



PARTICIPATION PROGRAM

Stimulating downtown development with public infrastructure

Overview & Goals

The Participation Program is CCDC's development assistance program and is designed to advance the aims of urban renewal and economic development in Downtown Boise, as well as goals identified for Downtown Boise as identified in the Boise City comprehensive plan, Blueprint Boise. The Program is crafted to be transparent, understandable, and responsive in order to encourage private investment in Downtown Boise. The Program is intended to be comprehensive providing both structure and flexibility in assisting development projects within its several redevelopment districts. The Program represents the Board's policy on development participation. The Program is not an entitlement, and may be amended from time to time, suspended, or terminated, and any individual project participation provided is subject to prior approval by the Board via written agreement.

The program identifies five approaches to anticipated participation with development interests:

- 1) Streetscape Grant
- 2) General Assistance
- 3) Transformative Assistance
- 4) Public-Private Project Coordination
- 5) Property Disposition

The primary goals of the Participation Program are to align resource use with the CCDC strategic plan to **improve, develop, and grow the economy** in pursuit of the following three goals:

- Improve conditions
- Promote development
- Fuel economic growth

Statutory Framework

CCDC is enabled by two sections of Idaho Code, the Urban Renewal Law and the Economic Development Act (key excerpts provided):

Idaho Code 50-2002 URBAN RENEWAL LAW (excerpt)

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

Idaho Code 50-2902 ECONOMIC DEVELOPMENT ACT (excerpt)

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

This enabling legislation informs the purview of everything CCDC does as an urban renewal agency. As such, the Participation Program provides a framework to promote compliance with Idaho law. Excerpts of Idaho state code below offer insight into the program design.

URBAN RENEWAL LAW (excerpt) Idaho Code 50-2007

“... (b) to provide or to arrange or contract for the furnishing or repair by any person or agency, public or private, of services, privileges, works, streets, roads, public utilities or other facilities for or in connection with an urban renewal project; to install, construct, and reconstruct streets, utilities, parks, playgrounds, off-street parking facilities, public facilities, other buildings or public improvements; and any improvements necessary or incidental to a redevelopment project...”

Idaho Code 50-2007 (excerpt)

“... (j) in addition to its powers under subsection (b) of this section, an agency may construct... structural forms necessary for the provision or utilization of air rights sites for buildings and to be used for residential, commercial, industrial, and other uses contemplated by the urban renewal plan, and to provide utilities to the development site...”

Idaho Code 50-2011 (excerpt)

“(a) An urban renewal agency may sell, lease, or otherwise transfer real property or any interest therein acquired by it for an urban renewal project, and may enter into contracts with respect thereto, in an urban renewal area for residential, recreational, commercial, industrial, educational or other uses or for public use, or may retain such property or interest for public use...”

Key Program Requirements

- The following uses are ineligible activities: bikini bars and sexually oriented businesses as defined by Boise City Code.
- Each program approach (Type 1-3) is mutually exclusive for an individual project meaning a project can only participate in one program per project.
- Each program where eligible costs are involved will only pay for those CCDC approved expenses not otherwise paid for by another public entity.
- Program eligibility is at sole discretion of CCDC and eligibility dates may apply.
- Parties seeking participation program assistance should contact CCDC as early in the development process as possible and preferably at the idea stage well before site acquisition, entitlement, type of use determination, and site/building design. CCDC will not entertain requests for assistance after a certificate of occupancy has been granted.
- Projects located on properties with delinquent property taxes are not eligible.
- All individual projects should advance urban renewal plans for downtown Boise. Projects which do not advance plans may not be approved.
- On a case by case basis, the Board may consider a program exception if, in its sole judgment, certain necessary and sufficient conditions exist to warrant the modification of one or more of the program requirements for a project.
- CCDC is a public agency with extensive state laws and agency rules governing our operations and assistance. CCDC has a board approved program of assistance and standard contracts which comply with these laws and rules. These contracts have been vetted extensively with the development community, used for years, are balanced, fair and have worked very well for a many varied types of developments. CCDC's assistance is not an entitlement; it is discretionary incentive. There is no obligation to request assistance but if assistance is requested, with limited exceptions, CCDC uses its standard program contract forms.

Blueprint Boise Goals for Downtown Boise

The following are goals for the Downtown Boise Planning Area as identified in Boise City's comprehensive plan, Blueprint Boise. How well a given project advances one or more of these goals may be considered for certain types of participation assistance.

