



**CAPITAL CITY**  
DEVELOPMENT CORP

**CIP:** 5-Year Capital Improvement Plan

**FISCAL YEARS:** 2023 – 2027

**APPROVED:** August 24, 2022



# 5-YEAR CAPITAL IMPROVEMENT PLAN FY2023 - FY2027

*State Street URD, State and Collister Concept Design*





*Block 68 Catalytic Redevelopment Project – Concept Drawing WS #1-4*

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# ABOUT CCDC

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Boise's redevelopment agency, Capital City Development Corporation (CCDC), catalyzes investment in the city through its own projects and public/private partnerships. CCDC focuses its work on economic development, infrastructure, place making, and mobility in its six redevelopment districts. Agency staff work hand-in-hand with local partner organizations and companies to redevelop underutilized properties and improve public places.

## VISION

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Help the Boise community thrive in a sustainable economy where an exceptional built environment and excellent business opportunities are in perfect balance.

## MISSION

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CCDC ignites diverse economic growth, builds attractive urban centers, and promotes healthy community design.



**COLLABORATE:** Successful projects would not be possible without comprehensive, successful collaboration. In any planning effort CCDC undertakes, the Agency brings partners together to achieve vitality goals outlined by the City of Boise and to realize the vision of the City's comprehensive plan- Blueprint Boise. Collaboration with the Agency's mobility partners, Valley Regional Transit, Ada County Highway District, and the Idaho Transportation department ensure transit and mobility goals are achieved, communities are better connected, and Boiseans have greater access to high-quality mobility options. To continue creating a diverse and sustainable economy CCDC relies on the collaboration with local, regional, state and federal economic development agencies to retain, develop and expand commercial development.

**CREATE:** We create places that inspire neighborhood passions and healthy economic investment. Urban renewal is an investment that shapes a neighborhood into a flourishing space for residents and business owners. Each element CCDC oversees in the life of an urban renewal district builds a stronger, more livable community for decades by creating shared visions and aspirational plans to guide development.

**DEVELOP:** CCDC's work with urban renewal districts powers local economies and provides an opportunity to incentivize development that meets the community's needs. Through the Agency's Participation Program, CCDC partners with local organizations and property owners to reinvest dollars into meaningful development improvements made possible by the district's ongoing success.

**COMPLETE:** Since 2013, CCDC has participated in projects that total over \$1.6 billion in total construction value via the Public-Private Partnership Program. The completion of public improvements in mobility and placemaking ensures that Boiseans have a livable, well connected urban center to enjoy for generations and will continue to attract infill developments and fuel economic growth.



# CIP CREATION

## WHY DOES CCDC CREATE A 5-YEAR CIP?

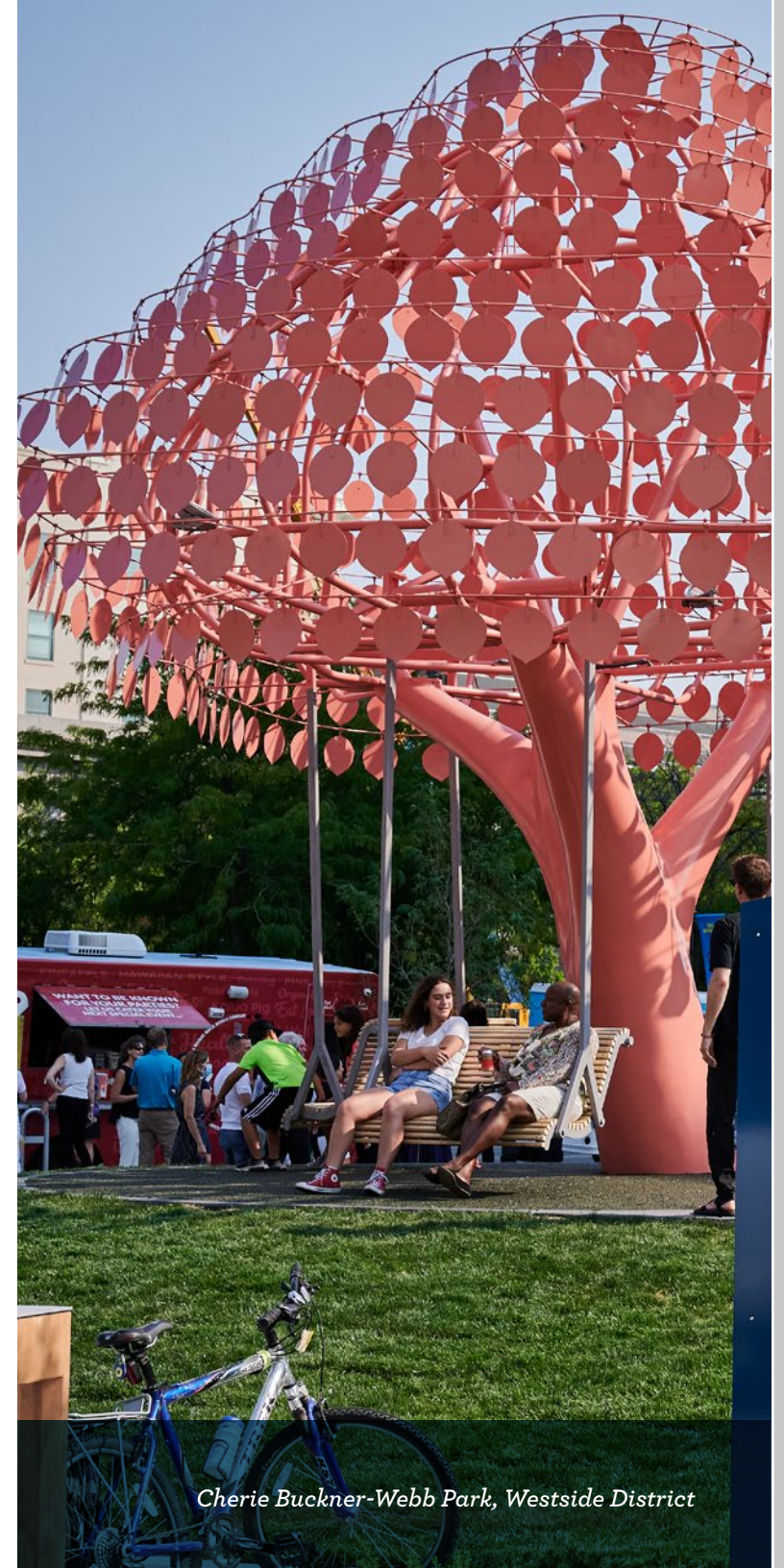
CCDC creates a five-year, fiscally responsible Capital Improvements Plan (CIP) as a predictable framework to collaborate with agency and community partners to achieve economic and redevelopment goals that align with the long-term vision for the city.

The CIP is built in conjunction with the one-year budget to allocate limited resources by district to various capital improvement projects and participation program agreements. The plan is evaluated and revised annually and amended to make necessary adjustments as conditions change.

## WHAT TYPES OF PROJECTS ARE INCLUDED IN THE CIP?

Urban renewal is a tool used to power local economies and strengthen neighborhoods by supporting community vision. It is a valuable community process used by towns of all shapes and sizes to meet their unique needs. The projects listed in the CIP are direct investments in public amenities and strategic planning efforts that benefit the public good. It's how we build thriving communities that last generations. These investments fall into two categories:

- 1. Capital Projects:** These are CCDC-led projects that have been determined through our partner collaboration process. The Agency is responsible for the planning and execution of these projects. For example: the downtown 11th Street Bikeway, Linen Blocks Streetscape Improvements.  
In an effort to better coordinate with public agency partners, minimize construction impact, or maximize the public benefit of a project, CCDC also has projects that are led and completed by a partner agency such as ACHD or Boise Arts and History, and is supported by CCDC. For example: Traffic Box artwork.
- 2. Participation Program:** These projects stimulate and leverage private development to advance CCDC's mission to ignite diverse economic growth, build attractive urban centers, and promote healthy community design. Through this program, CCDC assists private developers by reimbursing eligible costs to build and improve public infrastructure.



Cherie Buckner-Webb Park, Westside District

# URBAN RENEWAL PLANS DRIVE CIP PROJECTS



## URBAN RENEWAL DISTRICT FORMATION

Establishing a new, 20-year term, urban renewal district is a multi-step public process that relies on input and feedback from the general public, neighborhood associations and residents, commercial property owners and tenants, experts, consultants, and public agency partners.

## CCDC REFERENCES PARTNER AGENCY PLANS

CCDC seeks to create common goals and alignment with a vision greater than our agency.



## CCDC PARTNER AGENCIES

## CIP 5-YEAR CAPITAL IMPROVEMENT PLAN

CCDC creates a 5-year fiscally responsible CIP as a predictable framework to collaborate with agency and community partners to achieve urban redevelopment goals and the long term vision for the city.

THE CIP IS A WORKING DOCUMENT THAT IS REVIEWED ANNUALLY. URBAN RENEWAL PLANS ARE UTILIZED TO HELP DRIVE CIP PROJECTS FOR EACH DISTRICT.

## 1-YEAR BUDGET AND PROJECT LIST

The CIP budget and project list are evaluated and revised annually and amended to make necessary adjustments.

## URBAN RENEWAL

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

Each district has an urban renewal plan that includes a list of public improvements within the project area. This list is intended to be a work plan for CCDC during the 20-year term of the district.

# PARTICIPATION PROGRAM

The Participation Program is CCDC's development assistance program designed to advance the goals of its urban renewal districts and as well as common goals identified by partner agencies, such as the City of Boise, and the surrounding neighborhoods. The Program's intent is to be both structured and comprehensive, allowing for greater transparency and understanding. The program is structured to be flexible and responsive, in order to encourage high-quality private economic development through partnerships both large and small. These programs assist private and public development projects with improvements that benefit the public.

Examples of expenses eligible for reimbursement through the five program types include streetscapes and sidewalks, utility main lines and improvements, pedestrian, and cyclist amenities such as streetlights, benches, bike racks, public plazas, parks, and art approved and accepted by the City of Boise. High value, transformative projects that benefit the community as a whole are able to participate in our transformative assistance program. The property disposition program allows CCDC to collaborate with developers to partner on projects that meet the specific needs of the community.

## THE PROGRAM OFFERS 5 TYPES OF PARTNERSHIPS

**TYPE  
1**

### ONE TIME ASSISTANCE

Provides a one-time grant of up to \$200,000 for public improvements. Funding is based on a dollar for dollar match with the private developer's investment.

**TYPE  
2**

### GENERAL ASSISTANCE

Is intended to assist most projects and provides reimbursement for public improvements through the actual tax increment generated by the project. Reimbursement rates are determined by the Program Scorecard which encourages healthy community design. The program is especially tuned to assist Affordable and Workforce housing projects.

**TYPE  
3**

### TRANSFORMATIVE ASSISTANCE

Makes available a more customized partnership for projects deemed by the CCDC Board to be transformative in nature and of benefit to the community at large. Generally, these are higher value projects that may include the construction of a significant public facility and will have a high likelihood of maintaining an enduring presence in the community.

**TYPE  
4**

### CAPITAL IMPROVEMENT PROJECT COORDINATION

Allows CCDC to adjust, co-time, accelerate, or sub-contract CIP projects in coordination with private developers or other public agencies.

**TYPE  
5**

### PROPERTY DISPOSITION OF CCDC-OWNED PROPERTY

Involves a competitive process, typically a Request for Proposals and/or Qualifications (RFQ/P) which provides conditions and requirements of development. The details of each disposition differ based on the unique characteristics of the property and needs of the community.



# WHAT CCDC CREATES

Urban renewal districts and projects are multi-layered and require a dedicated team with a consistent vision to execute the plan over multiple years or even decades. CCDC projects incorporate a mixture of five key strategies to help achieve an area’s vision. These strategies are highlighted below in the reconstruction of Broad Street in Boise’s Central Addition LIV District.

## FIVE KEY STRATEGIES

### ECONOMIC DEVELOPMENT

Cultivate commerce and grow resilient, diversified, and prosperous local economies.

### INFRASTRUCTURE

Improve public infrastructure to attract new investment and encourage best use of property.

### MOBILITY

Expand mobility choices that include parking and multiple modes to enable universally accessible urban districts.

### PLACE MAKING

Develop public spaces and energized environments where a blend of cultures and concentrated mix of uses create a valued sense of place.

### SPECIAL PROJECTS

Invest in projects that respond to emerging revitalization opportunities including public amenities, historic preservation, and support of local arts and culture.

## CHERIE BUCKNER-WEBB PARK

### CHERIE BUCKNER-WEBB PARK ON THE CORNER OF 11TH AND BANNOCK STREETS, COMPLETED JULY 2021

Cherie Buckner-Webb Park, located in the Westside District, replaced a half-block, private surface parking lot with a destination community open space in an evolving neighborhood that lacked public space amenities for the growing number of residents and businesses. The 1.2 acre park now provides a place to connect with the outdoors, serves as a hub for community events, and enhances Boise’s urban lifestyle.

#### ECONOMIC DEVELOPMENT

The redevelopment of what was originally a surface parking lot catalyzed a resurgence of activity to transform the area to an active urban neighborhood. Since completion, there are 800 new apartments under entitlement and three new hotels in varying stages of construction.

