



CAPITAL CITY
DEVELOPMENT CORP

FIVE YEAR **CAPITAL IMPROVEMENT PLAN**

FY2026 - FY2030

Adopted: August 27, 2025





Kaixo Corner, a new park at 521 W. Grove Street, honors the neighborhood’s rich cultural heritage and its proximity to Boise’s Basque Block.

TABLE OF CONTENTS

04	BOARD OF COMMISSIONERS ABOUT CCDC, VISION, MISSION	12	SMALL TARGETED DISTRICTS WITH A BIG IMPACT ON THE WHOLE VALLEY	26	SHORELINE DISTRICT
05	AGENCY PROJECT RECOGNITION	14	A LEGACY BUILT TO LAST: RIVER MYRTLE–OLD BOISE URBAN RENEWAL DISTRICT (1995–2025)	30	SHORELINE DISTRICT PROJECTS
06	CIP CREATION	16	WESTSIDE DISTRICT	32	GATEWAY EAST DISTRICT
07	INVESTMENT SUMMARY	19	WESTSIDE DISTRICT PROJECTS	35	GATEWAY EAST DISTRICT PROJECTS
08	URBAN RENEWAL PLANS DRIVE CIP PROJECTS	20	30TH STREET DISTRICT	38	STATE STREET DISTRICT
09	PARTICIPATION PROGRAM	33	30TH STREET DISTRICT PROJECTS	41	STATE STREET DISTRICT PROJECTS
10	WHAT CCDC CREATES			44	PARKBOI
				47	PARKBOI PROJECTS
				48	CONTACT CCDC

Cover Photo: Aerial view of the Westside Urban Renewal District.

BOARD OF COMMISSIONERS



Latonia Haney Keith
BOARD CHAIR



Meredith Stead
COMMISSIONER



Rob Perez
COMMISSIONER



John Stevens
VICE CHAIR



Alexis Townsend
COMMISSIONER



Todd Cooper
COMMISSIONER



Lauren McLean
SECRETARY -
TREASURER



Jimmy Hallyburton
COMMISSIONER



Drew Alexander
COMMISSIONER

AGENCY MANAGEMENT



John Brunelle
EXECUTIVE DIRECTOR



Zach Piepmeyer
PARKING & MOBILITY DIRECTOR



Doug Woodruff
DEVELOPMENT DIRECTOR



Lana Graybeal
DIRECTOR OF EXTERNAL AFFAIRS



Joey Chen
FINANCE & ADMINISTRATION DIRECTOR



Mary Watson
GENERAL COUNSEL

ABOUT CCDC

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

VISION

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

MISSION

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

AGENCY PROJECT RECOGNITION



THE AGENCY'S FOURTH INFILL HOUSING PROJECT, THE MARTHA, WAS RECOGNIZED IN 2023 FOR ITS EXCELLENCE IN REGULATORY ADVANCEMENT WITH A "BUILDING EXCELLENCE AWARD" FROM THE IDAHO CHAPTER OF THE BUILDING OWNERS AND MANAGERS ASSOCIATION (BOMA).

IN 2023, CCDC'S FIRST-OF-ITS-KIND PARTICIPATION PROGRAM WAS AWARDED THE ACHIEVEMENT IN PLANNING, DESIGN, AND INFRASTRUCTURE BY THE INTERNATIONAL DOWNTOWN ASSOCIATION FOR ITS INNOVATIVE APPROACH TO PUBLIC-PRIVATE PARTNERSHIP AND INVESTMENT IN SPARKING TRANSFORMATION IN OUR COMMUNITY.



INSPIRED LEADERS
SHAPING CITIES



JACK KEMP
**EXCELLENCE IN
AFFORDABLE & WORKFORCE
HOUSING AWARDS**

IN 2021, CCDC'S THIRD INFILL HOUSING PROJECT, ASH+RIVER TOWNHOMES, RECEIVED THE JACK

KEMP EXCELLENCE IN AFFORDABLE AND WORKFORCE HOUSING AWARD FROM THE URBAN LAND INSTITUTE.



IDAHO BUSINESS REVIEW

CCDC'S REBUILD 11TH STREET WAS AWARDED FIRST PLACE IN THE TRANSPORTATION CATEGORY AT THE 2024 TOP PROJECT AWARDS FOR ITS TRANSFORMATION OF DOWNTOWN BOISE BY INTRODUCING A FIRST-OF-ITS-KIND, ALL-AGES, ALL-ABILITIES PROTECTED BIKEWAY FROM STATE STREET TO RIVER STREET.



INTERNATIONAL
ECONOMIC DEVELOPMENT
COUNCIL



IN 2022, THE AGENCY'S PREMIER URBAN COMMUNITY SPACE, CHERIE BUCKNER-WEBB PARK, RECEIVED THE GOLD AWARD FOR NEIGHBORHOOD DEVELOPMENT FROM THE INTERNATIONAL ECONOMIC DEVELOPMENT COUNCIL.



CCDC'S MULTI-AWARD WINNING PLACEMAKING PROJECT, THE GROVE PLAZA, RECEIVED THE INTERNATIONAL ECONOMIC DEVELOPMENT COUNCIL GOLD AWARD FOR TOP PUBLIC PRIVATE PARTNERSHIP IN THE UNITED STATES IN 2018.

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:

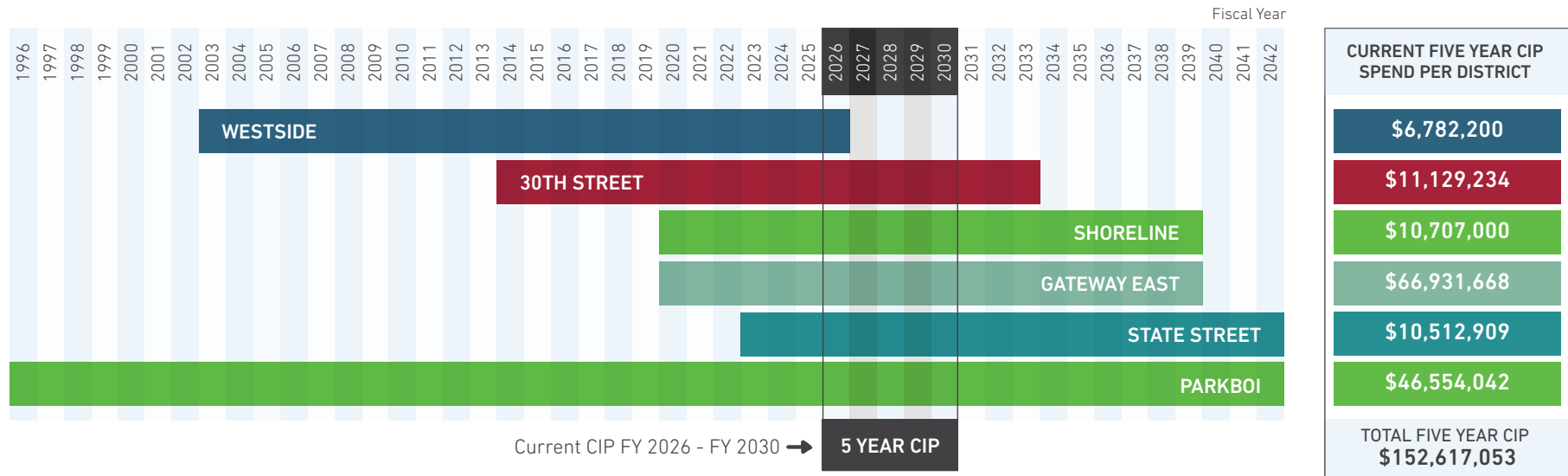
- 1. Capital Projects:** These are CCDC-led projects that are planned and executed through a collaborative process with partners. The Agency is responsible for the planning and execution of these projects. For example: Rebuild Old Boise Blocks that is further described on pages 10 and 11.
- 2. Participation 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.



New Path 2, a Type 3 Participation Program Project that will help preserve historic elements while bringing 96 multi-family units providing affordable housing for individuals and couples who are experiencing or facing homelessness.

INVESTMENT SUMMARY

CCDC DISTRICT LIFESPANS

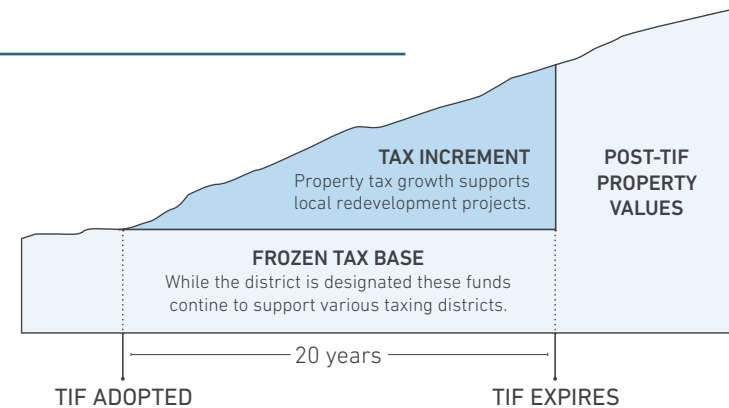


PROJECT FUNDING

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 TIF and revenue from public parking garages. 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.



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 anticipated 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 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 designed to be flexible and responsive, in order to encourage high-quality private economic development through partnerships both large and small. These partnerships 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 and place making amenities like, public plazas, parks, and art approved and accepted by the City of Boise. The Participation 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 revitalization of the Old Boise Blocks.

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.

REBUILD OLD BOISE BLOCKS

REVITALIZING A HISTORIC NEIGHBORHOOD WITH SAFER PEDESTRIAN AND CYCLIST INFRASTRUCTURE, IMPROVED STREETSAPES, UPGRADED UTILITIES, AND NEW PUBLIC ART CELEBRATING ITS HERITAGE.

The revitalization of the Old Boise Blocks in the River Myrtle-Old Boise Urban Renewal District is a transformative, community-focused project that improved public infrastructure and placemaking to celebrate the neighborhood's historic character and support its ongoing growth. Spanning a key portion of this historic district, the project delivers safer and more connected pedestrian and cyclist facilities, smoother roadways, upgraded utilities, and thoughtfully integrated public art that honors the area's agricultural heritage. Rebuild Old Boise Blocks demonstrates CCDC's dedication to fostering thriving, inclusive, and resilient urban spaces that strengthen Boise's future.

ECONOMIC DEVELOPMENT

CCDC's \$5.4 million investment in public improvements catalyzed significant investment in the redevelopment of the Old Boise Blocks. Projects such as Home2Suites Hotel, The Vanguard, The Thomas Logan, and The Lucy added over 250 housing units and new commercial space, boosting the area's economic vitality while honoring its historic character.

INFRASTRUCTURE

Through partnerships with ACHD, the City of Boise, and utilities, the Rebuild Old Boise Blocks project delivered essential upgrades: a new water main, modern stormwater systems, and expanded fiber access. Streetscape improvements included wider sidewalks, sandstone benches, event power, and 44 new trees. The roadway improvements added raised intersections, curb extensions, and protected bike/pedestrian facilities, improving safety and connectivity district wide.