Centers, Corridors & Neighborhoods

- Maintain Downtown as the civic, economic, educational, social and cultural center of the city and region.
- Create in-town residential neighborhoods and increase the amount and range of housing choices available in Downtown and adjacent neighborhoods.
- Encourage redevelopment of surface parking lots and other underutilized properties.

Parking

- Implement a Downtown wide parking system that coordinates all on and off-street parking resources.

Connectivity

- Develop a robust, multimodal transportation system in Downtown, with an emphasis on transit, bicycle, and pedestrian circulation and safety.
- Continue to develop a framework of streets, paths and open spaces that builds upon existing networks and strengthen connections to the Boise River and Downtown sub-districts.

Public Services & Facilities

- Maximize the use of existing infrastructure Downtown and make improvements as needed as development intensifies.

Neighborhood Character

- Use Downtown development as a model for sustainable land use, development, and construction practices.
- Create a safe, clean, and enjoyable environment for businesses, residents, and visitors in Downtown.
- Recognize the role religious institutions and other service providers play in the success of Downtown.
- Set a high standard for the quality of urban design, building design, and construction in Downtown, especially in the CBD.

Culture, Education & Arts

- Maintain Downtown as the cultural center for the community and the region.
- Retain and expand K-12 educational facilities, higher education, and a variety of learning opportunities in Downtown.
- Recognize and protect the historic resources in Downtown.

Economic Development

- Create and maintain a prosperous economy in Downtown.
- Strive to keep Downtown's economy diversified.
- Find an appropriate balance between the demands for economic prosperity, historic preservation, and quality design in reviewing development applications.

A to Z Best Practices

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

- a) Statutorily compliant participation (both letter & intent)
- b) Serves the public interest (legally eligible & politically sensible)
- c) Consistent with Boise City plans
- d) Consistent with CCDC URA and strategic plans
- e) Capped participation (within and below anticipated income collections)
- f) Proactive agency-driven approach
- g) Ensure due diligence for larger projects (evaluate risks, financing, issues, conflicts, partners, capacity, experience, stakeholders)
- h) Ensure a transparent process
- i) Accountability (conduct financial analysis, determine identifiable community needs, assess potential project impact of larger projects)
- j) Accessibility (program is broadly available)
- k) Conduct neighborhood-stakeholder outreach/input on key projects
- l) Emphasize early intergovernmental communication and coordination
- m) Ensure fairness in program design and delivery
- n) Ensure program is understandable
- o) Program and contracts are publicly, proactively communicated
- p) Measure effectiveness of results
- q) Review program annually, adjust, and improve
- r) Program is not an entitlement and all contracts are subject to board approval
- s) Basic eligibility requirements to participate are identified
- t) Eligible costs participation emphasizes visible public improvements
- u) Scoring criteria uses clear, standardized approach
- v) Specialized ad hoc advisory teams may be used for review and advice on large projects or intergovernmental projects
- w) All project agreements are approved in public meetings and include opportunity for advance public comment on the project
- x) Maintain open records on program utilization and awards
- y) Actively promote program
- z) Administer program consistently

Type 1: Streetscape Grant

Criteria: Type 1 participation provides grants for streetscape improvements and is intended to assist smaller projects on their own schedule, often triggered by a tenant improvement.

Eligible Costs: The grant allows for assistance in legally eligible public improvements in the right-of-way. Eligible costs for streetscape grants generally include:

- Curb, gutter and sidewalk
- Canopies over public right of way
- Historic street lights
- Street trees, tree grates, irrigation, and suspended paving systems where appropriate
- Street furnishings, including benches, bike racks, bollards, and trash receptacles
- Infrastructure in the right of way (streets, utilities, domestic water, geothermal water, sewer, power, phone, fiber) not including individual service lines.
- Curb cuts and driveway approaches are generally not eligible for reimbursement. Exceptions to this include alley approaches and may include projects that consolidate or otherwise significantly reduce the number or width of previously existing driveways on a frontage.

Reimbursement is for hard costs and does not include soft costs. CCDC limits eligible hard costs to materials and labor. (Examples of soft costs not eligible for reimbursement include but are not limited to architectural and engineering design, permits, traffic control, mobilization, and overhead.)

The grant will provide resources covering the first \$150,000 of actual eligible and CCDC approved expenses for streetscape improvements.

