



**BOARD  
OF  
COMMISSIONERS  
MEETING  
April 13, 2026**

**CAPITAL CITY DEVELOPMENT CORPORATION**

Board of Commissioners Meeting  
Board Room, Fifth Floor, 121 N. 9th Street  
April 13, 2026, at 12 p.m.

Live stream available at <https://ccdcb Boise.com/board-of-commissioners/>

**A G E N D A**

**I. CALL TO ORDER** .....Chair Haney Keith

**II. ACTION ITEM: AGENDA CHANGES OR ADDITIONS**.....Chair Haney Keith

**III. WORK SESSION**

A. Parking System Revenue Bonds - Financing Update ..... Joey Chen and Eric Heringer (10 minutes)

**IV. ACTION ITEM: CONSENT AGENDA**

A. Expenses

1. Approve Paid Invoice Report for March 2026

B. Minutes and Reports

1. Approve Meeting Minutes for March 9, 2026

C. Other

1. Approve Resolution 1964: Joint Housing Strategy Memorandum of Understanding with Boise City Housing Authority, the City of Boise, and Capital City Development Corporation

2. Approve Resolution 1965: Records Disposition

**V. ACTION ITEM**

A. PUBLIC COMMENT: Parking Rate Adjustments and New Products .....Zach Piepmeyer (10 minutes)

B. CONSIDER Resolution 1963: Approval of Parking Rate Adjustments and New Products  
.....Zach Piepmeyer (10 minutes)

C. CONSIDER: Proposed FY2026 River Myrtle-Old Boise District Amended Budget  
.....Joey Chen (5 minutes)

D. CONSIDER: 8306 W. State St., Roe Street Multi-Family Homes. Authorization to Publish Request for Proposals  
.....Corrie Brending (10 minutes)

**VI. ACTION ITEM: EXECUTIVE SESSION**

*To consider records that are exempt from disclosure as provided in chapter 1, title 74, Idaho Code. [Idaho Code Section 74-206(1)(d)].*

**VII. ADJOURN**

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

*Viewing Remotely: Members of the public may view the meeting with a smartphone or computer by clicking the link provided at <https://ccdcb Boise.com/board-of-commissioners/>. CCDC strives to make its public Board Meetings available to view remotely but cannot guarantee access due to platform failure, internet disruptions, or other technology malfunctions.*



**II.  
AGENDA  
CHANGES  
OR  
ADDITIONS**



# **III. WORK SESSION**



# **IV. CONSENT AGENDA**



## Paid Invoice Report

For the Period: 3/1/2026 through 3/31/2026

Payee	Description	Payment Date	Amount
<b>Debt Service:</b>			
		Total Debt Payments:	-
<b>Payroll:</b>			
PERSI/Empower	Retirement Payment	3/2/2026	26,963.56
CCDC Employees	Direct Deposits Net Pay	3/4/2026	51,935.78
EFTPS - IRS	Federal Payroll Taxes	3/4/2026	20,865.00
Idaho State Tax Commission	State Payroll Taxes	3/4/2026	2,943.00
457(b)	Retirement Payment	3/4/2026	1,868.44
PERSI/Empower	Retirement Payment	3/16/2026	26,963.56
CCDC Employees	Direct Deposits Net Pay	3/18/2026	51,935.79
EFTPS - IRS	Federal Payroll Taxes	3/18/2026	20,864.98
Idaho State Tax Commission	State Payroll Taxes	3/18/2026	2,943.00
457(b)	Retirement Payment	3/18/2026	1,868.44
PERSI/Empower	Retirement Payment	3/30/2026	26,963.58
		Total Payroll Payments:	236,115.13
<b>Checks and ACH</b>			
Various Vendors	Check and ACH Payments (See Attached)	3/31/2026	1,147,605.43
<b>Total Cash Disbursements:</b>			<b>\$ 1,383,720.56</b>

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

Joey Chen  
 \_\_\_\_\_  
 Finance Director  
  
 4/3/2026  
 \_\_\_\_\_  
 Date

John Brunelle  
 \_\_\_\_\_  
 Executive Director  
  
 4/3/26  
 \_\_\_\_\_  
 Date

## Report Criteria:

Summary report type printed  
Check.Voided = no

Name	Check Amount	Check Issue Date
<b>Abbey Louie LLC</b>	5,750.00	03/31/2026
Total Abbey Louie LLC:	5,750.00	
<b>Absolute Fire Protection LLC</b>	105.00	03/30/2026
Total Absolute Fire Protection LLC:	105.00	
<b>Acme Fast Freight</b>	2,881.43	03/30/2026
Total Acme Fast Freight:	2,881.43	
<b>Amano McGann Inc.</b>	137,465.05	03/31/2026
Total Amano McGann Inc.:	137,465.05	
<b>Blink Charging Inc.</b>	480.00	03/27/2026
Total Blink Charging Inc.:	480.00	
<b>Blue Cross of Idaho</b>	40,163.40	03/02/2026
Total Blue Cross of Idaho:	40,163.40	
<b>Boise City Utility Billing</b>	11.78	03/26/2026
Total Boise City Utility Billing:	11.78	
<b>Boxcast Inc</b>	56.56	03/30/2026
Total Boxcast Inc:	56.56	
<b>Bridge Tower OpCo, LLC</b>	1,167.10	03/30/2026
Total Bridge Tower OpCo, LLC:	1,167.10	
<b>Car Park</b>	124,196.74	03/31/2026
	184,684.02	03/31/2026
Total Car Park:	308,880.76	
<b>Caselle Inc.</b>	1,155.00	03/02/2026
	1,058.00	03/02/2026
Total Caselle Inc.:	2,213.00	
<b>Cator Ruma &amp; Assoc CO</b>	577.50	03/31/2026
	9,812.25	03/31/2026

Name	Check Amount	Check Issue Date
Total Cator Ruma & Assoc CO:	10,389.75	
<b>CenturyLink</b>	6,491.30	03/27/2026
Total CenturyLink:	6,491.30	
<b>City of Boise</b>	95,023.56	03/11/2026
	1,600.00	03/30/2026
	211.00	03/30/2026
Total City of Boise:	96,834.56	
<b>Cushing Terrell Architects</b>	1,482.00	03/31/2026
	43,733.28	03/31/2026
Total Cushing Terrell Architects:	45,215.28	
<b>Eide Bailly LLP</b>	10,605.00	03/31/2026
Total Eide Bailly LLP:	10,605.00	
<b>Elam &amp; Burke P.A.</b>	456.00	03/31/2026
	285.00	03/31/2026
	85.50	03/31/2026
	2,707.50	03/31/2026
	1,163.38	03/31/2026
	1,889.00	03/31/2026
	228.00	03/31/2026
Total Elam & Burke P.A.:	6,814.38	
<b>From Boise LLC</b>	1,350.00	03/27/2026
Total From Boise LLC:	1,350.00	
<b>GGLO LLC</b>	3,237.50	03/30/2026
Total GGLO LLC:	3,237.50	
<b>Great Notion</b>	7,500.00	03/31/2026
Total Great Notion:	7,500.00	
<b>Idaho Power</b>	1.90	03/19/2026
Total Idaho Power:	1.90	
<b>Idaho Records Management LLC</b>	55.00	03/30/2026
Total Idaho Records Management LLC:	55.00	
<b>Ideal Demolition Services LLC</b>	2,455.00	03/30/2026

Name	Check Amount	Check Issue Date
Total Ideal Demolition Services LLC:	2,455.00	
<b>Kathy Wanner</b>	1,386.06	03/02/2026
Total Kathy Wanner:	1,386.06	
<b>Kimley-Horn and Associates Inc</b>	10,080.00	03/31/2026
Total Kimley-Horn and Associates Inc:	10,080.00	
<b>KPFF Consulting Engineers</b>	118,618.25	03/31/2026
	3,712.50	03/31/2026
Total KPFF Consulting Engineers:	122,330.75	
<b>McAlvain Construction Inc.</b>	45,911.40	03/31/2026
Total McAlvain Construction Inc.:	45,911.40	
<b>McClatchy Company LLC</b>	226.39	03/30/2026
	41.72	03/30/2026
	33.36	03/30/2026
	33.36	03/30/2026
Total McClatchy Company LLC:	334.83	
<b>Northwest Engineering Service Inc. (W9)</b>	6,859.50	03/31/2026
Total Northwest Engineering Service Inc. (W9):	6,859.50	
<b>Okland Construction Company Inc</b>	191,065.00	03/31/2026
	29,290.00	03/31/2026
Total Okland Construction Company Inc:	220,355.00	
<b>Plaza 121 Building</b>	602.92	03/27/2026
Total Plaza 121 Building:	602.92	
<b>Pro Care Landscape Management</b>	950.00	03/30/2026
	150.00	03/30/2026
	110.00	03/30/2026
	95.00	03/30/2026
	220.00	03/30/2026
Total Pro Care Landscape Management:	1,525.00	
<b>Rehn &amp; Associates</b>	487.58	03/30/2026
	487.58	03/30/2026
	461.30	03/30/2026

Name	Check Amount	Check Issue Date
Total Rehn & Associates:	1,436.46	
<b>Security LLC - Plaza 121</b>	15,234.17	03/02/2026
Total Security LLC - Plaza 121:	15,234.17	
<b>Stability Networks Inc.</b>	4,900.00	03/31/2026
	63.74	03/31/2026
	359.90	03/31/2026
	7,284.00	03/31/2026
Total Stability Networks Inc.:	12,607.64	
<b>State Insurance Fund</b>	2,286.00	03/27/2026
Total State Insurance Fund:	2,286.00	
<b>Syringa Networks LLC</b>	755.00	03/30/2026
Total Syringa Networks LLC:	755.00	
<b>The Potting Shed</b>	65.00	03/27/2026
Total The Potting Shed:	65.00	
<b>The Trust Dept LLC (W9)</b>	150.00	03/30/2026
	450.00	03/30/2026
Total The Trust Dept LLC (W9):	600.00	
<b>Tobin T Rogers</b>	750.00	03/30/2026
Total Tobin T Rogers:	750.00	
<b>Treasure Valley Coffee Inc</b>	120.95	03/30/2026
Total Treasure Valley Coffee Inc:	120.95	
<b>United Heritage</b>	1,997.95	03/02/2026
Total United Heritage:	1,997.95	
<b>US Bank - Credit Cards</b>	6,550.69	03/10/2026
Total US Bank - Credit Cards:	6,550.69	
<b>Veolia (Suez Water Idaho)</b>	36.88	03/30/2026
	68.67	03/30/2026
	62.73	03/30/2026
Total Veolia (Suez Water Idaho):	168.28	

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Name	Check Amount	Check Issue Date
<b>Veritas Material Consulting</b>	420.00	03/30/2026
Total Veritas Material Consulting:	420.00	
<b>Westerberg Aston and Assoc.</b>	5,000.00	03/31/2026
Total Westerberg Aston and Assoc.:	5,000.00	
<b>Western Records Destruction</b>	94.00	03/30/2026
Total Western Records Destruction:	94.00	
<b>Woodruff Douglas</b>	10.08	03/09/2026
Total Woodruff Douglas:	10.08	
Grand Totals:	<u>1,147,605.43</u>	

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## Report Criteria:

Summary report type printed

Check.Voided = no

MINUTES OF MEETING  
BOARD OF COMMISSIONERS  
CAPITAL CITY DEVELOPMENT CORPORATION  
Board Room, Fifth Floor, 121 N. 9th Street  
Boise, ID 83702  
March 9, 2026

**I. CALL TO ORDER:**

Chair Haney Keith, convened the meeting with a quorum at 12:00 p.m.

Roll Call attendance taken:

Present: Commissioner Drew Alexander, Commissioner Todd Cooper, Commissioner Jimmy Hallyburton, Commissioner Haney Keith, Commissioner Rob Perez, Commissioner Meredith Stead, and Commissioner John Stevens.

Absent: Commissioner Lauren McLean and Commissioner Alexis Townsend.

Agency staff members present: John Brunelle, Executive Director; Doug Woodruff, Development Director; Joey Chen, Finance & Administration Director; Zach Piepmeyer, P.E, Parking & Mobility Director; Megan Pape, Project Manager – Capital Improvements; Lana Graybeal, Director of External Affairs; Sandy Lawrence, Office Manager; Kassi Brown, Project Manager; Amy Fimbel, Senior Project Manager – Capital Improvements; and Agency legal counsel, Meghan Conrad.

Eric Heringer, Piper Sandler & Co., attended the meeting.

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

There were no changes or additions made to the agenda.

**III. ACTION ITEM: CONSENT AGENDA**

**A. Expenses**

1. Approve Paid Invoice Report for February 2026

**B. Minutes and Reports**

1. Approve Meeting Minutes for February 9, 2026
2. FY2026 Q1 Financial Report (Unaudited)

Commissioner Perez made a motion to approve the Consent Agenda.

Commissioner Stead seconded the motion.

Roll Call:

Commissioner Alexander - Aye  
Commissioner Cooper - Aye  
Commissioner Hallyburton - Aye  
Commissioner Haney Keith - Aye  
Commissioner Perez - Aye

Commissioner Stead - Aye  
Commissioner Stevens - Aye

The motion carried 7 - 0.

#### **IV. ACTION ITEM**

##### **A. CONSIDER Resolution 1962: Selection of BofA Securities, Inc. for Underwriting Services, Parking System Revenue Bonds**

Joey Chen, Finance & Administration Director and Eric Heringer, Piper Sandler & Co., gave a report.

Commissioner Cooper moved to adopt Resolution 1962 approving selection of BofA Securities, Inc. for underwriting services, Parking System Revenue Bonds; and authorizing the Finance & Administration Director to negotiate and enter into an engagement letter or agreement with BofA Securities, Inc., and to negotiate the form of a bond purchase agreement, and following negotiation to return to the Board for approval of a bond purchase agreement at a later date.

Commissioner Perez seconded the motion.

Roll Call:

Commissioner Alexander - Aye  
Commissioner Cooper - Aye  
Commissioner Hallyburton - Aye  
Commissioner Haney Keith - Aye  
Commissioner Perez - Aye  
Commissioner Stead - Aye  
Commissioner Stevens - Aye

The motion carried 7 - 0.

##### **B. CONSIDER Resolution 1961: Westside District Termination Resolution**

Joey Chen, Finance & Administration Director, gave a report.

Commissioner Cooper moved to adopt Resolution 1961 terminating the Westside District revenue allocation area and providing notice to the seven taxing districts including Ada County, and the Idaho State Tax Commission.

Commissioner Stead seconded the motion.

Roll Call:

Commissioner Alexander - Aye  
Commissioner Cooper - Aye  
Commissioner Hallyburton - Aye  
Commissioner Haney Keith - Aye  
Commissioner Perez - Aye  
Commissioner Stead - Aye  
Commissioner Stevens - Aye

The motion carried 7 - 0.

**C. CONSIDER 2025 Annual Report**

Chair Haney Keith provided information concerning the 2025 Annual Report statutory requirements and public comment protocols. [Action Items IV.C. and IV.D. addressed together].

Lana Graybeal, Director of External Affairs, gave a report.

**D. PUBLIC COMMENT 2025 Annual Report**

Chair Haney Keith opened the meeting to public comments on the 2025 Annual Report at 12:49 p.m.

There being no one from the public to provide comments, and no written comments received, Chair Haney Keith closed the public comments at 12:49 p.m.

Commissioner Stevens moved to approve the 2025 Annual Report and to direct staff to finalize the document and fulfill statutory publication and access requirements. Commissioner Cooper seconded the motion.

Roll Call:

- Commissioner Alexander - Aye
- Commissioner Cooper - Aye
- Commissioner Hallyburton - Aye
- Commissioner Haney Keith - Aye
- Commissioner Perez - Aye
- Commissioner Stead - Aye
- Commissioner Stevens - Aye

The motion carried 7 - 0.

**E. CONSIDER Resolution 1960: Bannock Street Streetscape Improvements, 12th St. to 16th St. Amendment No. 2 to the CM/GC Contract with McAlvain Construction, Inc.**

Megan Pape, Project Manager – Capital Improvements, gave a report.

Commissioner Stead moved to adopt Resolution 1960 authorizing the execution of Amendment No. 2 to the CM/GC Contract with McAlvain Construction, Inc. for the Bannock Street Streetscape Improvements Project.

Commissioner Hallyburton seconded the motion.

Roll Call:

- Commissioner Alexander - Aye
- Commissioner Cooper - Aye
- Commissioner Hallyburton - Aye
- Commissioner Haney Keith - Aye
- Commissioner Perez - Aye

Commissioner Stead - Aye  
Commissioner Stevens - Aye

The motion carried 7 - 0.

**F. CONSIDER Set April 13, 2026, as the Public Comment Date to Consider ParkBOI Parking Rate Adjustments**

Commissioner Hallyburton, left the meeting at 1:34 pm.

Zach Piepmeyer, P.E, Parking & Mobility Director, gave a report.

Commissioner Perez moved to set April 13, 2026, as the public comment date to consider proposed adjustments to ParkBOI parking rates effective June 1, 2026, and to authorize staff to prepare and publish a public notice and notify affected patrons and stakeholders.

Commissioner Cooper seconded the motion.

Roll Call:

Commissioner Alexander - Aye  
Commissioner Cooper - Aye  
Commissioner Haney Keith - Aye  
Commissioner Perez - Aye  
Commissioner Stead - Aye  
Commissioner Stevens - Aye

The motion carried 6 - 0.

**V. MEETING ADJOURNMENT**

There being no further business to come before the Board, a motion was made by Commissioner Perez to adjourn the meeting. Commissioner Cooper seconded the motion and adjourned the meeting. All commissioners agreed.

The meeting adjourned at 1:43 p.m.

ADOPTED BY THE BOARD OF DIRECTORS OF THE CAPITAL CITY DEVELOPMENT CORPORATION ON THE 13TH DAY OF APRIL 2026.

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Latonia Haney Keith, Chair

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Lauren McLean, Secretary



**AGENDA BILL**

<b>Agenda Subject:</b> Resolution 1964: Joint Housing Strategy Memorandum of Understanding with Boise City Housing Authority, the City of Boise, and Capital City Development Corporation		<b>Date:</b> April 13, 2026
<b>Staff Contact:</b> Doug Woodruff Development Director	<b>Attachments:</b> Resolution 1964 Memorandum of Understanding	
<b>Action Requested:</b> Adopt Resolution 1964, approving the Joint Housing Strategy Memorandum of Understanding with Boise City Housing Authority, the City of Boise, and Capital City Development Corporation.		

**Fiscal Notes:**

The MOU does not require Agency resources beyond employee time and effort.

**Background:**

Housing affordability remains a challenge in Boise that impacts residents' quality of life and economic opportunities. As part of the collective continued efforts to support housing affordability, Capital City Development Corporation (CCDC), Boise City Housing Authority (BCHA), and City of Boise (the City) examined each organization's statutory abilities, guiding plans, agency policies, and recent projects to explore ways to leverage multiple agencies' tools to further assist public and private entities to increase the production and/or preservation of affordable homes within the City and within active Urban Renewal Districts.

The three entities have prepared a Joint Housing Strategy Memorandum of Understanding (MOU) that aims to align each entity's policies and authorities. BCHA conduit bonding authority to finance affordable housing development in Boise City. The City has a Land Trust program and gap financing incentives that work to deliver more affordable housing. CCDC has the authority to acquire and dispose of real property for the purposes of redevelopment and administers a Participation Program policy which supports housing development and guides the disposition and development of property. The MOU intends to articulate a process that stacks some or all of the tri-agency public benefits, making more financing and financial assistance available to proposed housing developments in Boise City.

The MOU will accommodate program flexibility by retaining opportunity for single agency, bi-agency, or tri-agency funding. Beyond the MOU each agency will need to take formal actions to actuate the joint strategy. The primary actions defined in the MOU include:

- BCHA creates a conduit bond program policy.
- BCHA operates the conduit bond program.
- Create a collaboration matrix identifying the process for developers to access benefits offered by each party.
- The City updates Land Trust program and gap financing incentives policy to define the process and requirements.
- CCDC expands its's Type 5 Participation Program policy to define the process and requirements described in the collaboration matrix.

The MOU includes milestones to complete the collective policy updates by March 15, 2027. Upon approval from each entity's governing body, currently scheduled to be completed in April 2026, the joint housing strategy team will commence with efforts defined in the MOU.

**Staff Recommendation:**

Approve the Memorandum of Understanding.

**Suggested Motion:**

I move to Adopt Resolution 1964, approving the Joint Housing Strategy Memorandum of Understanding with Boise City Housing Authority, the City of Boise, and Capital City Development Corporation.

**RESOLUTION NO. 1964**

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

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, APPROVING THE MEMORANDUM OF UNDERSTANDING FOR JOINT HOUSING STRATEGY; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE SAID MEMORANDUM OF UNDERSTANDING SUBJECT TO CERTAIN CONDITIONS; AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE ALL NECESSARY DOCUMENTS REQUIRED TO IMPLEMENT THE MEMORANDUM OF UNDERSTANDING AND TO MAKE ANY NECESSARY TECHNICAL CHANGES, SUBJECT TO CERTAIN CONDITIONS; AND PROVIDING AN EFFECTIVE DATE.

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

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

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project ("First Amendment to the Westside Plan"); and,

WHEREAS, following said public hearing, the City adopted its Ordinance 45-20 on December 1, 2020, annexing two (2) geographical areas adjacent and contiguous to the northern boundary of the Westside Project Area into the existing revenue allocation area and making certain findings; and,

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

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amendment to the 30th Street Plan ("First Amendment to the 30th Street Plan"), and following said public hearing, the City adopted its Ordinance No. 26-18 on July 24, 2018, approving the First Amendment to the 30th Street Plan de-annexing certain parcels from the existing revenue allocation area and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Shoreline District Urban Renewal Project Area (the “Shoreline District Plan”), and following said public hearing the City adopted its Ordinance No. 55-18 on December 18, 2018, approving the Shoreline District Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Gateway East Economic Development District Project Area (the “Gateway East District Plan”), and following said public hearing the City adopted its Ordinance No. 58-18 on December 18, 2018, approving the Gateway East District Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the State Street District Urban Renewal Project (the “State Street District Plan”), and following said public hearing the City adopted its Ordinance No. 45-21 on October 26, 2021, approving the State Street District Plan and making certain findings; and,

WHEREAS, the Westside Plan (as amended), the 30<sup>th</sup> Street Plan (as amended), the Shoreline District Plan, the Gateway East District Plan, and the State Street District Plan are collectively referred to as the “Plans”; and,

WHEREAS, under the provisions of the Plans and as authorized by Idaho Code § 50-2015 the Agency and the City may enter into cooperative agreements to achieve the objectives of an urban renewal plan; and,

WHEREAS, at its public meeting on January 8, 2007, the Agency Board of Commissioners adopted Resolution 1085 approving a Workforce Housing Policy to promote the creation of housing affordable to households earning between 80% and 140% of the Area Median Income (“AMI”). This policy recognizes that housing within this range is a public good and that when the Agency advocates, facilitates, supports, partners, and invests in workforce housing, it is engaged in a public good; and,

WHEREAS, the Agency’s efforts under the Workforce Housing Policy aim to fill a naturally occurring gap in the marketplace that would otherwise be dominated by market-rate or luxury housing on one end of the affordability spectrum and publicly subsidized affordable housing on the other; and,

WHEREAS, the Agency Board of Commissioners has adopted the Participation Program Policy (“Participation Program”) wherein the Agency can assist private and public development projects of any type, subject to policy requirements and Board approval, by funding improvements that benefit the public and are in the public rights-of-way or a permanent public easement area; and,

WHEREAS, the Agency is authorized by the Law to acquire and dispose of real property for redevelopment purposes, within its limited jurisdictional area and subject to a competitive disposition process. Under this authority, the Agency supports housing development in Boise City through its Participation Program, which includes multiple partnership types and which guides disposition and development of property. Through the Participation Program, the Agency supports housing development through reimbursement of eligible public infrastructure costs; and,

WHEREAS, amendments in 2023 to the Agency's Participation Program increased incentives available to Affordable housing and Workforce housing developments. Along with the amendments, the Agency and the City established a shared affordability covenant which sets rent restriction and income qualification requirements; and,

WHEREAS, the City of Boise's Housing Needs Analysis concludes that over 2,000 new housing units are needed each year for the next ten years, the majority of which are needed for households earning 80% or less of Area Median Income; and,

WHEREAS, the City of Boise, the Boise City Housing Authority, and the Agency desire to establish a process by which they will jointly strategize and coordinate their individual statutorily-authorized abilities and existing programs for the purpose of increasing financing and support for affordable housing development within Boise City; and,

WHEREAS, the City of Boise, the Boise City Housing Authority, and the Agency have collaborated on the Memorandum of Understanding for Joint Housing Strategy, attached hereto as EXHIBIT A, in order to achieve the goals set forth therein; and,

WHEREAS, the Agency Board of Commissioners finds it to be in the best public interest to approve the Memorandum of Understanding for Joint Housing Strategy and authorize the Agency Executive Director to execute same.

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

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

Section 2: That the Memorandum of Understanding for Joint Housing Strategy (the "MOU"), a copy of which is attached hereto as EXHIBIT A and incorporated herein by reference, is hereby approved.

Section 3: That the Agency Executive Director is hereby authorized to sign and enter into the MOU and, further, is hereby authorized to execute all necessary documents required to implement the actions contemplated by the MOU, subject to representations by the Agency staff and Agency legal counsel that there is no default under the MOU and that all conditions precedent to actions and any necessary technical changes to the MOU or other documents are acceptable upon advice from the Agency's legal counsel that said changes are consistent with the provisions of the MOU and the comments and discussions received at the April 13, 2026 Agency Board meeting.

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

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on April 13, 2026. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on April 13, 2026.

URBAN RENEWAL AGENCY OF BOISE CITY

ATTEST:

By: \_\_\_\_\_  
Latonia Haney Keith, Chair

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

## **MEMORANDUM OF UNDERSTANDING**

### **Joint Housing Strategy**

THIS JOINT HOUSING STRATEGY MEMORANDUM OF UNDERSTANDING (“MOU”) is made this \_\_\_\_ day of \_\_\_\_\_, 2026 (“Effective Date”) by the **City of Boise**, an Idaho municipal corporation existing pursuant to chapter 2, title 50, Idaho Code (“City”), the **Boise City Housing Authority**, a housing authority and independent public body corporate and politic existing pursuant to chapter 19, title 50, Idaho Code (“BCHA”), and Urban Renewal Agency of Boise City, Idaho, also known as **Capital City Development Corporation**, an urban renewal agency and independent public body corporate and politic existing pursuant to chapter 20, title 50, Idaho Code (the “Law”), and undertaking projects pursuant to the Law and chapter 29, title 50, Idaho Code (the “Act,” collectively, the Law and the Act are referred to as the “Urban Renewal Law”) (“CCDC”)(collectively, the “Parties” and each, a “Party”).

#### **RECITALS**

- A. Housing affordability presents a challenge that impacts the quality of life and economic opportunities of Boise residents.
- B. A 2024 update to the City of Boise Housing Needs Analysis concludes that over 2,000 new housing units are needed each year for the next ten years, the majority of which are needed for households earning 80% or less of Area Median Income.
- C. Each Party has their own existing programs and statutorily authorized abilities that support affordable housing development which, if coordinated by the Parties, would have amplified impact, support deeper affordability, and increase community benefit.
- D. The City is authorized by Idaho Code Sections 50-301 and 67-8204(10) to acquire, hold, lease, and convey real property and to defer and exempt development-related fees for affordable housing developments. Under this authority, the City supports affordable housing development through its Land Trust Program, gap financing incentives (as funds are available), affordability incentives (such as fee exemptions and deferrals for building permit fees and sewer connection fees), project management, and zoning-related incentives.
- E. CCDC is authorized by the Urban Renewal Law to acquire and dispose of real property for redevelopment purposes, within its limited jurisdictional area and subject to a competitive disposition process. Under this authority, CCDC supports

housing development in Boise City through its Participation Program, which includes multiple partnership types and guides disposition and development of property. Through the Participation Program, CCDC supports housing development through reimbursement of eligible public infrastructure costs.

- F. BCHA is authorized by Idaho Code Sections 50-1904, 50-1916, and 50-1917 to issue bonds and utilize the proceeds therefrom to participate in financing housing development for persons of low income. Under this authority, BCHA supports affordable housing development in Boise City.
- G. The Parties desire and intend by this MOU to set forth an understanding and agreement for the establishment of a process by which they will jointly strategize and coordinate their individual statutorily authorized abilities and existing programs for the purpose of increasing financing and support for affordable housing development within Boise City.

## **AGREEMENT**

For the purposes and under the authority described in the above Recitals, each of which are incorporated herein by this reference, the Parties agree as follows:

- 1. **Scope of Work.** Subject to the terms and conditions of this MOU, the Parties agree to work together to complete each of the following, in order of priority:
  - a. BCHA Bond Program:
    - i. Create a BCHA conduit bond program policy (the “Bond Policy”) that supports financing for affordable housing development in Boise City via issuance of taxable and tax-exempt securities—including governmental purpose bonds, 501(c)(3) bonds, and exempt-facility bonds—and integration of other financing tools offered by the Parties.
    - ii. Create the tools necessary to operationalize and implement the Bond Policy in support of affordable housing development in Boise City, including term sheets, workflows, and procedures.
  - b. Collaboration Matrix: Provide a multi-scenario development timeline and workflow that identifies the interaction of City, CCDC, and BCHA authorities, tools, and incentives and focuses on the timing of any entity approval requirements.

- c. Process for Developers: Define a process that allows developers to efficiently stack public benefits offered by each Party for the purpose of maximizing financial assistance available to targeted development projects.
- d. City Policies: Ensure City policies align with the process and requirements for provision of gap financing incentives, and use of other tools at its disposal, for development of additional affordable housing in Boise City, particularly for projects developed pursuant to the Bond Policy.
- e. CCDC Policy: Update CCDC's Participation Policy to facilitate the scope of work described in this Section 1.

**2. Performance Time and Effort.**

- a. The Parties will work diligently to complete the work described in Section 1 within the Term defined in Section 3.
- b. Milestones:
  - i. The work described in Sections 1a, 1b, and 1c above (the bond program, collaboration matrix, and developer process) are expected to be completed by February 15, 2027.
  - ii. The work described in Sections 1d and 1e above (the City and CCDC Policies) are expected to be completed by March 15, 2027.

The Parties agree to devote adequate resources, pursue organizational authority as needed, and work together in good faith to complete the work as described and for the purposes stated in this MOU.

- 3. **Term.** This MOU shall commence on the Effective Date, extend through April 30, 2027, and will automatically renew for one additional one (1) year term, unless otherwise terminated ("Term").
- 4. **Termination.** For its convenience and without penalty, any Party may terminate this MOU at any time, for any reason, by giving at least thirty (30) days' notice in writing to the non-terminating Parties. Termination made as described herein will result in termination of the MOU for all Parties.
- 5. **Notices.** Any notice concerning breach, termination, or otherwise to be provided by a Party to the other Parties under this MOU shall be in writing and delivered in person, by United States Mail (postage prepaid), or by overnight common courier service if the

service provides written confirmation of delivery. All notices shall be addressed to the other Parties at the addresses set forth below. Any notice provided in accordance with this Section shall be deemed to have been given on (a) the date of in-person delivery (or attempted delivery if delivery is refused), (b) three (3) business days following the date of deposit with the United States Postal Service, or (c) the date provided in written confirmation from the overnight common courier service.

To City: City of Boise  
c/o Mayor's Housing Advisor  
150 N. Capitol Blvd.  
P.O. Box 500  
Boise, Idaho 83701

With a copy by electronic mail to:  
BCAO@cityofboise.org

To BCACHA: Boise City Housing Authority  
1001 S. Orchard St.  
Boise, Idaho 83705

To CCDC: Capital City Development Corporation  
121 N. 9<sup>th</sup> St., Suite 501  
Boise, Idaho 83702

6. **Relationship of the Parties.** Nothing in this MOU, shall be construed to create a partnership, joint venture, or agency relation between the Parties, and no separate entity is created hereby. No Party is authorized to waive any right, or assume or create any contract or obligation, of any kind in the name of, or on behalf of, another Party or to make any statement that it has the authority to do so.
7. **Cost of Compliance.** Each Party shall be responsible for covering the cost of its compliance with this MOU from its own funds, except that the Parties may agree in one or more separate writings to share certain mutually beneficial costs (e.g., legal or other advisory representation).
8. **Limitation of Liability.** Each Party is responsible for its own wrongful or negligent acts or omissions to the full extent required by law. The liability of each Party is at all times

limited as required by Idaho law, including, without limitation, the Idaho Constitution and the Idaho Tort Claims Act, Idaho Code Sections 6-901 through 6-929, inclusive, and any limitation or expansion of a Party's liability, indemnification obligation, or hold harmless provision made in connection with this MOU shall be void to the extent it is contrary to Idaho law. Nothing in this MOU shall be deemed to constitute a waiver by any Party of any privilege, protection, defense, or immunity otherwise afforded it under Idaho law, all of which are hereby expressly retained by each Party.

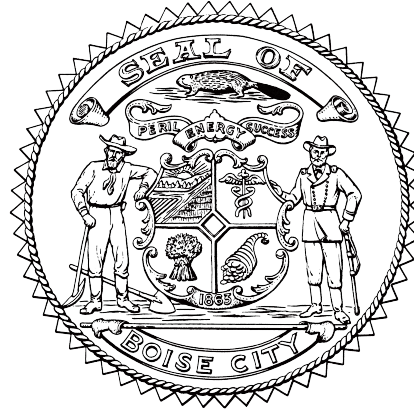
9. **Amendment.** Any modification or amendment to this MOU shall be made in writing and executed by an authorized signatory for each Party. Any attempt to modify or amend this MOU that fails to comply with this Section shall be void and of no effect.
10. **Compliance with Law.** Each Party shall comply with all applicable federal, state, and local laws, codes, and regulations in the performance of their obligations and exercise of their rights under this MOU.
11. **Governing Law.** This MOU is made in Idaho, by Parties formed and operating in Idaho, and shall be construed and interpreted under the laws of the State of Idaho.
12. **Assignment/Delegation.** This MOU shall not be assigned, and performance obligations shall not be delegated, by any Party to a third party without the prior written consent of each non-assigning or non-delegating Party. This MOU shall inure to the benefit of, and be binding on, the successors and permitted assigns and delegees of the Parties.
13. **Discrimination Prohibited.** In the performance of this MOU, each Party is prohibited from discriminating against any person on the basis of race, color, religion, sex, sexual orientation, gender identity/expression, national origin or ancestry, age, or disability.
14. **Severability.** In the event one or more provisions of this MOU is/are held invalid, illegal, or unenforceable by a court of competent jurisdiction, such holding shall not impair the validity, legality, or enforceability of the remaining provisions of this MOU.
15. **Entire Agreement.** This MOU contains the entire agreement between the Parties on the specific subject matter herein and supersedes any and all other agreements or understandings on the same specific subject, oral or written, whether previous to the execution hereof or contemporaneous herewith.
16. **Authorization.** By the signature of its representative below, each Party represents and warrants that it is authorized both by law and its governing body to enter into this MOU and that it has the capability to perform its responsibilities under this MOU.

