



CAPITAL CITY
DEVELOPMENT CORP

FIVE YEAR Adopted: August 26, 2026 **FY2027 - FY2031** **CAPITAL IMPROVEMENT PLAN**





The Grove Street Pathway, a CCDC project, transformed a historic canal into a connection between East Boise neighborhoods and downtown with a safe, well-lit, accessible route.

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Cover Photo: Groundbreaking of 1010 Jefferson, a multi-story, mixed-use project with a 446-stall ParkBOI parking garage and an active ground-floor with commercial spaces and public plaza.

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Mary Watson
GENERAL COUNSEL

ABOUT CCDC

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

VISION

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

MISSION

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

AGENCY PROJECT RECOGNITION



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

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



INSPIRED LEADERS
SHAPING CITIES



ACEC ENGINEERING
EXCELLENCE AWARDS

CCDC'S REBUILD LINEN BLOCKS ON GROVE STREET EARNED A NATIONAL RECOGNITION AWARD IN THE 2026 ENGINEERING EXCELLENCE AWARDS CATEGORY FROM THE AMERICAN COUNCIL OF ENGINEERING COMPANIES.



IDAHO
BUSINESS REVIEW

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



INTERNATIONAL
ECONOMIC DEVELOPMENT
COUNCIL



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



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

CIP CREATION

WHY DOES CCDC CREATE A 5-YEAR CIP?

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

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

WHAT TYPES OF PROJECTS ARE INCLUDED IN THE CIP?

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

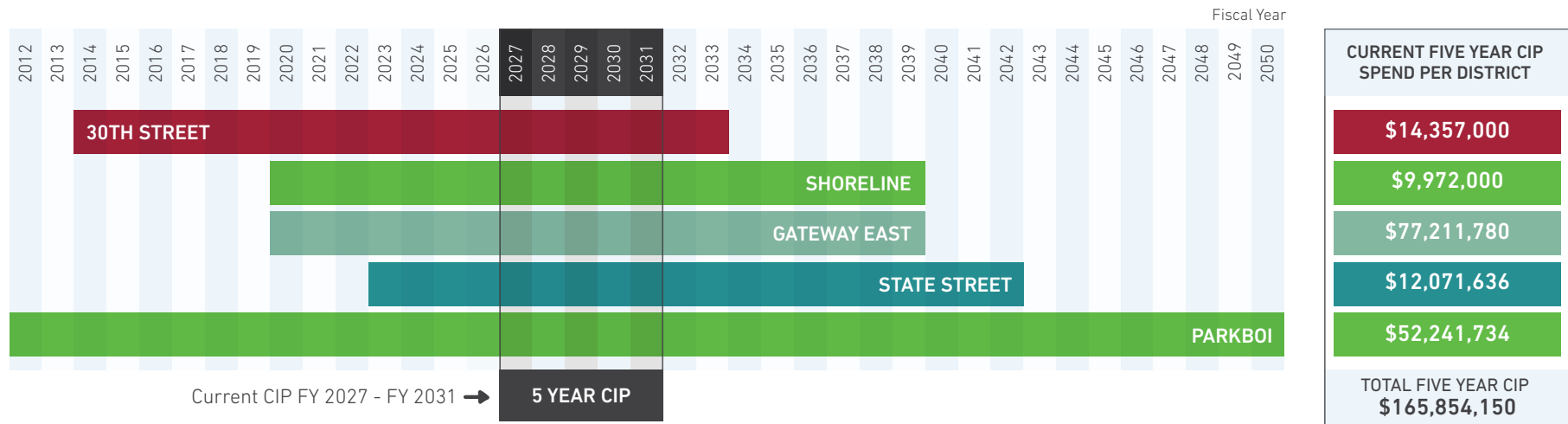
- 1. Capital Projects:** These are CCDC-led projects that are planned and executed through a collaborative process with partners. The Agency is responsible for the planning and execution of these projects. For example: Rebuild Old Boise Blocks that is further described on pages 10 and 11.
- 2. Participation Program:** These projects stimulate and leverage private development to advance CCDC's mission to ignite diverse economic growth, build attractive urban centers, and promote healthy community design. Through this program, CCDC assists private developers by reimbursing eligible costs to build and improve public infrastructure.



The Smith Block Building, a Type 1 Participation Program Project, restored the historic façade of an iconic downtown Boise building.

INVESTMENT SUMMARY

CCDC DISTRICT LIFESPANS

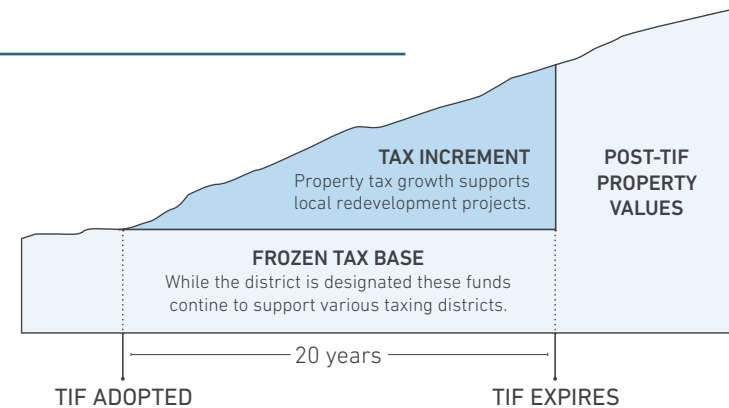


PROJECT FUNDING

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

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

Urban renewal projects are funded by TIF and revenue from public parking garages. TIF does not create a new property tax within the district, and tax revenue generated by higher property values must be spent within the same district it was generated.



URBAN RENEWAL PLANS DRIVE CIP PROJECTS



URBAN RENEWAL DISTRICT FORMATION

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

CCDC REFERENCES PARTNER AGENCY PLANS

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



CCDC PARTNER AGENCIES

CIP 5-YEAR CAPITAL IMPROVEMENT PLAN

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

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

1-YEAR BUDGET AND PROJECT LIST

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

URBAN RENEWAL

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

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

PARTICIPATION PROGRAM

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

Examples of expenses eligible for reimbursement through the five program types include streetscapes and sidewalks, utility main lines and improvements, pedestrian and cyclist amenities such as streetlights, benches, bike racks and place making amenities like, public plazas, parks, and art approved and accepted by the City of Boise. The Participation Program allows CCDC to collaborate with developers to partner on projects that meet the specific needs of the community.

THE PROGRAM OFFERS 5 TYPES OF PARTNERSHIPS

TYPE 1

ONE TIME ASSISTANCE

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

TYPE 2

GENERAL ASSISTANCE

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

TYPE 3

TRANSFORMATIVE ASSISTANCE

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

TYPE 4

CAPITAL IMPROVEMENT PROJECT COORDINATION

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

TYPE 5

PROPERTY DISPOSITION OF CCDC-OWNED PROPERTY

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

WHAT CCDC CREATES

Urban renewal districts and projects are multi-layered and require a dedicated team with a consistent vision to execute the plan over multiple years or even decades. CCDC projects incorporate a mixture of five key strategies to help achieve an area's vision. These strategies are highlighted below in the revitalization of the Old Boise Blocks.

FIVE KEY STRATEGIES

ECONOMIC DEVELOPMENT

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

INFRASTRUCTURE

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

MOBILITY

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

PLACE MAKING

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

SPECIAL PROJECTS

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

WESTSIDE DISTRICT

The transformation of the Westside Urban Renewal District is a community-focused effort that has strengthened public infrastructure and placemaking to support the neighborhood's continued growth and evolution. Spanning nearly 50 blocks west of downtown Boise, investments throughout the district have delivered safer and more connected transportation networks, upgraded utilities and streetscapes, thoughtfully designed public spaces, and new housing and employment opportunities that support a thriving mixed-use neighborhood. Through projects such as Rebuild Bannock Street, Cherie Buckner-Webb Park, North End Lofts, and the Idaho Wheat Commission headquarters, CCDC continues to demonstrate its commitment to fostering thriving, inclusive, and resilient urban spaces that strengthen Boise's future.

ECONOMIC DEVELOPMENT

CCDC's investment in the Westside District has helped catalyze new jobs, housing, and commercial activity while strengthening downtown Boise's economic vitality. Projects such as the Idaho Wheat Commission headquarters and North End Lofts demonstrate how strategic public investment can support business growth and attract private development. Together, these projects added new office space, expanded housing opportunities, and increased activity in the district while reinforcing the neighborhood's long-term role as a place to live, work, and invest.

INFRASTRUCTURE

Through partnerships with the Ada County Highway District, the City of Boise, and utility providers, Rebuild Bannock Street delivered critical infrastructure improvements that support both existing businesses and future growth in the Westside District. The project included roadway reconstruction, utility upgrades, modern stormwater infrastructure, and enhanced streetscapes designed to improve safety, reliability, and long-term resiliency. These investments ensure the district is prepared to support continued redevelopment and increased activity for years to come.

MOBILITY

Rebuild Bannock Street improved mobility throughout the Westside District by creating safer, more accessible connections for people walking, biking, rolling, and driving. New sidewalks, pedestrian crossings, traffic calming features, and bicycle facilities make it easier and safer to travel throughout the neighborhood while strengthening connections between downtown, nearby neighborhoods, and key destinations. The project reflects CCDC's commitment to creating a transportation network that supports all users and all modes of travel.