Timing: Streetscape grant applications can be submitted anytime and are processed in the order received. Grant awards are limited to available resources set forth in the budget. Streetscape grant agreements will generally be considered for approval by the CCDC Board after approval of a design review or relevant development application that includes the proposed streetscape improvements. A T1 Streetscape Grant agreement is effective the date it is signed by both parties. Awarded grants are paid based on actual expenses as documented after project completion and pursuant to an executed reimbursement agreement.

Type 2: General Assistance (non-CCDC property)

Criteria: Type 2 participation provides general assistance and is intended to assist a larger project and includes a broader definition of eligible costs. A project Scorecard and definitions, scored by CCDC, is a key feature of this assistance (attached). The legal parcel constitutes the site for a project. However, at the Board's discretion, a phased development on a full city block single parcel with a vacated alley may be scored on the phasing if this better advances program goals. The scoring criteria and point values are an extension of the statutory charge of urban renewal and the associated adopted plans, and are aimed at advancing the Board's goals of improving conditions, promoting development, and growing the economy. Scoring results are identified as Tier 1, 2 and 3; with Tier 1 being the highest scoring Tier.

Eligible Costs for Type 2 participation include the following:

- Streetscape in the right of way (curb and gutter, sidewalk, street lights, canopies over right of way, irrigation, street trees, benches, bike racks, and suspended paving systems where appropriate)
- Infrastructure in the right of way (streets, utilities, domestic water, geothermal water, sewer, power, phone, fiber) not including individual service lines.
- Certain qualifying expenses for buildings (per Boise City & CCDC) relating to exterior façade restoration improvements for buildings deemed to be of significant historic and/or aesthetic value to the public and conditioned upon the donation and acceptance by the City of Boise of a perpetual building façade easement. All terms and conditions must be consistent with City of Boise requirements (ordinances, guidelines, or policies, etc.).
- Certain site remediation improvements as may be preparatory to construction are evaluated on a case by case basis. An example of an eligible environmental remediation cost would be the hard costs for the removal of an underground storage tank in the public right of way. Soft costs, such as environmental assessments and costs within a private building, such as asbestos abatement, are not eligible for general assistance.
- Actual eligible costs are reimbursed in priority order as listed above.
- Reimbursement is for hard costs and does not include soft costs. CCDC limits eligible hard costs to materials and labor. (Examples of soft costs not eligible for reimbursement include but are not limited to architectural and engineering design, permits, traffic control, mobilization, and overhead.)
- Curb cuts and driveway approaches are generally not eligible for reimbursement. Exceptions to this include alley approaches and may include projects that consolidate or otherwise significantly reduce the number or width of previously existing driveways on a frontage.

Reimbursement: Assistance is limited by the lesser of the agreed upon eligible costs of the project or a portion of the project's tax increment value as determined by its scorecard ranking. Actual legally eligible costs must be verified and approved by CCDC and will include only reasonably incurred costs. All costs

must be verified or verified through invoice documentation and/or a schedule of values.

As determined by CCDC, maximum reimbursement possible is the actual increment income received from the project for the first full four (4) years of assessment, multiplied by the factor associated with the score received by the project, as follows:

Tier 1: Factor of 0.8 **Tier 2:** Factor of 0.6 **Tier 3:** Factor of 0.4

Estimates of tax valuation can be done by CCDC and assume 80% of estimated project cost to account for variances which may occur. Project costs are defined as all costs of the project including, but not limited to: land, hard costs, soft costs, financing costs, fees and permits for on and off site work, public improvements, and buildings.

An example of the calculation used to estimate assistance for a \$5.0 million Tier 1 scoring project would be as follows: \$5,000,000 estimated project cost x 80% = \$4,000,000 taxable value x total levy rate of 0.015* = \$60,000 x .8 factor = \$48,000 per year x 4 years = \$192,000. Reimbursement payments are made to the developer over the first four years of full assessment based on actual assessed values and actual collected revenues up to the not-to-exceed amount identified in the agreement. Actual assessed values are determined solely by the Ada County Assessor.

Examples of participation for three project sizes based on project costs:

Example Scoring	Small: \$5,000,000 Project Cost	Medium: \$10,000,000 Project Cost	Large: \$20,000,000 Project Cost
Tier 1	\$ 192,000	\$ 384,000	\$ 768,000
Tier 2	\$ 144,000	\$ 288,000	\$ 576,000
Tier 3	\$ 96,000	\$ 192,000	\$ 384,000

* A levy rate of 0.015 is assumed for the Central Boise, River Myrtle – Old Boise, and Westside Downtown Districts. The 30th Street District, though not reflected in this example table, would have a levy rate of 0.014.

