFF-SITE
- REMOVE EXISTING POST, DISPOSE OFF-SITE
- REMOVE EXISTING OVERHEAD POWER LINE, DISPOSE OFF-SITE, SEE ELECTRICAL PLANS
- REMOVE EXISTING STORM DRAIN LINE BACK TO THE MANHOLE, DISPOSE OFF-SITE
- ~~POSSIBLE LOCATION OF BURIED OBJECT, SEE GAGE EARTH SCIENCE GEOPHYSICAL SURVEY DATED JUNE 29, 2019, FILE NUMBER RAFANELLI-2019-06-29~~
- REMOVE EXISTING SIGN(S), SALVAGE SIGN(S) AND RE-SET FOLLOWING COMPLETION OF HARDSCAPE

R Portable Restrooms

Exhibit E

Issue  
Description  
BOISE CITY 95% CDs

Date  
8-7-20

JENSENBELTS  
ASSOCIATES

Site Planning  
Landscape Architecture  
1509 S. Tyrell Ln. Ste. 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
www.jensenbelts.com

WESTSIDE URBAN PARK

BOISE, IDAHO

CAPITAL CITY DEVELOPMENT CORPORATION

Job Number 188-38

Drawn RZ Checked RZ  
Scale AS SHOWN  
Sheet Title  
DEMOLITION PLAN  
Sheet Number  
C3.01



\*Final plans are pending traffic control plan approval by ACHD

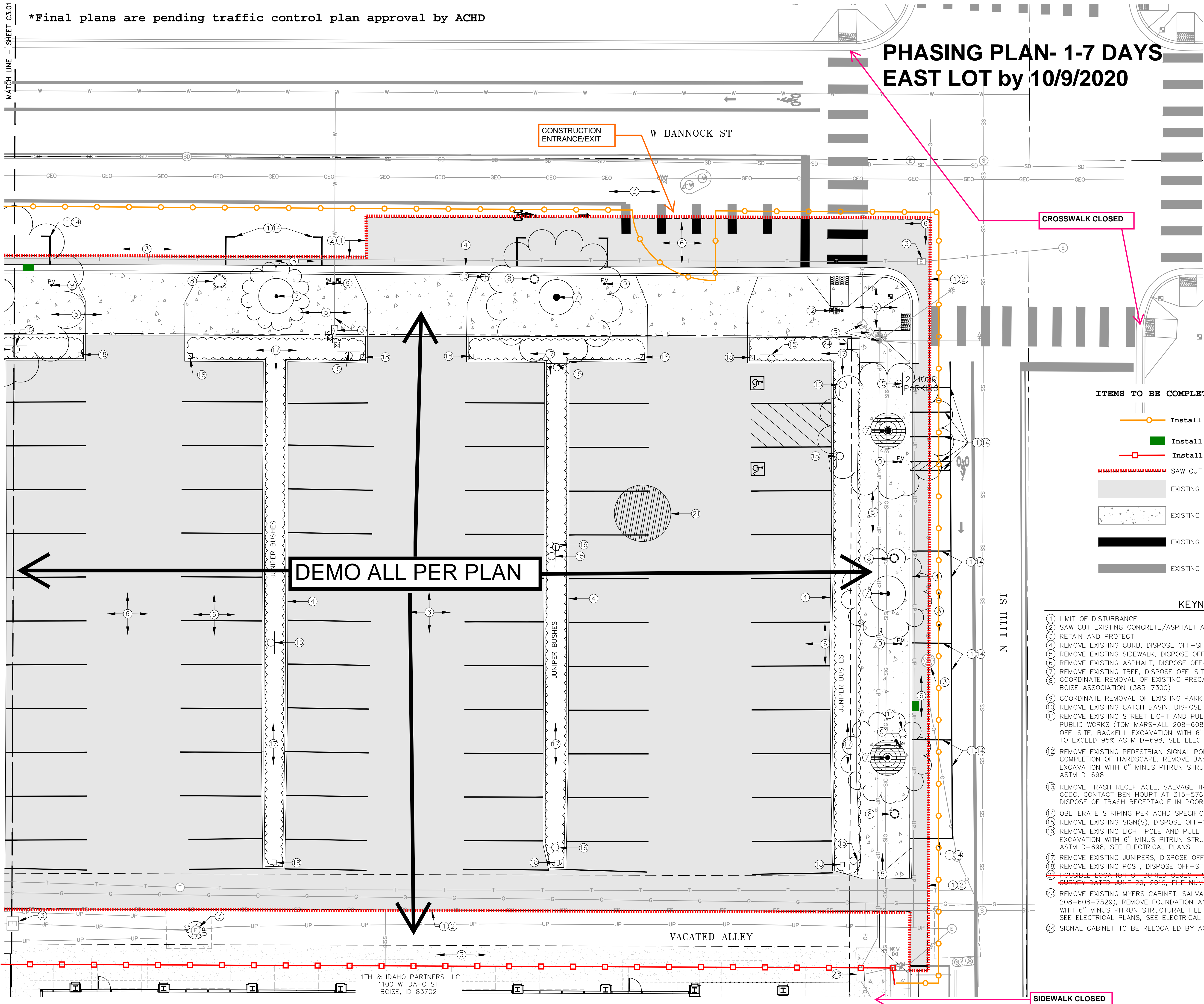
Quadrant Consulting, Inc.

1904 W. Overland Rd  
Boise, Idaho 83705  
(208) 342-0091 PHONE (208) 342-0092 FAX  
CIVIL ENGINEERING-SURVEYING

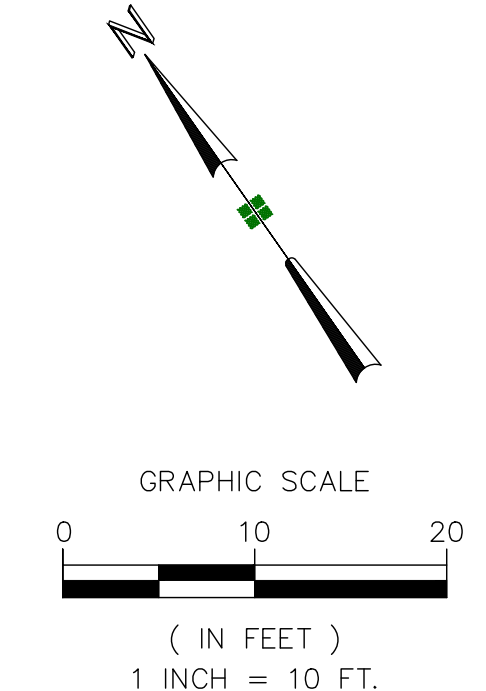
Issue	Description	Date
BOISE CITY 95% CDs		8-7-20

JENSENBELTS ASSOCIATES

Site Planning  
Landscape Architecture  
1509 S. Tyrell Ln. Ste. 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
www.jensenbelts.com



PHASING PLAN- 1-7 DAYS  
EAST LOT by 10/9/2020



CROSSWALK CLOSED

ITEMS TO BE COMPLETED BY 10/9/2020:

- Install Yodock Barriers w/ Gawk Screen
- Install SWPPP
- Install Temp Fence
- SAW CUT
- EXISTING ASPHALT TO BE REMOVED
- EXISTING CONCRETE TO BE REMOVED
- EXISTING STRIPING TO BE REMOVED
- EXISTING STRIPING TO REMAIN

KEYNOTES

- LIMIT OF DISTURBANCE
- SAW CUT EXISTING CONCRETE/ASPHALT AS SHOWN
- RETAIN AND PROTECT
- REMOVE EXISTING CURB, DISPOSE OFF-SITE
- REMOVE EXISTING SIDEWALK, DISPOSE OFF-SITE
- REMOVE EXISTING ASPHALT, DISPOSE OFF-SITE
- REMOVE EXISTING TREE, DISPOSE OFF-SITE
- COORDINATE REMOVAL OF EXISTING PRECAST CONCRETE PLANTER WITH DOWNTOWN BOISE ASSOCIATION (385-7300)
- COORDINATE REMOVAL OF EXISTING PARKING METER WITH BOISE CITY PARKING
- REMOVE EXISTING CATCH BASIN, DISPOSE OFF-SITE
- REMOVE EXISTING STREET LIGHT AND PULL BOX, SALVAGE LIGHT POLE TO BOISE PUBLIC WORKS (TOM MARSHALL 208-608-7529), REMOVE FOUNDATION AND DISPOSE OFF-SITE, BACKFILL EXCAVATION WITH 6" MINUS PITRUN STRUCTURAL FILL COMPACTED TO EXCEED 95% ASTM D-698, SEE ELECTRICAL PLANS
- REMOVE EXISTING PEDESTRIAN SIGNAL POLE, STORE OFF-SITE, RE-SET FOLLOWING COMPLETION OF HARDSCAPE, REMOVE BASE AND DISPOSE OFF-SITE, BACKFILL EXCAVATION WITH 6" MINUS PITRUN STRUCTURAL FILL COMPACTED TO EXCEED 95% ASTM D-698
- REMOVE TRASH RECEPTACLE, SALVAGE TRASH RECEPTACLE IN GOOD CONDITION TO CCDC, CONTACT BEN HOUPAT AT 315-576-6708 TO COORDINATE DELIVERY LOCATION, DISPOSE OF TRASH RECEPTACLE IN POOR CONDITION OFF-SITE
- OBLITERATE STRIPING PER ACHD SPECIFICATIONS
- REMOVE EXISTING SIGN(S), DISPOSE OFF-SITE
- REMOVE EXISTING LIGHT POLE AND PULL BOX, DISPOSE OFF-SITE, BACKFILL EXCAVATION WITH 6" MINUS PITRUN STRUCTURAL FILL COMPACTED TO EXCEED 95% ASTM D-698, SEE ELECTRICAL PLANS
- REMOVE EXISTING JUNIPERS, DISPOSE OFF-SITE
- REMOVE EXISTING POST, DISPOSE OFF-SITE
- ~~POSSIBLE LOCATION OF BURIED OBJECT, SEE SAGE EARTH SCIENCE GEOPHYSICAL SURVEY DATED JUNE 29, 2019, FILE NUMBER RAFAPELLI-2019-06-29~~
- REMOVE EXISTING MYERS CABINET, SALVAGE TO BOISE PUBLIC WORKS (TOM MARSHALL 208-608-7529), REMOVE FOUNDATION AND DISPOSE OFF-SITE, BACKFILL EXCAVATION WITH 6" MINUS PITRUN STRUCTURAL FILL COMPACTED TO EXCEED 95% ASTM D-698, SEE ELECTRICAL PLANS, SEE ELECTRICAL PLANS
- SIGNAL CABINET TO BE RELOCATED BY ACHD, SEE ELECTRICAL PLANS

SIDEWALK CLOSED

Exhibit E

WESTSIDE URBAN PARK  
BOISE, IDAHO  
CAPITAL CITY DEVELOPMENT CORPORATION

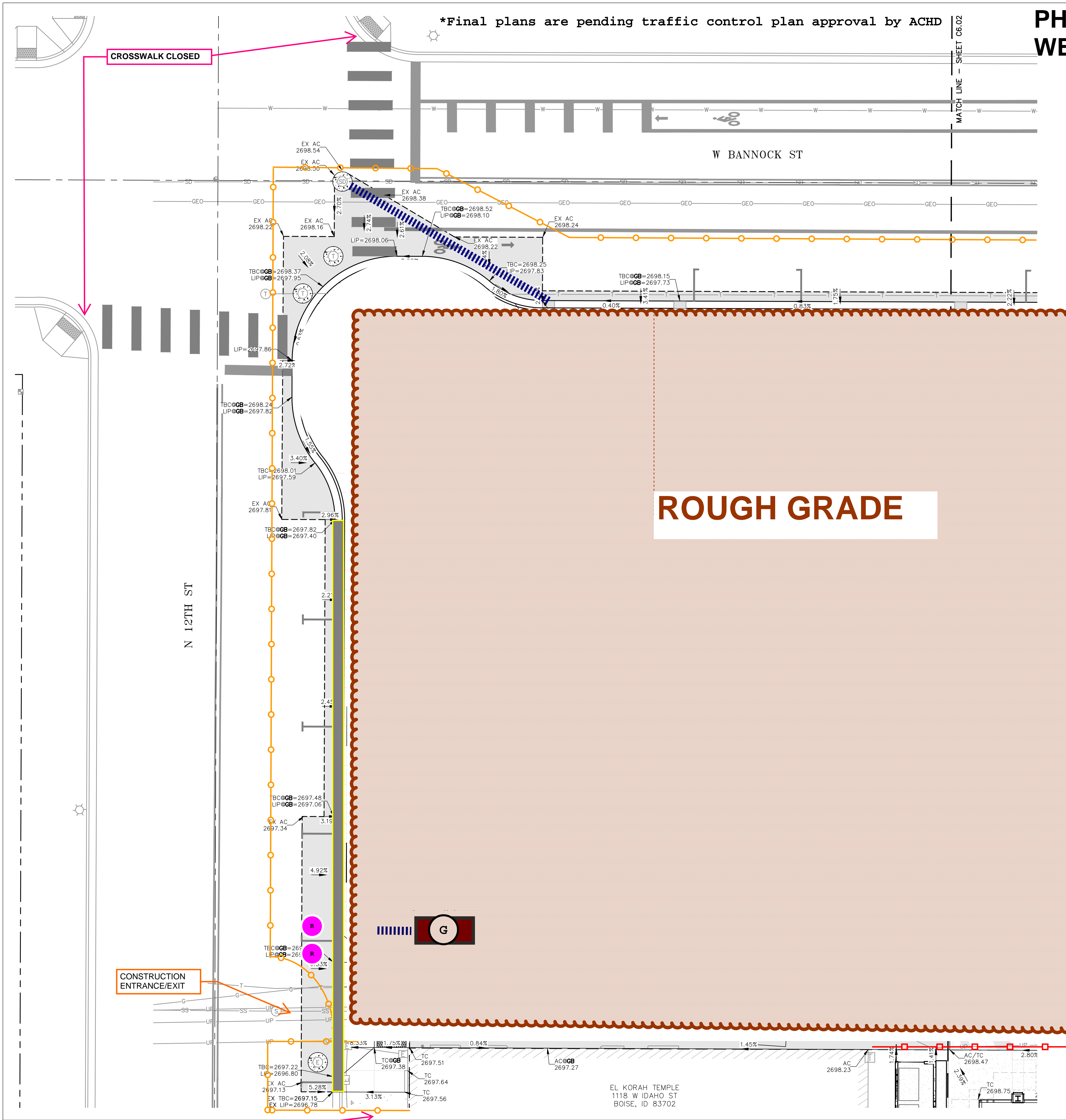
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DEMOLITION  
PLAN

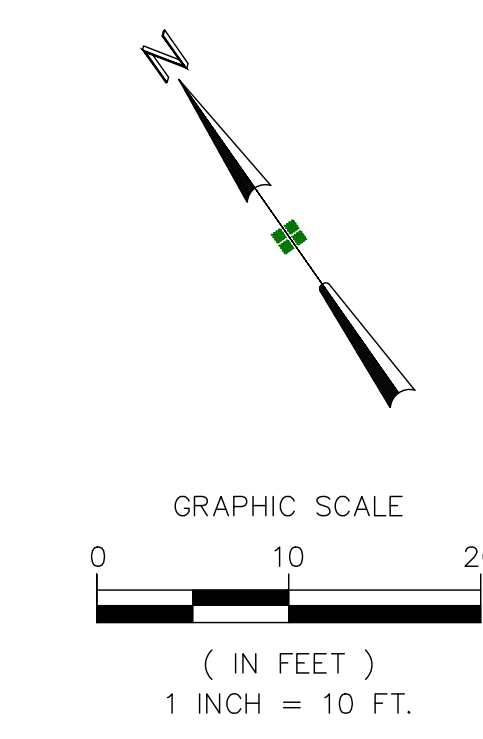
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C3.02





# PHASING PLAN- 3 WEEKS WEST LOT by 10/23/2020

**Quadrant Consulting, Inc.**  
1904 W. Overland Rd  
Boise, Idaho 83705  
(208) 342-0091 PHONE (208) 342-0092 FAX  
CIVIL ENGINEERING-SURVEYING



- ITEMS TO BE COMPLETED BY 10/23/2020:**
- Survey
  - G** Install Sand & Grease Trap
  - Install Storm Drain
  - Establish Rough Grade Throughout
  - Form Curb & Gutter
  - R** Portable Restrooms

Issue Description	Date
BOISE CITY 95% CDs	8-7-20

PROFESSIONAL ENGINEER LICENSED 15180 <i>Ricardo Zavala</i> STATE OF IDAHO RICARDO ZAVALA 8/7/20
---

**JENSENBELTS ASSOCIATES**

Site Planning  
Landscape Architecture

1509 S. Tyrell Ln. Ste. 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
www.jensenbelts.com

**WESTSIDE URBAN PARK**  
BOISE, IDAHO  
CAPITAL CITY DEVELOPMENT CORPORATION

Job Number 188-38

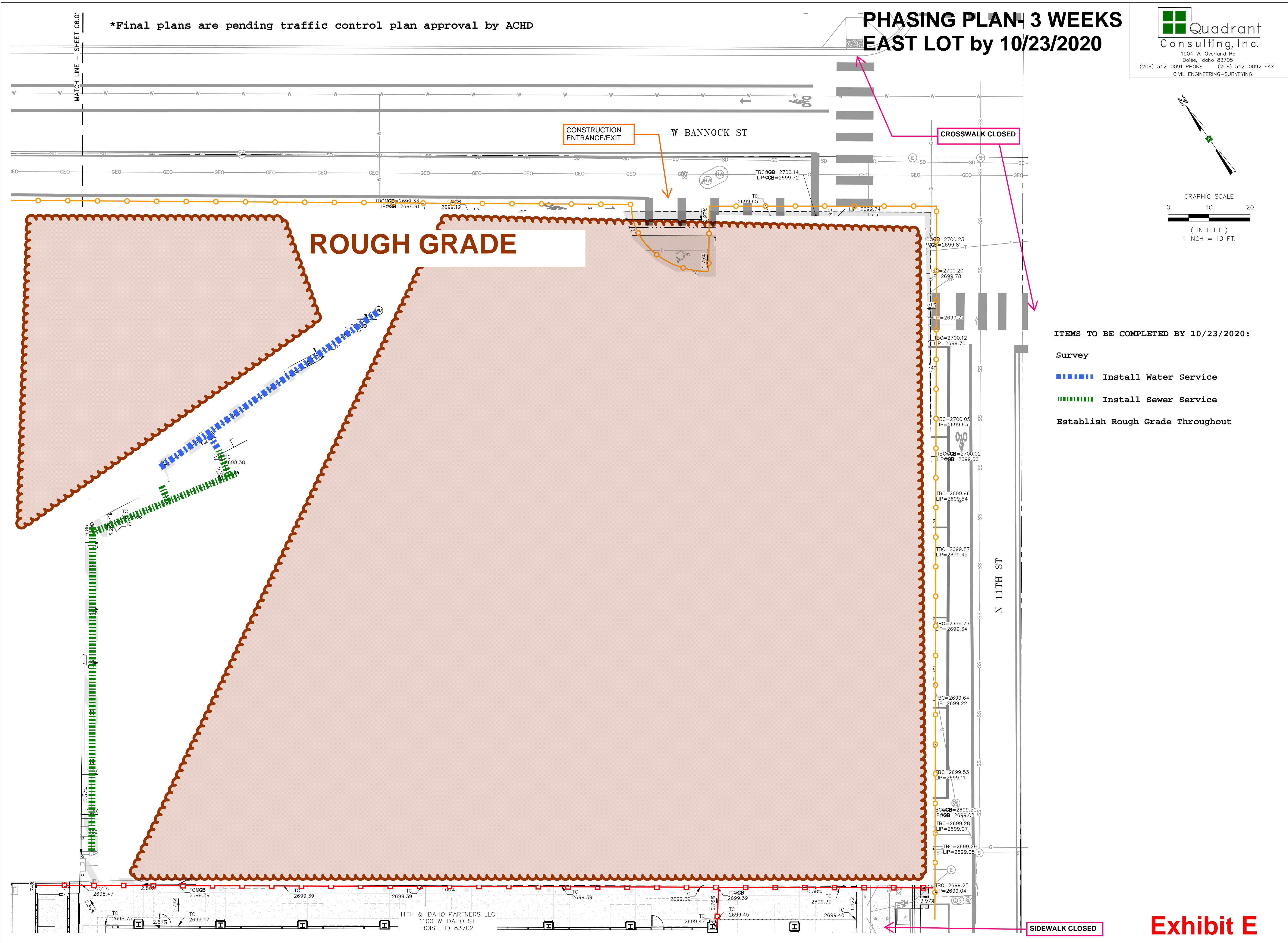
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GRADING PLAN	

Sheet Number
C6.01

**Exhibit E**





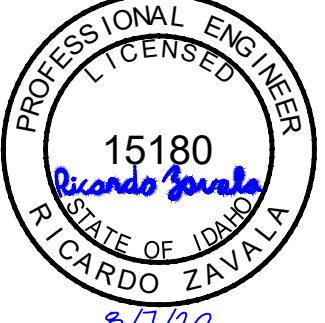


Quadrant  
Consulting, Inc.  
1904 W. Overland Rd  
Boise, Idaho 83705  
(208) 342-0091 PHONE (208) 342-0092 FAX  
CIVIL ENGINEERING-SURVEYING




GRAPHIC SCALE  
( IN FEET )  
1 INCH = 10 FT.