IN WITNESS WHEREOF, the Parties have hereunto executed this Memorandum of Understanding and caused it to be effective between them as of the Effective Date identified above.

**FOR THE CITY OF BOISE CITY:**

By: Lauren McLean 4/7/2026  
Lauren McLean, Mayor Date

Attest: Jamie Heinzerling 4/7/2026  
Jamie Heinzerling, City Clerk Date



**FOR THE BOISE CITY HOUSING AUTHORITY:**

By: \_\_\_\_\_  
Executive Director Date

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

By: \_\_\_\_\_  
Executive Director Date

**RESOLUTION NO. 1965**

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

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, APPROVING THE DESTRUCTION OF CERTAIN RECORDS ELIGIBLE FOR DESTRUCTION PURSUANT TO THE PUBLIC RECORD RETENTION POLICY APPROVED ON MARCH 13, 2017, THROUGH THE ADOPTION OF RESOLUTION NO. 1487; AUTHORIZING THE AGENCY EXECUTIVE DIRECTOR TO DESTROY THOSE RECORDS CURRENTLY ELIGIBLE FOR DESTRUCTION; AND PROVIDING AN EFFECTIVE DATE.

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

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

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project ("First Amendment to the Westside Plan"); and,

WHEREAS, following said public hearing, the City adopted its Ordinance 45-20 on December 1, 2020, annexing two (2) geographical areas adjacent and contiguous to the northern boundary of the Westside Project Area into the existing revenue allocation area and making certain findings; and,

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

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amendment to the 30th Street Plan ("First Amendment to the 30th Street Plan"), and following said public hearing, the City adopted its Ordinance No. 26-18 on July 24, 2018, approving the First Amendment to the 30th Street Plan de-annexing certain parcels from the existing revenue allocation area and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Shoreline District Urban Renewal Project Area (the "Shoreline District Plan"), and following said public hearing the City adopted its Ordinance No. 55-18 on December 18, 2018, approving the Shoreline District Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Gateway East Economic Development District Project Area (the "Gateway East District Plan"), and following said public hearing the City adopted its Ordinance No. 58-18 on December 18, 2018, approving the Gateway East District Plan and making certain findings; and,

WHEREAS, the City, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the State Street District Urban Renewal Project (the "State Street District Plan"), and following said public hearing the City adopted its Ordinance No. 45-21 on October 26, 2021, approving the State Street District Plan and making certain findings; and,

WHEREAS, the Westside Plan (as amended), the 30th Street Plan (as amended), the Shoreline District Plan, the Gateway East District Plan, and the State Street District Plan are collectively referred to as the "Plans"; and,

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

WHEREAS, the Agency believes it to be beneficial to have the Agency Board approve the destruction of records identified on Exhibit A, attached to this Resolution and incorporated by reference as if set forth in total herein, which are currently eligible for destruction pursuant to the Public Record Retention Policy; and,

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

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

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

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

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

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

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

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on April 13, 2026. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on April 13, 2026.

URBAN RENEWAL AGENCY OF BOISE CITY

By: \_\_\_\_\_  
Latonia Haney Keith, Chair

ATTEST:

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



## RECORDS DESTRUCTION EXHIBIT SUMMARY SHEET

By my signature below, I certify the following statements.

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

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

*Kathy Wanner*  
\_\_\_\_\_  
Kathy Wanner

April 13, 2026  
\_\_\_\_\_  
Date

# EXHIBIT A

## CCDC RECORDS ELIGIBLE FOR DESTRUCTION

Board Review Date: April 13, 2026 - Resolution 1965

Date	Contents	Retention Classification	Eligible Destruction Date & Review
	<b>Digital and Paper</b>		
	<b>Professional Services Agreements</b>		
9/30/2018	JedSplit Task Orders 17-001 - 17-004 and any amendments	SEMI-PERMANENT	9/30/2023
9/30/2018	JedSplit Task Orders 17-005 - 17-011 and any amendments	SEMI-PERMANENT	9/30/2023
9/30/2019	JedSplit Task Orders 17-012 - 17-015	SEMI-PERMANENT	9/30/2024
9/30/2020	JedSplit Task Order 20-001	SEMI-PERMANENT	9/30/2025
2/28/2014	JensenBelts 2008 On Call Agreement	SEMI-PERMANENT	2/28/2019
9/30/2017	Jensen Belts Task Order 14-010 8th Street Retractable Bollards	SEMI-PERMANENT	9/30/2022
9/30/2018	Jensen Belts Task Order 14-011 Westside Urban Park and any amendments	SEMI-PERMANENT	9/30/2023
9/30/2018	Jensen Belts TaskOrder 14-012 8th St / Bannock Streetscape Improvements	SEMI-PERMANENT	9/30/2023
9/30/2020	Kimley Horn 2015 - 2020 On Call Parking Consulting Services Agreement	SEMI-PERMANENT	9/30/2025
9/30/2020	Kimley Horn Task Orders 15-001 - 15-022 (misc Parking Consulting)	SEMI-PERMANENT	9/30/2025
9/30/2019	Kittelsohn & Associates On Call Design Professional Svcs - Traffic/Transportation	SEMI-PERMANENT	9/30/2024
9/30/2018	Kittelsohn Task Orders 14-001 - 14-005 (misc traffic services)	SEMI-PERMANENT	9/30/2023
9/30/2019	Kittelsohn Professional Service Agreement - 5th & Myrtle Traffic Analysis	SEMI-PERMANENT	9/30/2024
9/30/2014	KPFF 2009 On Call Design Professional Agreement (engineering)	SEMI-PERMANENT	9/30/2019
2/28/2018	KPFF Task Order 14-012 Parking Garage Structural Assessments - 2017 and Amendment 1	SEMI-PERMANENT	2/28/2023
9/30/2018	KPFF Task Order 14-013 9th and Front Suicide Prevention Study and Amendments 1 and 2	SEMI-PERMANENT	9/30/2023
12/31/2018	KPFF Task Order 14-014 10th & Front Concrete Repairs Project and Amendment 1	SEMI-PERMANENT	12/31/2023
9/30/2018	KPFF Task Order 14-015 9th & Main Precast Panel	SEMI-PERMANENT	9/30/2023
8/30/2018	KPFF Task Order 14-016 News Stand Footing	SEMI-PERMANENT	8/30/2023
9/30/2019	Task Order 14-017 10th & Front Garage - FY2019 Concrete Repairs and Amendments 1 & 2	SEMI-PERMANENT	9/30/2024
9/30/2020	The Land Group 2014-2019 On Call Professional Services Agreement	SEMI-PERMANENT	9/30/2025

# EXHIBIT A

## CCDC RECORDS ELIGIBLE FOR DESTRUCTION

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9/30/2017	The Land Group Task Order 14-006 Front & Myrtle Improvements - Pioneer Pathway	SEMI-PERMANENT	9/30/2022
12/31/2018	The Land Group Task Order 14-007 8th St Corridor Placemaking - Fulton & Myrtle Alley	SEMI-PERMANENT	12/31/2023
9/30/2018	The Land Group Task Order 14-08 2018 River Street Streetscape Improvements and Amendment 1	SEMI-PERMANENT	9/30/2023
9/30/2020	The Land Group Task Order 14-009 Block 7 Alley Improvement Project and Amendments 1 - 4	SEMI-PERMANENT	9/30/2025
9/30/2020	The Land Group Task Order 14-010 and Amend 1 & 2 2016 6th Street Streetscape Improvement	SEMI-PERMANENT	9/30/2025
9/30/2014	Langston & Associates, Prof Svcs Agreement, 620 S. 9th Street Commercial Real Estate Appraisal	SEMI-PERMANENT	9/30/2019
9/30/2018	Leland Consulting - PSA - State Street UR Area Eligibility Study and Amend 1	SEMI-PERMANENT	9/30/2023
5/7/2015	Materials Testing & Inspection On Call Materials Testing Services	SEMI-PERMANENT	9/30/2023
5/31/2017	Materials Testing & Inspection Task Order 15-002 to 15-005	SEMI-PERMANENT	9/30/2023
1/2/2019	Materials Testing & Inspection Special Inspections 9th & Main Secure Bike Parking Project	SEMI-PERMANENT	9/30/2024
9/30/2020	Mintify PSA Management Training FY2020	SEMI-PERMANENT	9/30/2025
8/19/2019	Mintify PSA CCDC Team Facilitation	SEMI-PERMANENT	9/30/2024
9/30/2015	MK Archival PSA CCDC Records Projects Ph 1, 2 and 3	SEMI-PERMANENT	9/30/2020
9/30/2019	Modus Architecture 2014-2019 On Call Agreement	SEMI-PERMANENT	9/30/2024
3/3/2016	Modus Architecture EV Charging Stations Investigations - Garages	SEMI-PERMANENT	9/30/2021
3/20/2017	Modus Architecture EV Charging Stations - Garages Amend 1 and 2	SEMI-PERMANENT	9/30/2022
11/16/2016	Mountain States Appraisal - 2016 - 2019 On Call Agreement	SEMI-PERMANENT	9/30/2021
11/18/2017	Mountain States Appraisal Task Order 16-003 Market Research for Shoreline District Eligibility Study	SEMI-PERMANENT	9/30/2022
1/23/2014	Musgrove Engineering 2014-2019 On Call Agreement	SEMI-PERMANENT	9/30/2024
9/30/2018	Musgrove Engineering + Amend 1 Power Line Relocation: Main & Idaho Alley, 3rd St t 5th Street	SEMI-PERMANENT	9/30/2023
9/30/2018	North by Northwest PSA Downtown Boise History	SEMI-PERMANENT	9/30/2023
9/30/2018	Oliver Russell & Assoc - 2013-2018 On Call Agreement	SEMI-PERMANENT	9/30/2023

# EXHIBIT A

## CCDC RECORDS ELIGIBLE FOR DESTRUCTION

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3/31/2018	Oliver Russell Task Order 13-003 ParkbBOI Digital & Radio Campaign	SEMI-PERMANENT	9/30/2023
9/30/2019	Oliver Russell Task Order 13-004 and Amendments 1 & 2 Westside URD Brand Development & Outreach	SEMI-PERMANENT	9/30/2024
9/30/2018	Oliver Russell Task Order 13-005	SEMI-PERMANENT	9/30/2023
7/23/2019	Oliver Russell Task Order 18-002 BikeBOI Press Release & Social Media Copy	SEMI-PERMANENT	9/30/2024
10/30/2020	OpenGov Agreement - Budget Builder, ERP Integrations, Intelligence & Perf Measures	SEMI-PERMANENT	9/30/2025
12/31/2019	PGAV Planners PSA and Amend 1 - Bench Urban Renewal Area Eligibility Study	SEMI-PERMANENT	12/31/2024
1/17/2019	Pivot North Architecture - Westside Master Plan Concepts	SEMI-PERMANENT	9/30/2024
9/30/2019	Protex LLC - 1010 Jefferson Bldg Life Safety Systems Monitoring	SEMI-PERMANENT	9/30/2024
7/18/2016	CenturyLink Fiber & Internet - The Grove Plaza	SEMI-PERMANENT	9/30/2022
9/20/2015	Integra Realty Resources - Boulevard Parking Garage Appraisal	SEMI-PERMANENT	9/30/2022
2/28/2017	BDPA Agreement - Classification & Compensation Review	SEMI-PERMANENT	9/30/2022
6/9/2017	Don Holley PSA - Central District Sunset Economic Analysis	SEMI-PERMANENT	9/30/2022
9/30/2017	Don Holley PSA - RMOB Materiality Analysis	SEMI-PERMANENT	9/30/2022
10/1/2017	Don Reading PSA - Central District Sunset Economic Analysis	SEMI-PERMANENT	9/30/2022
12/31/2017	Anglyn Property Advisors PSA Capitol & Front Garage Appraisal	SEMI-PERMANENT	12/31/2022
9/30/2019	Boise Valley Towing 2017 -2017 On Call Towing Services	SEMI-PERMANENT	9/30/2024
9/30/2020	Carew Co - 2018 - 2020 On Call	SEMI-PERMANENT	9/30/2025
9/30/2018	Boise Brewing Sponsorship - Grove Plaza & Trailer Stage	SEMI-PERMANENT	9/30/2023
	<b>Licenses</b>		
9/30/2014	8th & Main Temporary Construction Licenses (2012)	SEMI-PERMANENT	9/30/2019
4/18/2014	8th and Main LLC 8th Street Sidewalk License	SEMI-PERMANENT	9/30/2017
2/12/2018	8th St - Cascade Pipeline Temp Construction (2018)	SEMI-PERMANENT	9/30/2023
3/11/2018	8th St - TML Temp Construction 2018	SEMI-PERMANENT	9/30/2023
9/30/2018	8th St Public Market Licenses (2000 – 2017)	SEMI-PERMANENT	9/30/2023
3/11/2015	109 S 6th St - Tom Graineys Vault Removal License 2014	SEMI-PERMANENT	9/30/2020
3/11/2015	500 W Idaho St - Chandlee Bldg Vault Removal License 2014	SEMI-PERMANENT	9/30/2020
3/11/2015	560 W Main St - Pioneer Tent Vault Removal	SEMI-PERMANENT	9/30/2020

# EXHIBIT A

## CCDC RECORDS ELIGIBLE FOR DESTRUCTION

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10/6/2015	611 S 8th St ref 620 S 9th St -Construction License Hormaechea	SEMI-PERMANENT	9/30/2020
3/11/2015	619 W Main - Idaho Blueprint Vault Removal	SEMI-PERMANENT	9/30/2020
10/20/2014	620 S 9th St Hormaechea - Afton Mural	SEMI-PERMANENT	9/30/2019
9/30/2018	801 W Main - Oppenheimer Wells Fargo Awning License 2018	SEMI-PERMANENT	9/30/2023
	848 Fulton St - Clark Temp License 2013	SEMI-PERMANENT	
9/30/2016	1401 W Idaho - Watercooler Licenses Duck Club Multi-License - 2015 Boise Rock School - Duck Club 2016 Treefort MusicFest 2016	SEMI-PERMANENT	9/30/2023
9/30/2014	Aspen Lofts LLC Waterproof License 2014	SEMI-PERMANENT	9/30/2019
	<b>Miscellaneous Agreements and Documents</b>		
Pre-2015	Benches Sole Source- 2011	SEMI-PERMANENT	9/30/2020
Pre-2015	Block 22 LLC - Boulevard Garage Lights - 2011	SEMI-PERMANENT	9/30/2020
Pre-2015	Board Reports re Contract Activity	SEMI-PERMANENT	9/30/2020
Pre-2015	Cinema Parking Validation Agreement 2007	SEMI-PERMANENT	9/30/2020

# EXHIBIT A

## CCDC RECORDS ELIGIBLE FOR DESTRUCTION

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Pre-2015	Copier Agreements (2004, 2010 & 2013)	SEMI-PERMANENT	9/30/2020
Pre-2015	Flat File Order - 2011	SEMI-PERMANENT	9/30/2020
Pre-2015	Historic St Lights 2011 - Gexpro	SEMI-PERMANENT	9/30/2020
Pre-2015	Historic St Lights 2014 - Alloway	SEMI-PERMANENT	9/30/2020
Pre-2015	Logs-Lists - Other than Master (misc excel spreadsheets of varying information and completion)	SEMI-PERMANENT	9/30/2020
Pre-2015	Mailer (2006)	SEMI-PERMANENT	9/30/2020
Pre-2015	Panel System_Flat File - 2010	SEMI-PERMANENT	9/30/2020
Pre-2015	Paver Storage 2017 EXPIRED	SEMI-PERMANENT	9/30/2020
Pre-2015	Street Furniture - 2012	SEMI-PERMANENT	9/30/2020
Pre-2015	Street Furniture - 2013	SEMI-PERMANENT	9/30/2020
Pre-2015	Street Furniture - 2014	SEMI-PERMANENT	9/30/2020
Pre-2015	Tree Grates - 9th St 2010	SEMI-PERMANENT	9/30/2020
Pre-2015	TW Telecom (2013)	SEMI-PERMANENT	9/30/2020
Pre-2015	Valet Service US Bank 2014	SEMI-PERMANENT	9/30/2020
Pre-2015	2017 pump cleanout by ZZZ Sanitation	SEMI-PERMANENT	9/30/2020
Pre-2015	CCDC Logs - Office Equipment_HH Appliances	SEMI-PERMANENT	9/30/2020
Pre-2015	Data Projection Manual 2004	SEMI-PERMANENT	9/30/2020
Pre-2015	McLeod	SEMI-PERMANENT	9/30/2020
Pre-2015	NWR Order - Tree Grates & Frames - 2014 Streetscapes w sig	SEMI-PERMANENT	9/30/2020
Pre-2015	Simplex Time Recorder	SEMI-PERMANENT	9/30/2020
Pre-2015	Telecommunications Service	SEMI-PERMANENT	9/30/2020
Pre-2015	Voice Stream	SEMI-PERMANENT	9/30/2020
Pre-2015	Young Electric – Cultural Signs -2002	SEMI-PERMANENT	9/30/2020
Pre-2015	Tree Grates - 2011	SEMI-PERMANENT	9/30/2020
<b>T1 Participation Program Agreements</b>			
9/30/2017	T1 - 13th & River Mixed Use - Riverstone	SEMI-PERMANENT	9/30/2022
12/31/2016	T1 - 119 S 10th Street	SEMI-PERMANENT	12/31/2021
12/31/2016	T1 - 312 S 3rd - George's Cycles	SEMI-PERMANENT	12/31/2021
9/30/2017	T1 - Clairvoyant Brewing - Terminated	SEMI-PERMANENT	9/30/2022
9/30/2014	T1 - Hawkins - Capitol & Front	SEMI-PERMANENT	9/30/2019
9/30/2016	T1 - Idaho Self Storage - River St	SEMI-PERMANENT	9/30/2021

# EXHIBIT A

## CCDC RECORDS ELIGIBLE FOR DESTRUCTION

Board Review Date: April 13, 2026 - Resolution 1965

10/15/2016	T1 - Idaho St Townhomes - David Hale	SEMI-PERMANENT	10/15/2021
7/31/2017	T1 - Sturiale Place_Complete 7-31-2017	SEMI-PERMANENT	7/31/2022
9/23/2013	T1 - 2nd & Broad LLC 200 Broad Street	SEMI-PERMANENT	9/23/2018
9/30/2018	T1 - 176 S Capitol - Business Interiors	SEMI-PERMANENT	9/30/2023
5/26/2019	T1 - 204 S Capitol Blvd - Alturas Adelman - terminated	SEMI-PERMANENT	5/26/2024
5/26/2019	T1 - 122 N 5th St - Brownfields -terminated	SEMI-PERMANENT	5/26/2024
9/28/2019	T1- 822 8th Street - Diablo	SEMI-PERMANENT	9/28/2024
9/28/2018	T1 - 746-780 W Main - Capitol Terrace	SEMI-PERMANENT	9/28/2023
3/11/2019	T1 - 1005 Main St - 10th & Main Boise, LLC	SEMI-PERMANENT	3/11/2024
8/23/2018	T1 - 1420 W Front - Verraso Downtown	SEMI-PERMANENT	8/23/2018
10/16/2016	T1 - 112 N 17th St - Idaho Street Townhomes	SEMI-PERMANENT	10/16/2021
9/28/2016	T1 - 801 W Main - ODC-FIC Wells Fargo Retail	SEMI-PERMANENT	9/28/2021
9/17/2017	T1 - 515-519 W Idaho - Paulsen Bldg	SEMI-PERMANENT	9/17/2022
3/14/2016	T1 - George's Cycles	SEMI-PERMANENT	3/14/2021
6/26/2016	T1 - 1201 W River St - Idaho Self Storage	SEMI-PERMANENT	6/26/2021
2/2/2017	T1 - 1257 W River St - Riverstone Bldg	SEMI-PERMANENT	2/2/2022
12/8/2016	T1 - 119 S 10th St - 119 Boise LLC	SEMI-PERMANENT	12/8/2021
7/31/2017	T1 - 1505 W Jefferson - Sturiale Place	SEMI-PERMANENT	7/31/2022
4/10/2019	T1 - 2200 Fairview - New Path	SEMI-PERMANENT	4/10/2024
9/16/2014	T1 - 300 S Capitol Blvd - Trader Joe's	SEMI-PERMANENT	9/16/2019
10/28/2019	T4 - Whittier Elementary - Boise School District	SEMI-PERMANENT	10/28/2024
12/31/2017	T3 - 918 W Idaho St - Athlos Academies	SEMI-PERMANENT	12/13/2022



April 13, 2026

Jamie Heinzerling  
City Clerk  
[cityclerk@cityofboise.org](mailto:cityclerk@cityofboise.org)  
PO Box 500  
Boise, ID 83701

Re: CCDC - Public Records Disposition

Dear Ms. Heinzerling,

Attached is Capital City Development Corporation's Resolution 1965 which was presented and adopted by the CCDC Board of Commissioners on April 13, 2026. This resolution authorizes the disposition of the attached temporary and/or semi-permanent records.

In compliance with Idaho Code Section 50-907 and the CCDC Public Records Retention Policy (approved on March 13, 2017, through the adoption of CCDC Resolution 1487), we are notifying you of our intent to destroy these records.

If you would like any of these documents to be retained, please notify me by May 13, 2026. If CCDC does not hear from you by that date, we will proceed with the destruction of these records on or after May 13, 2026.

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

Sincerely,

Kathy Wanner  
Contracts Manager



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**V.**  
**ACTION**  
**ITEMS**



**AGENDA BILL**

<b>Agenda Subject:</b> CONSIDER: Adopt Resolution 1963 Authorizing ParkBOI Parking Rate Adjustments.		<b>Date:</b> April 13, 2026
<b>Staff Contact:</b> Zach Piepmeyer, P.E. Parking & Mobility Director	<b>Attachments:</b> Resolution 1963 Exh A – Proposed 2026 ParkBOI Rates Exh B – New and Expanded Pass Product Definitions Exh C – Operator Violation Fee Recommendations Exh D – Written Public/Stakeholder Feedback Exh E – Kimley-Horn Rate and Product Analysis	
<b>Action Requested:</b> Adopt Resolution 1963 Authorizing ParkBOI Parking Rate Adjustments.		

**Background**

The Agency periodically updates parking rates and product offerings in its six ParkBOI public parking garages downtown to manage demand, address operating cost increases, and support system modernization, system expansion and mobility initiatives. The Agency last adjusted parking rates in 2022, following a prior adjustment in 2018.

As a best practice identified in CCDC's *2016 Parking Strategic Plan*, ParkBOI employs tiered monthly rates to balance supply and demand and maintain availability. Monthly rates range from \$190 at the most in-demand, centrally located garages (9th/Main, and Capitol/Main) to \$125 at the 11th/Front garage, which has greater available capacity.

In addition to standard hourly parking, ParkBOI offers monthly pass products, including standard monthly passes and reserved space monthly passes. In recent years the Agency has piloted additional pass types, including the *PM Parker* and *Shared Parker Account*. Growing demand for these products supports expanding these options system-wide to better manage demand and diversify revenue.

Operating costs have also increased. Day-to-day maintenance and operations costs (excluding major capital repairs, bond payments, etc.) have increased 36% from a recent low in FY21 and have risen 23% since the most recent parking rate adjustment was implemented in 2022. Agency Operations and Capital Improvement costs are also increasing with large maintenance and modernization projects on existing ParkBOI facilities slated for FY26-FY28 (See Figure 1).

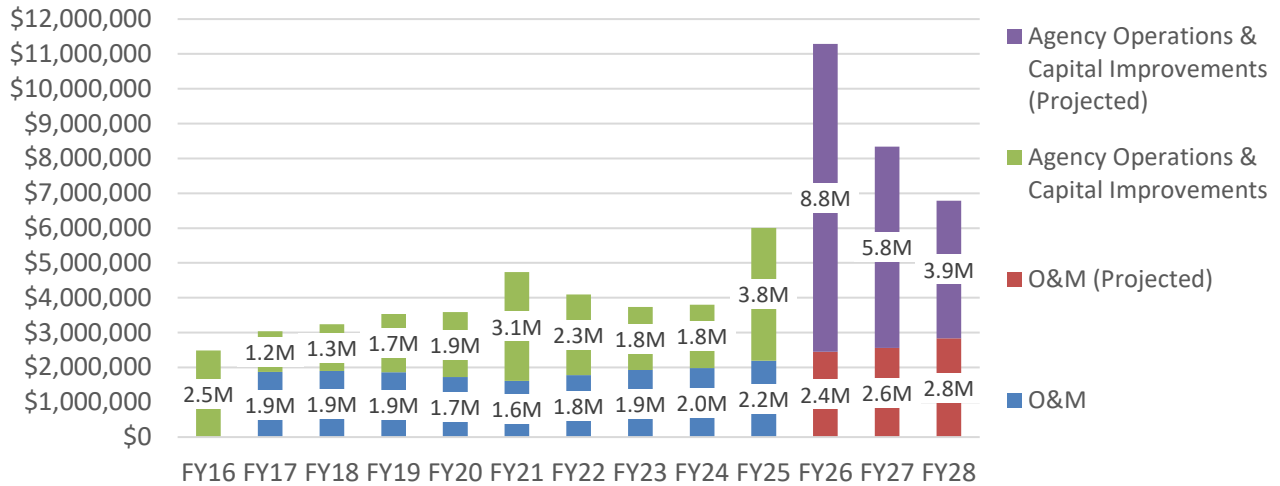


Figure 1: Parking Fund Expenses, including O&M, Capital Improvements, Modernization and Agency Operation Costs. Excludes major system expansion projects like 1010 W. Jefferson.

**Proposed Rate Adjustments**

The Agency recommends increasing rates in 2026, as summarized in this section. Existing and proposed rates for all locations and product types are detailed in Exhibit A.

Monthly Passes

Despite increasing in the number of monthly passes available across several garages in recent years, the ParkBOI system has experienced growing demand since March 2025, as evidenced by the expanding waitlist (See Figure 2).

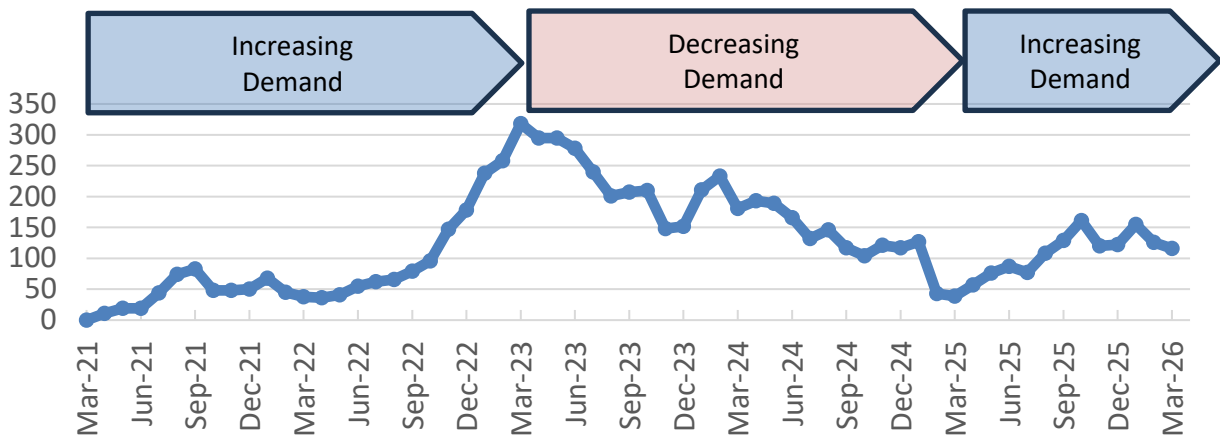


Figure 2: Waitlist size from March 2021 to March 2026. Although variable month-to-month, the waitlist has tripled in size from 39 to 116 between March 2025 and March 2026.

The Agency recommends monthly rate increases of \$5 at three ParkBOI locations with moderate monthly pass demand (Capitol/Main, 9th/Main, Capitol/Myrtle) and \$10 at three Front Street locations with higher demand (9th/Front, 10th/Front, 11th/Front). These adjustments represent an increase between 2.6% and 8.0%, which is lower than prior increases in 2022 (7%-25%) and

2018 (16%-30%) and below the cumulative inflation of approximately 12% between May 2022 and Feb 2026<sup>1</sup>.

Location	Current Rate	Proposed Rate	Proposed 2026 Increase (%)	Previous Rate Adjustments	
				2022 Increase (%)	2018 Increase (%)
Capitol/Main	\$190.00	\$195.00	\$5 (2.6%)	\$15 (8.6%)	\$40 (29.6%)
Capitol/Myrtle	\$150.00	\$155.00	\$5 (3.3%)	\$10 (7.1%)	\$20 (16.7%)
9th/Main	\$190.00	\$195.00	\$5 (2.6%)	\$15 (8.6%)	\$40 (29.6%)
9th/Front	\$150.00	\$160.00	\$10 (6.7%)	\$10 (7.1%)	\$20 (16.7%)
10th/Front	\$150.00	\$160.00	\$10 (6.7%)	\$10 (7.1%)	\$20 (16.7%)
11th/Front	\$125.00	\$135.00	\$10 (8.0%)	\$25 (25.0%)	NEW

Table 1: Current and Proposed Monthly Pass Rates. 2022 and 2018 rate adjustment amounts shown in gray.

**Reserved Monthly Passes**

There are currently 137 reserved stalls across five of six ParkBOI garages, representing approximately 4% of the total ParkBOI stall capacity. These stalls are reserved for individual users and are not available for general public use.

Current reserved stall rates vary from 113% to 133% of standard monthly pass rates. Industry practice in comparable downtown public parking garages supports pricing reserved stalls at a minimum of 150% of standard monthly rates.

To reduce cross-subsidization, the Agency recommends increasing and indexing the reserved stall rates to 150% of the standard monthly pass rate (See Table 2). Indexing ensures the premium remains consistent over time.

Location	Current Rate	Proposed Rate	Increase (%)
Capitol/Main	\$230	\$293	\$63 (27.4%)
Capitol/Myrtle	\$170	\$233	\$63 (37.1%)
9th/Main	No Reserved Stalls		
9th/Front	\$200	\$240	\$40 (20.0%)
10th/Front	\$170	\$240	\$70 (41.2%)
11th/Front	\$155	\$203	\$48 (31.0%)

Table 2: Current and Proposed Reserved Monthly Pass Rates (Indexed to 150% of standard Monthly Pass price)

**Daily Maximum/Weekend Daily Maximum**

The current \$20 Daily Max (9th/Main and Capitol/Main) and the \$9 Weekend Daily Maximum (all garages) were established in 2022. The current \$15 Daily Max (Capitol/Myrtle, 9th/Front, 10th/Front, 11th/Front) was established in 2018.

As presented during the December ParkBOI update to the Board, the length of stay for hourly customers has increased from an average stay of 2.7 hours in FY23 to 2.9 hours in FY24 and exceeds three hours in FY25. Approximately one in three hourly customers reach the \$15 Daily

<sup>1</sup> Bureau of Labor Statistics CPI Inflation Calculator ([www.bls.gov](http://www.bls.gov))

Maximum rate (i.e. 6 hours of parking) at Capitol/Myrtle, 9th/Front, 10th/Front, and 11th/Front, which are also among the higher-demand locations for monthly parking.

This trend suggests that some downtown employees, particularly those on a waitlist for monthly passes, may be utilizing hourly parking for extended durations. In addition, construction activity associated with nearby projects is contributing to extended all-day parking demand, particularly at the 10th/Front garage.

Approximately 36% of weekend hourly customers reach the Weekend Daily Maximum (i.e. 4 hours of parking) across all six garages, and 7.5% of hourly customers reach the \$20 Daily Maximum (i.e. 8 hours of parking) at 9th/Main and Capitol/Main.

Adjusting the daily maximum will encourage greater turnover and improve availability by discouraging extended stays in high-demand locations. The Agency recommends increasing the daily maximum for both weekdays and weekends as shown in Table 3 below.

Rate (Location)	Current Rate	Proposed Rate	Increase (%)
Daily Maximum (9th/Main, Capitol/Main)	\$20.00	\$21.00	\$1.00 (5.0%)
Daily Maximum (Capitol/Myrtle, 9th/Front, 10th/Front, 11th/Front)	\$15.00	\$18.00	\$3.00 (20.0%)
Weekend Daily Maximum (All Locations)	\$8.00	\$9.00	\$1.00 (12.5%)

Table 3: Current and Proposed Daily Maximums

#### Hotel Guest Rate

The Agency currently has agreements related to hotel guest parking at 11th/Front and Capitol/Myrtle. Both locations have a flat hotel guest rate of \$8/vehicle per day, approximately half of the current daily maximum rate for hourly parking at these locations. This rate was previously called the “Hotel Overnight” rate.

While hotel guest parking is often concentrated during evenings and weekends, it is not limited to these times. Hotel guests can utilize garage capacity at any time, including during peak weekday periods when demand from hourly and monthly parkers is highest.

To ensure consistency across locations and better align pricing with usage, the Agency initially recommended increasing the daily flat rate and indexing it to 65% of the Daily Maximum rate, as shown in Table 4 below. This reflected the maximum rate permitted under one of the two existing hotel agreements.

Location	Current Rate	Proposed Rate	Increase (%)
11th/Front	\$8.00	\$11.50	\$3.50 (43.8%)
Capitol/Myrtle	\$8.00	\$11.50	\$3.50 (43.8%)

Table 4: Current and Proposed Daily Rate for Hotel Guest Parking

#### Special Event Rates

Special Event pricing is used to manage demand and facilitate efficient vehicle egress following large events. ParkBOI has historically implemented Special Event (aka “Pay on Entry”) rates

primarily at the 9th/Front garage, typically in association with evening events such as Idaho Steelheads hockey games or concerts at ICCU Arena.

Demand for special event parking has expanded to include a broad range of events, including conferences, galas and trade shows at the Boise Centre; Graduations at ICCU Arena; and festivals downtown. Recent PARCS equipment upgrades enable Special Event pricing to be implemented across additional ParkBOI locations, as needed.

