



**CAPITAL CITY**  
DEVELOPMENT CORP



# PARTICIPATION PROGRAM

## State Street District

*Igniting Economic Growth through Public-Private Partnerships.*

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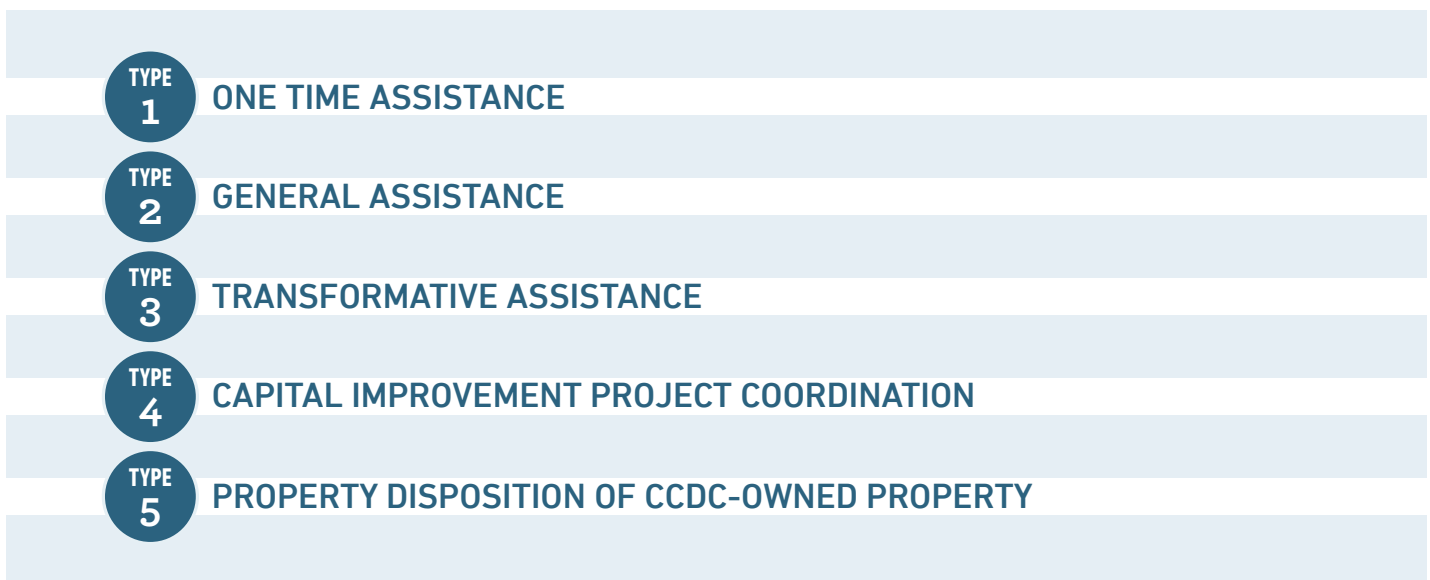
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# OVERVIEW & GOALS

The State Street Participation Program is CCDC's development assistance policy and is designed to advance the aims of urban renewal and economic development along the State Street corridor, as well as goals identified for the North/ East End and Northwest Planning Areas in the Boise City comprehensive plan, Blueprint Boise. The Program is crafted to be transparent, understandable, and responsive in order to encourage private investment in Boise. The Program is intended to be comprehensive providing both structure and flexibility in assisting development projects within CCDC's State Street Urban Renewal District. Originally approved by the CCDC Board of Commissioners in 2013, the Program is the Board's policy on how CCDC funds public/private partnership projects. It is not an entitlement, and any project assistance requires CCDC Board approval and written agreement. The Program may be amended from time to time, suspended, or terminated, and also may be revised for future districts to fit the characteristics of different urban renewal plan areas.

**The Program identifies five approaches to anticipated participation with development interests called "Types":**



The primary goal of the Participation Program is to align resource use with CCDC's mission to ignite diverse economic growth, build active urban centers, and promote healthy community design achieved by pursuing the following key strategies:



# STATUTORY FRAMEWORK

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CCDC is enabled by two sections of Idaho Code (key excerpts provided):

**Idaho Code 50-2002 URBAN RENEWAL LAW** (excerpt)

"...It is found that there exist in municipalities of the state deteriorated and deteriorating areas which constitute a serious and growing menace..." "...It is further found and declared that certain of such areas, or portions thereof, may require acquisition, clearance, and disposition...in such a manner that the conditions and evils hereinbefore enumerated may be eliminated, remedied or prevented..."

**Idaho Code 50-2902 ECONOMIC DEVELOPMENT ACT** (excerpt)

"...It is hereby found and declared that there exists in municipalities a need to raise revenue to finance the economic growth and development of urban renewal areas, to encourage private development..., arrest the decay of urban areas..., promote needed public improvements..., facilitate the long-term growth of their common tax base..., encourage private investment..."

This enabling legislation informs everything CCDC does as an urban renewal agency. As such, the Participation Program provides a framework to promote compliance with Idaho law.

# BEST PRACTICES

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CCDC's Participation Program is anchored by Idaho Code and tailored to work in in the State Street District. However, there are some generally accepted best practices described by professional associations. These practices, guided by state law and coupled with actual experience in the business of redevelopment, form the basis of the Program. The following summarizes key ideas incorporated into the Program.

- Statutorily compliant participation (both letter and intent)
- Serves the public interest (legally eligible and politically sensible)
- Consistent with Boise City plans
- Consistent with the urban renewal district plans and other agency strategic policies
- Capped participation (within and typically below anticipated income collections of tax increment generated by the project)
- Proactive, agency-driven approach
- Ensures due diligence for larger projects (evaluate risks, financing, issues, conflicts, partners, capacity, experience, stakeholders)
- Ensures a transparent process
- Accountability (conduct financial analysis, determine identifiable community needs, assess potential project impact of larger projects)
- Accessibility (program is broadly available)
- Emphasizes early intergovernmental communication and coordination
- Program and contracts are publicly, proactively communicated
- Measures effectiveness of results
- Review Program regularly to adjust and improve
- All Participation Program Agreements are subject to CCDC Board approval
- All Participation Program Agreements are approved in public meetings
- Eligibility requirements to participate are clearly identified
- Eligible expenses are clearly defined and emphasize public improvements
- Scoring criteria uses clear, standardized approach
- Specialized ad hoc advisory teams may be used for review and advice on large projects or intergovernmental projects
- Maintain open records on program utilization and awards
- Actively promote program
- Administer program consistently
- CCDC funded improvements benefit the public at large and not one single project

# ELIGIBLE EXPENSES

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The Program can assist private and public development projects with improvements that benefit the public, or that are located in a public right of way. These are called Eligible Expenses. All Eligible Expenses are paid by the project owner/ developer as expenses are incurred, with CCDC reimbursing for Eligible Expenses after the project is complete. CCDC will pay for public improvements as defined or approved by City of Boise, Ada County Highway District, and the Idaho Transportation Department, or as otherwise defined in subsequent planning documents regarding the State Street District.

## **Eligible Expenses generally include:**

- Sidewalks, street lights, and sidewalk furnishings (e.g., benches, bike racks, trash receptacles, etc.);
- Street paving, curb and gutter;
- Street trees, irrigation, planters and suspended pavement systems when required;
- Awnings located over public rights-of-way or a public easement area that meet the criteria outlined in the Program Definitions (see Section 7.e Walkability);
- Utility main lines and distribution facilities (e.g., electrical power, water, geothermal water, sewer, phone, fiber-optic internet);
- Relocate or improve irrigation canals and ditches.;
- Certain expenses for façade restoration on buildings deemed to be of significant historic or aesthetic value and conditioned upon a perpetual building façade easement\* being accepted by the City of Boise Historic Preservation Commission;
- Public plazas or parks that meet the criteria outlined in the Program Definitions (see Section 5.b Connectivity) and which are approved by the Boise City Parks and Recreation Department and located in a perpetual public easement\*;
- Public art – when selected and approved by the City of Boise Arts and History Department as outlined in Program Definitions (see Section 7.f Walkability) and located in the public right-of-way or under an easement\* or agreement with the City of Boise;
- Certain environmental remediation improvements as may be preparatory to construction are evaluated on a case-by-case basis. An example of an eligible environmental remediation cost would be the hard costs for the removal of an underground storage tank in the public right-of-way. Soft costs, such as environmental assessments and costs within a private building, such as asbestos abatement, are not eligible for general assistance;
- Extended sidewalks areas/plazas that are approved by the Boise City Design Review and in a dedicated public easement area accepted by the City of Boise;
- Public multi-use pathways, transit stations and mobility improvements as described in the State Street Plan or approved by City of Boise;
- CCDC may reimburse for general conditions/general requirements related to work on Eligible Expenses described above, limited to five percent (5%) of total actual Eligible Expenses.

The project including the associated public improvements must be approved by Boise City or appropriate public agency having jurisdiction (i.e. ACHD, ITD). Certain Eligible Expenses must meet specific criteria defined by CCDC's "Program Definitions" found within the Scorecard.

*\*See page 8 for more information on easements.*

# INELIGIBLE EXPENSES

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## Ineligible Expenses:

- Expenses that encompass costs which are outside of the public improvements are not Eligible Expenses. Ineligible expenses include: design and engineering, permitting, mobilization, land costs (including costs of land in easements and dedicated rights of way), or a developer's profit/overhead/administration fee;
- New curb cuts and driveway approaches create new conflict points for pedestrians and cyclists and are generally not eligible for reimbursement. Exceptions to this include alley approaches and may include projects that consolidate or otherwise significantly reduce the number or width of previously existing driveways on a frontage.