Issue	Description	Date
BOISE CITY 95% CDs		8-7-20



15180  
Ricardo Zavala  
STATE OF IDAHO  
RICARDO ZAVALA  
8/7/20



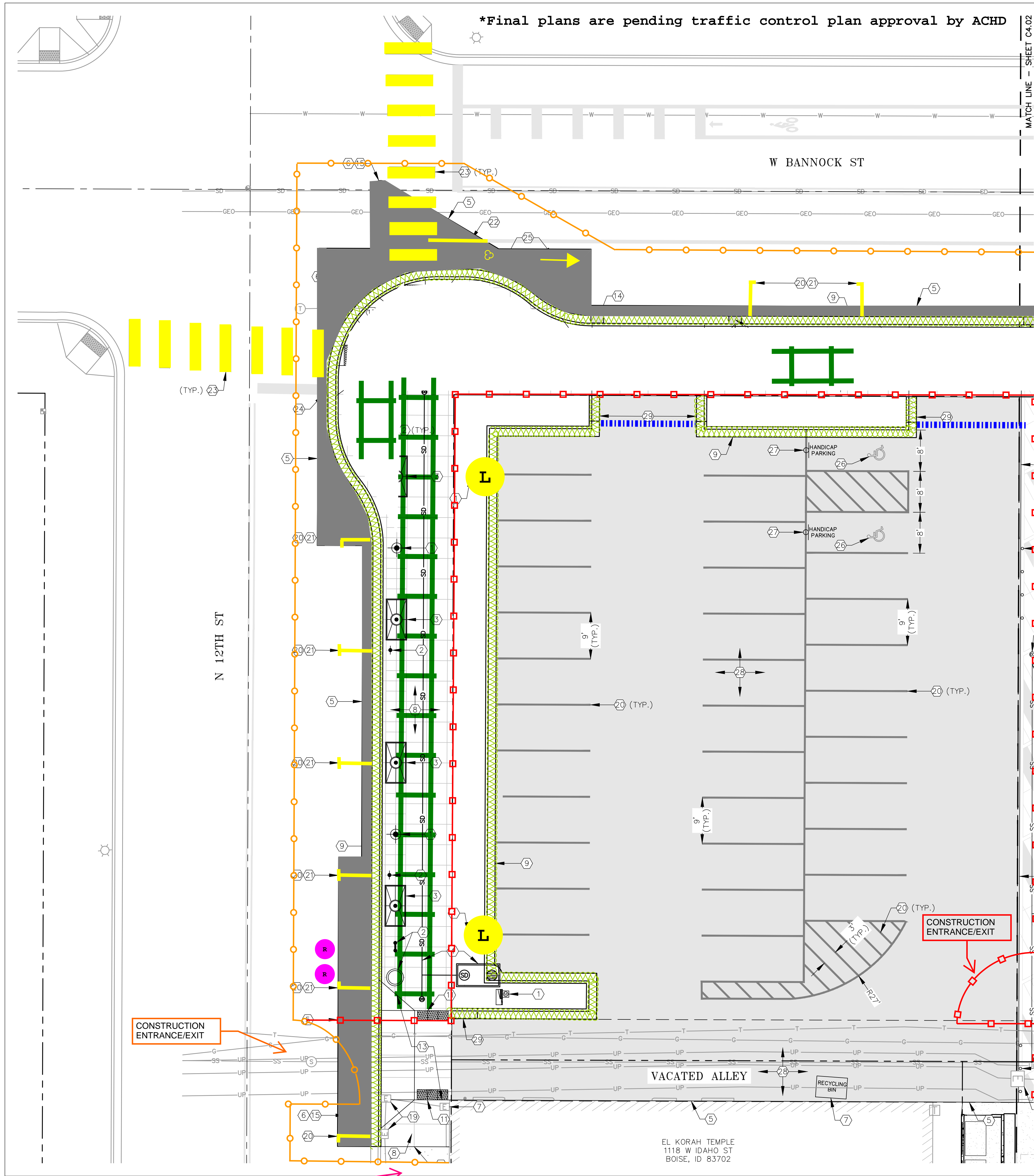
**JENSENBELTS  
ASSOCIATES**  
Site Planning  
Landscape Architecture  
1509 S. Tyrell Ln. Ste. 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
www.jensenbelts.com

**WESTSIDE URBAN PARK**  
BOISE, IDAHO  
CAPITAL CITY DEVELOPMENT CORPORATION

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GRADING PLAN	
Sheet Number	
C6.02	

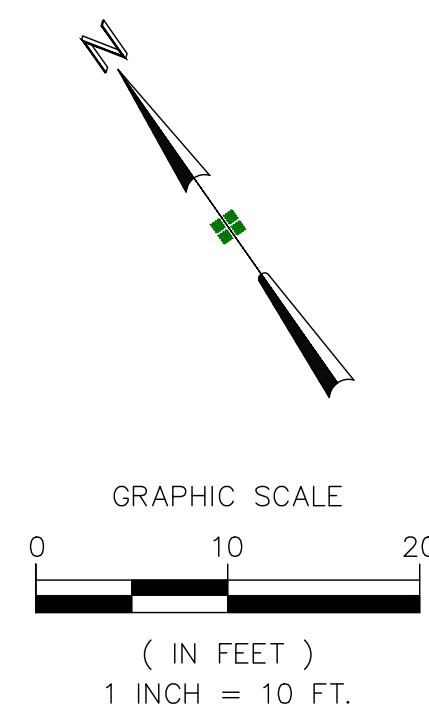
**Exhibit E**





PHASING PLAN- 6 WEEKS  
WEST LOT by 11/13/2020

**Quadrant Consulting, Inc.**  
1904 W. Overland Rd  
Boise, Idaho 83705  
(208) 342-0091 PHONE (208) 342-0092 FAX  
CIVIL ENGINEERING-SURVEYING



ITEMS TO BE COMPLETED BY 11/13/2020:

- Curb & Gutter
- Asphalt Patch-Back
- Install Temp Fence
- Begin Excavating Silva Cells
- Road Striping
- Install Irrigation Sleeves
- Install Lighting
- Paved & Striped Lot
- Portable Restrooms

Issue Description	Date
BOISE CITY 95% CDs	8-7-20

**JENSENBELTS ASSOCIATES**

Site Planning  
Landscape Architecture

1509 S. Tyrell Ln. Ste. 130  
Boise, Idaho 83706  
Ph. (208) 343-7175  
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**WESTSIDE URBAN PARK**

BOISE, IDAHO

CAPITAL CITY DEVELOPMENT CORPORATION

Job Number 188-38

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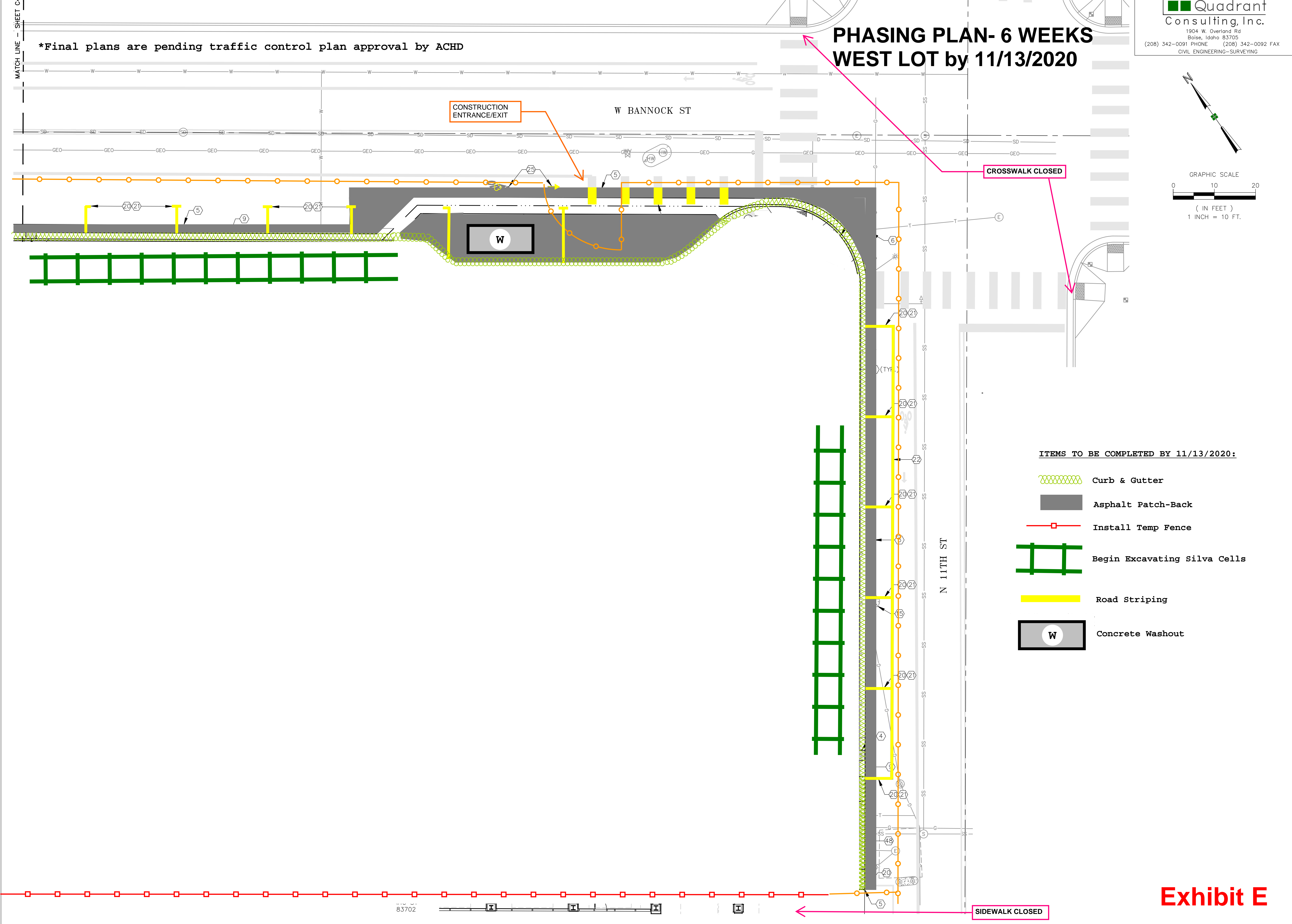
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**CIVIL PLAN**

Sheet Number

**C4.01**

**Exhibit E**







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**WRIGHT BROTHERS**  
THE BUILDING COMPANY

---

## **Westside District Urban Park**

**Boise, ID**

**Amy Fimbel**

Capital City Development Corporation (CCDC)  
121 N. 9<sup>th</sup> Street, Suite 501  
Boise, ID 83702

RE: Updated Personnel Rates

Project Manager - \$87.35 per hour

Assistant Superintendent - \$31.43 per hour

Superintendent - \$72.23 per hour

Project Engineer - \$31.43 per hour

Estimator - \$77.66 per hour

Jeremy Schalk

Project Manager  
Wright Brothers, The Building Company, Eagle LLC  
779 E State Street  
Eagle, ID 83616



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**WRIGHT BROTHERS**  
THE BUILDING COMPANY

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June 16, 2020

Westside Urban Park  
Cold Weather Protection Rates

Concrete blanket rental (per week):

Note: Any chance temps fall below 33 degrees, blankets will be required, and concrete will need to be covered 7 days after placement. Base prep will require covering as well.

- 6' x 25' - \$18
- 12' x 25' - \$30

Labor for handling blankets - \$2.00 per blanket per day.

Concrete additives (per CY):

- Hot water - \$5.09
- 1% accelerator - \$7.00
- 2% accelerator - \$10.81

Labor for snow removal:

- \$42.67 per man hour for hand shovel work.
- Skid-steer with operator \$73.90 per hour.



## 2020 Time & Material Rates

### *Equipment Rates W/Operator*

Backhoe	HR	\$	96.00
D6 Dozer GPS	HR	\$	122.00
D8 Dozer	HR	\$	170.00
Distributer Truck	HR	\$	128.00
Mini-Excavator	HR	\$	95.00
Excavator 314	HR	\$	100.00
Excavator 329	HR	\$	105.00
Excavator 330	HR	\$	120.00
Excavator 349	HR	\$	132.00
Blade 143	HR	\$	125.00
Haul Truck - 740	HR	\$	165.00
Hoe Pack - 314	HR	\$	110.00
Loader 950	HR	\$	108.00
Loader 966	HR	\$	110.00
Loader 972	HR	\$	118.00
Light Plant	HR	\$	15.00
Paver Large 1055	HR	\$	225.00
Paver Medium - 655	HR	\$	225.00
Paver Small - Lee Boy	HR	\$	200.00
Rotomill RX-7000	HR	\$	550.00
Small Skidsteer Mill	HR	\$	63.00
Pickup	HR	\$	18.00
Pickup Machine	HR	\$	76.00
Asphalt Profilograph	HR	\$	57.00
Road Widener	HR	\$	74.00
Roller 563	HR	\$	101.00
Double Drum - Break Down	HR	\$	106.00
Finish Roller	HR	\$	100.00
Intermediate Roller	HR	\$	106.00
Pneumatic Roller	HR	\$	87.00
Roller Sheep's Foot	HR	\$	126.00
Scraper 613	HR	\$	201.00

Scraper 623	HR	\$	232.00
Shuttle Buggy - 3500	HR	\$	356.00
Skip Loader	HR	\$	95.00
Skid-Steer	HR	\$	95.00
Sweeper	HR	\$	70.00
10-Wheeler Dump Truck	HR	\$	95.00
Tack Wagon	HR	\$	13.00
Truck & Side Dump	HR	\$	110.00
Truck & Belly Dump	HR	\$	110.00
Truck & End Dump	HR	\$	105.00
Support Truck	HR	\$	35.00
Truck & Pup	HR	\$	110.00
Transport Truck & Trailer	HR	\$	125.00
Truck & Transfer	HR	\$	110.00
Water Truck	HR	\$	95.00

***Labor Rates***

Field Supervisor	HR	\$	62.00
Paving Foreman	HR	\$	57.00
Crew Foreman	HR	\$	56.00
Distributor Truck Driver	HR	\$	41.00
GPS Tech	HR	\$	48.00
Laborer	HR	\$	36.00
Operator	HR	\$	45.00
Pave Crew Laborer	HR	\$	43.00
Truck Driver	HR	\$	39.00
Water Truck Driver	HR	\$	39.00
Transport Truck Driver	HR	\$	43.00



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## AGENDA BILL

<b>Agenda Subject:</b> Selection of On Call Parking & Mobility Consultant Services		<b>Date:</b> September 14, 2020
<b>Staff Contact:</b> Matt Edmond, Director Parking & Mobility Kathy Wanner, Contracts Specialist	<b>Attachments:</b> A. Resolution No. 1671 B. Request for Qualifications C. Consultant’s Proposal	
<b>Action Requested:</b> Approve the ranking of the RFQ: Parking & Mobility Consulting Services and authorize the Executive Director to negotiate and enter into a five year, non-exclusive Professional Services Agreement with Kimley-Horn Associates, Inc. for on-call parking consulting services.		

### BACKGROUND:

The Agency has, for the past fifteen years, retained a nationally recognized on-call parking consultant to assist with planning and management of the \$24 million dollar downtown public parking system operated by CCDC. The Agency last conducted an RFQ process in 2015, selecting Kimley-Horn Associates for a five-year term. The on call contract expired earlier this year.

Agency staff prepared a Scope of Services outlining potential future requests, ranging from general advisory to project specific that may be anticipated in the next five years. High priority projects that the Agency has in mind for which professional assistance is needed include:

- Long-term preservation of parking garages as important assets
- Parking Operator selection assistance
- Parking Access & Revenue Control System (PARCS) equipment selection and procurement
- Parking Supply & Demand Analysis
- Annual Rate Analysis
- Development of future mobility hubs

### Request for Qualifications

Agency staff prepared a Request for Qualifications (RFQ) that outlined the basic qualifications, desired professional experience, and a set of criteria which would be used to evaluate expertise available from regionally and nationally recognized professional parking consultants. The Agency

also distributed to a list of eleven parking consultants known to staff or whose names were recommended by colleagues in professional parking organizations, posted on CCDC's website, and sent to a list of companies who circulate RFQs to consulting firms.

Seven (7) firms submitted responses by the due date and time of August 18, 2020. The firms are listed below in alphabetical order:

Desman, Inc.  
Kimley-Horn Associates  
Rich & Associates  
The Parking Consultants  
Walker Consultants  
Walker P. Moore  
WGI

### Evaluation Process

An evaluation panel consisting of Agency Staff and representatives from our major transportation & parking partners, was established. Members were:

Linsey Hartke: BSU, Parking & Transportation  
Zach Piepmeyer: Boise City Planning & Development Services  
Craig Croner: Boise City Parking Services  
Kaite Justice: Valley Regional Transit | City GO  
Matt Edmond: Assistant Parking & Facilities Director  
Max Clark: Parking & Facilities Director

The panel evaluated the responses based on the information submitted and how it best related to the qualifications and professional experience of each firm. After studying the written submittals, the evaluation panel elected to interview the top three firms. Upon completion of hour-long virtual interviews, and deliberation amongst the panel members, the rank ordering of the respondents was:

1. Kimley-Horn Associates, Inc.
2. Walker Consultants
3. DESMAN, Inc.

The evaluation panel compared the finalist candidates on criteria including a candidate presentation; continuity planning; knowledge of or experience with emerging trends and technology in parking, accessibility considerations, non-traditional parking planning, university-municipal partnerships, mobility planning in car-centric communities; and proximity to Boise and/or local office presence. While the evaluation panel found all three firms to be well-qualified to provide the required services for the next five years, it found Kimley-Horn Associates (KHA) as the best-qualified candidate across all criteria considered, including the initial responses and the finalist interviews.

KHA's involvement with research/writing on national mobility trends, their focus on downtown mobility policy; their addition of Portland consultant Rick Williams & Associates; work with mountain west and cities of Boise's caliber including Boulder, CO and Missoula, MT; and their company succession planning also played an integral part in their selection.

**FISCAL NOTES:**

The professional service agreement shall define the terms of the contractual relationship between the Agency and the chosen firm. Individual task orders, as needed, will define the scope of work and fees.

**STAFF RECOMMENDATION:**

Adopt Resolution No. 1671 approving the ranking for the RFQ Parking & Mobility Consulting Services; and authorize the Executive Director to negotiate and execute a five-year, non-exclusive Professional Service Agreement with Kimley-Horn Associates, Inc. for on-call parking consulting services.

**Suggested Motion:**

I move adoption of Resolution No. 1671 approving the ranking for the RFQ Parking & Mobility Consulting Services; and authorize the Executive Director to negotiate and enter into a five year, non-exclusive Professional Service Agreement with Kimley-Horn Associates, Inc. for on-call parking consultant services.



**Attachment A**  
**Resolution No. 1671**

## RESOLUTION NO. 1671

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 RANKING FOR THE AGENCY'S REQUEST FOR QUALIFICATIONS – PARKING & MOBILITY CONSULTING SERVICES; AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE THE PROFESSIONAL SERVICES AGREEMENT FOR THE CONSULTING SERVICES BASED ON THE RANKING AND TO THEREAFTER EXECUTE THE PROFESSIONAL SERVICES AGREEMENT, AND ANY OTHER NECESSARY DOCUMENTS OR AGREEMENTS, SUBJECT TO CERTAIN CONTINGENCIES; 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 Act and the Downtown Urban Renewal Plans provide for the Agency to retain and engage technical experts, professional services, and planning services; and,

WHEREAS, the Agency complies with various provisions of the Idaho Code as may be applicable to the Agency for the selection of services; and,

WHEREAS, as a matter of fairness and transparency, Agency has, by policy, provided for certain competitive selection processes for professional consulting and planning services retained by the Agency; and,

WHEREAS, the Agency owns and operates the ParkBOI public parking system ("ParkBOI") which includes seven parking garages with 3,395 spaces, in part as a significant investment in implementing the Downtown Urban Renewal Plans and in the vitality of downtown Boise; and,

WHEREAS, the Agency regards ParkBOI as an important asset which requires planning for its long term preservation and operation; and,

WHEREAS, the Agency regards the following issues as deserving attention over the next five years: revisiting the vision and mission for ParkBOI; revisiting the long term strategic plan for ParkBOI; reassessing the rate structure used for ParkBOI; and evaluating alternative models for how to manage and operate ParkBOI; and,

WHEREAS, the Agency is in need of professional expertise on a variety of current and future issues related to parking & mobility, including: evaluating how to better utilize the current supply of downtown public parking; evaluating how to better coordinate on-street parking (managed by Boise City) with off-street parking (owned by private parties and the Agency);

exploring innovative and cost-effective ways to expand the public parking supply; analyzing future parking demands and assessing what role the Agency should play in this endeavor; exploring how public-private partnerships could contribute to the parking supply; and exploring if the current and future parking demand could be reduced through traffic demand management (TDM) and other initiatives; and,

WHEREAS, the Agency has made a practice of retaining a professional parking consultant on an on-call, non-exclusive basis since 2003 and finds it is in need of professional parking consulting services to address the issues set forth above; and,

WHEREAS, the Agency issued a Request for Qualifications for Professional Parking & Mobility Consultant Services (“RFQ”) on July 31, 2020, and published notice of the RFQ on July 31 and August 7, 2020, in the *Idaho Statesman* newspaper; and,

WHEREAS, as a result of the RFQ, the Agency received seven (7) Statements of Qualifications (“SOQ”) by the published deadline; and,

WHEREAS, the Agency convened an evaluation panel consisting of representatives from Boise State University (BSU), Boise City, and CityGo, which are the Agency’s major transportation and parking partners, and the Agency’s Parking & Mobility Director and Assistant Parking & Mobility Director (“Evaluation Panel”) to review the SOQs submitted by the Respondents; and,

WHEREAS, the Evaluation Panel examined the SOQs and thereafter conducted interviews with the three (3) top ranked firms; and,

WHEREAS, the Evaluation Panel has recommended that the Respondents be ranked as follows:

1. Kimley-Horn Associates, Inc.
2. Walker Consultants
3. Desman, Inc.

WHEREAS, the Evaluation Panel's scoring showed that Kimley-Horn Associates, Inc., was the best qualified proposer because:

- Knowledge of or experience with emerging trends and technology in parking
- Experience and knowledge of non-traditional parking planning, mobility planning in car-centric communities, and accessibility considerations
- Extensive Agency knowledge and an investment in the community with local presence

WHEREAS, for these reasons, Agency is recommending that the Agency Board approve the ranking; and,

WHEREAS, the Agency Board of Commissioners finds it in the best public interest to approve the ranking for its RFQ – Parking & Mobility Consulting Services and to authorize the Agency’s Executive Director to negotiate and enter into a five year, non-exclusive Professional Services Agreement for on-call parking consultant services.

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

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

Section 2: That the Agency Board affirms the following ranking for the RFQ – Parking & Mobility Consulting Services:

1. Kimley-Horn Associates, Inc.
2. Walker Consultants, Inc.
3. Desman, Inc.

Section 3: That the Agency Board authorizes the Agency's Executive Director to negotiate a five-year, non-exclusive Professional Services Agreement with the top-ranked proposer, Kimley-Horn Associates, Inc., and in the event an agreement cannot be reached, that the Executive Director is authorized to negotiate the agreement with the next ranked proposer.

Section 4: That the Agency Board authorizes the Agency Executive Director, upon successful negotiations, to finalize, sign, and enter into the Professional Services Agreement consistent with the Agency Board's stated instructions at its September 14, 2020, Agency Board Meeting, and further authorizes the Agency Executive Director to execute all necessary documents required to implement the actions contemplated by the Agreement, subject to representations by Agency legal counsel that all necessary conditions have occurred.

Section 5: 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 September 14, 2020. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on September 14, 2020.

URBAN RENEWAL AGENCY OF BOISE CITY

By: \_\_\_\_\_  
Dana Zuckerman, Chair

ATTEST:

By: \_\_\_\_\_  
Lauren McLean, Secretary

**Attachment B**

**Request for Qualifications – Issued July 24, 2020**



## **REQUEST FOR QUALIFICATIONS PARKING & MOBILITY CONSULTANT SERVICES**

Issue Date: July 24, 2020  
Statement of Qualifications Due: August 18, 2020 by 3:00 p.m. local time

Capital City Development Corporation (CCDC), the urban renewal agency for the city of Boise, is seeking Statements of Qualifications from regionally or nationally recognized professional parking & mobility consultants to supply on-call services to CCDC under a multi-year non-exclusive agreement.

### **INTRODUCTION**

Capital City Development Corporation (CCDC or Agency) is a public redevelopment agency serving as a catalyst for quality private development through urban design, economic development and infrastructure investment. It also helps the community thrive in a sustainable economy where an exceptional built environment and excellent business opportunities are in perfect balance. CCDC ignites diverse economic growth, builds vibrant urban centers, and promotes healthy community design through economic development, infrastructure, mobility, place making and special projects.

CCDC owns and operates ParkBOI, downtown Boise's public parking system, which consists of seven public parking garages totaling 3,395 parking spaces (*see attached map*). The system accommodates nearly one million visitors annually who come to Boise's downtown to work, shop, and play.

All seven garages are mixed use facilities attached to restaurants, retail businesses, commercial offices, hotels, or condominiums. All garages accommodate contract/monthly parkers, hourly/transient customers and attendees to special events. ParkBOI Garages are open all day, every day.

CCDC views ParkBOI as a key economic development tool supporting urban density development and creation of a walkable, attractive pedestrian environment in downtown Boise as an alternative to surface parking lots.

CCDC's parking spaces are part of over 18,000 spaces in downtown Boise. The City of Boise operates approximately 3,000 on-street parking meters. The remaining 15,000 spaces are privately-owned spaces in garages or surface parking lots, some of which are available to non-tenant customers.

CCDC is responsible for strategic planning for ParkBOI, operating and maintaining the parking garages, capital reinvestment, setting rates, coordinating with Boise City's on-street parking

system, working with various agencies and stakeholders on parking issues, and assessing the need for future public parking facilities.

CCDC is seeking Statements of Qualifications (“SOQ”) from regionally or nationally recognized professional parking & mobility consultants to supply on-call services to CCDC under a multi-year, non-exclusive professional services agreement. The selected firm(s) are not guaranteed work nor compensation during the term of the contract.

## **PROJECT DESCRIPTION AND SCOPE OF WORK**

### **BACKGROUND**

Public parking in downtown Boise is supplied by:

- on-street spaces located in Ada County Highway District (ACHD) rights-of-way and managed by Boise City.
- ParkBOI parking garages owned and operated by CCDC.
- Private parking lots and garages where members of the general public are permitted to park for a fee.

### **Financing the Garages**

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

All of the garages in ParkBOI were originally constructed by the issuance of bonds. As of 2020, only Capitol & Myrtle Garage and 11<sup>th</sup> & Front Garage have bonds outstanding. These outstanding bonds will be retired on or before the sunset date for the district where they are located. Typically, revenue from each garage covers the cost of operations and maintenance and a portion of the garage’s debt payment. Property tax increment pays for the remainder of the debt payment.

### **Parking Overlay Districts**

Downtown Boise has a three-tiered set of parking overlay districts: P-1 eliminates parking requirements for private development; P-2 and P-3 have reduced parking requirements. ParkBOI is in effect supplying parking that private development would otherwise be required to build, which has encouraged higher intensity, urban-style development.

### **ParkBOI Role in Urban, Mixed-Use Development**

All garages in the ParkBOI system are part of a mixed use development on the block where the garage is located and most garages are in a condominium form of ownership. Parking levels are condominium units owned by CCDC and the structure and elevator and stair towers are common area. Table 1 describes the private developments associated with each of these garages and the linkages between the developments and CCDC. Because of these linkages, CCDC has put a high priority on long term maintenance of the garages because it is critical that they remain standing as long as the adjacent private development remains.