#### INFRASTRUCTURE

Infrastructure improvements include enhanced streetscapes along three street frontages, green storm water solutions and public Wi-Fi.

#### MOBILITY

The park provides amenities that enhance the downtown pedestrian and cycling experience such as bike repair and storage. Additionally, the streetscape improvements made during park construction will support the future 11th Street Bikeway, currently under construction.

#### PLACE MAKING

The park took special considerations during design to effectively interface with the ground floor retail in the 11th & Idaho building. The open dining plaza with movable furniture provides a place to meet and enjoy a coffee or meal. The large, tree-lined green space allows for a multitude of community events to occur as well.

#### SPECIAL PROJECTS

A unique partnership between CCDC and Boise Arts & History enabled the creation of a world-class interactive public art piece, “Gentle Breeze” by renowned artist Matthew Mazzota to prominently display on the corner of 11th and Bannock Streets, becoming an iconic feature of the park.

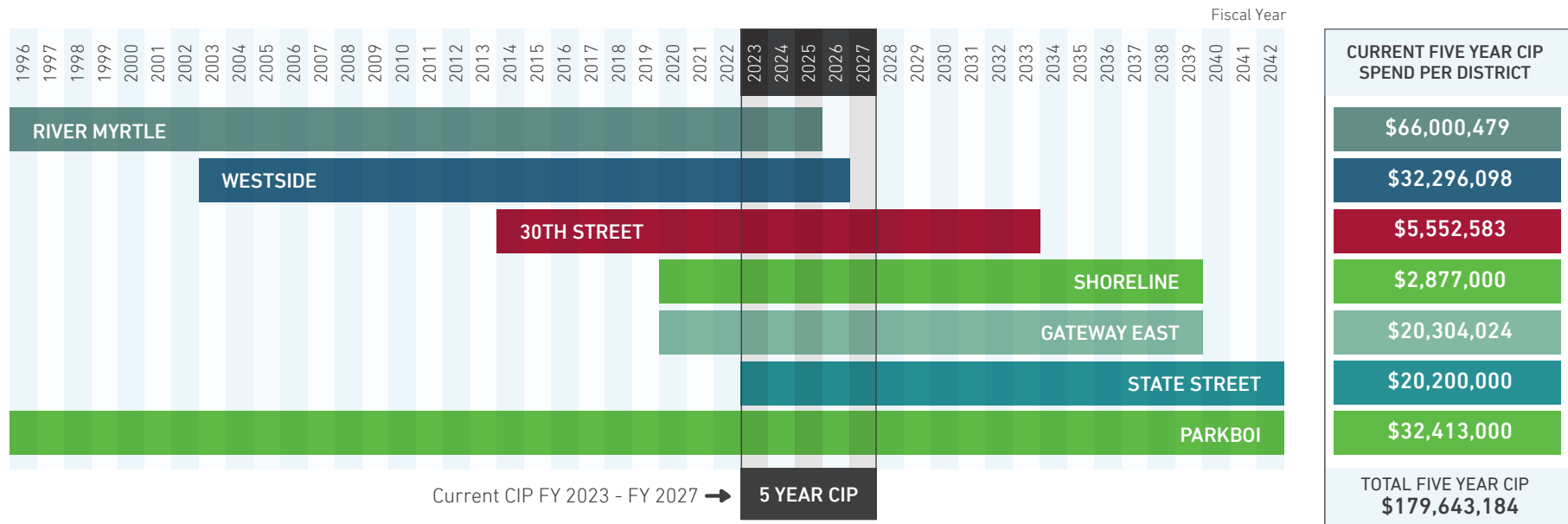
#### LOOKING FORWARD: CCDC HAS ADDITIONAL SIMILAR, TRANSFORMATIVE PROJECTS IN THE CURRENT FIVE-YEAR CIP INCLUDING:

Old Boise Blocks on Grove Street (RMOB #19-25), Linen Blocks on Grove Street (RMOB #26-29), and the 11th Street Bikeway improvements (RMOB #30-31, WS #15-16).



# INVESTMENT SUMMARY

## CCDC DISTRICT LIFESPANS

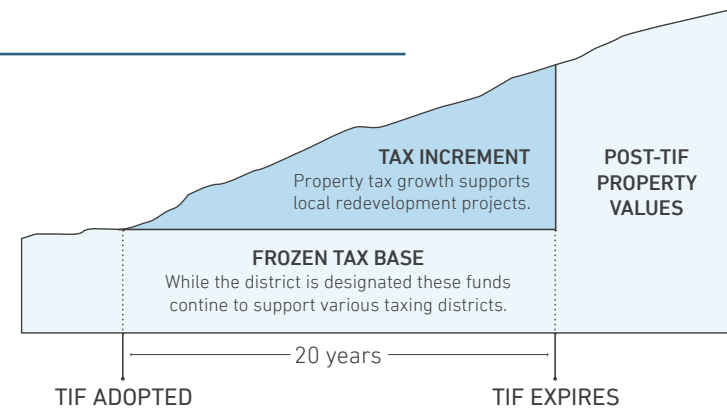


## PROJECT FUNDING

Capital Improvement Projects and Participation Program Projects are funded by Tax Increment Financing (TIF). TIF is tax revenue generated above the base value set at formation of an urban renewal district. TIF revenue generated in an urban renewal District must be spent in that district. These direct investments are made in an effort to meet the goals and objectives of the individual districts. At the end of a districts term, the added value from these strategic investments is returned to the other taxing entities.

Urban renewal means neighborhood improvements are controlled locally, letting communities decide which development is best for them. But how is it funded?

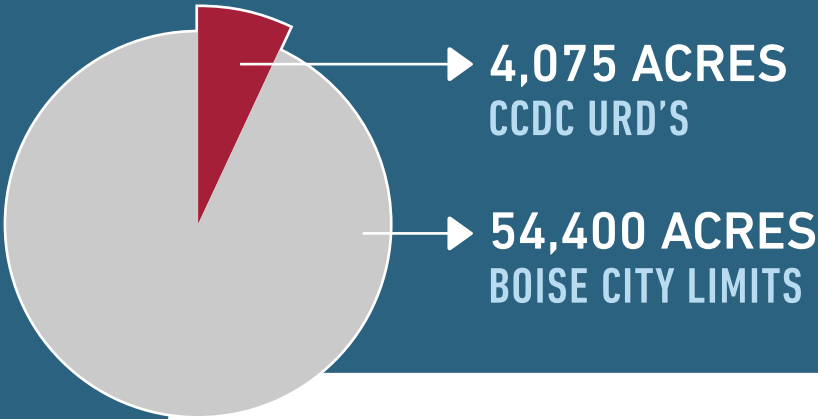
Urban renewal projects are funded by tax increment financing (TIF) and revenue from public parking garages. When a district is formed, a base tax value is set for all property within the district's boundaries. Taxes generated from property values, primarily due to new construction, that improve to rise above the base value are used to fund urban renewal projects. TIF does not create a new property tax within the district, and tax revenue generated by higher property values must be spent within the same district it was generated from.





# SMALL, TARGETED DISTRICTS, WITH A BIG IMPACT ON THE WHOLE VALLEY

Capital City Development Corporation (CCDC) was formed in 1965 by the Boise City Council in response to the federal urban renewal program, which offered funding to revitalized central cities across the nation. Originally dubbed the Boise Redevelopment Agency, CCDC has evolved over the years into an agency with one goal in mind: strengthening and building vitality in Boise. CCDC is committed to building public infrastructure that supports development projects, serving as a catalyst for private development, and fostering economic growth.

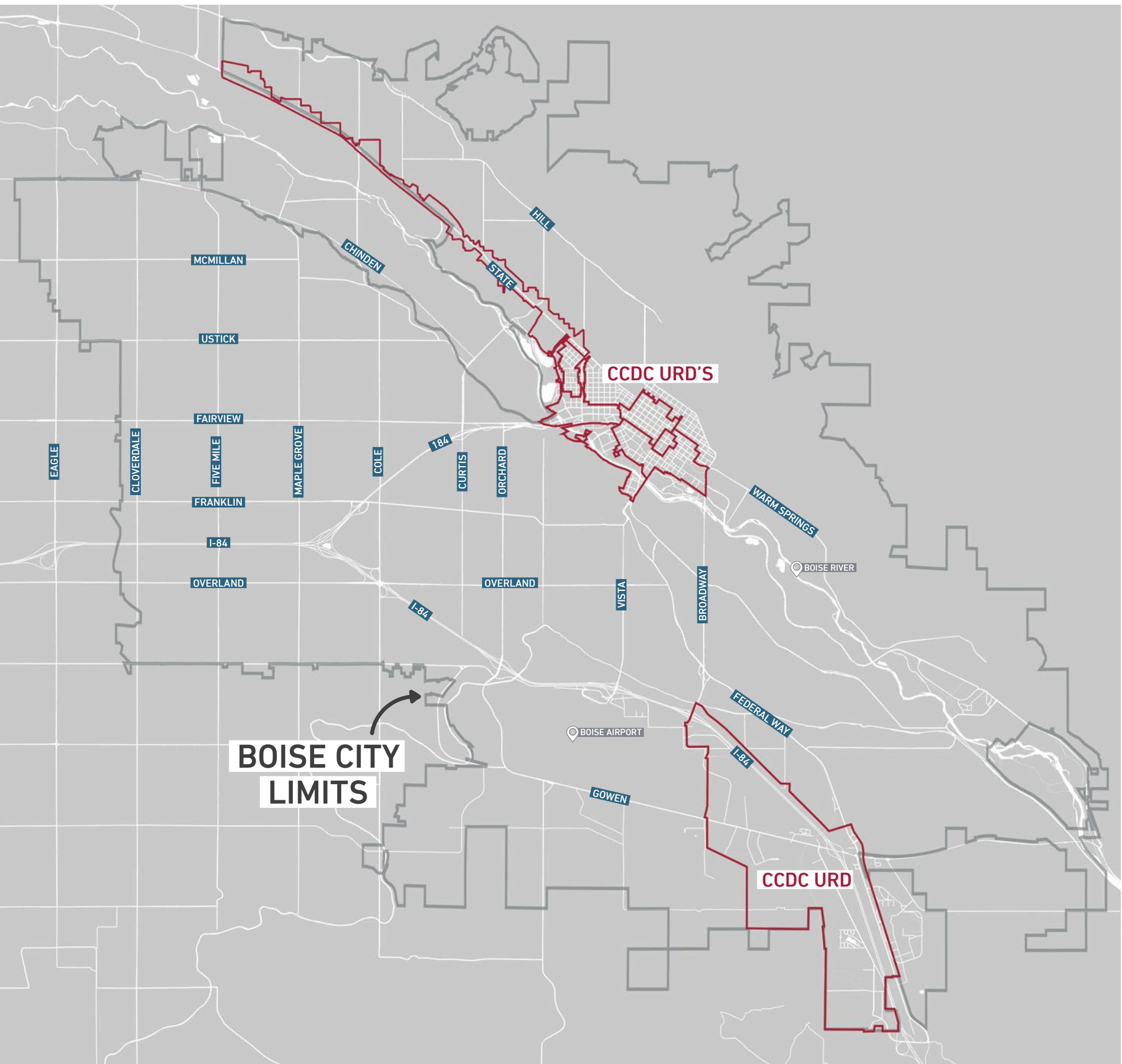


*CCDC district acreage is 7.5% of Boise's total acreage*

**& 5.9% Boise's Land Value (increment) within CCDC Districts.**

**\$46.7 BILLION**  
BOISE CITY TOTAL  
LAND VALUE

**\$2.7 BILLION**  
TAXABLE INCREMENT VALUE  
INSIDE CCDC DISTRICTS





# RIVER MYRTLE DISTRICT

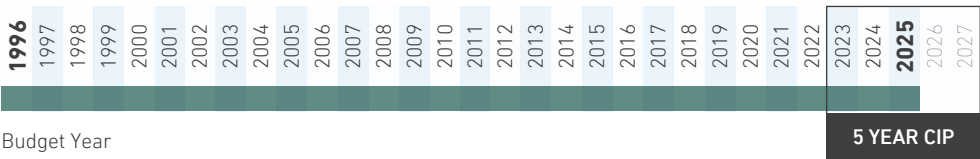
est.  
1995

The River-Myrtle Old Boise (RMOB) District consisted of mostly vacant property, warehouses, and remnants of older industrial uses when it was first established in 1996. The formation of the RMOB District was a community-directed effort to assure that downtown Boise remains the foremost urban center in the region for business, government, culture, education, and urban living. The district's plan set-forth a vision for the area that maintained the urban vitality of the downtown core while extending it into the larger downtown area and created a place that is attractive to fundamental industries, cutting edge companies, and the workforce they employ.