PLACE MAKING

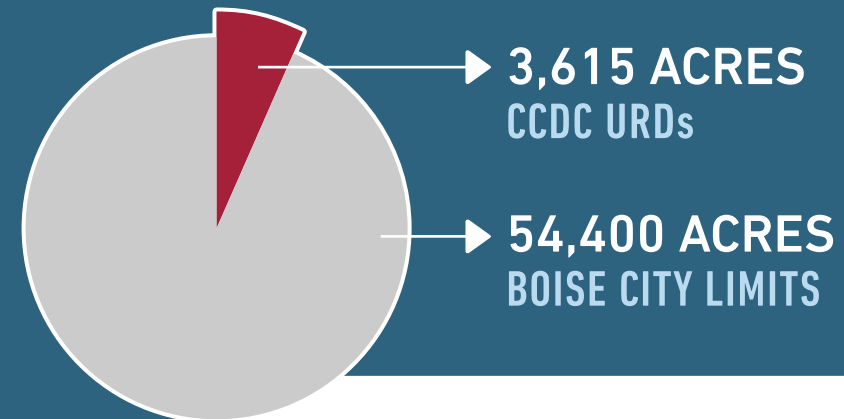
Cherie Buckner-Webb Park transformed a former parking lot into a lively, iconic public gathering space that honors Boise's history and celebrates community. Developed in partnership with the City of Boise and local stakeholders, the park features public art, open lawn space, seating areas, and opportunities for community events and programming. Named in honor of Idaho civil rights leader and former State Representative Cherie Buckner-Webb, the park has become both a neighborhood amenity and a lasting symbol of the community's values and identity.



The Cherie Buckner-Webb Park has quickly become an iconic gathering space in the heart of Downtown Boise.

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

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



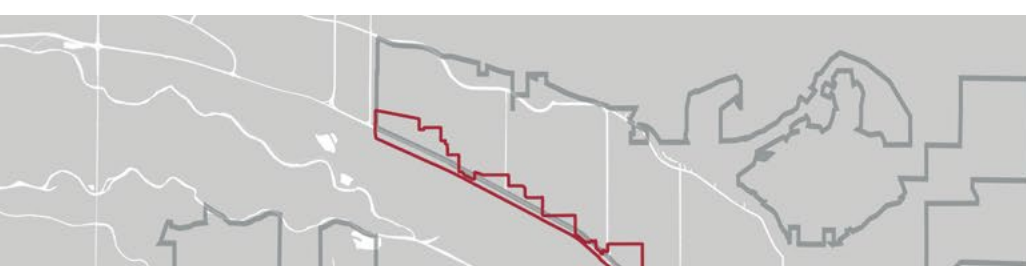
CCDC district acreage is 6.6% of Boise's total acreage

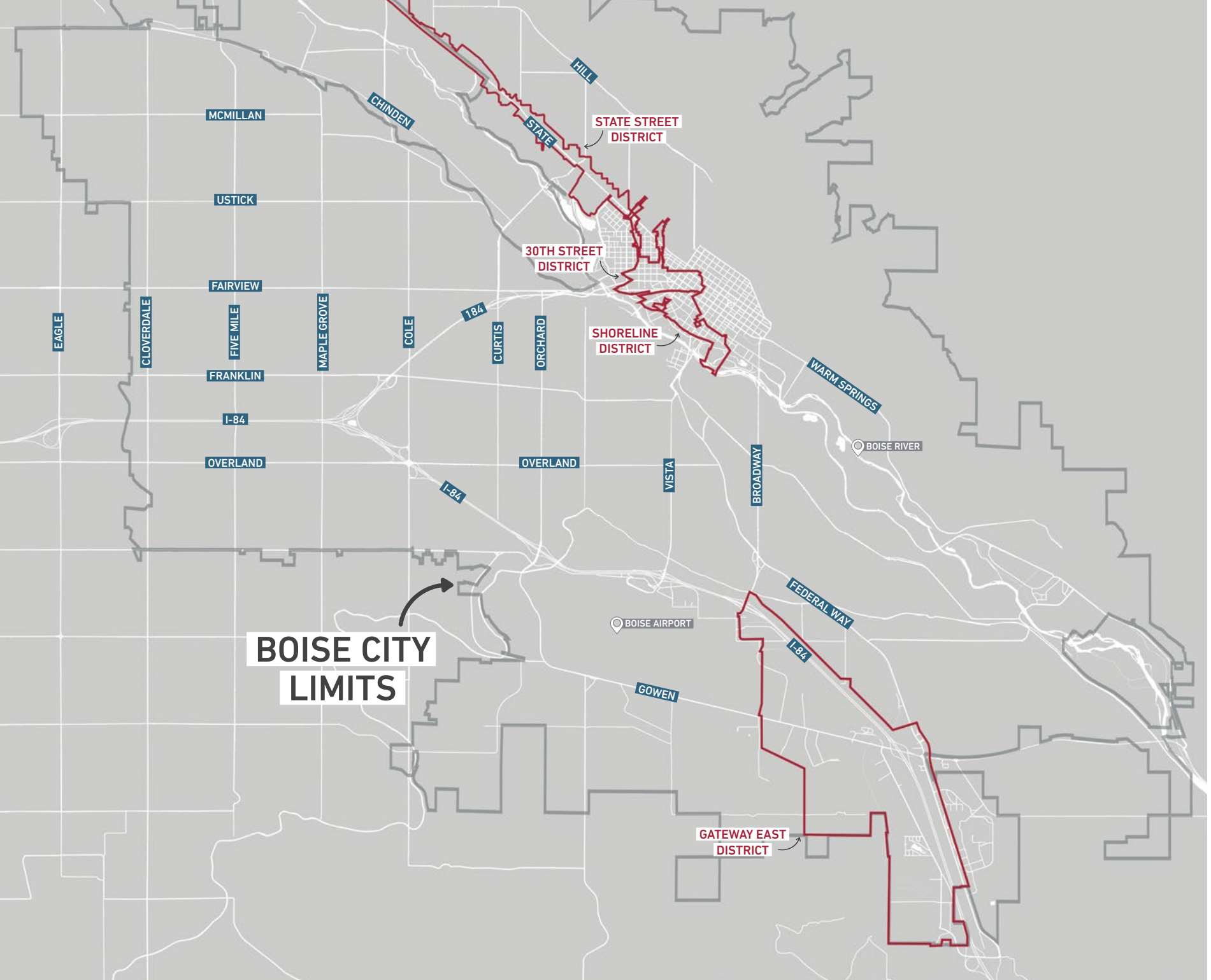


3.5% *Boise's Land Value (increment) within CCDC Districts.*

\$55.3 BILLION
BOISE CITY TOTAL
LAND VALUE

\$1.9 BILLION
TAXABLE INCREMENT VALUE
INSIDE CCDC DISTRICTS





A VISION REALIZED: WESTSIDE URBAN RENEWAL DISTRICT

2002
to
2026

The Westside Urban Renewal District is more than a redevelopment success story—it is a testament to CCDC’s role as a catalyst for transformation and a reminder that strategic investment, community vision, and strong leadership can create places that thrive for generations. As the district reaches its sunset in 2026, the Westside stands as a powerful example of what visionary leadership, innovation, and sustained public investment can accomplish. The homes, businesses, public spaces, and community amenities that define the neighborhood today are the direct result of CCDC’s commitment to creating lasting value for Boise.

Established in 2002, the Westside Urban Renewal District represented a defining inflection point in Boise’s evolution. At a time when much of the area west of Downtown remained underutilized and disconnected from the city’s growing urban core, CCDC embraced a bold vision: to transform nearly 50 blocks into an energetic, walkable neighborhood that would become one of Boise’s most desirable places to live, work, invest, and gather.

For the next 24 years, CCDC provided the new ideas, catalytic leadership, innovation, and long-term commitment necessary to turn that vision into reality. This has been particularly true in the past decade when CCDC reimagined and delivered hallmark projects such as Rebuild 11th Street, which made long-envisioned bicycle improvements with a first-of-its kind in downtown Boise all-ages, all-abilities protected bikeway from State Street to River Street, Cherie Buckner-Webb Park (The Pink Tree Park), and a totally redesigned 11th Street Corridor. A state-of-the-art mixed-used ParkBOI parking garage will be delivered by CCDC at 10th & Jefferson and should be completed in 2027.

CCDC’s leadership can be seen throughout the district, especially in housing. The Agency’s 2015 Housing Study is still cited by developers as a catalytic factor and helped manifest Idaho Townhomes, The Martha



11th Street Bikeway in Downtown Boise

A LEGACY BUILT TO LAST

Apartments, The Owyhee Apartments, North End Lofts, and The Arthur. The Agency's critical role in expanding housing choices since 2015 introduced new residential opportunities, neighborhood-serving retail, and public improvements that continue to strengthen the area's vitality. These investments helped create a neighborhood that balances innovation with authenticity and growth with community character.

Other major improvements such as the 15th Street and Bannock Street streetscape project strengthened physical and economic connections between the Westside and Downtown, while investments in sidewalks, bike infrastructure, and streetscapes enhanced mobility, accessibility, and quality of life. These improvements did more than beautify the neighborhood—they created the framework for sustainable growth and long-term prosperity. At nearly every turn you will find a CCDC-backed public art installation, traffic box wraps, gathering spaces, and community-focused improvements fostered a strong sense of place while ensuring that growth remained connected to the people and culture that make Boise unique.

Perhaps the greatest achievement of the Westside Urban Renewal District is not any single project, but the climate of opportunity that CCDC helped create. Through strategic leadership and catalytic investment, the organization transformed market perceptions, reduced barriers to redevelopment, and inspired confidence among residents, businesses, developers, and investors. The result is a thriving urban neighborhood that continues to generate economic activity, support local businesses, and enhance Boise's quality of life.

Guided by a community-driven master plan, CCDC created the conditions for transformation by investing in infrastructure, mobility, placemaking, and strategic public-private partnerships. These investments established a climate of confidence that encouraged redevelopment, attracted private investment, expanded housing opportunities, and accelerated the neighborhood's emergence as a dynamic extension of Downtown Boise.