The current \$10 Special Event rate established prior to 2022 does not reflect variations in event timing or the anticipated parking demand. The rate structure should be updated to allow for variability based on the time of day, day of week, and event size. A variable pricing approach will allow ParkBOI to better manage demand in high-use garages while preserving capacity for non-event parkers, including monthly pass holders who rely on consistent weekday access. The recommended Special Event rate structure is shown in Table 5.

<b>Up to 400 Parkers</b>	<b>Sun*</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>
Before 12:00pm	\$5	\$20	\$25	\$25	\$20	\$20	\$5
12:00pm to 5:00pm	\$10	\$15	\$20	\$20	\$15	\$15	\$10
After 5:00pm	\$10	\$12	\$12	\$12	\$12	\$12	\$12

<b>Over 400 Parkers</b>	<b>Sun*</b>	<b>Mon</b>	<b>Tue</b>	<b>Wed</b>	<b>Thu</b>	<b>Fri</b>	<b>Sat</b>
Before 12:00pm	\$5	\$25	\$30	\$30	\$25	\$25	\$10
12:00pm to 5:00pm	\$10	\$20	\$25	\$25	\$20	\$20	\$15
After 5:00pm	\$10	\$17	\$17	\$17	\$17	\$17	\$17

\*Or Holidays

Table 5: Proposed Variable Special Event Parking Rates. Current rate is \$10 at all times.

First Hour Free (Retain from 5am-8pm only)

The First Hour Free (FHF) benefit was adopted by ParkBOI in 2004 following removal of the restaurant and retail validation system. FHF is unique to current and two prior ParkBOI garages. While FHF incentivizes short trips to the garages, the program provides a significant financial benefit of approximately \$2.5 million annually to visitors and downtown businesses.

ParkBOI garages continue to experience vandalism late at night, often by individuals entering and exiting the garage by vehicle and staying less than one hour. To address these issues, the Agency proposes a combination of active and passive deterrents:

1. Increase security camera coverage across all garages in 2026. The presence of additional security cameras (particularly on the garage rooftops) is expected to deter unauthorized activity and provide valuable forensic evidence when incidents occur.
2. Expand nightly rooftop closures currently in place at the 9<sup>th</sup>/Front garage to all ParkBOI locations to mitigate nuisance behavior and vandalism on the rooftop level. Given lower nighttime demand and limited rooftop utilization for parking purposes, this strategy is expected to reduce vehicle-related vandalism with minimal impact on overall capacity.
3. Eliminate FHF during overnight hours to deter short duration visits commonly associated with vandalism by vehicle.

The Agency recommends retaining FHF during the day from 5 a.m. to 8 p.m. and eliminating FHF overnight between 8 p.m. and 5 a.m. The first hour rate at night would align with the standard hourly rate of \$3.00. An average of 50 hourly parkers enter each garage daily between 8 p.m. and 5 a.m. and, if adopted, would be subject to this first-hour charge.

At 8 p.m., free parking begins in metered on-street zones. Eliminating FHF in ParkBOI garages overnight between 8 p.m. and 5 a.m. may shift some demand to on-street parking. While this shift would result in revenue loss, it is anticipated to be minor and offset by first-hour charges for customers who continue to park in the garages during overnight hours.

#### Violation Fees

The Agency recommends adjusting violation fees as recommended by the Operator in Exhibit C.

### **Proposed New and Expanded Products**

In response to customer demand for more flexible, convenient, and competitively priced parking options, the Agency proposes three new pass products and the expansion of two existing programs. Descriptions of each are provided below. Proposed pricing is included in Exhibit A, with additional product details and limitations provided in Exhibit B.

#### Hourly Parking Passport (New Product)

This product provides access to any ParkBOI facility under the standard hourly rate structure (including FHF). It offers the convenience of access credentialing similar to a monthly pass without requiring a full monthly pass commitment. The product is intended to improve entry/exit efficiency and automate hourly payments. It will reduce the issuance of paper tickets, streamline payment processing, and decrease credit card transactions and associated transaction fees.

#### Limited Pass (New Product)

This monthly pass provides access to a designated ParkBOI garage from Thursday through Monday each week at a 30% discount to the standard monthly pass rate.

#### All Access Pass (New Product)

This premium monthly pass provides access to all current ParkBOI locations for a flat fee set at 175% of the highest standard monthly pass rate in the system.

#### Overnight Pass (Formerly the "PM Parker" program)

Currently limited to the 10th/Front garage, this monthly pass product will be modified and expanded to all ParkBOI locations. It will allow access at a designated garage beginning at 3:00 p.m.<sup>2</sup> and ending at 8:00 a.m. the following day at a 60% discount to the standard monthly pass price. Overage fees based on the standard hourly rate structure (excluding FHF) apply for use outside of this timeframe.

#### Shared Monthly Account (Formerly the "Shared Parker" program)

Currently limited to 9th/Front and 10th/Front, this product will be expanded to all ParkBOI locations. This pass allows multiple individuals to share a limited number of standard monthly passes at a designated garage. Overage fees based on the standard hourly structure (excluding FHF) apply to usage exceeding the number of passes purchased.

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<sup>2</sup> Start time previously proposed for 4:00pm at the March 9, 2026 Board Meeting. Adjusted to 3:00pm to better serve afternoon restaurant employee shifts.

## **Public Notice**

The Agency's Parking Management Plan recommends that the Agency provide notice of proposed rate changes and an opportunity for public comment.

The Agency conducted public outreach as follows:

- Direct email notification of proposed rate changes was sent to all current monthly pass customers (including all downtown employer parent accounts), hotel partners, the City of Boise, the ownership partner at 11<sup>th</sup>/Front, the Greater Boise Auditorium District, Boise Centre, Idaho Steelheads, condominium associations partners, the Boise Metro Chamber of Commerce, Boise Valley Economic Partnership, Visit Boise, the Downtown Boise Association, and others.
- Public notice of the proposed rate changes was posted at the CCDC office and at entrances and pay stations at all ParkBOI garages.
- Public notice of the proposed rate change was posted to [www.ccdcboise.com](http://www.ccdcboise.com), and multiple times on all Agency social media platforms.
- A public notice of the proposed rate changes was published in the Idaho Statesman on March 11 and 18, 2026.

## **Public Feedback and Adjusted Rate Proposals**

The Agency received written feedback from fourteen (14) individuals and organizations by the 12:00pm deadline on April 10, 2026. Verbatim comments are included in Exhibit D.

## **Modified Rate Adjustment Recommendation**

During the public feedback period, the Agency received comments and requests from hotels related to the proposed Hotel Guest Parking rate and Reserved Monthly Pass rate associated with hotel guest parking.

The Agency's *2004 Parking Access and Operation, Maintenance, and Management Agreement for the Park Place Garage* (aka Capitol/Myrtle) with the Hampton Inn requires that both parties agree on proposed rates. Upon receiving Hampton Inn's objections to the proposed rates, Agency staff met with hotel representatives to discuss agreeable terms. The Agency presented a modified recommendation to Hampton Inn, which includes delaying and distributing the proposed rate adjustments, however negotiations are on-going.

As such, the Agency recommends excluding adjustments to the following two rate categories until mutually agreeable terms are achieved with Hampton Inn:

- **Hotel Guest Rate**
- **Reserved Monthly Pass Rate**

Once agreement is achieved, a separate recommendation will be brought to the Board for consideration.

## **Fiscal Impact**

Considering the revised recommendation above, the proposed rate adjustments for existing products are anticipated to increase annual gross parking revenue by approximately \$794,000. Table 6 summarizes the anticipated incremental revenue impact for each of the proposed rate changes.

<b>Rate</b>	<b>Locations Impacted</b>	<b>Cumulative Additional Revenue</b>
Remove FHF (8pm-5am)	All	\$130,000
Daily Maximum (Weekdays)	All	\$233,000
Daily Maximum (Weekends)	All	\$100,000
<i>Hotel Guest Rate</i>	<i>Capitol/Myrtle 11th/Front</i>	<i>TBD</i>
Special Event Rate	All	\$35,000
Standard Monthly Pass	All	\$286,000
<i>Reserved Monthly Pass</i>	<i>All</i>	<i>TBD</i>
Overnight Pass	10th/Front	\$10,000
<b>Total</b>		<b>\$794,000</b>

*Table 6: Anticipated Annual Revenue Impact of Rate Adjustments to Existing Products*

The Agency anticipates that the proposed new and expanded parking products will generate additional parking revenue; however the magnitude and timing of customer demand remain uncertain, making precise revenue projections difficult. Assuming the preliminary quantities of each new product are fully subscribed, and customer substitution is minimal (i.e. all standard monthly pass vacancies created by the introduction of new products are backfilled through the waitlist), the estimated incremental revenue impacts are outlined in Table 7.

<b>New Product</b>	<b>Initial Pass Quantity</b>	<b>Additional Revenue</b>
Hourly Parking Passport	N/A	\$0
Shared Monthly Account Pass	260	\$0
Overnight Pass <sup>3</sup>	150	\$121,000
Limited Pass	160	\$218,000
All Access Pass	30	\$62,000
<b>Total</b>		<b>\$401,000</b>

*Table 7: Potential Annual Revenue Impact of New and Expanded Products*

The Hourly Parking Passport and Shared Monthly Account are not expected to generate additional revenue, as neither product introduces a new revenue stream. Depending on demand among existing corporate account holders and the extent to which customers shift from standard monthly passes to these products, the expansion of the Shared Monthly Account program could result in a net reduction in revenue.

<sup>3</sup> Quantity of Overnight Passes shown in Table 7 is in addition the 60 Overnight passes already in circulation at 10th/Front accounted for in Table 6.

## Next Steps

- |               |   |
|---------------|---|
| June 1, 2026: | Except for Hotel Guest Rate and Reserved Monthly Pass rates, new rates go into effect |
| TBD           | Approve and implement new rates for Hotel Guest Rate and Reserved Monthly Pass Rate   |

## Staff Recommendation

Adopt Resolution 1963 authorizing the proposed ParkBOI parking rate adjustments, except for Hotel Guest Rate and Reserved Monthly Pass Rate.

### **Suggested Motion:**

I move to adopt Resolution 1963 authorizing the adoption of the proposed ParkBOI parking rates with an effective date of June 1, 2026.

**RESOLUTION NO. 1963**

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

A RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE URBAN RENEWAL AGENCY OF BOISE CITY, IDAHO, AUTHORIZING THE MODIFICATION OF THE PUBLIC PARKING MANAGEMENT PLAN BY APPROVING A PROPOSED RATE ADJUSTMENT FOR THE PARKING SYSTEM; AUTHORIZING AND DIRECTING THE EXECUTIVE DIRECTOR TO EXECUTE ALL NECESSARY DOCUMENTS REQUIRED TO IMPLEMENT THE PROPOSED RATE ADJUSTMENT AND MODIFICATION TO THE PLANS; AND PROVIDING FOR ANY NECESSARY TECHNICAL CHANGES; AND PROVIDING AN EFFECTIVE DATE.

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

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

WHEREAS, the City, after notice duly published, conducted a public hearing on the First Amendment to the Urban Renewal Plan Westside Downtown Urban Renewal Project ("First Amendment to the Westside Plan"); and,

WHEREAS, following said public hearing, the City adopted its Ordinance 45-20 on December 1, 2020, annexing two (2) geographical areas adjacent and contiguous to the northern boundary of the Westside Project Area into the existing revenue allocation area and making certain findings; and,

WHEREAS, the Agency's Public Parking Management Plan governs the parking policies and procedures for Agency parking facilities that are in or serve the expired Central District Plan, the expired River Myrtle-Old Boise Plan, and the Westside Urban Renewal Project Area; and,

WHEREAS, the Public Parking Management Plan provides for modifications of the parking rates set forth therein; and,

WHEREAS, the Public Parking Management Plan provides for the Agency to establish rates for parking within the facilities owned, operated, and managed by the Agency; and,

WHEREAS, the Agency and Agency's parking operator have studied the modification of certain parking rates including those for standard monthly parking, reserved monthly parking, hotel rates, daily maximums, Special Event rates, the First Hour Free program and violation fee rates; and,

WHEREAS, the rate restructuring plan proposes to adjust parking rates for existing parking products and programs and introduces rates for new parking products and programs. With the exception of the Hotel Guest Rate and the Reserved Monthly Pass Rate, all proposed rates shall be effective as of June 1, 2026; and,

WHEREAS, the Hotel Guest rate and the Reserved Monthly Pass rate will be considered for adjustment at a later date; and,

WHEREAS, at its meeting of March 9, 2026, the Agency Board received a report regarding the proposed rate changes and thereafter instructed Agency staff to prepare the necessary information and publications in order to receive public comment at its April 13, 2026, meeting; and,

WHEREAS, the Parking Management Plan provides for certain notice, comment, and public input concerning any proposed parking rate changes; and,

WHEREAS, under several development agreements pursuant to the expired Central District Plan and the expired River Myrtle-Old Boise Plan, certain developers or owners of certain real property have the right to receive notice of any rate changes; and,

WHEREAS, on March 11, 2026, and March 18, 2026, the Agency caused to be published in the *Idaho Statesman* newspaper a public notice of Proposed Parking Rate Adjustments advising the public of the meeting scheduled for April 13, 2026, to consider the rate adjustments; and,

WHEREAS, the Agency has provided specific written notice of the Proposed Parking Rate Adjustments to those persons or entities entitled to such notice; and,

WHEREAS, the Agency Board considered the information and comments received at its April 13, 2026, meeting; and,

WHEREAS, the Agency Board finds it necessary to modify the existing parking rates and adopt rates for new parking products and programs applicable to the parking system owned by the Agency and operated for the benefit of the Agency; and,

WHEREAS, the Agency Board of Commissioners finds it in the best interests of the Agency and public to adopt the modifications to the Parking Management Plan occasioned by the proposed parking rate adjustment and addition of new parking products and programs and adopt the parking rate adjustments, new parking products and programs.

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

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

Section 2: That the modifications to the Public Parking Management Plan as set forth in the public notice of Proposed Parking Rate Adjustments, attached hereto as Exhibit A and incorporated herein by reference, along with any modifications to Exhibit A as a result of the public comment received at the April 13, 2026, Agency Board meeting are hereby approved and adopted.

Section 3: That the Executive Director is hereby authorized, permitted, and directed to distribute the modified parking rate schedule (the "Rate Schedule") and to provide sufficient copies to any interested party; and further, that the Executive Director is authorized, permitted, and directed to make any technical changes to the Rate Schedule and new parking product and program definitions so long as such changes are in keeping with the information considered and the public comment received at the April 13, 2026, Agency Board meeting.

Section 4: That the Rate Schedule shall be effective as of June 1, 2026, unless any existing parking agreement with the Agency or its parking operator mandates a later effective date.

Section 5: That the Rate Schedule for the Hotel Guest rate and the Reserved Monthly Pass rate shall not be adjusted and shall be considered for adjustment at a later date.

Section 6: That this Resolution shall be in full force and effect immediately upon its adoption and approval.

PASSED AND ADOPTED by the Urban Renewal Agency of Boise City, Idaho, on April 13, 2026. Signed by the Chair of the Agency Board of Commissioners and attested by the Secretary to the Agency Board of Commissioners on April 13, 2026.

URBAN RENEWAL AGENCY OF BOISE CITY

By: \_\_\_\_\_  
Latonia Haney Keith, Chair

ATTEST:

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

## Proposed 2026 ParkBOI Rate Adjustments

<b>Category</b>	<b>Current Rate</b>	<b>Proposed Rate</b>	<b>% Change</b>
First Hour	Free (All Day)	Free (5AM-8PM)	New Hours
Hourly Rate (all garages)	\$3/hour	\$3/hour	No Change
Weekday Max (9 <sup>th</sup> & Main, Cap & Main)	\$20	\$21	5.0%
Weekday Max (all other garages)	\$15	\$18	20.0%
Weekend Max (all garages)	\$8	\$9	12.5%
9 <sup>th</sup> & Main Monthly	\$190	\$195	2.6%
9 <sup>th</sup> & Main Overnight	--	\$78	New
9 <sup>th</sup> & Main Limited	--	\$137	New
Capitol & Main Monthly	\$190	\$195	2.6%
Capitol & Main Reserved (Residential)	\$230	\$230	No Change*
Capitol & Main Reserved (Commercial)	\$250	\$250	No Change*
Capitol & Main Overnight	--	\$78	New
Capitol & Main Limited	--	\$137	New
Capitol & Myrtle Monthly	\$150	\$155	3.3%
Capitol & Myrtle Reserved	\$170	\$170	No Change*
Capitol & Myrtle Overnight	--	\$62	New
Capitol & Myrtle Limited	--	\$109	New
10 <sup>th</sup> & Front Monthly	\$150	\$160	6.7%
10 <sup>th</sup> & Front Reserved	\$170	\$170	No Change*
10 <sup>th</sup> & Front Overnight	\$50	\$64	28.0%
10 <sup>th</sup> & Front Limited	--	\$112	New
9 <sup>th</sup> & Front Monthly	\$150	\$160	6.7%
9 <sup>th</sup> & Front Reserved	\$200	\$200	No Change*
9 <sup>th</sup> & Front Overnight	--	\$64	New
9 <sup>th</sup> & Front Limited	--	\$112	New
11 <sup>th</sup> & Front Monthly	\$125	\$135	8.0%

*\*Future adjustment anticipated in 2026*



### Proposed 2026 Rate Adjustments for ParkBOI Facilities (Cont.)

<b>Category</b>	<b>Current Rate</b>	<b>Proposed Rate</b>	<b>% Change</b>
11 <sup>th</sup> & Front Reserved	\$155	\$155	No Change*
11 <sup>th</sup> & Front Overnight	--	\$54	New
11 <sup>th</sup> & Front Limited	--	\$95	New
All Access Pass	--	\$340	New
Hotel Guest Rate	\$8.00	\$8.00	No Change*
Car/Van Pool (Cap & Myrtle, 9 <sup>th</sup> & Front, 10 <sup>th</sup> & Front, 11 <sup>th</sup> & Front)	\$75 + City Go	\$75 + City Go	No Change
Special Event	\$10	\$5-\$30	Varies
BikeBOI	\$20 activation	\$20 activation	No change

*\*Future adjustment anticipated in 2026*

## Exhibit B: New and Expanded Pass Product Definitions

<b>Product Name:</b>	<b>Hourly Parking Passport</b>
<b>Description:</b>	A pay-as-you-go pass, allowing access to all ParkBOI garages at the current hourly rate.
<b>Anticipated User Group:</b>	Semi-frequent garage users and hourly customers who want the convenience of a contactless garage access card rather than pulling a ticket and paying for each visit.
<b>How does it work?</b>	Upon initial setup, the account is loaded with \$100.00 in hourly parking credits. When visiting a ParkBOI garage, the account holder uses their access card to enter and exit the garage. Parking charges are automatically calculated based on entry and exit time at the current hourly rate and deducted from the account balance. When the balance reaches \$25, the card on file is automatically charged to restore the balance to \$100.
<b>Requirements/Limitations:</b>	<ul style="list-style-type: none"><li>• The account holder must register, create an account, and pay a one-time, non-refundable \$20.00 administrative fee. The account must also be loaded with the \$100.00 in parking credits, for an initial charge of \$120.</li><li>• A credit or debit card on file, or another electronic payment method, is required.</li><li>• Unused parking credits may be refunded if the account is terminated.</li><li>• This program does not guarantee parking availability or reserve a parking space.</li><li>• Anti-passback rules apply.</li></ul>
<b>Proposed Rate:</b>	Matches current hourly rate structure for the ParkBOI facility, including First Hour Free.
<b>Strategic Value:</b>	<ul style="list-style-type: none"><li>• Expands customer base beyond traditional monthly users</li><li>• Improves accessibility for people with disabilities</li><li>• Encourages recurring, automated revenue</li><li>• Bridges the gap between monthly and hourly parking options</li></ul>
<b>Target Implementation Date:</b>	Fall/Winter 2026

## Exhibit B: New and Expanded Pass Product Definitions

<b>Product Name:</b>	<b>Shared Monthly Account</b>
<b>Description:</b>	A single monthly pass shared by up to two (2) individual parkers.
<b>Anticipated User Group:</b>	Employees with non-overlapping shifts
<b>How does it work?</b>	<p>Employer registers for a parent account, registers individual eligible employees who will participate in the Shared Parker Account, and identifies the desired number of passes to be purchased and shared for a designated garage. Each employee is issued an access card credential and may use that credential to enter and exit the selected ParkBOI garage as needed for no additional charge up to the maximum number of passes purchased. If that pass threshold is exceeded, access by additional employees is allowed, but the employer will be charged an overage fee for every entry above the pass threshold at the current hourly rate for the actual amount of time that the pass threshold is exceeded. First hour free does not apply to overage fee calculation.</p> <p><i>Overage Fee Example: An employer purchases 5 passes to be shared by 8 individual employees. On Wednesday this week, 7 of the registered employees use their access card to park in the designated garage concurrently for 3 consecutive hours. The employer would be charged an overage fee at the current hourly rate for the 3 hours that the 6<sup>th</sup> and 7<sup>th</sup> employees parked in the garage. Under 2026 hourly rates (excluding first hour free), the overage fee for this instance would be 2 employees x 3 hours x \$3.00/hr = \$18.00</i></p>
<b>Requirements/Limitations:</b>	<ul style="list-style-type: none"><li>• Limited to corporate accounts.</li><li>• Maximum of 50 employees per account.</li><li>• Maximum ratio of employees to shared passes is 2:1.</li><li>• A credit or debit card on file, or another electronic payment method, is required.</li><li>• First Hour Free does not apply to overage fees.</li><li>• Passes are valid for one garage only.</li><li>• This program does not guarantee parking availability or reserve a parking space.</li><li>• Anti-passback rules apply.</li></ul>
<b>Proposed Rate:</b>	Matches current standard monthly pass rate (varies by ParkBOI location)
<b>Strategic Value:</b>	<ul style="list-style-type: none"><li>• Aligns with hybrid workforce trends</li><li>• Attracts corporate accounts</li><li>• Encourages higher total contract value</li><li>• Reduces monthly pass churn</li></ul>
<b>Target Implementation Date:</b>	June 1, 2026

## Exhibit B: New and Expanded Pass Product Definitions

<b>Product Name:</b>	<b>Overnight Pass (formerly “PM Parker”)</b>
<b>Description:</b>	A monthly pass product allowing access to a designated ParkBOI garage between the hours of 3:00 p.m. and 8:00 a.m. (17 hours per day), every day.
<b>Anticipated User Group:</b>	Employees with evening and night shifts starting after 3:00pm and ending the following day before 8:00am
<b>How does it work?</b>	<p>Upon registering for a Overnight Pass account, account holder is furnished with an access card credential which allows unlimited access by the account holder at a designated ParkBOI garage between the hours of 3:00 p.m. and 8:00 a.m. the following day. Entry and exit to the designated garage outside this timeframe is allowed, but the account holder will be charged an overage fee per the current hourly rate. First hour free does not apply to overage fee calculation.</p> <p><i>Overage Fee Example: An employee with a registered Overnight Pass accesses their designated garage at 1:35 p.m. and stays in the garage until 7:00 a.m. the following day. An overage fee for two (2) full hours would be charged to the account holder because their actual entry time preceded the allowable entry time of 3:00 p.m. by 1 full hour plus a portion of a 2nd hour. Under 2026 hourly rates (excluding first hour free), the overage fee for this example would be 2 hours x \$3.00/hr = \$6.00</i></p>
<b>Requirements/Limitations:</b>	<ul style="list-style-type: none"><li>• A credit or debit card on file, or another electronic payment method, is required.</li><li>• First Hour Free does not apply to overage fees</li><li>• Passes are valid for one garage only</li><li>• This program does not guarantee parking availability or reserve a parking space.</li><li>• Anti-passback rules apply</li></ul>
<b>Proposed Rate:</b>	Indexed to 40% of the current standard monthly pass rate (varies by ParkBOI location)
<b>Strategic Value:</b>	<ul style="list-style-type: none"><li>• Serves expanding hospitality sector</li><li>• Generates off-peak revenue</li><li>• Standardizes program across ParkBOI system</li></ul>
<b>Target Implementation Date:</b>	June 1, 2026

## Exhibit B: New and Expanded Pass Product Definitions

<b>Product Name:</b>	<b>Limited Pass</b>
<b>Description:</b>	A monthly pass product allowing access to a designated ParkBOI garage between Thursday and Monday.
<b>Anticipated User Group:</b>	Employees with work shifts between Thursday and Monday or employees who can utilize alternative modes of travel on Tuesdays & Wednesdays.
<b>How does it work?</b>	Upon registering for a Limited Pass account, account holder is furnished with an access card credential which allows unlimited access by the account holder to a designated ParkBOI garage between 12:00 a.m. Thursday and 11:59 p.m. Monday the following week. The access card does not allow entry to the designated garage outside this timeframe.
<b>Requirements/Limitations:</b>	<ul style="list-style-type: none"><li>• A credit or debit card on file, or another electronic payment method, is required.</li><li>• Passes are valid for one garage only</li><li>• This program does not guarantee parking availability or reserve a parking space.</li><li>• Anti-passback rules apply</li></ul>
<b>Proposed Rate:</b>	Indexed to 70% of the current standard monthly pass rate (varies by ParkBOI location)
<b>Strategic Value:</b>	<ul style="list-style-type: none"><li>• Shifts demand from peak days while capturing price-sensitive customers</li><li>• Serves weekend workforce</li></ul>
<b>Target Implementation Date:</b>	June 1, 2026

## Exhibit B: New and Expanded Pass Product Definitions

<b>Product Name:</b>	<b>All Access Pass</b>
<b>Description:</b>	Conversion of an existing ParkBOI monthly pass account to a pass allowing access to all ParkBOI locations.
<b>Anticipated User Group:</b>	Employees or residents who want access to multiple ParkBOI garage locations.
<b>How does it work?</b>	Upon registering for this account, pass may be used to access all ParkBOI locations.
<b>Requirements/Limitations:</b>	<ul style="list-style-type: none"><li>• A credit or debit card on file, or another electronic payment method, is required.</li><li>• This program does not guarantee parking availability or reserve a parking space.</li><li>• Anti-passback rules apply</li></ul>
<b>Proposed Rate:</b>	Indexed to 175% of the current maximum monthly pass rate for the entire ParkBOI system
<b>Strategic Value:</b>	<ul style="list-style-type: none"><li>• Creates a premium tier pass product</li><li>• Simplifies credential management</li></ul>
<b>Target Implementation Date:</b>	June 1, 2026

**ParkBOI Parking System****Violation Rate Modification Proposal****February 2026**

ParkBOI violation rates have remained stable for many years, with no adjustments made since the modification of Hourly and Monthly Parker rates on May 1, 2022. Over the past four years, however, we have experienced a noticeable increase in replacement costs for PARCS equipment, particularly gate arms. In light of these rising costs, we believe that modifying the current violation rates is necessary to ensure we can responsibly maintain and replace essential infrastructure.

Our violation cost strategy has consistently emphasized compliance and communication rather than revenue generation. The proposed structure maintains a lower initial violation fee that increases only if payment is delayed. This tiered approach encourages prompt resolution and fosters dialogue with ParkBOI customers who may wish to challenge or contest a violation. It supports fairness while reinforcing accountability.

The accompanying table outlines the current and proposed naming conventions for each violation, detailed definitions, current fees assessed at both ParkBOI and other TCP-managed downtown locations, and the proposed initial and escalated fees. Additionally, violation data from FY26 (October 1, 2025 through February 27, 2026) indicates that 648 violations were issued across all locations, totaling \$16,563.00 in assessed fees.

Historically, violation fees have not been a significant revenue generator, nor is it our intention for them to become one. Rather, we believe that a reasonable increase will serve as a non-punitive measure to discourage misbehavior, reduce intentional damage to PARCS equipment (such as gate lifts), and improve overall parking practices at ParkBOI locations.

We respectfully request approval to implement the proposed violation rate adjustments to better align with operational realities and long-term maintenance needs.





LANGUAGE CHANGES	DEFINITIONS	CURRENT FEE		PROPOSED FEE	
		Current (TCP Boise)	Current (ParkBOI)	Suggested Cost	Suggested Fee after 14 Days
Approved Language (Listed A-Z)	Key/Definition (Template Notes)				
ADA SPACE W/O VALID CREDENTIALS	Vehicle parked in ADA space w/o proper hangtag	150.00	100.00	150.00	150.00
COURTESY NOTICE	Warning - Parking Attendant can manually enter reason as note.	-	-	-	-
EV STATION VIOLATION	Parking in an electric vehicle charging stall as a non-electric vehicle. Additionally, an electric vehicle parked in a charging stall while not actively charging will be issued a violation.	100.00	50.00	100.00	125.00
EXCESSIVE VIOLATIONS - CALL OFFICE	Excessive violations - call our office ASAP to avoid immobilization.	40.00	25.00	40.00	60.00
FIRE LANE VIOLATION	Parked in a fire lane.	150.00	-	150.00	150.00
GARAGE DAMAGE 1-5 FEET		NA	500.00	500.00	500.00
GARAGE DAMAGE 6-10 FEET		NA	1,000.00	1,000.00	1,000.00
GARAGE DAMAGE 10+ FEET		NA	1,500.00	1,500.00	1,500.00
ILLEGAL ENTRY/EXIT W/GATE ADJ	Lifting gate arm to exit, gate needs to be adjusted to operate properly.	135.00	100.00	200.00	350.00
ILLEGAL ENTRY/EXIT W/ARTIC REPAIR	Lifting gate arm to exit - gate arm damaged (articulating arm needs to be replaced/repaired).	470.00	100.00	800.00	800.00
ILLEGAL ENTRY/EXIT W/STRAIGHT REPAIR	Lifting gate arm to exit - gate arm damaged (straight arm needs to be replaced/repaired).	320.00	100.00	725.00	725.00
IMPROPERLY PARKED	Parked in restricted area (entrance/exit), parked in an invalid space.	40.00	25.00	40.00	60.00
IMPROPERLY PARKED	Parked in restricted area (entrance/exit), parked in an invalid space.	40.00	25.00	40.00	60.00
MULTI-SPACE VIOLATION	Vehicle parked over/outside lines- consuming more than one space.	100.00	-	100.00	125.00
PARKED IN RESERVED STALL	Unauthorized vehicle parked in a reserved space.	100.00	100.00	100.00	100.00
PAYMENT DUE	Variable fee - Pdue.	-	-	Plus \$50	-
TOW FEE	Towing vehicle relocated at owner's request.	-	55.00	150.00	150.00
VISITOR ONLY/VISITOR TIME LIMIT	Exceeding time limit/Over time, Visitor Limit Exceeded	40.00	25.00	40.00	60.00
Warning: Monthly Parker Below Line	Warning: Monthly parker is parked below the approved parking level.	-	-	-	-
Monthly Parker Below Line	Monthly parker is parked below the approved parking level.	40.00	25.00	40.00	60.00

Location	Lot Number	Count	Violation Fees	Payments	Balance Due
10TH & FRONT	22305	75	\$2,503.00	\$990.00	\$1,303.00
11TH & FRONT	22309	19	\$411.00	\$211.00	\$200.00
11TH & FRONT SURFACE LOT	22309	19	\$425.00	\$350.00	\$150.00
9TH & FRONT	22302	215	\$6,092.00	\$3,597.00	\$3,125.00
9TH & MAIN	22304	91	\$2,091.00	\$958.00	\$1,457.00
CAPITOL & MAIN	22301	156	\$3,307.00	\$2,149.00	\$1,556.00
CAPITOL & MYRTLE	22300	73	\$1,734.00	\$1,386.00	\$730.00
	Totals	648	\$16,563.00	\$9,641.00	\$8,521.00
			Payments	\$9,641.00	
			Violation Fees	\$16,563.00	
			Payment Rate	58.21%	



Written Comment Received by 12:00pm on April 10, 2026

	Date Comments Received	Name of Commenter	Verbatim Comments
1	03.10.26 @ 10:46 AM	Lyndsey Archer, Studio Archer lyndsey@studioarcher.com	<p>Hello,</p> <p>Our office is currently directly connected to the parking in g garage at 9th &amp; front and we currently pay for 2 parking passes @ \$150/month. I have a few questions regarding the proposed updates that were shared this morning.</p> <p>Can you please explain the different benefits of the below passes?</p> <ul style="list-style-type: none"> <li>- monthly</li> <li>- limited</li> <li>- unlimited</li> <li>- reserved</li> </ul> <p>Also, had the city considered bulk discounts for businesses who have multiple passes? Currently my business partner and I share one pass and our employee has her own. As we continue to add headcount, parking cost becomes a consideration on whether we stay or move to a different office with mote affordable parking.</p>
2	03.10.26 @ 2:24 PM	Jessica Jenkins, Caprock "Jjenkins@caprock.com" <Jjenkins@caprock.com>	<p>Hello,</p> <p>I am writing in response to the proposed increase in parking rates. Our company has more than 20 monthly parkers in downtown Boise, and while I understand that the rate change may be related to the new equipment installed in the garages, I wanted to share several ongoing issues our team has experienced with the updated system:</p> <p><b>Badge access failures:</b> Many employees frequently need their badges reset due to system errors that prevent the gate from opening.</p> <p><b>Ticketing challenges:</b> When badges fail, parkers are instructed not to pull a ticket. However, long wait times when pressing the call button often lead to frustration, and people end up taking a ticket anyway—creating additional work for CarPark to resolve and clear the charges.</p> <p><b>Call button service issues:</b> Users regularly encounter long response times, no response at all, or are incorrectly told they do not have a monthly parking pass.</p> <p><b>System outages:</b> Recently, the entire AmanoOne system went down, trapping several people in the nested parking area for over 30 minutes. Only the main gates were lifted, and the nested area was overlooked. A building security staff member eventually noticed and manually opened the gate. Without that intervention, it’s unclear how long those individuals would have remained stuck.</p> <p><b>License plate recognition problems:</b> The new license plate scanning system has been unreliable, and most of our team reports that it does not work consistently.</p> <p>Given these challenges, the proposed rate increase feels difficult to justify from the perspective of service reliability</p>