<b>Table 1: Private Mixed-Use Developments Associated with ParkBOI Garages</b>			
<b>Parking Garage</b>	<b># of Spaces</b>	<b>Associated Developments</b>	<b>Linkages</b>
10 <sup>th</sup> & Front <sup>(1)</sup> Built 1978	543	Hotel 43 Chandler's Restaurant	Parking agreement with CCDC allows hotel to reserve spaces. An optional valet service is provided by a private vendor.
Capitol & Main <sup>(2)</sup> Built 1988	495	Chase Tower – residential & office condominiums. Main + Marketplace Retail Building. Privately owned street level retail in condo spaces on first & second levels of garage.	Chase Tower condo owners have reserved parking spaces in garage; tower is connected to parking level where reserved parking spaces located. Garage provides public parking that can be used for residents' overflow parking and guest parking, and for retail customers (for fee).
9 <sup>th</sup> & Main <sup>(2)</sup> Built 1990	386	Eighth & Main Building -- Privately owned street level retail in condo spaces on second floor of garage.	17-story office building uses garage ramping to access four parking levels in office tower. Garage provides public parking that can be used by office tower's tenants and customers, and for retail customers (for fee).
Capitol & Front <sup>(2)</sup> Built 1998	216	CenturyLink Arena Grove Hotel & Condominiums	Garage, arena, and hotel built as one structure. Garage ramp provides access to arena floor and hotel docks. Parking agreement with CCDC allows hotel to reserve spaces. Storage lockers for residential condo owners are in parking garage. Garage provides public parking that can be used for residents' overflow parking and guest parking (for fee). Garage may be sold to private interests in 2020.
9 <sup>th</sup> & Front <sup>(2)</sup> Built 2000	572	Boise Centre Aspen Lofts Condominiums BoDo Retail Development	Primary parking facility for attendees to Boise Centre events. Aspen Lofts uses garage ramping to access parking levels in residential tower. Garage provides public parking that can be used for residents' overflow parking and guest parking (for fee). Fire exiting from retail building into garage.



Table 1 (continued)			
Parking Garage	# of Spaces	Associated Developments	Linkages
Capitol & Myrtle <sup>(2)</sup> Built 2005	343	Hampton Inn & Suites BoDo Retail Development Edwards Cinema	Garage and hotel built as one structure; hotel on top of garage. Hotel is linked to parking levels. Parking agreement with CCDC allows hotel to reserve spaces. Garage provides public parking for retail customers (for fee). CCDC has agreement with the Edwards Cinema re: parking validations.
11 <sup>th</sup> & Front <sup>(2)</sup> Built 2016	828	Pioneer Crossing Boise Metro Chamber of Commerce Hilton Garden Inn First Interstate Office Building	Garage and chamber of commerce offices built as one structure. Garage is joint-owned by CCDC and BVA, with CCDC owning 250 spaces and BVA owning the rest. Parking agreement allows hotel to reserve spaces. Garage provides public parking for office tenants, hotel, and retail customers (for fee).
<p>(1) 10<sup>th</sup> &amp; Front Garage and Hotel 43 are in the same block but are situated on their own individual parcels. There are agreements between the two owners re: hotel's ability to reserve parking spaces in the garage for guests and hotel signage on the garage.</p> <p>(2) Each of these garages is part of a condominium association that includes private development and a variety of linkages between CCDC and the other owners in the association.</p>			

### Long Term Planning & Capital Reinvestment

CCDC has typically retained a parking & mobility consultant and structural engineer to:

- Develop a long term reinvestment and major maintenance program for the garages.
- Conduct parking rate studies; recommend adjustments to rate schedules.
- Assess parking supply and demand in downtown Boise.
- Evaluate if new public parking facilities are needed and to make recommendations on how to meet and manage future demands for public parking.

CCDC's RFQ for parking & mobility consultant services is a continuation of this practice. Engineering consulting will be sought via a separate RFQ.

### Operating & Maintaining the ParkBOI Garages

Since 1988, CCDC has hired a private parking operator to operate and perform routine maintenance on its parking garages. The Car Park is CCDC's current parking operator.

### **High Priority Issues for CCDC**

- Selecting a parking operator through a RFQ/RFP process.
- Revisiting the vision and mission for ParkBOI.
- Long-term preservation of the parking garages as important assets.
- Selecting a new Parking Access and Revenue Control System (PARCS) through a RFQ/RFP process.
- Updating the long-term strategic plan for the parking system.
- Conducting an annual rate analysis in conjunction with the annual budgeting process.
- Conducting a parking supply-demand analysis for Downtown Boise (typically done every 3-5 years).
- Participating in International Parking Institute's Framework on Sustainability and the Green Parking Council's Green Garage Certification Program.
- Identifying what alternative models exist for the day-to-day operation of ParkBOI.
- Improving coordination between the on-street parking system and the off-street public parking systems.
- Achieving better utilization of the existing inventory of public parking.
- Evaluating what part CCDC should play in addressing future demands for public parking.
- Exploring if innovative partnerships with private and other public entities could be forged to supply public parking.
- Exploring if the demand for public parking can be lessened through Transportation Demand Management (TDM) and other initiatives.
- Analyzing options for what happens to ParkBOI as the urban renewal districts sunset.

### **POTENTIAL SCOPE OF SERVICES ("Scope of Services" or "Scope")**

The anticipated Scope of Services will range from general advisory consulting to specific projects and products including but not limited to the tasks and questions noted below:

#### **Long Term Planning, Investment, Management & Coordination**

- Updating the strategic plan, including re-examining the purpose and revisiting the current vision and mission statement for ParkBOI, with CCDC and stakeholders.
- Reviewing and analyzing current plans, policies and practices used to manage ParkBOI, and recommending improvements.
- Conducting cost – benefit analyses of various policy options such as building and selling garages, operating a garage system with agency staff vs. hiring a private company, etc.
- Identifying and analyzing different models for the ownership and management of the ParkBOI system, including options that address when the urban renewal districts sunset.
- Preparing/updating a parking management plan for ParkBOI.
- Identifying ways ParkBOI plans, policies, practices and rate structures could be revised to address parking issues facing downtown service workers, residential developers and residents living in downtown.
- Developing recommendations re: short, medium and long term investments needed in parking garages as they move through their life cycle to preserve these CCDC assets.
- Re-examining CCDC's current major maintenance program for ParkBOI and determining if revisions are needed.

- Analyzing whether disposition of garage(s) would allow investment in more effective ways to deliver public parking than owning garage(s) outright.
- Identifying effective strategies for coordinating on-street public parking (managed by Boise City) and off street public parking (owned and operated by CCDC), including case studies from other communities.

### **Parking Garage Design & Equipment**

- Evaluating designs for future parking facilities.
- Evaluating parking access and revenue control systems (PARCS) equipment needs and creating equipment specifications.
- Serving as the Owner's representative in testing and evaluating if work of PARCS manufacturers, suppliers and installers meets specifications.
- Evaluating, conducting cost-benefit analyses, and recommending technological upgrades to parking garage systems.
- Identifying ways CCDC could implement recommendations from International Parking Institute's (IPI) Framework on Sustainability and Green Parking Council's (GPC) Green Garage Certification Program that offer the best prospects for success.

### **System Operations & Customer Satisfaction**

- Examining alternatives to contracting with a private firm to manage ParkBOI.
- Identifying methods for obtaining feedback from parking customers and stakeholders and measuring satisfaction levels and trends.
- Designing and implementing methods to measure current level of satisfaction with parking options and operations in downtown Boise.
- Developing and testing methods for increasing customer / stakeholder satisfaction.
- Analyzing the cost and customer service trade-offs when use of technology is increased and staffing decreased in garage operations.
- Developing ways to communicate and enforce parking garage rules that keep the customer relationship positive.
- Evaluating garage signage and wayfinding, and making recommendations for improvement.

### **Parking Supply & Demand; Rates**

- Preparing parking supply/demand and parking rate studies.
- Advising CCDC on how to structure rates to achieve management objectives and shape customer usage of the garages.
- Analyzing how the existing public and private parking inventories could be more effectively utilized.
- Creating decision-making tools for analyzing under what conditions CCDC should invest in more public parking. Identifying what financing options exist to increase the supply of public parking.

- Generating innovative ideas on how to supply public parking that do not require public investment.
- Identifying alternatives to the historic practice of building CCDC-owned public parking garages.
- Identifying innovative ideas and case studies exist re: use of public-private and public-public partnerships to increase the public parking supply.
- Identifying and analyzing what strategies exist to lower parking demand.
- Researching alternatives that exist in environments similar to downtown Boise to decrease the need to add public parking.
- Developing Transportation Demand Management (TDM) strategies and garage modifications that would encourage use of TDM initiatives.

#### **Other**

- Organizing and conducting community engagement processes, including public meetings, stakeholder interviews, customer surveys, forums, and expert panels on parking issues.
- Facilitating meetings with elected and appointed boards, government agencies and stakeholder groups; making presentations to decision makers.
- Providing case studies from other communities related to the various issues that would be instructive to CCDC.
- Work with the City of Boise, ACHD, Boise State University (BSU) and others on parking-related issues that are require collaboration.

Services are typically requested well in advance, but some assignments may require a rapid response.

Compensation to Selected Respondent will be based on the types of personnel required for the work, the complexity of the work, the time required to complete the work, and the Selected Respondent's rates as negotiated and included in the professional services contract (sample attached). For this RFQ, please do not submit rate schedules. Payment is typically based on hourly rates and reimbursable expenses.

## **GENERAL CONDITIONS OF THIS RFQ**

### **2.1 Intent of RFQ**

It is the intent of CCDC to run a qualification based selection process to select a firm capable of providing the parking & mobility consulting services outlined within this RFQ.

### **2.2 Reserved Rights**

CCDC reserves the right to act in the public best interest and in furtherance of the purposes of the Idaho Code Title 50, Chapter 20 (Idaho Urban Renewal Law) and Idaho Code Title 67, Chapter 28 (Purchasing by Political Subdivisions). CCDC reserves the right to waive any formalities or defects as to form, procedure, or content with respect to its Request for Qualifications and any irregularities in the submittals received, to request additional data and information from any and all Respondents, to reject any submissions based on real or apparent conflict of interest, to reject any submissions containing inaccurate or misleading information, to reject all submittals, and to accept the submittal that is in the best interest of CCDC and the

public. The issuance of this RFQ and the receipt and evaluation of submittals does not obligate CCDC to select a firm nor award a contract. CCDC may in its discretion cancel, postpone, or amend this RFQ at any time without liability.

### **2.3 Public Records**

CCDC is a public agency. All documents in its possession are public records subject to inspection and copying under the Idaho Public Records Act, Chapter 1, Title 74, Idaho Code. The Public Records Act contains certain exemptions – one of which that is potentially applicable to part of your response is an exemption for trade secrets. Trade secrets include a formula, pattern, compilation, program, computer program, device, method, technique or process that derives economic value, actual or potential, from not being generally known to, and not being readily ascertainable by proper means by other persons and is subject to the efforts that are reasonable under the circumstances to maintain its secrecy.

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

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

## **SUBMISSION PROCESS**

### **3.1 Proposal Information**

The CCDC offices are closed as we do our part to help slow the spread of the COVID-19 virus. Please follow these instructions for submitting a proposal.

**PROPOSAL DEADLINE is 3:00 p.m. local time, August 18, 2020**

The proposal must be submitted electronically by email to: [bids@ccdcboise.com](mailto:bids@ccdcboise.com)

Please include this subject line on the email:

**“RFQ SUBMITTAL: PARKING & MOBILITY CONSULTANT SERVICES”**

All required submittal documents must be signed and dated and must be submitted via email either in one PDF or a separate PDF of each required document. Late or incomplete submittals will not be accepted; CCDC takes no responsibility for submittals received late or incomplete in any way. Respondent assumes full responsibility for the timely submittal of all proposal documents via the email process.

Respondent will be responsible for all costs (including site visits where needed) incurred in preparing or responding to this RFQ. All materials and documents submitted in response to this RFQ become the property of CCDC and will not be returned.

### **3.3 Forms to be Submitted**

Respondents must submit a pdf of the following completed forms via email by the due date and time:

- RFQ Submittal Cover Sheet – Attached to this RFQ as Exhibit A
- RFQ Waiver and Release – Attached to this RFQ as Exhibit B
- ONE (1) signed SOQ proposal

Failure to submit all requested information may render any submittal unresponsive.

### **3.4 Addenda**

In the event it becomes necessary to revise any part of this RFQ, addenda will be issued. It is the Respondent's responsibility to check for addenda prior to submitting the SOQ. Failure to do so may result in the proposal being declared non-responsive. No addenda will be issued fewer than four (4) business days before the proposal deadline unless the deadline is extended. Proposer shall indicate within their cover letter acknowledgement of any addenda which they have incorporated into their submittal.

### **3.5 Modification or Withdrawal of Submittal**

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

## **REQUIRED CONTENT, EVALUATION, AND SELECTION**

### **4.1 Required Submission Format**

To be considered responsive to this RFQ and to facilitate evaluations, the Statement of Qualifications (SOQ) shall be organized per the outline given below. The submittal should be clear and concise, with an emphasis placed on specific desired experience and qualifications of the people who will actually perform the services. CCDC does not require nor desire elaborate brochures and other representations beyond that which is sufficient to present the information requested in this RFQ.

#### **OUTLINE TO FOLLOW:**

##### **A. RFQ Submittal Cover Sheet (Exhibit A)**

##### **B. RFQ Waiver and Release (Exhibit B)**

##### **C. Signed Letter of Interest (Cover Letter)** One page, double sided, maximum limit.

##### **D. Detailed Proposal**

Evidence of Firm's Ability to Perform Services.

Proposals are to be limited to five (5) pages, double sided (10-page total). The 5-page limit does not include the RFQ Submittal Cover Sheet, RFQ Waiver and Release Form,

Letter of Interest (cover letter), tabs, or appendices. Detailed Proposal must be organized with the following information:

#### **ORGANIZATION QUALIFICATIONS**

Outline your organization's relevant experience on the scope of work required for this project, including firm's history, size, relevant office locations, resources, philosophy of service, and project management techniques and methods. Describe how your firm meets the requirements outlined in the Scope of Services section.

#### **PERSONNEL QUALIFICATIONS**

Describe the personnel, including Project Manager, and project team you are proposing most likely to supply parking & mobility consulting services to CCDC; include an organization chart of proposed staff, including specific sub-consultants, if any. Include each staff member's title, likely role on the project team, professional licenses, certifications, office location, and years of employment at Respondent's firm.

#### **PROJECT EXPERIENCE**

Submit up to five (5) projects which Respondent views as particularly relevant to the types of services desired by this RFQ; include a detailed description explaining how each project exemplifies the desired requirements and experience. At least one (1) project should be from public agency clients other than CCDC. Include information that demonstrates schedule and budget compliance. For each project mentioned, include the name, title, email address, and phone number of a person (preferably the client's project manager) who can be contacted regarding performance on the project.

### **E. Appendix**

Resumes: Provide resumes of key personnel that will work directly with or on CCDC projects. Resumes shall not exceed 2 pages per person.

## **4.2 Evaluation and Selection Process**

In determining the best qualified Respondent, CCDC will consider all acceptable proposals on a basis consistent with this RFQ. SOQs will be evaluated based on the responses and qualifications submitted, including the following factors:

- Organizations Qualifications (30%)
- Personnel Qualifications (30%)
- Project Experience (30%)
- Office/Key Personnel Locations/Accessibility to Boise (10%)

CCDC will create an Evaluation Team to evaluate the SOQs and provide a selection recommendation to the CCDC Board of Commissioners. Before a Respondent is selected, CCDC may conduct reference investigations. CCDC may or may not conduct interviews in order to evaluate the performance record, the ability of the Respondent to perform the work, and the quality of the service being offered. By submitting an SOQ, the Respondent authorizes CCDC to conduct reference investigations and interviews as needed where the Respondents will be evaluated based on the information described in this RFQ.

#### **4.3 Qualification Based Selection**

CCDC staff will recommend to the CCDC Board of Commissioners which Respondent should be selected for the Parking & Mobility Consultant Services. Final selection is made by the CCDC Board of Commissioners.

It is the Respondent's responsibility to conform to all applicable federal, state, and local statutes or other applicable legal requirements. The information provided herein is intended to assist Respondents in meeting applicable requirements but is not exhaustive, and CCDC will not be responsible for any failure by any Respondent to meet applicable requirements.

CCDC will not pay costs incurred by Respondents in responding to this RFQ. CCDC may in its discretion cancel this process at any time prior to execution of a contract without liability.

#### **4.4 Questions**

Direct questions to: Kathy Wanner, CCDC Contracts Specialist  
(208) 391-7304 or [kwanner@ccdcboise.com](mailto:kwanner@ccdcboise.com)

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#### **EXHIBITS TO THIS RFQ:**

- A: RFQ Submittal Cover Sheet
- B: RFQ Waiver and Release
- C: Map of Parking Garage Locations
- D. Sample Agreement



**EXHIBIT A**

**SUBMITTAL COVER SHEET**  
**(REQUIRED FOR SUBMISSION)**

**RFQ: PARKING & MOBILITY CONSULTANT**

TO: Capital City Development Corporation  
Attn: Kathy Wanner, Contracts Specialist  
121 N. 9<sup>th</sup> Street, Suite 501  
Boise, Idaho 83702

FROM:

**Company Name:** \_\_\_\_\_

Mailing Address: \_\_\_\_\_

\_\_\_\_\_

Physical Address: \_\_\_\_\_

\_\_\_\_\_

Telephone: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

**Company officer responsible to CCDC for services contemplated by this RFQ:**

**SIGNATURE:** **X** \_\_\_\_\_

Print Name and Title: \_\_\_\_\_

## EXHIBIT B

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

The undersigned has read this release and fully accepts the Capital City Development Corporation's ("CCDC") discretion and non-liability as stipulated herein, and expressly for, but not limited to, CCDC's decision to proceed with a selection process in response to the Request for Qualifications (RFQ) for Parking & Mobility Consultants.

A. Discretion of CCDC: The firm or individual submitting a response to the this RFQ ("Respondent") agrees that CCDC has the right, in its sole discretion and judgment for whatever reason it deems appropriate to, at any time unless contrary to applicable state law to:

- 1) Modify or suspend any and all aspects of the process seeking responses and making any decisions concerning the parking & mobility consultant services RFQ.
- 2) Obtain further information from any person, entity, or group, including, but not limited to any Respondent, and to ascertain the depth of Respondent's capability and experience for supplying parking & mobility services as described in this RFQ and in any and all other respects to meet with and consult with any Respondent or any other person, entity, or group;
- 3) Waive any formalities or defects as to form, procedure, or content with respect to CCDC's RFQ to select a parking & mobility consultant and any response by any Respondent thereto;
- 4) Accept or reject any sealed Submission received in response to the RFQ, including any sealed Submission submitted by the undersigned; or select any one Submission over another in accordance with the selection criteria; and
- 5) Accept or reject all or any part of any materials or statements, including, but not limited to, the nature and type of Submission.

B. Non-Liability of CCDC

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

**SIGNATURE:** **X** \_\_\_\_\_

Print Name and Title: \_\_\_\_\_

Name of Firm: \_\_\_\_\_

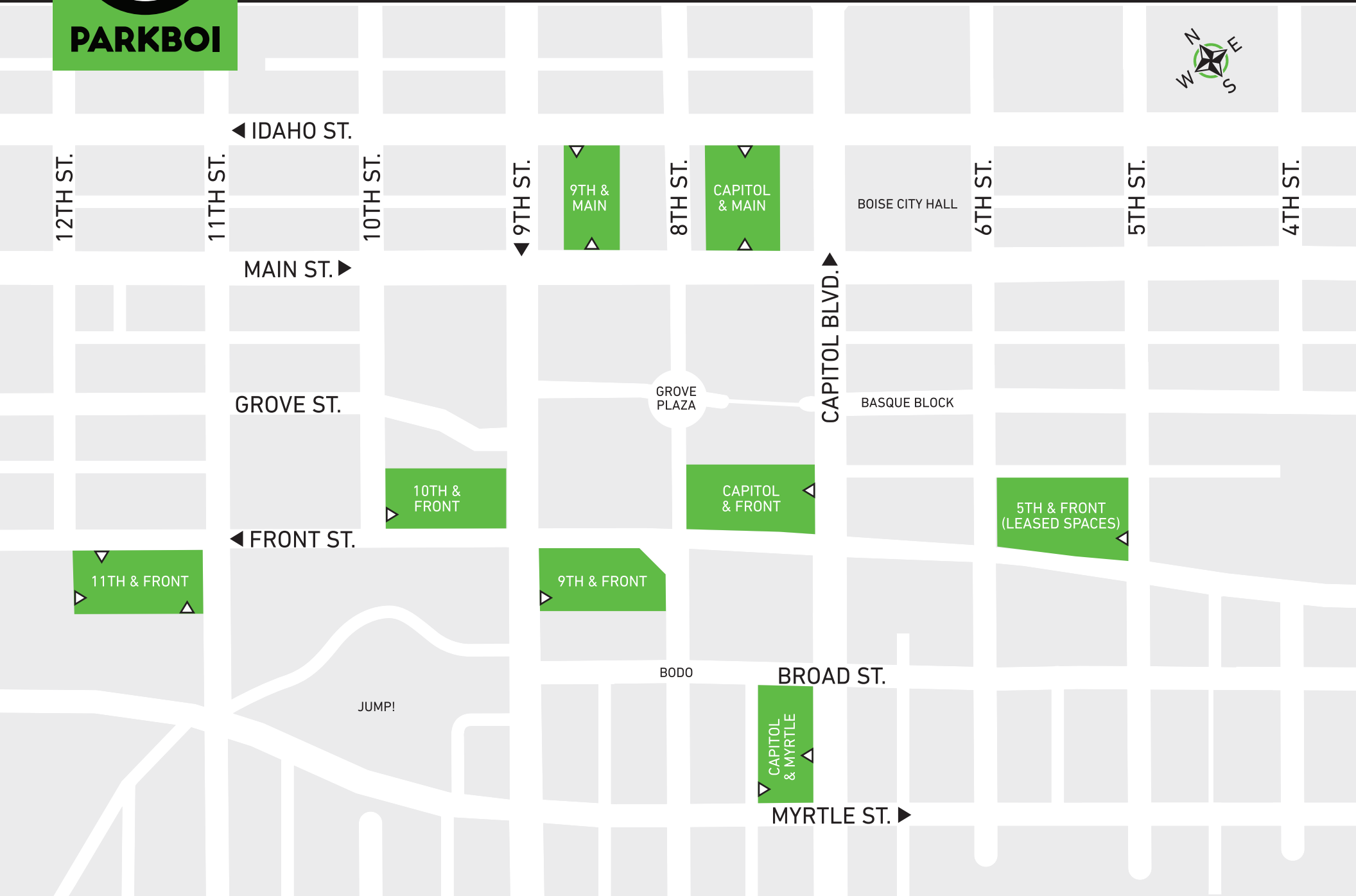
Date: \_\_\_\_\_



PARKBOI

EXHIBIT C

# PUBLIC PARKING GARAGES



## EXHIBIT D



**[NAME OF FIRM]**

### **ON-CALL PROFESSIONAL SERVICES AGREEMENT**

THIS PROFESSIONAL SERVICES AGREEMENT ("Agreement") is entered into by and between the Urban Renewal Agency of the City of Boise, also known as Capital City Development Corporation, an independent public body, corporate and politic, exercising governmental functions and powers and organized and existing under the Idaho Urban Renewal Law of the State of Idaho, title 50, chapter 20, Idaho Code, and the Local Economic Development Act, title 50, chapter 29, Idaho Code ("CCDC"), and [NAME OF FIRM], [Form of Organization] ("CONSULTANT"). CCDC and CONSULTANT may hereinafter collectively be referred to as the "Parties" and individually as a "Party."

#### **RECITALS**

- A. CCDC has an ongoing need for nonexclusive on-call professional services related to parking & mobility to be defined by individual Task Orders which will set forth Specific Services, Time of Performance, and Payment.
- B. CONSULTANT is specially licensed, trained, experienced, and competent to perform such services and has agreed to provide such services under the terms and conditions described herein.
- C. CCDC desires to retain CONSULTANT to provide professional services on a non-exclusive, on-call basis. As a public agency, CCDC reserves all rights to seek services from other consultants through any procedure deemed to be in the best interests of CCDC and in compliance with any applicable law, rule, or regulation.
- D. CONSULTANT acknowledges that this agreement is non-exclusive and that CCDC is not warranting that it will issue any Task Orders to CONSULTANT during the term of the Agreement. Concurrently with this Agreement, CCDC may enter into on-call agreements with other consultants that provide similar or identical services.
- E. The Parties acknowledge and understand that nothing in this Agreement precludes CONSULTANT from responding to any Requests for Qualifications or Proposals for any additional services or work products contemplated by CCDC or any other public agency.