# EASEMENTS

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If a public improvement is constructed outside of the right-of-way, it must be located within a permanent public easement in order to be considered an Eligible Expense. The easement must be accepted and recorded by Boise City or other public agency having jurisdiction prior to CCDC reimbursement.

If the improvements require an easement, participant must work with the appropriate Boise City department or other public agency to draft the easement agreement prior to CCDC Participation Program Agreement Approval. CCDC can help direct participant to the appropriate agency or City department contact.

Improvements being made in an easement area should be predetermined in collaboration with CCDC and Boise City as part of the project design and need to be approved through appropriate Boise City department or review body channels.

It is recommended that developers include potential sites for public art in plans submitted to Design Review and include an estimate for public art in their application to CCDC. Public art attached to a building façade may require a license agreement instead of a public easement. Boise City Department of Arts & History will determine the appropriate agreement, which must be in place for art to be considered an Eligible Expense.

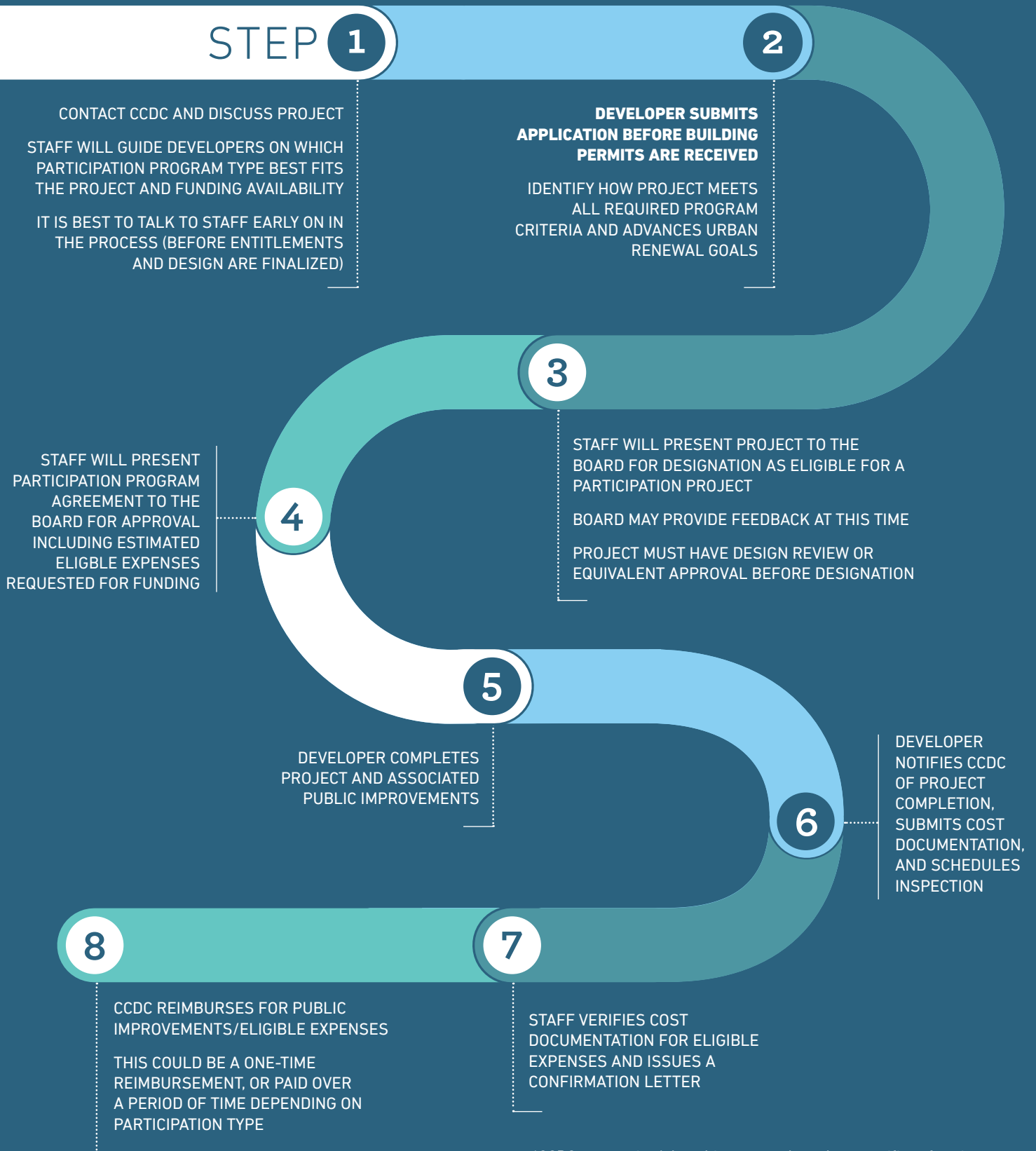


# KEY PROGRAM CONDITIONS

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- The improvements eligible for CCDC funding must be located in the public right-of-way or a permanent public easement area which is accepted by Boise City or public agency having jurisdiction.
- A project can only receive funding from a single Program Type and can only be approved for one Participation Agreement per development (i.e., a project cannot request additional funding several years later).
- CCDC will only reimburse for Eligible Expenses as approved by the CCDC Board and not otherwise paid for by another public entity.
- Program eligibility is at the sole discretion of CCDC and its Board of Commissioners.
- Parties seeking Participation Program assistance should contact CCDC as early in the development process as possible and preferably before design has been finalized.
- Applications must be submitted before building permits are obtained.
- Projects located on properties with delinquent property taxes are not eligible.
- All individual projects must advance urban renewal plans.
- The CCDC Board may consider a program exception if, in its sole judgment, certain necessary and sufficient conditions exist to warrant the modification of one or more of the program requirements for a project.
- CCDC's contracts have been extensively vetted and will be used as the basis for all Participation Program Agreements.
- The following uses are ineligible activities and will not be considered for CCDC funding: bikini bars and sexually oriented businesses as defined by Boise City Code.

# TYPICAL PARTICIPATION PROGRAM PROCESS



*\*CCDC may revise/alter this process based on specifics of project.*

# TYPE 1: ONE TIME ASSISTANCE

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**OBJECTIVE:** This program Type will provide resources of up to \$200,000 for public improvements and is intended to assist smaller projects on their own schedule, often triggered by a tenant improvement. The funding is based on a dollar for dollar match with the private developer's investment.

**CRITERIA:** Eligibility for a Type 1 (T1) is evaluated by how well the application advances the Agency's five key strategies and the associated adopted urban renewal plans. Agency staff and the CCDC Board will utilize the criteria below when reviewing applications. It is expected that projects will meet three or more of the below criteria, though flexibility is provided for unique properties and developments.

- Activation and redevelopment of dormant, disinvested, or deteriorating/deteriorated sites. This could include vacant land and buildings, surface parking, or other underutilized properties.
- Advances economic development goals of the district and catalyzes further investment. The creation of jobs and additional tax income brings benefits to the district at large.
- Advances specific goals of the subject district. For example, the construction of mobility facilities in the State Street District. Consult with staff for direction of specific goals related to the district in which your project is located.
- Supports affordable and workforce housing for residents whose income is at or below Area Median Income.
- Promotes connectivity and mobility with the addition of new streets, alleys, pathways, sidewalks, bike infrastructure, or transit facilities.
- Construction of public amenities such as street furnishings, public art, or improvements related to public community gathering and event spaces.
- Alignment with other redevelopment efforts occurring in the nearby area. This could include public improvements such as street or utility upgrades or private developments which expand the impact of Agency funds.

**ELIGIBLE EXPENSES:** The T1 allows assistance for public improvements in the right-of-way or easement area. See page 6 for a list of Eligible Expenses.

**TIMING:** T1 applications can be submitted anytime throughout the year and are processed based on available resources set forth in the budget and Capital Improvement Plan. The applicant should submit before building permits have been obtained. T1 agreements will generally be considered for approval by the CCDC Board after approval of a design review or relevant development application that includes the proposed improvements. The project is typically seen by the CCDC Board twice: First, as an opportunity to introduce the project and request project "designation" as eligible for CCDC funding; and again to approve the T1 Participation Agreement.

# TYPE 1: ONE TIME ASSISTANCE

**REIMBURSEMENT:** T1 projects are paid after project completion. The reimbursement for Eligible Expenses are defined in the Type 1 Agreement and is based on actual costs as documented after project completion. Actual Eligible Expenses must be verified and approved by CCDC and will include only reasonably incurred costs. All costs must be verified through invoice documentation and a schedule of values.

The reimbursement will not exceed \$200,000 and will be based upon matching funds invested by the private developer. For example:

EXAMPLE	PRIVATE IMPROVEMENTS	PUBLIC IMPROVEMENTS	TOTAL BUDGET	CCDC REIMBURSEMENT
New Construction	\$1.2 million	\$300,000	\$1.5 million	\$200,000
Major Exterior Remodel	\$800,000	\$150,000	\$950,000	\$150,000
Minor Exterior Remodel	\$50,000	\$150,000	\$200,000	\$100,000
Public Improvements Only	\$0	\$150,000	\$150,000	\$75,000

# TYPE 2: GENERAL ASSISTANCE

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**OBJECTIVE:** Type 2 (T2) participation provides general assistance for public improvements and is intended to assist larger projects and include a broader scope of Eligible Expenses. The Type 2 program is especially tuned to assist Affordable and Workforce/Mixed-Income Housing projects which are important to the long-term sustainability of Boise. The Scorecard is a key feature of this assistance (pages 22-40). The legal parcel(s) constitutes the site for a project. However, at the CCDC Board's discretion, a phased development may be scored independently if this better advances program goals. The scoring criteria and point values are an extension of the statutory charge of urban renewal and the associated adopted plans, and are aimed at advancing the Agency's five key strategies. Scoring results are identified as Level A, B and C with Level A being the highest scoring Level. Please note that the attached scorecard is used only for the State Street District.