Written Comment Received by 12:00pm on April 10, 2026

	Date Comments Received	Name of Commenter	Verbatim Comments
3	03.10.26	Neckar Coffee (Via Instagram)	Discounted rate for service workers in downtown core please
4	03.11.26	April Neale (Via X, formerly Twitter)	Jesus @ccdcoise are you TRYING to ruin downtown #Boise business flow? People complain now it's way too high & head to places like Meridian to shop (Free parking). I am with @CityofBoise on this.
5	03.13.26 @ 12:57am	Jussi Santa jsanta@hotelrenegade.com	My thoughts are an ask to shift to a rolling schedule of price increases. Rising costs of doing business are normal, and often these are scheduled on a rolling three-year basis at around 2-4% to help support accurate budgeting, and re-evaluate the next rolling 3 years annually. An 8-31% increase year-to-year has a significant impact on our business. It would be ideal to have any future increases determined and communicated by around July 1 so they can be incorporated into most budgeting cycles on a rolling 3 years.
6	03.13.26 @ 11:55am	Dawn Vitto dawn@hotel43.com	Hi Zach,  Thank you again for taking the time to meet to review the proposed changes. I appreciated the opportunity to discuss the updates in more detail. I am happy to be able to share the new and expanded products with our managers and HR teams. This information could be helpful for our team members across both properties looking for alternative parking options.  I would like to formally request that any proposed rate increases for Hotel 43 be postponed until January 2027. This adjustment would allow us the necessary time to plan appropriately and align the changes with our operational and budgetary cycles. Additionally, I'd like to request that a contract be drafted regarding the reserved parking spaces, outlining the agreed-upon terms as well as any anticipated rate changes over the coming year(s). Having this in writing will help ensure clarity and consistency for us moving forward.  Please let me know if you need any additional information from my side. I'm happy to meet again prior to April 13 if that would be helpful.  Thanks,  Dawn Vitto

Written Comment Received by 12:00pm on April 10, 2026

	Date Comments Received	Name of Commenter	Verbatim Comments
7	03.14.26 @ 10:04am	John Sanders III wildcatqb15@gmail.com	<p>Sincerely, John</p> <p>Begin forwarded message:                      From: Info &lt;info@thecarpark.com&gt;                      Date: March 10, 2026 at 2:08:12 PM MST                      To: John Sanders III &lt;wildcatqb15@gmail.com&gt;                      Subject: RE: [EXTERNAL] Re: 22302-1456275 - ParkBOI PROPOSED Parking Rate Modifications</p> <p>Hello John,                      Thank you for taking the time to share your opinion regarding the PROPOSED rate changes. We are happy to address any concerns or questions you have.                      However, we also want to ensure your voice on this matter is catalogued. If you have a comment to share regarding the proposed rates, then please contact CCDC directly at this email address: info@ccdcboise.com. Sharing your concerns may be accomplished by forwarding your original email, or by copying/pasting your comments into a new email.                      Please note that all comments for CCDC are due by April 10, 2026, at noon (12:00pm).                      Again, we appreciate you taking the time to share your thoughts.                      Please reach out to us with any additional questions.                      Thank you,</p> <p>From: John Sanders III &lt;wildcatqb15@gmail.com&gt;                      Sent: Tuesday, March 10, 2026 9:25 AM                      To: Info &lt;info@thecarpark.com&gt;                      Subject: [EXTERNAL] Re: 22302-1456275 - ParkBOI PROPOSED Parking Rate Modifications</p> <p>Ouch! 20 percent increase for me. That's steep.</p>

Written Comment Received by 12:00pm on April 10, 2026

	Date Comments Received	Name of Commenter	Verbatim Comments
8	03.20.26 @ 3:34pm	<p>Max Lee                      "mlee@raymondteam.com"                      &lt;mlee@raymondteam.com&gt;</p> <p>"Jennifer Thomas" &lt;thomas@raymondteam.com&gt;</p>	<p>CCDC Board of Commissioners &amp; ParkBOI Management Team:</p> <p>I am writing on behalf of The Hampton Inn &amp; Suites, located at 495 South Capitol Blvd, to formally oppose CCDC’s proposed 2026 ParkBOI Rate Adjustments received via email on March 13, 2026. We oppose several parking rate categories, specifically the increases to Hotel Guest Rate, Capitol &amp; Myrtle Reserved, and Capitol &amp; Myrtle Monthly parking rates.</p> <p>Section 4.3(2) of our Parking Access and Operation, Maintenance, and Management Agreement clearly states that parking rates must be “mutually agreeable.” This language requires the consent of both parties for any rate modification and does not permit unilateral changes. At this time, we do not agree to the proposed increases in Hotel Guest Rate, Capitol &amp; Myrtle Reserved, and Capitol &amp; Myrtle Monthly parking rates; therefore, the proposed adjustments do not meet the contractual requirement for mutual agreement.</p> <p>Additionally, Section VIII of the Parking Management Plan states that there “shall be an attempt to limit consideration of rate adjustments to an identified annual date in an effort to provide users advance notification.” This requirement reflects a mutual commitment to predictability and adequate notice for users, which is particularly important for categories that directly impact employees, guests, and stakeholders.</p> <p>The proposed increases—specifically, the rise in the Hotel Guest Rate from \$8.00 to \$11.50 ( an increase of approximately 44%), the Capitol &amp; Myrtle Reserved rate from \$170 to \$233 (a 37.06% increase) and Capitol &amp; Myrtle Monthly rates from \$150 to \$155—represent substantial changes that are unreasonable and cannot be absorbed mid budget cycle. Our budgets for the current fiscal year are already finalized, and implementing increases of this magnitude at this time would contradict both the practical intent and the explicit language of the agreement and management plan.</p> <p>We request that CCDC refrain from implementing the currently proposed increases for the 2026 calendar year and instead collaborate with us to determine a reasonable, mutually agreeable rate adjustment that we can absorb in this calendar year. With respect to any rate adjustments for 2027, we propose that the increase be limited to no more than 5% and that any proposed change be presented to us at least 60 days prior to the end of each calendar year. This will permit adequate time for us to come to a mutual agreement in advance of the budget year.</p> <p>Thank you for your attention to this matter. We value our partnership and remain committed to working collaboratively within the framework of our shared agreements.</p> <p>Max Lee                      General Manager</p>
9	03.25.26 @ 9:59pm	<p>Ryan Cleverley                      &lt;ryan@ahlquistdev.com&gt;</p>	<p>Zach - after reviewing with our team, we are in agreement with these rate changes. If you need anything else from us, please let us know.</p> <p>Thanks,                      Ryan</p>
10	04.6.26	<p>mostly_just_colby (Via Instagram)</p>	<p>All this does is hurt everyone who works downtown and is trying to just make it by in these uncertain times</p>
11	04.9.26	<p>Scott Schoenherr                      Rafanelli &amp; Nahas</p>	<p>Letter (see attached)</p>

Written Comment Received by 12:00pm on April 10, 2026

	Date Comments Received	Name of Commenter	Verbatim Comments
12	04.9.26	Cody Lund GBAD/Boise Centre	Letter (see attached)
13	04.9.26	Jeremy Malone Oppenheimer Development Corporation	Letter (see attached)
14	04.10.26 @ 11:27am	Eric Trapp <etrapp@idahosteelheads.com>	<p>Want to voice my concerns to the parking rate adjustments for the garages. I understand if the monthly rates need to increase.</p> <p>I am mostly concerned about the daily rate changes which could adversely affect our being able to recruit hourly or part-time employees for our events. In addition, I am afraid it is going to lead to customers coming to less and less events in the downtown core. I know it seems like a small increase but every little bit means a lot to these employees and customers.</p> <p>Our hourly employees working events at night already have a tough time finding parking downtown because they have to be here before many of the garages empty out from the normal 9 to 5 employees. They also can't rely on the Transit system as it doesn't run at night when they get off around 11pm or later. Many of the businesses downtown have a tough time competing with employers in Meridian and Nampa because they have free or plentiful parking at their establishments that have night business. They don't have to pay for parking. Many of our hourly employees complain that they end up working their first hour of work just to pay for parking. We can't afford to pay for everyone's parking at every event as we have over a hundred people work per event. But these employee's are vital to putting on events that bring customers to downtown to eat and drink at the establishments and help to make downtown Boise a thriving and vibrant city.</p> <p>Meridian, Nampa and Caldwell are all trying to replicate what was created in beautiful downtown Boise. They are creating their own entertainment districts with bars and restaurants. They see how successful downtown Boise is in making our Valley such a great place to live and work. I worry that by putting these rate increases in we may be driving people away from our vibrant downtown and encouraging them to go to the Meridian Village, the new Ten mile district being built, Nampa or Indian Creek in Caldwell.</p> <p>We contribute greatly to the parking revenues when we have events at the Idaho Central Arena. Our customers and employees park in the garages at night. We will continue to bring more and more events to downtown but it is increasingly harder to compete with the other areas in the valley.</p> <p>I appreciate you taking feedback from the Downtown merchants. Any questions you can contact me.</p> <p>Eric Trapp</p>

April 8, 2026

Zach Piepmeyer, P.E.  
Parking and Mobility Director  
Capital City Development Corp  
121 N. 9th Street, Suite 501  
Boise, ID 83702

Rafanelli  
& Nahas

702 W. Idaho Street  
Suite 825  
Boise, ID 83702

PH: 208.947.0407  
FAX: 208.947.0411

www.rafnah.com

**RE: Recommendation to Maintain Current Monthly Parking Rates**

Dear Zach and Members of the CCDC Board,

While the proposed adjustments to our downtown parking rates may seem nominal and reflective of rising operational costs, please consider the broader economic context. Our current office vacancy rates are a growing concern, and we should avoid introducing any new friction that could hinder our efforts to attract and retain tenants.

When monthly rate hikes are scaled across a company's entire workforce, the cumulative cost becomes a major factor—particularly for prospective employers weighing downtown against the free parking alternatives prevalent throughout the Treasure Valley. We are currently locked in a fierce competition for office tenants with developments in Eagle and Meridian. Given the increasing challenges of regional traffic congestion, maintaining cost competitiveness with these outlying areas is more critical than ever.

I am asking the Board to defer any increases to monthly parking rates at this time. We shouldn't add another obstacle to the already difficult task of proving that downtown remains the premier destination for business.

Until we see a meaningful reduction in office vacancies, I urge you to keep the current rates in place. Taking this stance will provide much-needed stability for our existing businesses and send a powerful message that this Board is fully committed to the health and growth of our downtown core.

Sincerely,



Scott Schoenherr  
Partner



Public Testimony: CCDC Proposed Parking Rates

Meeting: April 13<sup>th</sup>, 2026

Dear CCDC Board of Directors,

On behalf of the Greater Boise Auditorium District and Boise Centre, I want to thank you for your continued leadership and investment in downtown Boise. We value the role CCDC plays in supporting a vibrant and economically strong city core.

I am writing to share our perspective regarding the proposed parking rate increases. While we understand the need to periodically adjust rates to address rising operational and maintenance costs, we are concerned about the potential impact these increases may have on our and our downtown neighbor's ability to attract and retain the part-time service workforce that is critical to supporting events and maintaining an active downtown environment.

Our industry relies heavily on a flexible, part-time workforce to deliver successful events and provide the level of service our clients and community expect. Increased parking costs can create an additional barrier for these employees, many of whom already face competing employment opportunities—particularly as continued growth and development in the western part of the Valley expands alternative job options.

At a time when maintaining a vibrant and accessible downtown is more important than ever, we believe it is worth exploring creative or targeted solutions that help mitigate these impacts. This could include considerations such as employee parking programs, validation options, or other approaches that support the workforce essential to downtown's ongoing vitality.

We appreciate the complexity of balancing financial sustainability with accessibility and economic activity, and we are committed to being a constructive partner in that conversation. We would welcome the opportunity to further discuss these considerations and collaborate on potential solutions.

Thank you again for your continued partnership and for considering our perspective.

Kind regards,

A handwritten signature in blue ink that reads "Cody Lund". The signature is fluid and cursive, with the first name "Cody" and last name "Lund" clearly distinguishable.

Cody Lund  
Executive Director  
Greater Boise Auditorium District / Boise Centre

---

PHONE: (208) 343-4883

FAX: (208) 363-9802

April 9, 2026

ParkBOI Parking Rate Adjustments  
Capital City Development Corporation  
Attn: Board of Commissioners  
121 N 9th Street, Suite 200  
Boise, ID 83702

Re: Opposition to Proposed Downtown Parking Rate Increases

Dear Commissioners,

We are writing to express opposition to the proposed increases in downtown parking rates administered by Capital City Development Corporation (CCDC), from the perspective of a downtown building owner and long-term stakeholder in Boise's urban core. Downtown Boise's success depends on coordination between public policy and private investment. We strongly believe that maintaining affordable, predictable parking is essential to sustaining occupancy, economic activity, and long-term tax base growth within the urban core.

Oppenheimer Development Corporation shares CCDC's goal of maintaining a vibrant, accessible, and economically healthy city center. However, increasing parking rates at this time will have unintended and disproportionate negative impacts on building operations, tenant retention, and downtown competitiveness—particularly as downtown continues to recover from recent economic disruptions, evolving workplace patterns, and growing office and retail popularity in the suburban markets.

From a building owner's perspective, parking is not a discretionary amenity—it is a foundational component of tenancy. Many office, service, and retail tenants base leasing decisions on the availability and affordability of parking for employees, customers, and clients. Rising parking costs, in effect an indirect rent increase on tenants, are something landlords cannot offset or control. This puts downtown properties at a competitive disadvantage relative to suburban office markets, where parking is typically abundant and free.

For employers evaluating whether to lease, renew, or expand downtown space, parking cost increases compound existing challenges such as hybrid work, rising operating expenses, and inflationary pressures. In our experience, parking affordability and availability is frequently cited by tenants as a decisive factor in lease negotiations and renewal decisions. Policies that increase the cost burden on employers, employees and customers risk accelerating tenant attrition, increasing vacancy rates, and undermining downtown occupancy levels.

It is also important to recognize that downtown parking revenues are ultimately supported by the success of adjacent properties. As building owners, we have invested substantial private capital in downtown Boise under the assumption that public infrastructure and policy decisions would continue to support long-term economic health and competitiveness. Increases in parking costs disrupt that balance and introduce uncertainty into the downtown investment environment.

Page 2

Opposition to Proposed Downtown Parking Rate Increases

April 9, 2026

We respectfully ask CCDC to reconsider the proposed parking rate increase at this time. We believe deferring the increase to a time when our downtown office and retail vacancy rates are improved and are more aligned with the suburban markets is a better solution for downtown Boise. While we appreciate ongoing increases in management and maintenance costs associated with the garages, implementing a rate increase at this time could potentially see an immediate and future decrease in parking revenues for CCDC if more tenants elect to move out of downtown to suburban markets.

Thank you for your consideration and for the opportunity to provide input.

Sincerely,

*Jeremy Malone*

Jeremy Malone, RPA

Vice President

Oppenheimer Development Corporation



**ParkBOI**  
**2026 Parking Rate & Product Analysis**

Boise, ID

Prepared by **Kimley»Horn**

March 2026



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# Background

This Parking Rate and Product Analysis evaluates opportunities to update ParkBOI's current parking rates and product offerings to strengthen system performance, increase revenue, and improve the overall customer experience across six public garages in downtown Boise identified in Figure 1 below. As the Capital City Development Corporation (CCDC) continues to guide growth and redevelopment in the urban core, this analysis aims to support a public parking system that remains financially resilient and responsive to user needs in 2026 and future years.



Figure 1: Study Area Map

This effort draws from Kimley-Horn's 2024 Downtown Boise Parking Occupancy Analysis, which used updated data collection to understand parking occupancy across the downtown Boise on- and off-street system. Using field surveys and drone imagery, the project team documented parking supply and utilization across downtown Boise and the Lusk District during August (summer) and September (Boise State University academic year). Across nine Sub-Areas, the study analyzed occupancy patterns of

roughly 4,150 on-street and 24,500 off-street spaces. The highest-demand areas included the Central Business District and the Boise High School area, with average occupancy levels peaking at 53-64%. The study found that On-Street parking was about 80% utilized in most areas, while ParkBOI garages were typically between 50-70% utilized. Currently, on-street spaces are more heavily utilized than the ParkBOI garages, and some 4-hour meters are being converted to 2-hour meters, indicating that the City of Boise is working to discourage longer-stay parking customers from competing for limited downtown curbside space.

This balance of utilization reflects an opportunity to adjust garage rates and products to better serve downtown visitors. Rate adjustments are intended to reinforce the desired role of each facility type, positioning the ParkBOI garages as the clearly preferred option for longer-term stays. In this context, moderate rate and product adjustments can help better align utilization with system goals and, where appropriate, shift some demand from the curb to available capacity within the garages.

The ParkBOI system operates six downtown garages providing a total of 3,154 spaces, and CCDC earns revenue from 2,575 of those spaces. CCDC's parking program currently generates positive cash flow, allowing the agency to fund capital needs and reinvest in downtown parking and mobility infrastructure. One path of investment under consideration is the construction of new garages. A new garage at 10<sup>th</sup> & Jefferson is in the development phase, coming online in 2028, and another, the Capitol Campus garage is adjacent to Boise State University in the Lusk District, tentatively opening in 2029. Revenue generated from existing ParkBOI assets goes directly to constructing and servicing the debt for these new structures that support downtown employment and visitation.

CCDC desires to balance revenue optimization, customer experience, and public-sector objectives related to access, equity, and economic development to identify the right pricing structure for 2026 and the following years. To understand these factors, this report outlines the current state of ParkBOI rates, fines, and parking products and a comparison to other Boise parking offerings and peer systems in the United States. It also summarizes the capabilities of the current parking management platform, evaluates garage revenue, and analyzes parking demand across the garage system, including how garage demand relates to on-street demand. This report also includes findings from engagement efforts, including customer surveys, CCDC Pricing Committee meetings, and CCDC Board meetings. Finally, recommendations for pricing and product offerings are developed from the findings of the analysis.

## Existing Conditions Assessment

### ParkBOI Rates and Parking Products

ParkBOI offers a variety of paid parking options designed to serve a wide range of downtown users, including short-term visitors, employees, students, and event attendees. These options include hourly, daily, monthly, and electric vehicle (EV) parking products, as well as the BikeBOI bike parking program. Motorcycles are allowed to park for free in the Capitol & Main and 9<sup>th</sup> & Front garages in a designated area on the ground floor.

#### Hourly and Daily Rates

All ParkBOI garages currently offer a First Hour Free (FHF), followed by a flat \$3 per hour until reaching the daily rate cap. This structure is unique within downtown Boise, as other commercial garages do not offer a free first hour. Daily parking caps vary by garage.

Table 1: Current ParkBOI Hourly + Daily Max Rates

Category	Hourly
Base Rate	\$3 <sup>1</sup>
Weekday Daily Max	\$15-\$20 <sup>2</sup>
Weekend Daily Max	\$8

<sup>1</sup> First hour free in all garages.

<sup>2</sup> 9th & Main and Capitol & Main are \$20; other garages are \$15.

Customers reach the weekday daily max after 6-8 hours (depending on the garage) on weekdays and 4 hours on weekends.

## Monthly and Reserved Parking Products

ParkBOI offers three monthly pass options: Standard (first available stall), Reserved (assigned stall), and PM Only (10<sup>th</sup> & Front only, any stall, 3PM-9AM only) with rates that depend on the relative demand seen at each garage.

Table 2: Monthly Permit Rates

Garage	Standard	Reserved	PM Only
11 <sup>th</sup> & Front	\$125	\$155	n/a
10 <sup>th</sup> & Front	\$150	\$170	\$50
9 <sup>th</sup> & Front	\$150	\$200	n/a
Capitol & Myrtle	\$150	\$170	n/a
9 <sup>th</sup> & Main	\$190	n/a	n/a
Capitol & Main	\$190	\$230	n/a

There are limited numbers of each pass type, with set oversell rates for standard passes in each garage and an ongoing waitlist. Reserved and PM Only passes are made available on an infrequent basis to employers and businesses that reach out directly to the ParkBOI team.

Monthly passes are generally 8-10 times the cost of the daily maximum, aligning with industry norms for structured parking in midsize downtowns.

In FY 2024, ParkBOI averaged 173 customers on the monthly permit waitlist. While waitlist volumes were higher in 2023, demand for monthly passes is trending upward.

ParkBOI's current hotel overnight pass program is limited, with special rates available only to Hotel 43 (at the 10<sup>th</sup> & Front garage), Hampton Inn (Capitol & Myrtle), and Hilton Garden Inn (11<sup>th</sup> & Front). Rates range from \$0-\$8 nightly. Without this discount, overnight visitors arriving around the typical 4PM hotel check-in time and staying until at least the following morning's typical checkout time of 10AM would pay 2 daily max rates, or \$30+ on weekdays.

ParkBOI also offers secure bike parking (\$20 registration fee) in the 9<sup>th</sup> & Main garage and free motorcycle parking in designated ground-level spaces in the Capitol & Main and 9<sup>th</sup> & Front garages.

## Local Market Parking Products & Rates

The following charts show current paid parking rates for other Downtown Boise parking garages offering public daily and/or monthly products like ParkBOI.

In this local market analysis, Kimley-Horn found that:

- ParkBOI is the local public parking market leader, and as such other parking operators' rates fall around ParkBOI's
  - Many other locations do not offer First Hour Free
- After the first free hour, the ParkBOI hourly rate of \$3 is aligned with the local market
- Weekday/weekend daily max and monthly permit rates are also aligned with local market
- ParkBOI offers creative and convenient product types that competitors do not

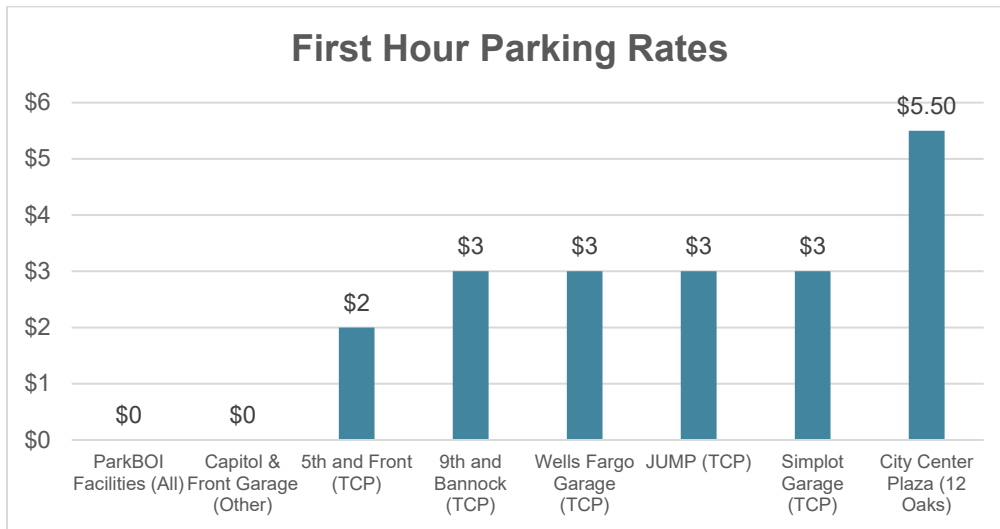
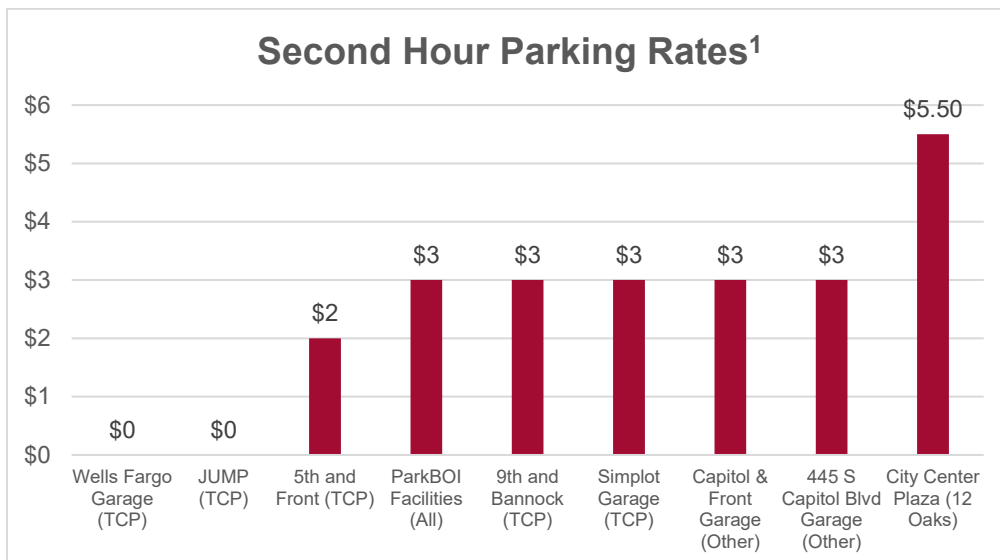


Figure 2: ParkBOI vs. Third-Party First Hour Rates



<sup>1</sup> Rates shown represent the amount paid in the second hour only, not the cumulative rate owed by the second hour.

Figure 3: ParkBOI vs. Third-Party Second Hour Rates

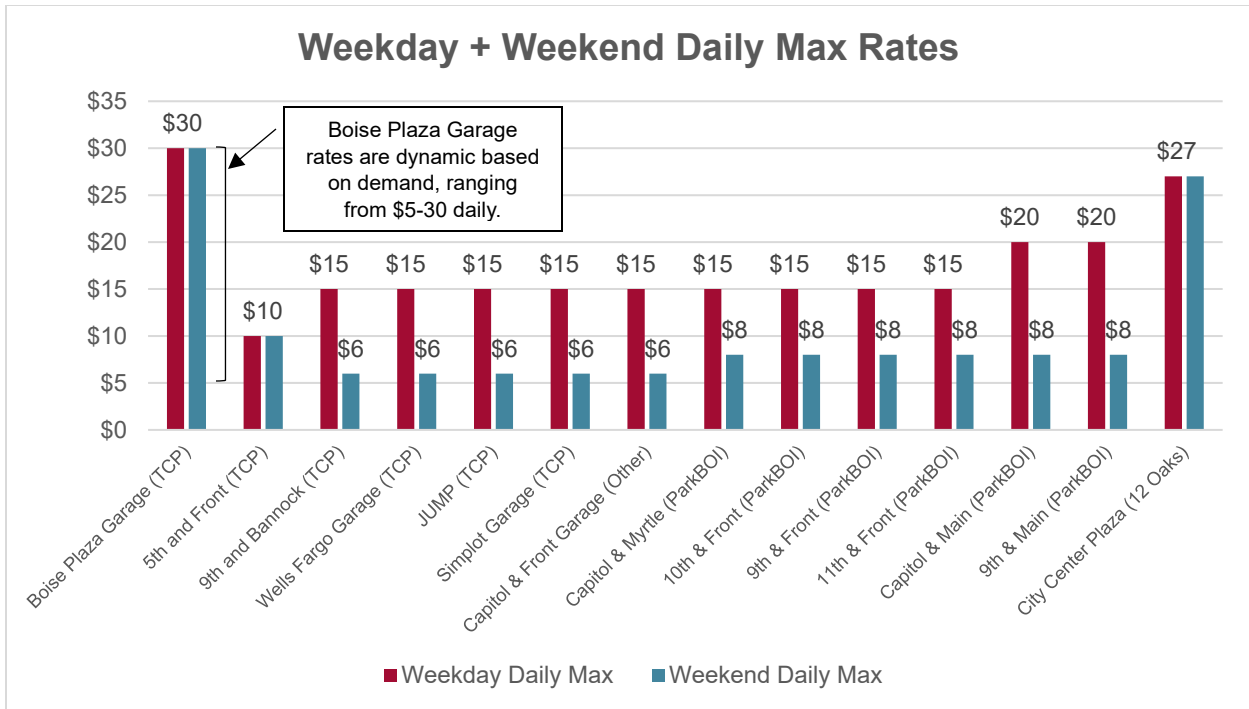


Figure 4: ParkBOI vs. Third-Party Weekday + Weekend Daily Max Rates

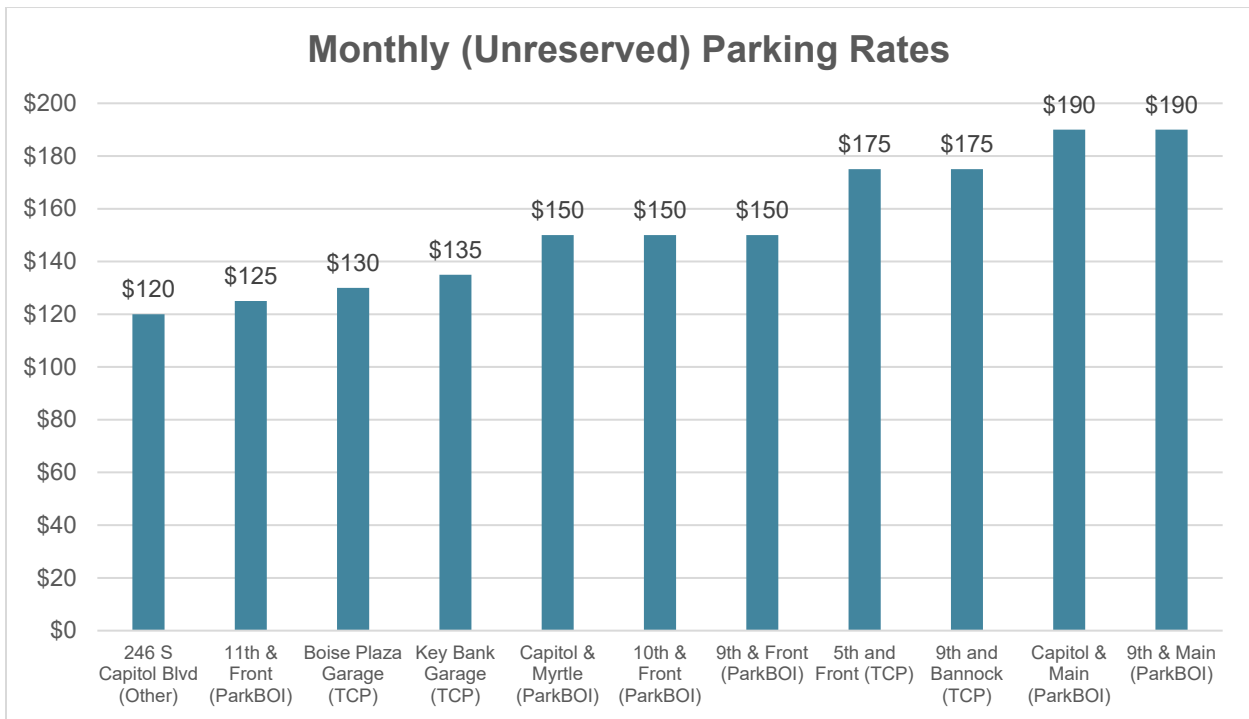


Figure 5: Parking vs. Third-Party Monthly Unreserved Permit Rates

A comprehensive matrix of ParkBOI and local competitor products and rates is provided in Table 5 in Appendix A.

## Peer City Programs

Kimley-Horn reviewed the parking offerings and rates for 4 similar mid-sized cities: Spokane, WA, Salt Lake City, UT, Boulder, CO, and Colorado Springs, CO.



Figure 6: Selected Peer Cities

Kimley-Horn found in this analysis of Boise compared to the peer cities that:

- First Hour Free is a unique type of discount not offered by the peers
- ParkBOI's hourly parking, weekday max, and standard monthly permit rates fall around the midpoint compared to peers while its weekend daily max is on the low end
- Instead of encouraging weekday short stays in its garages like ParkBOI does, Boulder encourages general weekend visitation with free weekend day parking all-day

Table 3: ParkBOI + Peers' Public Parking Organizational Structures

City	Municipal Parking Authority	Downtown Garage Options
<b>Boise</b>	<b>CCDC/ParkBOI</b>	<b>Municipal + Third-Party</b>
<b>Spokane</b>	Parking Services	Municipal + Third-Party
<b>Salt Lake City</b>	Urban Services Division (on-street only)	Third-Party only
<b>Boulder</b>	Parking & Access Services	Municipal only
<b>Colorado Springs</b>	Parking System Enterprise	Municipal + Third-Party



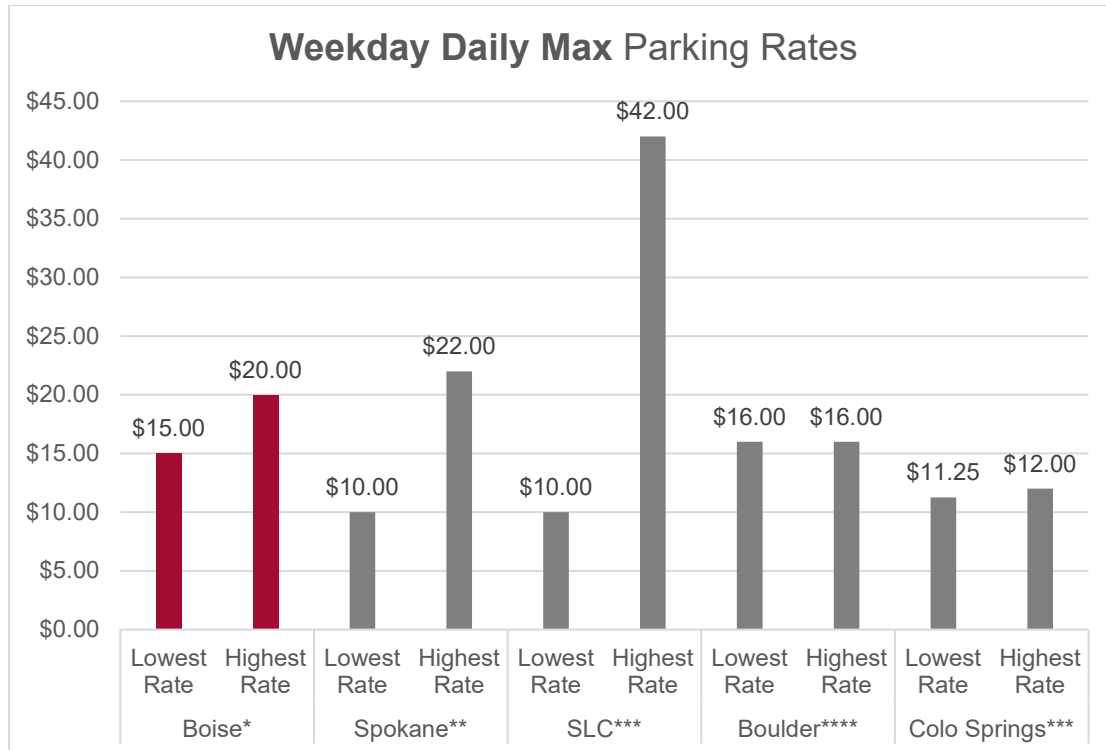
\* Includes ParkBOI and third-party garages where applicable.  
 \*\* Includes private parking operators plus one municipal garage.  
 \*\*\* Includes mix of municipal and third-party garages.  
 \*\*\*\* Includes City of Boulder garages only as the City operates all public parking.