## PRIMARY STRATEGIES FOR THE DISTRICT

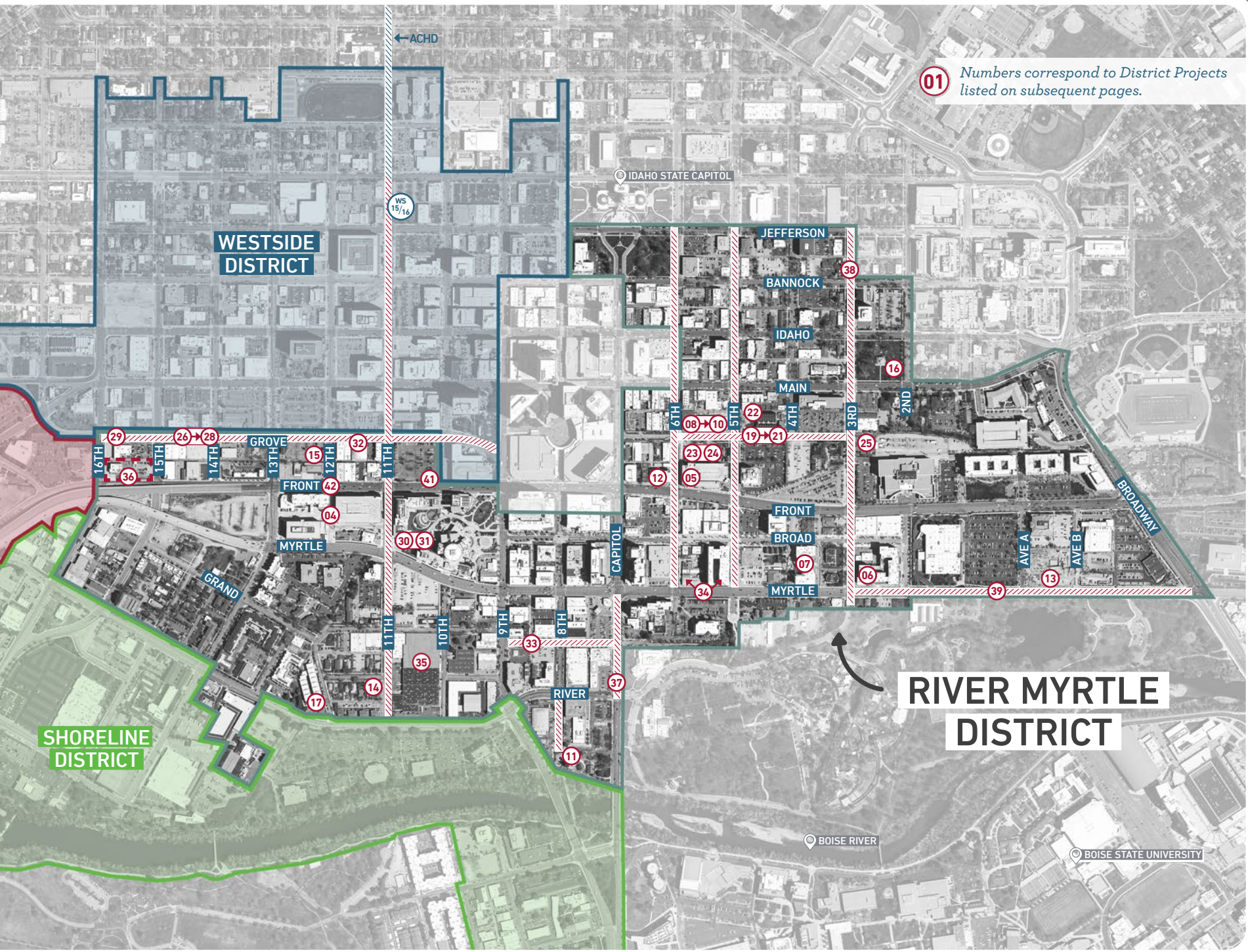
- Assure that downtown continues to include thriving residential neighborhoods. Increase the number of downtown residents with housing opportunities at all income levels.
- Recruit hotels, retail and other services to create a people-orientated downtown that attracts visitors, conferences, and employers.
- Improve streets, sidewalks and alleyways so they offer a safe and welcoming pedestrian environment.
- Create a system of parks, plazas, and public spaces that become focal points in the various sub-districts of downtown, act as catalysts for private development, and add livability to the urban surroundings.
- Reduce reliance on surface parking through more sustainable development, increased connectivity for pedestrians and cyclists, and the consolidation of parking into parking structures.

## CURRENT 5 YEAR CIP TIMELINE



303 ACRES

BASE VALUE: \$121 MILLION  
2023 TOTAL INCREMENT VALUE: \$1.35 BILLION  
2023 ANNUAL INCREMENT REVENUE: \$12.7 MILLION



District wide projects - not mapped: 01, 02, 03, 18, 40, 43



# RIVER MYRTLE DISTRICT PROJECTS

RIVER MYRTLE DISTRICT ("RM" or "RM District")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
Estimated Resources and Project Description		\$29,719	\$25,894	\$10,387	SUNSET	SUNSET	\$66,000
<b>Participation Program</b>							
01	Housing and Economic Development Partnerships - Real Estate Acquisitions Public-private partnerships and/or real estate acquisitions to fill gaps unmet by the private market. Target opportunities to increase housing supply and further climate action objectives via economic development initiatives.	2,500					\$2,500
02	CIP Resources - General Assistance - Type 2 Accelerated Reimbursement Programmed resources for accelerated reimbursement of Type 2 general assistance partnerships in the final years of the URD. General assistance program offers assistance for streetscape and utility improvements; public investment reimbursement amount determined by actual eligible expenses and tax increment revenue estimates; projects are considered on a first-come, first served basis.			4,000			\$4,000
03	Streetscape Grant - One Time Assistance - Type 1 Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200K; projects are awarded on a first-come, first-served basis.	400	400	400			\$1,200
04	1150 W. Myrtle St. - Pioneer Crossing - Type 3 Agreement with BVGC Parcel B, LLC Pioneer Crossing ("Parcel B") Transformative Development; Public infrastructure improvements and purchase of 250 public parking spaces, 5K SF retail, 100K SF office, and Hotel. \$48M total development cost; \$5.2M parking garage condo purchase. \$3M reimbursement for streetscape and utility upgrades.	600	135				\$735
05	202 S. 6th St. - Home2Suites Hotel - Type 3 Agreement with Front Street Investors, LLC Home2Suites; 138 rooms; \$49M total development cost; \$1.5M reimbursement for streetscapes, utility reimbursement, public park, and public art. Partnership included a lease of 200 public parking spaces for \$4.4M over 7 years, which lease was terminated early by Front Street Investors, LLC.	400	350	420			\$1,170
06	200 W. Myrtle St. - Jules on 3rd Apartments - Type 2 Agreement with Boise Caddis, LLC Jules on 3rd (formerly Boise Caddis); 160 apartments; Ada County 400 stall parking garage; \$31.3M total development cost; \$857K reimbursement for streetscapes on 2nd, 3rd, Myrtle, and Broad streets, utility undergrounding in the alley.	245	245	226			\$716
07	323 W Broad St. - <u>Hearth on Broad</u> - Mixed Use - Type 2 Agreement with The Cartee Project, LLC Hearth on Broad (Formerly Cartee); 161 Apartments with ground floor retail and live-work units; \$48M total development cost; \$1.3M reimbursement for streetscape and utility improvements. 17 units will be rented at rates affordable to households earning 100% AMI for the life of the RM District.	460	460	460			\$1,380
08	512 W. Grove St. - <u>The Lucy Apartments &amp; Mixed Use</u> - Type 2 Agreement with 5th and Grove Investors, LLC The Lucy; 114 apartments, 8K SF ground floor retail; \$25.5M total development cost; \$1M reimbursement for streetscapes, utility undergrounding and improvements in the alley.	200	200	200			\$600
09	116 S. 6th St. - <u>The Thomas Logan Apartments</u> - Type 2 Agreement with 6th & Grove Limited Partnership The Thomas Logan; 60 apartments (50 units serve 60% AMI or less); 9K SF office space and 5K SF ground floor retail; \$15M total development cost; \$600K reimbursement for streetscapes on 6th St. and Grove St., utility undergrounding and alley upgrades.	64	64	64			\$192
10	113 S. 5th St. - 5th and Grove Office - Type 1 Agreement with 5th and Beta Office, LLC 5th and Grove Office; 6K SF office; \$3M total development cost; \$164K reimbursement for streetscapes and utility undergrounding, alley upgrades, and awnings.	200					\$200
11	705 S. 8th St. - Wassmuth Center and Greenbelt Site Improvements - Type 4 Partnership with Boise Public Works In coordination with an adjacent proposed development (Wassmuth Center Offices), the City of Boise is improving the bike and pedestrian mobility between 8th Street and the Boise River Greenbelt. Partnership for \$2M reimbursement for actual costs associated with streetscape, public space improvements greenbelt realignment, fiber installation, lighting, and security.	2,000					\$2,000
12	600 W. Front St. - The Vanguard Apartments - Type 2 Agreement with 600 Vanguard, LLC The Vanguard; 75 apartments with ground floor retail; \$16.3M total development cost; \$400K reimbursement for streetscapes and utility work.	125	125	125			\$375
13	204 E. Myrtle St. - LOCAL Boise - Type 2 Agreement with CDG Acquisitions, LLC LOCAL Boise Apartments (formally CDG Apartments); 249 apartments, 353 parking spaces, and ground floor retail; \$52M total development cost; \$990K reimbursement for streetscapes and utility work.	229	433	327			\$988

\*Dollars are in Thousands

# RIVER MYRTLE DISTRICT PROJECTS

RIVER MYRTLE DISTRICT ("RM" or "RM District")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
<b>Participation Program</b>							
14	1103 W Lee St. - <u>11th and Lee</u> - Type 4 Agreement with 11th & Lee BE, LLC 11th and Lee; 48 apartments; 600 SF ground floor commercial space; \$13.7M total development cost; \$359,000 reimbursement for alley improvements, streetscapes and utility work, includes scope originally in Rebuild 11th Street Blocks capital project.	359					\$359
15	1201 W Grove St. - <u>The Broadstone Saratoga</u> - Preliminary Type 4 Partnership with Alliance Realty Partners, LLC The Saratoga; 334 apartments, 377 parking spaces, and ground floor retail; \$100M total development cost, \$1.3M reimbursement for alley improvements, streetscapes, and utility work; agreement coordinates overlapping public improvements with Linen Blocks on Grove Street capital project.		1,300				\$1,300
16	210 W. Main St. - <u>U.S. Assay Office Pathway and Landscape</u> - Type 1 Agreement with Foundation for Idaho History Open space site enhancement project with landscaping, a pathway, and historical interpretive features on public property owned by the State of Idaho.	200					\$200
17	Public Art: Hayman House Artwork and Historic Signage - Preliminary Type 4 Partnership with Boise Arts & History Public artwork, lighting and interpretive signage about the history of the River Street Neighborhood and the cultural significance of the Erma Hayman House--a City of Boise Cultural Site.	85					\$85
18	Public Art: Re-Wrap Traffic Signal Boxes - Type 4 Agreement with Boise Arts & History Boise Arts & History Traffic Box Program installs public artwork via vinyl wrap to existing traffic signal boxes. \$15K annual reimbursement for actual cost of traffic box wraps throughout RM District.		15	15			\$30

\*Dollars are in Thousands



# RIVER MYRTLE DISTRICT PROJECTS

RIVER MYRTLE DISTRICT ("RM" or "RM District")	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
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## Capital Improvement Projects

### OLD BOISE BLOCKS ON GROVE STREET NEIGHBORHOOD REINVESTMENT STRATEGY

The Old Boise Blocks on Grove Street is one of Boise's original neighborhoods with a unique agricultural and irrigation history featuring the Boise Canal and a once bustling street with small business and residents from around the globe. Despite this rich history, the six city blocks between 3rd and 6th Streets have not experienced the level of revitalization seen in other areas of downtown. The 2020 Old Boise Blocks Reinvestment Strategy worked with a broad-range of stakeholders to create a community-supported vision and plan. The community voiced their desire to see improvements to the public, open-spaces with the inclusion of interpretive art installations; give prominence to the Boise City Canal as a unique and historical element; and improve bike and pedestrian facilities for a better-connected neighborhood.