**ELIGIBLE EXPENSES:** The T2 allows assistance for public improvements in the right-of-way or easement area. See page 6 for a list of Eligible Expenses.

**TIMING:** While it is preferred that the application be made before or during project design in order to maximize a project's score, T2 assistance can be applied for at any time prior to obtaining building permits. T2 Participation Program Agreements will be considered for approval by the CCDC Board after approval of a development application that includes the proposed public improvements. It can be helpful to obtain a Scorecard and discuss the project design with CCDC prior to submitting drawings to the City. The Scorecard incentivizes urban design, mobility, attainable/middle income housing, and economic development and a project could qualify for a higher level rating by making certain, sometimes minor, adjustments.

**REIMBURSEMENT:** T2 projects are paid upon completion of the project for a determined period of time and AFTER actual tax increment generated by the project has been received by the Agency. The T2 reimbursement is paid using actual tax increment revenue generated by the Project and received by CCDC.

Assistance is limited by the lesser of:

1. The agreed upon Eligible Expenses of the project or
2. A portion of the project's tax increment value as determined by its Scorecard ranking for the qualified reimbursement term.

Actual Eligible Expenses must be verified and approved by CCDC and will include only reasonably incurred costs. All costs must be verified through invoice documentation and a schedule of values.

# TYPE 2: GENERAL ASSISTANCE

**REIMBURSEMENT ESTIMATION:** Although the reimbursement is from actual increment received from the project, CCDC can provide estimates of this payment based on the following formula.

REIMBURSEMENT ESTIMATION OF PAYMENT FORMULA		
<b>NOTE:</b> Estimates assume 80% of estimated project cost to account for variances which may occur. Project costs are defined as all costs of the project including, but not limited to: land, hard costs, soft costs, financing costs, fees and permits for on and off site work, public improvements, and buildings. Actual assessed values are determined solely by the Ada County Assessor.		
PROCESS	EXPLANATION	EXAMPLE
STEP 1	Start with projects Total Development Cost Estimate (includes land value)	\$10,000,000 Level A project
STEP 2	Subtract current assessed value = <b>Added Tax Value</b>	$\$10,000,000 - \$500,000 = \$9,500,000$
STEP 3	Multiply by 80% of Added Tax Value = <b>New Project Value</b>	$\$9,500,000 \times 80\% = \$7,600,000$
STEP 4	Multiply the New Project Value x Levy Rate* = Annual estimate of taxes generated by new project (TIF)	$\$7,600,000 \times 0.013 = \$98,800$ <i>*Levy Rate is adjusted annually by Ada County</i>
STEP 5	Multiply the annual tax estimate by the factor indicated by the Scorecard (this will be based on how the project scores and its eligibility for housing incentives, between 50-100% of tax increment) = Annual reimbursement estimation.	$\$98,800 \times 80\% = \$79,040$ <b>Annual Reimbursement</b>
STEP 6	Multiply the Annual Reimbursement amount by the qualified reimbursement term.	$\$79,040 \times 4 \text{ years} = \$316,160$ <b>Estimated Total Potential Reimbursement</b>

**REIMBURSEMENT TERM:** The Type 2 reimbursement typically begins 18-24 months after the Project is complete, at the point when the full assessed value of the project has been added to the Primary Tax Roll by the Ada County Assessor and the tax assessments have been paid.

The following chart explains the levels of reimbursement based on project type and Scorecard Level. Affordable and Mixed-Income/Workforce rental housing projects can qualify for extended terms and Affordable projects can receive 20% of increment reimbursement in addition to the reimbursement factor determined by the project Level. See definitions below to determine eligibility.

# TYPE 2: GENERAL ASSISTANCE

SCORECARD		
SCORE LEVEL QUALIFICATION	REIMBURSEMENT PERCENTAGE	MAXIMUM REIMBURSEMENT TERM
Level A Score: 140+ points	80% of Tax Increment	4 years
Level B Score: 120 – 139 points	50% of Tax Increment	4 years
Level C Score: 119 and below	0% of Tax Increment	n/a

RENTAL HOUSING DEVELOPMENTS			
SCORE LEVEL QUALIFICATION	QUALIFICATION	REIMBURSEMENT PERCENTAGE	MAXIMUM REIMBURSEMENT TERM
Affordable Housing (Low Income Housing Tax Credit project or equivalent)	Serving 60% and below Area Median Income (AMI) on average	Based on Scoring Level + 20% of Tax Increment	8 years
Mixed-Income/ Workforce Housing	Serving 100% AMI and below	Based on Scoring Level	6 years
All Other Housing	Serving 101% AMI and above	Based on Scoring Level	4 years

NOTE: T2 reimbursement cannot extend beyond the last fiscal year of the State Street District.

## REQUIREMENTS FOR HOUSING DEVELOPMENTS TO QUALIFY FOR ADDITIONAL REIMBURSEMENT INCENTIVES:

### 1. Must meet either of the below definitions:

- A. **Affordable Housing:** Residential projects funded with Low-Income Housing Tax Credits awarded by the Idaho Housing and Finance Association or equivalent. Project must serve households whose incomes are at or below 60% Area Median Income on average in Ada County by charging associated rents as defined by current U.S. Housing and Urban Development Department Standards.
- B. **Mixed-Income/Workforce Housing:** Residential projects with 10 or more dwelling units in which not less than 10% of the units serve households whose incomes are at or below 100% Area Median Income in Ada County by charging associated rents as defined by current U.S. Housing and Urban Development Department Standards. Income qualified units must be integrated throughout the development with the market rate units, and there should be no visible difference between the income-qualified and market rate units from the exterior.

### 2. Must income-qualify residents

**Income Qualification Requirements:** In order to obtain an increased reimbursement term, the project must income qualify residents for the income restricted units. Income qualification must be verified at lease execution and at unit turn-over through the City of Boise's Housing and Community Development Division or equivalent Housing Authority (HUD, IHFA). The income qualification period will be negotiated on a project-by-project basis and will be, at a minimum, the CCDC reimbursement term.

# TYPE 2: GENERAL ASSISTANCE

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## **REIMBURSEMENT TERM EXCEPTIONS:**

**Occupancy Year:** CCDC may consider utilizing what's known as the Occupancy Year, which reflects a pro-rated value, as the first year of increment available to the project for reimbursement in the following situations:

1. Affordable, Mixed-Income or Workforce Housing projects completed within the last six years of State Street District's term.
2. Projects completed within the last four years of a District's term.

**CIP Resources:** CCDC may program the 5-Year Capital Improvement Plan (CIP) with resources to assist T2 projects that reach completion within two years of State Street District's termination date. Contingent upon available resources set forth in the budget and CIP, participants may negotiate reimbursement schedules that fully reimburse Eligible Expenses before or by District termination. The CCDC Board has full discretion to approve negotiated reimbursement terms. The project must be complete 120 days prior to the District termination date in order to receive any reimbursement for Eligible Expenses.

**Affordable, Mixed-Income or Workforce Housing:** CCDC may negotiate reimbursement schedules meeting the definitions above to include Occupancy Year reimbursement or use of CIP resources.

Utilizing reimbursement term exceptions will be need-based and only considered in cases where the Eligible Expenses would not otherwise be fully reimbursed in the remaining District term.

## **AGENCY CAPITAL PROJECT COORDINATION WITH T2'S:**

In situations where a T2 project site overlaps with an underway CCDC capital project, CCDC and the T2 participant may negotiate design coordination, construction schedules, and reimbursement terms and conditions with the goal of advancing the aims of urban renewal and economic development. This coordination may include the stipulation that work done in the overlapping sites may be reimbursed with terms and conditions similar to those used in Type 4 agreements.



# TYPE 3: TRANSFORMATIVE ASSISTANCE

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**OBJECTIVE:** The intent of the Type 3 (T3) program is to make available a more customized opportunity for transformative projects and to consider certain projects which don't otherwise fit well into the other program types. T3 participation is available to assist large public or private projects that the CCDC Board deems to be transformative in nature and of benefit to the community at large. Projects may be eligible for T3 participation if they meet the Affordable Housing definition in the Scorecard and include partnership(s) with other public entities that serve to provide housing and services to those most in need in our community.

In general, a transformative project is a higher value project that may include the construction of a significant public facility. The project should have a high likelihood of maintaining an enduring presence in the community. The goal for Intergovernmental/Public projects is to use limited district monies to leverage additional resources (federal, state, local, other) in the State Street corridor revitalization effort. For example, matching a federal grant for construction of a project, or shared funding between intergovernmental units for construction of a public facility.

**CRITERIA:** The private to public investment ratio (private project cost divided by CCDC participation) for a transformative project should generally be 6:1 or higher. For example, a \$60 million private project coupled with a \$10 million public facility funded by CCDC would have a 6:1 private/public ratio.