MOBILITY

Rebuild Old Boise Blocks improved neighborhood mobility by prioritizing safe, accessible travel for all modes. Raised intersections, curb extensions, upgraded sidewalks, and pedestrian lighting improved walkability. Traffic calming features support all-ages cycling and a comfortable multimodal experience.

PLACE MAKING

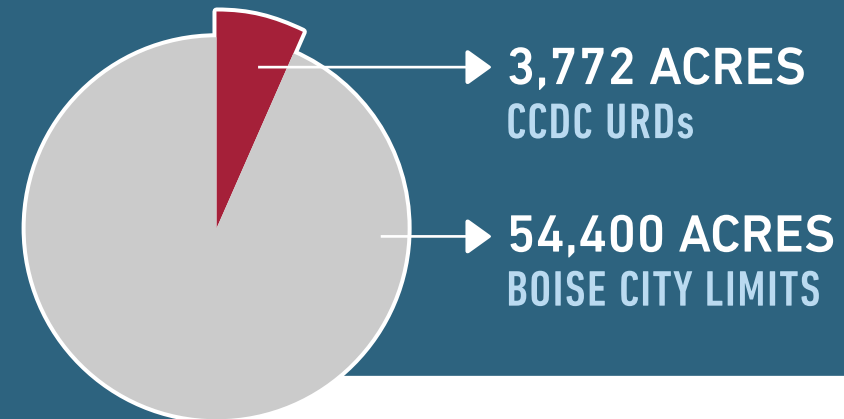
Rebuild Old Boise Blocks strengthened the district's identity through community-inspired design that celebrates its heritage. Kaixo Corner, a new park at 521 W. Grove Street, opened in July 2025 with a stage, seating, and art honoring immigrant histories at the heart of the Basque Block. Improvements also included C.W. Moore Park upgrades, the Old Boise Canal and Agricultural Past Art Partnership, and extending the Basque Block's street design three more blocks. These upgrades allow Grove Street to host block parties on four blocks instead of one, creating more space for community gatherings.



Aerial view of Old Boise Blocks, a collection of public improvements that catalyzed private investment in Boise's historic neighborhood.

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.



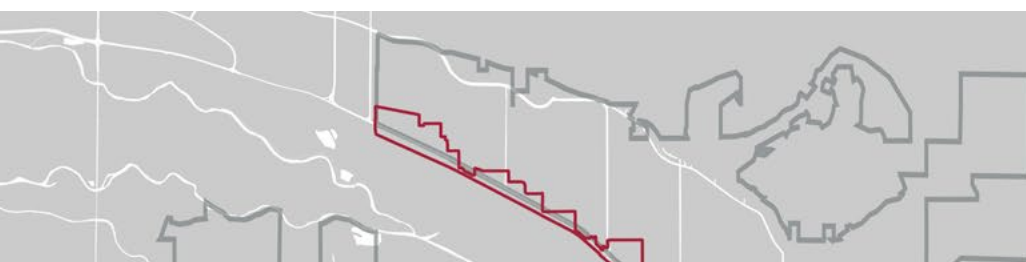
CCDC district acreage is 6.9% of Boise's total acreage

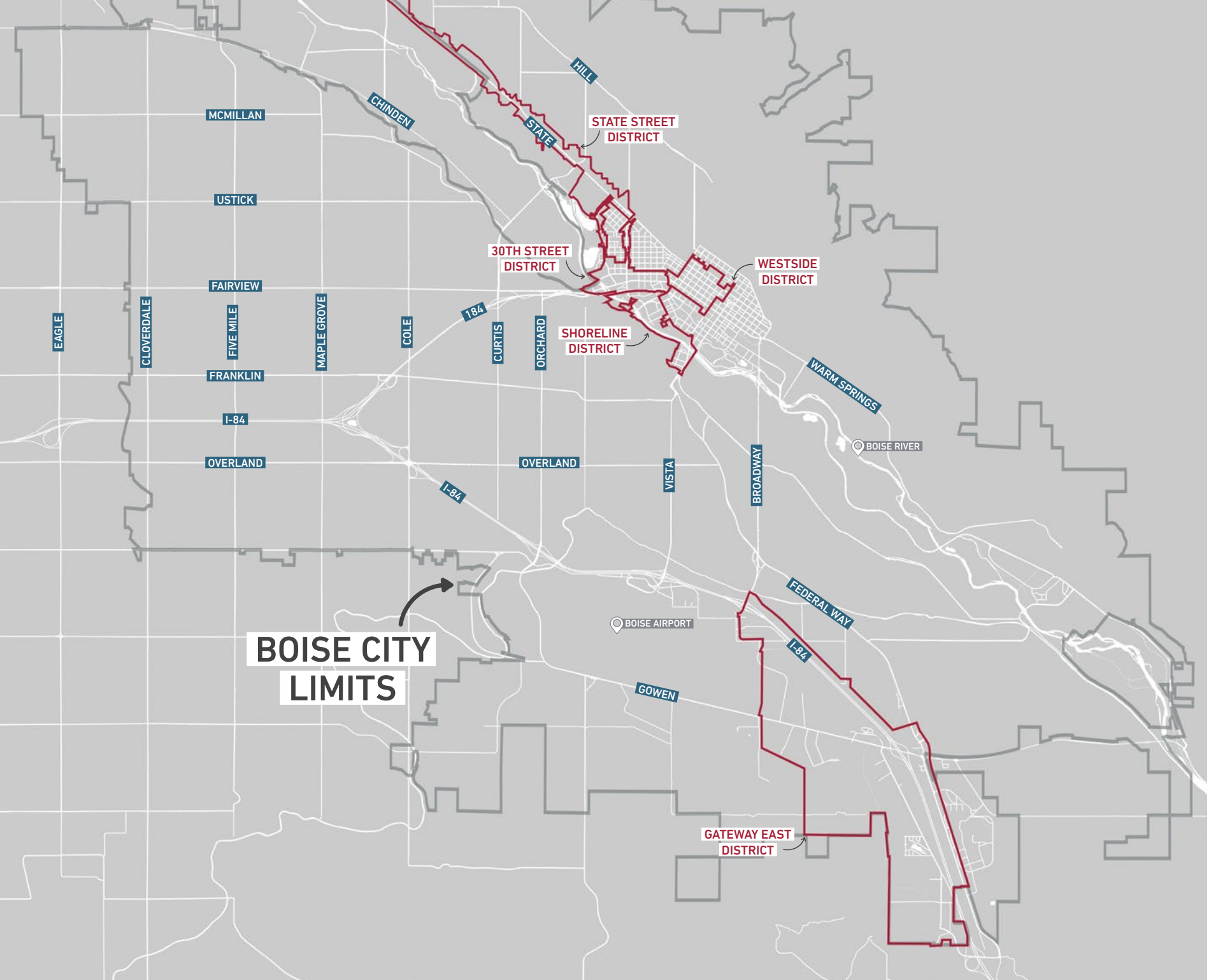


5.1% *Boise's Land Value (increment) within CCDC Districts.*

\$51.7 BILLION
BOISE CITY TOTAL
LAND VALUE

\$2.7 BILLION
TAXABLE INCREMENT VALUE
INSIDE CCDC DISTRICTS





A LEGACY BUILT TO LAST: RIVER MYRTLE–OLD BOISE URBAN RENEWAL DISTRICT (1995–2025)

Established in 1995, the River Myrtle–Old Boise Urban Renewal District (RM District) was Boise’s longest-standing urban renewal district, spanning nearly 300 acres and three decades of transformation. What began as a vision to reimagine a patchwork of vacant lots, aging infrastructure, and underutilized land evolved into a nationally recognized example of how strategic urban renewal can shape the heart of a city.

RM District catalyzed more than \$1.5 billion in increased assessed value and helped generate over \$13 million annually in tax increment revenues by the end of its term. Those dollars, paired with community input and private-sector collaboration, funded landmark projects like the Basque Block and Kaixo Corner, the JUMP campus and Simplot HQ, the Afton, Rebuild Linen Blocks on Grove Street, and the Boise Canal Pathway.

continued...



Boise’s historic Basque Block.

“Designing a dream city is easy; rebuilding a living one takes imagination.” – Jane Jacobs

A LEGACY BUILT TO LAST

...continued

More than infrastructure or buildings, the legacy is about relationships, between public vision and private investment, between neighborhoods and opportunity, between sidewalks and civic pride. From plazas and streetscapes to stormwater systems and signage, every project reflects an intentional effort to align city priorities with community needs and market realities.

Jane Jacobs once said, “Designing a dream city is easy; rebuilding a living one takes imagination.” The River Myrtle–Old Boise District is a testament to that imagination. Here, walkable blocks, layered uses, and inclusive public spaces demonstrate how urban renewal, when done well, fosters connection, trust, and lasting prosperity.

As the district sunsets in 2025, its impact endures in every sidewalk café, revitalized block, and community space that now defines Downtown Boise.

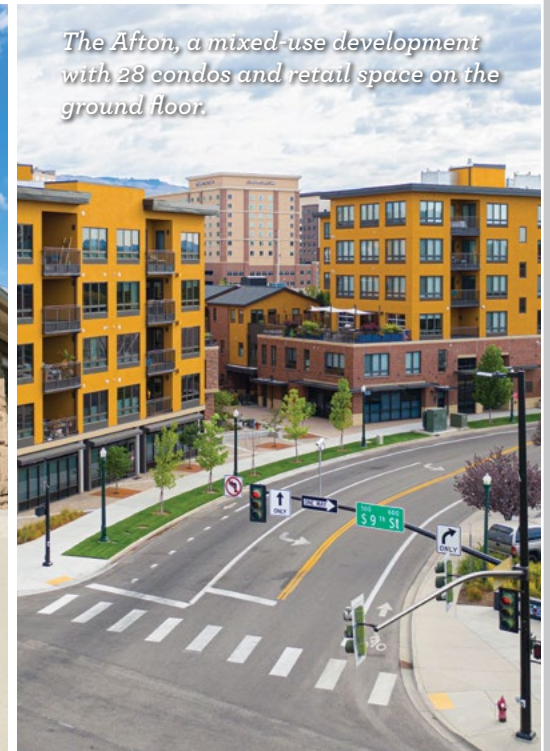
BoDo district in the southern part of Downtown Boise.



Erma Hayman House, a historic site and cultural center in the River Street Neighborhood.



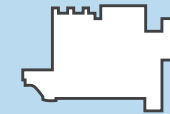
The Afton, a mixed-use development with 28 condos and retail space on the ground floor.