Figure 7: Peer First-Hour Parking Rates



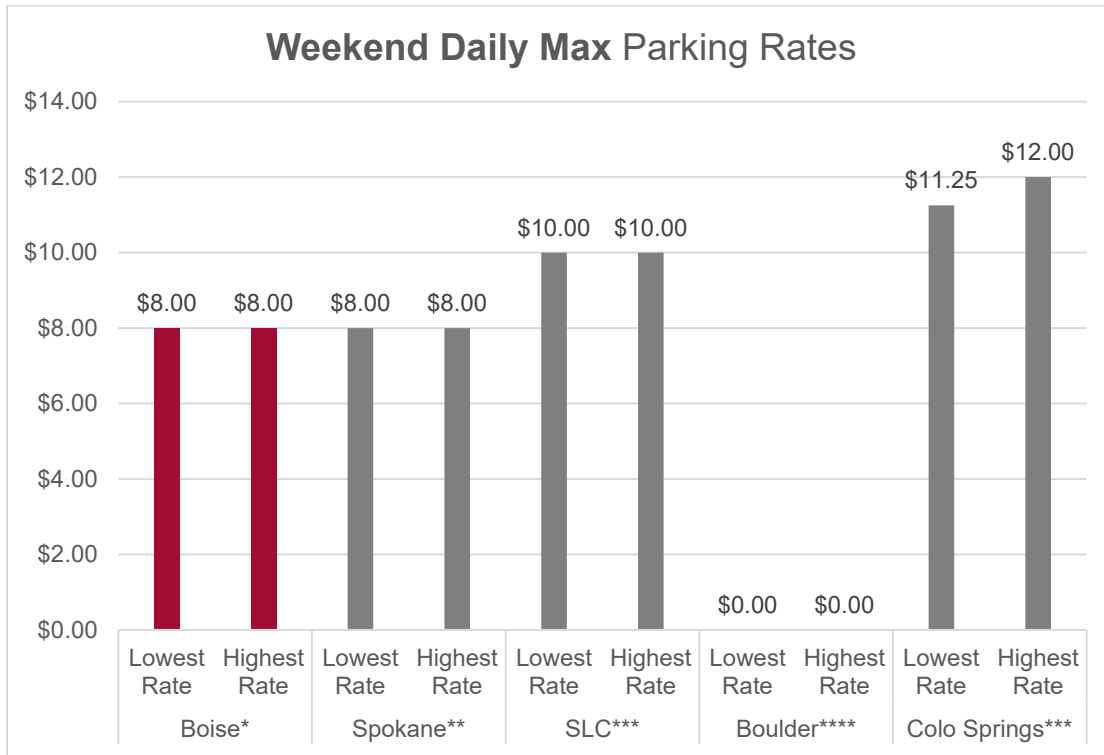
<sup>1</sup> Rates reflect only what is additional owed in the second hour.  
 \* Includes ParkBOI and third-party garages where applicable.  
 \*\* Includes private parking operators plus one municipal garage.  
 \*\*\* Includes mix of municipal and third-party garages.  
 \*\*\*\* Includes City of Boulder garages only as the City operates all public parking.

Figure 8: Peer Second Hour Parking Rates



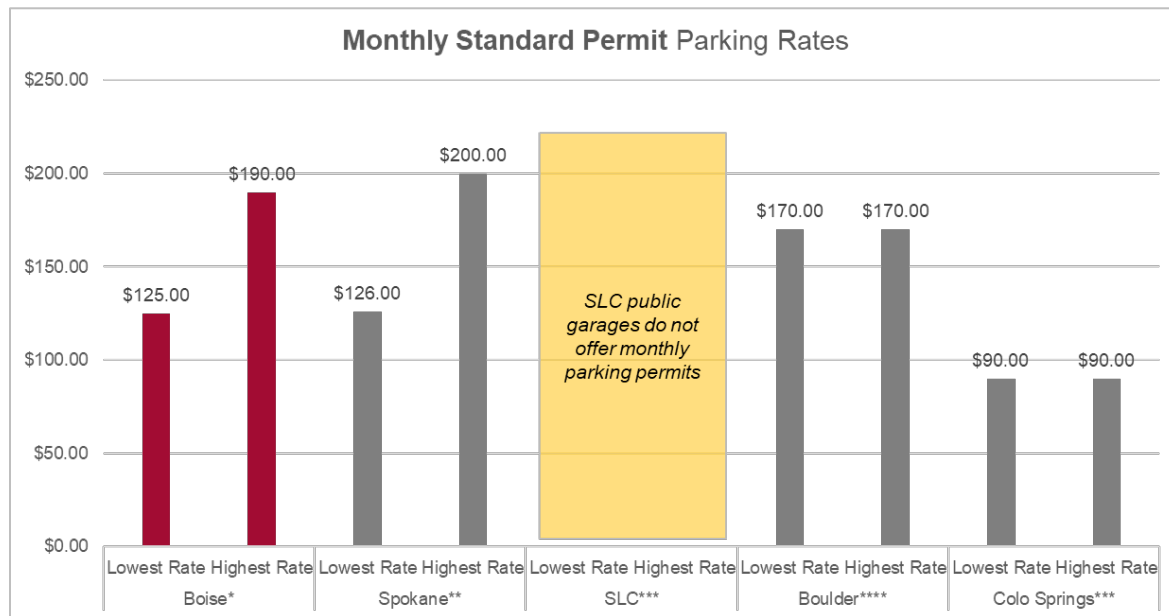
\* Includes ParkBOI garages only.  
 \*\* Includes private parking operators plus one municipal garage.  
 \*\*\* Includes mix of municipal and third-party garages.  
 \*\*\*\* Includes City of Boulder garages only as the City operates all public parking.

Figure 9: Peer Weekday Daily Max Rates



\* Includes ParkBOI garages only.  
 \*\* Includes private parking operators plus one municipal garage.  
 \*\*\* Includes mix of municipal and third-party garages.  
 \*\*\*\* Includes City of Boulder garages only as the City operates all public parking.

Figure 10: Peer Weekend Daily Max Rates



\* Includes ParkBOI garages only.  
 \*\* Includes private parking operators plus one municipal garage.  
 \*\*\* Includes mix of municipal and third-party garages.  
 \*\*\*\* Includes City of Boulder garages only as the City operates all public parking.

Figure 11: Peer City Monthly Permit Parking Rates

## Parking Demand

Kimley-Horn performed a comprehensive parking demand survey of Downtown Boise's on- and off-street public parking resources in summer 2024. This process included aerial drone flights to capture on-street conditions over the course of a weekday and weekend day as well as data requests to ParkBOI, TheCarPark, and other entities to collect hourly parking utilization in garages for the same time periods as the drone flights. These representative day results illustrate typical demand in and around ParkBOI garages. The recommendations provided in this report are based on this demonstrated demand with the acknowledgement that ParkBOI's parking options function within a market system that responds to various supply and demand factors.

The 2024 parking demand data shows:

- Garages are consistently less utilized (50-70%) during the day than surrounding on-street parking (80%+)
- The Capitol & Main garage demonstrates the highest average utilization, while Capitol & Myrtle shows the lowest utilization

The following set of charts show parking demand at the ParkBOI garages compared to the surrounding several block radius of on-street parking options at 1PM on a Thursday in August 2024, which represented the highest observed utilization during the surveyed periods. While not surveyed, other mid-week days like Tuesdays and Wednesdays can exhibit higher utilization than Thursdays.

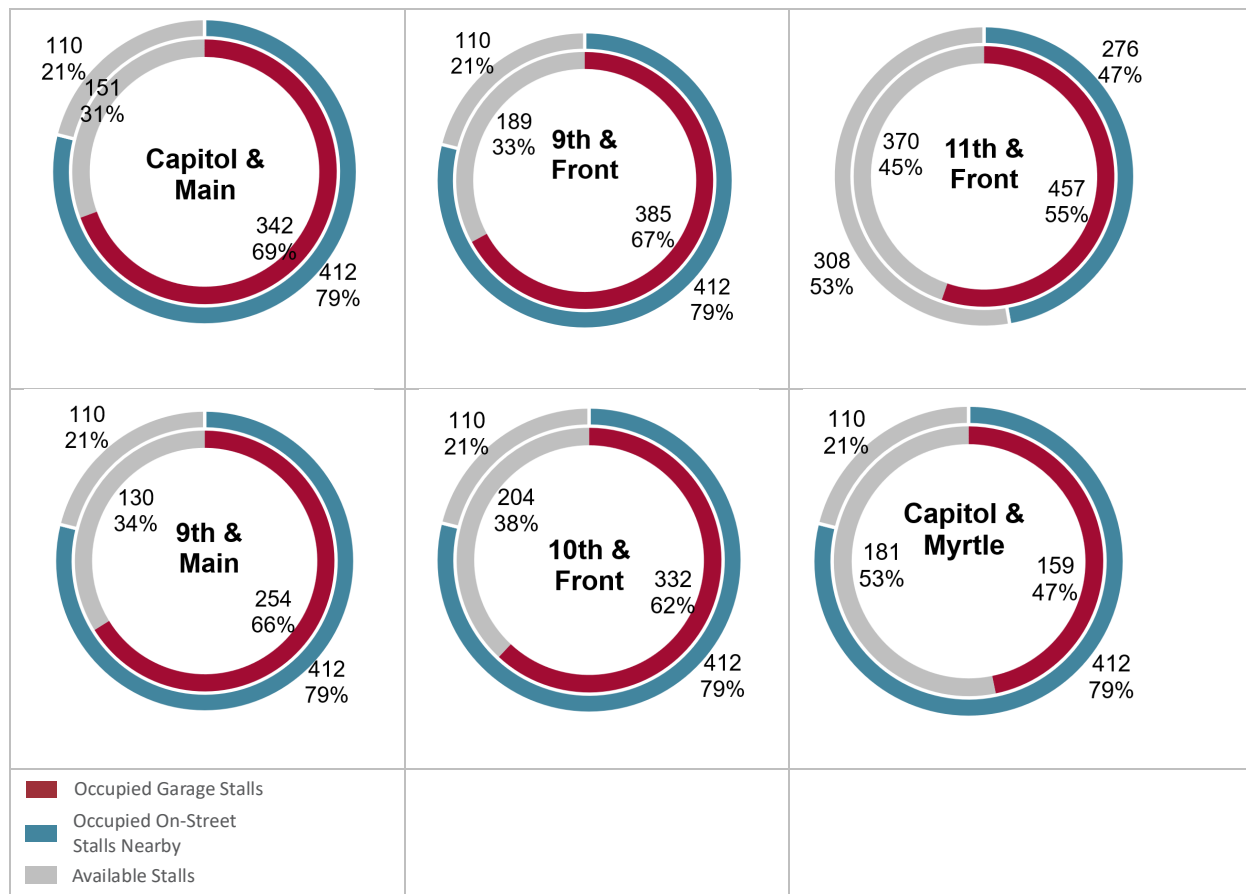


Figure 12: Typical Weekday ParkBOI Garage + On-Street Parking Demand (from August 2024)

## Garage Financials

ParkBOI collects revenue from transient (hourly and daily) and monthly permit parking transactions as well as BikeBOI registration fees. This revenue, in addition to fines levied for a limited number of parking violations committed within the garages, funds the continuity of the ParkBOI system, including:

- Operating costs like internal staff payroll, facility materials, platform management fees, and regular maintenance and cleaning
- Debt service and bond payments for major expenses such as construction of new garages
- Major repairs and facility improvements

The following charts illustrate the current state of ParkBOI revenue and expenses using Fiscal Year 2025 (October 2024 to September 2025) data provided to Kimley-Horn.

This financial analysis revealed that:

- ParkBOI had an average annual OpEx cost of \$888/stall
- The Capitol & Main and 9<sup>th</sup> & Main garages maintain the highest gross revenue
- Systemwide, OpEx is roughly 24% of overall gross revenue
- The system has shown consistently positive cash flow in recent years
- The majority of garages attract a healthy balance of transient and monthly customers

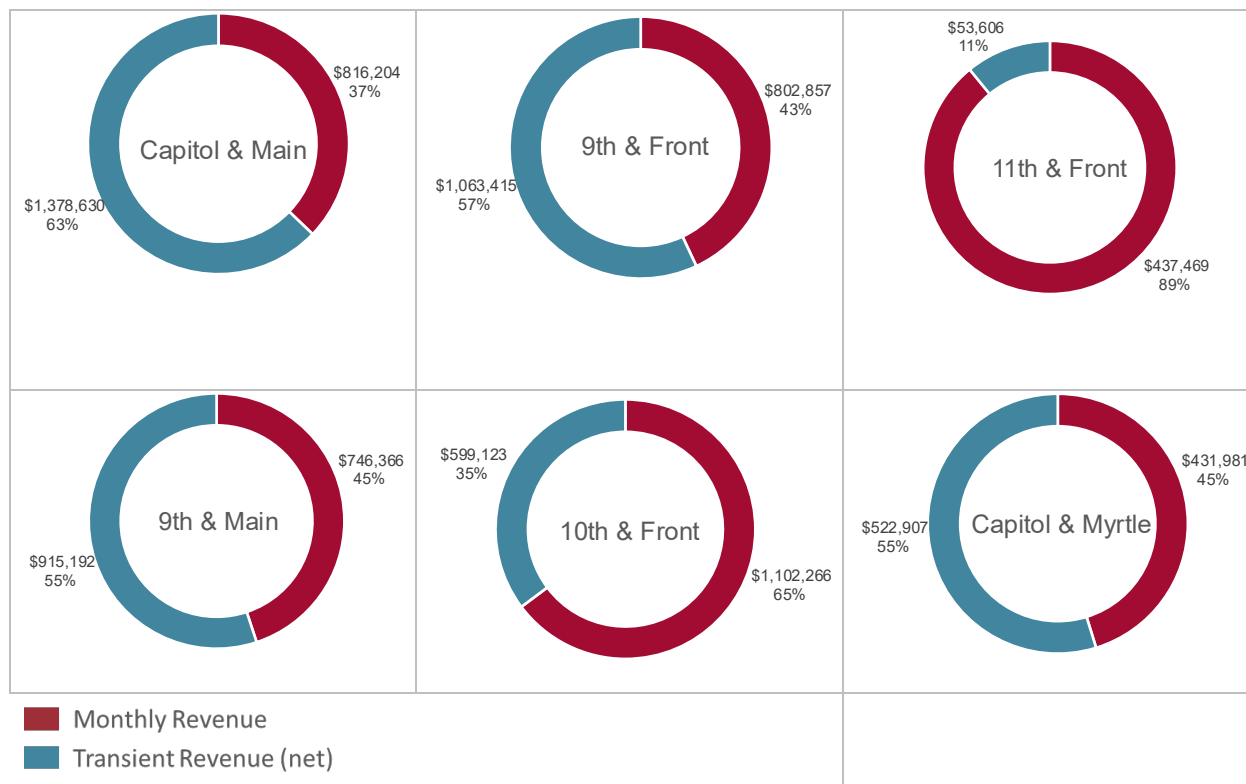


Figure 13: Transient vs. Monthly Revenue Split by Garage

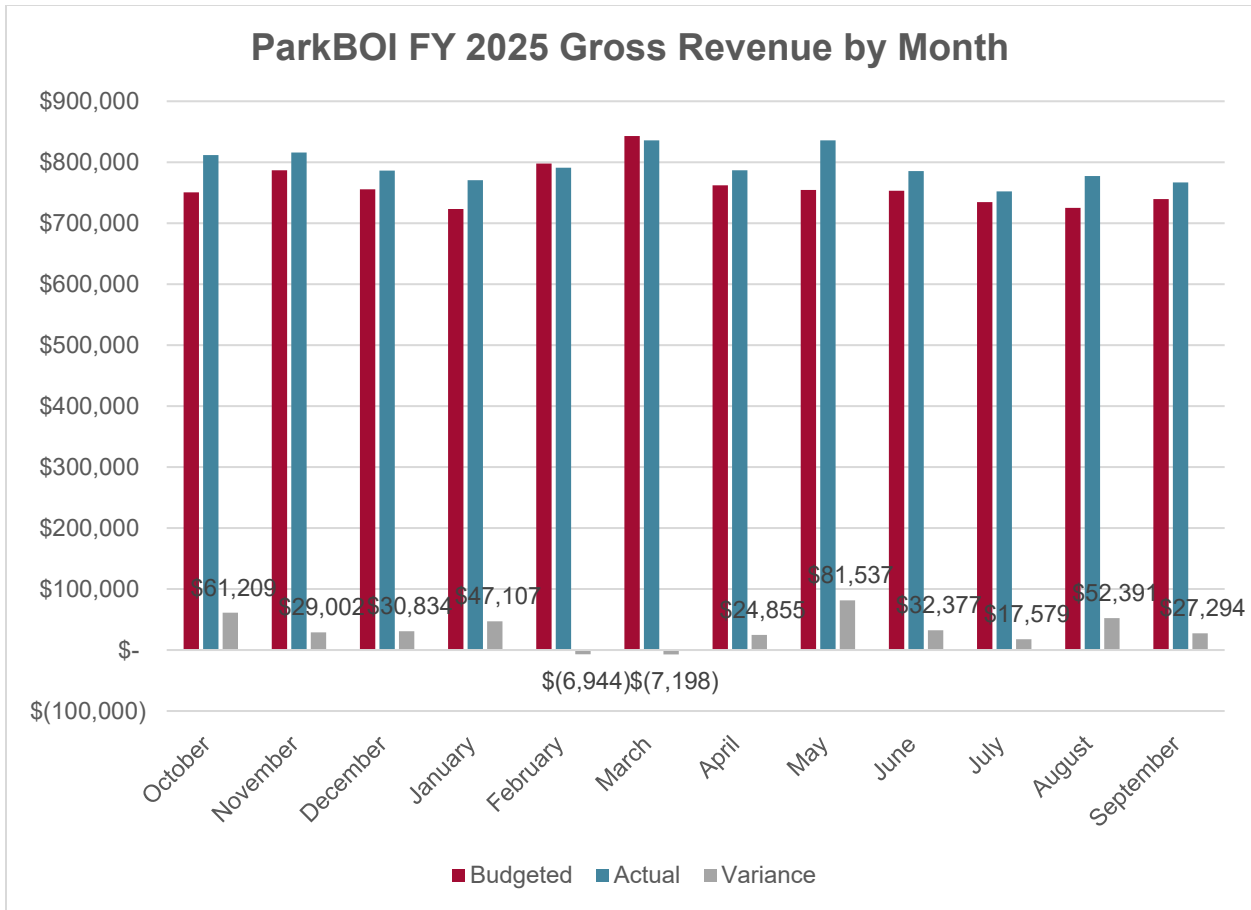


Figure 14: FY25 Gross Revenue Variance by Month

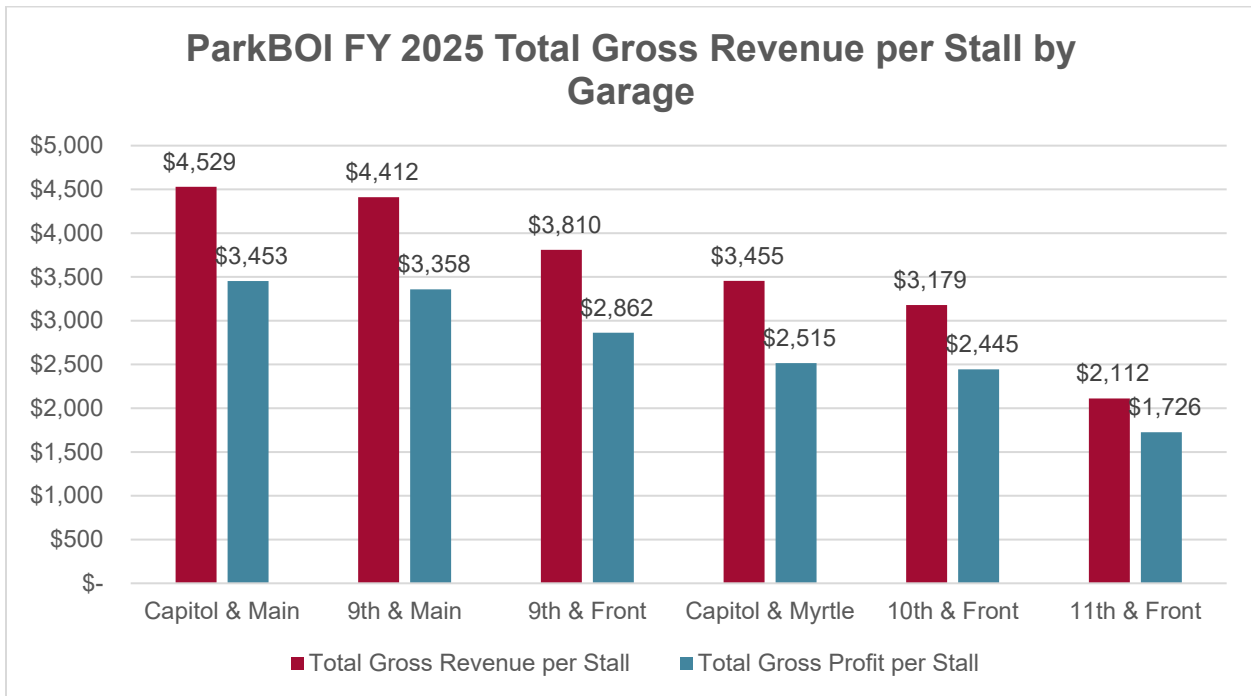
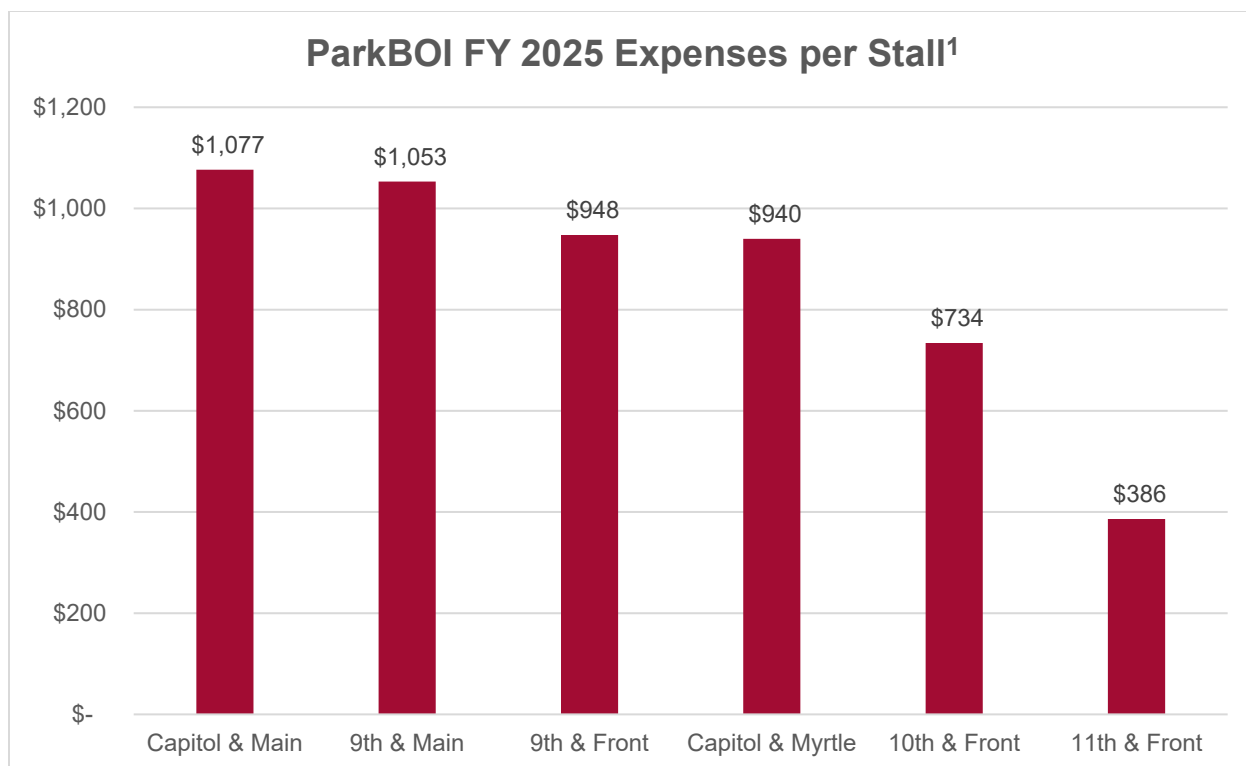


Figure 15: FY25 Gross Revenue per Stall by Garage



<sup>1</sup> Includes in-house operating costs for 11th & Front Garage. Reflects CCDC's 30% stake in 11<sup>th</sup> and Front garage (248 stalls equivalent).

Figure 16: FY25 OpEx per Stall by Garage

## Parking Management Platform – Amano One

In 2025, CCDC and partner organization TheCarPark implemented a new suite of Amano One parking access and revenue control system (PARCS) to manage all ParkBOI and TheCarPark parking structures in Downtown Boise. This cloud-based system runs and validates all of ParkBOI's rates and hourly/monthly parking products, so all offerings must be implementable under this system. In addition, TheCarPark, which manages the back end system for ParkBOI garages under an operator agreement, maintains an adjacent CARMA permit management system. While these two systems offer many common Application Programming Interfaces (APIs) for modern interoperability needs, there are still system limitations and considerations to keep in mind. Any new offerings must be implementable and intelligible for both the Amano One and CARMA platforms. This key consideration will be addressed in the Recommendations section of this report.

## Engagement Findings

To understand community appetite for new product options and pricing structure changes, the project team followed a two-pronged engagement approach:

1. An online survey of existing ParkBOI and BikeBOI customer habits and priorities
2. Periodic meetings with the CCDC ParkBOI Pricing Committee

## Stakeholder Surveys

The survey was distributed to all current ParkBOI permitholders by email and in QR codes posted to the digital messaging signs in the garage entrances. An adjacent survey specific to BikeBOI users was distributed to that permitholder group by email. Participants were directed to the SurveyMonkey platform. The survey was open from 11/14/2025 to 12/04/2025 and garnered 201 ParkBOI respondents and 3 BikeBOI respondents.

The following charts highlight the key survey results that impacted the recommendations provided in this report. The remaining question results are shown in Appendix B.

*When parking in a ParkBOI garage, what is the primary purpose of your trip downtown?*

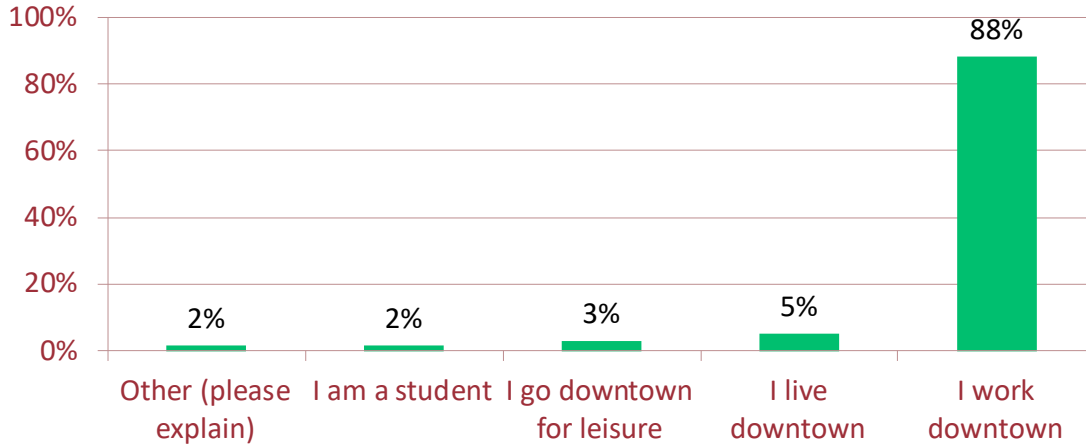


Figure 17: ParkBOI Respondents' Primary Purpose for Parking

Since the survey was primarily distributed through a current ParkBOI permitholder listserv, most of the participants are monthly passholders and therefore the results should be understood to skew toward the priorities of that user group.

*How often do you typically park at a ParkBOI garage?*

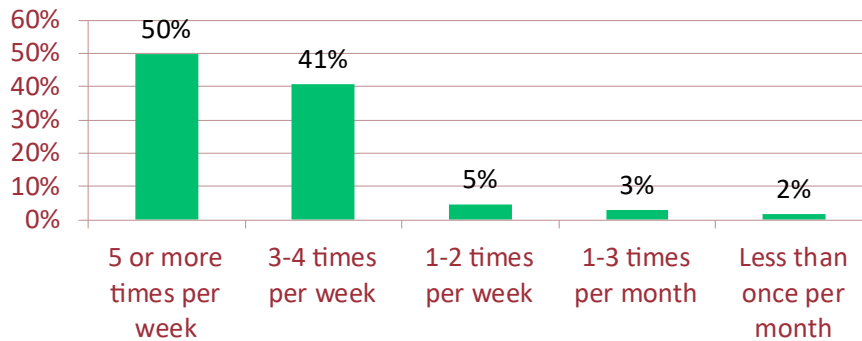


Figure 18: ParkBOI Respondents' Parking Frequency

Most respondents park at least 5 times per week, but a sizeable 41% park 3-4 times per week.

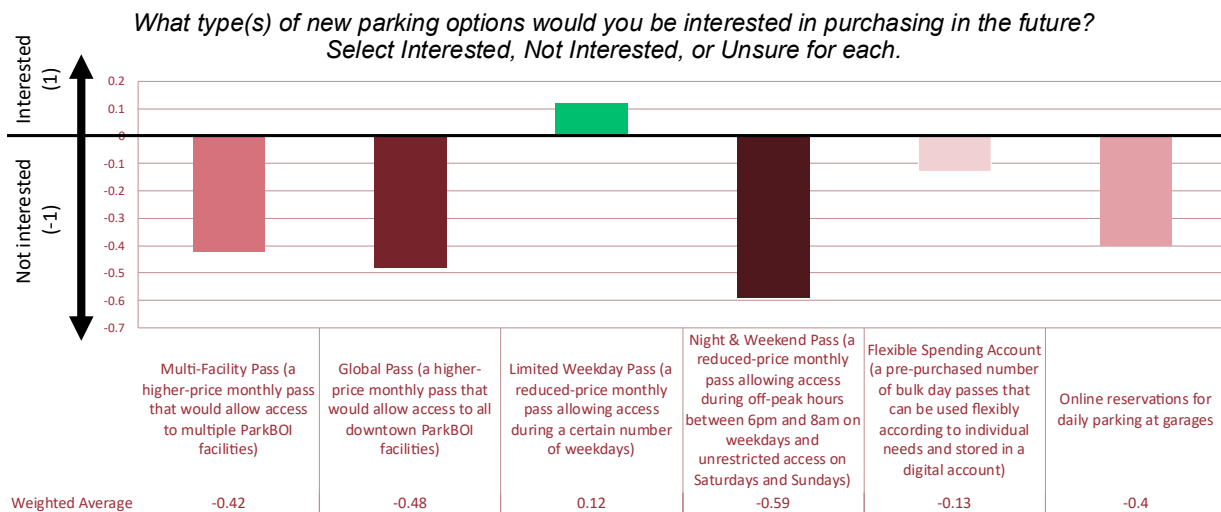


Figure 19: ParkBOI Respondents' New Product Level of Interest

Among the more common potential new product options presented to them, respondents showed the most interest in a limited weekday parking permit, presumably because it fits contemporary hybrid work schedules.

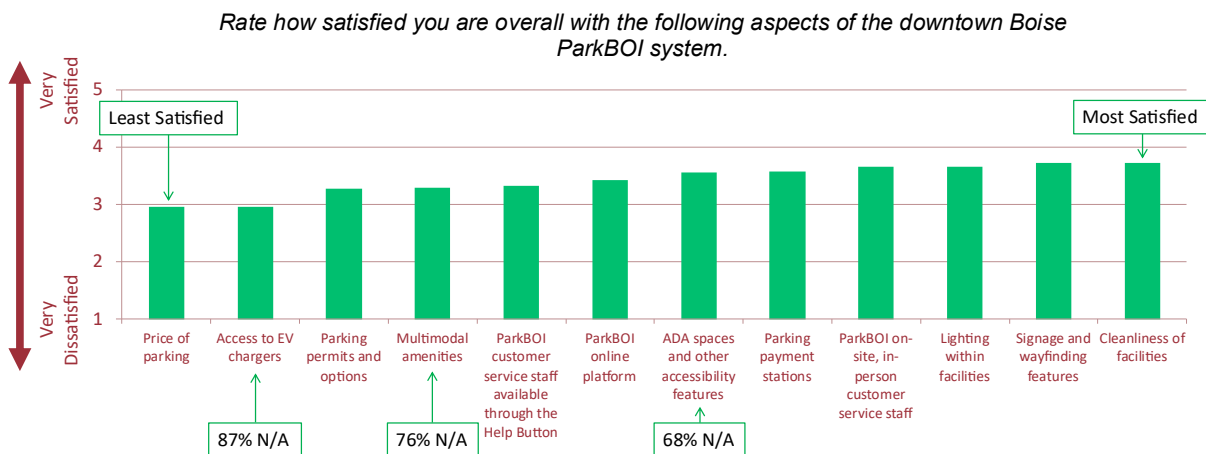
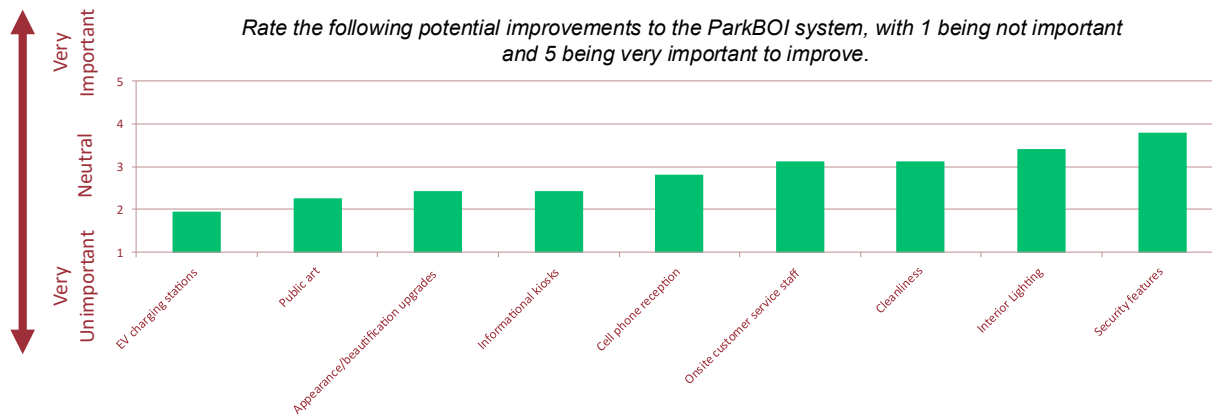


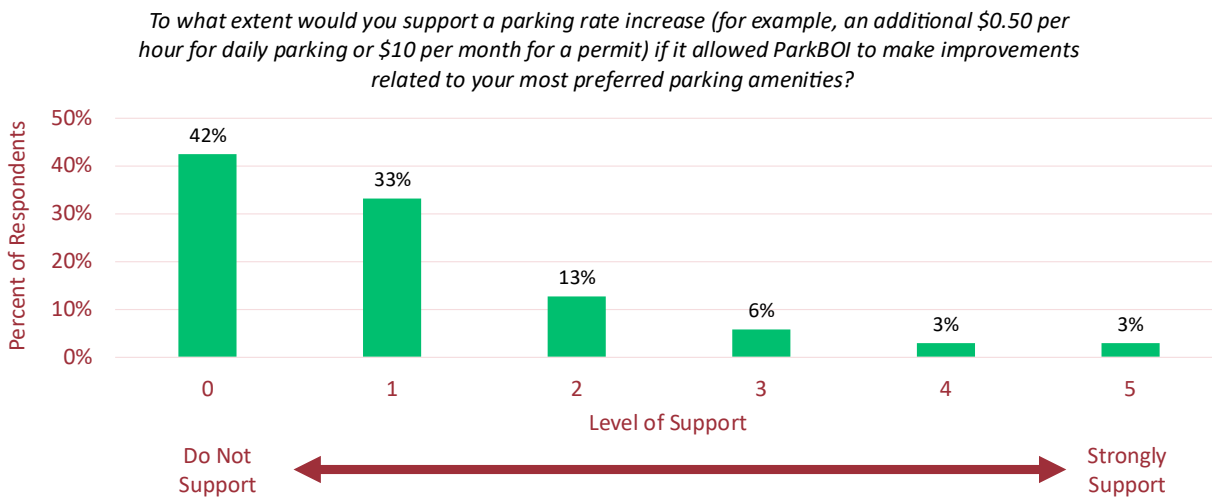
Figure 20: ParkBOI Respondents' Garage Facility Satisfaction

Respondents are most satisfied with facility cleanliness and least satisfied with parking pricing and product options (accounting for responses marked Not Applicable).