**EVALUATION:** At the Executive Director's request, the CCDC Board may consider designating a project for T3 status and authorize formal evaluation. Projects considered for T3 assistance will receive a greater degree of scrutiny than those considered for T1 or T2 assistance. CCDC may pay for and conduct a financial feasibility study which may include a "but for" test: "but for" the CCDC assistance, is the project viable? This assessment may also identify Eligible Expenses for project participation and funding alternatives. CCDC may pay for and conduct an economic impact study or may require an examination of a developer project portfolio, financial capacity, and references, etc. CCDC will utilize the Scorecard and require the project obtain a certain score in order to achieve urban design goals of its urban renewal district. CCDC may require community/stakeholder outreach. The project should produce a net positive gain for the community after any public participation. All final T3 agreements require CCDC Board approval.

**ELIGIBLE EXPENSES:** See page 6. Soft costs may be included in intergovernmental, Public-Public projects.

**TIMING:** Many of the timing elements of T3 assistance are determined on a case-by-case basis.

## **REIMBURSEMENT:**

**Private Projects:** Private project reimbursement will be based on funding available and may follow the Type 2 protocol for scoring and reimbursement timing.

**Intergovernmental/Public Projects:** The project cost share will be determined by the CCDC Board and governmental partner and will not exceed state law regulations. Because projects for public facilities will most likely be exempt from property tax and will produce little or no tax increment income, such projects should be financially feasible based on other considerations, serve mutual goals, and produce a community benefit. CCDC bonding will be subject to financial review and underwriting requirements. Generally, financial participation will be transacted as a reimbursement or purchase upon project/public facility completion and certificate of occupancy.

# TYPE 4: CAPITAL IMPROVEMENT PROJECT COORDINATION

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**OBJECTIVE:** Type 4 (T4) participation coordinates CCDC-initiated Capital Improvement Plan (CIP) activities with construction activities of private development or other public agencies. The CIP is part of CCDC's strategic planning and budgeting process. Adjusting, co-timing, or accelerating CIP projects in coordination with private development can be beneficial and can create efficiencies in the construction of physical improvements. Projects eligible for T4 participation are generally those identified in the adopted CCDC CIP that is in effect and available on the CCDC website. The CCDC Board retains all discretion in determining the projects, timing, design, and locations of capital improvements.

CCDC can design, bid and build a CIP project independently of the private project or intergovernmental project. CCDC can also, in certain circumstances and subject to applicable law, sub-contract construction with a private development on a public project element.

**ELIGIBLE EXPENSES:** Eligible Expenses are capped based on the project budget in the adopted CIP and must align with CCDC's project implementation plan and goals.

**TIMING:** Many of the timing elements of Type 4 assistance are determined on a case-by-case basis.

**REIMBURSEMENT:** Private projects will be reimbursed upon completion after CCDC has verified cost documentation and inspected and approved the construction of the improvements. CCDC can enter into intergovernmental agreements to cooperatively participate in joint capital improvement projects.

**PLANNING:** CCDC invites conversation about future private project plans and timing to inform development of upcoming CIP plans.

# TYPE 5: PROPERTY DISPOSITION (CCDC-OWNED PROPERTY)

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**OBJECTIVE:** Type 5 (T5) participation is the disposition of property owned by CCDC for a redevelopment purpose. The property disposition process is governed by state statute and differentiates between disposition to a for-profit or private use, to a non-profit, and to a public or governmental body. This program meets or exceeds the statutory requirements in providing for competitive processes in property disposition.

**PROCESS:** CCDC's property disposition process for private/non-profit development use will involve a competitive process, typically a Request for Qualifications or Proposals (RFQ/P) for properties. The RFQ/P will provide conditions and requirements of the development project as determined by CCDC (e.g., type of project, housing income guidelines, design elements including but not limited to those addressed in the Scorecard, etc.) and in collaboration with partner agencies such as the City of Boise, the Idaho Housing and Finance Association, and the Boise City/Ada County Housing Authority. Properties may be transferred to another public entity without an RFQ/P and smaller remnant parcels may not warrant an RFQ/P. This process may require a commercial appraisal, a re-use appraisal, and the proposed project will be in accordance with the applicable urban renewal plan and law. The details of each disposition may differ based on the unique characteristics of the property being disposed.

**TIMING:** CCDC's property disposition process will stipulate a minimum timeframe for development to occur.

**ELIGIBLE EXPENSES:** The T5 disposition of property for private or non-profit development will be formalized in a Disposition and Development Agreement (DDA). The DDA will require a determination of fair value for the proposed use, which may be stipulated or restricted, based on the property redevelopment objectives. A re-use appraisal or similar method suitable to the individual property redevelopment goals will be used to establish pricing and shall include the cost to construct necessary public improvements as part of the pricing. A commercial appraisal also will be done to establish the purchase price for initial disposition of the property to the private or non-profit entity. Thereafter the project may qualify for a reduction in land price, up to an amount determined by a third party appraisal, which is based on the proposed project's expenses and financial pro-forma. If any rebate of property value is determined, it will only be made after project completion as a reimbursement.

**REIMBURSEMENT:** Based on the re-use appraisal, the CCDC Board can choose to reimburse for the land costs based on the project being built as proposed by the private company.

**PROPERTY ACQUISITION GUIDELINES AND STRATEGY:** CCDC allocates resources for Type 5 property acquisition in its budget and Capital Improvement Plan. Each acquisition will have its unique process such as whether CCDC engages a broker, the type of site control sought, and the agreement and method employed such as purchase, lease, ROFR, Option, etc. When identifying property and completing acquisition, the Agency will prepare a timeline for next steps for asset management, such as issuing an RFQ/P, remediation of barriers to development such as environmental remediation, lot realignment/consolidation, etc.

CCDC's intention is to not hold or manage property long term, but to dispose of property to create a public good, meet community needs, encourage economic development, or increase tax revenue by leveraging private development.

# TYPE 5: PROPERTY DISPOSITION (CCDC-OWNED PROPERTY)

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**Property proposed for acquisition must meet all of the following requirements.**

1. Property is located within an urban renewal district.
2. Staff provides findings that acquisition is likely to advance the urban renewal plan.
3. Potential redevelopment opportunities are identified in support of acquisition.
4. Acquisition or disposition does not/will not displace decent housing or thriving business.

**Property proposed for acquisition should also meet at least one of the following criteria:**

## Housing Supply Opportunity

- Promotes housing infill that enhances neighborhood fabric
- Provides an opportunity to create affordable, workforce/mixed-income housing that meets the definitions of the Scorecard
- Proximity to schools, transit stops, residential services, or activity centers as defined by the City of Boise
- Promotes transit oriented development
- Protects the fabric of community (pedestrian experience, affordable or workforce housing, an existing community need/public good, etc.)

## Property is Vacant or Underutilized

- High or complete vacancy, abandoned, low density, undeveloped, etc.
- Needs additional development, more density than currently allowed
- Surface parking lot

## Catalytic Potential

- Site represents a catalyst for area/neighborhood if redeveloped in a certain fashion
- Underdeveloped property where improvement value is less than land value
- Property is part of a parcel assemblage to meet a long term goal: community project, affordable housing, place making, transit, etc.
- Highly visible location:
  - Corner lot, can spur redevelopment or change the atmosphere of the block
  - Located on or near a major road or corridor, near major development, major employer, etc.
- Partnership Potential – Public or Private
- Property presents a unique barrier to conventional development:
  - Environmental cleanup needs (perceived or actual)
  - Land Owner who doesn't develop
  - Historic Preservation issues, concerns, requirements
  - Unique Boise landmark

# TYPE 5: PROPERTY DISPOSITION (CCDC-OWNED PROPERTY)

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## Economic Development Opportunity

- Site represents opportunity for job creation, new business development, or enhancing the creative economy
- Property is exceptionally low cost or low risk
- Site is well suited to serve a community need through place making, e.g., public plaza, parks, or other amenity
- Site is well suited to address an area-wide infrastructure deficiency as part of a larger redevelopment plan, such as but not limited to: public parking garage, sewer lift station, power substation, storm water bioremediation facility, mobility infrastructure, or public right-of-way

# CCDC PARTICIPATION PROGRAM SCORECARD

## OBJECTIVE:

This Scorecard is to be used to determine the Scoring Level for all Type 2 and Type 3 projects and as needed at the discretion of CCDC for other Program Types. Definitions and minimum specifications are provided for Eligible Expenses and Scorecard point allocation.

## SCORING LEVELS:

SCORING LEVELS		
Level A: +140 points	Level B: 120-139 points	Level C: 100-119 points

## NOTES ON ELIGIBLE EXPENSES:

1. Reimbursement is for hard costs and does not include soft costs, except for general conditions limited to 5% of total Eligible Expenses. CCDC limits eligible hard costs to materials and labor. (Examples of soft costs not eligible for reimbursement include but are not limited to architectural and engineering design, permits, traffic control, and mobilization, and developer overhead/administration fees.)
2. This scoring system for points that ranks potential projects includes private development activity, but should not be interpreted that CCDC will participate in those activities with CCDC funds automatically. Rather those items are for purposes of evaluating the project eligibility and scoring for qualification for funding by CCDC for public improvements.
3. The Eligible Expenses paid for in this program will only include those approved expenses as detailed in an executed agreement and not otherwise paid for by another public entity.
4. Eligible Expenses must be located in the public right-of-way or easement area.