WESTSIDE DISTRICT

The Westside District aims to reinvigorate the nearly 50 blocks immediately west of the downtown core and help shape a healthy, thriving urban neighborhood with a strong sense of place. City leaders and community members created a shared vision for the area in the district's masterplan that calls for more housing choices, walkable urban neighborhood streets, and thoughtful redevelopment with a rich mix of uses where people live, work, visit, and enjoy being part of the city center.

est.
2002



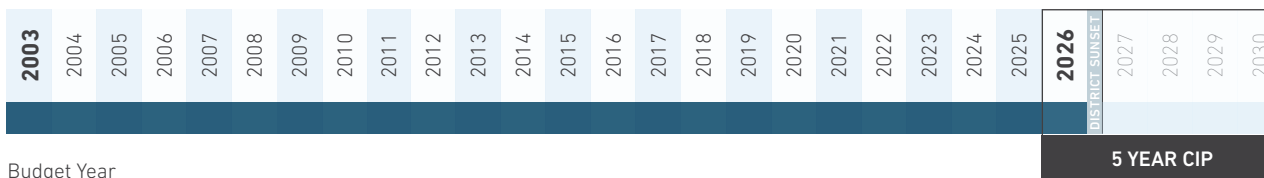
157 ACRES

BASE VALUE:
\$143 MILLION

2026 TOTAL
INCREMENT VALUE:
\$817 MILLION

**2026 ANNUAL
INCREMENT REVENUE:
\$7.4 MILLION**

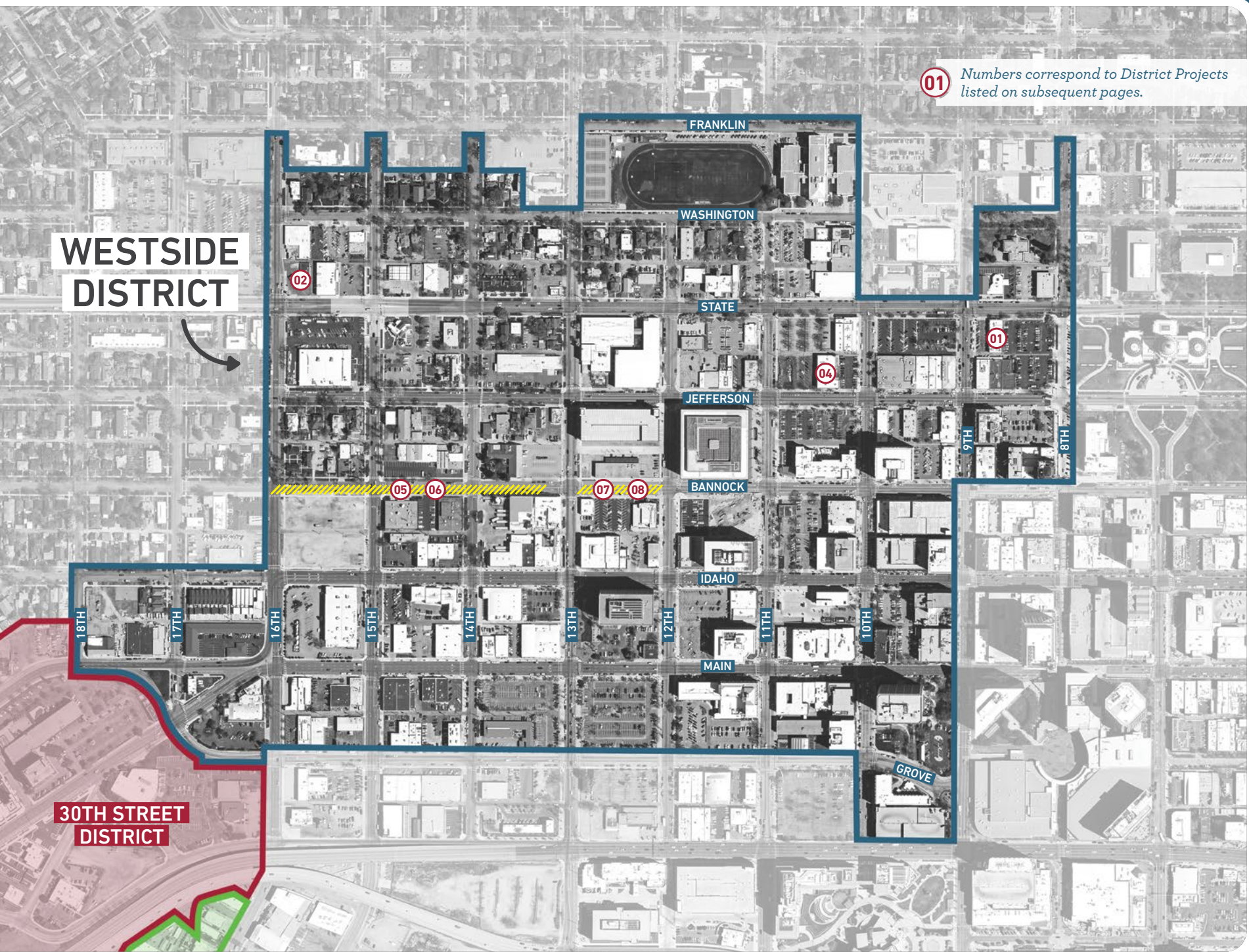
CURRENT 5 YEAR CIP TIMELINE



WESTSIDE DISTRICT

01 Numbers correspond to District Projects listed on subsequent pages.

30TH STREET DISTRICT





The Arthur, Type 2 Participation Program project, is a 26-story, 420,000 square foot mixed-use building including 298 apartments and residential amenities, 9,000 square feet of ground floor retail, and structured parking.

WESTSIDE DISTRICT PROJECTS

WESTSIDE DISTRICT ("WS" or "WS District")		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Estimated Resources and Project Description		\$6,782	SUNSET	SUNSET	SUNSET	SUNSET	\$6,782
Participation Program							
1	821 W. State St., Idaho Wheat Commission. Type 1 Agreement with Idaho State Building Authority The Idaho Wheat Commission project is a proposed four-story mixed-use building with \$14.5 million total development costs. The Idaho Wheat Commission has partnered with the Idaho State Building Authority to develop the project. The agreement includes a \$200,000 reimbursement for streetscape improvements.	200					\$200
2	1522 W. State St., 16th & State. Type 2 Agreement with 1522 W. State St., LLC 16th & State is a mixed-use building with 104 apartments, 1,600 square feet of ground floor retail, and a total development cost of \$23 million. The agreement includes a \$657,655 reimbursement for streetscapes, utility upgrades, and 11 dedicated workforce housing units.	658					\$658
3	Traffic Signal Box Art Program. Type 4 Agreement with Boise City Department of Arts & History A partnership with Boise City Department of Arts & History to support its Traffic Box Art Program. The program installs public artwork via vinyl wrap to existing traffic signal boxes. CCDC will reimburse \$42,500 for the actual costs of traffic box wraps located throughout the district.	43					\$43
Capital Improvement Projects							
4	1010 W. Jefferson St., Public Parking Facility and Commercial Space Develop a public parking facility on Agency-owned parcel located at 1010 W. Jefferson St. The multi-story mixed-use building aims to catalyze urban redevelopment while also supporting existing neighborhood uses with a welcoming mobility hub. The development includes approximately 400 to 450 parking stalls, ground-floor commercial spaces, childcare facility, BikeBOI secure bicycle storage, electric vehicle charging, rooftop photovoltaic energy production, and a family-focused retail plaza along 11th Street. Total development costs are estimated to be \$37 million. Construction is anticipated to begin in early fall 2026 with completion in 2028.	2,847	See ParkBOI #82 23,690	See ParkBOI #82 50			\$2,847
5	Bannock Street Streetscape Improvements, 13th Street to 16th Street Streetscape improvements on both sides of Bannock Street from 13th Street to 16th Street. The project includes installing traffic signals at 15th Street and 16th Street intersections as well as making additional safety improvements to improve pedestrian and bike connectivity from the West Downtown neighborhood into downtown Boise.	379					\$379
6	Bannock Street Roadway Improvements, 13th Street to 16th Street. Interagency Agreement with ACHD A partnership with Ada County Highway District (ACHD) to reimburse for pavement rehabilitation and the replacement of Boise City Canal structure #1489 which crosses under Bannock Street east of 14th Street.	281					\$281
7	Bannock Street Streetscape Improvements, 12th Street to 13th Street Streetscape improvements on both sides of Bannock Street from 12th Street to 13th Street, and on the west side of 13th Street north of Bannock Street, adjacent to 1300 W. Bannock Street. These improvements will enhance pedestrian and bicycle connectivity between the West Downtown neighborhood and downtown Boise.	2,151					\$2,151
8	Bannock Street Roadway Improvements, 12th Street to 13th Street. Interagency Agreement with ACHD A partnership with Ada County Highway District (ACHD) to reimburse for pavement rehabilitation on Bannock Street from 12th Street to 13th Street.	224					\$224
Total Westside Estimated Expenses		\$6,782	SUNSET	SUNSET	SUNSET	SUNSET	\$6,782

*Dollars are in Thousands

30TH STREET DISTRICT

The 30th Street District is 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.