NOW, THEREFORE, in consideration of the above Recitals, which are incorporated into this Agreement; the mutual covenants contained herein; and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

## AGREEMENT

1. **SCOPE OF SERVICES.** Upon execution of this On-Call Agreement and any associated Task Orders, CONSULTANT shall perform and furnish to CCDC all services listed in any corresponding Task Order(s) incorporated herein by this reference, together with any amendments that may be agreed to in writing by the Parties.
2. **EFFECTIVE DATE.** The effective date of this Agreement ("Effective Date") shall be the date on which this Agreement was signed by the last of the Parties to execute it.
3. **TERM OF AGREEMENT.** This Agreement shall begin on the Effective Date and shall expire on **September 30, 20XX**.
4. **TASK ORDERS.** Services to be performed under this Agreement shall commence upon CCDC issuing a written Task Order for services and/or work product. Services shall be performed at the CONSULTANT'S place of business unless otherwise specified. The form of the Task Order shall be similar to Exhibit B (attached) and shall include a complete description of the particular services or work products to be provided by CONSULTANT and set a not-to-exceed limit for CONSULTANT charges. The Task Order shall specify the schedule for completion and deliverables and shall specify the amount and method of payment to CONSULTANT. Issuance of a Task Order signed by CCDC shall serve as a notice to proceed unless otherwise stated in the Task Order.
5. **PAYMENT.**
  - (a) Method of Payment. CCDC agrees to pay CONSULTANT for services rendered under this Agreement based on the method of payment specified in the Task Order.
  - (b) Hourly rates. CONSULTANT shall perform services at the hourly rates set forth in the rates schedule attached as Exhibit A. CONSULTANT may request an adjustment in hourly rates during the term of this contract. Any adjustment in hourly rates shall be approved by CCDC in writing.
  - (c) Reimbursable Expenses. Reimbursable expenses may include general out-of-pocket expenses, such as long-distance telephone charges, copying expenses, overnight or standard mailing expenses, travel-related expenses and the like, and shall be billed to CCDC at the actual cost to CONSULTANT with no mark-up. The Task Order shall specify if reimbursable expenses are included in or in addition to any not-to-exceed limit set for CONSULTANT charges.
  - (d) NOTICE REQUIRED PRIOR TO OVERAGES. CONSULTANT must notify CCDC if CONSULTANT anticipates that costs for the Scope of Services will exceed the not-to-exceed limit set for an individual Task Order issued under this Agreement. CCDC will determine in its sole judgment if an amendment to the not-to-exceed limit is appropriate. Any amendment must be approved by CCDC in writing prior to the CONSULTANT incurring costs in excess of the not-to-exceed limit.
  - (e) Invoices. Monthly invoices shall be submitted to CCDC at the address for Notification listed herein or by email to [accounting@ccdcboise.com](mailto:accounting@ccdcboise.com). Each invoice

shall be in a format acceptable to CCDC and shall specify charges as they relate to the tasks of the Task Order and the assigned purchase order number (PO#). Each invoice also shall specify current billing and previous payments, with a total of costs incurred and payments made to date. For Task Orders using time and reimbursable expenses as a basis for payment, CONSULTANT shall provide time and expense records to CCDC with monthly invoices submitted for payment.

- (f) Payment of Invoices. All invoices shall be paid by CCDC within thirty (30) days of receipt of invoice, subject to Correction of Deficiencies, herein set forth, and Termination provisions set forth below. Disputes of any invoiced amounts must be sent to CONSULTANT in writing within five (5) business days of billing.

**6. CONSULTANT RESPONSIBILITIES.** CONSULTANT assumes all responsibility for production and delivery of all materials and services detailed in this Agreement and Task Orders, whether or not the CONSULTANT is the manufacturer or producer of the materials or services. CONSULTANT shall supply, at CONSULTANT's sole expense, all equipment, tools, materials and/or supplies to accomplish the services specified in the Task Orders. Further, CONSULTANT will be the sole point of contact on contractual matters, including payment of charges resulting from the use or purchase of items selected.

**7. CONSULTANT WARRANTY.** CONSULTANT represents that it possesses the requisite skill, knowledge, and experience necessary to perform the services under this Agreement. CONSULTANT warrants that its services under this Agreement shall be performed in a professional manner consistent with the professional skill and care ordinarily provided by parking & mobility professionals practicing in the same or similar locality under the same or similar circumstances, and that all services and products shall be of a high grade, nature, and quality.

**8. CONSULTANT RELIANCE.** CONSULTANT shall be entitled to rely on the accuracy and completeness of any information furnished by CCDC, except in such circumstances that CONSULTANT should, in the exercise of reasonable care, consistent with the professional skill and care ordinarily provided by consultants practicing under the same or similar circumstances, know the information to be incorrect, unreliable or incomplete. CONSULTANT shall provide prompt notice to CCDC if CONSULTANT becomes aware of any errors, omissions, or inconsistencies in such information.

**9. CORRECTING DEFICIENCIES.** If a service or work product subject to a specific invoice does not meet the requirements of this Agreement as CCDC may reasonably determine, CCDC shall notify CONSULTANT in writing and identify specific deficiencies in the service or work product that do not meet the requirements. CONSULTANT shall have ten (10) business days to correct or modify the service or work product to comply with the requirements of the Agreement as set forth in the CCDC's written notice. If CCDC again reasonably determines the services or work product fails to meet the requirements, CCDC may withhold payment until deficiencies have been corrected to CCDC's reasonable satisfaction or may terminate this Agreement for cause as set forth in this Agreement.

**10. RIGHT OF CONTROL.** CCDC agrees that it will have no right to control or direct the details, manner, or means by which CONSULTANT accomplishes the results of the services performed hereunder. CONSULTANT has no obligation to work any particular hours or days or any particular number of hours or days. CONSULTANT agrees, however, that its other contracts and services shall not interfere with the performance of the services outlined by this Agreement.

CCDC agrees to coordinate project schedules, respective commencements, and deadlines with CONSULTANT as needed.

**11. PROPRIETARY RIGHTS.** All documents, reports, and any other data developed by CONSULTANT for CCDC in the performance of this Agreement, whether finished or not finished, shall become the property of CCDC, shall be forwarded to CCDC at its request, and may be used by CCDC as it sees fit. CCDC agrees that if it uses products prepared by CONSULTANT for purposes other than those intended in this Agreement, it does so at its sole risk and it agrees to hold CONSULTANT harmless therefrom.

**12. CONFIDENTIALITY.** The Parties acknowledge that the existence and the terms of this Agreement and any oral or written information exchanged between the Parties in connection with the preparation and performance of this Agreement are regarded as confidential information. Each Party shall maintain confidentiality of all such confidential information and, without obtaining the written consent of the other Party, it shall not disclose any relevant confidential information to any third parties, except for the information that: a.) is or will be in the public domain (other than through the receiving Party's unauthorized disclosure); b.) is under the obligation to be disclosed pursuant to the applicable laws or regulations or orders of the court or other government authorities; or c.) is required to be disclosed by any Party to its own officers, board members, legal counsels, or financial advisors regarding the transaction contemplated hereunder, provided that such officers, board members, legal counsels, or financial advisors shall be bound by the confidentiality obligations similar to those set forth in this Section. Disclosure of any confidential information by the staff members or agencies hired by any Party shall be deemed disclosure of such confidential information by such Party, which Party shall be held liable for breach of this Agreement. This Section shall survive the termination of this Agreement for any reason.

**13. RELATIONSHIP OF PARTIES.** CONSULTANT is an independent contractor and is not an officer, employee, servant, or agent of CCDC. CCDC shall determine the services and work products to be done by CONSULTANT, but CONSULTANT shall determine the legal means by which it accomplishes the services and work projects specified by CCDC. This Agreement shall not be construed to create any employer-employee relationship between CCDC and CONSULTANT. CONSULTANT shall not be entitled to any benefits provided by CCDC to employees.

**14. FEDERAL, STATE, AND LOCAL PAYROLL TAXES.** Neither federal, state, or local income taxes nor payroll taxes of any kind shall be withheld and paid by CCDC on behalf of CONSULTANT or the employees of CONSULTANT. CONSULTANT shall not be treated as an employee with respect to the services performed hereunder for federal or state tax purposes.

**15. DISCRIMINATION PROHIBITED.** In performing the services required by this Agreement, CONSULTANT shall not discriminate against any person on the basis of age, race or ancestry, color, national origin, disability or handicap, creed or religion, sex, sexual orientation, gender identity, gender expression, or marital status. Violation of this section shall constitute a material breach of this Agreement and be deemed grounds for cancellation, termination, or suspension of the Agreement by CCDC, in whole or in part, and may result in ineligibility to perform additional services for CCDC.

**16. ACCESS TO RECORDS AND AUDITS.** CONSULTANT shall maintain complete and accurate records with respect to costs incurred and manpower expended under this Agreement. All such records shall be maintained according to generally accepted accounting principles, shall



be clearly identified, and shall be readily accessible. Upon request, such records shall be available for review by CCDC representatives for three (3) years after final payment.

**17. SUBCONSULTANTS.** CONSULTANT may propose the use of subconsultants ("SUBCONSULTANTS") for performance of a particular aspect of the services. CCDC shall have the right to approve the use of SUBCONSULTANTS and the amount and method of SUBCONSULTANTS' compensation prior to commencement of any services by SUBCONSULTANTS, and such approval shall be in writing. CCDC shall also determine whether the selection of SUBCONSULTANTS should be made through any required selection process or through a selection process CCDC deems in its best interest. CCDC shall have the right to approve any change in the use of SUBCONSULTANTS. Such changes in SUBCONSULTANTS shall be approved by CCDC in writing and shall not affect the amount of payment stated in the Agreement unless specifically authorized by CCDC in writing. CCDC shall have no liability to SUBCONSULTANTS and CONSULTANT shall be responsible for services performed or work product produced by the SUBCONSULTANTS and payment to SUBCONSULTANTS.

**18. COORDINATION WITH OTHER CONSULTANTS.** CONSULTANT recognizes that CCDC has or may enter into agreements with other consultants. Upon request, CONSULTANT agrees to coordinate with and work in conjunction with other Consultants when the need arises.

**19. INDEMNIFICATION.** CONSULTANT agrees to indemnify, defend, and hold harmless CCDC and its officers, agents, and employees from and against all claims, losses, actions, or judgments for damages or injury to persons or property, including attorney fees, arising from any negligent or tortious acts or omissions of CONSULTANT, its employees, or subconsultants. In case any action or proceeding is brought against CCDC or its officers, agents, or employees by reason of negligent or tortious acts or omissions of CONSULTANT, its employees, or subconsultants, CONSULTANT, upon written notice from CCDC, shall resist or defend such action or proceeding at CONSULTANT's expense.

**20. INSURANCE.** Prior to commencing services under this Agreement, CONSULTANT shall obtain at its sole cost and expense, and thereafter maintain for the term of this Agreement, at least the minimum insurance coverages set forth below. All insurance coverage shall be written on an occurrence basis and provided by a company or companies which are authorized to do business in Idaho. CONSULTANT shall provide to CCDC proof of insurance coverage before commencing its performance as herein provided, and shall require insurer to notify CCDC a minimum of ten (10) days prior to cancellation of said policy or policies.

- (a) Worker's compensation as required by applicable law or regulation. If worker's compensation insurance is not required under the circumstances, CONSULTANT shall provide proof to CCDC that such coverage is not required.
- (b) Employer's liability insurance in the minimum amount required by applicable law or regulation.
- (c) Commercial general liability insurance policy with minimum coverage of \$1,000,000 per occurrence, and a minimum aggregate policy limit of \$2,000,000. The commercial general liability insurance policy shall name CCDC as an Additional Insured and protect its officers, agents, and employees from and against any and all claims, losses, actions, and judgments for damages or injury to persons



or property arising out of or in connection with the CONSULTANT's negligence during the performance of this Agreement.

- (d) Professional liability insurance with minimum limits of liability of \$1,000,000 per occurrence and \$1,000,000 aggregate.

## **21. DEFAULT AND TERMINATION.**

- (a) FOR CAUSE. If through any cause CONSULTANT shall fail to perform any of the covenants or conditions of this Agreement or fails to fulfill its obligations in compliance with the schedule under this Agreement, and CONSULTANT does not cure such defects in performance within ten (10) days after receipt of written notice, CCDC shall thereupon have the right to terminate this Agreement. Upon termination for cause, CONSULTANT shall be paid an amount for the actual services satisfactorily performed in accordance with this Agreement through the default date. CONSULTANT shall provide CCDC all work products generated prior to date of termination.
- (b) TERMINATION FOR CONVENIENCE OF CCDC. CCDC may terminate this Agreement for its convenience at any time, for any reason, upon giving ten (10) business days written notice. If this Agreement is terminated by CCDC for convenience, CONSULTANT shall be paid an amount for the actual services satisfactorily performed to the date of termination. Consultant shall also provide CCDC all work products of consulting generated to date of termination. Notwithstanding any other provision in this Agreement, CCDC may terminate this Agreement immediately if CONSULTANT becomes insolvent or voluntarily or involuntarily bankrupt, or if a receiver or other liquidating officer is appointed for substantially all of the business of the CONSULTANT or if CONSULTANT makes an assignment for the benefit of creditors.

**22. DISPUTES.** In the event that a dispute arises between CCDC and the CONSULTANT regarding application or interpretation of any provision of this Agreement, the aggrieved Party shall promptly notify the other Party to this Agreement of the dispute within ten (10) days after such dispute arises. If the Parties shall have failed to resolve the dispute within thirty (30) days after delivery of such notice, the Parties may first endeavor to settle the dispute in an amicable manner by mediation. If the Parties elect to mediate their dispute, the Parties will select a mediator by mutual agreement and agree to each pay half of the mediator's costs and fees. The mediation will take place in Boise, Idaho, unless otherwise agreed by the Parties in writing. Should the Parties be unable to resolve the dispute to their mutual satisfaction within thirty (30) days after such completion of mediation, each Party shall have the right to pursue any rights or remedies it may have at law or in equity. If the Parties do not mutually agree to mediate the dispute, either Party may pursue any rights or remedies it may have at law.

**23. ATTORNEY FEES.** Should any litigation be commenced between the Parties hereto concerning this Agreement and the services rendered hereunder, the prevailing Party shall be entitled, in addition to any other relief as may be granted, to costs and reasonable attorneys' fees as determined by a court of competent jurisdiction. This provision shall be deemed to be a separate contract between the Parties and shall survive any default, termination, or forfeiture of this Agreement.

**24. NONWAIVER.** Failure of either Party to exercise any of the rights under this Agreement, or breach thereof, shall not be deemed to be a waiver of such right or a waiver of any subsequent breach.

**25. NOTICES.** Any and all notices required to be given by either of the Parties hereto, unless otherwise stated in this Agreement shall be in writing and be deemed communicated when delivered in person, by courier, or mailed in the United States mail, certified, return receipt requested, addresses as follows:

To CCDC:

John Brunelle, Executive Director  
Capital City Development Corporation  
121 N. 9<sup>th</sup> Street, Suite 501  
Boise, Idaho 83702  
#208-384-4264  
[jbrunelle@ccdcb Boise](mailto:jbrunelle@ccdcb Boise)

To CONSULTANT:

Consultant's Project Manager  
Consultant Name  
Address  
City / State / Zip  
Telephone #  
Email

Telephone numbers and e-mail addresses are for convenience and not to be used for notices required to be in writing. Informal notices and communication may be delivered in person or by telephone, mail, courier, e-mail, or fax. Either Party may, by written notice, change the contact information listed above.

**26. GENERAL ADMINISTRATION AND MANAGEMENT.** The Executive Director of CCDC or his/her designee shall be CCDC's representative and shall oversee and approve all services to be performed, coordinate all communications, review and approve all invoices, and carry out any and all tasks as may be required of CCDC under this Agreement.

**27. TIME IS OF THE ESSENCE.** Time is of the essence for each and every provision of this Agreement and will be strictly followed by the Parties.

**28. ENTIRE AGREEMENT.** This Agreement, along with any and all Exhibits, attached hereto and incorporated herein by reference, contains the entire Agreement of the Parties and supersedes any and all other agreements or understandings, oral or written, whether previous to the execution hereof or contemporaneous herewith. This Agreement covers services or work products CONSULTANT has not completed, but does not cover services or work products that have been completed and CCDC has paid CONSULTANT'S fee. All waivers of the provisions of this Agreement must be in writing and signed by the Parties.

**29. AMENDMENTS.** This Agreement may be amended only in writing, upon mutual agreement of both CCDC and CONSULTANT.

**30. ASSIGNMENT.** It is expressly agreed and understood by the Parties hereto that CONSULTANT shall not have the right to assign, transfer, hypothecate, or sell any of its rights under this Agreement except upon the prior express written consent of CCDC.

**31. COUNTERPARTS.** This Agreement may be executed in any number of counterparts. Such counterparts shall be deemed to be original instruments. Counterparts together shall constitute one (1) agreement.

**32. GOVERNING LAW.** Any dispute under this Agreement, or related to this Agreement, shall be decided in accordance with the laws of the State of Idaho.

**33. SEVERABILITY.** If any part of this Agreement is held unenforceable, the remaining portions of the Agreement will nevertheless remain in full force and effect.

**34. SUCCESSORS IN INTEREST.** The provisions of this Agreement shall be binding upon and shall inure to the benefit of the Parties hereby, and their respective successors and assigns.

**35. THIRD PARTY BENEFICIARIES.** CCDC and CONSULTANT are the only Parties to this Agreement. The Parties do not intend that any non-party or third party will have any rights whatsoever under this Agreement.

END OF AGREEMENT | *Signatures appear on the following page.*

IN WITNESS WHEREOF, CCDC and CONSULTANT have executed this Agreement with an effective date as of the last date written below.

**CAPITAL CITY DEVELOPMENT CORP.**

**CONSULTANT:**

Name of Consultant

\_\_\_\_\_  
John Brunelle, Executive Director

\_\_\_\_\_  
Name & Title of Contract Signer

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**EXHIBITS**

- A. CONSULTANT'S Hourly Rate Schedule
- B. Sample Task Order Form

**EXHIBIT A**

**Consultant's Rate Schedule  
(1 page)**

SAMPLE

**EXHIBIT B**

**Sample Task Order Form  
(3 pages)**

SAMPLE



[NAME OF FIRM]  
ON-CALL PROFESSIONAL SERVICES AGREEMENT

**TASK ORDER [20-00(Sequential #)]**

*CONSULTANT: Use the Project Name and **PO# xxxxxx** number on all project-related invoices.*

TO: [Consultant's Project Manager]  
[Title]  
[Firm Name] ("CONSULTANT")  
[Address]  
[Telephone #]  
[Email Address]

FROM: [CCDC Project Manager]  
[Title]  
Capital City Development Corporation ("CCDC")  
121 N. 9<sup>th</sup> Street, Suite 501  
Boise, ID 83702  
208-384-4264  
[Email Address]

**ORIGINAL AGREEMENT:** On-Call Professional Services ("Agreement")

**AGREEMENT DATE:** [Date]

**TASK ORDER DATE:** \_\_\_\_\_ [fill in after signed; use last date signed]

**TASK ORDER AMOUNT:** \$ [Amount]

1. **PROJECT NAME:** [ Name of Project ]

2. **PROJECT DESCRIPTION**  
CCDC desires to engage CONSULTANT to ...

3. **SERVICES TO BE PERFORMED**  
CONSULTANT shall perform the services described in CONSULTANT's proposal dated [date], attached as Exhibit A ("Scope of Services" or "Scope"). CONSULTANT shall not incur charges for the Scope of Services in excess of the not-to-exceed amount for this

Task Order without prior written approval from CCDC. CCDC's signature on this Task Order serves as a Notice to Proceed.

**4. SUBCONSULTANT(S) (if applicable)**

CONSULTANT intends to hire [name of subconsultant] as a subconsultant to assist with the performance of the Scope of Services. CCDC approves [name of subconsultant] ("SUBCONSULTANT") as a subconsultant on this Task Order. Payment for SUBCONSULTANT's services shall be as stated under Section 5 below.

**5. PAYMENT**

- (a) Amount and Method of Payment. The total amount paid for this Task Order shall be an amount not to exceed [DOLLAR AMOUNT IN WORDS] (\$ amount in numbers). CCDC shall pay CONSULTANT for the Scope of Services performed under this Task Order based on hours expended on the Scope at the agreed upon hourly rate(s).
- (b) Reimbursable Expenses. Payment for reimbursable expenses shall be included in the not-to-exceed limit of [\$amount in numbers, if applicable].
- (c) Subconsultants. Payment to SUBCONSULTANT is included in the not-to-exceed amount of [\$amount in numbers] for this Task Order. CONSULTANT shall assume responsibility for the amount and schedule of payments to the SUBCONSULTANT
- (d) NOTICE REQUIRED PRIOR TO OVERAGES. CONSULTANT must notify CCDC if CONSULTANT anticipates that costs for the Scope of Services will exceed the not-to-exceed limit set for this Task Order.

**6. SCHEDULE**

CONSULTANT shall begin work upon execution of this Task Order and work diligently toward completion of the Scope of Services, with such completion no later than [Date].

**7. DELIVERABLES / COPIES OF PRODUCTS**

CONSULTANT shall provide CCDC with ...

**8. CONTRACT TERMS**

Terms of the On-Call Professional Services Agreement shall apply to the services performed and work products created under this Task Order.

End of Task Order | Signatures appear on the following page.



IN WITNESS WHEREOF, CCDC and CONSULTANT have executed this Task Order as of the date last written below.

**CAPITAL CITY DEVELOPMENT CORP.**

**CONSULTANT**

**[NAME OF FIRM]**

***SAMPLE TASK ORDER FORM***

*Do not sign*

John Brunelle, Executive Director

***SAMPLE TASK ORDER FORM***

*Do not sign*

**NAME & TITLE OF CONTRACT SIGNER**

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**EXHIBITS**

- A: Consultant's Proposal dated <insert date>  
B: Hourly Rates; Reimbursable Expense Rates *(if applicable)*

Budget Info / For Office Use	
Fund/District	
Account	
Activity Code	
PO #	
Completion Date	
Task Order Term	

## **Attachment C**

### **Consultant's Submitted Proposal**



Prepared for:



Prepared by:

Kimley»Horn

# Statement of Qualifications for **PARKING & MOBILITY CONSULTANT SERVICES**

AUGUST 18, 2020

**A. RFQ SUBMITTAL COVER SHEET (EXHIBIT A)**

**EXHIBIT A**

**SUBMITTAL COVER SHEET  
(REQUIRED FOR SUBMISSION)**

**RFQ: PARKING & MOBILITY CONSULTANT**

TO: Capital City Development Corporation  
Attn: Kathy Wanner, Contracts Specialist  
121 N. 9<sup>th</sup> Street, Suite 501  
Boise, Idaho 83702

FROM:

**Company Name:** Kimley-Horn and Associates, Inc.

**Mailing Address:** 7740 N. 16th Street, Suite 300, Phoenix, AZ, 85020

**Physical Address:** 7740 N. 16th Street, Suite 300, Phoenix, AZ, 85020

**Telephone:** 602.906.1100 **Fax:** 602.944.7423

**E-mail Address:** brian.smalkoski@kimley-horn.com

**Company officer responsible to CCDC for services contemplated by this RFQ:**

**SIGNATURE:** **X** 

**Print Name and Title:** Brian Smalkoski, P.E., AICP, PTP, PTOE, Vice President/Authorized Signer

## B. RFQ WAIVER AND RELEASE (EXHIBIT B)

### EXHIBIT B

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

The undersigned has read this release and fully accepts the Capital City Development Corporation's ("CCDC") discretion and non-liability as stipulated herein, and expressly for, but not limited to, CCDC's decision to proceed with a selection process in response to the Request for Qualifications (RFQ) for Parking & Mobility Consultants.

A. Discretion of CCDC: The firm or individual submitting a response to the this RFQ ("Respondent") agrees that CCDC has the right, in its sole discretion and judgment for whatever reason it deems appropriate to, at any time unless contrary to applicable state law to:

- 1) Modify or suspend any and all aspects of the process seeking responses and making any decisions concerning the parking & mobility consultant services RFQ.
- 2) Obtain further information from any person, entity, or group, including, but not limited to any Respondent, and to ascertain the depth of Respondent's capability and experience for supplying parking & mobility services as described in this RFQ and in any and all other respects to meet with and consult with any Respondent or any other person, entity, or group;
- 3) Waive any formalities or defects as to form, procedure, or content with respect to CCDC's RFQ to select a parking & mobility consultant and any response by any Respondent thereto;
- 4) Accept or reject any sealed Submission received in response to the RFQ, including any sealed Submission submitted by the undersigned; or select any one Submission over another in accordance with the selection criteria; and
- 5) Accept or reject all or any part of any materials or statements, including, but not limited to, the nature and type of Submission.

B. Non-Liability of CCDC

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

**SIGNATURE:**

X 

Print Name and Title: Brian Smalkoski, P.E., AICP, PTP, PTOE, Vice President/Authorized Signer

Name of Firm: Kimley-Horn and Associates, Inc.