# CCDC PARTICIPATION PROGRAM SCORECARD

This Scorecard is used for the **State Street District**. Please talk to staff about scoring in all other districts or refer to the Gateway East and Downtown Districts Participation Programs.

1	ACTIVATE DORMANT/DISINVESTED SITES (1 Only)	18 total points possible
<p><b>Purpose:</b> It is the statutory purpose of urban renewal and related redevelopment to arrest the decay of urban areas by improving the utilization and value of underutilized and undervalued property. Therefore, the program grants credit to those projects that make fuller use of dormant and underutilized buildings.</p> <p>a – Reuse of existing building – 18 pts  b – Convert surface parking – 16 pts  c – Redevelop deteriorating/deteriorated parcel – 14 pts  d – Reuse of vacant land – 10 pts</p>		
a	<p><b>Reuse of existing building</b></p> <p>Reuse of a building that includes change of use including either: 1) conversion of vacant space to improved occupied space, with “vacant” defined as space unoccupied for 12 months or more; or 2) change of automotive use to retail, restaurant, office, performance, recreation or similar use; or 3) change in occupancy from a non-residential use to a residential use; or 4) change in occupancy or use classification (i.e. retail shop to restaurant, office to retail, etc.) resulting in increase in assessed value per square foot or increase in total assessed value of parcel; and a) the change of use applies to 50% or more of the building ground floor as measured by gross floor area; or b) for buildings with multiple floors, 25% or more of the building as measured by gross floor area.</p>	18
b	<p><b>Convert surface parking</b></p> <p>Development of land currently in use as surface parking, such that greater than 75% of the surface parking is converted to another use (building, streetscape, plaza, park, etc.). See Section 9.a Site Design for definition of “surface parking.”</p>	16
c	<p><b>Redevelop deteriorating/deteriorated parcel</b></p> <p>Development of site including the removal and replacement or redevelopment of a building of 500 gross square feet or more and unoccupied for a period of 36 months or more and including additional improvements to the site.</p>	14
d	<p><b>Reuse of vacant land</b></p> <p>Reuse of land currently not occupied by a building, parking lot, outdoor recreational use, public park or plaza.</p>	10

# CCDC PARTICIPATION PROGRAM SCORECARD

2 REUSE OF TARGETED SITES (1 Only)	20 total points possible
<p><b>Purpose:</b> The reuse of sites and buildings within a developed area of the community is in the public interest as there is an existing public investment already made by streets and utilities and, to the extent reuse attracts people and business activity, full utilization helps to support the vitality of neighboring properties. Reuse of historically significant buildings supports the authenticity and identity of the city and creates that often intangible asset referred to as “character”. Additionally, reuse of sites and buildings, and especially buildings of historic significance, is challenging because the renovation of existing buildings – bringing buildings into compliance with current building and fire codes – is costly and complex. Furthermore, existing sites may have environmental hazards from previous uses, especially if the prior uses include storage and distribution of petroleum products, auto repair, or laundry and dry cleaning. Removing building and site contamination is beneficial to public health and removes obstacles to productive use</p> <p>a – Reuse of National Historic Register building – 20 pts  b – Reuse of site used in current or prior use as automotive or trucking, or laundry dry cleaning use – 15 pts  c – Land assemblage of remnant parcels – 15 pts  d – Development of a site within ¼ mile of a designated transit node – 15 pts</p>	
<p>a <b>Reuse of National Historic Register building</b></p> <p>Reuse of a building that either 1) is and will remain listed on the National Register of Historic Places; or 2) will be listed on the National Register of Historic Places; or 3) in the opinion of Boise City Department of Planning and Development Services is eligible to be on the National Register of Historic Places according to the criteria of the National Park Service.</p>	20
<p>b <b>Reuse of site used in current or prior use as automotive or trucking, or laundry dry cleaning use</b></p> <p>Reuse of a site for a use other than an automotive, trucking, or dry cleaning use. “Automotive use” is defined as either 1) fuel filling station; or 2) automotive or truck engine or tire repair; or 3) automotive, truck, or recreational vehicle sales; or 4) automotive or truck body or upholstery repair; or 5) automotive or truck wash or detailing; or 6) automotive or truck impound lot; or 7) automotive or truck salvage facility.</p> <p>“Laundry dry cleaning” use is defined as currently or formerly used as a wholesale or retail laundry dry-cleaning service. Sites/buildings formerly used as a dry cleaning qualify if they have not been adapted or site has not been remediated for a use other than dry cleaning.</p>	15
<p>c <b>Land assemblage of remnant parcels</b></p> <p>Project combines two or more parcels to provide for a development more aligned with the State Street District Plan than would have been possible on the parcels individually either through site or financial constraints.</p>	15
<p>d <b>Development of a site within ¼ mile of a designated transit node</b></p> <p>Development of a site located within a 0.25 mile walk from the center of a transit node identified in the State Street Framework Plan.</p> <p>The State Street Framework Plan (2021) identifies six transit nodes with centers at the following intersections on State Street: 1) Horseshoe Bend Road; 2) Bogart Lane 3) Glenwood Street (Gary Lane); 4) Pierce Park Lane; 5) Collister Drive; and 6) Veterans Memorial Parkway and Whitewater Park Boulevard.</p>	15



# CCDC PARTICIPATION PROGRAM SCORECARD

3	ENVIRONMENTAL REMEDIATION (1 Only)	20 total points possible
<p><b>Purpose:</b> Existing sites may have environmental hazards created by previous uses, especially if the previous uses include storage and distribution of petroleum products, auto repair, or laundry and dry cleaning. Removing building and site contamination is beneficial to public health and removes obstacles to productive use.</p> <p>a – &gt;\$100,001 costs – 20 pts b – \$50,001-\$100,000 costs – 16 pts c – \$10,000-\$50,000 costs – 12 pts</p>		
a	<p><b>More than \$100,001 costs</b> Costs are for those conditions identified by a formal environmental assessment or declared by a third party to be environmentally hazardous.</p>	20
b	<p><b>\$50,001 - \$100,000 costs</b> Costs are for those conditions identified by a formal environmental assessment or declared by a third party to be environmentally hazardous.</p>	16
c	<p><b>\$10,000 - \$50,000 costs</b> Costs are for those conditions identified by a formal environmental assessment or declared by a third party to be environmentally hazardous.</p>	12

# CCDC PARTICIPATION PROGRAM SCORECARD

4 UTILITY INFRASTRUCTURE (all that apply)	70 total points possible
<p><b>Purpose:</b> The finance and construction of utilities and related infrastructure is fundamental to urban renewal and redevelopment. Idaho urban renewal law explicitly includes the furnishing of public utilities as an eligible activity. Finance and construction of utility infrastructure not only stimulates private investment but generates public benefits that are typically distributed broadly in expanding services in both the short term and long term.</p> <p><b>Utility infrastructure eligibility definition:</b> Includes replacing/re-routing a main line, increasing the capacity of a main line, or extending a main line to a development site. It does NOT include connecting to an existing service line or adding a new line to connect to an existing main line.</p> <p>a – Integrate or enhance the Boise Canal – 10 pts  b – Replace or expand city-owned fiber conduit – 10 pts  c – Project will be “broadband ready” – 10 pts  d – Replace or expand power – 10 pts  e – Replace or expand sewer – 10 pts  f – Replace or expand water – 10 pts  g – Storm water mitigation – 10 pts</p>	
<p>a <b>Integrate or enhance the Boise Canal</b></p> <p>Eligible projects will integrate the canal system in design and orientation in alignment with the State Street Corridor Transit Oriented Development Policy Guidelines (2008) Objective r3.3.2 – ‘Incorporate natural water features’ which states “The canal system, particularly north of State Street is [a] natural amenity and attractor for node development. Canals should be day-lighted and nodes designed to integrate spring/summer irrigation flow and non-flow periods. Walking paths and trails should be preserved adjacent to canals.”</p> <p>Projects for which improvements to the canal are required for safety and continued use and operation of the canal system including the construction of bridges or culverts may also be eligible for points in this category.</p>	10
<p>b <b>Replace or expand city-owned fiber conduit</b></p> <p>See utility infrastructure eligibility definition above.</p>	10
<p>c <b>Project will be “broadband ready”</b></p> <p>Project qualifies if it includes: 1) Telecommunications conduit used by providers to service the building, in addition to what is requested by existing telecommunications providers 2) Internal building conduit i.e. install at least 2 each of 1” conduits to each tenant space; all cabling internal to the building shall not be the sole property of the provider but rather the property of the building owner 3) Do not enter into an exclusive contract or agreement with one provider to market or service the building 4) Do not charge rent, lease fees or participate in revenue sharing of any kind with telecom provider.</p>	10
<p>d <b>Replace or expand power</b></p> <p>See utility infrastructure eligibility definition above.</p>	10
<p>e <b>Replace or expand sewer</b></p> <p>See utility infrastructure eligibility definition above.</p>	10
<p>f <b>Replace or expand water</b></p> <p>See utility infrastructure eligibility definition above.</p>	10