Rendering of 1010 Jefferson



The Martha



*Rebuild 8th Street
State to Franklin*

30TH STREET DISTRICT

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

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2013



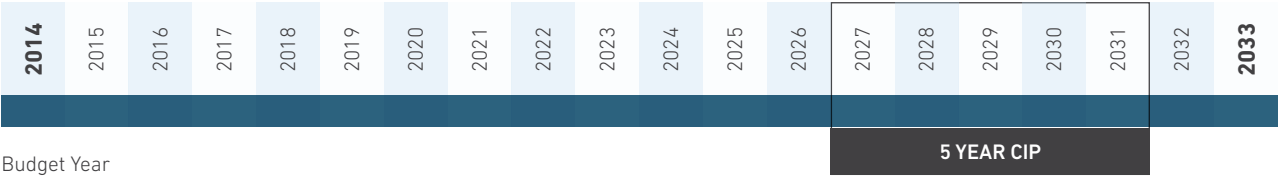
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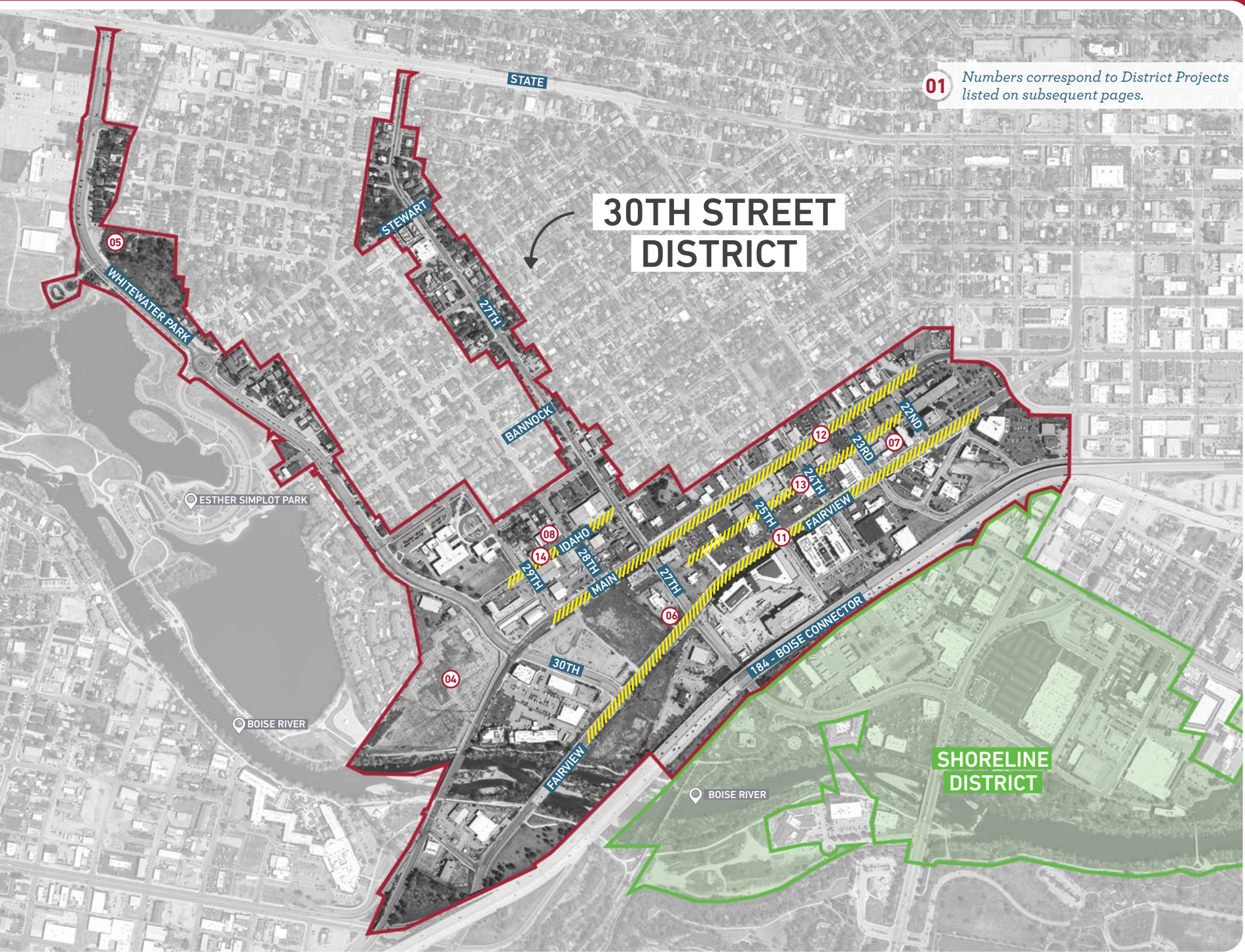
BASE VALUE:
\$60 MILLION

2027 TOTAL
INCREMENT VALUE:
\$223 MILLION

2027 ANNUAL
INCREMENT REVENUE:
\$1.9 MILLION

CURRENT 5 YEAR CIP TIMELINE





01

Numbers correspond to District Projects listed on subsequent pages.

30TH STREET DISTRICT

SHORELINE DISTRICT



Active construction of the College of Western Idaho (CWI), a Type 2 Agreement with Ahlquist, LLC, in the 30th Street District.

30TH STREET DISTRICT PROJECTS

30TH STREET DISTRICT ("30th" or "30th District")	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Estimated Resources and Project Description	\$3,067	\$4,570	\$750	\$3,270	\$2,700	\$14,357

Participation Program

01	One Time Assistance, Type 1 Program Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200,000. Projects are awarded on a first-come, first-served basis..	200	200	200	200	200	\$1,000
02	Transformative Assistance, Type 3 Program Type 3 participation is available to assist large public or private projects that the CCDC Board deems to be transformative in nature and of benefit to the community at large. The private to public investment should generally be 6:1 or higher. CCDC bonding is a possibility and will be subject to financial review and underwriting requirements. Generally, financial participation will be transacted as a reimbursement or purchase upon project/ public facility completion and certificate of occupancy.	TBD	TBD	TBD	TBD	TBD	TBD
03	Housing Partnerships and Real Estate Acquisitions Public-Private Partnerships and/or land purchase and disposition to develop housing that fills gaps unmet by the private market.	2,200					\$2,200
04	3150 W. Main St., College of Western Idaho (CWI) River District. Type 2 Agreement with Ahlquist, LLC CWI partnered with Ahlquist Development to develop a mixed-use campus on its 10-acre property at the corner of Whitewater Park Boulevard and Main Street. The master planned project includes approximately 100,000 square feet of classroom space for CWI in the Micron Academic Building, 216 multi-family residential units, 126 hotel rooms, and shared, structured parking with 640 stalls and 20,000 square feet of retail space. The projects total development cost is approximately \$120 million, including \$3.48 million of public improvement expenses for streetscapes, pathways, utility extensions and upgrades, and a new VRT stop and pedestrian crossing on Whitewater Park Boulevard. CCDC estimates it will reimburse approximately \$2.06 million of the project's eligible expenses.				500	500	\$1,000
05	3205 W. Moore St., Whitewater Townhomes. Type 1 Agreement with ESP Property Investments, LLC Whitewater Townhomes is the construction of nine multilevel townhomes with \$5.3 million total development costs. The agreement includes a \$167,000 reimbursement for associated streetscapes, utility improvements, and the extension of Moore Street.	167					\$167
06	170 S. 28th Street, Finch, Type 1 Participation Agreement with Finch I, LLC. Finch is a 40-unit wood frame walk-up affordable housing development with units ranging from 30% to 60% AMI. The project includes \$13.5 million in total development costs. The agreement includes a \$200,000 reimbursement for associated streetscape improvements.	200					\$200
07	114 N. 23rd St., New Path 2. Type 3 Agreement with Pacific West Communities, Inc. New Path 2 is a 96-unit supportive housing development serving residents with incomes at 60% AMI and below. The building includes community space, offices for supportive services, with \$35 million in total development costs. The agreement includes a \$260,000 estimated reimbursement for public utility and streetscape improvements.	TBD					\$257
08	Neighborhood Placemaking Public Art. Type 4 Agreement with Boise Arts & History A partnership with Boise City Department of Arts & History to provide public art in the 30th Street District that advances neighborhood placemaking, historical interpretation, and wayfinding efforts. Determination of art location, scope, purpose to be determined in coordination with Arts & History. The proposed partnership provides a dollar-for-dollar matching investment up to \$75,000 for actual costs incurred.		75				\$75

*Dollars are in Thousands



The Finch, a Type 1 Participation Program project with Finch I, LLC, that will bring 40 affordable homes to the district.