Date: August 12, 2020

## C. SIGNED LETTER OF INTEREST (COVER LETTER)

August 18, 2020

**Capital City Development Corporation**  
Attn: Kathy Wanner, Contracts Specialist  
121 N. 9th Street, Suite 501  
Boise, ID 83702

**Kimley-Horn**  
950 Bannock Street, Suite 1100  
Boise, ID 83702  
208.297.2885

### **RE: Statement of Qualifications for Parking & Mobility Consultant Services**

Dear Ms. Wanner and Members of the Selection Committee,

Kimley-Horn has assembled a highly-qualified and enthusiastic team to consult with the Capital City Development Corporation (CCDC) and downtown Boise stakeholders to assess the future of the public parking system in Boise and other technical assessments that may be required. Our Statement of Qualifications (SOQ) identifies the Kimley-Horn team and summarizes how our broad base of experience and industry-leading professionals will benefit CCDC on this important contract. Our specialized team brings you the following strengths that make us an ideal partner for the CCDC:

#### **Unmatched Multidisciplinary Resources Combined with Local Knowledge**

**As one of the country's premier planning and design consulting firms, Kimley-Horn has many disciplines but only one expertise: making our clients successful.** Since 1967, Kimley-Horn has provided comprehensive consulting services to clients nationwide. Our stellar staff deliver outcomes you can depend on and we utilize the industry's strongest techniques and technologies. You get a convenient one-stop-shop for engineering and planning services that will streamline consultant coordination and communication. With more than 90 offices and over 4,200 employees and experts from coast to coast, Kimley-Horn is your go-to consultant for:

- Parking
- Place Making
- Traffic Engineering
- Transportation Planning
- Sustainable Design
- Urban Design
- Electrical Engineering
- Energy Services
- Environmental Services
- Forensics
- Intelligent Transportation Systems (ITS)
- Land Development
- Mobility Planning
- Security Systems
- Transit Planning and Design
- Electric Vehicle Charging
- Wireless Communications
- Landscape Architecture
- Pavement Management

An industry leader in parking and mobility, Kimley-Horn is at the forefront of the planning and engineering industry for developing and implementing comprehensive parking plans and programs as a key tool to support community and economic development. Whether your project involves public infrastructure or private development, we understand your challenges. **Our engineers, planners, and parking professionals work to develop insightful solutions to your toughest problems with a solid commitment to deliver value that exceeds your expectations.**

**Proposed Project Manager, L. Dennis Burns, CAPP has been working in Boise and with CCDC since 2004.** As the project manager for the multiple prior CCDC Parking Consulting On-Calls (both with Kimley-Horn and his previous consulting firm), Dennis has extensive knowledge of CCDC's history and the evolution CCDC's mission and programs. This in-depth knowledge of CCDC will be valuable as CCDC transitions to a new Parking and Facilities Director with Max Clark's retirement. **We are also very excited to have opened our new Boise office in 2020, meaning we are closer than ever.** Local Boise office leader **Tim Nicholson, P.E.** (previously with Ada County Highway District [ACHD]) has extensive local knowledge and will serve as our CCDC local liaison.

#### **A Strategic Approach**

Kimley-Horn looks beyond the typical parking study to help communities understand that parking solutions should be much more than the temporary warehousing of vehicles. Our strategic approach to parking includes a thorough assessment that evaluates every facet of parking and mobility management programs—from organization and leadership, to leveraging technology, to parking management best practices, to transportation demand management (TDM). **Simply put, we provide solutions that benefit not only the parking system but the community as a whole.**



## Innovative Solutions

Our team brings unique and innovative solutions to our clients that help answer critical questions and move the parking and mobility systems forward. In doing so, we consistently create value for our clients. **Kimley-Horn's industry leaders offer a balanced, proven approach to assessing your parking issues.** This begins with Project Manager, L. Dennis Burns, CAPP, who is a national expert on strategic parking and transportation planning. **Dennis offers over 30 years of experience in parking consulting and management and has specialized in downtowns and urban environments for the past 15 years.** He served on the board of the International Downtown Association and was recently elected to the International Parking and Mobility Institute's (IPMI) Board of Directors. In addition to a veteran project manager, our team includes several other highly-experienced parking and planning professionals. **The Kimley-Horn team includes experts in parking technology, parking facility design, transportation planning/TDM, and parking facility restoration.**

**The Kimley-Horn team also has in-house expertise in a wide range of related fields, as listed on page 1 of this cover letter.** In addition to our in-house capabilities, we have further strengthened our team by engaging **Rick Williams Consulting (RWC)**. The RWC team brings to the table demonstrated expertise forming and managing Transportation Management Associations (TMAs), including hands-on experience building benefits districts, exploring innovative partnerships, executing shared parking agreements, and developing and implementing funding mechanisms for TDM. Rick Williams, Owen Ronchelli, and Pete Collins have all served as executive directors of TMAs (Lloyd and South Waterfront in Portland), and directly shaped the formation of the CEID and NW Districts in Portland. Rick Williams also has experience managing garages and creating the SmartPark program in Portland, OR. **This type of experience could prove helpful particularly for the last three "high priority" items listed on page 5 of the Request for Qualifications (RFQ) as they begin to look forward to next steps:**

- » Exploring if innovative partnerships with private and other public entities could be forged to supply public parking
- » Exploring if the demand for public parking can be lessened through TDM and other initiatives
- » Analyzing options for what happens to ParkBOI as the urban renewal districts sunset

We look forward to the opportunity to work with you and your staff to assist in ongoing parking strategic planning and consulting assignments. **Kimley-Horn is well-positioned in terms of staff, resources, and proximity to be a strong partner to CCDC throughout this contract.** If you need additional information or have any questions, please contact L. Dennis Burns directly at 602.906.1125, via mobile phone at 480.290.5274, or via email at [dennis.burns@kimley-horn.com](mailto:dennis.burns@kimley-horn.com).

Sincerely,

**KIMLEY-HORN**



**L. Dennis Burns, CAPP**  
Project Manager/Regional Vice President



**Tim P. Nicholson, P.E.**  
Contract Manager/Local Liaison

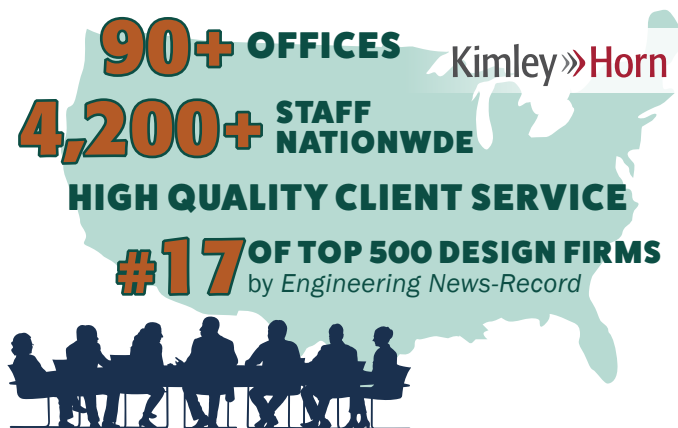
*Kimley-Horn acknowledges Addendum #1 issued on August 10, 2020. We affirm all addenda changes have been addressed in our SOQ, as applicable.*



**D. DETAILED PROPOSAL****Organization Qualifications**

Kimley-Horn is home to over 100 parking experts, many of which will work with CCDC on this contract. In the matrix on page 4, you can see exactly how our team is structured to address each area of the scope, and learn about our key team members' relevant experience in their respective resumes in the Appendix.

Since 1967, we have been meeting and exceeding the planning, program development, demand projection, and design/construction needs of a wide variety of parking owners and operators. Our parking professionals collaborate closely with Kimley-Horn's planners and engineers, enabling us to offer our clients an impressive depth of understanding and resources.



Beyond our parking capabilities, Kimley-Horn is a full-service engineering and planning firm composed of civil, structural, electrical, and roadway engineers, transportation planners, environmental professionals, and construction phase experts. Kimley-Horn's structure allows us to create highly-specialized teams, pulling resources and staff from multiple locations. **Kimley-Horn is able to bring you the resources of a large national firm combined with the understanding of a small local organization from our recently-opened Boise, ID office.** Our proposed team is identified in the organization chart on page 5.

**Kimley-Horn's Philosophy**

***"We have no reason to exist except to serve our clients." – Ed Vick, Kimley-Horn Co-Founder***

The core elements of Kimley-Horn's philosophy are expressed in our mission statement:

Kimley-Horn is a business-based consulting practice, operated with integrity and dedicated to providing timely, quality professional services in a profitable manner—thus meeting the needs of our clients and satisfying the professional and financial objectives of our employees and owners.

Our primary goals are to meet our clients' consulting needs; to develop an outstanding staff; to provide a positive work environment; and to maintain our professional reputation while being a well-managed and profitable firm that provides a high level of benefits to its staff.

Kimley-Horn is performance-based and results-oriented.

**We have high expectations, reflected in our strong performance in all areas of our business.** Our practice is goal-oriented because we believe you have to know where you're going to get there. We establish specific annual goals for job starts, revenues, time utilization, and expenses. We intend not only to meet our goals, but also to exceed them.

**Every employee plays a key role in our ability to achieve these common goals, and we emphasize teamwork as the best way to achieve success.** It is through the efforts, ideas, and initiative of every employee that Kimley-Horn is able to meet today's challenges and take advantage of the opportunities of the future.

At Kimley-Horn, we grow practice builders—individuals who seek out opportunities and establish themselves and the firm in a new or existing service area. Practice builders focus their efforts on solving problems for our clients. **Practice building is the foundation of our success and integrates leadership, technical, marketing, and business skills.**

**Accessibility to Boise**

*Kimley-Horn has recently opened a local Boise office, meaning we are closer than ever before and accessible to CCDC. **Contract Manager/Local Liaison Tim Nicholson, P.E. is based out of our Boise office and will work one-on-one with CCDC and serve as a close resource for any immediate needs.***

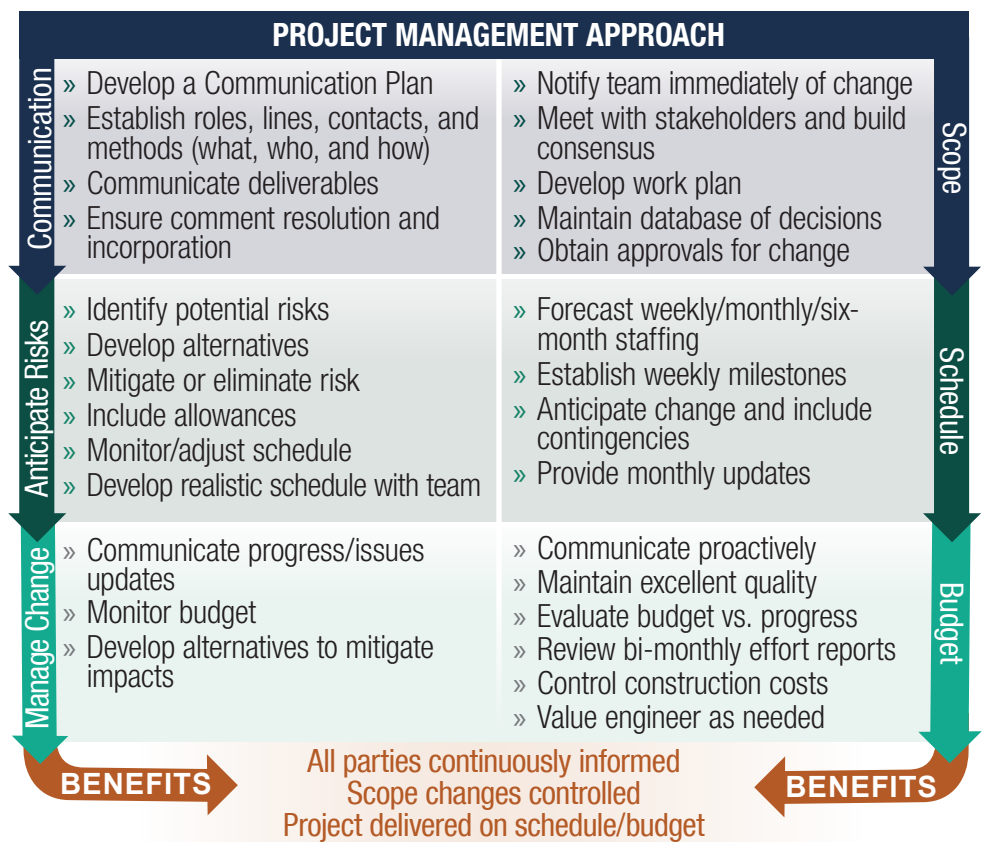


## Project Management Techniques and Methods

The first step in ensuring the success of any project is the selection of the contract manager. **For this contract, Project Manager L. Dennis Burns, CAPP will serve not only as project manager, but also as technical manager for many of the services.** He is known for being highly responsive, an industry “thought leader,” and an effective communicator of parking issues to the public and agencies.

The next step in the successful management of a project is proactive communication with you, our client. **One significant advantage that Kimley-Horn offers is Dennis’ in-depth knowledge of CCDC’s mission and operational processes.** Dennis has been working with CCDC for well over a decade on various projects, predating his employment at Kimley-Horn. As Max Clark transitions into retirement, Dennis’ knowledge of CCDC’s history and evolving urban revitalization and parking/mobility strategies will provide a level of continuity and connection to previous planning work that will benefit the agency and the community at large.

We understand that on-call projects are often fast-paced and the level of effort required to complete them may be as varied as the projects themselves. As you can see in the graphic above, we have outlined our project management approach. This detailed approach allows us to stay on top of each project and deliver quality work. **Kimley-Horn has technical experts in a wide range of related disciplines.** Dennis will evaluate each task order request from CCDC and recommend the staff resources that will provide CCDC with the latest technical expertise to accomplish the desired project goals. In the matrix on page 4, you can see how our team members individually meet the requirements of the scope of services.



## High Priority Issues and Kimley-Horn's Responses

We understand CCDC has a number of high priority issues concerning this contract. In the table on the following page, we have noted how our team is positioned to address these areas of focus based on our collective expertise as a firm and team.

High Priority Issues for CCDC		Kimley-Horn Responses
1	Selecting a parking operator through a RFQ/RFP process.	Project manager Dennis Burns has assisted CCDC through this process twice in the past 12 years and brings lessons learned and local expertise.
2	Revisiting the vision and mission for ParkBOI.	Since 2004, Dennis has assisted CCDC in updating the CCDC's mission and vision related to parking and mobility as part of parking management plan updates and strategic plan development.
3	Long-term preservation of the parking garages as important assets.	Kimley-Horn has dedicated parking maintenance and restoration engineers assigned to address this issue as needed.
4	Selecting a new Parking Access and Revenue Control System (PARCS) through a RFQ/RFP process.	Kimley-Horn has dedicated parking technology experts assigned to address this issue as needed.
5	Updating the long-term strategic plan for the parking system.	Dennis authored CCDC's most recent Parking and Mobility Strategic Plan and he looks forward to updating this important document in the future.
6	Conducting an annual rate analysis in conjunction with the annual budgeting process.	Dennis has completed parking rate analyses for CCDC and many other communities in the past.
7	Conducting a parking supply-demand analysis for Downtown Boise (typically done every 3-5 years).	Dennis has completed several parking supply/demand assessments for CCDC over the years.
8	Participating in International Parking Institute's Framework on Sustainability and the Green Parking Council's Green Garage Certification Program.	As a member of the IPMI Board, Dennis is deeply invested in IPMI's sustainability initiatives and David Taxman, P.E. was added to our team specifically to address this issue. David is ParkSmart certified and participated in the program's creation.
9	Identifying what alternative models exist for the day-to-day operation of ParkBOI.	Dennis' background in operations and parking program organizational options, plus Nick Mazzenga's knowledge of the latest parking technology, bring value to this issue.
10	Improving coordination between the on-street parking system and the off-street public parking systems.	Dennis has a positive working relationship with the City of Boise's on-street program staff and has promoted ongoing collaboration between the CCDC and the City for a number of years.
11	Achieving better utilization of the existing inventory of public parking.	Dennis maintains a robust collection of parking management best practices, many of which can be used to address this issue.
12	Evaluating what part CCDC should play in addressing future demands for public parking.	Dennis is considered a national expert on future trends related to the impacts of autonomous vehicles and the evolving use of shared mobility options as they relate to future parking demand.
13	Exploring if innovative partnerships with private and other public entities could be forged to supply public parking.	Dennis has done extensive work evaluating public private partnerships and parking system monetization, including several published articles and whitepapers on this issue.
14	Exploring if the demand for public parking can be lessened through Transportation Demand Management (TDM) and other initiatives.	Dennis and other team members have extensive expertise in the TDM arena (including specialized expertise from our subconsultant Rick Williams Consulting) making this an area of strength for our team.
15	Analyzing options for what happens to ParkBOI as the urban renewal districts sunset.	This will likely be an important issue to "get out in front of" during the next five-year term. Dennis' expertise in program strategic planning and organizational development will be valuable for this issue.

## Potential Scope of Services Matrix

The following matrix showcases the relevant skills and experience of each proposed team member related to the specific scope of services outlined in the RFQ.

Statement of Qualifications for **PARKING & MOBILITY CONSULTANT SERVICES**

Potential Scope of Services	Kimley-Horn Team										RWC	
	Prime Consultant										Subconsultant	
	D. Burns T. Nicholson	A. Koller	L. Tabor	J. Simpson	N. Mazzenga	D. Taxman	C. Herrick	B. Henderson	B. Crowther	R. Williams	W. Reynolds	
Kimley-Horn/RWC Team Members	Project Manager	Contract Manager	Curb Management	Public Outreach/TDM	TOD/TDM	Technology	Parking/Finance	Parking Design	Restoration	Transportation Planning	Transportation Alternatives Support	Transportation Alternatives Support
Long Term Planning, Investment, Management and Coordination	●	●	●	●	●	●	●	●	●	●	●	●
Parking Garage Design and Equipment	●			●	●	●	●	●	●			
System Operations and Customer Satisfaction	●	●		●	●	●	●	●	●	●	●	●
Parking Supply and Demand; Rates	●	●		●	●	●	●	●	●	●	●	●
Other												
Organizing and conducting community engagement processes (public meetings, stakeholder interviews, customer surveys, forums, and expert panels on parking issue)	●	●	●									
Facilitating meetings with elected and appointed boards, government agencies, and stakeholder groups; making presentations to decision makers	●	●	●									
Providing case studies from other communities related to the various issues that would be instructive to CCDC	●	●	●	●	●	●	●	●	●	●	●	●
Work with the City, ACHD, Boise State University (BSU) and others on parking related issues that are require collaboration	●	●	●	●	●	●	●	●	●	●	●	●

## Personnel Qualifications

The Kimley-Horn team organization chart below shows the names and titles for all full-time team members who will serve CCDC on this contract. Following the organization chart are brief biographies on each key team member who will work directly with CCDC. Further information on key team members, including project experience, can be found in their respective resumes in the Appendix section.



**Project Manager**  
L. Dennis Burns, CAPP

**Contract Manager/Local Liaison**  
Tim Nicholson, P.E.

### Public Outreach Specialist

Leslie Tabor

### Design/Structural Specialist

Christine Herrick, P.E.

### Parking and Mobility Technology Specialist

Nick Mazzenga, P.E.

### Transportation Demand Management Specialist

Jeremiah Simpson

Leslie Tabor

### Parking Supply/Demand Specialist

Leslie Tabor

Jeremiah Simpson

Adria Koller, AICP

David Taxman, P.E.

### Curb Management Specialist

Adria Koller, AICP

### Transit-Oriented Development Specialist

Jeremiah Simpson

### Finance and Green Garage Certification

David Taxman, P.E.

### Transportation Planning

Brent Crowther, P.E., PTOE, RSP<sub>1</sub>

### Restoration

Ben Henderson, P.E., S.E.

### Rick Williams Consulting<sup>1</sup> *Transportation Alternatives Support*

Rick Williams

William Reynolds, P.E., AICP

## Additional In-House Services

Transportation Master Planning

Bicycle/Pedestrian Planning

Complete Streets

Downtown Master Planning

Urban Planning

Transportation Demand Management

Transit-Oriented Development

Mobility Hubs

Transportation Services

Landscape Architecture

Civil Engineering

Traffic Modeling

Intelligent Transportation Systems (ITS)

Connected/Autonomous Vehicles

Electric Vehicle Services

Pavement/Asset Management

1. Subconsultant Key Team Members



## **L. Dennis Burns, CAPP | Role: Project Manager**

**Years with Kimley-Horn/Total Years: 11/36**

**Office Location: Phoenix, AZ Title: Associate/Regional Vice President**

### **Professional Credentials:**

- B.A., Humanities/Psychology, University of North Carolina, Charlotte
- Certified Administrator of Public Parking (CAPP), IPMI/University of Virginia
- IPMI-Accredited Parking Organization (IPMI-AP0) Site Reviewer

Dennis serves as Kimley-Horn's primary contact for this project. **He is a nationally-recognized parking expert with over 36 years of parking consulting and management experience with hands-on parking management experience in municipal, university, healthcare, and airport environments.** His direct parking management experience allows him to understand functional and operations issues from the customer's perspective. In the past 15 years, Dennis has focused on municipal parking programs and business district development as an area of special expertise. He has led national research and analysis efforts in the areas of parking system organizational development, parking as an economic development strategy, parking system strategic planning, parking and transportation program integration, and parking system branding/marketing. Dennis has extensive expertise in the development and operation of transportation systems to complement parking operations, as well as TDM strategies designed to reduce overall parking demand. Dennis' specific expertise is in parking master planning and operations consulting including urban planning studies, feasibility studies, supply/demand analyses, shared parking analyses, parking revenue control and operational audits, and parking program organization. He has worked throughout the country on many downtown parking studies and plans including Boise, ID; Lincoln, NE; Atlanta, GA; Boulder and Fort Collins, CO; Cedar Rapids, IA; Dallas, TX; and Missoula, MT. Prior to joining Kimley-Horn, Dennis was the Senior Vice President of Studies and Operations Consulting for Carl Walker, Inc. for 12 years.



## **Tim Nicholson, P.E. | Role: Contract Manager/Local Liaison**

**Years with Kimley-Horn/Total Years: <1/20**

**Office Location: Boise, ID Title: Civil Professional**

### **Professional Credentials:**

- Professional Engineer (P.E.) in ID (#13314)
- B.S., Civil Engineering Specializing in Construction Management, Virginia Tech

Tim has over 20 years of experience serving the civil engineering and construction industry. **Prior to joining Kimley-Horn, Tim served the Ada County Highway District (ACHD) for more than eight years in roles including Construction Coordinator, Development Review Supervisor, Maintenance Manager, and most recently, Deputy Director of Maintenance.** For ACHD, Tim regularly evaluated civil engineering plans and reports, managed the Safe Sidewalk Program and Developers Cooperative budgets, coordinated and administered Developer Cooperative capital projects, and resolved public concerns and questions on developer and utility-driven projects. Prior to his time with ACHD, Tim managed the Cole to Broadway widening project on Interstate 84. Tim also maintains experience designing roads, infrastructure, subdivisions, and creating models for sanitary sewer, water, and storm sewer systems.



## **Jeremiah Simpson | Role: Parking/TDM/Transit-Oriented Development Specialist**

**Years with Kimley-Horn/Total Years: <1/18**

**Office Location: Denver, CO Title: Parking Consultant**

### **Professional Credentials:**

- B.A., English, University of California, Davis

Jeremiah is an experienced planning professional with 18 years of consulting experience specializing in parking and multimodal planning for both public- and private-sector clients. Working in several high growth markets in the mountain region, Jeremiah has established himself as an expert in certain niches including transit-oriented development (TOD), TDM, urban infill projects, downtown parking management and policy studies, and parking system financial feasibility analysis.





## **Leslie Tabor | Role: Parking/Public Outreach/TDM Specialist**

Years with Kimley-Horn/Total Years: 1/4

Office Location: Phoenix, AZ Title: Parking Planner

### **Professional Credentials:**

- M.S., Library and Information Science, Syracuse University
- B.A., English, Oklahoma Baptist University
- IPMI-APO Site Reviewer

Leslie is an experienced parking and public involvement professional with diverse project and program experience. She focuses on parking planning and community engagement for public, private, and university clients and is passionate about effective project communication. A former librarian, Leslie enjoys researching current trends and finding creative solutions to challenges. Her strengths lie in project management and working with people, particularly in public meetings and small group stakeholder sessions. Leslie's unique perspective allows her to keep her eye on the big picture while making sure the details are taken care of.