# CCDC PARTICIPATION PROGRAM SCORECARD

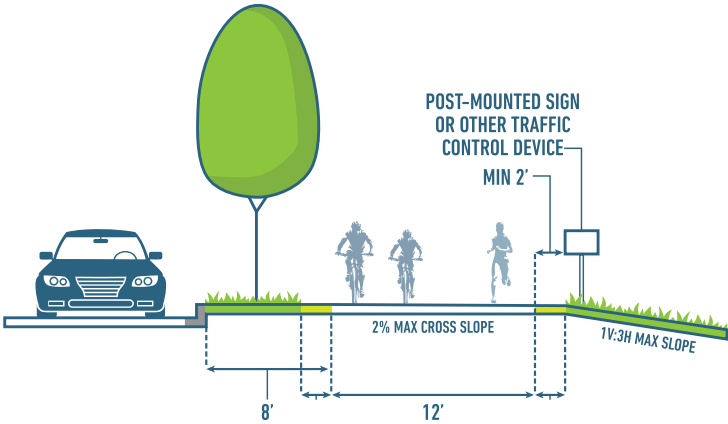
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4	UTILITY INFRASTRUCTURE (all that apply)	70 total points possible
g	<b>Storm water mitigation</b> Project qualifies if it includes: 1) the construction of new storm water treatment facilities on or adjacent to the site; and 2) the project's storm water treatment facilities meet the standards of Boise City and Ada County Highway District for retention; and 3) the design of storm water treatment facilities has received Boise City design review approval.	10

# CCDC PARTICIPATION PROGRAM SCORECARD

5	CONNECTIVITY (all that apply)	85 total points possible
<p><b>Purpose:</b> The finance and construction of streets and related infrastructure is fundamental to urban renewal and redevelopment. Idaho urban renewal law explicitly includes the furnishing of public streets as an eligible activity. In addition, the finance and construction of streets and pathways for pedestrians and bicyclists improves access to businesses and recreational amenities. The design of streets is essential to the physical form of development and the extent to which it supports clustering of economies that thrive on the synergy of multiple businesses, institutional uses, and social activities utilizing commercial enterprises.</p> <p>a – Add or extend a street – 15 pts  b – Add a ground-level plaza or park – 15 pts  c – Add or extend an alley – 10 pts  d – Add a pathway – 15 pts  e – Add or substantially improve a sidewalk with trees – 5 pts  f – Add or substantially improve bike facilities – 15 pts  g – Add or improve a street crossing for pedestrians or cyclists – 10 pts</p>		
a	<p><b>Add or extend a street</b></p> <p>The addition or extension of a public street providing pedestrian access and meeting the definition of “Public Street” pursuant to Chapter 9-20 of the Boise Municipal Code (Boise Subdivision Ordinance) or as approved by Boise City and Ada County Highway District. In order to meet this criterion, improvements should be made for a minimum length of 25 feet for at least part of the roadway and including curb, gutter and sidewalk.</p>	15
b	<p><b>Add a ground-level plaza or park</b></p> <p>For the Park or Plaza to qualify, it shall have a minimum surface area of 800 square feet that is functionally suitable for walking, standing, or sitting. A Park or Plaza must be approved by the City of Boise and in the right of way or a dedicated public easement area. The park/plaza must be clearly marked with monument signage as a public space, and must be available for public use.</p>	15
c	<p><b>Add or extend an alley</b></p> <p>The addition or extension of a public alley as defined by Chapter 9-20 of the Boise Municipal Code (Boise Subdivision Ordinance) or as approved by Boise City and Ada County Highway District. In order to meet this criterion, improvements should be made for a minimum length of 25 feet for at least one half the width of the alley.</p>	10
d	<p><b>Add a pathway</b></p> <p>The addition or extension of a pathway providing access across the site linking origins and destinations off the development site and for non-motorized transportation and having a minimum width of six feet. To be an eligible expense the pathway must be in the right of way or a dedicated public easement area.</p>	15

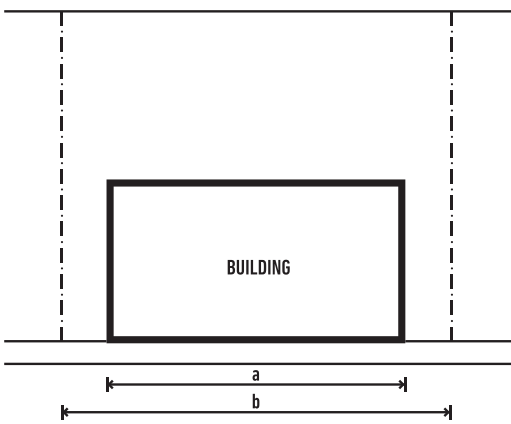
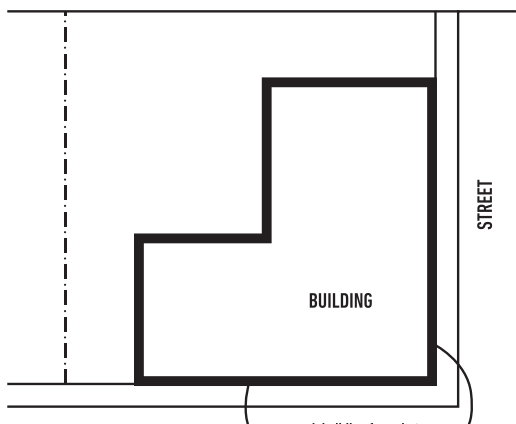
# CCDC PARTICIPATION PROGRAM SCORECARD

5	<b>CONNECTIVITY</b> (all that apply)	<b>85</b> total points possible
e	<p><b>Add or substantially improve a sidewalk with trees</b></p> <p>The addition, extension, or substantial improvement to the surface for a minimum of 6 feet in width and 25 feet in length. Substantial improvement is defined as the addition of a new concrete, brick or other approved surface and trees shading the sidewalk as directed by the Boise Design Review Standards or approved by Boise City. A sidewalk differs from “pathway” in that the former is typically adjacent to and parallel with a curb and street.</p>	<b>5</b>
f	<p><b>Add or substantially improve multi-use pathway</b></p> <p>The addition, extension, or substantial improvement of a pathway with a minimum of 12 feet in width and 25 feet in length with an 8-foot wide landscape buffer planted with trees, as directed and approved by the City of Boise. Substantial improvement is defined as the addition of new concrete or other approved surface.</p> <p style="text-align: center;">Figure 5f: multi-use pathway</p>  <p>The diagram illustrates a multi-use pathway layout. On the left, a car is shown on a street. To its right is an 8-foot wide landscape buffer containing a tree. This is followed by a 12-foot wide multi-use pathway with a 2% maximum cross slope. To the right of the pathway is a 1V:3H maximum slope. A post-mounted sign or other traffic control device is positioned on the slope, with a minimum 2-foot clearance from the pathway.</p>	<b>15</b>
g	<p><b>Add or improve a street crossing for pedestrians or cyclists</b></p> <p>The addition or substantial improvement of a marked crosswalk creating a more comfortable Bicycle Level of Traffic Stress (BLTS) or Pedestrian Level of Traffic Stress (PLTS) as measured by the Livable Streets Performance Measures adopted by the Ada County Highway District in 2021. A project will be eligible if it improves existing or non-existing intersection features such that the BLTS or PLTS becomes level 1: High Comfort for All.</p>	<b>10</b>

# CCDC PARTICIPATION PROGRAM SCORECARD

6 MOBILITY (all that apply)	50 total points possible
<p><b>Purpose:</b> State Street is a critical transportation corridor linking the employment center of downtown Boise to communities to the west, many of which are growing rapidly. Expanded mobility choices and access to high-capacity transit is essential for the State Street District to improve the capacity and efficiency of the street system. Future bus rapid transit (BRT), a connected local street network, multi-use paths along State Street and other bicycle and pedestrian amenities in the district are essential features of a future complete transportation system. Additionally, mobility improvements, such as parking structures located at key transit nodes, can increase transit ridership and reduce the amount of surface parking that can then free up land for future development.</p> <p>Mobility refers to facilities, amenities, and infrastructure that support: buses, transit, pedestrians, bicycles, scooters, EV and other alternative modes of transit.</p> <p>a – Transit stations, facilities, and rider amenities – 15 pts  b – Last mile mobility choices and amenities – 10 pts  c – Remove curb cuts and consolidate driveways – 10 pts  d – Bike lanes and other cyclist amenities – 5 pts  e – Pedestrian oriented signage and wayfinding – 5 pts  f – TDM parking operations (operate shared parking model) – 5 pts</p>	
a <b>Transit stations, facilities, and rider amenities</b> The addition or substantial improvement of transit facilities following Valley Regional Transit Bus Stop Location and Transit Amenities Development Guidelines and approved by public agencies as needed. Improvements include curb clearance for bus stopping zones, pedestrian waiting/standing areas, signage, transit shelters or other weather protection, benches, trash receptacles, lighting, landscape features, intelligent transportation features (ITS), transit islands, or transfer/transit centers.	15
b <b>Last mile mobility choices and amenities</b> Transportation services and infrastructure that enhance connections to and from public transit. Examples include shared bike hubs, secure public bike storage, public scooter parking, and rideshare pickup/drop-off zones.	10
c <b>Remove curb cuts and consolidate driveways</b> Project reduces the number of existing curb cuts and vehicular pedestrian/cyclist conflict points through consolidation of vehicular circulation, entrances, or exits.	10
d <b>Bike lanes and other cyclist amenities</b> The addition or extension of bike lanes in the right of way and having a minimum of five feet in width and 25 feet in length, or the addition of secure public bike parking, shared bike systems, bike repair stations, etc. to a project. To be an Eligible Expense, bike facilities must be in the right of way or dedicated public easement area.	5
e <b>Pedestrian oriented signage and wayfinding</b> Pedestrian scale signage for wayfinding to nearby public amenities, transit routes, and multimodal transportation options, shopping, services, and neighborhood information and amenities.	5
f <b>TDM parking operations (operate shared parking model)</b> Project has a recorded shared parking plan with internal uses or directly adjacent properties and utilizes components of the City's Transportation Demand Management Program.	5