The Agency is collaborating on and completing those desired visions in the next three years through the collection of \$9M of Capital Improvement Projects listed below. Leveraging the Participation Program to advance the overall vision of a re-establishing an active, mixed-use neighborhood, the Agency has several Public Private Partnerships to continue growing the number of high-quality residential units. *See also RM District Line Items #06, #08, #09, #10, #13, and #16.*

19	Grove St. Streetscape Improvements, 3rd St. to 6th St. Streetscape improvements will create a distinctive shared street and urban space that celebrates the historic cultures of the area, employs sustainable strategies and provides a venue for community events in accordance with the recommendations of the 2020 Visioning Report.	3,000					\$3,000
20	Grove St. Roadway Improvements, 3rd St. to 6th St. - Interagency Agreement with ACHD Partnership with ACHD to reimburse for concrete pavement and stormwater improvements. The existing pavement sections on Grove Street between 3rd and 6th Streets were planned for rehabilitation by ACHD via its 2020 Downtown Boise Implementation Plan (DBIP) project. Through a multi-year planning effort between ACHD and CCDC, this pavement reconstruction is now scheduled to be completed by the Agency as part of the streetscape improvements construction to reduce disruption to downtown daily life and minimize delays.	716					\$716
21	Public Art: Old Boise's Canal and Agricultural Past - Type 4 Agreement with Boise Arts & History Partnership with Boise Arts & History to reimburse for the creation and installation of public art that celebrates the Boise Canal's cultural influence in the Old Boise neighborhood. Located within the Grove Street right-of-way proximate to the Boise Canal.	165					\$165
22	CW Moore Park Improvements - Type 4 Agreement with Boise Parks Partnership with Boise Parks to reimburse for improvements to CW Moore Park that integrate park circulation with adjacent streetscape improvements. Boise Parks led project includes updating and adding amenities such as restrooms and play structures to enhance visitor experience.	350					\$350
23	521 W. Grove St. Public Space Develop Agency-owned parcel at 521 W. Grove St. into a public space that celebrates the neighborhood's multi-cultural history, provides additional event space to support street festivals on adjacent Basque Block, and catalyzes placemaking with adjacent private investment and overall neighborhood investment strategy. A collaboration with Boise Parks which will assume ownership, operation and maintenance.	280	3,050				\$3,330
24	Public Art: Celebrating the Multi-cultural History of Old Boise - Type 4 Agreement with Boise Arts & History Partnership with Boise Arts & History to reimburse for the creation and installation of public art that celebrates the multi-cultural history of the neighborhood and is the centerpiece of the 521 W. Grove St. public space.			400			\$400
25	Boise Canal Multi-use Pathway, 3rd St. to Broadway Ave. Develop a multi-use pathway that connects the East End neighborhood to downtown Boise. Pathway alignment is along the Boise Canal between the Broadway Ave. signalized pedestrian crossing and the intersection of 3rd St. and Grove St. Boise's Pathway Master Plan and Old Boise Blocks Vision Report identify this as a priority connection.	150	1,200				\$1,350

\*Dollars are in Thousands

# RIVER MYRTLE DISTRICT PROJECTS

RIVER MYRTLE DISTRICT ("RM" or "RM District")	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
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## Capital Improvement Projects

### LINEN BLOCKS ON GROVE STREET - NEIGHBORHOOD REINVESTMENT STRATEGY

In 2021, CCDC and community members within a twelve-city-block area dubbed "The Linen Blocks" created a vision to guide change anticipated to occur in the next five years. Located along both sides of Grove St. from 9th St. to 16th St., the area's history of automotive and industrial enterprise is evident in today's eclectic mix of businesses. The vision includes private investment such as hotels and residential development atop retail businesses that infill existing surface parking lots. It also includes public utility upgrades, street improvements and better public spaces to support both existing and new enterprises. The existing community wants to express the automotive history and eclectic culture through artwork and amenities included in both public and private projects.

The Linen Blocks on Grove Street Vision Report guides the Agency's execution of the collection of \$14M of public investments listed below. In close coordination with these capital projects, the Agency is also leveraging public/private partnerships via the Participation Program to catalyze high quality private investment that advances the overall vision. *See also RM District Line Item #15, #36, and WS District Line Item #11, #13.*

26	Grove St. Streetscape and Bikeway Improvements, 9th St. to 16th St. Improve the Grove St. corridor from 9th St. to 16th St. as a multi-modal corridor through downtown Boise. Includes upgraded streetscape, raised protected bike lanes, public utility upgrades, placemaking and public space elements per the recommendations of the 2021 Visioning Report.	7,216	2,358				\$9,573
27	Grove St. Roadway Improvements, 9th St. to 16th St. - Interagency Agreement with ACHD Partnership with ACHD to reimburse for concrete pavement and stormwater improvements. The existing pavement sections on Grove Street between 9th and 16th Streets were previously included for rehabilitation in the ACHD 2020 Downtown Boise Implementation Plan (DBIP) project. Through a multi-year planning effort between ACHD and CCDC, this pavement reconstruction work will happen with the Agency's planned streetscape improvements along Grove St. to reduce disruption to downtown daily life and minimize delays.	2,119	1,406				\$3,524
28	Sewer Main Line Upgrade and Utility Relocation Multiple proposed private development projects within the Linen Blocks have identified deficiencies with existing utility line routes and sizes. The Agency, in coordination with Boise Public Works and property owners, will relocate the utility to reduce public infrastructure barriers to development and complete utility upgrades prior to proposed roadway paving project.	600					\$600
29	Public Art: Billboard Sign, Neon Sign Museum, and Art Ports - Partnership with Boise Arts & History Installation of two art port pedestals to host a rotation of sculpture art, converting an existing empty billboard sign at the SW corner of Grove St. and 15th St. into public art, and incorporation of a historic Boise neon sign museum between 12th. St and 13th St.	75	167				\$242
30	11th St. Streetscape and Bikeway Improvements, River St. to State St. <i>See WS District Line Item #15, Rebuild 11th Street Blocks</i>	1,070					\$1,070
31	11th St. Roadway Reconstruction, River St. to State St. - Interagency Agreement with ACHD <i>See WS District Line Item #16, Rebuild 11th Street Blocks</i>	528					\$528
32	Grove St. Active Transportation Connectivity Assessment - Broadway Ave. to 16th St. The Boise canal multi-use pathway, Old Boise Blocks street improvements, and Linen Blocks street improvements invest in active transportation infrastructure that improves the bicycling and pedestrian experience along Grove St. There are physical gaps between the project limits of these three projects. The Agency in collaboration with Boise Planning and Development Services will assess these gaps to determine if additional active transportation infrastructure investment along Grove St. between Broadway Ave. and 16th St. is needed to complete a connected and safe east/west active transportation corridor to and through downtown Boise.	70					\$70
33	Fulton St. Streetscape Improvements, 9th St. to Capitol Blvd. Streetscape improvements within the Fulton St. right-of-way, between 9th St. and Capitol Blvd. including widened sidewalks, improved lighting, expanded tree canopy, designated cafe/retail patios, additional on-street parking, and loading zones and other amenities that serve local commerce.	2,862					\$2,862
34	5th St. and 6th St. Two-Way Conversion, Myrtle St. to Jefferson St. . Two-way conversion of 5th St. and 6th St. between Myrtle St. and Jefferson St. per ACHD's adopted 2017 Concept Report (ACHD Project No. 517020). Includes partnership with ACHD to reimburse an estimated \$4.2M for planned pavement rehabilitation (Myrtle St. to Fort St.) and the two-way conversion outside RM District boundary (Fort St. to Jefferson St.).	562	6,038				\$6,600

\*Dollars are in Thousands



# RIVER MYRTLE DISTRICT PROJECTS

RIVER MYRTLE DISTRICT ("RM" or "RM District")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
<b>Capital Improvement Projects</b>							
35	W. Lee St. extension, 10th St. to 11th St. Partnership with property owner to grant public easement for a mid-block public pathway that connects 10th St. and 11th St. along the Lee St. alignment. Increase neighborhood emergency and pedestrian access by breaking up the superblock. Improvements include paving, bollards, lighting, trees, landscaping and street furnishings.	15	135	850			\$1,000
36	212 S. 16th St. - Boise Fire Station #5 and Housing Development - Type 4 Partnership with City of Boise Partnership with City to assist with streetscape and utility improvements associated with redevelopment of Fire Station #5 and approx. 60 apartments serving under 60% AMI. Streetscape improvements on 15th Street, 16th Street and Front Street frontages of the property. Also includes utility upgrades and paving the alley.	75	1,080				\$1,155
37	Capitol Blvd. Streetscape and Bike Facility Improvements, Boise River to Myrtle St. Improve Capitol Blvd. streetscapes on the west side of the Blvd. from the Boise River to Myrtle St. with minor site-specific improvements on the east side, north of Fulton St. Potential lane reconfiguration including low-stress protected bike facilities and expanded sidewalks to create consistent mobility infrastructure throughout this corridor, calm traffic and improve access to local retail businesses.	225	3,060				\$3,285
38	3rd St. Streetscape and Mobility Improvements, Myrtle St. to Jefferson St. Streetscape improvements on both sides of 3rd St. with minor travel lane and intersection adjustments to improve safety and functionality of the right-of-way for pedestrians, cyclists, and vehicles. Upgrades include low-stress bike facilities, universally accessible facilities for pedestrians as well as loading and parking zones for vehicles.	300	1,000	2,400			\$3,700
39	Myrtle St. Streetscape Improvements, 3rd St. to Broadway Ave. Improve Myrtle St. southside streetscape with tree lawn and detached sidewalks between 3rd St. and Broadway Ave. Intersection enhancements at Capitol Blvd. and Myrtle St. including a sidewalk bulbout, street trees and furnishings.	100	800				\$900
40	Front St. & Myrtle St. Enhanced Crosswalk Treatments Upgrade crosswalk markings with high-visibility decorative thermoplastic pavement treatments. Provide visual queues to pedestrians on where to cross and queues to motorists that they are passing through a pedestrian crossing. Includes crosswalks at Capital Blvd., 8th St., 9th St., and 11th St. along Front St. and Myrtle St.		200				\$200
41	10th St. & Front St. Signalized Crossing Install a signalized pedestrian crossing at intersection of Front St. and 10th St. to improve mobility, safety and comfort for those travelling by non-automobile modes between downtown and JUMP/Simplot destinations.		75	250			\$325
42	12th St. & Front St. Signalized Crossing Install a signalized pedestrian crossing at intersection of Front St. and 12th St. to improve mobility, safety and comfort for those travelling by non-automobile modes between downtown and the restaurant, office, and hotel destinations at Pioneer Crossing.		75	250			\$325
43	River Myrtle District Streetscape Assessment and Closeout Projects Assess the condition of RM District streetscapes, identifying minor deficiencies, safety issues, and spot repairs that will not be addressed by private development projects, programmed streetscape improvement projects, or via upcoming ACHD or City capital projects. Minor utility upgrades may be included. In consultation with the City and ACHD, develop a prioritized closeout project list. Complete closeout projects by priority before RM District terminates.	1,175	1,525				\$2,700
<b>Total River Myrtle Estimated Expenses</b>		<b>\$29,719</b>	<b>\$25,894</b>	<b>\$10,387</b>	<b>SUNSET</b>	<b>SUNSET</b>	<b>\$66,000</b>

\*Dollars are in Thousands

## CCDC | 3-YEAR CAPITAL IMPROVEMENT PLAN | 2023 - 2027

16




# WESTSIDE DISTRICT PROJECTS

WESTSIDE DISTRICT ("WS" or "WS District")	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
Estimated Resources and Project Description	\$11,576	\$3,490	\$13,016	\$4,215	SUNSET	\$32,296

## Participation Program

### BLOCK 68 CATALYTIC REDEVELOPMENT PROJECT - TYPE 5 PARTNERSHIP WITH BLOCK 68 DEVELOPMENT, LLC

Block 68 Catalytic Redevelopment project is a Type 5 Property Disposition Participation Program project. Its purpose is to develop housing that fills gaps unmet by the private market. It includes two agency-owned properties (1010 W. Jefferson St., and 421 N. 10th St.), participation with public infrastructure improvements and a ParkBOI parking and mobility structure. In exchange for these offerings, the Agency expects the redevelopment project to embrace density and reinvest in the City's existing infrastructure, and to develop more affordable housing units, maintain the authentic neighborhood fabric, further mobility initiatives, and contribute to Boise's long-term sustainability. The redevelopment is expected to have high architectural aspirations with visionary and creative development programs that catalyze further development of nearby underutilized land.