est.
2013



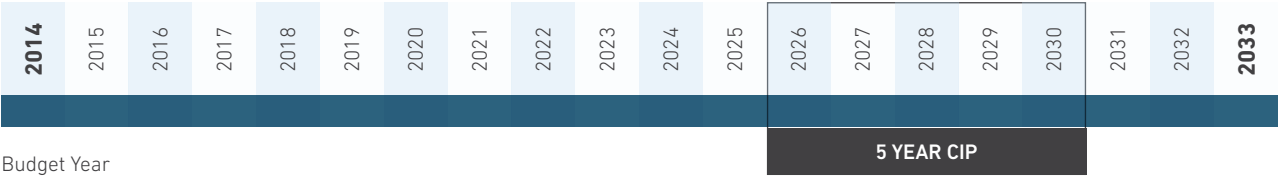
213 ACRES

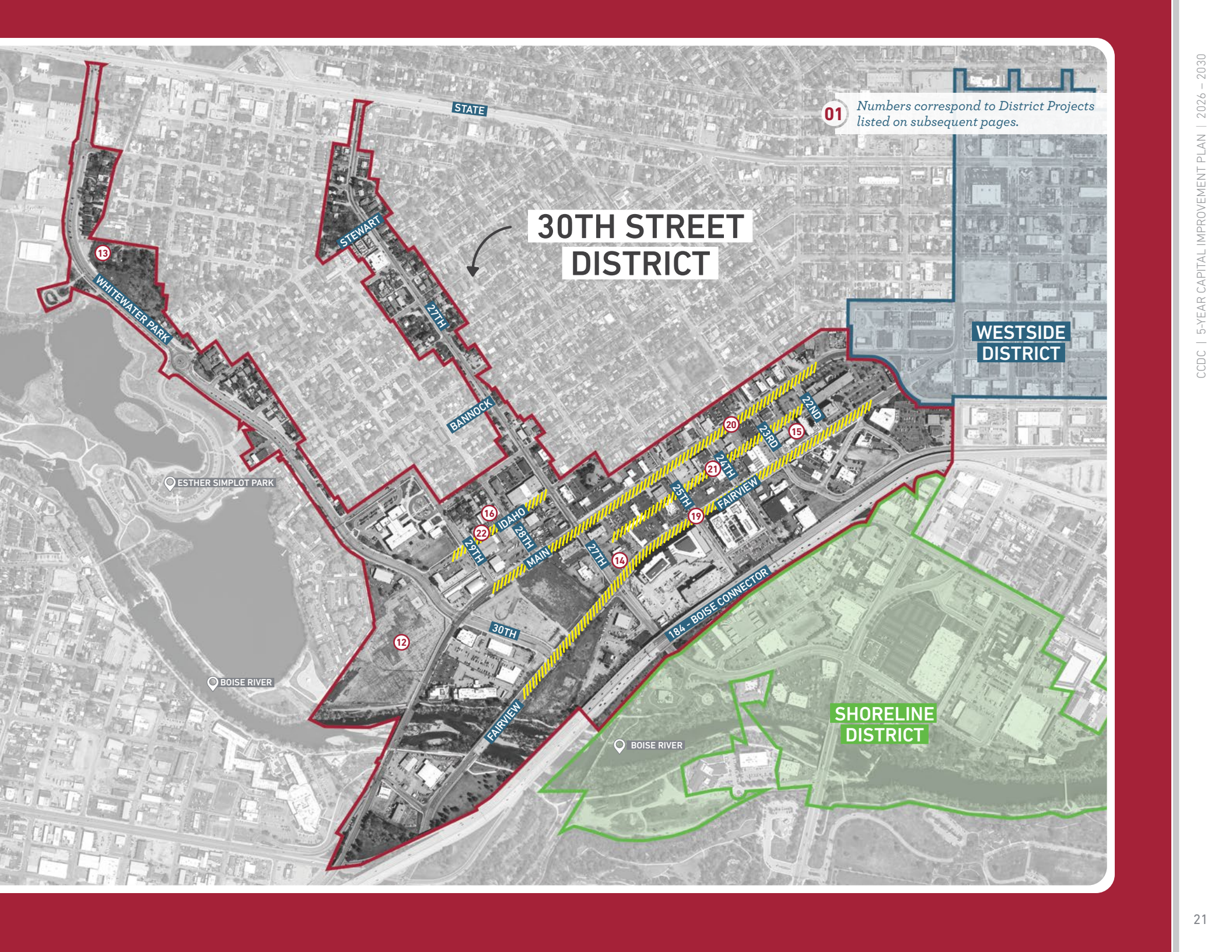
BASE VALUE:
\$60 MILLION

2026 TOTAL
INCREMENT VALUE:
\$199 MILLION

2026 ANNUAL
INCREMENT REVENUE:
\$1.8 MILLION

CURRENT 5 YEAR CIP TIMELINE





30TH STREET DISTRICT

01

Numbers correspond to District Projects listed on subsequent pages.

WESTSIDE DISTRICT

SHORELINE DISTRICT



Active construction of New Path 2, a Type 3 Participation Program project, in the 30th Street District.

30TH STREET DISTRICT PROJECTS

30TH STREET DISTRICT ("30th" or "30th District")		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Estimated Resources and Project Description		\$1,819	\$2,480	\$2,770	\$1,080	\$2,980	\$11,129
Participation Program							
9	One Time Assistance, Type 1 Program 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 \$200,000. Projects are awarded on a first-come, first-served basis.	200	200	200	200	200	\$1,000
10	Transformative Assistance, Type 3 Program Type 3 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. The private to public investment should generally be 6:1 or higher. CCDC bonding is a possibility and 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.	TBD	TBD	TBD	TBD	TBD	TBD
11	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
12	3150 W. Main St., College of Western Idaho (CWI) River District Development. Participation Agreement with Ball Ventures Ahlquist In April 2023, CWI selected Ball Ventures Ahlquist to develop a mixed-use campus located on its 10-acre property located at Whitewater Park Boulevard and Main Street. The new project will build state-of-the-art technology and modern classroom space for CWI in multiple phases totaling up to 125,000 square feet. It will likely include about 215 multi-family residential units, 120 key hotel, 20,000 square feet of medical clinic, retail, and structured parking. Opportunities for CCDC participation may include assisting with public infrastructure and utility upgrades, public space improvements adjacent to the river or other key locations, as well as possible public parking partnership to catalyze higher investment and more public benefit and amenities. The level of participation will be determined by the amount of incremental tax revenue generated by the project's private investment.		TBD	TBD	TBD	TBD	TBD
13	3205 W. Moore St., Whitewater Townhomes. Type 1 Agreement with ESP Property Investments, LLC Whitewater Townhomes is the construction of nine multi-level townhomes with \$5.3 million total development costs. The agreement includes a \$166,000 reimbursement for associated streetscapes, utility improvements, and the extension of Moore Street.	167					\$167
14	2618 W. Fairview Ave., The LOCAL Fairview. Type 2 Agreement with LOCAL Acquisitions, LLC LOCAL Fairview is a mixed-use development with 271 apartments, 8,500 square feet of commercial space, and \$81 million in total development costs. The agreement includes a \$1.3 million estimated reimbursement for \$1.6 million public utility and streetscape improvements.			330	330	330	\$990
15	114 N. 23rd St., New Path 2. Type 3 Agreement with Pacific West Communities, Inc. New Path 2 is a 96-unit supportive housing development serving residents with incomes at 60% AMI and below. The building includes community space and offices for supportive services, with \$35 million in total development costs. The agreement includes a \$260,000 estimated reimbursement for public utility and streetscape improvements.	257					\$257
16	Neighborhood Placemaking Public Art. Type 4 Agreement with Boise City Department of Arts & History A partnership with Boise City Department of Arts & History to provide public art in the 30th Street District that advances neighborhood placemaking, historical interpretation, and wayfinding efforts. Determination of art location, scope, purpose to be determined in coordination with Arts & History. The proposed partnership provides a dollar-for-dollar matching investment up to \$75,000 for actual costs incurred.			75			\$75

*Dollars are in Thousands



West End Lift Station, a Type 4 Participation Program public partnership to upgrade water renewal infrastructure, to catalyze a redevelopment of prominent properties in the district, supporting investments that will welcome more housing and spaces for new businesses to thrive.

30TH STREET DISTRICT PROJECTS

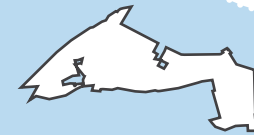
30TH STREET DISTRICT ("30th" or "30th District")		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Capital Improvement Projects							
17	Mobility and Infrastructure Assessment, Main Street and Fairview Avenue Corridors, Boise River to 16th Street Agency will conduct a concept-level analysis of the Main Street and Fairview Avenue rights-of-way to determine feasibility of converting buffered bike lanes to protected bike lanes, as well as feasibility of streetscape improvements, possible intersection crossing enhancements and other amenities.	90					\$90
18	Utility Undergrounding and Network Improvements Underground existing overhead utilities in priority locations within the Main Street and Fairview Avenue Corridor. In coordination with City of Boise, Idaho Power Company, and other low-voltage utility providers.	30	600				\$630
19	Fairview Avenue Mobility and Streetscapes Improvements, Per Mobility and Infrastructure Assessment Final Report Streetscape improvements and mobility infrastructure enhancements on Fairview Avenue per the recommendations in the Main Street and Fairview Avenue Corridor Mobility and Streetscapes Assessment final report.	75	1,500				\$1,575
20	Main Street Mobility and Streetscape Improvements, Per Mobility and Infrastructure Assessment Final Report Streetscape improvements and mobility infrastructure enhancements on Main Street per the recommendations in the Main Street and Fairview Avenue Corridor Mobility and Streetscapes Assessment final report.		70	1,315			\$1,385
21	Alleyway Mobility Improvements. In partnership with ACHD Improve alleys in priority locations within the Main Street and Fairview Avenue Corridor. In coordination with City of Boise Planning and Development Services, identify priority alleyways that provide important pedestrian and cyclist routes. In partnership with ACHD construct green stormwater infiltration systems that infiltrate runoff into the ground to prevent stormwater runoff pollution of nearby Boise River.		80	720			\$800
22	Idaho Street Placemaking and Streetscape Improvements, Whitewater Park Boulevard to 27th Street Streetscape Improvements and placemaking enhancements on Idaho Street that support and promote local retail business services. May include district wayfinding, public art and other public amenities at the intersection of 28th Street and Idaho Street. May also include standard streetscape improvements that establish on-street parking, shade trees, pedestrian lighting and bicycle parking.		30	130	550	2,450	\$3,160
Total 30th Street Estimated Expenses		\$1,819	\$2,480	\$2,770	\$1,080	\$2,980	\$11,129

*Dollars are in Thousands

SHORELINE DISTRICT

Shoreline is a diverse, mixed-use area tied together by the Greenbelt and defined by the Boise River. The district has abundant recreational resources with opportunities to increase connectivity and allow for safe, complete access to the natural amenities. Because of its proximity to downtown Boise and Boise State University, the district also holds great opportunity for quality infill housing options for both students and the downtown workforce. During the establishment of the district, goals and objectives were identified through community conversations, on-site tours and observations, and existing community planning documents. A desired vision for the area seeks to solve stormwater drainage and streetscape deficiencies in the Lusk Street neighborhood, revitalize the riverfront neighborhood, and enhance the district's many amenities.