# CCDC PARTICIPATION PROGRAM SCORECARD

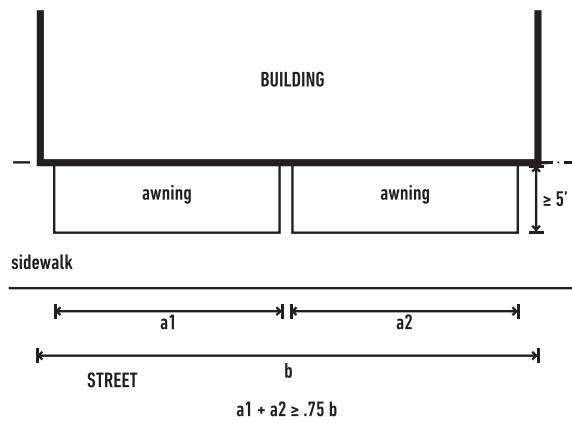
7 WALKABILITY (all that apply)	71 total points possible
<p><b>Purpose:</b> The lively social, cultural, and economic environment of a walkable urban area attracts people and business activity and has that much sought after “sense of place”. The design elements of buildings and open spaces are key to a pedestrian-oriented environment, though sometimes there are market forces that work in opposition to these important design elements. Therefore, the program provides incentives to said design elements to promote economic vitality.</p> <p>a – Sidewalk/setback abutted by the ground floor building face along the primary street will be equal to or greater than 70% – 18 pts</p> <p>b – Ground floor glazing on street frontages will be equal to or greater than 60% or 30% for residential – 16 pts</p> <p>c – Ground floor height will be equal to or greater than 12’ – 12 pts</p> <p>d – Main entry is prominent and egress is to intersection or primary street, not to parking lot – 12 pts</p> <p>e – Ground floor frontage has functional awnings greater than or equal to 75% or 30% for residential – 8 pts</p> <p>f – Public art element – 5 pts</p>	
<p>a <b>Sidewalk/setback is abutted by the ground floor building face for new buildings, equal to or greater than 70%. Existing buildings will be eligible if more than 50% of building SF on parcel has been removed.</b></p> <p>Determined by dividing a) the distance of all exterior walls which are adjacent to and approximately parallel with property lines adjoining the public street right-of-way, excluding alleys, by b) the distance of all property lines adjoining the public street right-of-way, excluding alleys (Figure 7a-1). Existing buildings maintaining over 50% of square footage are eligible for these points regardless of the percentage of building face which abuts the sidewalk/setback. In the case of a corner site, 70% of each building face must abut a sidewalk / setback (Figure 7a-2).</p> <div data-bbox="186 1081 760 1610"> <p>Figure 7a-1: building abutting sidewalk</p>  <p><math>a/b \geq 0.7</math></p> </div> <div data-bbox="763 1081 1339 1610"> <p>Figure 7a-2: building abutting sidewalk on corner</p>  <p>each building face abuts <math>\geq 70\%</math> sidewalk/setback</p> </div>	18

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# CCDC PARTICIPATION PROGRAM SCORECARD

7 WALKABILITY (1 only)	18 total points possible
<p>e <b>Ground floor frontage greater than or equal to 75% or 30% for residential, has functional awnings that extend 5' over public right-of way or a public easement area</b></p> <p>Awnings serve a public purpose and help promote walkable and livable streets by providing protection from the elements to anyone using the sidewalk. Awnings that cover sidewalk/patio dining allow the public to enjoy the public space throughout all of Boise's seasons and stimulate economic opportunities for local businesses. Functional, non-retractable awnings include awnings or canopies of a durable material including but not limited to metal, polycarbonate, and durable fabric. Awnings meeting this definition shall be located on a building plane parallel with the property line adjoining public right-of-way, have a minimum depth of five feet, and extend five feet over public right-of-way (Figure 7e). Awnings must not be more than 15' above the sidewalk level. Awnings located in the public realm must obtain the necessary approval from the Boise City Design Review Committee and an encroachment license from Boise City or Ada County Highway District, which license is revocable. Awning maintenance is the responsibility of the building owner. Acceptable Eligible Expenses for awnings will be determined by comparing the request to conventional, commercially reasonable estimates, which are evaluated on a per square foot basis as part of the Participation Program application. CCDC may determine that some but not all of the awning expenses are in the public's best interest.</p> <p>Figure 7e: awnings</p> 	8
<p>f <b>Public art element</b></p> <p>To qualify as an Eligible Expense, public artwork must be selected through the Boise City Department of Arts and History's Public Art Program process. The art will also need to be approved by Boise City as part of the process. Public art must be located in the public right-of-way or a dedicated Public Art Easement/License Agreement. Ownership and maintenance will be determined by Boise City, and in most cases the building owner will retain ownership of artwork and be responsible for ongoing maintenance with a minimum lifespan prescribed in an associated agreement (i.e. a maintenance agreement or Art Façade Easement). Reimbursement for public art is capped at 1% of the total project budget.</p>	5

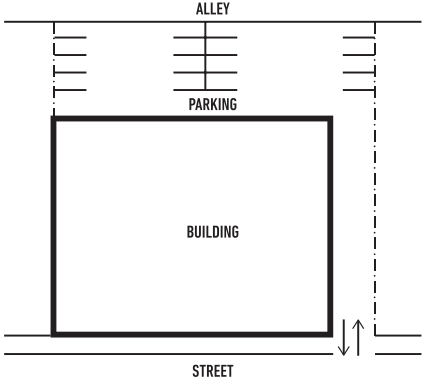
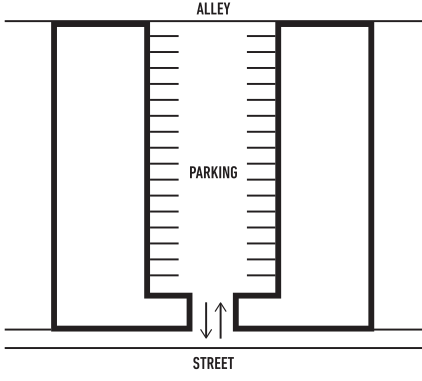
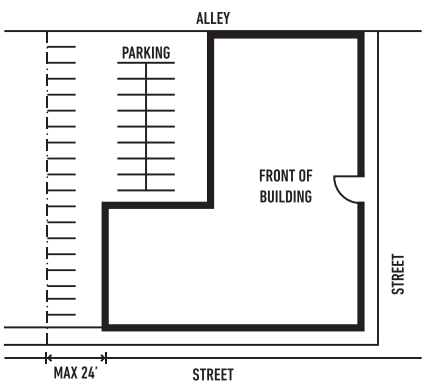
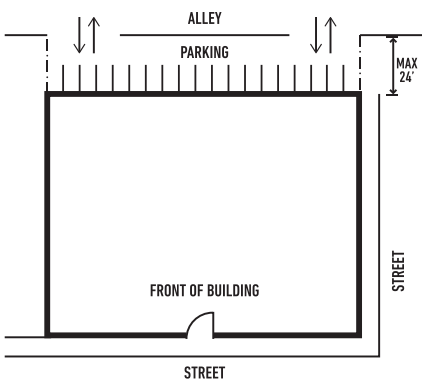
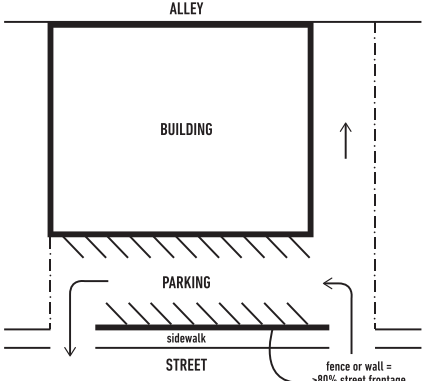
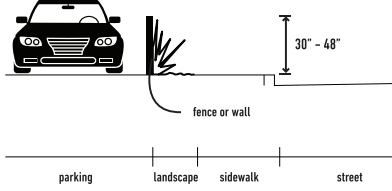
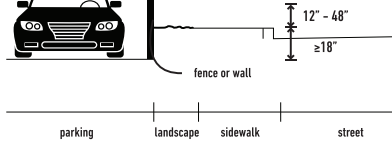
# CCDC PARTICIPATION PROGRAM SCORECARD

8	COMPACT DEVELOPMENT (1 only)	10 total points possible
	<p><b>Purpose:</b> Urban economists have long understood the importance of density as a key element in the economic and social health of cities and city downtowns in particular. Urban density provides the critical mass necessary to support business activity where land and construction prices are often higher. The proximity of businesses and individuals to one another provides economic linkages through buyer and seller relationships, which are essential to supporting energetic central city economies. Density creates a concentration of people, which attracts other people, which in turn supports business activity and a sense of urban safety and security.</p> <p><b>Calculation:</b> Floor Area Ratio, or FAR, is a measure of density across various urban land uses. FAR is calculated by dividing the gross floor area for building(s) on a site by the area of the site. Gross floor area is the sum of all horizontal areas within the exterior walls of all above-ground floors of the building. For example, a building with a gross floor area of 100,000 square feet on a site of 50,000 square feet has a FAR of 2.0. Finished basements and exterior stairwells can be included in this calculation.</p> <p>a – 3.0 + FAR – 10 pts  b – 2.0 to 2.9 FAR – 8 pts  c – 1.0 to 1.9 FAR – 6 pts  d – 0.5 to 0.9 FAR – 4 pts</p>	
a	<b>3.0+ FAR</b> See above.	10
b	<b>2.0 to 2.9 FAR</b> See above.	8
c	<b>1.0 to 1.9 FAR</b> See above.	6
d	<b>0.5 to 0.9 FAR</b> See above.	4