30TH STREET DISTRICT PROJECTS

30TH STREET DISTRICT ("30th" or "30th District")	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
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Capital Improvement Projects

WEST END COMMERCIAL BLOCKS						
The West End Commercial Blocks is a multi-year strategic investment project defined through collaboration with public and private stakeholders, with a focus on building the public infrastructure and transportation facilities needed for this evolving neighborhood to flourish. A planning-level study will identify specific capital projects that best advance the following project objectives: 1) support existing commercial businesses with public investments that work for current and future conditions; 2) carry forward the neighborhood and City of Boise's vision by building a dense, walkable, mixed use commercial activity center that is well served by mobility choices that bring people by foot, bicycle, transit, and vehicle; 3) Increase housing production with needed infrastructure and utility upgrade assistance; and, 4) Improve transit and mobility choices for residents with public improvements that connect them with the business district, employment centers, downtown dining, and cultural institutions.						
09	West End Commercial Blocks, Investment Study A planning-level investment study to identify public improvements most needed to build a dense, walkable, mixed use commercial activity center. The study will catalogue pending development and partnership opportunities, as well as provide recommendations for the most beneficial public improvements.	45				\$45
10	West End Commercial Blocks, Utility Undergrounding and Network Improvements Underground existing overhead utilities in priority locations within the West End Commercial Blocks project area. In coordination with City of Boise, Idaho Power Company, and other low-voltage utility providers.	30	600			\$630
11	West End Commercial Blocks, Fairview Avenue Mobility and Streetscapes Improvements, Per Final Report Streetscape improvements and mobility enhancements on Fairview Avenue per the recommendations in the West End Commercial Blocks final report.	75	1,500		120	\$3,695
12	West End Commercial Blocks, Main Street Mobility and Streetscape Improvements, Per Final Report Streetscape improvements and mobility enhancements on Main Street per the recommendations in the West End Commercial Blocks final report.	70	1,315			\$1,385
13	West End Commercial Blocks, Alleyway Mobility Improvements. In partnership with ACHD Improve alleys in priority locations within the West End Commercial Blocks project area. In coordination with City of Boise Planning and Development Services, identify priority alleyways that provide important pedestrian and cyclist routes. In partnership with ACHD construct green stormwater infiltration systems that infiltrate runoff into the ground to prevent stormwater runoff pollution of nearby Boise River.	80	720			\$800
14	Idaho Street Placemaking and Streetscape Improvements, Whitewater Park Boulevard to 27th Street Placemaking enhancements and streetscape improvements on Idaho Street that support and promote local retail business services. May include district wayfinding, public art and other public amenities at the intersection of 28th Street and Idaho Street. May also include standard streetscape improvements that establish on-street parking, shade trees, pedestrian lighting and bicycle parking.		160	550	2,450	\$3,160

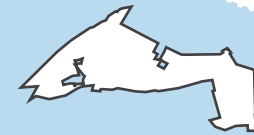
Total 30th Street Estimated Expenses	\$3,067	\$4,570	\$750	\$3,270	\$2,700	\$14,357
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*Dollars are in Thousands

SHORELINE DISTRICT

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

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2019



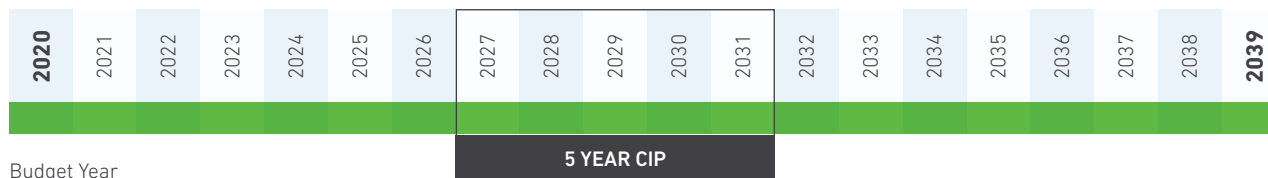
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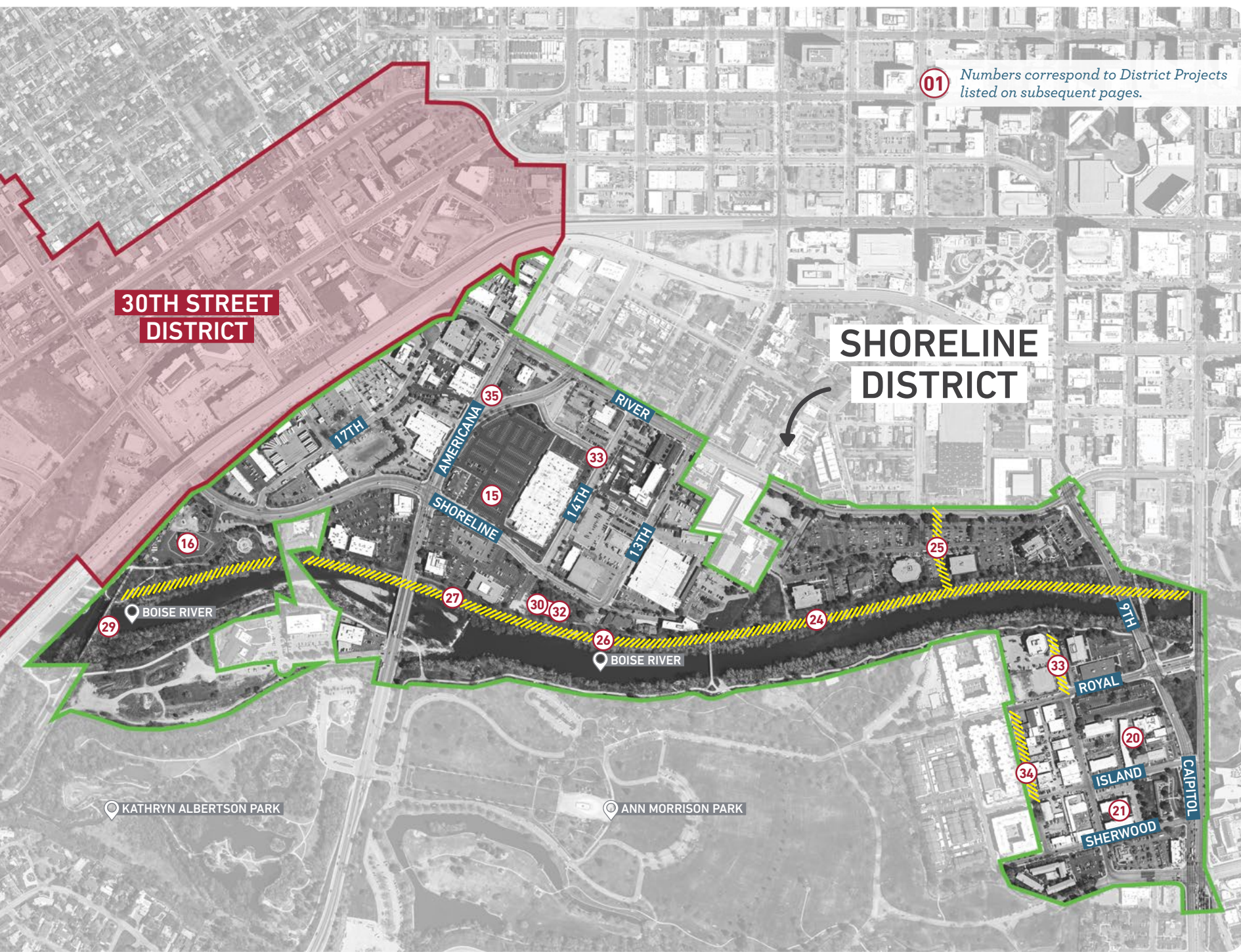
BASE VALUE:
\$115 MILLION

2027 TOTAL
INCREMENT VALUE:
\$158 MILLION

2027 ANNUAL
INCREMENT REVENUE:
\$1.4 MILLION

CURRENT 5 YEAR CIP TIMELINE







Rendering of Lusk Street Multi-Family Homes, a Type 3 Participation Program Project, that will include approximately 360 income-restricted housing units, 12,000 square feet of Lusk Street retail or light food and beverage space, and a public parking garage with at least 330 stalls.

SHORELINE DISTRICT PROJECTS

SHORELINE DISTRICT ("SL" or "SL District")	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Estimated Resources and Project Description	\$3,372	\$215	\$1,985	\$1,770	\$2,630	\$9,972

Transformative Development Opportunities

15	Midtown, Rivershore Development Rivershore Development has site control of numerous properties near Shoreline Drive and Americana Boulevard and is reimagining how the largest contiguous properties in the Shoreline District can be redeveloped to serve and enhance the neighborhood. The potential for CCDC to make public improvements in tandem with private redevelopment could catalyze significant private investment necessary to pay for the needed public infrastructure, which includes building streets that reestablish the downtown grid, greenbelt connections, public spaces, public parking and public utility upgrades. Type 3 program criteria will establish the level of Agency participation.					TBD
16	1791 Shoreline Dr., Former Fire Training Facility, City of Boise The decommissioned Fire Training Facility located at 1791 Shoreline Drive presents a rare opportunity for redevelopment of riverfront property in downtown Boise. ACHD-owned remnant parcels, adjacent to this City-owned property, present opportunity to consolidate underutilized properties and redevelop in a manner that contributes to a high-quality urban environment. Public partnership opportunities may include land assemblage and disposition via competitive redevelopment request for proposal. Other potential Agency assistance may be possible with infrastructure such as public utilities, storm drainage, streetscape enhancements, greenbelt connections, and other public amenities.					TBD