est.
2019



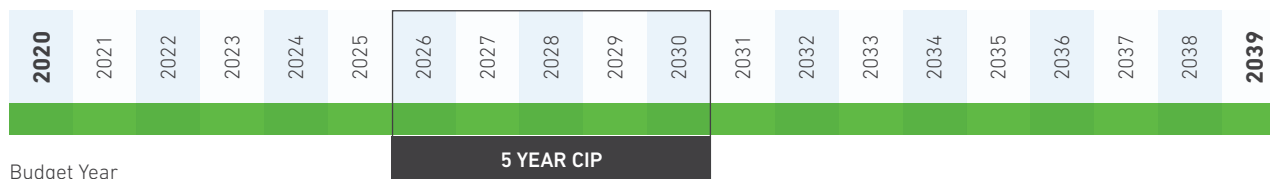
195 ACRES

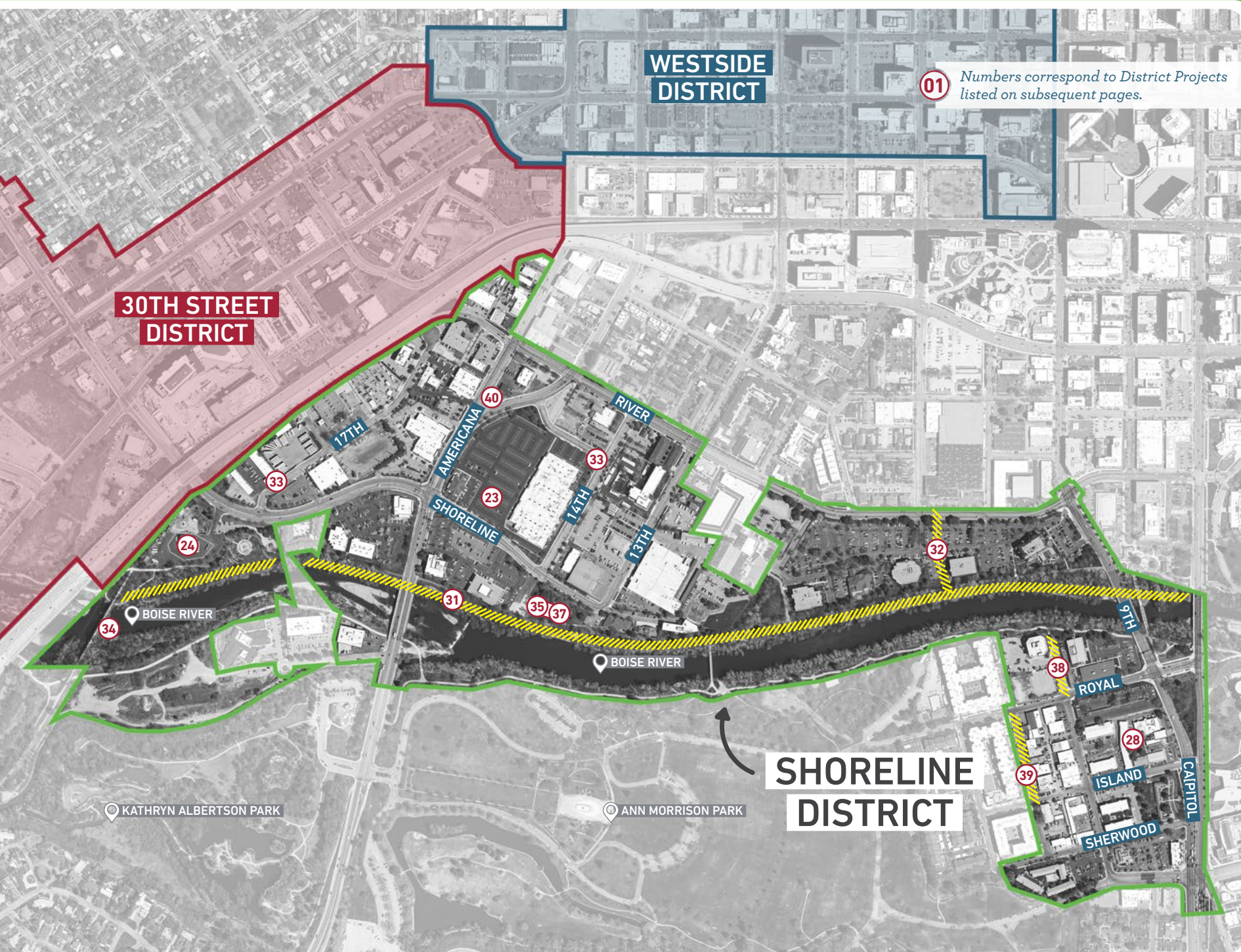
BASE VALUE:
\$116 MILLION

**2026 TOTAL
INCREMENT VALUE:**
\$159 MILLION

**2026 ANNUAL
INCREMENT REVENUE:**
\$1.4 MILLION

CURRENT 5 YEAR CIP TIMELINE





WESTSIDE DISTRICT

01 Numbers correspond to District Projects listed on subsequent pages.

30TH STREET DISTRICT

SHORELINE DISTRICT

KATHRYN ALBERTSON PARK

ANN MORRISON PARK



Greenbelt Separated Path improvements will bring a second parallel pathway adjacent to existing greenbelt pathway, increasing greenbelt capacity for pedestrians and cyclists.

SHORELINE DISTRICT PROJECTS

SHORELINE DISTRICT ("SL" or "SL District")	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Estimated Resources and Project Description	\$1,825	\$1,897	\$1,735	\$1,920	\$3,330	\$10,707

Development Opportunities of Interest

23	Midtown, Rivershore Development Rivershore Development has site control of numerous properties near Shoreline Drive and Americana Boulevard and is reimagining how the largest contiguous properties in the Shoreline District can be redeveloped to serve and enhance the neighborhood. The potential for CCDC to make public improvements in tandem with private redevelopment could catalyze significant private investment necessary to pay for the needed public infrastructure, which includes building streets that reestablish the downtown grid, greenbelt connections, public spaces, public parking, and public utility upgrades. Type 3 program criteria will establish the level of Agency participation.						TBD
24	1791 Shoreline Dr., Former Fire Training Facility, City of Boise The decommissioned Fire Training Facility located at 1791 Shoreline Drive presents a rare opportunity for redevelopment of riverfront property in downtown Boise. ACHD-owned remnant parcels, adjacent to this City-owned property, present opportunity to consolidate underutilized properties and redevelop in a manner that contributes to a high-quality urban environment. Public partnership opportunities may include land assemblage and disposition via competitive redevelopment request for proposal. Other potential Agency assistance may be possible with infrastructure such as public utilities, storm drainage, streetscape enhancements, greenbelt connections, and other public amenities.						TBD

Participation Program

25	One Time Assistance, Type 1 Program 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 \$200,000. Projects are awarded on a first-come, first-served basis.	200	200	0	200	200	\$800
26	Transformative Assistance, Type 3 Program Type 3 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. The private to public investment should generally be 6:1 or higher. CCDC bonding is a possibility and 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.	TBD	TBD	TBD	TBD	TBD	TBD
27	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
28	1025 S. Capitol Blvd., Capitol Campus. Type 3 Agreement with J Fisher Companies The City has partnered with BSU to build a mixed-use development on 5 acres of parcels owned by both parties in the Lusk district. The joint vision is to provide housing that incorporates the unique characteristics of the Lusk District and offers homes at a variety of price points, including deeply affordable units. The City and BSU selected J Fisher Companies in December 2022. Preliminary programming includes replacing the existing 110 affordable housing units, building more affordable and market rate housing, neighborhood retail, hotel, and limited office, as well as structured parking to support the new housing and surrounding neighborhood uses. CCDC participation will include assistance with infrastructure such as public utilities, public parking, storm drainage, streetscapes, and on-street parking. Type 3 program criteria will establish the level of Agency participation.			See ParkBOI #83 13,200	630	630	\$1,260
29	Lusk Neighborhood Public Art. Type 4 Agreement with Boise City Department of Arts & History A partnership with Boise City Department of Arts & History to provide public art in the Lusk Neighborhood that advances neighborhood placemaking, historical interpretation, and wayfinding efforts. Art location, scope, purpose to be determined in coordination with Boise Arts & History. The proposed partnership provides a dollar-for-dollar matching investment up to \$40,000 for actual costs incurred.				40		\$40
30	Shoreline District Streetscape Design Standards. Type 4 Agreement with City of Boise Planning & Development Services Assist City of Boise Planning & Development Services 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 District formation process.	80					\$80

*Dollars are in Thousands



Greenbelt Separated Path in the Shoreline District.

SHORELINE DISTRICT PROJECTS

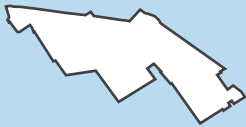
SHORELINE DISTRICT ("SL" or "SL District")		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Capital Improvement Projects							
31	Greenbelt Separated Path Improvements, North Shore Phase 1. In Partnership with City of Boise Parks and Recreation and Private Property Owners Construct a second parallel pathway adjacent to existing greenbelt pathway, per the 2018 Shoreline Urban Framework Plan, to increase greenbelt capacity and provide separate facilities for pedestrians and cyclists. Partnership with City of Boise Parks and Recreation as well as adjacent private property owners. Include safety enhancements and human-centric design features per City of Boise CPTED recommendations.	150	800				\$950
32	11th Street Bikeway, Boise River Greenbelt Connection. In Partnership with City of Boise In coordination with City of Boise Master Pathways Plan and Boise Parks and Recreation to connect the intersection of 11th and River Streets to the Boise River Greenbelt with a multi-use pathway. Project includes community partnerships to establish public easements, ownership and maintenance, as well as design and construction. May include a signalized crossing at River Street, pedestrian lighting, bicycle amenities and landscaping.	120	500				\$620
33	City Shoreline Innovation Initiative, Trash Collection and Bicycle/Pedestrian Safety Enhancements Public improvements that advance the City of Boise Shoreline Innovation report recommendations. Project includes installation of trash receptacles at six locations and installation of protected bike lane infrastructure in the form of self-watering planter barricades near the intersection of Shoreline Drive and Americana Boulevard. In coordination with City of Boise Parks and Recreation to operate and maintain the public improvements.	125					\$125
34	Boise River Greenbelt Truss Bridge Mobility Improvements Add programmable LED lighting to the Boise River Greenbelt Trestle Bridge and adjacent path to improve safety of pedestrians and cyclists. Lighting will accentuate the bridge trusses as well, to illuminate this Boise landmark at nighttime. The bridge serves as a primary connection for the various Boise Bench neighborhoods to the Greenbelt and downtown Boise. Improvements in partnership with City of Boise Parks and Recreation.		72				\$72
35	1375 W. Shoreline Dr., Shoreline Park Master Plan A community-driven Shoreline Park Master Plan that plans for a phased implementation of park improvements. In accordance with Shoreline District Framework Plan, the park master plan will prioritize transformational upgrades that catalyze private investment via redevelopment of the adjacent underutilized property. The plan will identify enhanced amenities, increased neighborhood connectivity, retail opportunities, and better recreational and emergency access into the Boise River. May include a stabilized boat ramp, retaining walls, revised vehicular connection to Shoreline Drive and Boise Greenbelt improvements. Planning work in collaboration with City of Boise Parks and Recreation.	100					\$100
36	Shoreline Park, Phase 1 Improvements Public improvements per the Master Plan recommendations with priority given to features that catalyze surrounding private investment and infrastructure that improves and expands river access for emergency services, river floater take-out, anglers, and the general public. Improvements to meet universal accessibility standards and protect the surrounding riparian habitat.		85	895			\$980
37	Shoreline Park, Phase 2 Improvements Public improvements per the Master Plan recommendations with priority given to features that catalyze surrounding private investment and infrastructure that improves and expands river access for emergency services, river floater take-out, anglers, and the general public. Improvements to meet universal accessibility standards and protect the surrounding riparian habitat.				250	2,000	\$2,250
38	Lusk Street Streetscape Improvements, Ann Morrison Park Drive to Boise River Greenbelt Streetscape improvements to Lusk Street that improve connection with the Boise River Greenbelt, provide on-street parking and retail patio areas, address stormwater drainage, as well as, a safe and comfortable pedestrian environment. Multiple phases of construction required.			40	400	500	\$940
39	La Pointe Street Streetscape Improvements, Royal Boulevard to Island Avenue Streetscape improvements on the east side of La Pointe Street from Royal Boulevard to Island Avenue. Project addresses the existing lack of sidewalk, curb and gutter, on-street parking, stormwater drainage, and amenities such as bike racks and shade trees. Project also establishes associated on-street parking.		240	800	400		\$1,440
40	15th and 16th Streets Corridor Redevelopment Study. In Partnership with ACHD and City of Boise In coordination with City of Boise and ACHD, prepare a redevelopment study that evaluates opportunities made possible by ACHD's and the City's proposed traffic reconfigurations along the 15th and 16th Street corridor. Assess public and private investment opportunities and evaluate potential implementation methods and public-private partnership opportunities.	50					\$50
Total Shoreline Estimated Expenses		\$1,825	\$1,897	\$1,735	\$1,920	\$3,330	\$10,707