*Figure 21: ParkBOI Respondents' Improvement Priorities*

Customers most desire security and lighting features in the garages and deprioritize EV chargers (which most of them do not have a need for) and more secondary quality-of-life features like public art.



*Figure 22: ParkBOI Respondents' Support for Rate Increases*

Most respondents showed low support for rate increases that would directly facilitate garage amenity improvements, suggesting the current customer base primarily wants value in the form of permit and product options (flexibility, affordability, etc.) rather than amenities.

Given the low response rate of 3 customers, the findings of the BikeBOI survey are limited and therefore have been summarized in the table below.

Table 4: BikeBOI Survey Respondent Takeaways

Strengths	Needs
<ul style="list-style-type: none"> <li>• Lighting</li> <li>• Access Control</li> <li>• Price</li> <li>• Bike rack options</li> <li>• Storage lockers</li> </ul>	<ul style="list-style-type: none"> <li>• Some interest in restroom, shower, larger lockers</li> <li>• Update repair station – pump broken, add adjustable crescent wrench</li> <li>• Safety concerns: conflict with cars, especially at entry drive lane</li> <li>• Convenience issues: automatic door doesn't hold open anymore, abandoned bikes, underutilized upper rack</li> <li>• More spaces at floor level for e-bikes, larger, and heavier bikes</li> </ul>

## CCDC Pricing Committee Meetings

The Project Team hosted a series of 3 meetings to discuss the above existing conditions and online survey results with the CCDC Pricing Committee as well as to directly engage the group in identifying opportunities to update and improve the product offerings and rate structures of the ParkBOI and related programs.

The main discussion points from an active group brainstorming session focused on ParkBOI strengths and opportunities in October 2025 is included in Appendix C.

# Recommendations

Kimley-Horn evaluated the existing ParkBOI rates and products and compared them with local public parking competitors as well as peer systems around the Mountain West. Paired with an understanding of parking demand and the financial conditions of the ParkBOI system, we derived a menu of rate and product changes that will help ParkBOI maintain 3 core goals:

<p><b>#1</b> Boost Long-Term Revenue</p>	<p><b>#2</b> 2a) Provide Customers Options  2b) Redistribute Demand</p>	<p><b>#3</b> Maintain Simple and Straightforward Implementation</p>
--	---	---

## Rates

Six rate-related strategies are recommended to help ensure ParkBOI pricing is matched with the market, that its rates complement each other and encourage the desired use of the system, and that revenue keeps pace with inflation and necessary capital improvements. These strategies include:

Type	Recommended Rate Change	Goals Addressed			
		1	2a	2b	3
Hourly	Eliminate First Hour Free Overnight	✓		✓	
Daily Max	Increase Weekday and Weekend Daily Max	✓		✓	✓
Special Event	Allow Variable Special Event Pricing	✓		✓	
Hotel	Increase Overnight Hotel Parking Rate	✓			✓
Monthly Permit	Adjust Reserved Permit to ~150% of Standard Monthly Rate	✓		✓	✓
Monthly Permit	Adjust Monthly Permit Rate	✓		✓	✓

### Eliminate First Hour Free Overnight

ParkBOI’s First Hour Free (FHF) policy is a distinctive feature in the downtown Boise market and may be effective at drawing in customers who might otherwise park on-street or in other garages. Staff reporting indicates that overnight, FHF may be encouraging non-parking activity in the garages, which can lead to safety issues. Peer cities and districts, such as Columbus, Ohio’s Short North Arts District, that offer first-hour discounts typically limit them to active commercial hours rather than overnight periods. CCDC seeks to maintain a positive customer experience, which requires reinforcing appropriate garage use. To support this objective, CCDC could consider eliminating First Hour Free during overnight hours while retaining it during daytime and evening periods.

### Increase Weekday and Weekend Daily Max

ParkBOI staff reporting indicates that most hourly parkers do not reach the daily maximum, and ParkBOI’s daily maximum rates are generally at or below those of peer cities and other Boise garages. Industry experts recommend daily max rates at least 6 times the hourly rates, which would be \$18 in Boise. While existing demand does not justify significant increases, ParkBOI could consider modest increases to both weekday and weekend daily maximum rates. Increasing these rates to the next multiple of \$3 could support CCDC’s goals of cost recovery while maintaining access and simplifying the rate structure for customers, who will be able to analyze the cost of their visit more easily at multiples of \$3.

## Allow Variable Special Event Pricing

ParkBOI currently applies a flat \$10 special event rate despite variation in event size, garage proximity, and observed utilization during events. Peer systems are increasingly using variable or tiered event pricing to better align rates with demand and distribute parking activity across facilities. CCDC seeks to manage peak demand more effectively while remaining competitive with other garages. To support this goal, ParkBOI could consider allowing variable special event pricing rather than a single flat rate. A variable range between \$10-\$20 is typical in similar cities, but CCDC should set a price range that aligns appropriately with the parking demand and scale of local special events.

## Increase Overnight Hotel Parking Rate

ParkBOI's overnight hotel parking rates are heavily discounted compared to daily maximum rates (see Monthly and Reserved Parking Products). While overnight parking is a distinct product and warrants a discount, peer systems commonly price hotel overnight parking at or near the price of hitting one daily maximum. CCDC seeks to balance revenue performance with continued support for downtown hotels and their customers. To better align pricing with market norms, CCDC could consider increasing and standardizing overnight hotel parking rates across garages. In Boise, a rate above \$10 and below \$25 per night would represent a more moderate discount relative to daily maximums while recognizing that overnight parking is an off-peak use.

## Adjust Reserved Permit to ~150% of Standard Monthly Rate

Peer comparisons show that reserved parking is commonly priced at approximately 150% of standard monthly permits, treating reserved spaces as a premium product commensurate with the loss of flexibility they cause in garage utilization. ParkBOI garages offering reserved spaces currently have the price set much lower than 150% the monthly rate. CCDC could consider adjusting reserved permit rates to approximately 150% of the corresponding standard monthly rate.

## Adjust Monthly Permit Rate

Ongoing waitlists for monthly permits indicate that current pricing is set lower than market value. Peer cities support standard monthly rates up to \$200. To keep pace with inflation while preserving affordability, CCDC could consider incremental increases to standard monthly permit rates. A range of approximately \$125 to \$200 per month remains appropriate based on peer comparisons and observed demand.

## Product Offerings

Kimley-Horn recommends that ParkBOI add five new product types to provide more flexible options to customers and open up new revenue streams:

Type	Recommended Product Offering	Goals Addressed			
		1	2a	2b	3
Hourly	Pre-Paid Flex Pass		✓		✓
Monthly Permit	Shared Parker Account	✓	✓		
Monthly Permit	PM Parker Pass	✓	✓	✓	
Monthly Permit	Off-Peak Limited Pass	✓	✓	✓	
Monthly Permit	All-Access Pass	✓	✓	✓	

## Pre-Paid Flex Pass

ParkBOI staff observations indicate a need for more flexible parking options and reduced transaction friction at garage entry and exit points. To support hourly customer convenience and operational efficiency, ParkBOI could consider introducing a Pre-Paid Flex Pass that allows automated access while charging users based on actual hourly usage. This type of product is used in other systems to reduce

congestion and improve the customer experience for semi-frequent users. Implementation would need to align with the capabilities of the Amano One platform.

## Shared Parker Account

To improve equity for service industry and other shift-based workers and better utilize existing capacity, CCDC could consider offering a Shared Parker Account that allows two users to share a single regular-price monthly permit through an employer-managed account. While uncommon, this product aligns with broader shared-parking principles and could reduce pressure on on-street parking.

## PM Parker Pass

Survey results indicate some interest in parking options that better align with non-traditional work schedules. Some peer cities offer evening-only permits to capture demand outside peak periods. To smooth demand and provide additional flexibility, ParkBOI could consider expanding a PM Parker Pass offering evening and overnight access at a discounted rate. Based on peer examples<sup>1</sup>, pricing at less than 50% of a standard monthly permit would be appropriate.

## Off-Peak Limited Pass

For the same reasons as the PM Parker Pass, limited-use monthly permits that reflect hybrid work schedules could be useful in the ParkBOI system. CCDC could consider an Off-Peak Limited Pass valid only Thursday-Monday to redistribute demand and monetize lower-demand days of the week. Restricted permits can be a way to use excess capacity without undermining peak pricing. In Boise, a range of approximately \$75-\$150 per month would be appropriate depending on the garage.

## All-Access Pass

Survey feedback indicates frustration among some monthly permit holders when their assigned garage is full. To offer the utmost level of flexibility without guaranteeing a specific reserved space, ParkBOI could consider offering an All-Access Pass allowing universal entry to all garages. This is a unique program not readily found in peer markets, so pricing would benefit from an initial pilot rate, with room for flexibility depending on demand. An appropriate starting rate could be at or above twice the average monthly parking rate for ParkBOI facilities, or over \$320.

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<sup>1</sup> Colorado Springs offers an evening monthly permit in two of their garages for 45% the price of the regular monthly permit.

## Appendix A: Additional Product & Rate Tables

Table 5: ParkBOI vs. Third-Party Parking Products &amp; Rates

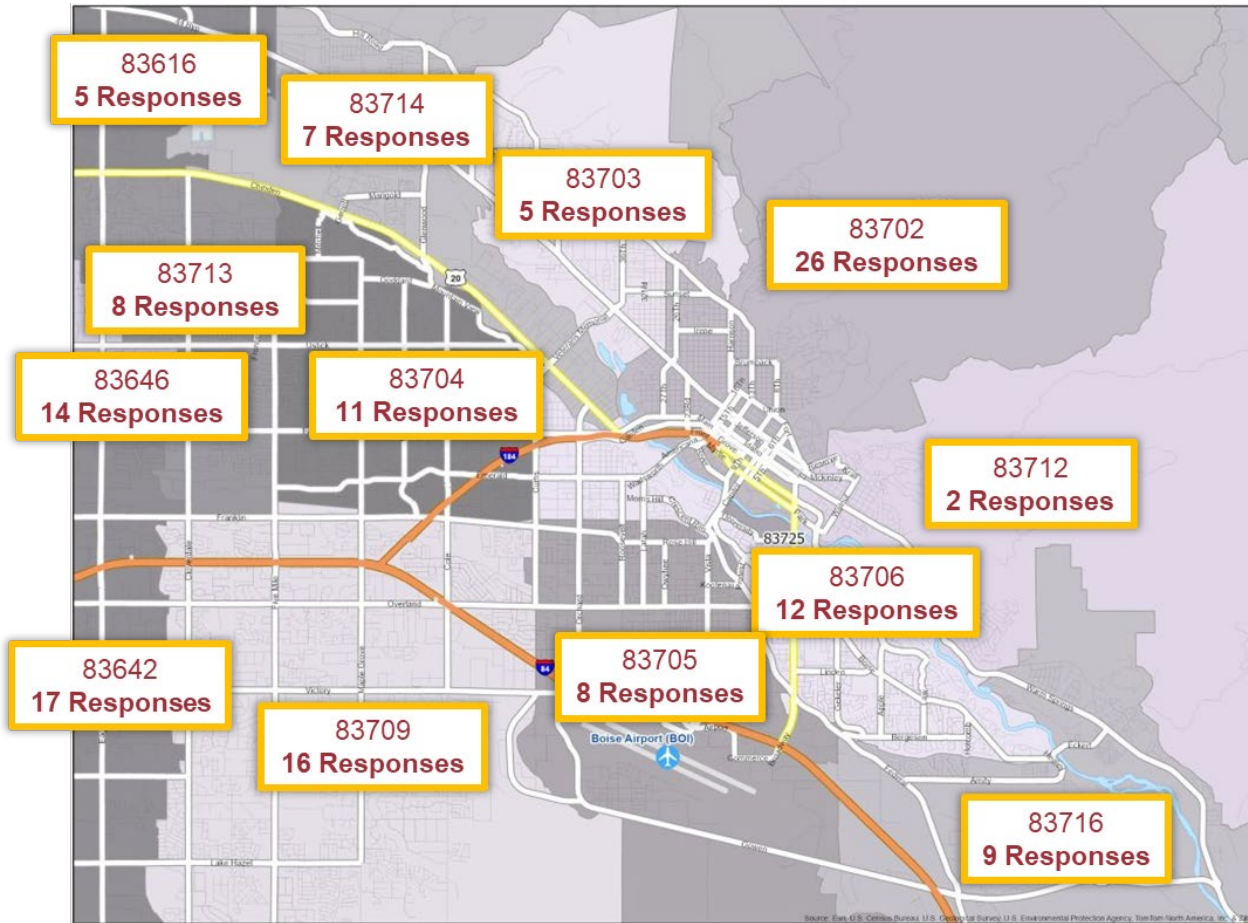
Garage	Operator/ Owner	First Hour	Second Hour <sup>1</sup>	Weekday Daily Max	Weekend Daily Max	Daily Evening	Monthly Evening	Event	Monthly (unreserved)
Capitol & Main	ParkBOI	\$0.00	\$3.00	\$20.00	\$8.00	-	-	-	\$190.00
9th & Main	ParkBOI	\$0.00	\$3.00	\$20.00	\$8.00	-	-	-	\$190.00
Capitol & Myrtle	ParkBOI	\$0.00	\$3.00	\$15.00	\$8.00	-	-	-	\$150.00
10th & Front	ParkBOI	\$0.00	\$3.00	\$15.00	\$8.00	-	\$50.00	-	\$150.00
9th & Front	ParkBOI	\$0.00	\$3.00	\$15.00	\$8.00	-	-	\$10.00	\$150.00
11th & Front	ParkBOI	\$0.00	\$3.00	\$15.00	\$8.00	-	-	-	\$125.00
Key Bank Garage (TCP)	The Car Park	-	-	-	-	-	-	-	\$135.00
5th and Front (TCP)	The Car Park	\$2.00	\$2.00	\$10.00	\$10.00	\$5.00	-	-	\$175.00
Boise Plaza Garage (TCP)	The Car Park	-	-	\$5-\$30	\$5-\$30	-	-	-	\$130.00
9th and Bannock (TCP)	The Car Park	\$3.00	\$3.00	\$15.00	\$6.00	-	-	-	\$175.00
Wells Fargo Garage (TCP)	The Car Park	\$3.00	-	\$15.00	\$6.00	-	-	\$20.00	-
JUMP (TCP)	The Car Park	\$3.00	-	\$15.00	\$6.00	-	-	-	-
Simplot Garage (TCP)	The Car Park	\$3.00	\$3.00	\$15.00	\$6.00	\$3.00	-	-	-
City Center Plaza (12 Oaks)	12 Oaks	\$5.50	\$5.50	\$27.00	\$27.00	-	-	-	-
Capitol & Front Garage (Other)	Other	\$0.00	\$3.00	\$15.00	\$6.00	-	-	-	\$120.00

<sup>1</sup> Second hour rates are shown in terms of the additional amount owed in the second hour, not the cumulative rate owed.

**Table 6: Boise vs. Peer City Parking Products & Rates**

	Category	First Hour	Second Hour	Weekday Daily Max	Weekend Daily Max	Event	Daily PM Only	Monthly			Carpool	EV Hourly <sup>3</sup>	EV Weekday	EV Weekend	Motorcycle	Secure Bike
								Standard	Reserved	PM Only						
Boise*	Lowest Rate	\$0.00	\$3.00	\$15.00	\$8.00	\$10.00	-	\$125.00	\$155.00	\$50.00	\$75.00	\$1.00	\$8.00	\$8.00	\$0.00	\$20.00
	Highest Rate	\$5.50	\$5.50	\$20.00	\$8.00	\$10.00	-	\$190.00	\$230.00	\$50.00	\$75.00	\$1.00	\$8.00	\$8.00	\$0.00	\$20.00
Spokane**	Lowest Rate	\$2.88	\$4.00	\$10.00	\$8.00	-	-	\$126.00	\$175.00	-	-	-	-	-	-	-
	Highest Rate	\$6.00	\$8.00	\$22.00	\$8.00	-	-	\$200.00	-	-	-	-	-	-	-	-
SLC***	Lowest Rate	\$2.00	\$1.00	\$10.00	\$10.00	-	\$2.00	-	-	-	-	-	-	-	-	-
	Highest Rate	\$6.00	\$6.00	\$42.00	\$10.00	-	\$15.00	-	-	-	-	-	-	-	-	-
Boulder*** *	Lowest Rate	\$1.75	\$1.25	\$16.00	\$0.00	-	\$3.00	\$170.00	-	-	-	\$0.00	-	-	-	\$0.00
	Highest Rate	\$1.75	\$1.25	\$16.00	\$0.00	-	\$3.00	\$170.00	-	-	-	\$1.00	-	-	-	\$0.00
Colo Springs***	Lowest Rate	\$1.00	\$1.00	\$11.25	\$11.25	\$5.00	-	\$90.00	-	-	-	-	-	-	-	-
	Highest Rate	\$1.25	\$1.25	\$12.00	\$12.00	\$5.00	-	\$90.00	-	-	-	-	-	-	-	-
* Includes ParkBOI and third-party garages where applicable.																
** Includes private parking operators in Spokane, where the City only operates one garage.																
*** Includes mix of municipal and third-party																
**** Includes City of Boulder garages only as the City operates all public parking.																

## Appendix B: Additional Online Customer Survey Results



### 172 ZIP Code Responses

Responses from non-Boise ZIP Codes:

- Nampa (16)
- Caldwell (3)
- Kuna (2)
- Star (1)
- Emmett (1)
- Middleton (1)
- Glenns Ferry (1)
- Fruitland (1)
- New Plymouth (1)

Invalid/Mistyped (2)

Figure 23: ParkBOI Respondents' ZIP Codes

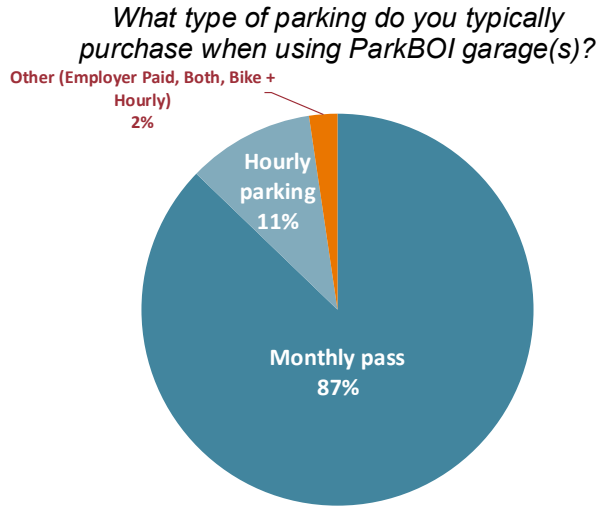


Figure 24: ParkBOI Respondents' Purchased Products

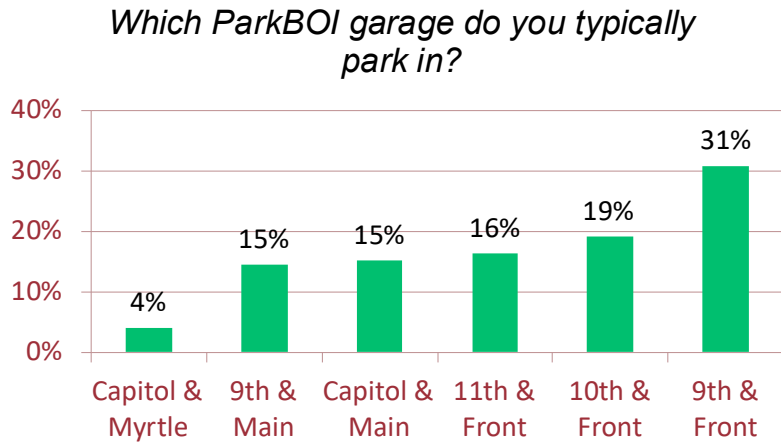


Figure 25: ParkBOI Respondents' Preferred Garages

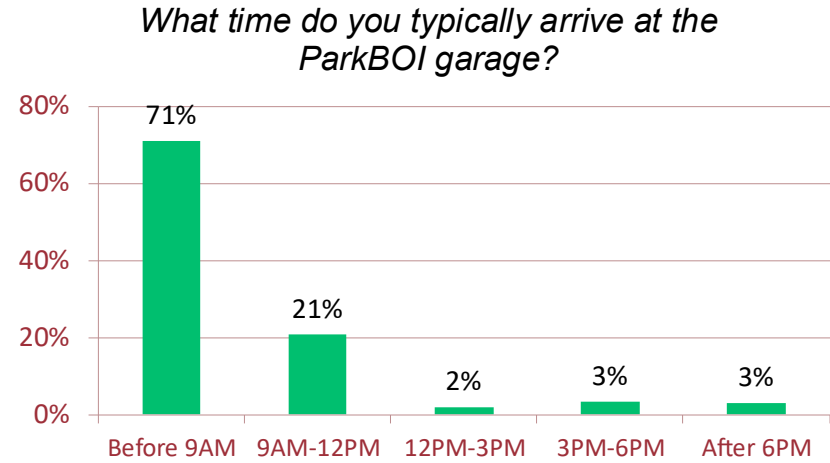


Figure 26: ParkBOI Respondents' Typical Entering Time

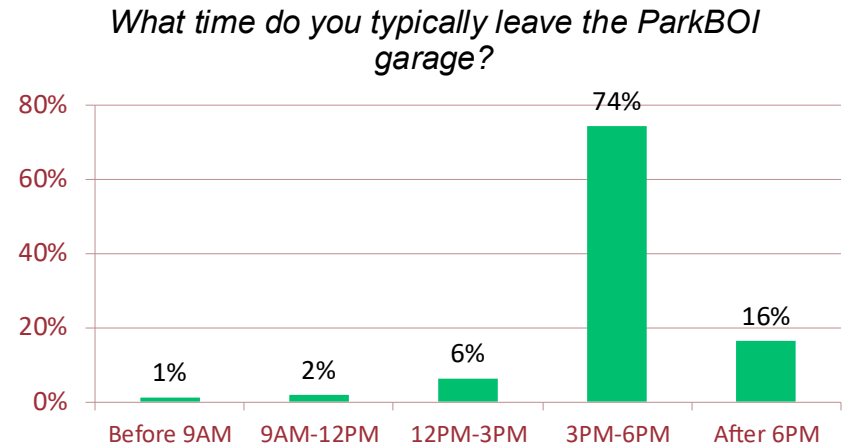


Figure 27: ParkBOI Respondents' Typical Leaving Time

*What size of vehicle do you drive?*

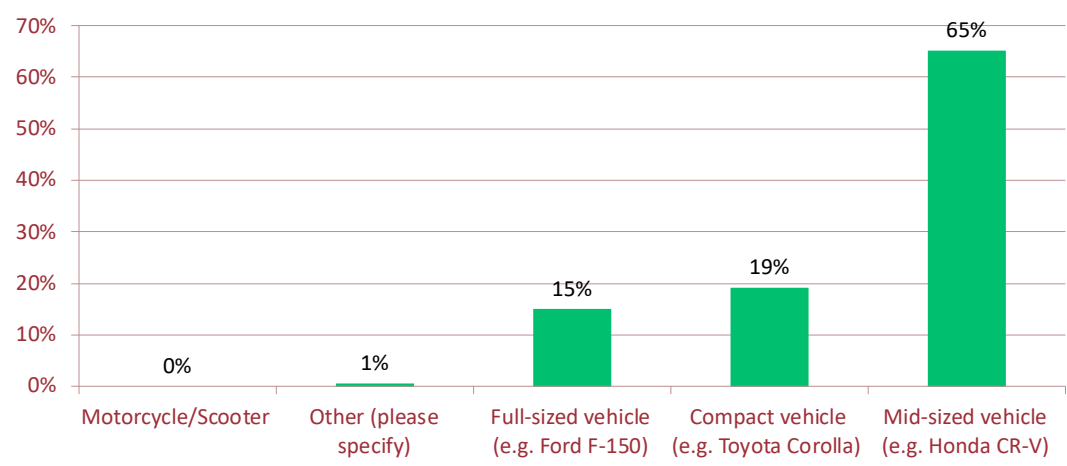


Figure 28: ParkBOI Respondents' Vehicle Size

*What type of engine is your vehicle?*

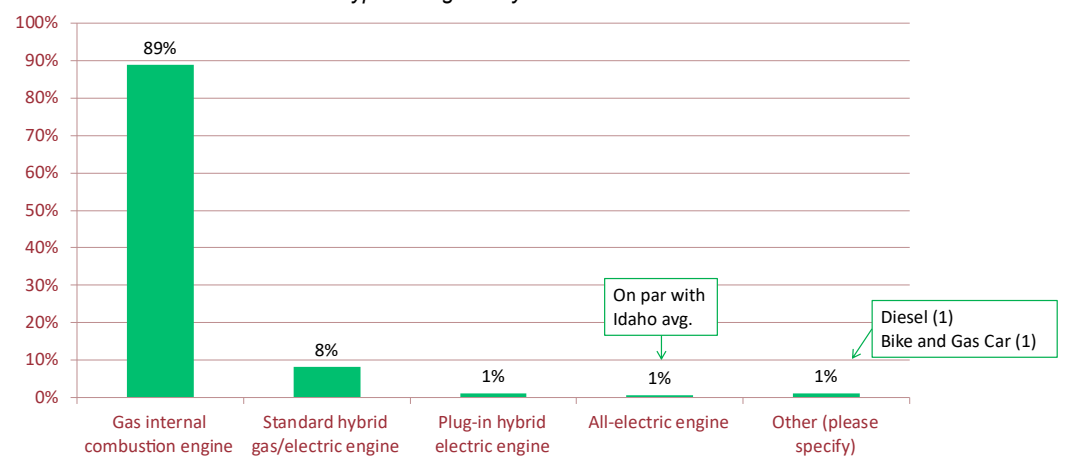


Figure 29: ParkBOI Respondents' Vehicle Engine Type

## Appendix C: CCDC ParkBOI Pricing Committee SOAR Activity Notes

### Strengths

- Straightforward, simple product offering
- Products meet the public's needs
- Online presence and brand
- PARCS transition
- Convenient locations, market positioning

### Opportunities

- Communication with customers about product options- posting information in multiple locations
- Explore options for approaching oversized vehicles
- Increase monthly parkers
- Continue to monitor oversell and occupancy
- Sell different products & incentives outside of midday peaks
- Potential products: Weekend pass, passport, pick 2/3 etc., high priced pass that's good in all garages (global entry)
- Coordinate with the City on on-street/off-street balance
- Explore increasing validation rate
- Integrate friendliness into ParkBOI branding/digital systems

### Rates | Operating Income | Products

### Aspirations

- Formulate a predictable annual rate increase to mitigate YoY price shocks in specific years
- Establish annual reserve fund based on formal CIP
- Build something using parking revenue
- Coordinate on-street and off-street parking rates to support City priorities
- 100% of potential users feel comfortable and safe parking in a garage

### Results

- Nights and weekend utilization mimic daily peaks
- Increase validation rate by x%?



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**AGENDA BILL**

<b>Agenda Subject:</b> Proposed FY2026 River Myrtle - Old Boise District Amended Budget		<b>Date:</b> April 13, 2026
<b>Staff Contact:</b> Joey Chen, Finance & Administration Director  Holli Klitsch, Controller	<b>Attachments:</b> 1. <i>Proposed</i> FY2026 River Myrtle - Old Boise District Amended Budget 2. <i>Exhibit A: Proposed</i> Notice of Public Hearing	
<b>Action Requested:</b> 1. Tentatively Approve <i>Proposed</i> River Myrtle - Old Boise District FY2026 Amended Budget and the Amended FY2026 Total Revenues and Expenses 2. Advertise Public Hearing at May 11, 2026, Board Meeting		

**Background:**

The River Myrtle – Old Boise (RMOB) District sunset on September 30, 2025. While majority of the final year projects were completed by September 30, 2025, a few capital projects experienced some construction delays. These projects are finished now during the first two quarters of fiscal year 2026. These project expenses were part of the approved FY2025 Amended Budget. This proposed budget amendment is to include these project expenses in the FY2026 budget.

The RMOB District’s fund balance has adequate funds for these final expenses. Agency staff proposes to amend the FY2026 River Myrtle – Old Boise District Budget from \$0 to \$2,254,675, which amends the FY2026 Agency Original Total Revenues and Total Expenses.

**Fiscal Notes:**

FY2026 <b>River Myrtle - Old Boise District</b> Original Budget	\$ 0
<i>Proposed</i> FY2026 <b>River Myrtle - Old Boise District</b> Amended Budget	\$ 2,254,675
<i>Changes</i>	\$2,254,675
FY2026 <b>Agency</b> Original Total Expenses	\$ 50,064,149
<i>Proposed</i> FY2026 <b>Agency</b> Amended Total Expenses	\$ 52,318,824
<i>Changes</i>	\$2,254,675

**Staff Recommendation:**

Tentatively approve the Proposed FY2026 River Myrtle - Old Boise District Amended Budget, the Proposed FY2026 Agency Amended Total Revenues and Expenses, and advertise the May 11, 2026, Amended Budget public hearing.

**Suggested Motion:**

I move to tentatively approve the FY2026 River Myrtle - Old Boise District Amended Budget to new revenue and expense totals of \$2,254,675, which amends the FY2026 Agency Original Budget to new Total Revenues and Expenses of \$52,318,824, and set the time and date of Noon, May 11, 2026 for the statutorily-required public hearing on the Budget Amendment.

<b>Attachment 1:</b>			
<b>Proposed FY2026 River Myrtle - Old Boise Amended Budget</b>	<b>FY 2026 Original</b>	<b>FY 2026 Amended</b>	<b>Changes</b>
<b>REVENUES</b>			
Other Reimbursements	-	143,834	143,834
<i>Transfer (to)/from fund balance</i>	-	2,110,841	2,110,841
<b>TOTAL REVENUES</b>	<b>-</b>	<b>2,254,675</b>	<b>2,254,675</b>
<b>EXPENDITURES</b>			
<b>Operating Expenses</b>			
<b>Facilities Management</b>			
Utilities	-	799	799
Repairs & Maintenance	-	5,815	5,815
<b>Facilities Management</b>	<b>-</b>	<b>6,614</b>	<b>6,614</b>
<b>Total Operating Expenses</b>	<b>-</b>	<b>6,614</b>	<b>6,614</b>
<b>Capital Outlay</b>			
<b>Street Improvements</b>	<b>-</b>	<b>2,248,061</b>	<b>2,248,061</b>
<b>Total Capital Outlay</b>	<b>-</b>	<b>2,248,061</b>	<b>2,248,061</b>
<b>TOTAL EXPENDITURES</b>	<b>-</b>	<b>2,254,675</b>	<b>2,254,675</b>

## Attachment 2: Exhibit A Proposed Notice of Public Hearing

### EXHIBIT A

#### **PROPOSED** CAPITAL CITY DEVELOPMENT CORPORATION FISCAL YEAR 2026 RIVER MYRTLE - OLD BOISE REVENUE ALLOCATION FUND AMENDED BUDGET

AN AMENDED ESTIMATE OF REVENUES AND EXPENSES OF THE CAPITAL CITY DEVELOPMENT CORPORATION FOR THE FISCAL PERIOD BEGINNING OCTOBER 1, 2025 TO AND INCLUSIVE OF SEPTEMBER 30, 2026 (FISCAL YEAR 2026) AND NOTICE OF PUBLIC HEARING.

As required by Idaho Code, the Board of Commissioners of the Capital City Development Corporation has estimated the amount of money necessary for all purposes during Fiscal Year 2026 and prepared a proposed amended budget that includes an estimate of revenues and expenses and that reflects current Board policy on budget-related matters. As also required by Idaho Code, the amended budget will be entered into the minutes of the Agency and published in the Idaho Statesman newspaper. Citizens are invited to attend the budget hearing that begins at noon, May 11, 2026, at Capital City Development Corporation, 121 N. 9th St, Suite 501, Boise, Idaho. Citizens may submit written or oral comments concerning the Agency's proposed amended budget. A copy of the proposed amended budget is available at <https://ccdcboise.com> and also at Capital City Development Corporation (by appointment only) during regular business hours, weekdays, 8:00 a.m. to 5:00 p.m. Please notify CCDC at 208-384-4264 for any accommodations necessary for persons with disabilities.