	Block 68 South - ParkBOI Parking Garage Condo Purchase Parking Garage Condo Purchase. <i>See also ParkBOI Line Item #01</i>		10,000				\$10,000
	01 Block 68 South - Mixed Use Residential and Mobility Hub, Property Disposition and Development The proposed project at 1010 W. Jefferson St., or Block 68 South, is a 20-story mixed-use residential tower with active adult/senior residences and associated amenities, commercial space, ground floor retail, BikeBOI secure storage facility, and ParkBOI parking garage. Developer purchases property at market value--\$6.1M. A third-party reuse appraisal of the proposed development will determine the residual land value of which the Agency will reimburse the developer--up to \$6.1M. The project's estimated total development costs are ~\$118M.			6,075			\$6,075
02	Block 68 South - Streetscape and Infrastructure Improvements Reimbursement for public improvements associated with development of Block 68 South including utility upgrades and streetscapes. Final reimbursement will be based on the actual eligible expenses and available CIP resources.			1,430			\$1,430
03	Block 69 North - Workforce Housing Project - Property Disposition and Development The proposed project is a 7-story mid-rise 220 unit apartment building with 25 units rented at rates affordable to households earning 80% AMI and 130 units affordable to households earning 120% AMI. The project includes on- and off-site parking and ~10K SF of retail. Estimated total development costs are ~\$32M. To facilitate this development, the Agency will conduct an equal value exchange of 421 N. 10th St. and \$1,336,000 for YMCA-owned parcels 1111 W. State St. and 419 N. 11th St. Developer purchases 1111 W. State St. and 419 N. 11th St. from Agency at market value--\$4.5M. A third-party reuse appraisal of the proposed development will determine the residual land value of which the Agency will reimburse the developer--up to \$3.1M (the value of 421 N. 10th St.--the initial Agency-owned property).			3,125			\$3,125
04	Block 69 North - Workforce Housing - Streetscape and Infrastructure Improvements Reimbursement for public improvements associated with Block 69 North development including utility upgrades and streetscapes. Final reimbursement will be based on the actual eligible expenses and available CIP resources.		1,640				\$1,640
05	CIP Resources - General Assistance - Type 2 Accelerated Reimbursement Programmed resources for accelerated reimbursement of Type 2 general assistance partnerships in the final years of the URD. General assistance program offers assistance for streetscape and utility improvements; public investment reimbursement amount determined by actual eligible expenses and tax increment revenue estimates; projects are considered on a first-come, first served basis.				2,000		\$2,000
06	Streetscape Grant - One Time Assistance - Type 1 Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200K; projects are awarded on a first-come, first-served basis.	200	200	200	200		\$800
07	1721 W. Idaho St. - <u>The Martha</u> - Type 5 Agreement with 17th and Idaho Development, LLC Partnership with 17th and Idaho Development, LLC to build The Martha--a housing infill project that increases the economic diversity of housing choices in West Downtown neighborhood. The \$10.4 total development cost project delivers 48 apartments with average rent serving 100% AMI and 2 units serving 60% AMI or Voucher assistance. Agency will reimburse for residual land value determined by third-party appraisal and for actual eligible expenses of public improvements included in the project.	1,240					\$1,240
08	1010 W. Main St. - <u>Averyl Tiner Building Restoration</u> - Type 3 Agreement with Avery, LLC Averyl Tiner Building; Restoration of a historic hotel to include original uses, hotel and restaurants. 39 hotel rooms, two restaurants seating 160 diners. 190 permanent jobs. \$14M total development costs. \$1.2M reimbursement for historic façade restoration and streetscape improvements.	1,215					\$1,215

\*Dollars are in Thousands



# WESTSIDE DISTRICT PROJECTS

WESTSIDE DISTRICT ("WS" or "WS District")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
<b>Participation Program</b>							
09	1015 W. Main St. - Smith Block Building - Preliminary Partnership with Smith Block, LLC Smith Block Building; Renovate existing building into a cocktail bar "The Cub Tavern"; \$1.4M total development costs; \$200k reimbursement for historic façade restoration and awnings.		200				\$200
10	1655 W. Fairview Ave. - Office at Main & Fairview - Type 1 Agreement with Fairview Partners, LLC Offices at Main & Fairview; 17 offices and two retail/office suites; \$600k total development costs; \$200k reimbursement for streetscapes, utility undergrounding and stormwater system upgrades.	200					\$200
11	1070 W. Grove St. - <u>The Sparrow (Formerly Safari Inn)</u> - Type 1 Agreement with Imperial 700, LLC The Sparrow; 68 room boutique hotel; \$10M total development costs; \$83k Reimbursement for alleyway improvements.	83					\$83
12	1118 W. Idaho St. - 11th & Idaho Building - Type 2 Agreement with 11th & Idaho Partners, LLC 11th & Idaho; 9-story mixed use office building with first floor retail; 193K total SF; \$29M total development costs; \$704K reimbursement for streetscape improvements.	200	200	171			\$571
13	1110 W. Grove St. - <u>Hotel Renegade</u> - Type 4 Agreement with Hendricks Commercial Properties, LLC Hotel Renegade; 8-story, 122-room boutique hotel with dining and amenities including a rooftop bar; \$68M total development costs; \$100,000 estimated reimbursement for eligible awnings; agreement coordinates construction of associated streetscape improvements with Rebuild 11th Street Blocks and Linen Blocks on Grove Street capital projects.		100				\$100
14	Public Art: Re-Wrap Traffic Signal Boxes In cooperation with ACHD, implement permanent public artwork via vinyl wrap applied to existing traffic signal controller boxes at signalized intersections.			15	15		\$30

\*Dollars are in Thousands

# WESTSIDE DISTRICT PROJECTS

WESTSIDE DISTRICT ("WS" or "WS District")		FY2023	FY2024	FY2025	FY2026	SUNSET	TOTAL
<b>Capital Improvement Projects</b>							
<b>REBUILD 11TH STREET BLOCKS</b>							
Rebuild 11th Street Blocks is fulfilling our community's expressed desire for an 11th Street that is safer and more convenient for all users to access restaurants, entertainment and open spaces. Includes several large-scale projects originating from a multi-year planning effort between Ada County Highway District (ACHD), the City of Boise and CCDC. By taking a coordinated approach to what would be multiple projects by various organizations, Rebuild 11th Street reduces disruption to downtown daily life and minimizes delays. This project will complete necessary and anticipated roadway reconstruction and replace an underground Boise City Canal structure dating back to the 1950's, on behalf of ACHD and the Canal District. It makes long-envisioned bicycle improvements with an all-ages, all-abilities protected bikeway from State Street to River Street, and improves streetscapes where needed to support economic vitality and increase connectivity in our downtown. The \$16M project spans two URDs with the improvements extending into RM District with the continuation from Grove Street to River Street. <i>See also RM District Line Item #30, #31.</i>							
15	11th St. Streetscape and Bikeway Improvements, River St. to State St. Improve the 11th St. corridor from River St. to State St. as a multi-modal corridor through downtown Boise. Includes select streetscape improvements, raised protected bike lanes, and public utility upgrades per the recommendations of the 2020 11th Street Bikeway Concept Plan.	2,936					\$2,936
16	11th St. Roadway Reconstruction and Canal Bridge Replacement, River St. to State St. - Interagency Agreement with ACHD Partnership with ACHD to reimburse for pavement maintenance, stormwater improvements, and Boise City Canal bridge replacement. The existing pavement sections on 11th. between State St. and River St. were previously included for rehabilitation in the ACHD 2019 Downtown Boise Implementation Plan (DBIP) project. Through a multi-year planning effort between ACHD and CCDC, this work was instead scheduled to happen with the Agency's planned streetscape improvements along 11th St. to reduce disruption to downtown daily life and minimize delays.	1,957					\$1,957
17	State St. Streetscape and Utility Improvements, 8th St. to 16th St. - Interagency agreement with ACHD and City of Boise Install fiber optic conduit bank in State Street right of way to connect the existing conduit in 8th St. with the existing conduit in 15th St. Improve streetscape on both sides of State between 12th St. and 14th St. and implement landscaping within stormwater bioretention planters between 8th St. and 16th St.. Improvements made in partnership with ACHD's DBIP State St., 2nd St. to 16th St., Roadway Improvement Project (ACHD project No. SM220). \$1.7M reimbursement of actual costs by Agency to ACHD for design and construction	1,284					\$1,284
18	8th St. Streetscape and Bike Facility Improvements, State St. to Franklin St. Improve streetscapes, underground existing overhead utilities and implement low-stress on-street bike facilities. Streetscape improvements anticipated at 800 W. State St., 815 W. Washington St. and 622 N. 8th St. Concept work by City of Boise for bike facilities from State St. to Washington St. completed in 2020 in concert with CCDC's 8th St. improvements project between Bannock St. and State St. Project timed to coordinate concept efforts with ACHD project to improve bike facilities on 8th St. between Franklin St. and Union St.	2,060					\$2,060
19	Bannock St. Streetscape and Mobility Improvements, 12th St. to 16th St. Improve streetscapes (both sides) in conjunction with the ACHD Bannock St. Bikeway project to improve pedestrian and bike connectivity from the West Downtown neighborhood into downtown. Partnership with ACHD for reimbursement of portion of Bannock Bikeway improvements and pavement maintenance.	100	400	2,000	2,000		\$4,500
20	Westside District Streetscape Assessment and Closeout Projects Assess the condition of WS District streetscapes, identifying minor deficiencies, safety issues, and spot repairs that will not be addressed by private development projects, programmed streetscape improvement projects, or via upcoming ACHD or City capital projects. Minor utility upgrades may be included. Develop, with consultation from the City and ACHD, a prioritized closeout project list. Complete closeout projects by priority ranking, utilizing the programmed funds as well as other WS District funds that may become available in the District's final year before it terminates.	100	750				\$850
<b>Total Westside Estimated Expenses</b>		<b>\$11,576</b>	<b>\$3,490</b>	<b>\$13,016</b>	<b>\$4,215</b>	<b>SUNSET</b>	<b>\$32,296</b>

\*Dollars are in Thousands



# 30TH STREET DISTRICT

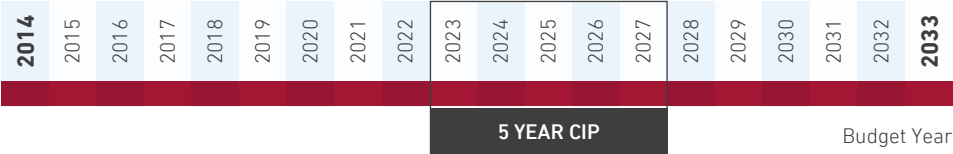
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**2013**

The 30th Street district was envisioned as a premier urban place celebrating its unique location between the Boise River Corridor and downtown. Once home to many auto-oriented businesses including several car dealerships, large parcels of land were vacated when a new direct east-west route from downtown, the I-184 Connector, was opened in 1992. The reduced traffic affected the area’s commercial prospects and large tracts of empty commercial lots are still vacant today. With a focus on the surrounding neighborhoods, the 30th Street master plan seeks to enhance the area to allow for revitalization that broadens the range of housing, employment, neighborhood-oriented services and amenities, transportation options, and arts and culture in the area while honoring and strengthening the existing character of the neighborhoods.

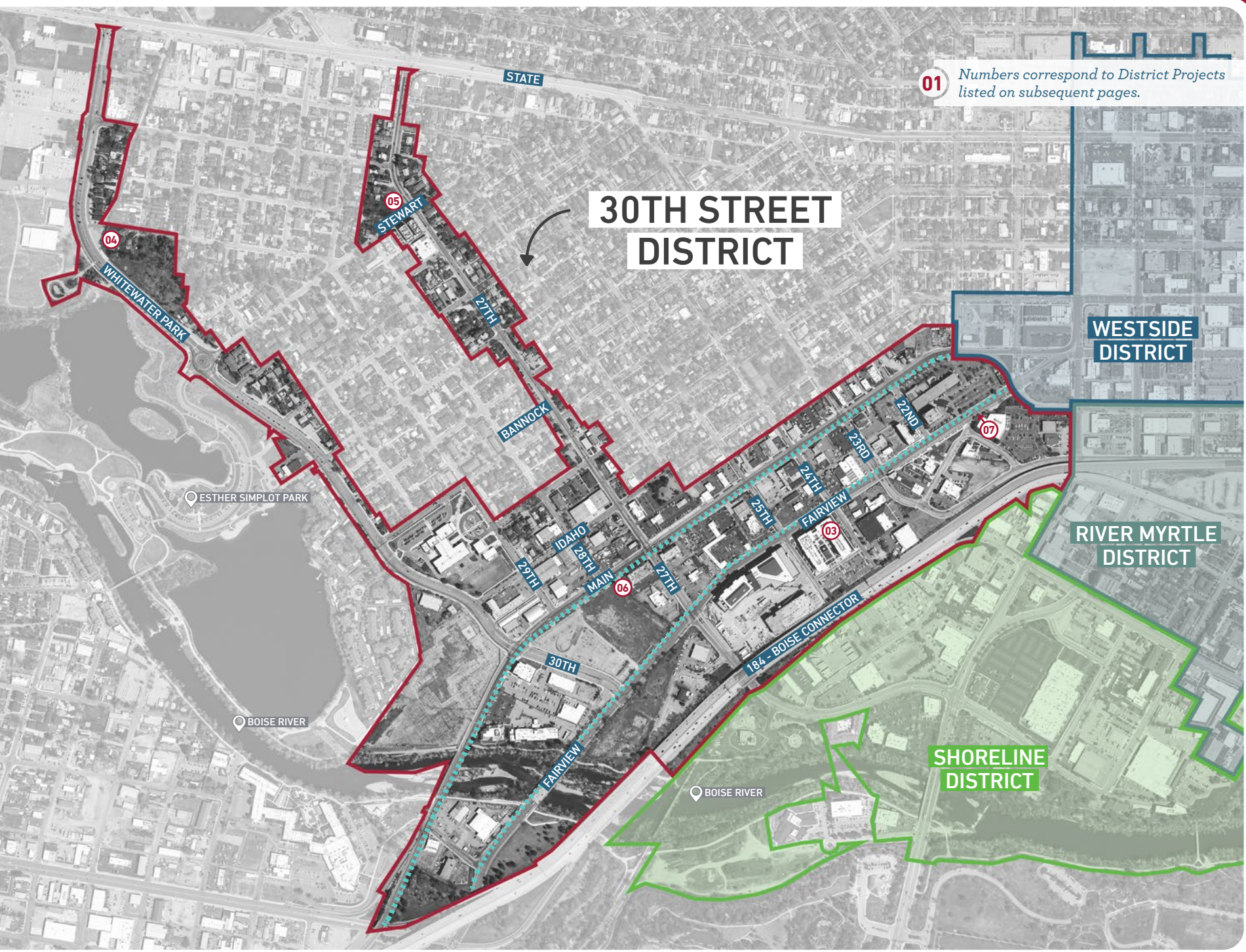
## PRIMARY STRATEGIES FOR THE DISTRICT

- Create an authentic identity and sense of place for each of the sub-districts by drawing upon the natural setting and history of the area, creating place names, and developing design parameters that result in a distinctive character
- Focus on the neighborhood and the Boise River corridor’s exceptional value for visitors and residents and encourage redevelopment on underdeveloped parcels that positively interfaces with the Boise River and surrounding neighborhoods
- Expand workforce housing options across a range of incomes and support multi-modal transportation choices.
- Remove barriers to redevelopment caused by aging and missing infrastructure. Invest public resources in to improving and expanding infrastructure, transit, parking, storm drainage, and brownfields.
- Attract people who bring diversity and creativity to the area by strengthening the community through arts, culture, history and community gathering places.