*Dollars are in Thousands

GATEWAY EAST DISTRICT

The Gateway East Urban Renewal District presents a compelling opportunity for economic development and high-quality job creation in an undeveloped area of Boise that faces development barriers such as lava bedrock, lack of access, and need for infrastructure. Located on the eastern outskirts of the city, this district offers vast potential for transformative investment and expansion. With its strategic location and ample available land, the Gateway East District is poised to attract businesses looking for a prime industrial hub. The district’s purpose is to capitalize on this potential by providing the necessary infrastructure and support to foster economic growth and create job opportunities. Through targeted investments and strategic planning, the Gateway East Urban Renewal District aims to unlock the area’s untapped potential, catalyzing industrial development, diversifying Boise’s economy, attracting high-quality jobs, and contributing to the overall prosperity of Boise.

est.
2019



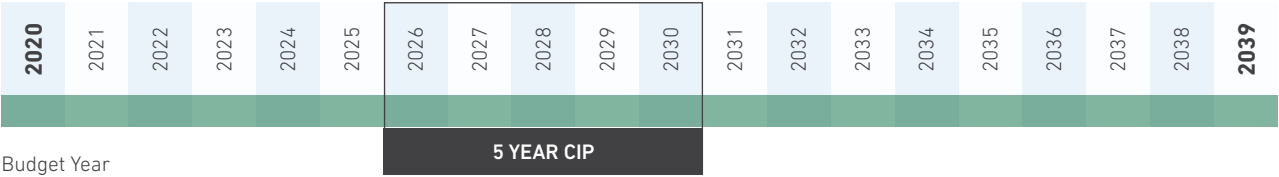
2,643 ACRES

BASE VALUE:
\$376 MILLION

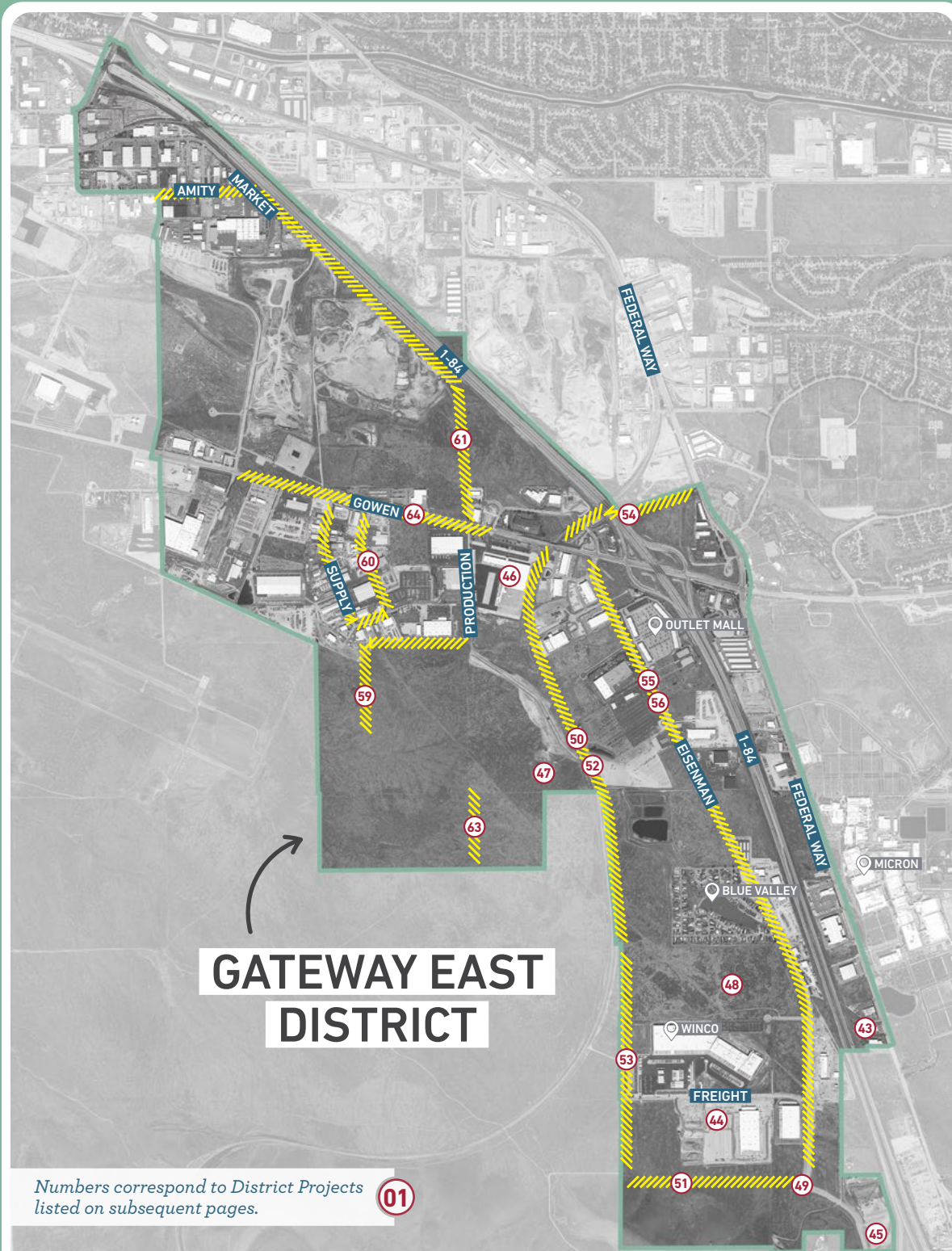
2026 TOTAL
INCREMENT VALUE:
\$1.2 BILLION

2026 ANNUAL
INCREMENT REVENUE:
\$11.1 MILLION

CURRENT 5 YEAR CIP TIMELINE



Budget Year



GATEWAY EAST DISTRICT

Numbers correspond to District Projects listed on subsequent pages.

01



Aerial view of the Gateway East Urban Renewal District.

GATEWAY EAST DISTRICT PROJECTS

GATEWAY DISTRICT ("Gateway")		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Estimated Resources and Project Description		\$9,649	\$21,899	\$13,036	\$11,244	\$11,104	\$66,932
Participation Program							
41	One Time Assistance, Type 1 Program 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 \$200,000. Projects are awarded on a first-come, first-served basis.	200	200	200	200		\$800
42	Economic Development Opportunities and Real Estate Acquisitions Public-private partnerships and/or land purchase and disposition to develop quality jobs and broaden the economic opportunities in Boise's workforce and business community.	3,700					\$3,700
43	9025 S. Federal Way, Mixed-Use Office and Industrial Project. Type 2 Agreement with 9025 Federal, LLC 9025 S. Federal Way is a 11,000 square foot office and 2,500 square foot warehouse project for tech-industry support services with \$2.1 million in total development costs. The agreement includes a \$92,000 reimbursement for public utility and streetscape improvements.	19	8				\$27
44	2500 E. Freight St., Boise Gateway 3. Type 2 Agreement with Boise Gateway 3, LC Boise Gateway 3 is a planned 185,000 square foot warehouse building designed to accommodate up to four tenants. Developed by Boyer Company, the project has total development costs of \$26.3 million. The agreement includes reimbursement for utility infrastructure and streetscape improvements, and CCDC estimates it will reimburse \$836,000 of these \$1.9 million expenses.	140	140	140	140		\$560
45	10026 S. Eisenman Rd., On The Run Travel Center (fka Mr. Gas). Type 2 Agreement with Lynch Land Development, LLC (sold to Conrad & Bischoff, LLC) Mr. Gas is a 19.3-acre truck stop and retail center offering goods and services for professional drivers with \$12.9 million in total development costs. The agreement includes a \$480,000 estimated reimbursement for the \$1 million investment the developer made in public utility and streetscape improvements.	75	75	75			\$225
46	1001 E. Gowen Rd., The AZEK Company Manufacturing & Distribution Facility. Type 2 Agreement with CPG International, LLC The Azek Company adapted a 355,000 square foot distribution facility into a manufacturing facility to produce decking lumber from recycled materials and includes total development costs of \$123 million. This is AZEK's first facility located in the western United States and brings 160 manufacturing jobs to Boise. The agreement includes a reimbursement of \$1 million for public improvements including a power substation and streetlights.		500				500
47	951 E. Gowen Rd & 7031 E. Eisenman Rd., Red River Logistics and Commerce Centers. Type 2 Agreement with Red River Logistics Center, LLC and Red River Commerce Center, LLC Red River Logistics and Commerce Centers are concurrent developments of two sites with a total of 1.3 million square feet of industrial space on 120 acres with \$146.2 million in total development costs. The agreement includes a \$4.2 million reimbursement for public improvements including the extension of Production Street with associated utility infrastructure and streetscapes, construction of a multi-use pathway, and roadway and bridge construction over Five Mile Creek.		721	721	721	721	\$2,884
48	2392 E. Winco Ct. EastPort Logistics. Type 4 Agreement with EastPort Owner, LLC EastPort Logistics is a 44-acre industrial development with a mix of warehouse, distribution, and manufacturing for a total of approximately 687,000 square feet. The development includes extension of East Winco Court roadway and public utilities. Developed by Lincoln Property Company, the project has a total development cost of \$101.5 million. The agreement includes reimbursement of \$3.95 million for the roadway extensions and an estimated \$2.3 million for additional public infrastructure.		3,950		383	383	4,716
49	Eisenman Road Gateway Public Art. Type 4 Agreement with Boise City Department of Arts & History A partnership with Boise City Department of Arts & History to provide public art that creates a gateway feature at the intersection of Eisenman Road and Lake Hazel Road. Art location, scope, purpose to be determined in coordination with Boise City Department of Arts & History. The proposed partnership provides an investment up to \$500,000 for actual costs incurred.				500		\$500
50	Multi-use Pathway Cultural Programming. Type 4 Agreement with Boise City Department of Arts & History A partnership with Boise City Department of Arts & History to provide cultural or historical programming along the proposed city railroad alignment multi-use pathway. Determination of location, scope, purpose to be determined in coordination with Boise City Department of Arts & History. The proposed partnership provides a dollar-for-dollar matching investment up to \$80,000 for actual costs incurred.		80				\$80

*Dollars are in Thousands



Azek Manufacturing, a Type 2 Participation Program project, that promotes CCDC and City of Boise objectives to diversify and grow Boise's economy by promoting industrial development, climate action, and bringing quality jobs to Boise.