## **Christine Herrick, P.E. | Role: Design/Structural Specialist**

Years with Kimley-Horn/Total Years: 8/8

Office Location: Salt Lake City, UT Title: Structural Engineer

### **Professional Credentials:**

- P.E. in UT and NC
- B.S., Civil Engineering, North Carolina State University
- M.S., Civil Engineering, Virginia Polytechnic Institute and State University

Christine has eight years of experience in the design and restoration of parking structures for numerous municipalities, private developers, and higher education institutions nationwide. These structures include standalone garages, parking within mixed-use buildings, and fully-integrated facilities. Her expertise includes designing new parking facilities and evaluating and rehabilitating existing structures. Christine's design and rehabilitation projects encompass a broad scope of structural types, including reinforced concrete, precast prestressed concrete, and post-tensioned concrete.



## **Nick Mazzenga, P.E. | Role: Parking and Mobility Technology Specialist**

Years with Kimley-Horn/Total Years: 12/12

Office Location: Richmond, VA Title: Parking Technology Consultant

### **Professional Credentials:**

- P.E. in VA
- B.S., Civil Engineering, Virginia Military Institute
- M.S., Civil Engineering, University of Virginia

Nick is one of Kimley-Horn's top parking technology consultants with 12 years of experience as a researcher and engineer in state and regional transit and traffic management systems, transportation communication systems, traveler information systems, concept of operations development, and systems engineering. He is well versed in the latest parking system technological developments and prepares detailed technical specifications for parking access and revenue control systems. In addition, he has extensive experience with advanced simulation modeling of transit and pedestrian networks.



## **Adria Koller, AICP | Role: Parking/Curb Management Specialist**

Years with Kimley-Horn/Total Years: 12/12

Office Location: Tucson, AZ Title: Parking Planner

### **Professional Credentials:**

- American Institute of Certified Planners (AICP) (#025363)
- M.S., Urban Planning, University of Arizona
- B.S., Environmental Design, University at Buffalo

Adria has 12 years of experience and possesses a unique understanding of the interplay and access-related issues between

the travel realm and the built environment. Her ability to understand the technical components of parking and transportation systems with her land use planning background enable her to improve management practices and supporting policies to optimize parking and transportation systems. Adria's experience includes preparing parking management plans in both municipal and university settings, evaluating parking behaviors using geospatial analysis, developing curb lane management programs, performing bicycle and pedestrian safety analysis, evaluating policies and ordinances, leading numerous data collection and analysis efforts, and developing Park+ models for campuses and municipalities.



## **David Taxman, P.E. | Role: Parking Specialist/Finance and Green Garage Certification**

**Years with Kimley-Horn/Total Years: 2/15**

**Office Location: Fort Lauderdale, FL**

**Title: Parking Consultant**

### **Professional Credentials:**

- P.E. in FL
- M.A., Real Estate, University of Illinois
- B.S., Civil Engineering, University of Wisconsin

David is a parking consultant with 15 years of parking planning and design experience. He has worked on parking garage design projects across the country for a wide variety of clients, including private sector, municipalities, healthcare, universities, and ports. David was among the first professionals in the industry to attain Parksmart Advisor certification and has since led trainings to certify others. He has been published in trade magazines on topics such as parking issues, TDM, and privatization. David has spoken at a number of events hosted by organizations such as the IPMI, the National Parking Association (NPA), the Big Ten Parking Conference, the Parking Association of Virginia (PAV), the Florida Parking and Transportation Association (FPTA), and Urban Land Institute (ULI).



## **Rick Williams (RWC) | Role: Transportation Alternatives Support**

**Years with RWC/Total Years: 5/25**

**Office Location: Portland, OR**

**Title: President**

### **Professional Credentials:**

- M.A., Sociology, Portland State University
- B.S., Sociology, Portland State University
- B.S., Administration of Justice, Portland State University

Rick has over 25 years of extensive experience in parking management and parking development across the Northwest, in dozens of communities. He is currently implementing parking management plans for Everett, Olympia, and Vancouver, WA; Bozeman, MT; and Portland and Bend, OR to name a few. Since 1995, Rick has also consulted for public and private clients on the siting, construction, design, and operational planning of numerous parking facilities (garages/lots). Over the years Rick has created comprehensive parking and/or TDM plans for nearly 100 cities.



## **William Reynolds, P.E., AICP, PTP (RWC) | Role: Transportation Alternatives Support**

**Years with RWC/Total Years: 2/12**

**Office Location: Portland, OR**

**Title: Strategic Partner**

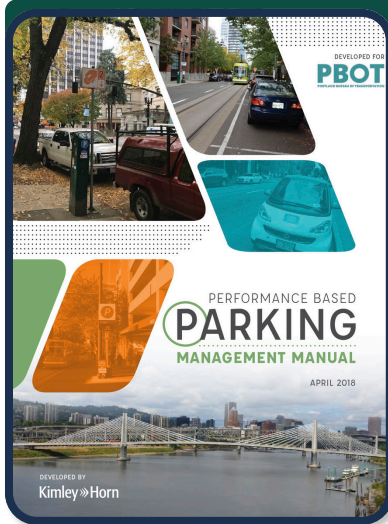
### **Professional Credentials:**

- P.E. in OR, WA, and MN
- American Institute of Certified Planners (AICP)
- Professional Transportation Planner (PTP)
- M.S., Civil Engineering, North Carolina State University
- B.S., Environmental Science, Duke University
- B.S., Earth and Ocean Science, Duke University

William has more than 12 years of experience in parking management, TDM, and traffic operations across the Northwest and Midwest. Within the last five years, William has supported 20+ communities in developing comprehensive parking management and TDM plans, including Portland, OR; Hood River, OR; Jackson, WY; and Estes Park, CO to name a few. As a subconsultant to Kimley-Horn, William worked with L. Dennis Burns and his team on a Parking Master Plan for the City of Phoenix, AZ.

## Project Experience

We have included the following relevant projects that showcase our extensive experience working with municipalities to achieve their parking goals from strategies, to demand management, to planning, and more. We encourage you to reach out to the respective client references to learn more about how working with Kimley-Horn means you can **Expect More and Experience Better**.



### City of Portland, Performance-Based Parking Management Program, Portland, OR

**CLIENT:** Chris Armes, Parking Operations Division, Portland Bureau of Transportation, [chris.ames@portlandoregon.gov](mailto:chris.ames@portlandoregon.gov), 503.823.7051

**BUDGET:** Total fee was \$202,745.00 including \$43,000.00 in City of Portland-requested contingency funds (not all of which were used).

**SCHEDULE:** Completed on schedule; original schedule was extended by the City to allow time for more community feedback.

The City of Portland selected Kimley-Horn to lead the development of an innovative and comprehensive city-wide performance-based Parking Management Manual. The manual focuses on defining guidelines for managing the public on-street and garage system parking based on data-driven decisions and best management practices, including establishing a process to implement performance-based pricing. The manual also will act as an operations guide for the management and integration of the on-street public parking system and the Smart Park garages to meet identified performance goals.



### Missoula Parking Commission, Strategic Plan and Parking Station Assessment, Missoula, MT

**CLIENT:** Tiffany Brander, Parking Director, Missoula Parking Commission, [tbrander@ci.missoula.mt.us](mailto:tbrander@ci.missoula.mt.us), 406.552.6243

**BUDGET:** Parking Strategic Plan - \$75,000.00; Parking Pay Station Study and Specifications - \$50,330.00

**SCHEDULE:** Both projects were completed on schedule. Schedule for the Parking Strategic Plan was approximately six months; Schedule for the Parking Pay Station Study and Specifications was approximately four months.

Kimley-Horn has an active on-call services contract with the Missoula Parking Commission (MPC) to assist with the implementation of their Parking Strategic Plan (including evaluation of new parking technologies), which Kimley-Horn developed as part of a larger downtown master planning project a few years prior. The overarching goal of the downtown master plan was to enhance the downtown experience through economic land use and development plans for the community. The parking planning work identified practical recommendations and parking management best practices to further advance the City's parking and transportation programs. The scope of work comprised a supply/demand study and current parking program assessment; retail parking strategy to complement a "retail hot-spot" concept, including a future parking needs assessment; and a parking strategic plan. The project required extensive community engagement to develop strategies to guide downtown development and parking needs for the next 20 years.





### City of Boulder, Access Management and Parking Strategies (AMPS), Boulder, CO

**CLIENT:** Cris Jones, Deputy Director, Community Vitality Department, City of Boulder, jonesc@bouldercolorado.gov, 303.413.7302

**BUDGET:** \$263,266.00 (AMPS Project Phases I and II, including expenses)

**SCHEDULE:** Completed on schedule. Per our contract with the City the following schedule terms were provided: "The Consultants' services are anticipated to be provided over the course of two years, occurring between January 2014 and May 2016."

Kimley-Horn evaluated the parking and transportation system within Boulder and helped define a new approach to parking management. This new parking management approach focuses on accessibility, promotes alternative transportation, and enhances a pedestrian-oriented community experience. The Kimley-Horn team helped define new practices and policies related to TDM, communication, signage, vehicular demand reduction, and overall parking management strategies.



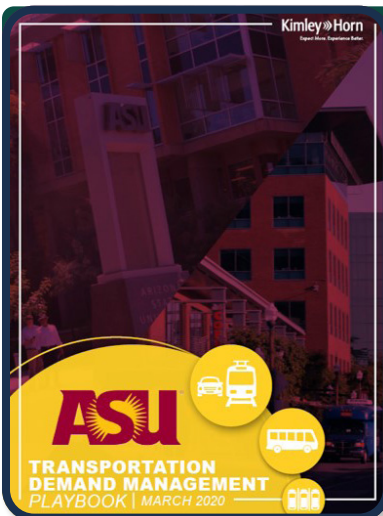
### City of Edmond, Downtown Edmond Parking Plan, Edmond, OK

**CLIENT:** Ken Bryan, AICP, Long Range Planner, City of Edmond, Ken.Bryan@edmondok.com, 405.359.4742

**BUDGET:** \$99,962.00

**SCHEDULE:** Completed on schedule, six months from Notice to Proceed (NTP).

The City of Edmond selected Kimley-Horn to assess their downtown parking and provide recommendations for a renewed approach to parking management, focusing on future growth and the continuing development of downtown Edmond as a destination for locals and visitors. The Kimley-Horn team, including an advisory panel of parking experts, created a parking plan that focuses on the establishment of a downtown management organization (DMO) to aid in introducing and implementing best practices and strategies over time, enhancements to wayfinding, pedestrian safety, ideas for integrating micromobility, and planning for a regional transit hub.



### Arizona State University, Transportation Demand Management Playbook, Tempe, AZ

**CLIENT:** J.C. Porter, CAPP, Assistant Director for Commuter Services, Arizona State University Parking and Transit Services, J.Porter@asu.edu, 480.965.8157

**BUDGET:** \$93,200.00

**SCHEDULE:** Originally six months, but due to the unexpected departure of Kimley-Horn's project manager, the project was delayed about two months beyond the original schedule.

After completing the 2017 Arizona State University (ASU) Parking and Transportation Master Plan, ASU and Kimley-Horn focused on practical, actionable steps to fully integrate TDM strategies into the University's transportation and parking program. The resulting "Playbook" lays out phased steps to incentivize driver behavior changes to decrease single occupancy vehicle (SOV) trips, create engaging TDM marketing strategies for the University, and raise awareness of the TDM menu of options that ASU will be providing, all while supporting the University's overarching sustainability goals. The resulting Playbook is a practical guide to defining and implementing progressive TDM strategies at ASU.

**E. APPENDIX - RESUMES****Dennis Burns, CAPP | Role: Project Manager****Years with Kimley-Horn/Total Years: 11/36****Office Location: Phoenix AZ****Title: Associate/Regional Vice President****Professional Credentials:**

- B.A., Humanities/Psychology, University of North Carolina, Charlotte
- CAPP, IPMI/University of Virginia

**Professional Affiliations:**

- PMI-APO Site Reviewer
- IPMI, Member/Board of Directors
- Pacific and Intermountain Parking and Transportation Association, Member

Dennis Burns, CAPP, will serve as the Kimley-Horn project manager for this contract. **He is a nationally-recognized parking expert with over 36 years of parking consulting and management experience and has served as principal-in-charge and/or project manager on over 400 parking studies.** Dennis' direct parking management experience allows him to understand functional and operations issues from the customer's perspective. **In the past 15 years, he has focused on municipal parking programs and business district development as an area of special expertise.** Dennis has led national research and analysis efforts in the areas of parking system organizational development, parking as an economic development strategy, parking system strategic planning, parking and transportation program integration, and parking system branding/marketing. He has extensive expertise in the development and operation of transportation systems to complement parking operations, as well as TDM strategies designed to reduce overall parking demand. Dennis' specific expertise is in parking master planning and operations consulting including urban planning studies, feasibility studies, supply/demand analyses, shared parking analyses, parking revenue control and operational audits, and parking program organization. He has worked throughout the country on many downtown parking studies and plans including Boise, ID; Lincoln, NE; Atlanta, GA; Boulder and Fort Collins, CO; Cedar Rapids, IA; Dallas, TX; and Missoula, MT. Prior to joining Kimley-Horn, Dennis was the Senior Vice President of Studies and Operations Consulting for Carl Walker, Inc. for 12 years.

**Relevant Experience****CCDC, Boise Parking Consultant On-Call, Boise, ID — Project Manager**

In 2015, Kimley-Horn was selected to provide CCDC with on-call consulting services for parking and transportation. Dennis was project manager on the following on-call project tasks: parking garage design guidelines, a supply/demand study, a pedestrian safety in parking environments study, garage functional design review, and a parking management plan update. However, the largest task from the previous five-year on-call was a parking and mobility strategic plan.

The overall goal of this parking and mobility master plan project was to redefine the mission and purpose of the public parking system in Downtown Boise. Over the years, the downtown environment had changed dramatically and the original mission of the parking system needed to evolve to address both current and future community needs as they related to supporting the parking and economic development needs of Downtown Boise. The process needed to be sensitive to the local market and acceptable to the community, but also ensure long-range system integrity and be consistent with expectations of system performance.

The outcome of this successful study was a community-endorsed parking and mobility strategic plan, with numerous dimensions and new policy direction designed to align the public parking program with the community's larger strategic and economic development goals.

**Dennis Burns, CAPP (continued)****City of Aurora, Parking and Mobility Enterprise System Business Plan, Aurora, CO  
— Principal-in-Charge**

The City of Aurora selected Kimley-Horn to prepare a formal business plan for an Aurora Parking and Mobility Enterprise System. The City of Aurora spans nearly 154 miles across three counties and is expecting to see a significant change in development around nine new light rail stations serving the greater Denver region. Kimley-Horn worked closely with the City to create a new organization within the City government to specifically address parking management, funding, enforcement, marketing, branding, maintenance, long-term repairs, and future parking infrastructure. Kimley-Horn created a Business Plan, complete with vision, mission statement, projection of future needs, marketing and branding strategies, and a financial summary, to help establish guidelines for the new Parking and Mobility Enterprise System. Additionally, our team assisted in preparing a Request for Proposal (RFP) for implementing the business plan and an RFP for managing the enterprise system. The project included robust public outreach to begin the community education component of the parking program. We also developed our Park+ modeling application for the station areas to predict how parking demands related to transit and new development would impact the surrounding community.

**City of Boulder, Access Management and Parking Strategies (AMPS), Boulder, CO  
— Project Manager**

Kimley-Horn evaluated the parking and transportation system within Boulder and helped define a new approach to parking management. This new parking management approach focuses on accessibility, promotes alternative transportation, and enhances a pedestrian-oriented community experience. The Kimley-Horn team helped define new practices and policies related to TDM, communication, signage, vehicular demand reduction, and overall parking management strategies.

**Missoula Parking Commission, Strategic Plan and Parking Station Assessment, Missoula, MT — Project Manager**

Kimley-Horn has an active on-call services contract with the Missoula Parking Commission (MPC) to assist with the implementation of their Parking Strategic Plan (including evaluation of new parking technologies), which Kimley-Horn developed as part of a larger downtown master planning project a few years prior. The overarching goal of the downtown master plan was to enhance the downtown experience through economic land use and development plans for the community. The parking planning work identified practical recommendations and parking management best practices to further advance the City's parking and transportation programs. The scope of work comprised a supply/demand study and current parking program assessment; retail parking strategy to complement a "retail hot-spot" concept, including future parking needs assessment; and a parking strategic plan. The project required extensive community engagement to develop strategies to guide downtown development and parking needs for the next 20 years.

Additionally, Kimley-Horn upgraded the City's on-and off-street parking technology and provided the associated project planning services, including the development of equipment specifications, assistance with the procurement process, and final acceptance testing.

*"What adds immeasurably to Dennis' value and sets him apart from other talented and capable people in the field is his **generosity** in sharing his **time and knowledge** with his clients and colleagues and his ability to form collegial relationships. Dennis values his clients' and colleagues insights, knowledge, and experience, which creates an atmosphere of comfort and openness. This in turn fosters collaboration and increases the likelihood of **innovative** and **excellent project outcomes**." – Melinda Anderson, CAPP, Director, Parking Management, Medical University of South Carolina*

**Tim Nicholson, P.E. | Role: Contract Manager/Local Liaison**

Years with Kimley-Horn/Total Years: &lt;1/21

Office Location: Boise, ID

Title: Civil Professional

**Professional Credentials:**

- P.E. in ID (#13314)
- B.S., Civil Engineering Specializing in Construction Management, Virginia Tech

Tim has over 21 years of experience serving in the civil engineering and construction industry. **Prior to joining Kimley-Horn, he spent over eight years with the Ada County Highway District (ACHD) where he led a team of professionals whose responsibility was the preservation of over 5,100 lane miles of pavement within Ada county.** For ACHD, Tim regularly evaluated civil engineering plans and reports, managed the Safe Sidewalk Program and Developers Cooperative budgets, coordinated and administered Developer Cooperative capital projects, and resolved public concerns and questions on developer and utility driven projects. He has experience in leadership and field construction practices for roadway, bridge, and facility maintenance projects. Tim is adept at balancing his client's visions and expectations with a project's efficiency and cost-effectiveness.

**Relevant Experience****Franklin and Cloverdale Intersection, Boise, ID — Project Engineer\***

This was a Federal Aid project consisting of addition of multiple lanes to all four legs of the intersection in Boise, ID. New pedestrian facilities (sidewalks and ramps) were constructed, the storm drain system improved, new traffic signals installed, and the intersection was paved with concrete. Services provided included Federal Aid construction, inspection and documentation, pavement rehabilitation and reconstruction, sidewalks, Americans with Disabilities Act (ADA) pedestrian facilities, and utility coordination .

**City of Mesa, Broadway Road from Mesa Drive to Stapley Drive (Lesueur to Spur), Mesa, AZ — Project Engineer**

Kimley-Horn prepared the planning and design of new 12-inch and 20-inch water pipelines within a complex and congested corridor of Broadway Road between Lesueur and Spur (1.2 miles). This roadway segment consists of numerous aging existing utilities (City water, gas, and sewer), as well as several private utilities (telephone, fiber, and power), which limit corridors for new City water infrastructure. The project included development and evaluation of pipeline alignments, with consideration for clearance from other utilities; construction sequencing; traffic control; and adjacent property owner impacts.

**Town of Gilbert, Power Road Water Line System, Gilbert, AZ — Project Engineer**

Kimley-Horn is currently preparing a waterline design for the Town of Gilbert. The proposed 16-inch waterline will begin at the intersection of Power Road and Los Altos Road and extend to the intersection of Power Road and Pecos Road by connecting into an existing 16" waterline. The proposed line will then connect in again at the intersection of Pecos Road and South Swan Court and extend to the Town of Gilbert's Public Safety Training Facility. The purpose of this project is to provide enough pressure to the Public Safety Training facility. Kimley-Horn gathered data, coordinated with utilities, prepared preliminary alternatives that identified proposed improvements, easement coordination, right-of-way (ROW) coordination, and preliminary costs.

*\* = Prior to joining Kimley-Horn*





## **Leslie Tabor | Role: Parking/Public Outreach/TDM Specialist**

Years with Kimley-Horn/Total Years: 1/4

Office Location: Phoenix, AZ Title: Parking Planner

### **Professional Credentials:**

- M.S., Library and Information Science, Syracuse University
- B.A., English, Oklahoma Baptist University
- IPMI-APO Site Reviewer

### **Professional Affiliations:**

- IPMI, Member
- Project Management Institute (PMI), Member
- IPMI Media Relations Task Force, Member

Leslie is an experienced parking and public involvement professional with diverse project and program experience. She focuses on parking planning and community engagement for public, private, and university clients and is passionate about effective project communication. A former librarian, Leslie enjoys researching current trends and finding creative solutions to challenges. Her strengths lie in project management and working with people—she is comfortable in both public meetings and small group stakeholder sessions. **Leslie's unique perspective allows her to keep her eye on the big picture while making sure the details are taken care of.**

### **Relevant Experience**

#### **Arizona State University, Transportation Demand Management Playbook, Phoenix, AZ — Deputy Project Manager**

After completing the 2017 Arizona State University (ASU) Parking and Transportation Master Plan, ASU and Kimley-Horn focused on practical, actionable steps to fully integrate TDM strategies into the University's transportation and parking program. The resulting Playbook lays out phased steps to incentivize driver behavior changes to decrease single occupancy vehicle (SOV) trips, create engaging TDM marketing strategies for the University, and raise awareness of the TDM menu of options that ASU will be providing, all while supporting the University's overarching sustainability goals. The resulting Playbook is a practical guide to defining and implementing progressive TDM strategies at ASU.

#### **City of Edmond, Downtown Area Parking Plan, Edmond, OK — Parking Planner**

The City of Edmond selected Kimley-Horn to assess their downtown parking and provide recommendations for a renewed approach to parking management, focusing on future growth and the continuing development of downtown Edmond as a destination for locals and visitors. The Kimley-Horn team, including an advisory panel of parking experts, created a parking plan that focuses on the establishment of a downtown management organization (DMO) to aid in introducing and implementing best practices and strategies over time, enhancements to wayfinding, pedestrian safety, ideas for integrating micromobility, and planning for a regional transit hub.

#### **IPMI Mobility Hubs Presentation, IPMI Annual Conference 2020 (Virtual) — Presenter**

In June of 2020, Leslie collaborated with L. Dennis Burns and client Josh Kavanagh (Parking and Transportation Director for University of California – San Diego) to present on the emerging best practice of mobility hubs.



## **Christine Herrick, P.E. | Role: Design/Structural Specialist**

**Years with Kimley-Horn/Total Years: 8/8**

**Office Location: Salt Lake City, UT**

**Title: Structural Engineer**

### **Professional Credentials:**

- P.E. in UT and NC
- M.S., Civil Engineering, Virginia Polytechnic Institute and State University
- B.S., Civil Engineering, North Carolina State University

### **Professional Affiliations:**

- American Society of Civil Engineers (ASCE), Past President – Eastern Branch
- UTAH CREW Events Committee, Chair
- Salt Lake City Downtown Alliance Committee, Member
- Urban Land Institute (ULI), Urban Plan Volunteer

Christine has eight years of experience in the design and restoration of parking structures for numerous municipalities, private developers, and higher education institutions nationwide. These structures include stand-alone garages, parking within mixed-use buildings, and fully-integrated facilities. Her expertise includes designing new parking facilities and evaluating and rehabilitating existing structures. **Christine's design and rehabilitation projects encompass a broad scope of structural types, including reinforced concrete, precast prestressed concrete, and post-tensioned concrete.**

### **Relevant Experience**

#### **Richmark Companies LLC, Cityscape Apartments Parking Structure Rehabilitation, Salt Lake City, UT — Structural Engineer**

Kimley-Horn was contracted by Richmark Companies, LLC to assist with the rehabilitation of the parking structure and addition of an outdoor dog park for Cityscape Apartments in Salt Lake City, UT. The parking structure consists of two parking levels and 176 parking stalls and was constructed using post-tensioned CIP structural system. Specific tasks provided by Kimley-Horn include condition assessments for the parking structure, construction documents for the concept design of an outdoor amenity deck, structural modifications to the shear wall for pedestrian access to the stairs, as well as circulation patterns and hardscape/surface treatments. Other tasks included structural engineering services, landscape architecture design, site inspections, coordination with stakeholders for permits, and construction administration services.

#### **Norfolk Citywide Parking Facilities IDIQ, Norfolk, VA — Structural Engineer**

Since 2013, Kimley-Horn has provided on-call parking facility services—planning, design, maintenance, restoration, and technology—to the City of Norfolk's parking system. The City's system consists of nearly 20,000 parking spaces in 16 garages, 10 lots, and approximately 600 on-street metered spaces that provide hourly, daily, and monthly parking. Our services have included condition assessments, maintenance plans, parking planning, operational analysis, parking studies, functional design, lighting analysis, and assisting the City in reviewing various projects/proposals received by the City related to parking.

#### **City of Durham, Morgan Rigsbee Parking Garage, Durham, NC — Structural Engineer**

Kimley-Horn provided civil engineering, landscape architecture, structural engineering, and parking design services for an \$18.5 million mixed-use parking garage for the City of Durham. Kimley-Horn also completed a preliminary feasibility study for this garage in 2016. The 665-space garage includes up to 20,000 square feet in commercial/retail space, including new offices for the City of Durham Parking administrator. The facility helps to fill an immediate need for parking in Downtown Durham and serve as a gateway for visitors in the downtown core.