## CURRENT 5 YEAR CIP TIMELINE



BASE VALUE: \$60 MILLION  
2023 TOTAL INCREMENT VALUE: \$156 MILLION  
2023 ANNUAL INCREMENT REVENUE: \$1.4 MILLION



01 Numbers correspond to District Projects listed on subsequent pages.

District wide projects - not mapped: 01, 02



# 30TH STREET DISTRICT PROJECTS

30TH STREET DISTRICT ("30th" or "30th District")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
<b>Participation Program</b>							
01	Housing Partnerships and Real Estate Acquisitions Public-Private partnerships and/or land purchase and disposition to develop housing that fills gaps unmet by the private market.				1,000		\$1,000
02	Streetscape Grant - One Time Assistance - Type 1 Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar-for-dollar match of private investment, up to \$200K; projects are awarded on a first-come, first-served basis.	400	400	400	400	400	\$2,000
03	2419 W. Fairview Ave. - Adare Apartments - Type 2 Agreement with Adare Manor, LLC Adare; Mixed use apartment building with ground floor commercial; 134 units, some serving as low as 30% AMI; \$27M total development costs; \$285K reimbursement for public utility and streetscape improvements.	87	24				\$111
04	3205 W. Moore St. - <u>Whitewater Townhomes</u> - Type 1 Agreement with ESP Property Investments, LLC Whitewater Townhomes: Nine multilevel townhomes; \$5.3M total development costs; \$166k Reimbursement for associated streetscapes, utility improvements and the extension of Moore Street.	167					\$167
05	901 N. 27th St. - <u>27th Street Crossing</u> - Type 1 Agreement with Prentiss Properties 21, LLC 27th Street Crossing; 65 apartments and 6k sf commercial space; \$12M total development costs; \$200k reimbursement for streetscape and public right of way improvements.	200					\$200
<b>Capital Improvement Projects</b>							
06	Main and 28th St. Lift Station and Sewer Upgrades Partnership with area developers and the City of Boise to design and construct a new sewer lift station and associated force main to serve housing and mixed-use developments in the western half of the 30th Street District.		2,000				\$2,000
07	Main St. and Fairview Ave. Mobility and Streetscapes Assessment, Boise River to 16th St. Conduct concept-level analysis of the Main and Fairview rights-of-way to determine feasibility of converting buffered bike lanes to protected bike lanes as well as feasibility of streetscape improvements.	75					\$75
<b>Total 30th Street Estimated Expenses</b>		<b>\$929</b>	<b>\$2,424</b>	<b>\$400</b>	<b>\$1,400</b>	<b>\$400</b>	<b>\$5,553</b>

\*Dollars are in Thousands

# SHORELINE DISTRICT

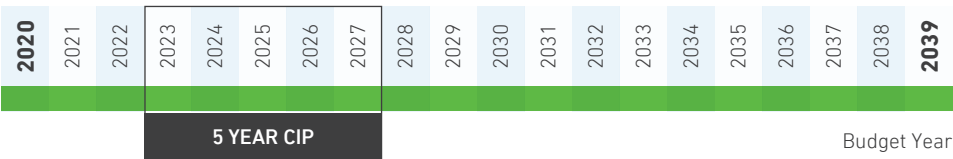
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2019

Shoreline is a diverse, mixed-use area tied together by the Greenbelt and Boise River. The district has abundant recreational resources with opportunities to increase connectivity and allow for safe, complete access to the natural amenities. The objectives and desired outcomes for the Shoreline District were guided by community conversations, on-site tours and observations, existing community planning documents, and on-going efforts from stakeholders and partners. A desired vision for the area seeks to solve public infrastructure deficiencies in the Lusk Street neighborhood, revitalize the riverfront neighborhood, and enhance the District’s many amenities.

## PRIMARY STRATEGIES FOR THE DISTRICT

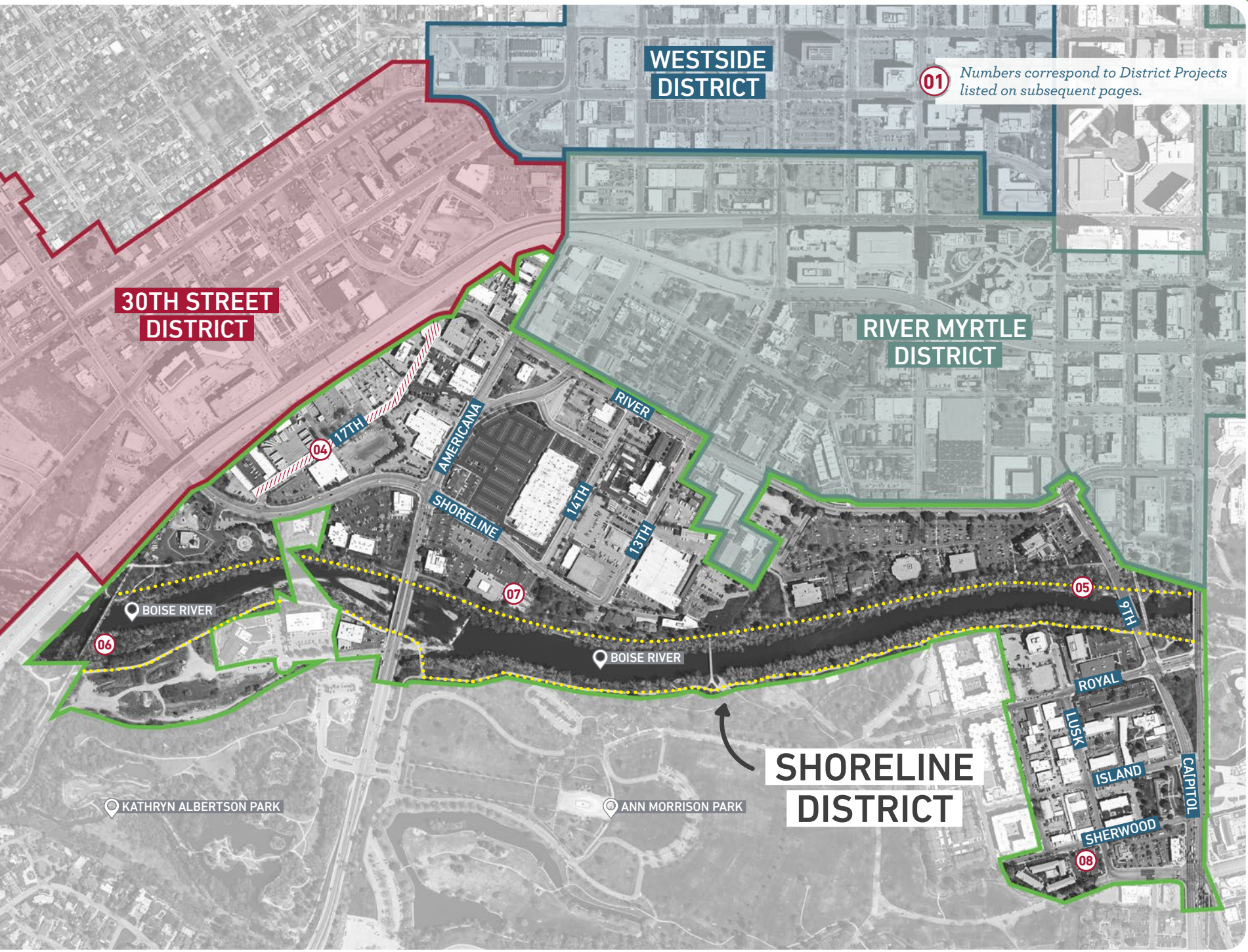
- Redevelopment of underdeveloped or deteriorating properties that are prevalent throughout the district and infrastructure improvements including curb, gutter and sidewalk.
- Riverfront activation and improving access to the Boise River for all user groups while mitigating human impacts to the river ecosystem.
- Mixed-use, infill development that offers housing, services, and amenities to downtown recreationalists, workers, residents, and students.
- Diversity of housing options at all income levels.
- Improved connectivity and mobility options that prioritizes pedestrian, cyclists, transit and vehicles respectively.

## CURRENT 5 YEAR CIP TIMELINE



195 ACRES


BASE VALUE: \$118 MILLION  
2023 TOTAL INCREMENT VALUE: \$66 MILLION  
2023 ANNUAL INCREMENT REVENUE: \$614 THOUSAND



District wide projects - not mapped: 01, 02, 03, 09



# SHORELINE DISTRICT PROJECTS

SHORELINE DISTRICT ("SL" or "SL District")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
<b>Participation Program</b>							
	Transformative Development Project - Public Parking support (Includes bonding) - Type 3 Type 3 Transformative development partnership to include ParkBOI branded parking garage condo, in the Shoreline URD with 6:1 ratio of private to public investment targeting mixed use and missing middle housing. \$15M for Parking Garage Condo and \$5M for supportive infrastructure improvements. <i>See also ParkBOI Line Item #02</i>					20,000	\$20,000
01	Housing Partnerships and Real Estate Acquisitions Public-Private partnerships and/or land purchase and disposition to develop housing that fills gaps unmet by the private market.				1,300		\$1,300
02	Streetscape Grant - One Time Assistance - Type 1 Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200K; projects are awarded on a first-come, first-served basis.	200	200	200			\$600
<b>Capital Improvement Projects</b>							
03	Shoreline District Streetscape Design Standards Assist Boise Planning Department with updates to the Downtown Boise Streetscape Standards Manual to include all streets within the Shoreline District Project Area. Establishing standards provides clarity and predictability about infrastructure requirements for private development and also helps institute the community input received during the SL District formation process.	80					\$80
04	<u>17th St. Streetscape Improvements</u> , Shoreline Dr. to Cul-de-Sac Pedestrian improvements to address the current gaps in the sidewalk and install additional overhead lighting on 17th St. between Shoreline Dr. and the east end of 17th St. (cul-de-sac). The goal of this effort is to improve safety and mobility within the public right-of-way on 17th St.	225					\$225
05	Greenbelt Separated Path Improvements - North and South shores, Phase 1 Construct a second parallel pathway adjacent to existing greenbelt pathway, per the 2018 Shoreline Urban Framework Plan, to increase greenbelt capacity and provide separate facilities for pedestrians and cyclists.		200				\$200
06	Landmark Trestle Bridge Lighting (mobility and safety enhancements) Mobility and safety enhancements Landmark Trestle Bridge, the primary connection of the Bench Neighborhood to the Greenbelt and downtown. Install programmable LED lighting in partnership with Boise Parks.		72				\$72
07	1375 W. Shoreline Dr. - Shoreline Park Enhancements Concept Plan In collaboration with Boise Parks, produce a community-driven Shoreline Park enhancement concept plan that adds amenities, increases neighborhood connectivity and improves recreational and emergency access into the Boise River. May include stabilized boat ramp, retaining walls, revised vehicular connection to Shoreline Dr. and greenbelt improvements.				100		\$100
08	Lusk St. Streetscapes, Ann Morrison Park Dr. to Boise River, Phase 1 Improve streetscapes and connectivity to Boise River Greenbelt on west side of Lusk St. Future phase to address improvements on east side of Lusk St.					200	\$200
09	Lusk Area Utility Improvements Underground existing overhead utilities in priority locations within the Lusk District.					100	\$100
<b>Total Shoreline Estimated Expenses</b>		<b>\$505</b>	<b>\$472</b>	<b>\$200</b>	<b>\$1,400</b>	<b>\$300</b>	<b>\$2,877</b>

\*Dollars are in Thousands



# GATEWAY EAST DISTRICT

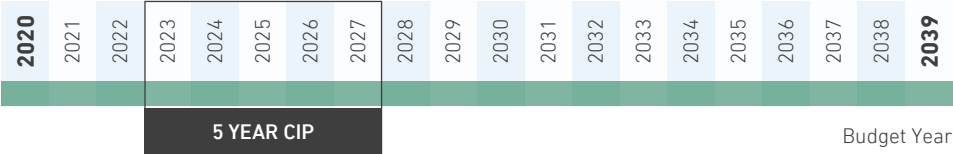
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2019

Gateway East is a largely undeveloped part of Boise that, due to its location and zoning, is a prime area. A first of its kind, the Gateway East urban renewal district holds opportunity to solve public infrastructure deficiencies in the area southeast of the Boise Airport, revitalize the Eisenman Road corridor and enhance opportunities for economic and industrial development in the district. City leaders and community members shared a vision for the area that seeks to diversify Boise’s economy, create quality jobs, and plan for industrial growth by improving infrastructure and promoting industrial development in and around Boise’s Airport Planning Area.