Participation Program

17	One Time Assistance, Type 1 Program Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200,000. Projects are awarded on a first-come, first-served basis.	200		200	200	\$600
18	Transformative Assistance, Type 3 Program Type 3 participation is available to assist large public or private projects that the CCDC Board deems to be transformative in nature and of benefit to the community at large. The private to public investment should generally be 6:1 or higher. CCDC bonding is a possibility and will be subject to financial review and underwriting requirements. Generally, financial participation will be transacted as a reimbursement or purchase upon project/ public facility completion and certificate of occupancy.	TBD	TBD	TBD	TBD	TBD
19	Housing Partnerships and Real Estate Acquisitions Public-Private Partnerships and/or land purchase and disposition to develop housing that fills gaps unmet by the private market.	1,000				\$1,000
20	1025 S. Capitol Boulevard, Lusk District Multi-family , Type 3 Agreement with JF Development Group LLC The Lusk District Multi-family is a \$140 million public-private partnership between the City of Boise, CCDC, and J. Fisher Companies that will deliver 337 income-restricted affordable housing units, ground-floor retail space, and a public parking garage. CCDC's participation includes the purchase of a 250-stall parking condominium within the public garage for \$16 million and reimbursement of up to \$3.4 million in eligible public improvement costs which include streetscape enhancements and utility upgrades.			See ParkBOI #83 16,000	380	\$380
21	860 W. Sherwood St., The Sherwood, Preliminary Partnership with Northwest Real Estate Capital Corp. The Sherwood is a 90-unit permanent supportive housing development made possible by public-private partnership between City of Boise, CCDC, and Northwest Real Estate Capital Corp. The project provides affordable housing for families exiting homelessness with income restrictions between 30% and 60% of Area Median Income. The Sherwood includes community space, a daycare, podium parking, and ground-floor retail. Streetscape improvements related to the project may be eligible for CCDC reimbursement.					TBD
22	Lusk Neighborhood Public Art. Type 4 Agreement with Boise Arts & History A partnership with Boise City Department of Arts & History to provide public art in the Lusk Neighborhood that advances neighborhood placemaking, historical interpretation, and wayfinding efforts. Art location, scope, purpose to be determined in coordination with Boise Arts & History. The proposed partnership provides a dollar-for-dollar matching investment up to \$40,000 for actual costs incurred.			40		\$40
23	Shoreline District Streetscape Design Standards. Type 4 Agreement with Boise Planning & Development Services Assist City of Boise Planning & Development Services with updates to the Downtown Boise Streetscape Standards Manual to include all streets within the Shoreline District project area. The project establishes standards and provides clarity and predictability about infrastructure requirements for private development. It helps institute the community input received during the District formation process.	80				\$80

*Dollars are in Thousands

SHORELINE DISTRICT PROJECTS

SHORELINE DISTRICT ("SL" or "SL District")	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
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Capital Improvement Projects

DOWNTOWN RIVERFRONT IMPROVEMENTS

The Downtown Riverfront Improvement project is a multi-year collaborative capital project that invests in riverfront public infrastructure to support the growing neighborhood and strengthen Boise's connection to the Boise River. The project expands Greenbelt pathways to safely accommodate growing use across multiple modes of travel, improves mobility and connectivity between the riverfront, downtown streets, Boise State University, and destinations such as the 11th Street Bikeway, and creates a more dynamic riverfront experience with spaces for relaxing, strolling, birdwatching, dining, shopping, and outdoor events. Improvements also create a welcoming and safe public environment through people-focused design (CPTED) while protecting the Boise River and its essential functions, including habitat health, flood management, irrigation, and public water systems.

24	Downtown Riverfront Improvements. Greenbelt Separated Path, North Shore, 11th St. to Pioneer Pathway Bridge Construct a second parallel pathway adjacent to existing Boise River Greenbelt , per the 2018 Shoreline Urban Framework Plan, to increase Greenbelt capacity, provide separate facilities for pedestrians and cyclists, and align travel modes to improve access to existing and future shops, restaurants, buildings, and downtown street connections. Partnership with City of Boise Parks and Recreation as well as adjacent private property owners. Include safety enhancements and human centric design features per City of Boise CPTED recommendations.	900					\$900
25	Downtown Riverfront Improvements. 11th Street Bikeway connection to Boise River Greenbelt Construct a multi-use pathway that connects the intersection of 11th and River Streets to the Boise River Greenbelt. In coordination with City of Boise pathways program and Boise Parks and Recreation, the project includes land owner partnerships that establish public easements, ownership and maintenance, as well as design and construction. Pending ACHD review, the project may include a signalized crossing at River Street, pedestrian lighting, bicycle amenities and landscaping.	820					\$820
26	Downtown Riverfront Improvements. Greenbelt Separated Path, North Shore, Pioneer Pathway Bridge to Shoreline Park Construct a second parallel pathway adjacent to existing Boise River Greenbelt , per the 2018 Shoreline Urban Framework Plan, to increase Greenbelt capacity, provide separate facilities for pedestrians and cyclists, and align travel modes to improve access to existing and future shops, restaurants, buildings, and downtown street connections. Partnership with City of Boise Parks and Recreation as well as adjacent private property owners. Include safety enhancements and human centric design features per City of Boise CPTED recommendations.		80	600			\$680
27	Downtown Riverfront Improvements. Greenbelt Separated Path, North Shore, Shoreline Park to Americana Blvd. Construct a second parallel pathway adjacent to existing Boise River Greenbelt , per the 2018 Shoreline Urban Framework Plan, to increase Greenbelt capacity, provide separate facilities for pedestrians and cyclists, and align travel modes to improve access to existing and future shops, restaurants, buildings, and downtown street connections. Partnership with City of Boise Parks and Recreation as well as adjacent private property owners. Include safety enhancements and human centric design features per City of Boise CPTED recommendations.					100	\$100

*Dollars are in Thousands

SHORELINE DISTRICT PROJECTS

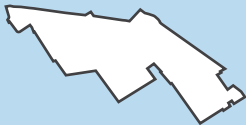
SHORELINE DISTRICT ("SL" or "SL District")		FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Capitol Improvement Projects							
28	City Shoreline Innovation Initiative - Trash Collection and Bicycle/Pedestrian Safety Enhancements Public improvements that advance the City of Boise Shoreline Innovation Report recommendations. Project includes installation of trash receptacles at six locations and installation of protected bike lane infrastructure in the form of self-watering planter barricades along Shoreline Drive. In coordination with Boise Parks and Recreation Department to operate and maintain the public improvements.	100	50				\$150
29	Boise River Greenbelt Truss Bridge Mobility Improvements Add programmable LED lighting to the Boise River Greenbelt Trestle Bridge and adjacent path to improve safety of pedestrians and cyclists. Lighting will accentuate the bridges trusses as well, to illuminate this Boise landmark at nighttime. The bridge serves as a primary connection for the various Boise Bench Neighborhoods to the Greenbelt and downtown Boise. Improvements in partnership with City of Boise Parks and Recreation.	72					\$72
30	1375 W. Shoreline Dr., Shoreline Park Master Plan A community-driven Shoreline Park Master Plan that plans for a phased implementation of park improvements. In accordance with Shoreline District Framework Plan, the park master plan will prioritize transformational upgrades that catalyze private investment via redevelopment of the adjacent underutilized property. The plan will identify enhanced amenities, increased neighborhood connectivity, retail opportunities, and better recreational and emergency access into the Boise River. May include a stabilized boat ramp, retaining walls, revised vehicular connection to Shoreline Drive and Boise Greenbelt improvements. Planning work in collaboration with City of Boise Parks and Recreation.	150					\$150
31	Shoreline Park, Phase 1 Improvements Public improvements per the Master Plan recommendations with priority given to features that catalyze surrounding private investment and infrastructure that improves and expands river access for emergency services, river floater take-out, anglers, and the general public. Improvements to meet universal accessibility standards and protect the surrounding riparian habitat.		85	895			\$980
32	Shoreline Park, Phase 2 Improvements Public improvements per the Master Plan recommendations with priority given to features that catalyze surrounding private investment and infrastructure that improves and expands river access for emergency services, river floater take-out, anglers, and the general public. Improvements to meet universal accessibility standards and protect the surrounding riparian habitat.			250	1,770		\$2,020
33	Lusk Street Streetscape Improvements, Ann Morrison Park Drive to Boise River Greenbelt Streetscape improvements to Lusk Street that improve connection with the Boise River Greenbelt, provide on-street parking and retail patio areas, address stormwater drainage as well as a safe and comfortable pedestrian environment. Multiple phases of construction required.					1,150	\$1,150
34	La Pointe Street Streetscape Improvements, Royal Boulevard to Island Avenue Streetscape improvements on the east side of La Pointe Street from Royal Boulevard to Island Avenue. Project addresses the existing lack of sidewalk, curb and gutter, on-street parking, stormwater drainage, and amenities such as bike racks and shade trees. Project also establishes associated on-street parking.					800	\$800
35	15th and 16th Streets Corridor Redevelopment Initiative. Partnership with ACHD and City of Boise In coordination with City of Boise and ACHD, continue evaluation and implementation efforts associated with the 15th and 16th Street Corridor Redevelopment study. Work with agency partners and property owners to identify redevelopment opportunities, assess public and private investment potential, explore implementation strategies and advance projects that support corridor revitalization and economic development.	50					\$50
Total Shoreline Estimated Expenses		\$3,372	\$215	\$1,985	\$1,770	\$2,630	\$9,972

*Dollars are in Thousands

GATEWAY EAST DISTRICT

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

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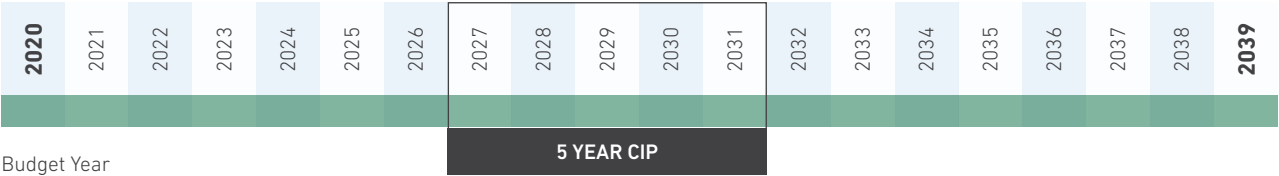
2,643 ACRES