**Adria Koller, AICP | Role: Parking/Curb Management Specialist**

Years with Kimley-Horn/Total Years: 12/12

Office Location: Tucson, AZ

Title: Parking Planner

**Professional Credentials:**

- American Institute of Certified Planners (AICP) (#025363)
- M.S., Urban Planning, University of Arizona
- B.S., Environmental Design, University at Buffalo

**Professional Affiliations:**

- American Planning Association (APA), Member
- IPMI, Member
- Pacific Intermountain Parking and Transportation Association (PIPTA), Member

With 12 years of experience in parking and transportation management planning, Adria possesses a unique understanding of the interplay and access-related issues between the travel realm and the built environment. Her ability to understand the technical components of parking and transportation systems with her land use planning background enable her to improve management practices and supporting policies to optimize parking and transportation systems. Adria's experience includes preparing parking management plans in both municipal and university settings, evaluating parking behaviors using geospatial analysis, developing curb lane management programs, performing bicycle and pedestrian safety analysis, evaluating policies and ordinances, leading numerous data collection and analysis efforts, and developing Park+ models for campuses and municipalities. **With a focus on mobility and access, Adria aims to develop parking management strategies for all uses and users, improving options for motorists, pedestrians, bicyclists, and alternative vehicle operators.**

**Relevant Experience****City of Minneapolis, Curb Lane Management Framework, Minneapolis, MN  
— Project Planner**

Kimley-Horn is assisting the City of Minneapolis with the development of a curb lane management strategic framework, which will be an educational document used to promote the curb lane management activities within the community. The intended audience for this effort is local business owners, employers, residents, employees, and visitors. The intent of the document is to provide guidance related to the management of on-street parking, commercial loading, and transit operations, as well as provide marketing opportunities for the City to promote their programs and build buy-in for the ongoing management of parking.

**Seattle DOT, Commercial Vehicle Loading Zone (CVLZ) Study, Seattle, WA  
— Project Manager**

Kimley-Horn is currently working with the City of Seattle to evaluate CVLZ monetization strategies and technology to manage transactions, usage, and collect data to drive future policy. Currently, commercial vehicle drivers often park improperly, including in on-street parking spaces and in excess of time limits in commercial vehicle spaces, and the City has no means of tracking CVLZ permit usage. The study evaluated usage data (occupancy and duration) for loading zones and defined analytics and trends for a variety of loading zone types and vehicle types. This data was used to define pilot strategies for managing loading zones and converting from an annual paid permit to a usage-based transaction platform. The intent of the pilot is to help delivery drivers make better decisions on when and how to utilize loading zones, discourage loading zone abuse, and promote better data collection to support ongoing policy development. The outcomes of the study included phased technology recommendations, pilot testing strategies, and recommendations for rolling out, managing, modifying, and communicating pilot tests and long-term strategies.



## **Nick Mazzenga, P.E. | Role: Parking and Mobility Technology Specialist**

**Years with Kimley-Horn/Total Years:** 12/12

**Office Location:** Richmond, VA

**Title:** Parking Technology Consultant

### **Professional Credentials:**

- P.E. in VA
- M.S., Civil Engineering, University of Virginia
- B.S., Civil Engineering, Virginia Military Institute

### **Professional Affiliations:**

- IPMI, Member
- Eno Transportation Foundation Fellow

**Nick has 12 years of experience as a researcher and engineer in state and regional transit and traffic management systems, transportation communication systems, traveler information systems, concept of operations development, and systems engineering.** In addition, Nick has extensive experience with advanced simulation modeling of transit and pedestrian networks. He has authored several publications on the topic of advanced traffic management systems, presented in many national and local conferences on related topics, and is an active participant in regional and national-level ITS conferences. Nick has experience overseeing complex transportation and technology projects between multiple entities within a municipality. Most recently, Nick brought together the complex network architecture requirements of the Arlington County Information Technology Department with the county's Transportation Department to design the county's next generation fiber-optic network. Consensus building was key and Nick worked with multiple stakeholders within the county to develop a network that would benefit the county as a whole.

### **Relevant Experience**

#### **City of Oxford, Parking Management and Consulting Services, Oxford, MS — Project Engineer**

The City of Oxford is constructing a new parking garage in their downtown core area and selected Kimley-Horn to evaluate improvements to various components of the parking management and transportation system. Services include conducting a parking facility demand analysis and a parking facility economic feasibility analysis, developing a parking master plan, and conducting a parking rate analysis. Nick developed design plans, specifications, and a RFP for the City of Oxford, Mississippi's newest 400-space garage that serves students and faculty from the University of Mississippi and residents and visitors to the City. He worked closely with the industry to develop the first-of-its kind gateless garage for the City. Nick and the rest of the Kimley-Horn team are developing strategies to manage parking, improve communications and wayfinding, leverage existing and new technologies, review traffic impacts, consider maintenance improvements, and provide bid phase services for procuring a gateless PARCS for the new garage.

#### **City of Fredericksburg, Downtown Signal Modifications, Fredericksburg, VA — Project Engineer**

Kimley-Horn worked with the City of Fredericksburg to upgrade five signals in historic downtown Fredericksburg. The signals were upgraded with modern features such as illuminated street name signage, decorative poles and mast arms, and 360-degree video detection. The project included the design of pavement markings, signage, relocation of overhead utilities, and preparation of bid documents including special provisions. Pedestrian safety was improved with upgraded ADA-compliant curb ramps, improved crosswalks, pedestrian pushbuttons, pedestrian signal heads, and increased intersection lighting.

#### **City of Seattle, Restricted Parking Zone Policy Review, Seattle, WA — Project Engineer**

Researched and developed commercial vehicle loading zone technologies and policies for the City of Seattle. He evaluated loading zone data, facilitated vendor/technology discussions, and prepared a technical memorandum that laid out a phased approach to pilot and deploy a new commercial vehicle loading zone permitting and enforcement system.





## **Jeremiah Simpson | Role: Parking/TDM/Transit-Oriented Development Specialist**

**Years with Kimley-Horn/Total Years:** <1/18

**Office Location:** Denver, CO

**Title:** Parking Consultant

### **Professional Credentials:**

- B.A., English, University of California, Davis

### **Professional Affiliations:**

- ULI Colorado Chapter, Member
- National Association of Industrial and Office Properties (NAIOP), Member
- PIPTA, Member

Jeremiah is an experienced planning professional with 18 years of consulting experience specializing in parking and multimodal planning for both public- and private-sector clients. He began his career in 2001 performing parking studies in the Los Angeles region, and has been based out of Denver since 2005. Several of Jeremiah's high-profile projects include the Parking and TDM Plan for the ongoing redevelopment at the National Western Stock Show, and a Parking Pricing Technical Assessment for Denver's Regional Transit District (RTD) to look at the potential impacts of expanding their paid parking program to include most park-and-ride users. **Working in several high-growth markets in the mountain region, Jeremiah has established himself as an expert in certain niches including TOD, TDM, urban infill projects, downtown parking management and policy studies, and parking system financial feasibility analysis.** He is an active participant and speaker at many events for the ULI Colorado Chapter as well as NAIOP, PIPTA, and several other industry organizations.

### **Relevant Experience**

#### **City of Golden, Comprehensive Parking Plan, Golden, CO – Project Manager\***

This study included a comprehensive evaluation of downtown Golden's public parking system and adjacent residential permit zones. Several new development projects were evaluated along with the health and function of the in-leu fee program as a mechanism to support additional in-fill. Several parking management programs were adopted in response to this study including a pilot program for downtown pay parking kiosks and modifications to time limits and other restrictions. The goal for the analysis was to ensure that future public parking infrastructure was used efficiently and balanced appropriately with the pedestrian-friendly character of the downtown.

#### **City of Wichita, Parking and Multimodal Plan, Wichita, KS – Project Manager\***

This comprehensive planning document evaluated parking supply/demand, policy, future development, and multimodal connectivity for a nearly 200-block study area in downtown Wichita. Several city agencies, the public, and neighborhood stakeholder groups were heavily involved in the planning effort. The study included several significant policy, management, technology, and infrastructure recommendations including options to consolidate the city's parking and mobility functions into a single department and to improve the oversight and long-term fiscal outlook for the program.

#### **City of Denver, National Western Center Parking and TDM Plan, Denver, CO – Project Manager\***

This study was commissioned by the City of Denver as a follow-up to the Master Plan, looking more closely at the parking and transportation needs associated with the 10-year proposed build-out of the National Western Center property. Due to the complexity of the site, the study evaluated a wide range of multimodal access options for large events, concurrent events, and day-to-day activities, along with the stock show. The study contained several dozen recommendations ranging from on- and off-site infrastructure needs, to bus and shuttle operations, mobility hubs, management of TNC (Uber/Lyft) pick-up and drop-off zones, integrated parking guidance signage and wayfinding, internal site circulation, and truck and trailer staging and loading needs.

*\* = Prior to joining Kimley-Horn*



## David Taxman, P.E. | Role: Parking Specialist/Finance and Green Garage Certification

Years with Kimley-Horn/Total Years: 2/15

Office Location: Fort Lauderdale, FL

Title: Parking Consultant

### Professional Credentials:

- P.E. in FL
- M.A., Real Estate, University of Illinois
- B.S., Civil Engineering, University of Wisconsin

### Professional Affiliations:

- IPMI, Member
- Florida Parking and Transportation Association (FPTA), Member

David has 15 years of parking planning and transportation engineering experience. He has been a passionate advocate for reform in parking planning practices, spearheading efforts to include TDM and mobility best practices. **He was among the first in the parking industry to attain certification as a Parksmart Advisor and has led trainings for certifying others. He has published articles on parking issues, TDM, and privatization in several industry magazines, including Parking Today, Parking, and Government Finance Review.** David has also spoken at events hosted by the IPMI, the National Parking Association (NPA), Institute of Transportation Engineers, the Big Ten Parking Conference, FPTA, and ULI. He has led parking studies for municipalities, universities, hospitals, private development, and other institutions. His expertise in parking planning includes supply and demand studies, operations and management, financial feasibility studies, parking policy, technology review and specification, shared parking studies, parking privatization, and functional design of parking facilities. David's practice includes parking consulting across the nation and internationally.

### Relevant Experience

#### City of Phoenix, Park Central Mall Garage Feasibility Study, Phoenix, AZ — Project Engineer

Kimley-Horn was engaged by the City of Phoenix to perform a parking feasibility study for the Park Central Community Facilities District (District) for the proposed Park Central Garage at Park Central Mall. There are plans for the District to help finance the proposed 2,001-space garage as part of a public-private partnership. The garage plans to support multiple users, including the proposed Creighton Health Sciences Building, a proposed multifamily apartment building, existing office space, the existing Dignity Health administrative building, a proposed hotel, and visitors to the mall. The financial analysis included understanding future lease agreements, existing parking demand, market rates, event activity, proposed parking operations, and the shared parking demand from the multitude of users. The study determined the projected revenue, maintenance/operating expenses, and debt service to calculate the projected annual net profits/losses over a 10-year period. This financial analysis was applied for bond financing of the garage.

#### Downtown Redevelopment Plan Area Parking Study, Clearwater, FL — Project Manager

David led the Kimley-Horn team in completing a comprehensive parking study of Downtown Clearwater. The project included an evaluation of current and future parking needs, identification and analysis of alternative parking supply solutions, site feasibility analysis of potential garage locations, parking operations and management improvements, and an implementation program. The study analyzed the impact of the proposed Imagine Clearwater bayfront project that would displace almost 700 spaces and the impact on parking of large Downtown events at the bayfront. The study identified how private parking resources could be activated to help support both existing and future demand. Parking improvements were suggested to support economic development, and create a more customer-friendly, efficient, and sustainable parking system.



## **Rick Williams (RWC) | Transportation Alternatives Support**

**Years with RWC/Total Years: 5/25**

**Office Location: Portland, OR**

**Title: President**

### **Professional Credentials:**

- M.A., Sociology, Portland State University
- B.S., Administration of Justice, Portland State University
- B.S., Sociology, Portland State University

Rick has over 25 years of extensive experience in parking management and parking development across the Northwest, in dozens of communities. He is currently implementing parking management plans for Everett, Olympia; and Vancouver, WA; Bozeman, MT; and Portland and Bend, OR to name a few. Since 1995, Rick has also consulted for public and private clients on the siting, construction, design and operational planning of numerous parking facilities (garages/lots). **Over the years Rick has created comprehensive parking and/or transportation demand management plans for nearly 100 cities.**

In Portland, OR Rick was responsible for creating the nationally recognized “*SmartPark*” parking system which unified, standardized, and distinguished the City’s seven garage system as the premier parking choice in downtown Portland.

Rick also served as contract Executive Director of *Go Lloyd* for 20 years, retiring in 2014. *Go Lloyd* is a private, non-profit business association providing parking management, transit, bike, ride sharing, and outreach programs to 185 Lloyd District-based businesses and property owners. *Go Lloyd*’s focus is on parking management, transit, bicycle and pedestrian programs, as well as marketing and communications.

### **Relevant Experience**

- Downtown Parking Study and Plan, Everett, WA
- Downtown Parking Solutions Study, Hillsboro, OR
- King County Metro, Right Sized Parking Project, King County, WA
- Kaiser Permanente, Sunnyside/Interstate Campus TDM Plans, WA
- Strategic Assessment of Downtown Parking (Constraints, Operations and Technology), Kirkland, WA,
- Downtown Specific Plan Area/Parking Management Plan, Laguna Beach, CA
- Metropolitan Transportation Commission, Reforming Parking Policies to Support Smart Growth, Oakland, CA
- Downtown Parking Management Strategy and Plan, Milwaukie, OR
- Portland Development Commission, Central City Parking Development Feasibility Study, Portland, OR
- Zidell, Code Allowance & Demand Revenue Forecast, Portland, OR
- Portland Community College, Five Campus Parking and TDM Plan, Portland, OR
- Downtown Parking Program – Operational and Programmatic Review, Redwood City, CA
- Downtown Parking Activity Update and Smart Meter Demonstration Plan, Spokane, WA



## **William Reynolds, P.E., AICP, PTP (RWC) | Transportation Alternatives Support**

**Years with RWC/Total Years: 2/12**

**Office Location: Portland, OR**

**Title: Strategic Partner**

### **Professional Credentials:**

- P.E. in OR, WA, and MN
- American Institute of Certified Planners (AICP)
- Professional Transportation Planner (PTP)
- M.S., Civil Engineering, North Carolina State University
- B.S., Environmental Science, Duke University
- B.S., Earth and Ocean Science, Duke University

William is a former Kimley-Horn employee and has more than 12 years of experience in parking management, TDM, and traffic operations across the Northwest and Midwest. **Within the last five years, William has supported 20+ communities in developing comprehensive parking management and TDM plans, including Portland and Hood River, OR; Jackson, WY; and Estes Park, CO to name a few.** Dennis and William collaborate often and as a subconsultant to Kimley-Horn, William worked with Dennis on the development of Portland's 2018 Parking Management Manual and is currently working with City to collect data to inform the first round of performance-based pricing recommendations.

William brings experience working with clients to identify anticipated traffic impacts and parking demands associated with development projects and developing cost-effective travel demand management strategies. **He possesses extensive knowledge of national best practices to create innovative, tailored transportation plans.**

### **Relevant Experience**

- Downtown Parking Program Audit, Corvallis, OR
- Downtown Parking Management Plan, Estes Park, CO
- Downtown Parking Study and Plan, Hood River, OR
- Downtown Parking and Mobility Management Plan, Jackson, WY
- Travel Behavior Survey, Oregon City, OR
- Central Eastside Industrial Council, Parking Master Plan, Portland, OR
- Portland Bureau of Transportation, NW Portland Parking Data Collection and Analysis, Portland, OR
- Portland Bureau of Transportation, Performance-Based Parking Management Manual, Portland, OR
- University of Nevada, Las Vegas, UNLV Campus Parking Master Plan, Las Vegas, NV
- University of Montana, Parking Management Plan, Missoula, MT
- Vancouver Historic Trust, Historic Trust Parking Study, Vancouver, WA



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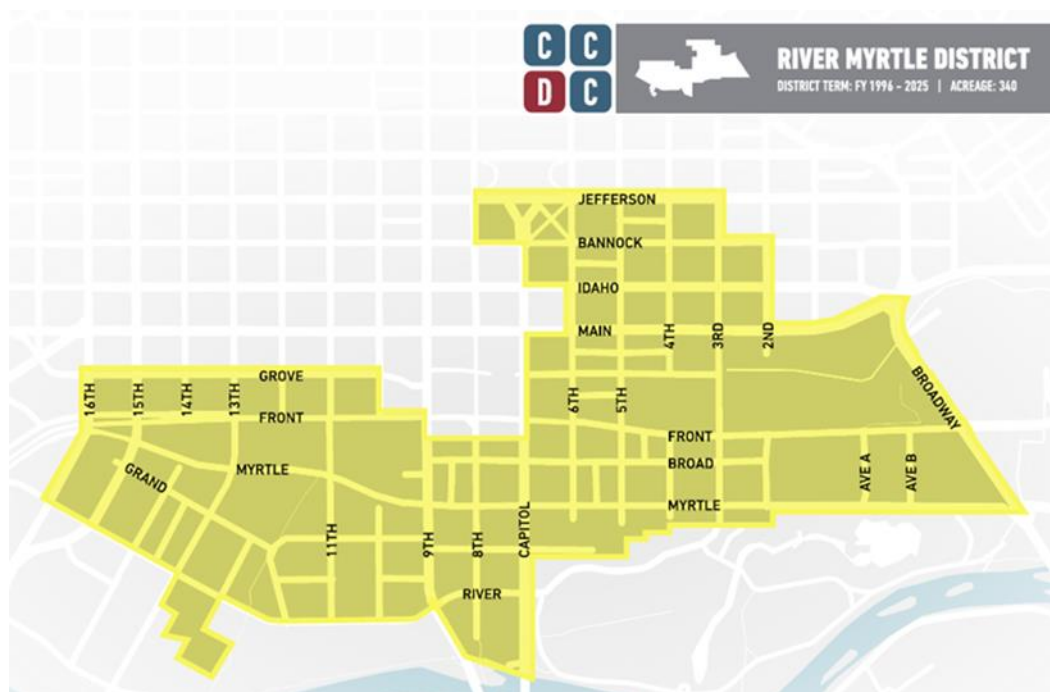


# **V. INFORMATION ITEMS**



**DATE:** September 14, 2020  
**TO:** Dana Zuckerman, Chair  
Board of Commissioners  
**FM:** John Brunelle, Executive Director  
**RE:** CCDC Monthly Report

## RIVER – MYRTLE / OLD BOISE DISTRICT



### *Economic Development*

**5th & Front Streets - Hotel and Parking Garage – Participation Program (PP) Type 3, 5:** The parking garage portion of this project (540 total spaces) opened for customers in mid-March under a temporary certificate of occupancy. On May 1, CCDC began leasing 200 spaces for public use, specifically reserved monthly parkers. The developer is planning a public art element on the stairwell wall facing Front Street, and is working with the City of Boise Arts and History Department on the selection process. The CCDC Board approved an additional \$90,000 in eligible expenses for public art at its December 2019 meeting. Chair Zuckerman represents CCDC on the selection committee. Other members represent the development group, the City Arts & History



Commission, and local artists. The selection committee will review artist applications and is waiting for the developer's proposed art program.

**500 S. 8th Street - Trailhead - Agency Leased Property:** The Board approved a new two-year lease of this property at its May 18, 2020 meeting for continued Trailhead occupancy.

**200 Myrtle Street - Boise Caddis - PP Type 2:** Construction continues on the Boise Caddis project with post-tensioned concrete work underway. Wood framing is underway. Apartment facade finishes will start in early August. The project, scheduled to open in the summer of 2021, includes 160 rental units and 400 parking spaces. Ada County will purchase a number of the parking spaces for use by its nearby Courthouse complex workforce. The Type 2 Agreement includes approximately \$1.2 million in eligible expenses for public improvements on 2nd, 3rd, and Myrtle Streets and a small portion of Broad Street. Reimbursement will come from tax increment revenue generated by the project.

**204 Myrtle Street - CDG Boise - PP Type 2:** The Board designated this project for Type 2 funding at its November 2019 meeting. CDG Boise is building a 249-unit apartment building with 353 parking spaces, and has requested reimbursement for approximately \$980,000 of public improvements including streetscapes and utility work. The Type 2 Agreement was approved at the December 2019 Board meeting. Construction is scheduled to begin at a later date.

**406 Broad Street - Cartee Apartments - PP Type 2:** This project includes 160 apartment units and 176 structured parking spaces. Construction and mobilization began in October 2019. Excavation, footings, and first floor columns are complete. Currently concrete work is being performed on the first floor slab and garage ramp. The agreement between CCDC and the developer contemplates approximately \$1.3 million in eligible expenses to be reimbursed from project-generated tax increment revenue.

**512 W Grove Street - 5th & Grove Mixed Use Residential - PP Type 2:** At its March 2020 meeting, the CCDC Board approved a Type 2 General Assistance Participation Agreement with 5th and Grove Investors, LLC. The project includes 114 for-rent apartments and 8,000 square feet of ground floor retail. Fifty of the apartment units will be dedicated to workforce housing, serving 120% AMI (area median income) and below. The project qualifies for Level A status and is eligible to receive 80% of the tax increment revenue it generates to reimburse Eligible Expenses. The project includes approximately \$1 million in Eligible Expenses for public improvements along 5th Street, Grove Street and alley. It is estimated that tax increment revenue can reimburse approximately \$700,000 of Eligible Expenses. CCDC will construct and pay for the already-planned Grove Street streetscape improvements currently in the Agency's 5-year Capital Improvement Plan, accounting for approximately \$347,000 in Eligible Expenses. If construction timelines do not align, CCDC will reimburse the developer for that work upon completion of the project and not through project-generated tax increment revenue. Those two sources will reimburse the developer for all of the project's Eligible Expenses. Construction has begun, Summer 2020.

## PARTICIPATION PROGRAM

**Type 1:** One-time assistance. Reimbursements up to \$200k for eligible expenses. Developer-matched.

**Type 2:** General assistance. Reimbursed by project-generated tax increment revenue. Scorecard dependent.

**Type 3:** Transformative Assistance. Large-scale or unproven projects. Often includes public parking. \$6 private to \$1 public minimum investment required.

**Type 4:** Capital Improvement Coordination. Most often used for public/public projects.

**Type 5:** Disposition of CCDC-owned property.



**16 6th Street - 6th & Grove Mixed Used, Income Restricted Residential - PP Type 2:** At its March 2020 meeting, the CCDC Board approved a Type 2 General Assistance Participation Agreement with the developers of the 6th & Grove project. This is a mixed-use residential and retail project being developed by Capital Partners, Galena Fund, and deChase Miksis. It will consist of 60 apartment units (income restricted and market rate), 5,000 square feet of retail and 9,000 square feet of office space. The project includes approximately \$600,000 of Eligible Expenses for public improvements in the alley and streetscapes along Grove and 6th streets. CCDC will construct and pay for the already-planned Grove Street streetscape improvements currently in the Agency's 5-year Capital Improvement Plan, accounting for approximately \$130,000 in Eligible Expenses. Sixth Street improvements are included in CCDC's current year CIP and will be reimbursed upon completion. The remainder of the Eligible Expenses will be reimbursed using tax increment revenue generated by the project between 2022 and 2025. These funding sources will reimburse the developer for all Eligible Expenses. Minor site prep has begun, Summer 2020. Full construction is imminent. The First Amendment to the Agreement was approved by the Board at the September 2020 board meeting.

**600 Front Street - The Vanguard - PP Type 2:** Visium Development is constructing a 75-unit multi-family apartment building on the corner of 6th and Front streets (former Biz Print location). The CCDC Board designated this project for Type 2 funding at its November 2019 meeting. Visium has requested reimbursement for approximately \$400,000 of public improvements, including streetscapes and utility work. The Type 2 Agreement was approved at the December 2019 Board meeting.

**601 S. 8th Street – Mixed-Use with Public Parking – PP Type 3:** Jordan-Wilcomb Construction is partnering with local developer Global Senior Housing on a mixed-use project that preliminarily includes office, retail, public parking and residential spaces. The residential portion will be Global Senior Housing's specialty, an "Active Adult Community Platform" for 55+ year-old adults. Current use at the property is a one story building which is currently vacant and previously housed the Foothills School for Arts and Sciences. CCDC is interested in potentially purchasing a parking condominium and providing public parking at the location. The project anticipates over 160 residential spaces over 5 floors, 300 parking stalls, and over 20,000 sq ft of commercial and retail spaces. The project's total development cost is estimated to be \$53 million, and construction is expected to begin in 2021 and open by late 2022 or 2023.