## PRIMARY STRATEGIES FOR THE DISTRICT

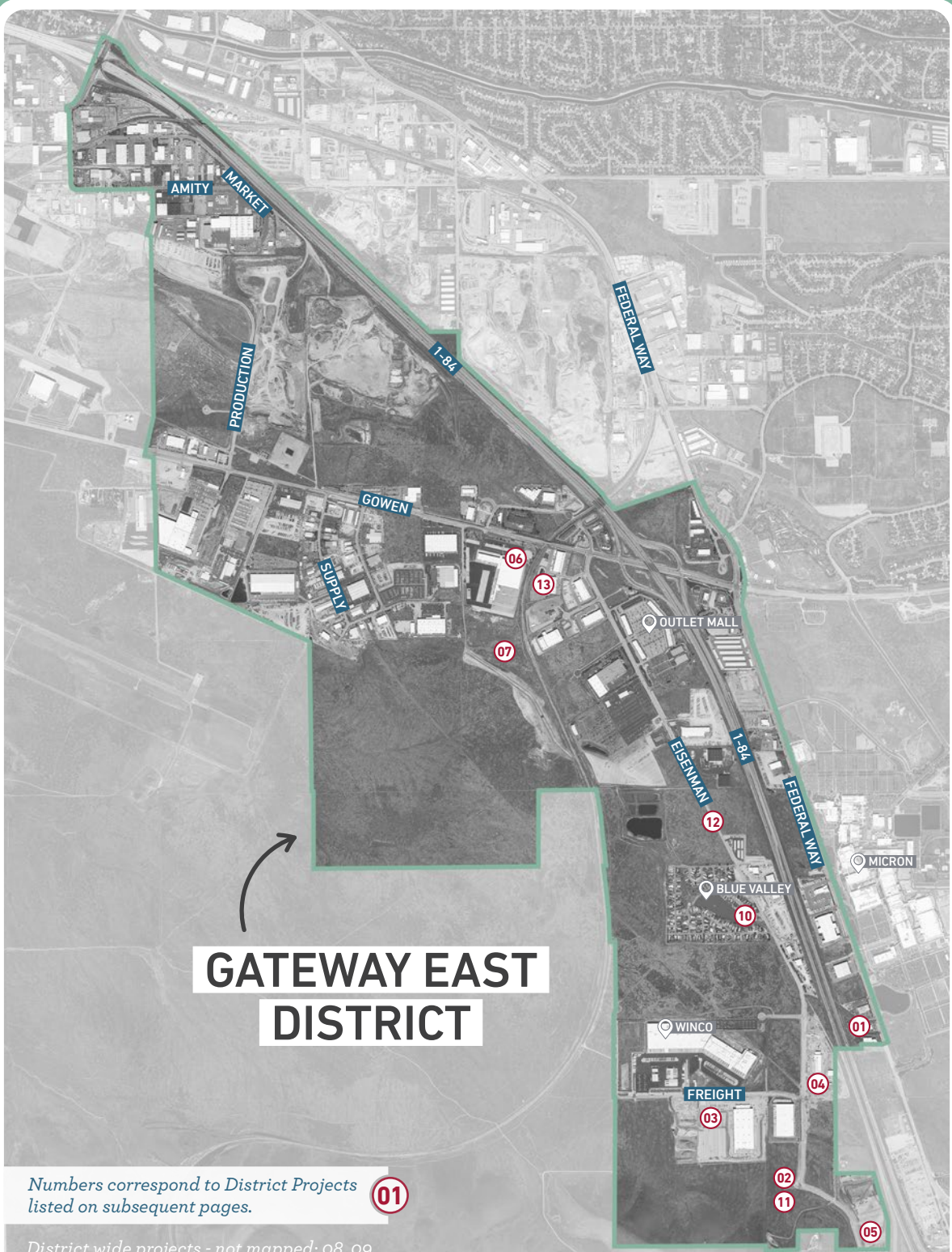
- Improve infrastructure through projects that could include new sidewalks, roads, utility improvements, and streetlights
- Diversify Boise’s economy with industrial development that can help local businesses expand and attract new businesses
- Initiate projects designed to increase workforce transportation and mobility options
- Secure and improve certain public open space in critical areas

## CURRENT 5 YEAR CIP TIMELINE



2,643 ACRES

BASE VALUE: \$385 MILLION  
2023 TOTAL INCREMENT VALUE: \$559 MILLION  
2023 ANNUAL INCREMENT REVENUE: \$5.2 MILLION



Numbers correspond to District Projects listed on subsequent pages. 01

District wide projects - not mapped: 08, 09

# GATEWAY EAST DISTRICT PROJECTS

GATEWAY DISTRICT ("Gateway")	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
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## Participation Program

01	9025 S. Federal Way - Mixed-Use Office and Industrial Project - Type 2 Agreement with 6025 Federal, LLC 9025 S. Federal Way; 11,000 SF office/warehouse project for tech-industry support services; 8,500 SF of office space and 2,500 SF of warehouse, 30 stall parking lot, landscaping and site improvements, \$2.1M total development costs; \$92K reimbursement for infrastructure and streetscape improvements.	15	15	15	15	15	\$75
02	9605 S. Eisenman Rd. Boise Gateway 1 - Type 2 Agreement with Boise Gateway 1, LC Boise Gateway 1; 68,000 SF industrial fulfillment building with administrative office space, \$13M total development costs; \$406K reimbursement for infrastructure and streetscape improvements.	140	133				\$273
03	2155 E. Freight St. - <u>Boise Gateway 2</u> - Type 2 Agreement with Boise Gateway 2, LC Boise Gateway 2; 287,000 SF industrial retail sorting center with administrative offices, \$53.9M total development costs; \$895K reimbursement for infrastructure improvements.		386	386	123		\$895
04	9100 S. Eisenman Rd. - R&L Carriers - Type 2 Agreement with R.L.R. Investments, LLC R&L Carriers; 60,000 SF freight terminal site with a 9,000 SF maintenance shop with on-site fueling stations; \$9.8M total development costs; \$385,000 reimbursement for infrastructure and streetscape improvements.	64	64	64	64	64	\$320
05	10026 S. Eisenman Rd. - <u>Mr. Gas Truck Stop</u> - Type 2 Agreement with Lynch Land Development, LLC Mr. Gas; 19.3-acre truck stop and retail center offering goods and services for professional drivers; \$12.9M total development costs; \$480,000 reimbursement for utility improvements.	81	81	81	81	81	\$405
06	1001 E. Gowen Rd. - <u>The AZEK Company Manufacturing &amp; Distribution Facility</u> - Type 2 Agreement with CPG International, LLC The Azek Company; 355,426 SF manufacturing facility that produces decking lumber from recycled materials, adaptive reuse of the old ShopKo distribution facility; \$123M total development costs; \$1M reimbursement for public improvements including a power substation and streetlights.		215	215	85	183	\$698
07	951 E. Gowen Rd & 7031 E. Eisenman Rd. - <u>Red River Logistics and Commerce Centers</u> - Type 2 Agreement with Flint Development Flint Development; Concurrent development of two sites with a total of 1.3M SF of industrial space on 120 acres; \$146.2M total development costs; \$4.2M reimbursement for public improvements including the extension of Apple Ave., which includes building out utility infrastructure and streetscapes with a multi-use pathway, along with road construction and a bridge over Five Mile Creek.			721	721	721	\$2,163
08	Streetscape Grant - One Time Assistance - Type 1 Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200K; projects are awarded on a first-come, first-served basis.	400	400	400	400	400	\$2,000

## Capital Improvement Projects

09	Power System Upgrades - Idaho Power Company Partnership with Idaho Power Company to fund critical power infrastructure upgrades, including new regional substation and distribution lines.	3,000					\$3,000
10	Eisenman Rd. Pedestrian Improvements, Blue Sage Ln. to Blue Valley Ln. Construct a five-foot wide asphalt pathway along the frontage of the Blue Valley Estates Mobile Home Park. Through discussions with the City, Boise School District, and ACHD, CCDC has selected preferred alternative that best improves pedestrian safety.	300					\$300
11	Lake Hazel Rd. Extension, Gateway East URD Boundary to I-84 Eisenman Interchange Widen existing Lake Hazel Rd. between Eisenman Rd. and the I-84 Eisenman Interchange. Construct extension of new Lake Hazel corridor from Eisenman Rd. west to the Gateway URD Boundary. Anticipates ultimate four-lane cross section of Lake Hazel Rd. as identified in the ACHD Master Street Map as a key east-west Mobility Arterial. Includes detached multi-use pathways on both sides of the corridor.		300	3,000			\$3,300
12	S. Eisenman Rd. Widening, Lake Hazel Rd. to Gowen Rd. Reconstruct and widen Eisenman Rd. between Gowen Rd. and Lake Hazel Rd. Includes protected on-street bike facilities and detached sidewalks. Includes multi-use pathway connection to Railroad Multi-use Pathway.				375	3,200	\$3,575
13	Railroad Multi-Use Pathway Construct a multi-use pathway parallel and adjacent to the existing railroad.			300	3,000		\$3,300

<b>Total Gateway Estimated Expenses</b>	<b>\$4,000</b>	<b>\$1,594</b>	<b>\$5,182</b>	<b>\$4,864</b>	<b>\$4,664</b>	<b>\$20,304</b>
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\*Dollars are in Thousands



# STATE STREET DISTRICT

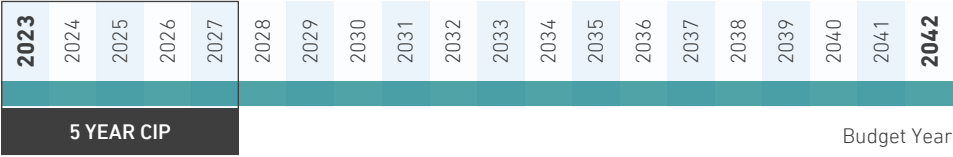
est.  
**2022**

CCDC’s newest district, State Street, is a six-mile linear area that follows the critical east to west State Street corridor that connects downtown Boise to west Ada and Canyon County. The district envisions transitioning from an auto-dominated commercial corridor into a series of walkable, mixed-use activity centers supportive of high-quality transit service between Eagle and Downtown Boise. City leaders, neighbors, businesses, and commuters all expressed a desire for a safer, more livable street with housing options, a mix of services, and better access to all forms of transportation.

## PRIMARY STRATEGIES FOR THE DISTRICT

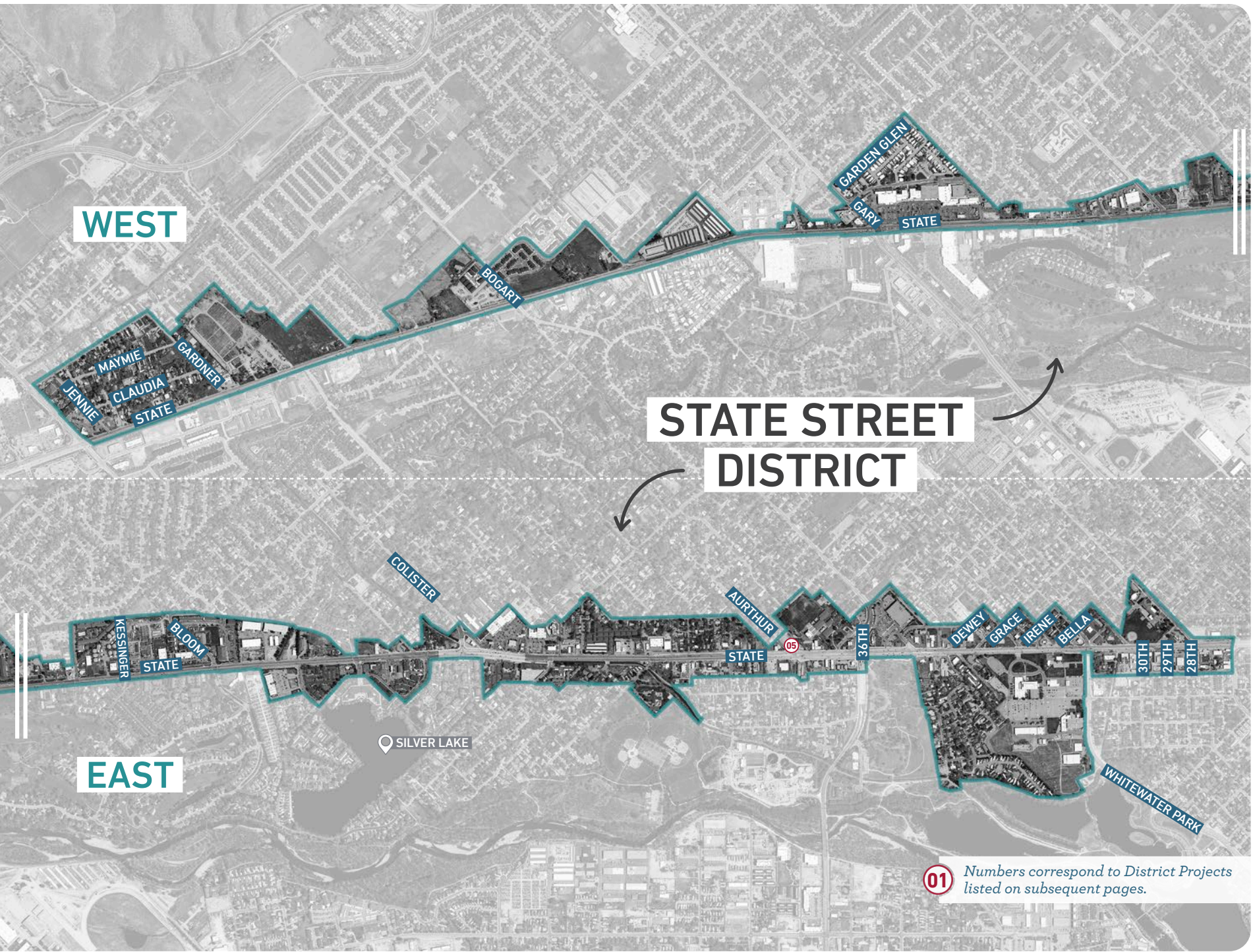
- Enhance safety and comfort for pedestrians and cyclists through infrastructure improvements such as new sidewalks, increased connectivity to neighborhoods, and bus transit facilities.
- Increase the diversity of housing options for Boiseans by encouraging compact, mixed-use development that accommodates a range of income levels.
- Leverage existing recreation facilities and public amenities such as the Boise River Greenbelt, Willow Lane Athletic complex, and Whitewater Park to attract infill development.