	<u>FISCAL YEAR 2024</u>	<u>FISCAL YEAR 2025</u>	<u>ORIGINAL</u>	<u>AMENDED</u>
<u>GENERAL/SPECIAL REVENUE FUNDS:</u>	<u>ACTUAL</u>	<u>ACTUAL</u>	<u>FISCAL YEAR 2026</u>	<u>FISCAL YEAR 2026</u>
			<u>BUDGET</u>	<u>BUDGET</u>
RIVER-MYRTLE / OLD BOISE REV ALLOC FUND				
Revenue Allocation ( <i>Property Tax Increment</i> )	14,747,489	14,319,743	0	0
Transfers	2,002,714	14,905,335	0	2,110,841
Other	<u>5,019,754</u>	<u>3,667,245</u>	<u>0</u>	<u>143,834</u>
Total Revenues	21,769,958	32,892,323	0	2,254,675
Total Expenses	21,769,958	32,892,323	0	2,254,675
TOTAL REVENUES	\$ 35,513,718	\$ 53,797,770	\$ <del>50,064,149</del>	\$ 52,318,824
TOTAL EXPENSES	\$ 35,513,718	\$ 53,797,770	\$ <del>50,064,149</del>	\$ 52,318,824

MOTION TO APPROVE THE PROPOSED AMENDED BUDGET PASSED BY THE BOARD OF COMMISSIONERS OF THE CAPITAL CITY DEVELOPMENT CORPORATION IN BOISE, IDAHO, THIS 13TH DAY OF APRIL 2026. This is an accurate statement of the proposed expenditures and revenues as presented to the Board of Commissioners for Fiscal Year 2026 as amended. APPROVED BY THE CHAIR OF THE CAPITAL CITY DEVELOPMENT CORPORATION IN BOISE, IDAHO THIS 13TH DAY OF APRIL 2026 Latoria Haney Keith, Chair. Lauren McLean, Secretary.



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## AGENDA BILL

<b>Agenda Subject:</b> 8306 W. State St., Roe Street Multi-Family Homes. Authorization to Publish Request for Proposals	<b>Date:</b> April 13, 2026
<b>Staff Contact:</b> Corrie Brending, Project Manager	<b>Attachments:</b> 1) Roe Street Multi-Family Homes Request for Proposals
<b>Action Requested:</b> Authorize the Agency to publish the Roe Street Multi-Family Homes Request for Proposals for the Agency-owned property located at 8306 W. State Street and administer the RFP according to its terms.	

### **Background:**

State Street is one of Boise’s primary commuter corridors, historically shaped by auto-oriented development but increasingly transitioning to a more urban, transit-supported environment. Over the past decade, higher-density development has begun to infill former agricultural and large-lot properties. Coordinated efforts are underway to establish a vision for higher-density, mixed-use, walkable development supported by high-capacity transit and multimodal infrastructure connecting Old Horseshoe Bend Highway to Downtown Boise. Multiple public agencies are now investing to reconstruct State Street in alignment with this vision.

Despite this progress, redevelopment has been hindered by rising construction costs and challenging market conditions, limiting the feasibility of new housing at attainable price points. A previously entitled 70-unit multi-family project at 8306 W. State Street was unable to advance due to these constraints. In response, CCDC acquired the 1.9-acre site to facilitate redevelopment and help bridge financing gaps through strategic investment in land and infrastructure.

### **Request For Proposals:**

CCDC is inviting proposals to redevelop the Agency-owned parcel located at 8306 W. State Street, Boise, ID 83714. The Agency is seeking a results-oriented Development Team with an aspirational and achievable proposal to develop transit-oriented housing along State Street, helping advance and support the transition into a multimodal mixed-use corridor. The Request for Proposals (RFP) is pursuant to CCDC’s Type 5 Participation Program, which governs the disposition and development of agency-owned property.

The Agency’s vision for Roe Street Multi-Family Homes is a high-density residential development that helps accomplish the City of Boise’s goal of providing housing opportunities across income levels. The project’s design responds to the area’s evolving development patterns and sets a strong precedent for transit-oriented housing development on State Street.

By emphasizing walkability and integrating multimodal amenities it creates a more connected and accessible neighborhood.

**Agency Participation:**

Disposition of property owned by CCDC for a redevelopment purpose follows Idaho Code § 50-2011 and the CCDC Participation Program policy adopted by the CCDC Board of Commissioners. CCDC has the ability to provide a discounted land value based on the findings of a reuse appraisal. The Agency can also reimburse for improvements that are dedicated to and for the benefit of the public as governed by the Agency’s Participation Program policy.

**Evaluation of Proposals:**

The Roe Street Multi-Family Homes RFP includes five priorities that will be used to evaluate proposals: Attainable Homes for Our Community, Quality Urban Design, Multi-Modal Lifestyle, and Community Investment. Proposals will be evaluated on how well they:

- Deliver housing density, affordability, and amenities for working households
- Deliver a well-designed, transit-oriented development with active street frontages, strong pedestrian connections, and thoughtfully scaled architecture.
- Utilize transit, pathways, and road improvements to create connectivity and encourage transit use.
- Provide neighborhood investment for greater economic impacts and beneficial community outcomes

Included within each priority are minimum expectations and visionary outcomes for the project to communicate basic requirements while providing flexibility for aspirational proposals to demonstrate what is achievable under current market conditions.

In the review of proposals, the CCDC Board may establish a Review Committee composed of up to three Board members. Proposals will be evaluated based on written submittals, presentations, and any requested supplemental information. Respondents may be invited to present to the Review Committee or to the full CCDC Board at a public meeting. Following this process, the CCDC Board will select a proposal and authorize entering into an agreement to negotiate exclusively.

The anticipated next steps described in the RFP are shown below:

Event	Date
<b>Step 1: Request For Proposals</b>	
<b>Publish &amp; Promote RFP</b>	<b>4/15/2026</b>
<b>RFP Questions and Clarifications Deadline</b>	<b>5/29/2026</b>
<b>Submission Deadline</b>	<b>6/30/2026</b>
<b>Step 2: Evaluation of Proposals</b>	
<b>BOARD MTG: Preliminary Findings Report &amp; Review Committee Selection</b>	<b>7/13/2026</b>
<b>Review and Interviews</b>	<b>7/13/2026 -- 9/4/2026</b>
<b>BOARD MTG: Proposal Selection</b>	<b>9/14/2026</b>
<b>Step 3: Agreement to Negotiate Exclusively (ANE)</b>	

<b>BOARD MTG: Approval of ANE</b>	<b>12/14/2026</b>
<b>Step 4: Disposition and Development Agreement (DDA)</b>	
<b>BOARD MTG: Approval of DDA</b>	<b>06/14/2027</b>

**Fiscal Notes:**

This RFP includes the opportunity for the development of Agency owned property and reimbursement of public infrastructure improvements. As part of the Roe Street Multi-Family Homes RFP, CCDC is offering the opportunity to redevelop the Agency owned property at 8306 W. State Street. The property disposition process requires a commercial appraisal and a re-use appraisal on the Agency-owned properties, which is appraised at approximately \$1.75 million. Additionally, the Agency can assist development projects with reimbursement for improvements that are dedicated to and for the benefit of the public.

**Staff Recommendation:**

Staff recommends the Agency Board authorize the Agency to publish the RFP and administer the RFP according to its terms.

**Suggested Motion:**

Authorize the Agency to publish the Roe Street Multi-Family Homes Request for Proposals for the Agency-owned property located at 8306 W. State Street and administer the RFP according to its terms.

**Attachment #1 – Roe Street Multi-Family Homes RFP**



**CAPITAL CITY**  
DEVELOPMENT CORP



# REQUEST FOR PROPOSALS

**Roe Street Multi-Family Homes**  
8306 West State Street, Boise

# INVITATION

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Capital City Development Corporation (“CCDC” or the “Agency”) invites proposals to redevelop the Agency-owned parcel located at 8306 W. State Street, Boise, ID 83714. In accordance with Idaho Code § 50-2011, CCDC is seeking a results-oriented Development Team (“Development Team” or “Developer”) with an aspirational and achievable proposal to develop transit-oriented housing along State Street, helping advance and support the transition into a multimodal mixed-use corridor. The Request for Proposals (“RFP”) is pursuant to CCDC’s Type 5 Participation Program, which governs the disposition and development of agency-owned property. By redeveloping this underutilized site, Roe Street Multi-Family Homes adds housing options, contributes to a more walkable neighborhood, and improves access to transit, services, and amenities.

**SUBMISSION DEADLINE: 3:00 p.m., MDT (local Boise time), June 30, 2026, to [kwanner@ccdcboise.com](mailto:kwanner@ccdcboise.com).**

Please review the RFP carefully and submit questions you may have pursuant to the process set forth in the Submission Instructions section of this RFP. CCDC appreciates your interest in this public-private partnership opportunity.

Kathy Wanner | CPPB, Contracts Manager



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# PROJECT SUMMARY

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State Street is one of Boise's primary commuter corridors, historically shaped by auto-oriented development. Over the past decade, higher density development began infilling agricultural fields and large lot properties. The adoption of the 2019 State Street Transit Oriented Development plan and the City of Boise's 2025 Modern Zoning Code established policy to shape land use and development around high-capacity transit. This vision prioritizes higher density, mixed-use, walkable development supported by transit and multimodal infrastructure connecting Old Horseshoe Bend Highway to Downtown Boise. Today, coordinated investments are underway by multiple public agencies to reconstruct State Street to include high-capacity transit and multimodal infrastructure designed to better serve commuters, residents, businesses, and transit riders.

Despite this momentum, redevelopment in recent years has been constrained by rising construction costs and challenging economic conditions. Financing gaps have made it difficult to deliver new housing at rents attainable to working households. A previously entitled 70-unit multi-family project on the site at 8306 W. State Street was unable to proceed due to these financial constraints. Recognizing both the strategic importance of the location and the need for attainable housing, CCDC acquired the 1.92-acre site to support future redevelopment. The Agency is facilitating redevelopment by assisting with land and infrastructure costs to help overcome financial challenges and align development with community priorities.

Roe Street Multi-Family Homes is a high-density residential development that helps accomplish the City of Boise's goal of providing housing opportunities across income levels. The project's design responds to the area's evolving development patterns and sets a strong precedent for transit-oriented housing development on State Street. By emphasizing walkability and integrating multimodal amenities it creates a more connected and accessible neighborhood.

Delivered through a public-private partnership, the project reflects coordinated investment by CCDC and its future development partner. A partner will be selected through a competitive RFP process in 2026, with project completion anticipated in 2029.

# ABOUT CCDC

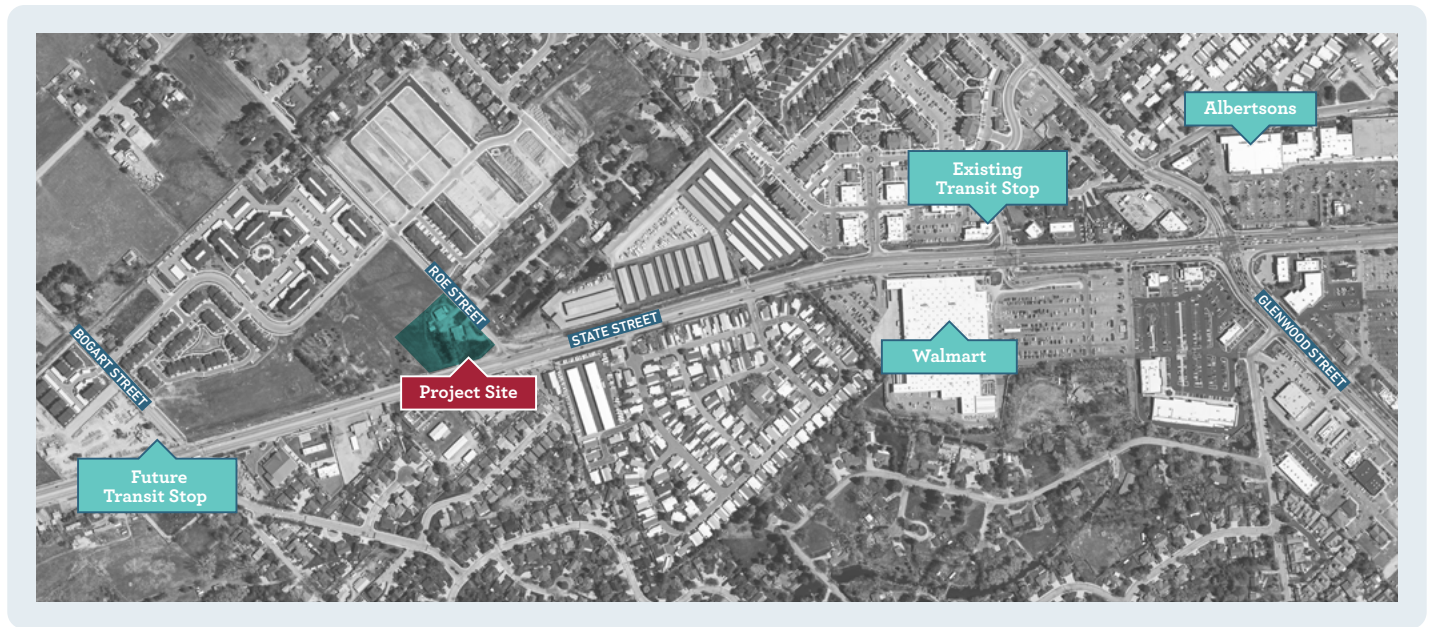
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CCDC is an independent public agency authorized under the authority of the Idaho Urban Renewal Law of 1965, as amended, Chapter 20, Title 50, Idaho Code, and the Local Economic Development Act, as amended, Chapter 29, Title 50, Idaho Code. As the duly created and functioning urban renewal agency for Boise City, Idaho, CCDC oversees five urban renewal districts.

Since 1965, CCDC has made public investments to create lively, pedestrian-oriented, mixed-use urban centers that include office, retail, restaurants, lodging, convention facilities, regional health care, and educational, cultural and entertainment opportunities. CCDC invests resources in development partnerships and in creating a distinctive, attractive public realm that supports private development through investments in streets, streetscapes, utilities, public spaces, public art, and cultural facilities. A nine-member Board of Commissioners (the "CCDC Board") governs CCDC. For more information about CCDC, visit [www.ccdchoise.com](http://www.ccdchoise.com).

# PROJECT CONTEXT & SITE INFORMATION

The site is 1.92 acres and is located within the State Street District which was formed in 2023 and sunsets on December 31, 2041. The project sits at the corner of Roe Street and State Street and is within the Northwest Boise Neighborhood Association. The parcel number is R8123251010 and mailing address is 8306 W. State Street. The site was acquired by CCDC in 2025.



The current zoning is Residential Urban (R-3), and the City of Boise’s comprehensive plan designates the future land use as Mixed-Use. Immediately north of the site are other multi-family residential uses, including the three-story, 236-unit Retreat at Silvercloud apartment complex and Roe Street townhomes. Single-family homes are located across Roe Street to the east of the site. A commercial activity center is within a quarter mile, including the North Pointe Retail Center, Northgate Shopping Center, and Walmart Supercenter.

Valley Regional Transit operates State Street Route 9, which connects downtown Boise with West Boise and includes a final stop near the site at West Saxton Drive and West State Street, adjacent to the North Pointe Retail Center. Bus service on this route runs Monday through Saturday. Weekday service operates from 5:15 a.m. to 10:00 p.m., with stops every 15 minutes during peak hours and every 30 minutes at all other times. Saturday service runs from 7:45 a.m. to 9:00 p.m. Valley Regional Transit also plans to extend Route 9 west of the site, with a future stop at Bogart Lane scheduled for construction in 2027.

The site’s frontage along State Street includes an open portion of the Boise Valley Canal. A multi-agency partnership is underway to underground the canal and construct a multi-use pathway, improving both safety and connectivity. Partners include Valley Regional Transit, the City of Boise, Idaho Department of Transportation, and Ada County Highway District. This coordinated effort will underground the canal from the North Pointe Retail Center to Bogart Lane and introduce a new multi-use pathway linking existing and future transit stops. Upon completion, residents of Roe Street Multi-Family Homes will benefit from safe, convenient pedestrian access to the commercial activity center at the Glenwood and State intersection. An easement for the multi-use pathway will be required and is estimated to be 25 feet. Construction is anticipated to begin in fall 2027.

# PROJECT CONTEXT & SITE INFORMATION

State Street is a state-owned highway (SH-44). At the site, State Street is five lanes wide, with two travel lanes in each direction and a center turn lane. The annual average daily traffic count is approximately 36,000 vehicles. The site has existing access from State Street; however, new development will require access from Roe Street, and the State Street access will be removed.

Roe Street is a local two-lane roadway. The Roe Street intersection is unsignalized and currently allows both right-hand and left-hand turns. The street currently lacks sidewalks; sidewalks begin at the northern boundary of the site. Redevelopment will require streetscape improvements along Roe Street.

The site formerly was a farmhouse, and the surrounding property was farmed by the owners. The site is development-ready with no buildings or structures present. Electricity and natural gas are available. Water and sewer services are in Roe Street stopping short of the site's northern boundary. On-site utilities have been cleared, with the recent removal of a septic tank and abandonment of an artesian well. More information is available in the Phase 1 Environmental Site Assessment completed in March 2025 (see [Appendix 12](#)). Easements on site include a utility facilities easement (see [Appendix 11](#)) along the western boundary for power and irrigation facilities that serve the property to the north. An Idaho Power Company easement in the northeast corner of the site previously supported an overhead line and pole serving an outbuilding (see [Appendix 10](#)). This easement is no longer in use and may be vacated by Idaho Power. The site is currently entitled for a 70-unit multi-family project that includes two buildings and 105 parking stalls. The entitlement remains active and approved until May 2, 2026. The existing entitlement does not meet all objectives of the Roe Street Multi-Family Homes Request for Proposals and CCDC expects proposers to seek new entitlements.

## SITE STATS

<b>Address</b>	8306 W. State Street, Boise, ID 83714
<b>Ownership</b>	Capital City Development Corporation
<b>Site Size</b>	1.92 Acres
<b>Location</b>	The site is in northwest Boise in the State Street District. The site is on the corner of State Street and Roe Street.
<b>Legal/Parcel</b>	8306 W. State Street, Boise, ID 83714, R8123251010 Assessor ID: PAR #1010 POR LOT 5 STEINS SUB PARCEL A ROS 12241 #1000-S
<b>Current Zoning and Future Land Use</b>	Zoned R-3 Residential Urban. The properties located to the east across Roe Street are zoned R-2: Residential Compact and MX-3 Mixed-Use: Active. The future land use in the City of Boise Comprehensive Plan is designated Mixed Use.
<b>Design Standards</b>	Design Review approval from the City of Boise is required. For more information on City of Boise Design Standards, see the City of Boise Zoning Code.
<b>Access</b>	Existing access points are located on Roe Street and State Street. Access will be restricted to Roe Street. Cross access is required with the development to the north.
<b>Infrastructure</b>	Natural gas, electricity, and telephone services are available. City Sewer and Water are in Roe Street north of the site. The site has irrigation water rights. Contact utility providers for more information.

# CCDC PARTICIPATION

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## I. AGENCY PROPERTY

Disposition of property owned by CCDC for a redevelopment purpose follows Idaho Code § 50-2011 and the CCDC Participation Program policy adopted by the CCDC Board of Commissioners. The property disposition process requires a commercial appraisal (which has been completed by CCDC) and a re-use appraisal based on the proposed project which must comply with the State Street District Plan and law. CCDC has the ability—but not the obligation—to provide a “discounted land value” based on the findings within the reuse appraisal.

The commercial appraised value of the included property is approximately \$1.75 million and is the initial purchase price of the property (see [Appendix 9](#)). The initial purchase price must be paid in full to CCDC at the time of closing and prior to the transfer of the site from CCDC to the Developer. Reimbursement of the “discounted land value”, as defined by a re-use appraisal, occurs at project completion. Please consider this in your proforma and clearly indicate any forecasted “discounted land value” if different than the commercial appraised land value.

## II. PUBLIC INFRASTRUCTURE IMPROVEMENTS

The Agency can reimburse for improvements that are dedicated to and for the benefit of the public as governed by the Agency’s Participation Program policy. Public improvements are also referred to as Eligible Expenses, see page 6 of the Participation Program policy document in [Appendix 7](#). All Eligible Expenses are paid by Developer when incurred. Once the project is complete, CCDC verifies cost documentation, certifies a reimbursement amount and reimburses the Eligible Expenses per the terms of the Development Agreement, which often is over a multiyear period. The reimbursement may be paid using actual tax increment revenue generated by the project and received by CCDC. Assistance may be limited by the lesser of a) the agreed upon estimated Eligible Expenses, b) the actual Eligible Expenses, or c) a portion of the project’s actual tax increment value as negotiated.

# ROE STREET MULTI-FAMILY HOMES PRIORITIES

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Roe Street Multi-Family Homes is a high-density residential development that helps accomplish the City of Boise's goal of providing housing opportunities across all income levels. The project's design responds to the area's evolving development patterns and sets a strong precedent for transit-oriented housing development on State Street. By emphasizing walkability and integrating multimodal amenities, it creates a more connected and accessible neighborhood. Delivered through a public-private partnership, the project reflects coordinated investment by CCDC and its future development partner. A partner will be selected through a competitive RFP process in 2026, with project completion anticipated in 2029.

The RFP intentionally sets minimum expectations and visionary outcomes for the project to communicate basic requirements while providing flexibility for aspirational proposals to demonstrate what is achievable under current market conditions. The priorities below are the basis for selection of the strongest proposal. Minimum expectations and visionary outcomes are identified in each priority area.



# ROE STREET MULTI-FAMILY HOMES PRIORITIES

## Attainable Homes for Our Community

Proposals for Roe Street Multi-Family Homes must provide a minimum of 70 long-term apartments for rent. Construction and quality standards should meet mid-grade standards with durable finish levels, energy-efficient appliances, operable windows, and reliable mechanical systems that provide comfortable living. It is important that a variety of unit types are included, ranging from studio to 3-bedroom units. A minimum of (3) three 3-bedroom units is expected as well as basic amenities to meet the needs of today's households, such as package/mail room, community room, co-working space, and storage units (available for additional fee).

Attainable homes can include some market rent rates along with rent rates attainable for people earning less than average area median income. The project should provide, at a minimum, an average rent rate affordable to households earning 100% Area Median Income ("AMI"). This commitment is expected to be provided through 2041, the sunset year of the State Street Urban Renewal District. Via a restrictive covenant, compliance is monitored annually by the City of Boise, confirming that when totaled, the project's average rent rate is at or below 100% AMI.

### MINIMUM EXPECTATIONS:

- Provide long-term rental units
- A minimum total of 70 units
- Quality standards that include mid-grade durable finish levels, energy-efficient appliances, operable windows, and simple mechanical systems that deliver comfortable living
- Unit mix that includes studios, 1-bed, 2-bed, and 3-bed (minimum 3 ct.)
- Some market rate products with some housing attainable to an average working household
- Average rents for the project affordable to households earning 100% Area Median Income ("AMI") restricted until December 31, 2041
- Common spaces and amenities to meet the needs of today's households. Package/mail room, community room, co-working space, and storage units (available for additional fee)

The potential for a rezone to the MX-3 – Mixed-Use Active Zone allows for more flexible lot and building standards, including increased height and elimination of setbacks, which can support higher density. Based on City of Boise Zoning Code requirements, the site may support 120 units or more depending on building construction type and unit mix and size. Finding the balance of providing attainable housing with amenities is necessary and there are certain amenities that dramatically improve the health and well-being of residents such as a fitness center, dog park, wash station for pets and recreation gear, and community garden. These additional amenities may be feasible with a larger-scale project.

# ROE STREET MULTI-FAMILY HOMES PRIORITIES

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## Attainable Homes for Our Community

Proposals that leverage additional resources to attain deeper affordability are welcome. Resources such as Low-Income Housing Tax Credits or community investment funds to provide rents affordable for households earning between 60% to 100% AMI may be possible.

### **VISIONARY OUTCOMES:**

- Maximize housing production with a total of 120 or more units
- Enhance the well-being of residents with additional amenities such as a fitness center, dog park, wash station for pets and recreation gear, and community garden
- Provide more units with rents affordable for households earning between 60% to 100% AMI

# ROE STREET MULTI-FAMILY HOMES PRIORITIES

## Quality Urban Design

Northwest Boise, specifically the area surrounding the site, is undergoing a significant transformation as the last remaining agricultural fields and low-density residential lots infill with high-density housing and mixed-use commercial centers. Transportation in the corridor is evolving as well, with strategic investments in a best-in-class transit route, multi-use pathways, and increasing vehicular capacity.

Roe Street Multi-Family Homes is designed to respond to these changing development patterns and set a precedent for transit-oriented development along State Street. The architecture and urban design need to arrange building height and massing along State Street. Multiple public and welcoming connections to the multi-use pathway are needed along with active uses facing State Street such as community amenities or commercial spaces. Roe Street benefits by framing it with multiple story buildings and activating it with stoops, porches, or individual entrances to ground floor residences. Buildings will have balanced proportions, elegant facades, and bring emphasis to the intersection of Roe and State Street. Parking is situated in the back, screened from view and functional landscaping makes the streetscapes an enjoyable and comfortable place to be.

### MINIMUM EXPECTATIONS:

- Walk-up apartment buildings with primary height and building massing addressing State Street with elegant facades and strong emphasis at the Roe and State Street corner
- A defined main entry or entries into the site from State Street—building and/or site entries
- Active uses along State Street with ground-floor storefront type glazing creating a visual connection e.g. community rooms, co-work spaces, amenities, or possibly commercial spaces
- Engaging residential styling on Roe Street with individual residential entries onto the sidewalk featuring stoops or porches
- Functional landscaping that shades pathways, delineates public/semi-private/private outdoor spaces, brings color and beauty, and provides furnishings for public use. Minimized views of parking from the public right of ways

If a project proposes higher density utilizing a rezone to the MX-3 Mixed-Use Active zone, it could bring further building height and presence to State Street. Assuming additional parking stalls would be needed, integration into the building with tuck-under or structured parking could further contain the parking within the site. The building facade may feature substantially more glass, possibly a curtain wall system, and more high-quality materials, particularly on the ground floor where the building interfaces with the public.

# ROE STREET MULTI-FAMILY HOMES PRIORITIES

## Quality Urban Design

### VISIONARY OUTCOMES:

- Midrise apartments, four story building(s) framing State Street
- Tuck-under or structured parking contained within the site
- Architecture featuring substantial glass or curtain wall systems
- High-quality materials like brick, natural stone, or high-grade timber



# ROE STREET MULTI-FAMILY HOMES PRIORITIES

## Multi-Modal Lifestyle

The strategic transportation investments underway on State Street include VRT's continued operation of the 15-minute headway Route 9, construction of multi-use pathways on both sides, and ACHD's five-year plan to improve 27th Street to Glenwood. The ability for people to safely and comfortably walk, bicycle, ride a bus, and drive to destinations along State Street—all the way to downtown Boise—is nearly a reality. Most of these mobility investments will be completed by the time Roe Street Multi-Family Homes is completed, giving future residents access to a variety of mobility options that connect them to major employment centers, shopping, dining, recreation, and leisure. It is important that Roe Street Multi-Family Homes embed mobility options into the development program and provide facilities and amenities that support a multi-modal lifestyle. This includes thoughtful bicycle storage and maintenance space for residents as well as convenient bike parking for visitors. The site is located between transit stops at Saxton Drive and Bogart Lane. Providing paths through the site that conveniently connect all residents and neighbors to the State Street multi-use pathway is important. Include a cross-access agreement with Limelight Village to the north as well as wayfinding promoting the public route. Other rideshare modes like E-scooters and E-bikes are popular in Boise and physical space and consideration should be given to make these rideshare programs convenient, accessible, and reliable.

Parking is necessary and it's important that it is balanced with the other mobility priorities. Do not exceed minimum required parking per City of Boise Zoning Code Table 11-04.9.

### MINIMUM EXPECTATIONS:

- Bicycle storage and maintenance area for all residents
- Bicycle parking for visitors in the streetscape near main entries
- Sidewalks through the site that conveniently connect all residents and neighbors to the State Street multi-use pathway
- Cross access with Limelight Village development to the north
- Wayfinding to transit stops and nearby amenities
- Convenient and accessible E-scooter and E-bike parking
- Do not exceed minimum required parking per City of Boise Zoning Code Table 11-04.9

Further initiatives are encouraged such as providing an on-site car share program, park and ride or van pooling program participating with ACHD, or other programs to reduce resident need to own a vehicle. Providing transit passes or a ridership rebate program for tenants is another programming activity that could benefit the project and residents alike.

### VISIONARY OUTCOMES:

- On-site car share program. Partner with rideshare programs making ongoing investments to ensure that these mobility options are reliably available to residents
- Valley Regional Transit passes for residents

# ROE STREET MULTI-FAMILY HOMES PRIORITIES

## Community Investment

The urban renewal law of Idaho sets forth the local funding mechanism which enables CCDC to make focused reinvestment into areas experiencing decline or disinvestment. Incremental tax revenue generated through public private partnerships is allocated to CCDC who reinvests it into neighborhood improvements, public spaces, streets, and utilities. The public-private partnership contemplated to build Roe Street Multi-Family Homes will generate tax increment revenue which the Agency, by policy, can reimburse the Developer for eligible expenses. Preliminary analysis of local market conditions as well as needed infrastructure improvements associated with this project suggests that a minimum \$15 million investment is needed to accomplish this project.

### MINIMUM EXPECTATIONS:

- Minimum \$15 million total investment, including initial purchase price of the land and soft costs

Proposals with higher total development costs are encouraged as those costs result in increased tax base which funds additional public benefits, as well as greater economic impacts and beneficial community outcomes. In addition to a more significant investment, CCDC is seeking a partner proposing a long-term hold business model with commitment to ongoing provision of tenant services and programs that strengthen economic, social, and/or environmental well-being. Other community investments may include commercial space for local businesses, education programs, wellness clinics, or other neighborhood services. Assembling land and proposing a larger project may be possible and would also be considered by CCDC. These proposals may need to put resources into programming and activities to accomplish a bigger vision.

### VISIONARY OUTCOMES:

- \$30 million, or more, in total investments that advance the other project priorities
- Development partner with a long-term business model with commitment to ongoing provision of tenant services and programs
- Additional investments to provide commercial space for neighborhood services, early learning centers, or other local businesses
- Assemblage of neighboring underutilized or vacant sites

# SUBMISSION INSTRUCTIONS

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All submissions, expressions of interest, requests for information, questions, or requests for clarification must be submitted in writing by email to **Kathy Wanner, Contracts Manager, at [kwanner@ccdcboise.com](mailto:kwanner@ccdcboise.com)**

## REQUEST FOR CLARIFICATIONS OR QUESTIONS

To receive email updates from CCDC when additional information pertaining to the RFP is made available, express your interest in writing by email to Kathy Wanner and provide the email address or email addresses that wish to receive updates. Only questions received in writing will receive a response and the responses will be distributed to contacts who have expressed interest and will be posted on the Agency website.

**Requests for information, questions, or requests for clarification must be received prior to 5:00 p.m., MDT May 29, 2026, and must be submitted in writing to Kathy Wanner.**

## PROPOSAL SUBMISSION

**Please follow these instructions for submitting a proposal prior to the submission deadline of 3:00 p.m., MDT on June 30, 2026.**

Submit your proposal using a commonly available file-share service such as Dropbox, WeTransfer, or Google Drive. Email the link to your proposal to Kathy Wanner. CCDC takes no responsibility for proposals received late or incomplete in any way. Respondent assumes full responsibility for the timely submittal of all proposal documents.

The required submittal documents (some of which must be signed and dated) must be organized into separate PDF or Excel files for each of the thirteen (13) sections listed below in "Required Submission Materials." Name each file with a unique identifier for that section. EXAMPLE: the first file should be named "1\_Cover Sheet.pdf", the next file "2\_Acknowledgement & Release.pdf", and so on.

## REQUIRED SUBMISSION MATERIALS

Follow the proposal format described herein to allow uniform review and easy access to information by CCDC. Proposals must conform to the requested format. Please include the following thirteen (13) items arranged in the order below.

### 1. **Cover Sheet**

Complete and sign the Cover Sheet ([Appendix 1](#)). The individual listed on the Cover Sheet will be the point of contact if additional information or clarification on the submitted proposal is required.

### 2. **Acknowledgement & Release**

Complete and sign the Acknowledgement & Release Agreement ([Appendix 2](#)).

### 3. **Development Budget Form**

Download, complete and submit the Development Budget Form ([Appendix 3](#)) as an Excel file or PDF file. The completed Development Budget must include all project development costs associated with the project, including proposed Agency financial participation. The total development cost shown in the Development Budget Form should match the amount provided in the project's Financial Sources Form.

# SUBMISSION INSTRUCTIONS

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## 4. **Financial Sources Form**

Download, complete, and submit the Financial Sources Form ([Appendix 4](#)) as an Excel file or PDF file. The total source of funds should match the total development cost provided in the Development Budget Form.

## 5. **Green Building Certification**

CCDC intends to award a project committed to using the Boise City Green Construction Code. Download, complete, sign and submit the Green Building Certification ([Appendix 5](#)).

## 6. **Development Program Form**

Download, complete and submit the Development Program Form ([Appendix 6](#)) as an Excel file or PDF file.

## 7. **Project Narrative**

Provide a Project Narrative describing the proposed project and how it fulfills the RFP's Project Priorities. Articulate the public benefits created by the public private partnership. Summarize the private investment objectives and the economic development benefits that it creates. The narrative must not exceed 1,500 words and may include images, diagrams, and tables. Be sure to address all Minimum Expectations and, where applicable, Visionary Outcomes identified under the Project Priorities: Attainable Homes for Our Community, Quality Urban Design, Multi-Modal Lifestyle, and Community Investment.

## 8. **Development Team Information**

- a. Provide the name, title, and organization for each member of the Development Team, including developer, architect, engineer, contractor, and proposed development legal entity. Include the address, phone number, and email addresses for each entity's primary point of contact.
- b. Provide a Development Team organizational chart that clearly identifies roles and also describes the development legal entity.
- c. Indicate whether the development entity has been formed and is registered with the State of Idaho. If it has not yet been legally formed, state when it will be formed.
- d. Provide three professional references including name, title, email address, and phone number. References may not be members of the Development Team.
- e. Provide financial statements demonstrating the Development Team's financial capacity to deliver the proposed project. In lieu of, or in addition to, traditional financial statements, a "letter of creditworthiness" from a financial institution(s) is acceptable. The letter should describe prior credit relationships, lending history and ranges, anticipated lending parameters for the proposed project, and confirm that the member or entity is not in default.

## 9. **Portfolio / Résumé**

List and briefly describe relevant projects the Development Team, together, has completed and/or has underway. In addition, provide a portfolio or resume exemplifying relevant experience for each of the following organizations: developer, architect, and contractor.