Timing: Type 2 assistance can be applied for at any time prior to obtaining a certificate of occupancy but preferably before project design. General assistance agreements will generally be considered for approval by the CCDC Board after approval of a development application that includes the proposed improvements eligible for reimbursement. A Type 2 agreement is effective the date it is signed by both parties. Reimbursement payments will begin in the first full year of annual increment received by CCDC after project completion and issuance of a certificate of occupancy. Reimbursement payments will stop once eligible costs have been paid in full, four years after reimbursement payments began, or within one year of the expiration date of the revenue allocation district, whichever occurs first.

Type 3: Transformative Assistance (non-CCDC property)

Criteria: The intent of the Type 3 assistance is to make available a more customized opportunity for transformative projects and to consider certain projects which don't otherwise fit well into the other program types. Type 3 participation is available to assist large public or private projects that are deemed by the CCDC Board to be transformative in nature and of benefit to the community at large. In general, a transformative project is a higher value project that may include the construction of a significant public facility. The project should have a high likelihood of maintaining an enduring presence in the community. This may include one or more of the following:

- Publicly available structured parking
- Public pathway
- Public plaza
- Special event/sports venue
- Public infrastructure
- Transit facility

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

The goal for intergovernmental projects is to use limited district monies to leverage additional resources (federal, state, local, other) into the downtown revitalization effort to achieve redevelopment goals. For example, matching a federal grant for construction of a physical project, or shared funding between intergovernmental units for construction of a public facility. The project and cost share will be determined by the Board and governmental partner. Because projects for public facilities will most likely be exempt from property tax and will produce no tax increment income, such projects should be financially feasible based on other considerations, serve mutual goals, and produce a community benefit.)

Evaluation: At the Executive Director's request, the Board may consider a project for candidate status as a special project permitting more formal evaluation. All final agreements require Board approval.

Projects being considered for Type 3 assistance will receive a greater degree of scrutiny than those considered for Type 1 or Type 2 assistance. CCDC may either require or pay for community/stakeholder outreach. CCDC may pay for and conduct a financial feasibility study which may include a "but for" test (but for the assistance, the viability of the project is questionable). This assessment may also identify eligible costs for project participation and funding alternatives. The project should produce a net positive gain for the

community after any public participation. CCDC may pay for and conduct an economic impact study or may require an examination of a developer project portfolio, financial capacity, and references, etc.

Timing: Many of the timing elements of Type 3 assistance are determined on a case by case basis. A Type 3 agreement is effective the date it is signed by both parties.

Financing/Reimbursement: CCDC bonding will be subject to financial review and underwriting requirements. Generally, financial participation will be transacted as a reimbursement or purchase upon project/public facility completion and certificate of occupancy.

Type 4: Public-Private Project Coordination

Criteria: Type 4 participation coordinates CCDC-initiated capital improvement activities with capital improvement activities of private development and/or other public agencies. Projects eligible for Type 4 participation are generally those identified in the adopted CCDC Capital Improvements Plan that is in effect and available on the CCDC website. The Board retains all discretion in determining the projects, timing, design, and locations of capital improvements.

Background: The CIP is typically updated as part of the CCDC strategic planning and budgeting process. Adjusting, co-timing and/or accelerating CIP projects in coordination with private development can be beneficial and can create efficiencies in the construction of physical improvements.

Eligible Costs: Eligible costs are generally as outlined in the adopted CCDC Capital Improvements Plan in effect.

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

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

CCDC can enter into intergovernmental agreements to cooperatively participate in joint capital improvement projects.

Timing: A Type 4 agreement is effective the date it is signed by both parties.

Type 5: Property disposition (CCDC-owned property)

Criteria: Type 5 participation is the disposition of property owned by CCDC for a redevelopment purpose. The property disposition process is governed by state statute and differentiates between disposition to a for-profit (or private use), to a non-profit, and to a public (or governmental) body. This program meets or exceeds the statutory requirements in providing for competitive processes in property disposition (not required for disposition of land to public entities).

Process: CCDC's property disposition process for private/non-profit development use will involve a competitive Request for Proposals and/or Qualifications (RFQ/P) process for properties. Properties may be transferred to another public entity without an RFP and smaller remnant parcels may not warrant an RFP. This process will also require a commercial appraisal, a re-use appraisal, and the proposed project will be in accordance with the applicable urban renewal plan.

The following table outlines the key types of disposition.