### **Mobility**

**S. 5th St & Myrtle St - Signalized Crossing:** This project seeks to install signal control on Myrtle Street at the 5th Street intersection to provide a safe crossing between Julia Davis Park and the Central Addition, and to extend the signal-coordinated calming of Myrtle Street. Kittelson & Associates has completed a preliminary warrant analysis and representatives of ACHD, City of Boise, CCDC, and ITD met in March 2020 to discuss next steps. CCDC and the City are working on a request to ITD outlining the rationale for a signal and how it will not set a precedent.

**ParkBOI - Capitol & Myrtle Parking Garage - Agency Owned Property:** This project will apply repair patches of spray-on fire-proofing throughout this garage. The Agency has met with a contractor, looked at the repairs, and is waiting for a detailed proposal.

**N. 5th & 6th Streets - City of Boise/ACHD Traffic Configuration:** ACHD has this project on indefinite hold until there is programmed construction funding. The Agency stands ready to assist and anticipates direction in the near future.

**505 S. Bannock St - 505 Bannock - T1 Designation:** Local general contractor Visser Construction is building a three-story mixed-use property at the site of the former Wells Fargo bank branch. The project features over 11,000 sq ft of dining space between two restaurants, and

3,700 sq ft top floor office space. The project is an estimated \$5.5 million in total development costs. The project requests reimbursement to replace the public improvements in its narrow storefront, as well as install a transformer on-site that will replace existing pole-mounted transformers in the alley right-of-way. Total anticipated reimbursement is over \$80,000. Applicant is I M IRIE TWO LLC, the site owner's controlling entity. CCDC expects the applicant to submit for approval at the September 2020 Board meeting.

**ParkBOI - 11th & Front Parking Garage - Agency Owned Property:** No significant maintenance performed in recent months. 160 of the Agency's 250 spaces are currently available for lease.

### Place Making

**Grove Street - Multi-Block Improvement Project:** The Old Boise Blocks on Grove Street, between 3rd and 5th Streets downtown, is ready for a catalytic transformation. With a few nearby projects already underway, CCDC is kicking off an inclusive community-driven visioning process to develop a place-making strategy for the Old Boise Blocks on Grove Street. The process begins in June with a series of stakeholder visioning meetings to create a community-supported vision for the area. The public will have several opportunities to engage in the visioning process through summer and fall 2020. Stakeholder visioning meetings were held on June 11 and July 9 with the final meetings scheduled for August 6 and September 17.

### Special Projects

**RMOB Public Art - City of Boise Broad Street Sculpture - PP Type 4:** Final concepts have been submitted. The City Department of Arts & History is running its process. CCDC stands ready to assist.

## WESTSIDE DISTRICT



## **Economic Development**

**11th Street Streetscape - Washington Street to Grove Street:** These streetscape improvements are planned for construction in FY2023. To maximize public investment, the Agency is working closely with ACHD on its 11th Street bikeway facilities project. To ensure that cooperative and coordinated solutions are developed by ACHD and the Agency in their respective planning processes, CCDC is conducting planning and design on a similar schedule to ACHD.

**1111 Idaho St - 11th & Idaho Building - PP Type 2:** This nine-story, Class A office building is being developed by Rafanelli and Nahas using the internationally recognized architecture firm Perkins + Will. The site is adjacent to the future Westside Urban Park and is being designed to complement the existing Boise Plaza office building on the adjacent block to the north. The development was designated as a Type 2 Participation Project in July 2019. The final agreement was presented to the Board in August 2019. Construction is underway. CCDC will reimburse the developers for public improvements being completed along Idaho and 11th streets. The reimbursement will be based on actual expenses and will not exceed \$740,690.

**1015 W Main Street - 11th and Main Apartments - PP Type 1:** Seattle's Revolve Development purchased part of the former Safari Inn, located at 1015 W. Main Street. Revolve is redeveloping the 11th and Main building, transforming it from a 43-room hotel into 41 residential apartments, mostly studio units. Additionally, a teak-wood lattice façade will be added onto the existing stucco exterior walls. The developer was approved for a Type 1 Participation Project at the Board's July 2020 meeting to reimburse expenses to replace the 11th Street alley drive-ramp. The reimbursement will be based on actual expenses and will not exceed \$23,000 pending final confirmed work scope.

**1715 W. Idaho St - 17th and Idaho - Agency-Owned Property:** The Board approved the purchase of this property at its June 8, 2020 meeting. The Agency closed on the property July 1, 2020 and has begun the RFP process as generally described in the property's Agenda Bill. Lot has been cleared of all trash, wood and weeds.

**1010 W. Jefferson St - 10Ten Building - Agency-Owned Property:** No notable maintenance issues.

**1322 W. Main Street - Fire Fusion Studio - PP Type 1:** Local artist Delia Dante owns and operates Fire Fusion Studio, an art and metalworking gallery that has recently relocated to 1322 W. Main Street. Ms. Dante is renovating the existing, empty building towards the purpose of housing Fire Fusion Studio's sales, art gallery and metalworking classes. The finished project will feature a completely re-built structure and roof, new interior finishes across the multiple spaces and new public improvements reimbursed by CCDC. The majority of public improvement costs relate to installing a new sidewalk on 14th Street and filling decommissioned vaults on both 14th and Main Streets. The exterior renovation will begin upon permit approval. The interior renovation is underway and permitted.

**421 N. 10th St - ISG/BSN Building - Agency Owned Property:** Graffiti was removed from fence September 3.

## **Infrastructure**

**Bannock Street Streetscape - 8th to 9th Streets:** The City of Boise conducted a public meeting and an online survey to gauge public support of the proposed design. Feedback was evaluated. The City presented the project to ACHD during a Commission work session in November 2019 and to the ACHD Commission in January 2020 after which ACHD approved the design. The project received Design Review approval from the City in February 2020. The CCDC Board

approved the contract for construction documents and construction administration services with Jensen Belts Associates and the ranking for CM/GC services in March 2020. The CM/GC contract with Guho Corp was executed in April. Construction documents have been submitted to the City and ACHD for approval. At a Special Board Meeting on July 27, 2020 the Board approved GMP (guaranteed maximum price) #1 with Guho Corp.

**10th & State Streets - Agency Owned Property:** CCDC is working with nearby landowners around the Agency-owned sites to create transformative development in the Brady Block area. CCDC hopes to incentivize the future redevelopment of underutilized sites adjacent to the Brady Block.

**1010 Main St - Avery Building - PP Type:** This privately-owned vacant building is currently undergoing renovation. CCDC has remained engaged with the developer and owner who is working on overall project financing. The developer is interested in utilizing the Agency's Participation Program for historic preservation costs and anticipates submitting an application in 2020.

**State Street Streetscape & Fiber-Optic Conduit:** The Agency is negotiating a cost share agreement with ACHD to include improvements on State Street as part of a road project tentatively scheduled for 2022. Agency-funded improvements would include installation of a fiber-optic conduit bank on State between 8th and 14th, and construction of streetscape improvements to include street trees, Silva cells, and historic street lights from east of 12th to 14th streets. The Silva cells would serve a dual purpose of accommodating healthy street trees and managing stormwater from State Street. ACHD will credit CCDC for stormwater costs.

**Westside URD – Boundary Adjustment:** The Agency is working to adjust the Westside URD boundary to add an additional 14 acres that includes the Boise High School campus, the downtown YMCA property, as well as right of way on Franklin Street and 8th Street. The City Council accepted an eligibility report in June 2019 and directed CCDC to move forward with amending the plan. The Plan Amendment must be reviewed by CCDC and the City Council as well as Planning and Zoning prior to adoption. The proposed plan amendment will be considered by the Board on September 14 and if approved, will be transmitted to the City thereafter for review by the Planning Commission on October 5 to verify its compliance with the Boise City Comprehensive Plan.

## Mobility

**ParkBOI - 10th & Front Garage - Agency Owned Property:** The Agency hired DESMAN to perform design services for structural damage prevention. Due to the complexity of the project and proximity to Hotel 43, the Agency has chosen to prequalify general contractors. Prequalification proposals were due September 9, 2020 and the contractors qualified to bid will be presented at the October 12, 2020 Board Meeting for approval. The bid process will follow in November with an anticipated contract award at the December Board meeting and Spring 2021 construction start.

**North 8th Street - City/ACHD Traffic Configuration:** A traffic and bike lane analysis performed by Kittleson & Associates and a design package by Jensen Belts Associates were presented to the City Council in January 2019. The City Council requested public outreach on the project. The City conducted a public meeting and an online survey to gauge public support of the proposed design. Feedback was evaluated. The City presented the project to ACHD's Commission during a November 2019 work session. The Commission was receptive and asked for an interagency agreement for paving and for the project to be brought back for formal presentation. That presentation occurred in January 2020 after which ACHD approved the design. The project received Design Review approval from the City in February 2020. The CCDC Board approved

the contract for construction documents and construction administration services with Jensen Belts Associates in March 2020. The Agency has been working to accelerate the project timeline to complete construction in 2020. Construction documents have been submitted to the City and ACHD for permit review. At a Special Board meeting on July 27, 2020 the GMP (guaranteed maximum price) #1 with Guho Corp. Construction was approved. Construction start date is anticipated August 10, 2020.

### Place Making

**11th Street & Bannock Street - Westside Urban Park:** The City Council approved the Westside Urban Park Master Development Agreement and associated land agreement in June 2019. The completion of these agreements formalizes a public-private partnership that will result in the creation of a new downtown neighborhood urban park. This public investment complements construction of the adjacent 11th and Idaho development, a nine-story, Class A office building with retail/restaurant space fronting the park. Construction on the office tower began in August 2019 and is expected to be complete in November 2020. CCDC Board, Boise Arts & History Commission, and Boise City Council have approved artist Matthew Mazzotta's "Gentle Breeze" design and the public artwork will be installed in conjunction with the park. Pending CCDC Board approval of the GMP (guaranteed maximum price) at the September 14 CCDC Board meeting, construction of the park will begin October 1, 2020 with ribbon cutting estimated in May June 2021.

## 30<sup>TH</sup> STREET DISTRICT



### Economic Development

**2403 Fairview Ave - Adare Manor - PP Type 2, 4:** Northwest Integrity Housing Company's affordable housing development, consisting of 134 apartments, is complete and actively leasing



units. The combined participation agreement is for approximately \$730,000 for public improvements adjacent to the development including streetscapes and utility work. This development is on ground leased from the City of Boise for forty years and was awarded to the developer through a competitive process. The majority of the apartments will be for families earning less than 60% AMI (area median income) – about \$44,000 per year for a family of four – with approximately 10% of the units offered at market rate. Reimbursement is complete. The First Amendment to both Agreements were approved by the Board in the September meeting.

### *Mobility*

**Main and Fairview Transit Stations and Platforms:** CCDC, in cooperation with the City of Boise and Valley Regional Transit, is redesigning and constructing improvements at up to seven bus stops along Main St. and Fairview Ave between Whitewater Park Blvd and N 16th St. CCDC is contracting with HDR Engineering to provide design services which will be completed in spring 2021 with construction to follow in summer 2021.

## SHORELINE



### *Economic Development*

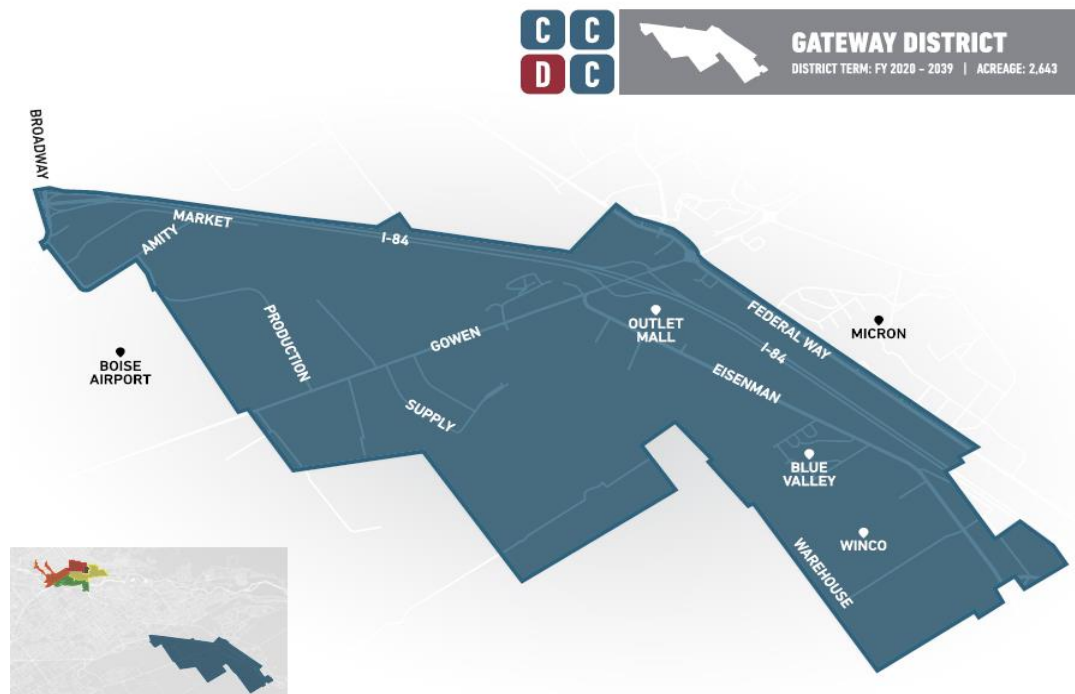
**Shoreline District - Downtown Boise Streetscape Standards Update:** CCDC, in collaboration with the City, is preparing to update the Downtown Boise Streetscape Standards Manual. These standards provide guidance to private development and Agency's Capital Improvement Plan projects for streetscape improvements in the public rights-of-way within the downtown Urban Renewal Districts.

The standards currently in effect were adopted by the City in 2015 and do not include the Shoreline District project area. This update will incorporate that project area as well as the

innovative stormwater management strategies outlined in the City's Lusk Street Neighborhood Master Plan and River Street Neighborhood Master Plan.

The update will be reviewed by neighborhood stakeholders, the City, and ACHD before being considered for formal approval. Once approved by the CCDC Board, the updated standards will be forwarded to the City Council and recommended for final approval and adoption into Blueprint Boise. This collaborative process will begin once Agency funds are allocated to the project to pay for the necessary consultant services.

## GATEWAY EAST



### *Economic Development*

**9100 S Eisenman Road – PP Type 2:** R.L.R. Investments, LLC, 9100 S. Eisenman will host a new regional industrial mixed-use facility and be a regional hub for R.L.R. Investments, LLC national operations. The project will house three structures: a 5,000 SF office joined to a 60,000 SF freight terminal, and a 9,000 SF maintenance shop. The project will also renovate the existing, dilapidated fueling canopy. Seventy parking spaces and a private green space constitute the rest of the property's development. Estimate total cost is \$9.8 million. The project anticipates \$385,000 of Eligible Expenses to be paid over the standard Gateway District six-year term. Estimated completion is summer 2021 and then fully on the tax roll by calendar year 2022. The project will generate roughly \$80,000 in added tax increment per year. Project construction is underway. The project received approval at the June 2020 Board meeting.

**9025 S Federal Way – PP Type 2:** 9025 S. Federal Way is an 11,000 square foot mixed-use office and industrial project consisting of three office suites and two warehouse bays on a 1.4-acre lot located on the west side of Federal Way across from the Micron campus. The Board approved a Type 2 participation agreement for approximately \$94,000 of Eligible Expenses on

the \$2.1 million project at its January 2020 meeting. The Applicant has contacted CCDC to start the reimbursement process and CCDC is waiting on the cost justification materials.

**9605 S Eisenman Road – Boise Gateway 1 – PP Type 2:** Boise Gateway 1 is a 168,000 square foot industrial building project with related site improvements located at the southwest corner of Eisenman Road and Freight Street. This is the first project/phase of the 140-acre Boise Gateway Industrial Park, on land owned by the City of Boise and ground-leased to the Boyer Company for development. Upon completion in mid-2020, the majority of the building will be leased by Verde Fulfillment, a third party logistics and e-retailer fulfillment center with a global clientele. Total project value is estimated to be \$13 million, with an estimated \$425,000 of Eligible Expenses. The project was designated for Type 2 assistance at the November 2019 Board meeting. The Board approved a Type 2 participation agreement for approximately \$426,000 of Eligible Expenses on the \$12.7 million project at its April 2020 meeting. The project has received its temporary certificate of occupancy and is expecting a final certificate of occupancy and is completing some tenant improvements to receive a final certificate of occupancy.

#### *Mobility*

**Gowen Road - ACHD Cost Share - PP Type 4:** ACHD will replace the Gowen Road bridge over the railroad right-of-way including widening the bridge to accommodate bike lanes and sidewalks. ACHD and the Agency executed the pathway cost share/participation agreement in May 2019. Since then, ACHD has advanced construction from 2022 to 2021. The City has requested that gravel shoulders on the bridge approaches be replaced with wider sidewalk; necessitating amendment of the original agreement. The Agency, City and ACHD have also agreed to terms for a proposed Interagency Agreement to install fiber-optic conduit along Gowen Road as part of the project. The total of both cost share agreements is estimated to be approximately \$360,000 per the engineer's estimate based on the 99% plans. The CCDC Board approved the amended cost share agreement and the interagency agreement at its May 18, 2020 meeting.

**Gateway East Transportation Study:** The Agency contracted HDR to perform a transportation study of the Gateway East District to determine the necessary number of lanes on major roads, optimal secondary access points, and recommended traffic control. HDR has completed the technical report with significant input from the project team, which included representatives from the Agency, City and ACHD. Agency staff presented the findings to the CCDC Board at its July 13, 2020 meeting then transmitted those findings to ACHD for consideration in the upcoming ACHD Master Street Map and Capital Improvement Plan updates.

#### *Infrastructure*

**Production Street and Gowen Road Utilities:** This project will install new fiber optic conduit banks and associated vaults along Production Street and Gowen Road for the city to enhance data connectivity within city limits. CCDC is contracting with Civil Survey Consultants to provide design services which will be completed in FY2020 with construction to follow in FY2 Civil Survey Consultants completed the design of the project and CCDC plans to bid the work January 2021 with construction to follow in spring 2021.



## AGENCY WIDE – ALL DISTRICTS

### *Economic Development*

**ParkBOI - All Garages - Cleaning:** During the months of April and May, while the citizens were complying with the Governor's and Mayor's COVID-19 pandemic-caused shelter-in-place orders and only essential businesses were allowed to be open, a concerted effort was made to enhance the appearance of all garages. This included scrubbing the walking surfaces of all stairwells and elevator lobbies, repainting handrails and step edges, washing windows inside and out and touch up painting wherever needed. The last major undertaking was cleaning and painting the elevator lobbies and stairwells of the Capitol & Main Garage, which occurred when the elevator refurbishment project was completed. We continue to make appearance improvements as warranted.

**ParkBOI - New Product - Nighttime Monthly:** As part of the parking rate discussion at the March 2020 meeting, the Agency recommended that the 10th & Front parking garage be designated to accommodate proposed nighttime-monthly parking pass-holders, making it available to these parkers as early as 3 pm – an attractive alternative to a regular monthly pass. The agency will examine implementing this product as the economy recovers from Covid-19.

**ParkBOI - New Product - Carpool Priority:** A soft opening for this new product commenced July 1, 2020 via the City Go program. Despite promotions there have been no takers as of now, mostly due to the fact that most businesses are still working remotely.

**CityGO:** Formerly known as the Downtown Mobility Collaborative, the downtown's Transportation Management Association is up and running. A formal MOU is making its way through the review and approval process. This partnership of VRT, City of Boise, ACHD Commuteride, BSU, St Luke's, Downtown Boise Association (DBA) and CCDC, is marketing its products and services to the downtown community. An overview can be found at [citygoboise.com](http://citygoboise.com).

**ParkBOI - 9th & Main Parking Garage - Elevators:** The project was awarded to Schindler Elevator at the Board's March 2020 meeting and a Notice to Proceed was issued later that month. The project will start in September and will be completed in October 2020.

**ParkBOI - Capitol & Main Parking Garage - Elevators:** This project modernized the existing elevators in the Capitol & Main Garage with new finishes and amenities, improved efficiency, reliability and brought the elevators up to current code. Schindler Elevator completed the project in late July 2020.

**ParkBOI - 9th & Front Parking Garage - Agency Owned Property:** Over the years, the stair towers on the 9th & Front Garage have experienced damage due to water infiltration. The Agency contracted with Slichter Ugrin Architects to provide design services for the repairs in March 2020. Due to the complexity of the project on the exterior stair towers, the Agency has chosen to prequalify general contractors. Prequalification proposals were due September 9, 2020 and the contractors qualified to bid will be presented at the October 12, 2020 Board Meeting for approval. The bid process will follow in November with an anticipated contract award at the December Board meeting and Spring 2021 construction start.

**ParkBOI - Door Hardware & ADA Upgrades:** Slichter Ugrin Architects have been hired as the design professional to develop plans and specifications for this project. Hellman Construction Company, Inc., was the responsive low bidder and is under contract. A Notice to Proceed has been issued and construction is underway.

## Mobility

**11th Street Bikeway - ACHD Collaboration - River Street to Washington Street:** 11th Street has been identified in plans by the City and ACHD as an important corridor for the west side of downtown Boise. It prioritizes cyclists, pedestrians, retail business, and residents while accommodating existing vehicular use. ACHD is advancing with the design of bikeway facility improvements for 11th St from Heron Street to Washington Street in preparation for installation in FY2022. CCDC is leading a public engagement process to produce a concept design for 11th Street from River Street to Washington Street. This downtown segment of the 11th Street Bikeway spans two URD's (RMOB and Westside) both of which have funding programmed in FY2022 to build the infrastructure associated with this bikeway. At its April 2020 Board meeting, the Board approved a contract with Kittelson & Associates to assist the Agency with the concept design and public engagement process. Initial interviews with property owners and businesses along 11th Street are complete and results from the online survey and comment map have been shared with the public and project stakeholders. Concept designs of the bikeway are being developed and will be presented to ACHD's Commission during a September 16, 2020 work session. Public feedback on the concept designs will begin the week of September 21.

**State Street Study Area:** The Agency's primary consultant for the State Street Study Area, MIG, is wrapping up phase 1 of its scope, Planning Context and Assessment, as well as preparation for public outreach, and will initiate a virtual public engagement exercise and agency stakeholder outreach in September. Agency staff plans to present initial findings to the Board at its November meeting.

## Condominium Associations

### Building Eight Condominiums Association

Members	Percent Interest
CCDC – Capitol & Myrtle Parking Garage	35%
Raymond Management (Hampton Inn & Suites)	62.5%
Hendricks (retail units represented by Colliers International)	2.5%
Annual Report Due: December 31, 2020	Next Annual Meeting: October 7, 2020
Issues/Comments:	No issues

**Front Street Condominium Association:** The neon street sign on the 8th Street side of the 9th & Front garage has significant rust and water damage on the metal structure and was removed by YESCO on May 10, 2020.

Members	Percent Interest
CCDC – 9 <sup>th</sup> & Front Parking Garage	25.76%
GBAD	2.00%
Aspen Condominiums	52.17%
Hendricks (retail and office units represented by Colliers International)	20.07%
Annual Report Due: November 30, 2020	Next Annual Meeting: October 7, 2020
Issues/Comments:	No issues

#### Block 22 Condominium Association

Members	Percent Interest
CCDC – Capitol & Front Parking Garage	13.30%
Block 22 (The Grove Hotel, CenturyLink Arena)	86.7%
Annual Report Due: July 31, 2020	Next Annual Meeting: TBD.
Issues/Comments:	No issues

**Capitol Terrace Condominium Association:** The Agency is working with Hawkins Companies, owner of the Main + Marketplace commercial condominium units, to update condominium declarations. Hawkins Companies has completed the Main + Marketplace remodel.

Members	Percent Interest
CCDC – Capitol & Main Parking Garage	50%
Hawkins Companies (Main + Marketplace)	50%

Annual Report Due: February 28, 2020	Next Annual Meeting: October 7, 2020.
Issues/Comments:	CCDC and Hawkins Companies are discussing Hawkins' proposal to install security cameras in the common areas.

### **Downtown Parking Condominiums Association**

<b>Members</b>	<b>Percent Interest</b>
CCDC – 9 <sup>th</sup> & Main Parking Garage	93.51%
Les Bois Holdings, LLC (commercial unit)	2.03%
Eastman Building, LLC (commercial units)	4.46%
Annual Report Due: September 30, 2020	Next Annual Meeting: September 11, 2020
Issues/Comments:	No issues.

### **ACME Fast Freight Condominium Association**

<b>Members</b>	<b>Percent Interest</b>
CCDC – 11th and Front Parking Garage	30.10%
BVA	69.90%
Issues/Comments:	No issues

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# **VI. ADJOURN**



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