# SUBMISSION INSTRUCTIONS

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## 10. **Proposed Terms of CCDC Participation**

Provide a description of the proposed CCDC participation included in the proposal. Address key terms, including:

- Anticipated discounted land value, if any.
- All proposed Agency financial participation related to potential Eligible Expenses (e.g., utility infrastructure, streetscapes, street work). Anticipated costs must be provided on the Development Program Form schedule and should conform generally to CCDC's Participation Program, as found in ([Appendix 7](#)).
- Private to public investment ratio calculation, as described in the CCDC Participation Program ([Appendix 7](#)).

## 11. **Development Timeline**

Provide a preliminary development timeline identifying major milestones, including but not limited to design review approval, planning and zoning approval, any additional land use entitlements, design milestones, loan closings, land transfer, construction completion and a rent/lease up or sales schedule.

## 12. **Project Drawings**

Provide concept design level drawings illustrating building massing, site layout, exterior facade design and finishes, parking, contemplated streetscape, and other public improvements. Include a site plan that incorporates the ground-level floor plan, vehicle and pedestrian egress, parcel lines, streetscape improvements, required setbacks, and fire department emergency site access. Provide a typical upper-level floor plan with unit layouts. Include multiple drawings or renderings from street level and aerial view perspectives to illustrate how the project interrelates with the surrounding context. Additional sketches, diagrams, images, or plans that further explain the project are welcomed. A technical drawing set is not required with this submittal.

## 13. **Proof of Site Control (if applicable)**

Proposals that include additional property, not owned by CCDC, must demonstrate site control by providing one of the following: record of ownership, an executed purchase and sale agreement, or an executed purchase option. Letters of intent, other non-binding agreements, and verbal commitments are not acceptable.

## **MODIFICATION OR WITHDRAWAL OF PROPOSAL**

A proposal may be modified or withdrawn prior to the submission deadline.

# EVALUATION CRITERIA

<b>DEVELOPMENT TEAM QUALIFICATIONS</b>	<b>25 POINTS</b>
Expertise in developing multi-family housing, track record of producing high quality design, financial strength	<b>25 points</b>
<b>PROJECT DEVELOPMENT TIMELINE</b>	<b>5 POINTS</b>
Achievable and timely plan to accomplish pre-development, entitlements, construction, and occupancy	<b>5 points</b>
<b>ATTAINABLE HOMES FOR OUR COMMUNITY</b>	<b>25 POINTS</b>
<b>Minimum Expectations:</b> 70 long term rental units; Quality standards that deliver comfortable living; Average rents affordable at 100% AMI; Unit mix including studio, 1-bed, 2bed, and 3-bed (minimum 3 ct.); Some market rate products; Common Spaces and amenities to meet the needs of today's households	<b>15 points</b>
<b>Visionary Outcomes:</b> Maximize housing production with 120 or more units; amenity space such as a fitness center, dog park, wash station for pets and recreation gear, and community garden; units with rents affordable between 60% to 100% AMI	<b>10 points</b>
<b>QUALITY URBAN DESIGN</b>	<b>20 POINTS</b>
<b>Minimum Expectations:</b> Walk up apartment buildings with primary height and building massing along State Street with emphasis at Roe & State Street corner; A defined main entry or entries from State Street – building and/or site entries; Active uses along State Street with glazing; Residential styling on Roe Street; Functional landscaping; Minimized views of parking from the public right of ways	<b>15 points</b>
<b>Visionary Outcomes:</b> Midrise apartments, four story building(s) framing State Street; Tuck-under or structured parking; Architecture featuring substantial glass or curtain wall systems; High quality materials like brick, natural stone, or high-grade timber	<b>5 points</b>
<b>MULTI-MODAL LIFESTYLE</b>	<b>15 POINTS</b>
<b>Minimum Expectations:</b> Bicycle storage and maintenance area for all residents; Bicycle parking for visitors in the streetscape near main entries; Sidewalk through the site that connects to the State Street multi-use path; Cross access with Limelight Village development to the north; Wayfinding to transit stops and nearby amenities; E-scooter and E-bike parking; Do not exceed minimum required parking per City of Boise Zoning Code Table 11-04.9	<b>10 points</b>
<b>Visionary Outcomes:</b> On-site car share program; Valley Regional Transit passes for residents	<b>5 points</b>
<b>COMMUNITY INVESTMENT</b>	<b>10 POINTS</b>
<b>Minimum Expectations:</b> Minimum \$15 million total investment, including initial purchase price of the land and soft costs	<b>7 points</b>
<b>Visionary Outcomes:</b> \$30 million, or more, in total investments that advance the other project priorities; Long-term business model with commitment to ongoing provision of tenant services and programs; Commercial space for neighborhood services; Assemblage of neighboring underutilized or vacant sites	<b>3 points</b>
<b>COMBINED TOTAL POSSIBLE POINTS</b>	<b>100 POINTS</b>

# SELECTION PROCESS

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CCDC will follow a four-step proposal selection process.

## **STEP 1: REQUEST FOR PROPOSALS**

The RFP will be advertised locally in the Boise Metro Area, published in the Idaho Statesman newspaper, posted on the CCDC website, and noticed to known and interested parties.

## **STEP 2: EVALUATION OF PROPOSALS**

Proposals received prior to the submission deadline will be reviewed by CCDC staff to confirm they meet the RFP's submittal requirements. Respondents will be notified in writing if their proposal is deemed incomplete and no further review will occur. Agency staff will continue to review all proposals that meet the submittal requirements and deliver a preliminary findings report to the CCDC Board.

The CCDC Board will establish a Review Committee. Respondents may be asked to present to the Review Committee or to the full CCDC Board at a public meeting. Proposals will be reviewed based on the written submittals, presentations, and requested supplemental information, as applicable. The CCDC Board reserves the right to interview or not interview respondents and to conduct its fact finding and deliberation as it determines necessary to evaluate proposals. At a public meeting, the CCDC Board will select a proposal to advance to Step 3, and if applicable, determine the final ranking of other qualified proposals.

## **STEP 3: AGREEMENT TO NEGOTIATE EXCLUSIVELY**

The next step is for CCDC to enter into an Agreement to Negotiate Exclusively (ANE) with the selected development entity. The ANE will establish a time period to negotiate (the "Negotiation Period") the terms of a Disposition and Development Agreement (the "DDA"). The CCDC Board has sole authority to approve an ANE but is not obligated to consider or approve an ANE under this RFP.

**Design Refinement:** The ANE allows time for project design and details to be refined and specific development terms to be considered. It is the Agency's expectation during the Negotiation Period that, while elements of the design may change, design features will function in the way they were initially proposed. Architectural and interior finish materials, unit type, count, and affordability are also features that must remain consistent with the initial proposal.

**Financial Feasibility:** Once a proposal is selected, additional work will be done to determine the financial feasibility of the project together with the selected developer's banking institution. Required information may include financial statements from principals in the development entity and equity partners and related financial-credit information. Criminal background checks may be required.

**Commercial Appraisal:** A commercial appraisal has been completed and establishes a fair market value for purposes of determining an initial purchase price for disposition of the property. An update to this commercial appraisal may be provided by CCDC, if needed. The appraisal is included as [Appendix 9](#).

**Reuse Appraisal:** During the Negotiation Period, Developer will submit information to the reuse appraiser for preparation of the reuse appraisal, which will determine the eligible, if any, discounted land value. The reuse appraisal may not be completed during the Negotiation Period and may be a DDA requirement. If it is determined that a land value discount is both eligible and desired based on the reuse appraisal and project expectations, then all or

# SELECTION PROCESS

a portion of the initial purchase price can be reimbursed upon successful completion of the project. This approach protects the public's investment in the land should the project fail to be completed.

**Next Steps:** During the Negotiation Period the parties will negotiate the terms of a DDA, which should be entered into on or before the expiration of the Negotiation Period.

If CCDC and the selected developer are unable to negotiate an ANE satisfactory to both parties, CCDC may begin negotiations with the next highest ranked developer.

## STEP 4: DISPOSITION AND DEVELOPMENT AGREEMENT (DDA)

The DDA will describe in detail the requirements and conditions precedent to the transfer of the site to the development entity. This will include a Schedule of Performance. CCDC may require certain measures such as a performance bond, developer guaranty or other mechanisms to increase the probability of the successful completion of the project. Developer shall pay the full purchase price at closing, which purchase price may be reimbursed following completion of the project, subject to the reuse appraisal.

The negotiated DDA returns to the CCDC Board for its final approval. The CCDC Board has sole authority to approve a DDA but is not obligated to consider or approve a DDA under this RFP.

## TIMELINE

This schedule is preliminary and subject to change. It is included to provide an idea of the timeframe in which this project may move through the approval process.

EVENT	DATE
<b>Step 1: Request For Proposals</b>	
Publish & Promote RFP	4/15/2026
RFP Questions and Clarifications Deadline	5/29/2026
Submission Deadline	6/30/2026
<b>Step 2: Evaluation of Proposals</b>	
BOARD MTG: Preliminary Findings Report	7/13/2026
Review and Interviews	7/13/2026 – 9/4/2026
BOARD MTG: Proposal Selection	9/14/2026
<b>Step 3: Agreement to Negotiate Exclusively (ANE)</b>	
BOARD MTG: Approval of ANE	12/14/2026
<b>Step 4: Disposition and Development Agreement (DDA)</b>	
BOARD MTG: Approval of DDA	06/14/2027

# APPENDICES

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- 1 – [Cover Sheet](#)
- 2 – [Acknowledgement & Release](#)
- 3 – [Development Budget Form](#)
- 4 – [Financial Sources Form](#)
- 5 – [Green Building Certification Form](#)
- 6 – [Development Program Form](#)
- 7 – [State Street Participation Program Policy Document](#)
- 8 – [Site Survey](#)
- 9 – [Property Appraisal](#)
- 10 – [Idaho Power Easement](#)
- 11 – [Utility Facilities Easement](#)
- 12 – [Phase 1 Environmental Site Assessment](#)
- 13 – [Sample Agreement to Negotiate Exclusively](#)
- 14 – [Summary of Disposition and Development Agreement](#)



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# **VI. EXECUTIVE SESSION**



**DATE:** April 13, 2026  
**TO:** Latonia Haney Keith, Chair  
Board of Commissioners  
**FM:** John Brunelle, Executive Director  
**RE:** CCDC Monthly Report



FEATURED HIGHLIGHT FOR MARCH '26

CCDC team at Pedal to the Pass in March. This community bike parade brought out over 100 members of the community to use safe and designated pathways created from CCDC projects, including the 11th Street Bikeway.

# Westside District



*North End Lofts (formerly 16th and State) near completion*

## ECONOMIC DEVELOPMENT

**1010 W. Jefferson St. – Commercial Space and Public Parking Facility:** The Agency is advancing the redevelopment of 1010 W. Jefferson St. into a multi-purpose parking facility with 446 stalls and active ground-floor uses. The project received Design Review approval from the City of Boise in August 2025, with conditions addressed during the February 11, 2026, Work Session.

In September 2025, the Board approved a Letter of Intent (LOI) with the Treasure Valley YMCA for The Kissler Family Early Education Center, which will occupy a ground-floor condominium. In November 2025, the Board approved a real property disposition policy and authorized a Request for Proposals (RFP) for the remaining five ground-floor commercial condominiums. The RFP was issued on January 7, 2026, with responses due April 7, 2026.

In December 2025, the Board approved the first amendment to the CM/GC contract with Okland Construction, allowing site preparation to begin. In February 2026, the Board approved the Amended and Restated Reservation Agreement with the YMCA. The design team is scheduled to submit the building permit package to the City of Boise in March 2026. *Project Lead: Alexandra Monjar*

**1010 W. Jefferson St. – Existing Facilities:** The Agency converted the parking lots on each side of the building to public parking, with a \$5 flat fee and a payment system through ParkMobile. In October 2024, the parking rate was increased to \$8/day to address demand and align pricing with other paid parking facilities in the vicinity. The Car Park manages the lot. The Agency continues to coordinate with the adjacent YMCA construction project to the north of the 1010 building. Demolition of the building and the remaining asbestos remediation began January 26, 2026, with demolition work anticipated to be completed by the end of April 2026. *Project Lead: Aaron Nelson*

**1111 W. State St. (Agency Owned Property):** Formerly known as Block 69 North, this half-block parcel was acquired by the Agency through a land exchange with the YMCA in September 2024. Prior to the exchange, the previous owner cleared the property of all improvements. The property is currently vacant, and the Agency is using the property as a construction staging area in support of multiple Agency Capital Improvements Projects throughout downtown. *Project Lead: Aaron Nelson*

**1522 W. State St. - 16th & State - PP Type 2:** The North End Lofts are a seven-story mixed-use building with 104 residential units and 1,600 square feet of ground-floor retail located on the site of an old gas

station. The project includes workforce housing with 38 units reserved for rent-restricted, income-qualified residents. Public improvements eligible for CCDC reimbursement include streetscapes along 16th and State Streets. Utility upgrades include water line relocations and stormwater management infrastructure. Total Development Costs are estimated at \$25 million, and Eligible Expenses are at \$657,655. The project is requesting the use of CIP funds dedicated to housing developments that are to be completed before the expiration of the Westside District. The Board approved the final agreement in March 2023, and construction is now complete. *Project Lead: Corrie Brending*

**821 W. State St. – Idaho Wheat Commission – PP Type 1:** The Agency received a Type 1 application from the Idaho State Building Authority for a four story, mixed-use building which will replace the Idaho Wheat Commissions existing office building and provide space for additional tenants. Public improvements include new sidewalks, trees, silva cell systems, streetlights, and bike racks. The Board approved the Type 1 Agreement on August 11, 2025, and the project remains on schedule for completion later this summer. *Project Lead: Kassi Brown*

## INFRASTRUCTURE

**Bannock Streetscape Improvements - 12th St. to 16th St.:** This project will make streetscape improvements on both sides of Bannock Street between 12th Street and 16th Street to support connectivity for all modes of travel from the West Downtown neighborhood into downtown. The design aligns with ACHD's Bannock Street Neighborhood Concept. To maximize public investment, the Agency has entered into an Interagency Agreement with ACHD to include ACHD's planned pavement rehabilitation and the replacement of the underground Boise City Canal crossing under Bannock Street east of 14th Street in the project scope. CSHQA led the design effort, and McAlvain Construction is the Construction Manager/General Contractor (CM/GC). The improvements on Bannock Street between 13th Street and 16th Street were completed in September 2025. The Agency obtained approval of GMP 2 for the final phase of improvements between 12th Street and 13th Street at the March 9 Board meeting. Construction will begin this month and anticipated to be complete by August 2026. *Project Lead: Megan Pape*

# 30th Street District



*New Path 2 under construction*

## ECONOMIC DEVELOPMENT

**2618 W. Fairview Ave. - LOCAL Fairview - PP Type 2:** Subtext plans to construct this seven-story, 271-unit, mixed-use project. The development will have approximately 8,500 square feet of ground floor commercial space with the existing Capri Restaurant retained and incorporated into the design. The public



improvements eligible for CCDC reimbursement include streetscapes along Fairview Avenue and 27th Street. Utility upgrades and expansion work include upgrading and undergrounding power, new underground fiber, and phone lines, and expanding the sewer mainline. Total Development Costs are estimated at \$81 million, and Eligible Expenses are \$1.2 million. The Board approved a final agreement in April 2023. *Project Lead: Corrie Brending*

**114 N. 23rd St. - New Path 2 - PP Type 3:** This second phase of New Path, a permanent supportive housing development, is comprised of 96 multi-family units and space for ancillary support services. This project is being developed by Pacific West Communities, Inc. with Low-Income Housing Tax Credits (LIHTC) and support from the City of Boise. This development will provide housing for individuals and couples exiting homelessness or facing homelessness and earning less than 60% of the area median income for Ada County, though residents will be earning substantially below this. There is an estimated \$250,000 in eligible expenses for streetscape and public utility upgrades. The Board approved a final agreement in October 2023, and construction of New Path 2 began in October 2024. *Project Lead: Corrie Brending*

**170 S. 28th St. - Finch – PP Type 1: Roundhouse:** The Agency received an application for Type 1 assistance from Roundhouse Affordable for a 40-unit affordable housing development that consists of two four-story, wood-frame walk-up residential buildings. The Finch is a Low-Income Housing Tax Credit (LIHTC) project that includes a mix of unit types and affordability levels ranging from 30% to 60% AMI, with 10% of units at market rate. Public improvements will include scored concrete sidewalks, silva cells, street trees, and historic streetlights along W. Fairview Avenue and S. 27th Street. The Board designated the project for Type 1 assistance at the August 11, 2025, meeting. The Board approved the final agreement on November 3, 2025, and construction is underway. *Project Lead: Corrie Brending*

## INFRASTRUCTURE

**West End Commercial Blocks:** The West End Commercial Blocks project is a multi-year strategic investment developed through collaboration with public and private stakeholders. The project is focused on building the public infrastructure and transportation facilities necessary to support the evolving neighborhood's continued growth. The initial phase of this project centers on a comprehensive assessment to identify where infrastructure improvements are most needed. Specifically, the assessment will evaluate opportunities to better support existing commercial businesses and upgrade transit and mobility options throughout the area. The Agency published the Request for Qualifications last month to hire a pre-qualified design team. Over the span of six months, the team will conduct a structured assessment culminating in a final report that recommends public investment opportunities and helps CCDC prioritize future construction projects within the area. *Project Lead: Megan Pape*

## OTHER ITEMS OF NOTE

The Main Auction building at 2912 W. Main has changed ownership after many years. Purchaser appears to be nearby landowner who has redeveloped other buildings in this district in the past.

Commercial real estate is listed for sale at 2318 and 2320 W. Main Street. Zoning is MX-3.

Commercial real estate is listed for sale at 2304, 2310, and 2314 W. Main Street.

# Shoreline District



*Current condition of Boise River Greenbelt showing a mix of users sharing the existing pathway*

## ECONOMIC DEVELOPMENT

**1025 S. Capitol Blvd. – Capitol Campus:** J. Fisher Companies plans to construct a mixed-use project on property owned by the City of Boise. The project will include approximately 360 income-restricted housing units at 60% of Area Median Income, 12,000 square feet of Lusk Street retail or light food and beverage space, and a public parking garage with at least 330 stalls. The J. Fisher team has been working with the Agency on a Type 3 Participation Program application. The project was presented to the Board during a work session on April 14, 2025. A letter of intent outlining the proposed partnership was approved by the Board at the February meeting. The letter of intent includes the purchase of a 250-stall parking condominium for \$16 million and reimbursement of eligible public improvements up to an estimated \$3.4 million. The project will be brought back to the Board for Designation after it has received design review approval. *Project Lead: Corrie Brending*

**15th St. and 16th St. Corridor Public Investment and Redevelopment Study:** The Agency has engaged with GGLO to study redevelopment opportunities that could be made possible by potential traffic reconfigurations along the 15th Street and 16th Street corridors, including reestablishing an urban street grid. This study will also assess public and private investment opportunities and is anticipated to be complete in April. *Project Lead: Alexandra Monjar, Kassi Brown*

## INFRASTRUCTURE

**Shoreline District Streetscape Design Standards.** The Agency is partnering with the City of Boise Planning & Development Services Department to update the Downtown Boise Streetscape Standards Manual. The update will include all streets within the Shoreline District Project Area and establish required streetscape design standards to guide redevelopment within the district. *Project Lead: Toby Norton*

## MOBILITY

**Downtown Riverfront Improvements, Greenbelt, 9th St. to Americana Boulevard:** This project will construct a second parallel pathway adjacent to the existing greenbelt to spur economic development, increase safety and capacity, and provide separate facilities for pedestrians and cyclists. This project will be a partnership with the City of Boise Parks and Recreation Department and adjacent property owners. The Request for Qualifications (RFQ) was published last month to hire a design team that will develop alignment concepts and conduct community engagement. RFQ's are due this month and the Agency will review the proposals to hire the most qualified design team. *Project Lead: Toby Norton*

## OTHER ITEMS OF NOTE

**Trappers Island** — Agency continues to communicate with representatives of the development team. Dirt is being moved on site to prepare installation of infrastructure. CCDC anticipates an upcoming request to from the developer for a Public-Private Partnership using our Participation Program.

**416 W. Sherwood** — A neighborhood meeting was coordinated by Stack Rock Group for a project titled "La Pointe Gravel Yard." The meeting was April 7th. The project is described as a proposal for a food truck court with a bar complimented by two urban soccer pitches.

**860 W. Sherwood** — City staff have given administrative approval for a large child daycare unit on Sherwood & Lusk streets.

**1025 Capitol Blvd - Capitol Campus** — Design Review public hearing for 7 story mixed use on 3.11 acres took place on April 8.

Commercial real estate is listed for sale at 703 S. Americana. Zoning is MX-5DA. Total site is approximately 3.09 acres.

# Gateway East District



Aerial view of Gateway East District in 2026

## ECONOMIC DEVELOPMENT

**2392 E. WinCo Ct. - Eastport Logistics - PP Type 4:** Eastport Logistics is a 44-acre Industrial development project located in the Gateway East District at 2392 East WinCo Court. The planned uses are a mix of warehouse, distribution, and manufacturing for a total of approximately 687,000 square feet between four buildings, and approximately 800 on-site parking stalls with 90 of those stalls for truck/trailer parking. The developer, Lincoln Property Company, estimates total development costs will be \$101,500,000. Lincoln Property Company has requested assistance under the Type 4 Program for the nearly \$8.7 million of public utility and roadway infrastructure planned for the project. The Board approved the Type 4 Designation in October 2024, and construction is underway. *Project Lead: Corrie Brending*

**951 E. Gowen Rd. - Red River Logistics and Commerce Centers - PP Type 2:** The Board approved an Agreement to participate in the extension and public dedication of Production Street and associated utility and streetscape improvements. This street extension is included in the Gateway East District Plan and will

open opportunities for additional development on adjacent vacant parcels. Construction of the project is now complete. *Project Lead: Corrie Brending*

**2500 W. Freight St. - Boise Gateway 3 - PP Type 2:** In December 2022, the Board designated this Boyer Company project to receive Type 2 Participation assistance for utility and roadway improvements. The project is a 185,000 square foot speculative warehouse building designed to accommodate up to four tenants per lot bound by Eisenman Road, WinCo Court, and Freight Street. The agreement was approved by the Board in February 2024 and includes the option for the developer to construct an additional building on the site within the term of the agreement to further catalyze development in Gateway East. An amendment was approved by the Board in October 2025 to include Building 4 and construction is now complete, and the Agency is completing cost documentation. *Project Lead: Corrie Brending*

## State Street District



*Completed 1711 N. 31st Street Residential Development*

### ECONOMIC DEVELOPMENT

**1620 N. 31 St. – 31 St. Street Apartments - PP Type 1:** The Agency received a Type 1 application from Tai June Properties, LLC for a residential development on the corner of 31 Street and Bella Street. The new construction consists of five residential units, each approximately 1,707 square feet with three bedrooms and two and a half bathrooms. Long-term bike storage will be provided, along with nine parking spaces for residents and guests. Public improvements include new sidewalks, trees, landscaping, and stormwater mitigation upgrades. The Board approved the Type 1 Agreement at the February 10, 2025, meeting and on the February 9, 2026, meeting Amendment 1 was approved for additional eligible expenses for utility coordination required by Idaho Power. The project is anticipated to be complete later this Spring. *Project Lead: Kassi Brown*

**8306 W. State St. – Roe Street Multi-Family Homes– PP Type 5:** The Board approved the Purchase and Sale Agreement for the acquisition of property at 8306 W. State at the Board meeting on February 10, 2025. The PSA included a purchase price of \$1,750,000. During the due diligence period, the Agency completed an appraisal, ALTA survey, and phase one environmental site assessment. The Agency closed on the property on April 24, 2025. Initial site preparation work is complete. A work session was presented to the Board at the January meeting, and feedback was incorporated into the request for proposals. The request for proposals will be presented to the Board at the April meeting for approval to be published. *Project Lead: Corrie Brending*

**1711 N. 31 St. - Residential Development – PP Type 1:** The Agency received a Type 1 application from Cook Property Management, LLC for an infill residential development at 1711 N. 31 Street. The project consists of three new single-family homes, each with three bedrooms and three and a half bathrooms, and



a detached garage with second story ADU. Public improvements include new sidewalks, trees, alleyways, and utility upgrades. Cook Property Management, LLC, will also construct additional sidewalks to the south of their property, on the west side of 31 Street, to connect to the current sidewalks at Bella Street. Making this connection will provide safer pedestrian routes to nearby public transit and businesses along State Street. The Board approved the Type 1 Agreement at the September 22, 2025, meeting and the townhomes were completed in December 2025, with the additional streetscapes anticipated to be complete later this year. *Project Lead: Kassi Brown*

**3108 W. Bella St. – Residential Development – PP Type 1:** The Agency received a Type 1 application from Cook Property Management, LLC for a residential development at 3108 W. Bella Street. This development is to the south of 1711 N. 31 Street and includes the construction of four single family homes, with detached garages and second story ADU. Additional streetscape and utility improvements are required, beyond the expanded scope of work undertaken by Cook Property Management, LLC as part of the 1711 N. 31 Street project. The Board will consider the project for Designation at a future meeting. *Project Lead: Kassi Brown*

## INFRASTRUCTURE

**State Street District Streetscape Design Standards.** The Agency is partnering with the City of Boise Planning & Development Services to update the Downtown Boise Streetscape Standards Manual. The update will include all streets within the State Street District Project Area and establish required streetscape design standards to guide redevelopment within the district. *Project Lead: Toby Norton*

# Agency Wide – All Districts

## PARKING & MOBILITY

**ParkBOI Rate and Product Analysis:** Current hourly and monthly pass rates were implemented in spring 2022. The Agency retained Kimley-Horn to evaluate current rates and provide guidance on future pricing. Kimley-Horn is supporting a customer satisfaction survey, analysis of local Boise market trends, and benchmarking against comparable cities to inform staff recommendations on rates and product offerings. Staff previewed the proposed rates and new products with the Board at the March 2026 Board meeting and are accepting written public feedback until 12:00 p.m. on April 10. The Agency will hold a public hearing on the proposed rates at the April 13, 2026, and will request Board adoption at that time. If approved, the new rates will go into effect as early as June 1, 2026. *Project Lead: Zach Piepmeyer*

**ParkBOI Security Camera Upgrades:** Current security camera coverage in ParkBOI garages is limited to vehicle gate locations, the BikeBOI storage facility, and select pay-on-foot stations. Existing camera technology is outdated, and the current video management system has limited functionality and relies on on-site storage. The Agency plans to replace the existing system, expand camera coverage across all facilities, and implement a cloud-based video management system with enhanced video search, access, and sharing capabilities. Cator Ruma has been selected to support system acquisition and installation. Services include assessing existing facilities, preparing construction documents, assisting with a Request for Proposals (RFP) for camera vendors, supporting vendor interviews and selection, and administering installation of the new system. The RFP is anticipated to be released in summer 2026, with installation expected to be completed by December 2026. *Project Lead: Zach Piepmeyer*

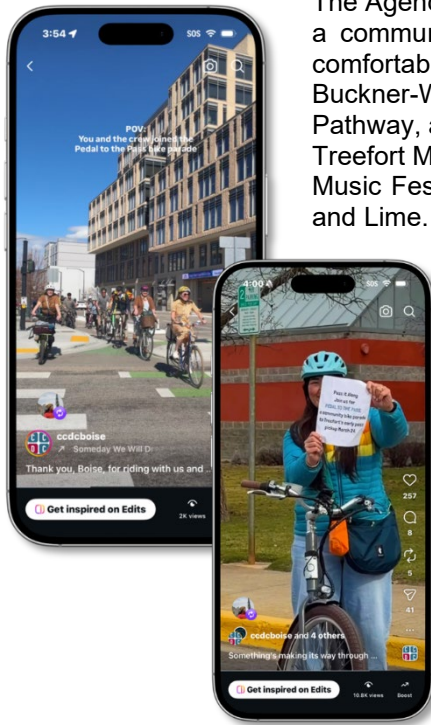
**9th & Front Stair Tower Enclosure and Elevator Modernization:** This two-part project at the 9th & Front ParkBOI parking garage consists of the modernization of three elevators and the enclosure of the two stair towers. An assessment completed in early 2024 determined that the three existing parking garage elevators are approaching the end of their service life and need modernization. The garage also exhibits two external stair towers with open-air designs that require regular maintenance to ensure the structural integrity and safety of the towers. This project aims to protect and extend the lifespan of CCDC's assets, while improving the functionality of the property and ensuring a safe environment for all users.

In 2025, Cushing Terrell was selected as the design professional of record and Andersen Construction as the CM/GC. Design Review approval was received from the City of Boise in March and the permit set for the Elevator Modernization is under review. The Board approved Amendment No. 1 to Andersen Construction’s CM/GC Contract for work related to the elevator modernization at the January 12, 2026, meeting, and coordination with the selected elevator company is underway. The Board will consider Amendment No. 2 to Andersen’s Construction’s CM/GC Contract for the remaining elevator modernization scope of work at a future meeting. *Project Lead: Kassi Brown*

## CCDC IN THE COMMUNITY

Selected highlights of CCDC activities in the Boise community in March 2026.

### Pedal to the Pass Bike Parade



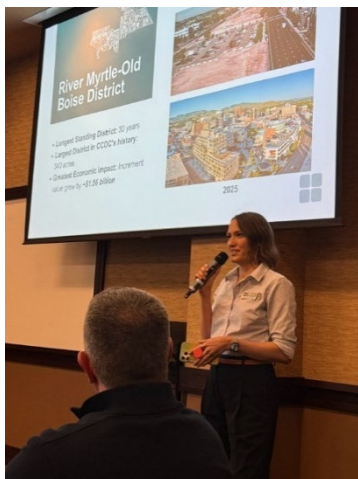
The Agency alongside partners hosted the first Pedal to the Pass Parade, a community bike parade highlighting CCDC’s investment in safe and comfortable bike and pedestrian infrastructure. Beginning at Cherie Buckner-Webb Park and traveling along the 11th Street Bikeway, Pioneer Pathway, and the Boise River Greenbelt, the event drew over 100 riders to Treefort Music Fest’s early pass pickup. The partnership included Treefort Music Fest, the City of Boise, Boise Bicycle Project, City Cycling Guide, and Lime.

#### Event Highlights:

- Over 100 participants on bikes and e-scooters
  - Over 14,700 views on social media related to promotion
- Pedal - Led by Boise City Mayor McLean and Council President Stead



### BOMA Presentation on Urban Renewal



Senior Project Manager Alexandra Monjar gave a presentation at the BOMA March luncheon. She presented to a full audience on Boise’s Urban Renewal Districts, CCDC’s impact in the community, and promotion of the Agency’s Participation Program to open opportunities for economic development.



**CONDOMINIUM ASSOCIATIONS**

<b>Building Eight Condominiums Association</b> CCDC Contact: Aaron Nelson		
Member	Unit	Percent Interest
CCDC	Capitol & Myrtle Parking Garage (Unit 2)	35%
Raymond Management	Hampton Inn & Suites (Unit 1)	62.5%
Hendricks	Retail Units (Units 3 & 4)	2.5%
<b>Condo Board Meetings</b>		
Last Meeting	Next Meeting	Next Report Due
December 16, 2025	December 2026	December 31, 2026
<b>Issues/Comments:</b>	A meeting was held, and the main topic of discussion was the current painting project being done by the Hampton Hotel, elevator project and new membrane on roof level and level 2 were completed Fall 2025.	

<b>Front Street Condominium Association</b> CCDC Contact: Aaron Nelson		
Member	Unit	Percent Interest
CCDC	9th & Front Parking Garage	25.76%
GBAD		2.00%
Aspen Condominiums	Aspen Lofts	52.17%
Hendricks	BoDo Retail Units	20.07%
<b>Condo Board Meetings</b>		



Last Meeting/Report	Next Meeting	Next Report Due
November 25, 2025	November 2026	November 30, 2026
<b>Issues/Comments:</b>	The meeting was held November 25 at 1pm, ParkBOI provided a parking update, CCDC provided an update for the elevator modernization project and stair tower enclosure.	

<b>U.S. Bank Plaza Condominium Association</b> CCDC Contact: Mary Watson		
Member	Unit	Percent Interest
LN City Center Plaza/ Clearwater Analytics	A, 1A, 1B, 1C, 1H, 1K, 1L, 2C, 3C, 5A, 6A, 7A, 8A, 9A	77.372%
CCDC	1F, 1G, 1J, 2B, 4B, 5B	6.861%
GBAD	4A	3.040%
Boise State University	1D, 1E, 2A, 3A, 3B	6.131%
Valley Regional Transit	B1, B2, B3	6.429%
Sawtooth Investment Mgmt.	10A	0.167%
<b>Condo Board Meetings</b>		
Last Meeting/Report	Next Meeting	Next Report Due
October 23, 2025	October 2026	TBD
<b>Issues/Comments:</b>	The condo was under budget this year, and a \$2 million dollar project is in the works for fiscal year 2026 to apply protective coatings.	

<b>Capitol Terrace Condominium Association</b>
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CCDC Contact: Aaron Nelson		
Member	Unit	Percent Interest
CCDC	Capitol & Main Parking Garage	50%
Hawkins Companies	Main + Marketplace	50%
Condo Board Meetings		
Last Meeting/Report	Next Meeting	Next Report Due
September 24, 2025	November 12, 2026	February 2026
<b>Issues/Comments:</b>	CCDC is having four fan units replaced on the roof top of the Main Market place; these fans remove CO2 from the garage. Fans were installed February 2026, CO 2 censors are being updated to work with new fans, this work will be done in April.	

Downtown Parking Condominiums Association		
CCDC Contact: Aaron Nelson		
Member	Unit	Percent Interest
CCDC	9th & Main Parking Garage	93.51%
Les Bois Holdings, LLC	Commercial, Main Street side	2.03%
Eastman Building, LLC	Commercial, Idaho Street side	4.46%
Condo Board Meetings		
Last Meeting/Report	Next Meeting	Next Report Due
September 23, 2025	September 2026	September 2026
<b>Issues/Comments:</b>	The annual meeting was held on September 23, 2025, at 2 p.m.	



<b>ACME Fast Freight Condominium Association</b> CCDC Contact: Zach Piepmeyer		
Member	Unit	Percent Interest
CCDC	11th & Front Parking Garage, 30.1% (Units 402, 403, 501, 502)	28.485%
Ball Ventures Ahlquist	11th & Front Parking Garage, 69.9% (Units 104, 105, 201, 202, 301, 302, 401)	66.490%
Boise Metro Chamber	Boise Chamber Offices (Units 101, 102, 203)	5.025%
Condo Board Meetings		
Last Meeting/Report	Next Meeting	Next Report Due
Last meeting in 2023; last report filed 12/5/2024	TBD	January 2026
<b>Issues/Comments:</b>		

####



# **VII. ADJOURN**



**END**