BASE VALUE:
\$372 MILLION

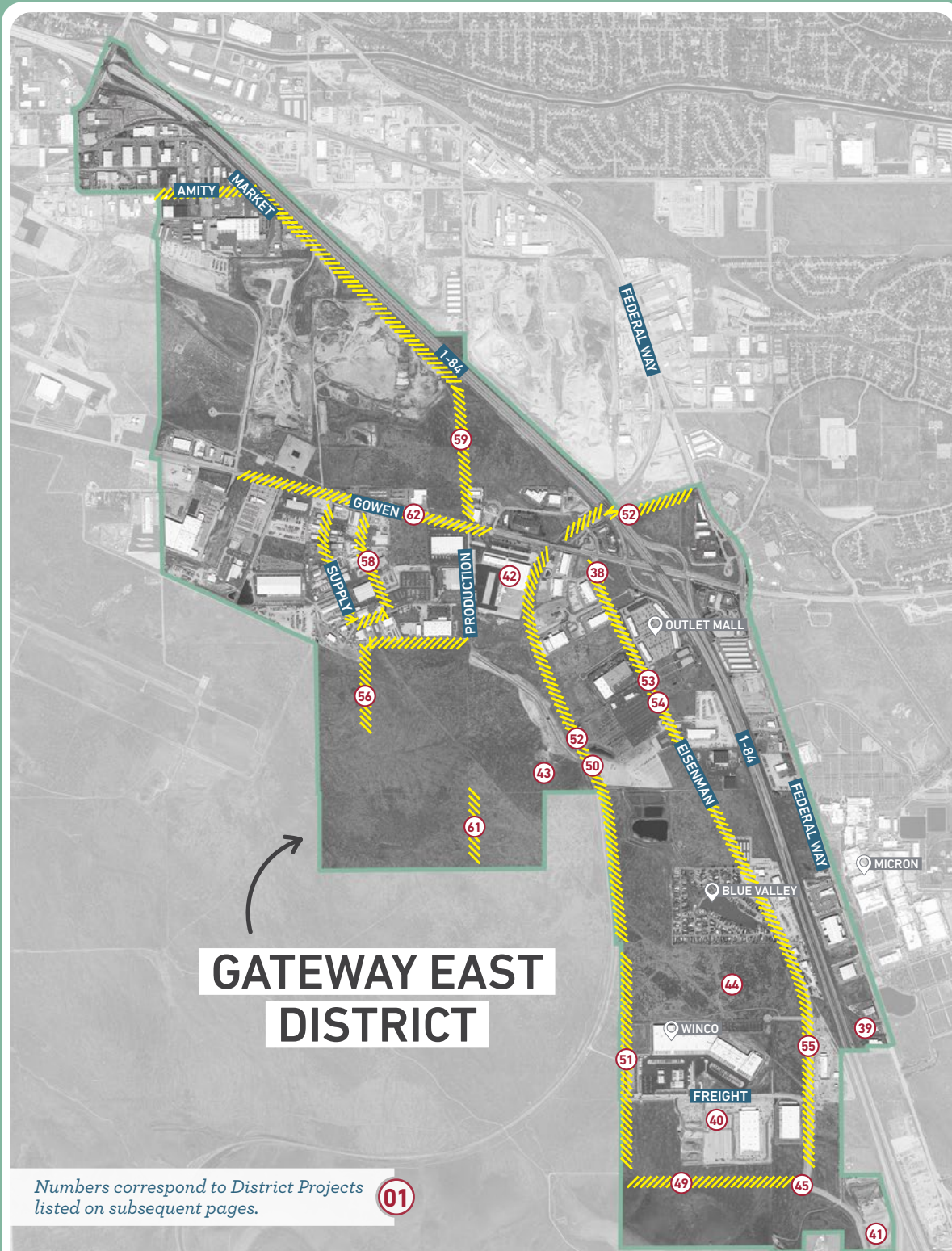
2027 TOTAL
INCREMENT VALUE:
\$1.3 BILLION

2027 ANNUAL
INCREMENT REVENUE:
\$11.3 MILLION

CURRENT 5 YEAR CIP TIMELINE



Budget Year



GATEWAY EAST DISTRICT

Numbers correspond to District Projects listed on subsequent pages.

01



Construction of Maverik, a Type 1 Participation Program project. The Maverik will be a convenience store and fuel station located at the corner of Eisenman Road and Gowen Road.

GATEWAY EAST DISTRICT PROJECTS

GATEWAY DISTRICT ("Gateway")		FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Estimated Resources and Project Description		\$19,497	\$18,196	\$17,497	\$8,999	\$13,023	\$77,212
Participation Program							
36	One Time Assistance, Type 1 Program Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200,000. Projects are awarded on a first-come, first-served basis.	200	200	200	200	200	\$1,000
37	Economic Development Opportunities and Real Estate Acquisitions Public-Private Partnerships and/or land purchase and disposition to develop quality jobs and broaden the economic opportunities in Boise's workforce and business community.	3,700					\$3,700
38	6650 S. Eisenman Road, Maverik, Type 1 Participation Agreement with Maverik Group LLC. Maverik is a convenience store and fuel station project located at the corner of Eisenman Road and Gowen Road. The project includes a 2,659-square-foot store, fueling facilities for passenger and commercial vehicles, and supporting site improvements. The project has total development costs of \$8.6 million. The agreement includes reimbursement for streetscape and utility improvements along Eisenman Road up to \$199,000.	200					\$200
39	9025 S. Federal Way, Mixed-Use Office and Industrial Project. Type 2 Agreement with 9025 Federal, LLC 9025 S. Federal Way is a 11,000 square foot office and 2,500 square foot warehouse project for tech-industry support services with \$2.1 million in total development costs. The agreement includes a \$92,000 reimbursement for public utility and streetscape improvements.	6					\$6
40	2500 E. Freight St., Boise Gateway 3&4. Type 2 Agreement with Boise Gateway 3, LC Boise Gateway 3 is a 185,000 square foot warehouse designed to accommodate up to four tenants. Boise Gateway 4 is an adjacent 70,000 square foot warehouse. These projects necessitated the same public improvements including widening Eisenman Road, constructing sidewalks and streetscapes, along with undergrounding and extending utility infrastructure. Developed by Boyer Company, the projects have total development costs of approximately \$36.3 million. The Type 2 agreement as amended provides for reimbursement of eligible expenses funded by tax increment generated by both buildings. CCDC estimates it will reimburse \$1.15 million of these \$2.27 million expenses.		140	140	140	140	\$560
41	10026 S. Eisenman Rd., On The Run Travel Center (fka Mr. Gas). Type 2 Agreement with Lynch Land Development, LLC (sold to Conrad & Bischoff, LLC) On The Run Travel Center is a 19.3-acre truck stop and retail center offering goods and services for professional drivers with \$12.9 million in total development costs. The agreement includes a \$480,000 estimated reimbursement for public utility and streetscape improvements actual expenses.	82	82				\$164
42	1001 E. Gowen Rd., The AZEK Company Manufacturing & Distribution Facility. Type 2 Agreement with CPG International, LLC The Azek Company adapted a 355,000 square foot distribution facility into a manufacturing facility producing decking lumber from recycled materials with total development costs of \$123 million. This is AZEK's first facility in the western United States, bringing 160 manufacturing jobs to Boise. The agreement includes a total reimbursement of \$1 million over six years for public improvements including a new power substation and streetlights.	465					\$465
43	951 E. Gowen Rd & 7031 E. Eisenman Rd., Red River Logistics and Commerce Centers. Type 2 Agreement with Red River Logistics Center, LLC and Red River Commerce Center, LLC Red River Logistics and Commerce Centers are concurrent developments of two sites with a total of 1.3 million square feet of industrial space on 120 acres with \$146.2 million in total development costs. The agreement includes a \$4.2 million reimbursement for public improvements including the extension of Apple Avenue with associated utility infrastructure and streetscapes, construction of a multi-use pathway, and roadway and bridge construction over Five Mile Creek.	974	974	974	426		\$3,348
44	2392 E. Winco Ct. EastPort Logistics. Type 4 Agreement with EastPort Owner, LLC EastPort Logistics is a 44-acre industrial development with a mix of warehouse, distribution, and manufacturing for a total of approximately 687,000 square feet. The development includes extension of East Winco Court roadway and public utilities. Developed by Lincoln Property Company, the project has a total development cost of \$101.5 million. The agreement includes reimbursement of \$3.95 million for the roadway extensions and an estimated \$2.3 million for additional public infrastructure.	3,950		383	383	383	\$5,099
45	Eisenman Road Gateway Public Art. Type 4 Agreement with Boise Arts & History A partnership with Boise City Department of Arts & History to provide public art that creates a gateway feature at the intersection of Eisenman Road and Lake Hazel Road. Art location, scope, purpose to be determined in coordination with Boise City Department of Arts & History. The proposed partnership provides up to \$500,000 of assistance for actual costs incurred.			500			\$500

*Dollars are in Thousands

GATEWAY EAST DISTRICT PROJECTS

GATEWAY DISTRICT ("Gateway")	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Estimated Resources and Project Description	\$19,497	\$18,196	\$17,497	\$8,999	\$13,023	\$77,212

Participation Program

46	Multi-use Pathway Cultural Programming, Type 4 Agreement with Boise Arts & History A partnership with Boise City Department of Arts & History to provide cultural or historical programming along the proposed city railroad alignment multi-use pathway. Determination of location, scope, purpose to be determined in coordination with Boise City Department of Arts & History. The proposed partnership provides a dollar-for-dollar matching investment up to \$80,000 for actual costs incurred.	80				\$80
47	Lake Hazel Road BUILD Planning Grant Local Match, Cost-share Agreement with City of Boise Lake Hazel Road BUILD planning grant from the U.S. Department of Transportation provides \$5.6 million for planning the extension of Lake Hazel Road from Orchard Street through the Gateway East district to S. Eisenmann Road. CCDC is contributing \$250,000 towards the \$1.4 million local match via a cost-share agreement with the City of Boise. The award of this grant serves as a catalyst to realize the full economic potential of the emerging Gateway East industrial district and will connect residences to major employment centers. Establishing this transportation corridor facilitates economic growth, supports commercial development, and serves to access much needed housing production in South Boise.	250				\$250