## CURRENT 5 YEAR CIP TIMELINE



**577 ACRES**

BASE VALUE: \$363 MILLION  
2023 TOTAL INCREMENT VALUE: \$113 MILLION  
2023 ANNUAL INCREMENT REVENUE: \$1.1 MILLION



District wide projects - not mapped: 01, 02, 03, 04, 06, 07

# STATE STREET DISTRICT PROJECTS

STATE STREET DISTRICT ("SS" or "SS District")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
<b>Participation Program</b>							
01	Local Match - Raise Grant - Transit Upgrades Public-Public Partnership with VRT, ITD, ACHD, Boise city, and CCDC. Local match to fund State Street Transit upgrades.	TBD	TBD	TBD	TBD	TBD	TBD
02	Transformative Development Partnership with ParkBOI - Type 3 (Includes Tentative SS bonding) Type 3 Transformative Development partnership catalyzed by mobility infrastructure assistance such as a ParkBOI public parking, at a location identified in the State Street District Plan. Seeking development that advances mobility objectives, improves connectivity, provides a mix of neighborhood uses and a variety of economically diverse housing.				15,000		\$15,000
03	Streetscape Grant - One Time Assistance - Type 1 Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200K; projects are awarded on a first-come, first-served basis.	200	400	400	400	400	\$1,800
04	Housing Partnerships, Real Estate Acquisitions Public-Private partnerships and/or land purchase and disposition to develop housing that fills gaps unmet by the private market.				2,000		\$2,000
05	3912 W. State St. - <u>State &amp; Arthur Apartments</u> - Type 1 with Pacific West Companies, LLC State and Arthur Apartments; Mixed-use affordable housing development with 102 apartments and 1.5K SF ground floor daycare or commercial space. 30% - 80% of AMI rental rates.		200				\$200
<b>Capital Improvement Projects</b>							
06	State Street District Streetscape Design Standards Partnership with Boise City Development Services Assist Boise Planning Department with updates to Boise City Streetscape Standards Manual that establish cross section standards for right of way within the State Street District. Adoption of standards provides clarity and predictability about infrastructure requirements for private development and also helps institute the community input received during the SS District formation process.	200					\$200
07	Accelerated Road and Utility Infrastructure Project (Tentative Bond Issuance in FY2028) Produce a package of shovel-ready public infrastructure projects that further best-class transit and in preparation for forthcoming development. Include roadway and utility projects that advance the TTOP vision for the State Street corridor.				500	500	\$1,000
<b>Total State Street Estimated Expenses</b>		<b>\$400</b>	<b>\$600</b>	<b>\$400</b>	<b>\$17,900</b>	<b>\$900</b>	<b>\$20,200</b>

\*Dollars are in Thousands



# ParkBOI

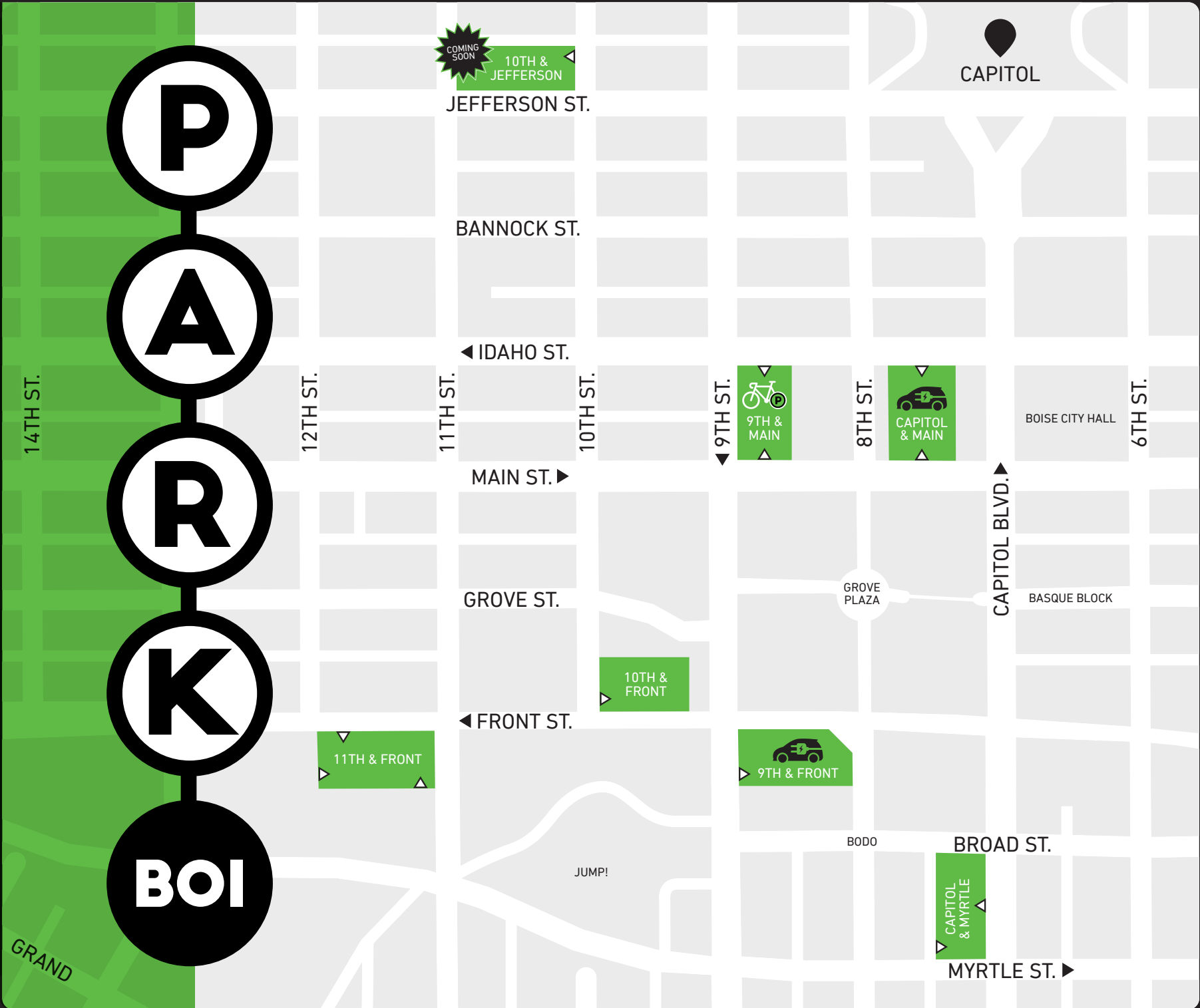


CCDC, under the ParkBOI brand, owns and operates six public parking garages located throughout the downtown area. CCDC continually assesses and manages downtown Boise parking to drive innovative and cost-effective mobility solutions. The Agency continually supports and works to expand alternatives to parking such as public transit, carpool and rideshares through our partnership with City Go. Select garages offer priority parking to certified carpools and provide secure bicycle and motorcycle parking. CCDC is currently partnering with private developers on up to two new public parking garages in the Westside District in the next three years. The 30th Street District, and the newly formed Shoreline and State Street Districts each have plans that identify the need for new parking garages to meet future development needs and economic development objectives. Without CCDC and ParkBOI, the likely outcome will be more dedicated surface parking, lower infill development, and a lower tax base at the districts’ sunset.

## PRIMARY STRATEGIES FOR ParkBOI

- Support mobility initiatives that include investments and operating expenses to promote transportation alternatives to single occupant vehicle driving and parking. This includes programs such as bike parking, bike share, carpooling, car share, pedestrian and bicycle treatments, and transit.
- Engage in transformative development partnerships to include ParkBOI parking garage condo, in the Westside, Shoreline, 30th, or State Street URD with 6:1 ratio of private to public investment targeting mixed-use, infill development that offers housing, services, and amenities to recreationalists, workers, residents, and students.
- Reduce reliance on surface parking through more sustainable development, increased connectivity for pedestrians and cyclists, and the consolidation of parking into parking structures. The consolidation of parking will allow surrounding surface lots to redevelop.
- Leverage ownership of the ParkBOI garage system, with future developments in urban renewal districts, to nimbly build public parking that fosters economic development now instead of later.

### PUBLIC PARKING GARAGES



# ParkBOI: ECONOMIC DEVELOPMENT & MOBILITY PROJECTS



ParkBOI PARKING PROJECTS ("ParkBOI")		FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
<b>ParkBOI Economic Development Projects</b>							
01	Block 68 Catalytic Redevelopment Project - Parking & Mobility Hub ParkBOI public parking assists the Block 68 project with creating workforce housing and catalyzing additional development on surrounding underutilized property while meeting parking demand generated by the new project. Purchase a 200 stall public parking condo in the Block 68 ParkBOI parking and mobility structure. Includes BikeBOI secure bike storage facilities. <i>See also WS District Line Items #01-04</i>		10,000				\$10,000
02	Transformative Development Project Shoreline URD - Public Parking support (Includes bonding) - Type 3 Type 3 Transformative Development partnership that achieves Shoreline District's development objectives. ParkBOI public parking provides mobility infrastructure necessary in creating walkable, well-connected, economically diverse neighborhood centers. Anticipate allocating \$15M for public parking and \$5M for associated public infrastructure improvements. <i>See also the Shoreline Participation Program section</i>					20,000	\$20,000
<b>ParkBOI Mobility Projects</b>							
03	Vall-eBike, Bike Share Sponsorship with Valley Regional Transit Valley Regional Transit's (VRT) bike share program, Vall-eBike, provides ebikes at convenient locations throughout downtown Boise with plans to expand the network along State Street to serve as a last-mile mobility option. The program is co-sponsored by CCDC, Treasure Valley Clean Cities Coalition and the Idaho Advocates for Community Transportation.	100	25	25	25	25	\$200
04	BikeBOI Facilities - Block 68 Redevelopment Project Secure bike storage facility inside new ParkBOI parking facility at Block 68 Parking & Mobility Hub. <i>See also ParkBOI Line Item #01 and WS District - Block 68 Catalytic Redevelopment Project - Type 5 Partnership</i>			250			\$250
05	City GO Support City Go makes commuting in the Boise area simple. Through the use of technology, City Go makes planning and paying for public transit easy. CCDC provides funding to help make it easier to choose alternatives to single-occupancy vehicles.	60	65	70	75	80	\$350
06	VRT Transit Assessment for Improvements Transit infrastructure improvements such as transit shelters and other rider amenities located in the Downtown Improvement District and/or active CCDC URD's.	38	40	42	45	48	\$213
<b>MOBILITY INITIATIVES - LOCAL MATCH OR GRANTS FOR TRANSIT IMPROVEMENTS</b>							
The Agency undertakes a variety of mobility initiatives, both alone and in coordination with community partners, to reduce over-reliance on single occupant vehicle driving, parking, and ownership. Mobility initiatives include capital improvements to improve walking, biking and transit infrastructure, either as grants or local matching funds, or as Agency-led projects. Mobility initiatives also include sponsoring or underwriting alternative transportation programs and operations, such as bike share, car share, and shuttle buses. As these mobility projects and programs are dependent upon partner support, what's available in the market, what authorities having jurisdiction will allow. Mobility initiatives beyond the next budget year are difficult forecast and subject to change.							
07	Mobility Initiatives - Business Improvement District					200	\$200
08	Mobility Initiatives - 30th Street URD				200		\$200
09	Mobility Initiatives - Shoreline URD				200		\$200
10	Mobility Initiatives - Gateway URD					400	\$400
11	Mobility Initiatives - State Street URD					400	\$400
<b>Total ParkBOI Estimated Expenses</b>		<b>\$198</b>	<b>\$10,130</b>	<b>\$387</b>	<b>\$545</b>	<b>\$21,153</b>	<b>\$32,413</b>

\*Dollars are in Thousands



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## PARTNER WITH US

To create a stronger and more accessible Boise  
through increased housing options for all.