GATEWAY EAST DISTRICT PROJECTS

GATEWAY DISTRICT ("Gateway")		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Capital Improvement Projects							
51	Lake Hazel Road, Gateway East URD Boundary to I-84 Eisenman Interchange Widen existing Lake Hazel Road between Eisenman Road and the I-84 Eisenman Interchange. Construct extension of new Lake Hazel corridor from Eisenman Road west to the Gateway URD boundary. Anticipates ultimate four-lane cross section of Lake Hazel Road as identified in the Ada County Highway District's (ACHD) Master Street Map as a key east-west mobility arterial. Includes detached multi-use pathways on both sides of the corridor.	3,280					\$3,280
52	Railroad Multi-Use Pathway Construct a multi-use pathway parallel to existing tracks and within the city-owned segment of railroad right-of-way. The pathway provides mobility alternatives in accordance with the City of Boise Pathways Master Plan.	625	3,500				\$4,125
53	Phase 2 Multi-Use Pathway South Extension Construct a multi-use pathway that extends the Railroad pathway to the South and makes connections to Lake Hazel Road proposed pathway system. The pathway provides mobility alternatives in accordance with the City of Boise Pathways Master Plan.		525	3,500			\$4,025
54	Phase 3 Multi-Use Pathway North Extension Construct a multi-use pathway that extends the Railroad pathway to the North and makes connections to existing Federal Way multi-use pathway. The pathway provides mobility alternatives in accordance with the City of Boise Pathways Master Plan.					3,000	\$3,000
55	South Eisenman Road Utility Upgrades, Lake Hazel Road to Gowen Road Underground utilities at Eisenman Road from Lake Hazel Road to Gowen Road. Includes replacement of aging utilities, upsizing existing utilities to serve planned development, and installation of new utilities, as needed. Undergrounding work to occur prior to future road widening project.	560	4,400				\$4,960
56	South Eisenman Road Widening, Lake Hazel Road to Gowen Road Reconstructing and widening Eisenman Road between Gowen and Lake Hazel roads, including multi-use pathways. Contemplates a pathway connection to railroad multi-use pathway.		950	7,000			\$7,950
57	North Warehouse Way Extension Establish new right-of-way for Warehouse Way road extension. Construct road improvements including public utilities, stormwater system, paved roadway, as well as bicycle and pedestrian facilities.			600	3,500		\$4,100
58	Sanitary Sewer System Mainline Extension and Upgrades Construct upsized sewer main lines to service the near-term development projects. In coordination with City of Boise Department of Public Works to identify priority system upgrades.	450	3,350				\$3,800
59	Supply Circle North Road Improvements Establish new right-of-way for Supply Circle North road extension. Construct road improvements including public utilities, stormwater system, paved roadway, as well as bicycle and pedestrian facilities.	600	3,500				\$4,100
60	Supply Way and Gowen Road Loop Utility Upgrades Upgrade utilities at Supply Way and Gowen Road Loop to service the infill development, growing businesses, and increasing manufacturing activity accessed from these roads.			300	1,800		\$2,100
61	Water Main Line Upgrade, Interstate 84, Amity Road to Gowen Road Replace existing water main with larger pipe to provide system redundancy and to service the increasing demand for water.				500		\$500
62	Power System Upgrades, Idaho Power Company A partnership with Idaho Power Company to fund critical power infrastructure upgrades, including new regional substation and distribution lines.			500	3,500		\$4,000
63	S. Apple Avenue (Aka Production Street) Extension South Construct extension of Production Street South to the Gateway URD boundary. Anticipates continuation of the existing street cross section including curb and gutter. Add sidewalks from Gowen Road to the URD boundary.					3,000	\$3,000
64	Gowen Road Bicycle and Pedestrian Improvements, Exchange Street to S. Broadway Avenue Construct pedestrian and cyclist improvements along Gowen Road from Exchange Street to S. Broadway Avenue.					4,000	\$4,000
Total Gateway Estimated Expenses		\$9,649	\$21,899	\$13,036	\$11,244	\$11,104	\$66,932

*Dollars are in Thousands

STATE STREET DISTRICT

CCDC's newest urban renewal project area, State Street District, is a six-mile stretch of roadway, which serves as the critical east/west commuter corridor connecting downtown Boise to west Ada and Canyon Counties. The district envisions transitioning to a multimodal mixed-use corridor with a series of walkable 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.

est.
2022



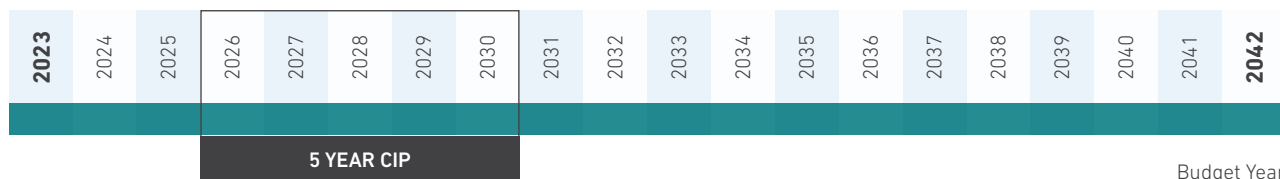
577 ACRES

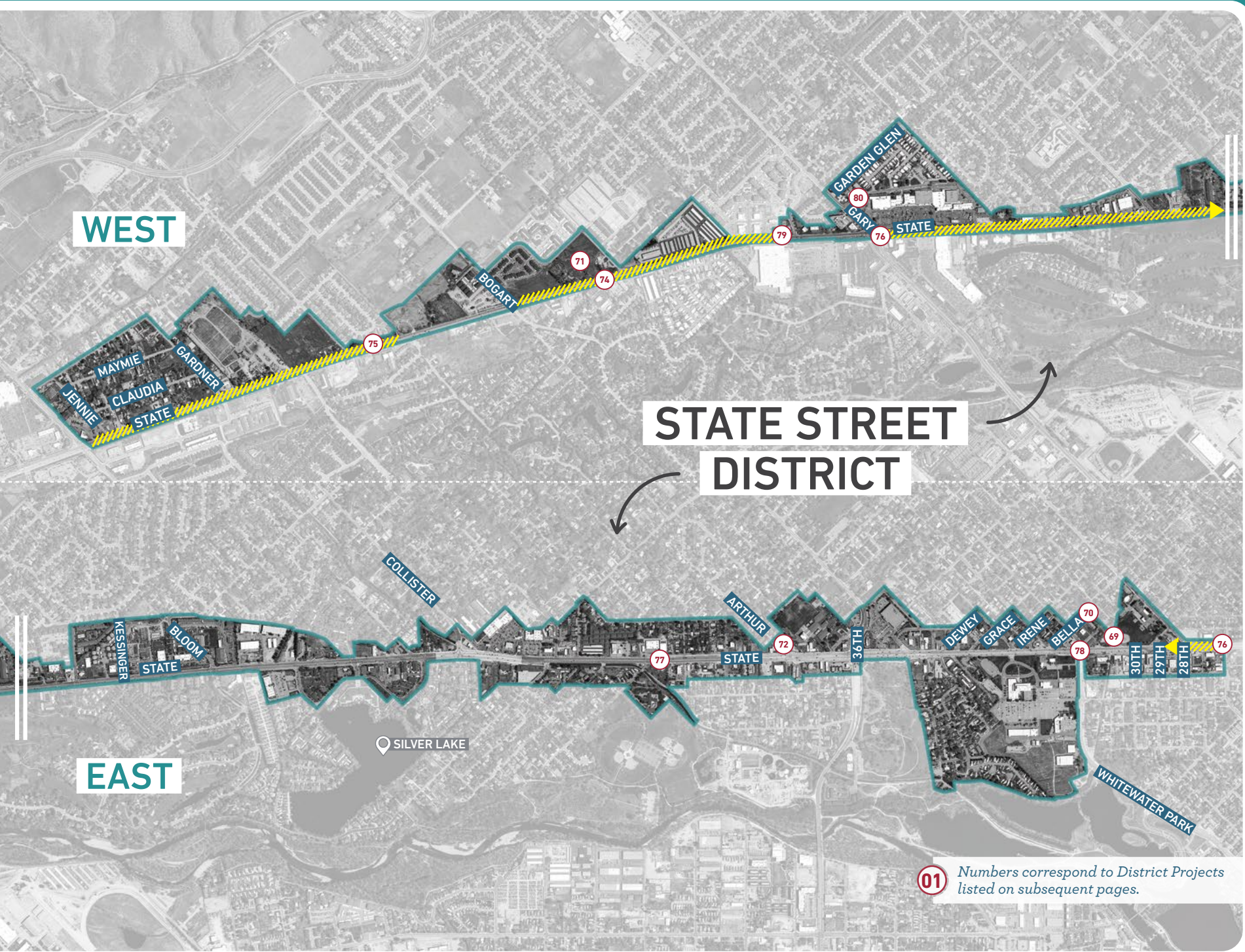
BASE VALUE:
\$356 MILLION

2026 TOTAL
INCREMENT VALUE:
\$249 MILLION

2026 ANNUAL
INCREMENT REVENUE:
\$2.2 MILLION

CURRENT 5 YEAR CIP TIMELINE





WEST

STATE STREET DISTRICT

EAST

01 Numbers correspond to District Projects listed on subsequent pages.



Wilson Station, a Type 3 Participation Program Project, is a mixed-use development with 102 income-restricted apartments, and 1,800 square feet ground floor daycare or commercial space.

STATE STREET DISTRICT PROJECTS

STATE STREET DISTRICT (“SS” or “SS District”)		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Estimated Resources and Project Description		\$1,527	\$2,282	\$2,883	\$521	\$3,300	\$10,513
Participation Program							
65	One Time Assistance, Type 1 Program 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 \$200,000. Projects are awarded on a first-come, first-served basis.	200	200	200	200	200	\$1,000
66	Transformative Assistance, Type 3 Program Type 3 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. The private to public investment should generally be 6:1 or higher. CCDC bonding is a possibility and 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. financial participation will be transacted as a reimbursement or purchase upon project/public facility completion and certificate of occupancy.		TBD	TBD	TBD	TBD	TBD
67	Capital Project Coordination, Type 4 Program, Multi-Use Pathway and Mobility Connections Capital Project Coordination program offering assistance for construction of the State Street multi-use pathway and landscaping per the State Street Transit and Traffic Operations Plan. Projects are awarded on a first-come, first-served basis. Public investment reimbursement amount determined by available programmed resources and actual incurred eligible expenses.	300		300		600	\$1,200
68	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
69	1620 N 31st Street, 31st Street Apartments. Type 1 Agreement with Tai June Properties, LLC 31st Street Apartments is a residential infill development consisting of five units, each approx. 1,707 square feet with three bedrooms and two and a half bathrooms and \$1.5 million total development costs. The agreement includes a \$157,754 reimbursement for associated streetscapes improvements.	158					\$158
70	1711 N 31st Street, Residential Infill Development. Type 1 Agreement with Cook Property Management, LLC A residential infill development of three new single-family homes, each consisting of three bedrooms and three and a half bathrooms, and a detached garage with second story ADU and \$1.6M total development costs. The agreement includes a \$200,000 reimbursement for associated streetscape improvements.	200					\$200
71	8306 W. State Street, Workforce Housing Development. Type 5 Program Public-Private Partnerships and/or land purchase and disposition to develop housing that fills gaps unmet by the private market.	54					\$54
72	3922 W. State St., Wilson Station (fka State & Arthur). Type 3 with Agreement Pacific West Communities, Inc Wilson Station is a mixed-use development with 102 apartments, 1,800 square foot ground floor daycare or commercial space, and \$40 million in total development costs. The project is located on City of Boise's Housing Land Trust land and units will be income restricted with rental rates between 30% - 80% of AMI. The agreement includes a \$860,000 reimbursement for streetscapes and public utility upgrades.	215	215	215	215		\$860
73	State Street District Streetscape Design Standards. Type 4 Agreement with City of Boise Planning & Development Services Assist City of Boise Planning & Development Services with updates to the Downtown Boise Streetscape Standards Manual to include all streets within the State Street District area. Establishing 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

*Dollars are in Thousands



Aerial view of the State Street Urban Renewal District.