Capital Improvement Projects

48	Gateway East Industrial Market Study As the Gateway East URD responds to the rapid industrial growth in the technology sector, it's essential to reassess existing utility infrastructure and understand the demands of the companies likely to locate within the area. By conducting this market-based utility assessment and developing a strategic, prioritized plan for utility improvements, CCDC will be better positioned to support sustainable economic growth, attract further investment, and ensure that the Gateway East URD can meet the evolving needs of future development. The findings will directly inform CCDC's Five-Year Capital Improvement Plan.	150				\$150
49	Lake Hazel Road, Gateway East URD Boundary to I-84 Eisenman Interchange Widen existing Lake Hazel Road between Eisenman Road and the I-84 Eisenman Interchange. Construct extension of new Lake Hazel corridor from Eisenman Road West to the Gateway URD Boundary. Anticipates build out of full cross section of Lake Hazel Rd. as identified in the City's BUILD planning grant documentation. It will ultimately serve as a key east-west mobility arterial and include detached multi-use pathways on both sides of the roadway. Implementation of these improvements may happen via partnership with private development or as a capital project carried forward by CCDC.	3,280				\$3,280
50	Railroad Multi-Use Pathway, City Right-of-Way Segment Construct a multi-use pathway parallel to existing tracks and within the city-owned segment of railroad right-of-way. The pathway provides mobility alternatives and recreation opportunities for residential and commercial/industrial workforce in accordance with the City of Boise Pathways Master Plan.	4,025				\$4,025
51	Railroad Multi-Use Pathway, Southern Extension to Lake Hazel Road Construct a multi-use pathway that extends the Railroad pathway to the south, making connection to the planned Lake Hazel Road pathway system. The pathway provides mobility alternatives and recreation opportunities for residential and commercial/industrial workforce in accordance with the City of Boise Pathways Master Plan.	525	3,500			\$4,025
52	Railroad Multi-Use Pathway, Northern Extension to Federal Way Construct a multi-use pathway that extends the Railroad pathway to the north, making connection to the existing Federal Way multiuse pathway. The pathway provides mobility alternatives and recreation opportunities for residential and commercial/industrial workforce in accordance with the City of Boise Pathways Master Plan.			3,000		\$3,000
53	S. Eisenman Road Utility Upgrades, Gowen Road to Lake Hazel Road Utility upgrades along Eisenman Road from Lake Hazel Road to Gowen Road. This includes undergrounding utilities, replacement of aging utilities, upsizing existing utilities to serve planned development, and installation of new utilities as needed. Utility work will occur prior to the future road improvement project.	560	4,400			\$4,960
54	S. Eisenman Road Improvements, Gowen Rd. to E. Blue Sage Ln. Construct a 5-lane road with separated multiuse pathways on Eisenman Road between Gowen Road and Blue Sage Lane. This project also contemplates a pathway connection to the railroad multi-use pathway.		950	8,000		\$8,950

*Dollars are in Thousands

GATEWAY EAST DISTRICT PROJECTS

GATEWAY DISTRICT ("Gateway")		FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Capital Improvement Projects							
55	S. Eisenman Road Improvements, E. Blue Sage Ln. to Lake Hazel Rd. Construct a 5-lane road with separated multiuse pathways on Eisenman Road between Blue Sage Lane and Lake Hazel Road. This project also contemplates signalized intersections as warranted per ACHD guidelines.				950	8,000	\$8,950
56	North Warehouse Way Extension Establish new right-of-way for Warehouse Way road extension. Construct road improvements including public utilities, stormwater system, paved roadway, as well as bicycle and pedestrian facilities.		600	3,300			\$3,900
57	Sanitary Sewer System Mainline Extension and Upgrades Construct upsized sewer main lines to service the near-term development projects. In coordination with Public Works to identify priority system upgrades.	450	3,350				\$3,800
58	Supply Circle North Road Improvements Establish new right-of-way for Supply Circle North road extension. Construct road improvements including public utilities, stormwater system, paved roadway, as well as bicycle and pedestrian facilities.	600	3,500				\$4,100
59	Water Main Line Upgrade, Interstate 84, Amity Road to Gowen Road Replace existing water main with larger pipe to provide system redundancy and to service the increasing demand for water.			500			\$500
60	Power System Upgrades, Idaho Power Company A partnership with Idaho Power Company to fund critical power infrastructure upgrades, including new regional substation and distribution lines.		500	3,500			\$4,000
61	S. Apple Avenue (Aka Production Street) Extension South Construct extension of Production Street South to the Gateway URD Boundary. Anticipates continuation of the existing street cross section including curb and gutter. Add sidewalks from Gowen Road to the URD Boundary.				2,900		\$2,900
62	Gowen Road Bicycle and Pedestrian Improvements, Exchange Street to S. Broadway Avenue Construct pedestrian and cyclist improvements along Gowen Road from Exchange Street to S. Broadway Avenue.				1,000	4,300	\$5,300
Total Gateway Estimated Expenses		\$19,497	\$18,196	\$17,497	\$8,999	\$13,023	\$77,212

*Dollars are in Thousands



WEST

STATE STREET DISTRICT

EAST

01 Numbers correspond to District Projects listed on subsequent pages.



1711 N. 31st Street, a Type 1 Participation Program project, is a residential development that brings three new single family homes to the area, each with three bedrooms and three and a half bathrooms, and a detached garage with second story ADU.

STATE STREET DISTRICT PROJECTS

STATE STREET DISTRICT ("SS" or "SS District")		FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Estimated Resources and Project Description		\$1,514	\$3,683	\$1,424	\$2,800	\$2,650	\$12,072
Participation Program							
63	One Time Assistance, Type 1 Program Grant program offering one-time assistance for streetscape and utility improvements; public investment reimbursement amount determined by dollar for dollar match of private investment, up to \$200,000. Projects are awarded on a first-come, first-served basis.	200	200	200	200	200	\$1,000
64	Transformative Assistance, Type 3 Program Type 3 participation is available to assist large public or private projects that the CCDC Board deems to be transformative in nature and of benefit to the community at large. The private to public investment should generally be 6:1 or higher. CCDC bonding is a possibility and will be subject to financial review and underwriting requirements. Generally, financial participation will be transacted as a reimbursement or purchase upon project/ public facility completion and certificate of occupancy.	TBD	TBD	TBD	TBD	TBD	TBD
65	Capital Project Coordination, Type 4 Program. Multi-use Pathway and Mobility Connections Capital Project Coordination program offering assistance for construction of the State Street multi-use pathway and landscaping per the State Street Transit and Traffic Operations Plan. Projects are awarded on a first-come, first-served basis. Public investment reimbursement amount determined by available programmed resources and actual incurred eligible expenses.	258	300		600		\$1,158
66	Housing Partnerships, Real Estate Acquisitions Public-Private Partnerships and/or land purchase and disposition to develop housing that fills gaps unmet by the private market.				2,000	1,950	\$3,950
67	1711 N 31st Street, Residential Infill Development. Type 1 Agreement with Cook Property Management, LLC A residential infill development of three new single-family homes, each consisting of three bedrooms and three and a half bathrooms, and a detached garage with second story ADU and \$1.6 million total development costs. The agreement includes a \$200,000 reimbursement for associated streetscape improvements.	200					\$200
68	3108 W Bella Street, Residential Infill Development. Type 1 Agreement with Cook Property Management, LLC A residential infill development of four single-family homes, each consisting of three bedrooms, three and a half bathrooms, and a detached garage with usable second story space with \$1 million in total development costs. The agreement includes a \$149,625 reimbursement for associated streetscape improvements.	150					\$150
69	8306 W. State Street. Roe Street Multi-family Homes, Type 5 Program Roe Street Multi-Family Homes is a planned high-density, transit-oriented housing development on a 1.9-acre CCDC-owned site at the intersection of Roe and State Streets. The project will be developed via a public-private partnership with a developer selected through a request for proposal process. The Agency intends to provide attainable housing while supporting the transformation of State Street into a mixed-use, multimodal corridor. Agency participation may include a discounted land sale based on a reuse appraisal and reimbursement for eligible public improvements.	25		TBD	TBD	TBD	\$25
70	3922 W. State St., Wilson Station (fka State & Arthur). Type 3 with Agreement Pacific West Communities, Inc Wilson Station is a mixed-use development with 102 apartments, a 1,800 square foot ground floor daycare, and \$40 million in total development costs. The project is built on land owned by the City of Boise's Housing Land Trust and units are income restricted with rental rates between 30% - 80% of AML. The agreement includes reimbursement totaling \$763,291 for public improvements.	215	215	118			\$548
71	State Street District Streetscape Design Standards, Type 4 Agreement with Boise Planning & Development Services Assist City of Boise Planning & Development Services with updates to the Downtown Boise Streetscape Standards Manual to include all streets within the State Street District area. Establishing standards provides clarity and predictability about infrastructure requirements for private development and also helps institute the community input received during the SS District formation process.	200					\$200

*Dollars are in Thousands



Aerial of the State Street Urban Renewal District.