# CCDC PARTICIPATION PROGRAM SCORECARD

9	SITE DESIGN (all that apply)	30 total points possible
	<p><b>Purpose:</b> How parking and loading areas are designed is important for the liveliness to State Street. Large areas of surface parking erode the density of people and business activity and adversely affect environments for pedestrians. A highly walkable environment is especially important to the health of retail shops, restaurants, and entertainment venues. Locating parking and loading areas at the rear or interior of buildings is a solution that is effective on a small scale. For larger parking needs, the provision of parking within parking garages is generally most effective although structured parking is expensive. For economic and aesthetic reasons, the provision of parking below grade is preferred over above-grade parking, although parking below grade is substantially more expensive to build than above grade parking. Where the provision of surface parking adjacent to streets and sidewalks is necessary, the negative effects of such parking may be mitigated by the installation of an attractive wall or fence between the parking and the street right-of-way. The wall and fence serves as a “street wall” providing the vertical element essential for a sense of enclosure for the street and sidewalk.</p> <p>a – Structured parking below or above grade, or no surface parking – 10 pts</p> <p>b – Parking location is to rear side of building – 5 pts</p> <p>c – Internal circulation creates parking blocks no larger than 55,000 Square-Feet – 5 pts</p> <p>d – Pedestrian access &lt;= 250’ – 5 pts</p> <p>e – Buildings are placed at corners of intersections or along main street(s) – 5 pts</p>	
a	<p><b>Structured parking below or above grade, or no surface parking</b></p> <p>Any parking area consisting of three or more parking stalls covered by a roof with usable space above and surrounded on two or more sides by columns or walls. Free-standing garages and carports, unless they have usable space above the parking area, do not meet this definition. Additionally, 25% or more of the parking provided on the site shall be located within the parking structure as defined. For example, a development site for which 25 or more of the 100 parking stalls on site are within a structure meets this criterion. Agency staff shall have discretion in determining eligibility for sites of unusual configurations.</p>	10

# CCDC PARTICIPATION PROGRAM SCORECARD

<div>9</div> <div>SITE DESIGN (all that apply)</div>	<div>30</div> <div>total points possible</div>
<div>b</div> <div>Parking location is to rear side of building</div> <div>Surface parking shall be located interior to the site, as shown in figures 9-1 through 9-4 below. For adaptive reuse projects, adding parking screen with a wall, fence or landscaping as shown in figures 9-5 and 9-6 will qualify.</div>	<div>5</div>
<div>Figure 9-1: parking to rear of building</div> 	<div>Figure 9-2: parking to interior of building</div> 
<div>Figure 9-3: parking to rear on a corner site, option 1</div> 	<div>Figure 9-4: parking to rear on a corner site, option 2</div> 
<div>Figure 9-5: screened and sunken parking</div> 	<div>Figure 9-6a:</div>  <div>Figure 9-6b:</div> 

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9	SITE DESIGN (all that apply)	30 total points possible
c	<b>Internal circulation creates parking blocks no larger than 55,000 square-feet</b> The development must include an internal circulation system that is similar to streets and must divide the site into parking areas that are no greater than 55,000 square feet.	5
d	<b>Pedestrian access &lt; /= 250'</b> Sidewalks or pathways with a minimum width of 5-feet shall connect the pedestrian facilities along the street to entrances of the buildings without crossing areas shared by vehicles such as parking lots or drive aisles. A pedestrian connection meeting the above definition shall be provided for every 250-feet of frontage, for example, a property with 750 feet of frontage shall provide three connections.	5
e	<b>Buildings are placed at corners of intersections or along main street(s)</b> Building walls will abut the most actively used street sidewalk or setback. Main entrances will be located on the most actively used street adjacent to the site. Buildings on corners will have main entrances engaging the street intersection.	5

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10 TARGETED USES (all that apply)	56 total points possible
<p><b>Purpose:</b> Some uses more than others have the potential to generate secondary activities commonly referred to as “spin-off development.” Some uses perform better than others in producing jobs with relatively high wages and salaries. Some uses are beneficial because they generate products and services that are exported outside the community and region. In addition, some activities are valuable within the mix of uses in Boise but may be missing or in short supply, like housing. The following is a list of uses and business categories with these characteristics. This program awards points as a way to incentivize and mitigate obstacles for the development of these uses. Staff may use discretion when awarding use points to projects that meet the spirit of the purpose but may fall short on the definition requirements.</p> <p>a – Multi-story building(s) with a vertical mix of uses – 10 pts  b – Affordable housing – 20 pts  c – Middle income or workforce housing – 15 pts  d – Pedestrian-focused, neighborhood serving retail – 3 pts  e – Food and beverage economy – 3 pts  f – Minority owned or local business – 5 pts  g – Drive-thru retail – -8 pts</p>	
<p>a <b>Multi-story building(s) with a vertical mix of uses</b></p> <p>A building that includes a combination of residential and commercial or office uses. Commercial uses are typically found on the ground level, with residential and/or office uses occupying the upper floors of buildings.</p>	10
<p>b <b>Affordable housing</b></p> <p>Residential project with 10 or more dwelling units that is funded with Low-Income Housing Tax Credits awarded by the Idaho Housing and Finance Association or equivalent. Project must serve households whose incomes are at or below 60% Area Median Income in Ada County as defined by current U.S. Housing and Urban Development Department standards.</p> <p>Rental projects that meet these criteria may be eligible for an increased reimbursement term and reimbursement factor in the Type 2 Program (see Type 2 information on page 13).</p>	20
<p>c <b>Middle income or workforce housing</b></p> <p>Residential project with 10 or more dwelling units, in which not less than 10% of the units serve households whose incomes are at or below 100% Area Median Income in Ada County as defined by current U.S. Housing and Urban Development Department Standards. Income Qualified Units must be integrated throughout the development cohesively with market rate units. No difference between the units should be obvious from the exterior.</p> <p>Developer must supply CCDC with the project’s rent roll showing that the project meets the above requirements for the Reimbursement Term to qualify for these Scorecard points on an annual basis.</p> <p>Rental projects that meet these criteria may be eligible for an increased reimbursement term and reimbursement factor in the Type 2 program (see Type 2 information on page 13).</p>	15
<p>d <b>Pedestrian-focused, neighborhood serving retail</b></p> <p>A use which provides day-to-day services for nearby residents and is accessible via pedestrian connection to the larger neighborhood pedestrian system. Examples could include day cares, medical facilities, groceries, and restaurants. Agency staff shall have discretion in defining eligibility through an analysis of existing pedestrian facilities and uses in the nearby area.</p>	3

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10	TARGETED USES (all that apply)	56 total points possible
e	<b>Food and beverage economy</b> "Food Economy" is any organization with a minimum of 2 members and 50% or more of its workforce employed in Standard Occupation Codes (Federal Bureau of Labor Statistics) 35-1000 through 35-9099 excepting 35-2011 through 35-2013, 35-3020 through 30-2029, and 35-3041; or SOC's 51-3000 through 51-3099 excepting 51-3023; working at the subject location and occupying 5,000 square feet or more of the building on site.	3
f	<b>Minority owned or local business</b> "Minority Owned" is any organization at least 51% owned, operated and controlled on a daily basis by one or more U.S. citizens who are socially and economically disadvantaged as defined by the federal government in Title 13 Part 124 of the Code of Federal Regulations.  "Local Business" is any organization registered through the Idaho Secretary of State that is at least 51% owned, operated, and controlled on a daily basis by residents of the State of Idaho. Ineligible businesses include publicly traded companies, multilevel marketing, gambling establishments, pyramid investments, and adult entertainment.  To qualify for points, Minority Owned or Local Businesses must occupy 5,000 square feet or more of the building on site.	5
g	<b>Drive-thru retail</b> Any actively used drive-thru facility on the project site.	-8

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11	SUSTAINABLE BUILDING (1 only)	10 total points possible
<p><b>Purpose:</b> The long term operating efficiency of buildings, like working roads, sewer and other utilities, is important to the long term viability of Boise and address issues such as EPA non-attainment status and heat island mitigation. Energy efficient buildings are commercially sought after, and create long term value in the private community infrastructure by leaving more resource capacity available for additional growth.</p> <p>a – Living building/net zero/passive house – 10 pts  b – LEED Certification – 5 pts  c – Onsite energy generation – 5 pts  d – EV charging stations – 5 pts</p>		
a	<b>Living building/net zero/passive house</b> As determined by any accrediting agency or third party demonstrating the same or equivalency. Upon completion of the development, provide documentation from an accredited agency or equivalent third party.	10
b	<b>LEED Certification</b> As determined by any accrediting agency or third party demonstrating the same or equivalency. Upon completion of the development, provide documentation from the U.S. Green Building Council showing certification.	5
c	<b>Onsite energy generation</b> Electric generating systems such as solar panels are installed on-site and provide power to the development or grid.	5
d	<b>EV charging stations</b> Public parking spaces for electric vehicles and the necessary equipment to charge them.	5