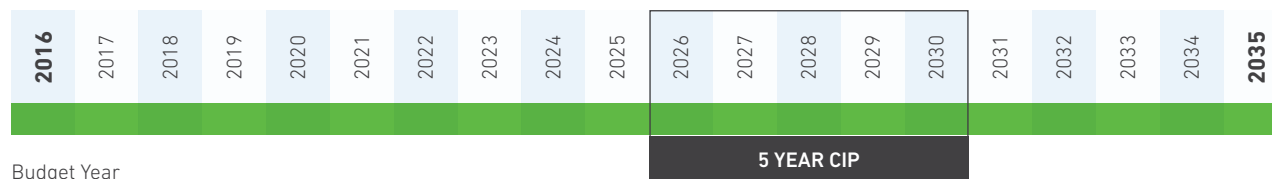
STATE STREET DISTRICT PROJECTS

STATE STREET DISTRICT ("SS" or "SS District")		FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
Capital Improvement Projects							
74	Boise Valley Canal Undergrounding and Multi-Use Pathway, Saxton Drive to Bogart Lane In partnership with VRT and in association with ITD, ACHD, and City of Boise, underground the Boise Valley Canal from Saxton Drive to Bogart Lane. Construct a multi-use pathway and landscaping per the State Street Transit and Traffic Operations Plan.		1,500				\$1,500
75	Boise Valley Canal Undergrounding and Multi-Use Pathway, 9000 W. State Street to Duncan Lane In coordination with ITD, ACHD, and City of Boise, underground the Boise Valley Canal from 9000 W. State Street to Duncan Lane. Construct a multi-use pathway and landscaping per the State Street Transit and Traffic Operations Plan.		40	1,150			\$1,190
76	State Street Roadway Widening and Mobility Enhancements, 27th Street to Glenwood Street, Concept Design In partnership with ACHD, complete concept design for State Street widening and road improvements. Concept design will follow the State Street Transit and Traffic Operation Plan design guidelines and will include enhancements on both sides of the street including enhanced crossings and transit facilities.	150	150				\$300
77	State Street Streetscape Improvements, Willow Lane to Fargo Street Streetscape improvements on the north side of State Street from Willow Lane to Fargo Street. The project will include street trees, multi-use pathway, and other streetscape enhancements per the State Street Transit and Traffic Operations Plan. It may also include traffic signal enhancements at Willow Lane to improve pedestrian safety while crossing and better bicycle connectivity to the Willow Lane Athletic Complex and Boise River Greenbelt.	50	150	1,000			\$1,200
78	Local Match - Raise Grant - North Whitewater Park Boulevard and State Street Transit Improvements Public-Public Partnership with VRT, ITD, ACHD, City of Boise, and CCDC. Local match to fund State Street Transit upgrades.		27				\$27
79	Local Match - Raise Grant - West Saxton Drive and State Street Transit Improvements Public-Public Partnership with VRT, ITD, ACHD, City of Boise, and CCDC. Local match to fund State Street Transit upgrades.			18			\$18
80	Local Match - Raise Grant - Gary Lane and Bunch Court Transit Improvements Public-Public Partnership with VRT, ITD, ACHD, City of Boise, and CCDC. Local match to fund State Street Transit upgrades.				106		\$106
81	Accelerated Road and Utility Infrastructure Project (Tentative Bond Issuance in FY2031) 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 State Street Transit and Traffic Operations Plan recommendations.					500	\$500
Total State Street Estimated Expenses		\$1,527	\$2,282	\$2,883	\$521	\$3,300	\$10,513

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 a new public parking garage in the Westside District in the next three years. The 30th Street District, the Shoreline District and the newly formed 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.

CURRENT 5 YEAR CIP TIMELINE



6 ParkBOI GARAGES

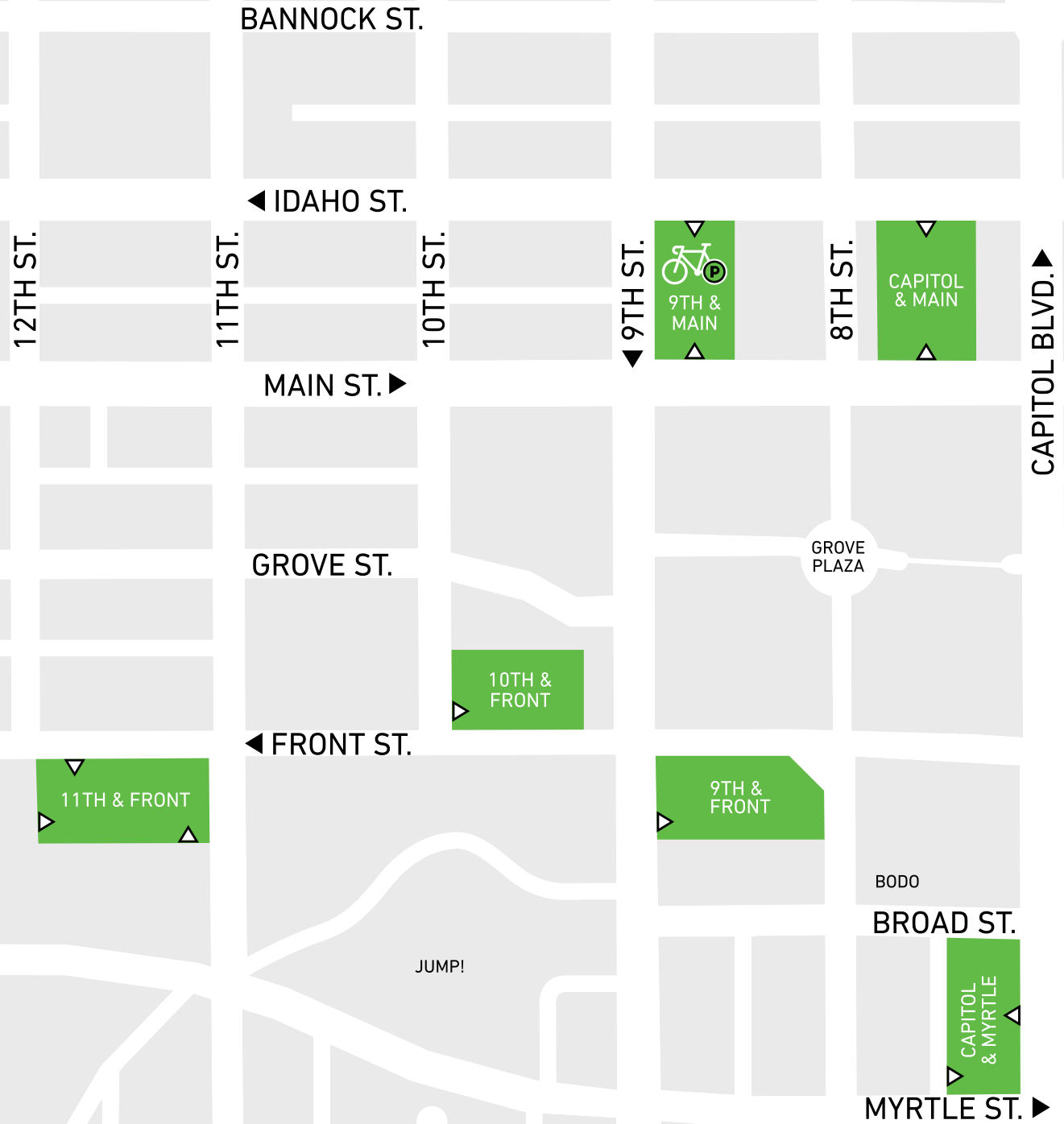
3,150
TOTAL NUMBER OF
PARKBOI GARAGE SPACES

115,000
MONTHLY PARKBOI VISITS



40 SECURED BIKE PARKING STALLS
IN THE BIKEBOI FACILITY

P A R K BOI





Rendering of the proposed 1010 West Jefferson Street Commercial Space and Public Parking Facility project, which will feature a 6.5-story structured parking facility with 429 parking stalls and thoughtfully designed ground-floor commercial spaces.

ParkBOI: ECONOMIC DEVELOPMENT & MOBILITY PROJECTS



ParkBOI PARKING PROJECTS ("ParkBOI")	FY2026	FY2027	FY2028	FY2029	FY2030	TOTAL
--------------------------------------	--------	--------	--------	--------	--------	-------

ParkBOI Economic Development Opportunities

CCDC aims to catalyze economic development within its Districts by investing ParkBOI public parking system revenues into transformative public-private partnerships that include structured public parking facilities. Structured public parking consolidates parking into a shared, central location, creating the ability to infill underutilized land with higher-density compact development that serves a broad mix of uses. Once in operation, CCDC's public parking structures support existing businesses and neighborhoods by allowing people to park once, and walk to multiple businesses, restaurants, and community events. The Agency prioritizes partnerships making substantial private investment that significantly increases the incremental tax revenue, delivers transformative community benefits, expands local economy, creates new opportunities for the workforce, diversifies Boise's housing choices, and supports the valley's public transit system. The partnerships are administered through the Agency's Participation Program, require financial review, and Board approval.

82	1010 W. Jefferson St., Public Parking Facility and Commercial Space see also WS #4	9,092	23,690	50			32,832
83	Capitol Campus, Boise City and Boise State University (BSU) Joint Venture with J Fisher Companies see also SL #28			13,200			13,200
84	Midtown, Rivershore Development		TBD	TBD	TBD	TBD	TBD

ParkBOI Mobility Projects

The Agency programs a portion of ParkBOI public parking system revenues to advance a variety of mobility initiatives. Both alone and in coordination with community partners, CCDC invests 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, and what authorities having jurisdiction will allow. Mobility initiatives beyond the next budget year are difficult forecast and subject to change.

85	1010 W. Jefferson St., BikeBOI Facilities Secure bike storage facility inside new ParkBOI parking facility at the 1010 W. Jefferson Public Parking Facility and Commercial Space project. see also ParkBOI #83 and WS #4	Included in ParkBOI #82 and WS #4					\$0
86	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	60	60	60	60	\$300
87	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 URDs.	26	48	48	50	50	\$222

Total ParkBOI Estimated Expenses	\$9,178	\$23,798	\$13,358	\$110	\$110	\$46,554
---	----------------	-----------------	-----------------	--------------	--------------	-----------------

*Dollars are in Thousands

Aerial view of the historic and newly upgraded C.W. Moore Park in the Old Boise neighborhood.



121 N. 9th Street Suite 501 | Boise, Idaho 83702

PHONE (208) 384-4264 | FAX (208) 384-4267

EMAIL info@ccdcb Boise | [YouTube](#) [LinkedIn](#) [Facebook](#) [Instagram](#)



CAPITAL CITY
DEVELOPMENT CORP