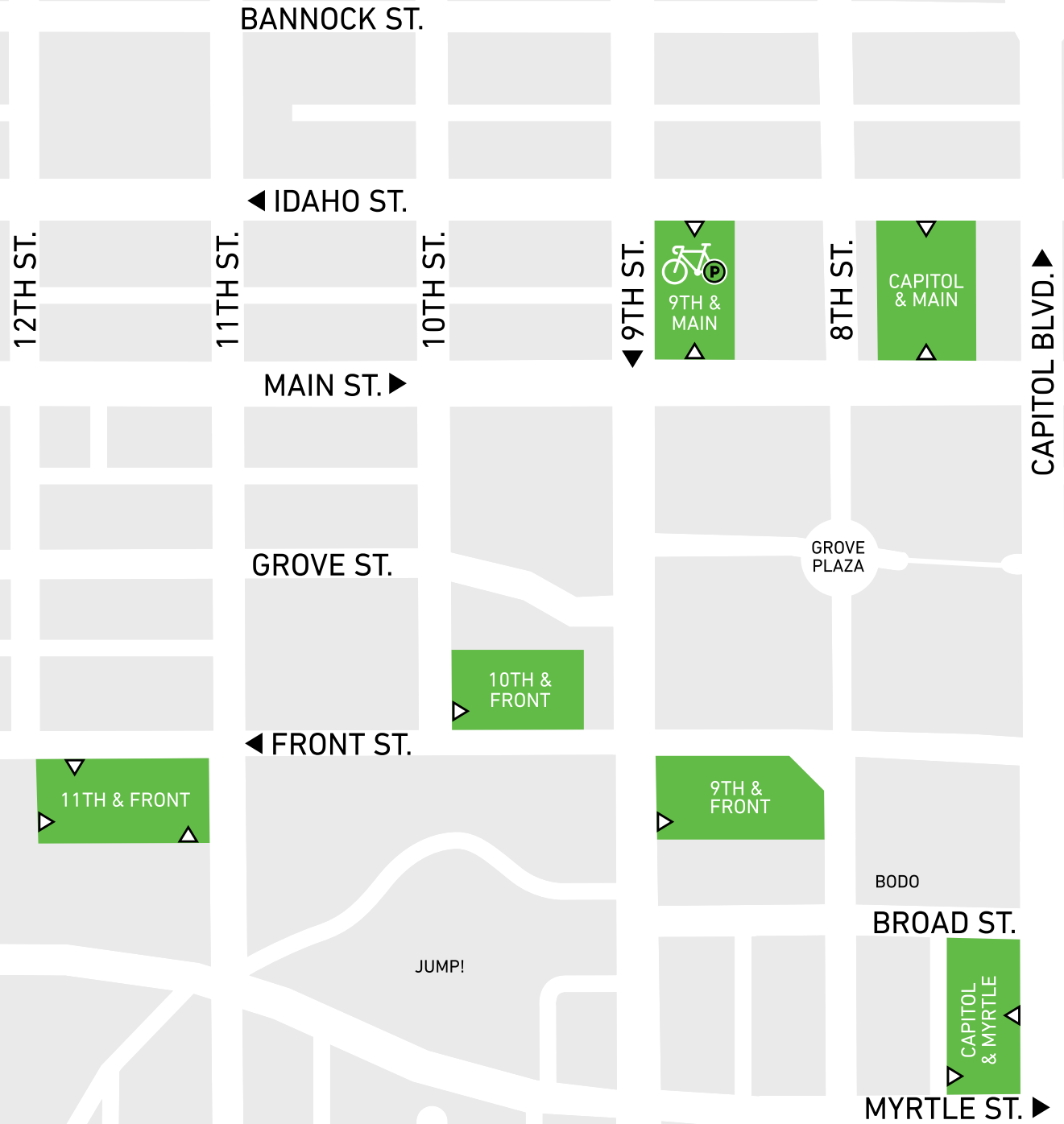
STATE STREET DISTRICT PROJECTS

STATE STREET DISTRICT ("SS" or "SS District")		FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
Capital Improvement Projects							
72	Boise Valley Canal Undergrounding and Multi-Use Pathway, Saxton Drive to Bogart Lane In partnership with VRT and in association with ITD, ACHD, and City of Boise, underground the Boise Valley Canal from Saxton Drive to Bogart Lane. Construct a multi-use pathway and landscaping per the State Street Transit and Traffic Operations Plan.		1,500				\$1,500
73	Boise Valley Canal Undergrounding and Multi-Use Pathway, 8800 W. State Street to Duncan Lane In coordination with ITD, ACHD, and City of Boise, underground the Boise Valley Canal from 8800 W. State Street to Duncan Lane. Construct a multi-use pathway and landscaping per the State Street Transit and Traffic Operations Plan.	40	1,150				\$1,190
74	State Street Transit Oriented Development (TOD) Initiative In partnership with landowners and in collaboration with ACHD and the City of Boise, identify Transit Oriented Development project opportunities. Initiate development programs that infill vacant land and underutilized parking lots with buildings that complement and utilize VRT's best-in-class transit route. Identify public improvements needed to achieve quality TOD and integrate them into ACHD's concept design for State Street widening and road improvements. ACHD's concept design will follow the State Street Transit and traffic Operation Plan design guidelines and will include enhancements on both sides of the street including enhanced crossings and transit facilities.	150	150				\$300
75	State Street Streetscape Improvements, Willow Lane to Fargo Street Streetscape improvements on the northside of State Street from Willow Lane to Fargo Street. The project will include street trees, multi-use pathway, and other streetscape enhancements per the State Street Transit and Traffic Operations Plan. It may also include traffic signal enhancements at Willow Lane to improve pedestrian safety while crossing and better bicycle connectivity to the Willow Lane Athletic Complex and Boise River Greenbelt.	50	150	1,000			\$1,200
76	Local Match - Raise Grant - North Whitewater Park Boulevard and State Street Transit Improvements Public-Public Partnership with VRT, ITD, ACHD, City of Boise, and CCDC. Local match to fund State Street Transit upgrades.	27					\$27
77	Local Match - Raise Grant - West Saxton Drive and State Street Transit Improvements Public-Public Partnership with VRT, ITD, ACHD, City of Boise, and CCDC. Local match to fund State Street Transit upgrades.		18				\$18
78	Local Match - Raise Grant - Gary Lane and Bunch Court Transit Improvements Public-Public Partnership with VRT, ITD, ACHD, City of Boise, and CCDC. Local match to fund State Street Transit upgrades.			106			\$106
79	Accelerated Road and Utility Infrastructure Project (Tentative Bond Issuance in FY2032) Produce a package of shovel-ready public infrastructure projects that further best-class transit and in preparation for forthcoming development. Include roadway and utility projects that advance the State Street Transit and Traffic Operations Plan recommendations.					500	\$500
Total State Street Estimated Expenses		\$1,514	\$3,683	\$1,424	\$2,800	\$2,650	\$12,072

2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Budget Year											5 YEAR CIP								



P A R K BOI





CCDC owns and operates six public parking garages located throughout downtown Boise. Collectively known as ParkBOI, the garages offer more than 3,100 public parking spaces.

ParkBOI: ECONOMIC DEVELOPMENT & MOBILITY PROJECTS



ParkBOI PARKING PROJECTS ("ParkBOI")	FY2027	FY2028	FY2029	FY2030	FY2031	TOTAL
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ParkBOI Economic Development Opportunities

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

80	1010 W. Jefferson St., Public Parking Facility and Commercial Space 1010 Jefferson is a mixed-use public parking facility including the new, ParkBOI 10th & Jefferson Street Garage with 446 stalls and approximately 22,000 square feet of ground floor commercial space. The ground floor includes the YMCA Kissler Family Early Education Center and five retail condominiums, a new BikeBOI facility, and a pedestrian plaza adjacent to the 11th Street bikeway. The project is designed to meet Boise Green Building Code and uses the City's geothermal system. The project aims to catalyze urban redevelopment while supporting existing neighborhood uses. Construction began in summer 2026 with completion planned in fall 2027.	31,971	3,725				\$35,696
81	1025 S. Capitol Boulevard, Lusk District Multi-family , Public Parking Garage Condominium with JF Development Group LLC see also SL #20			16,000			\$16,000
82	Midtown, Rivershore Development	TBD	TBD	TBD	TBD	TBD	TBD

ParkBOI Mobility Projects

The Agency programs a portion of ParkBOI public parking system revenues to advance a variety of mobility initiatives. Both alone and in coordination with community partners, CCDC invests to reduce over-reliance on single occupant vehicle driving, parking, and ownership. Mobility initiatives include capital improvements to improve walking, biking and transit infrastructure, either as grants or local matching funds, or as Agency-led projects. Mobility initiatives also include sponsoring or underwriting alternative transportation programs and operations, such as bike share, car share, and shuttle buses. As these mobility projects and programs are dependent upon partner support, what's available in the market, and what authorities having jurisdiction will allow. Mobility initiatives beyond the next budget year are difficult forecast and subject to change.

83	1010 W. Jefferson St., BikeBOI Facilities Secure bike storage facility inside new ParkBOI parking facility at the 1010 W. Jefferson Public Parking Facility and Commercial Space project. see also ParkBOI #82	Included in ParkBOI #82					\$0
84	City GO Support City Go makes commuting in the Boise area simple. Through the use of technology, City Go makes planning and paying for public transit easy. CCDC provides funding to help make it easier to choose alternatives to single-occupancy vehicles.	60	60	60	60	60	\$300
85	VRT Transit Assessment for Improvements Transit infrastructure improvements such as transit shelters and other rider amenities located in the Downtown Improvement District and/or active CCDC URDs.	48	48	50	50	50	\$246

Total ParkBOI Estimated Expenses	\$32,079	\$3,833	\$16,110	\$110	\$110	\$52,242
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*Dollars are in Thousands



Newly completed AC Hotel Boise Downtown and Element by Westin, Boise's first dual-branded hotel. CCDC support included streetscape improvements as part of the Rebuild Linen Blocks on Grove Street project.

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