Disposition	Process	Condition	Value
For-profit	Competitive	Performance Schedule	≥ Fair value of uses
Non-profit	Competitive	Performance Schedule	≥ Fair value of uses
Public Body	n/a	Performance Schedule	n/a

A variety of customized public-private project possibilities exist in the strategic disposition and development of property under the property disposition process. TRFP's can be locally, regionally or nationally conducted and can address a variety of priorities, objectives, terms and conditions

The disposition of any property for private or nonprofit development will be formalized in a Disposition and Development Agreement (DDA) which will require a determination of fair value for the proposed use, which may be stipulated or restricted, based on the property redevelopment objectives. A re-use appraisal type or similar method of the kind and nature suitable to the individual property redevelopment goals will be used to establish pricing. A commercial appraisal will also be done and a price established for initial disposition of the property to begin the project. If any rebate of property value as advised by the re- use appraisal is determined it will only be made after project completion/CO.

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



SCORECARD

Type 2 Projects

CCDC PARTICIPATION PROGRAM SCORECARD

Improve Conditions - Promote Development - Grow Economy

Terms within this scorecard are defined on the following pages

- 1 **Activate Dormant/Disinvested Sites (1 Only)**
- 2 **Reuse of Targeted Sites (1 Only)**
- 3 **Environmental Remediation (1 Only)**
- 4 **Utility Infrastructure**
- 5 **Connectivity**
- 6 **Compact Development (1 Only)**
- 7 **Parking Placement & Design (1 Only)**
- 8 **Targeted Uses (1 Only)**
- 9 **Walkability**
- 10 **Sustainable Building (1 Only)**

SCORING

Tier 1 +140 points

Tier 2 +120 points

Tier 3 +100 points

1 Activate Dormant/Disinvested Sites (1 Only)	a reuse of existing building	20
	b convert surface parking	18
	c replace dormant building	16
	d reuse of vacant land	10
2 Reuse of Targeted Sites (1 Only)	a reuse of historic register building	20
	b reuse of automotive site	15
	c reuse of dry cleaner site	15
3 Environmental Remediation (1 Only)	a >\$100,001 costs	20
	b \$50,001-\$100,000 costs	16
	c \$10,000-\$50,000 costs	12
4 Utility Infrastructure (all that apply)	a replace or expand geothermal	15
	b stormwater mitigation	15
	c replace or expand fiber	15
	d replace or expand power	15
	e replace or expand sewer	15
	f replace or expand water	15
5 Connectivity (all that apply)	a add a street	20
	b add a ground level plaza	19
	c add an alley	17
	d add a pathway	15
	e add or substantially improve a sidewalk	10

CCDC PARTICIPATION PROGRAM SCORECARD

- CONTINUED -

Improve Conditions - Promote Development - Grow Economy

6	Compact Development (1 Only)	
a	4.0 to 5.0+ FAR	10
b	3.0 to 3.9 FAR	9
c	2.0 to 2.9 FAR	8
d	1.0 to 1.9 FAR	7
e	0.5 to 0.9 FAR	6
7	Parking Placement & Design (1 Only)	
a	structured parking below grade	20
b	structured parking above grade	18
c	no surface parking	15
d	parking location is to rear or interior of building	10
e	parking is screened by wall, fence, sunken	8
8	Targeted Uses (1 Only)	
a	workforce housing	10
b	technology	10
c	corporate HQ	10
d	education	10
e	artisan	10
f	light manufacturing/assembly	10
9	Walkability (all that apply)	
a	=/> 70% of sidewalk/setback is abutted by ground floor building face	20
b	=/> 60% ground floor glazing on street frontages (30% res)	18
c	=/> 12' ground floor height	15
d	main entry is prominent, ground floor, and faces street/not parking	15
e	=/> 75% ground floor frontage has functional awnings (30% res)	10
f	public art element	5
10	Sustainable Building (1 Only)	
a	living building cert	10
b	LEED platinum	8
c	LEED gold	7
d	LEED silver	6
e	connect to/use geothermal system	5
f	green globes cert	4
g	energy star cert	4



SCORECARD DEFINITIONS

CCDC PARTICIPATION PROGRAM

Criteria Purpose, Definitions and Minimum Specifications

Purpose 1-10 (and) Definitions a-g

- a) Reimbursement is for hard costs and does not include soft costs. CCDC limits eligible hard costs to materials and labor. (Examples of soft costs not eligible for reimbursement include but are not limited to architectural and engineering design, permits, traffic control, mobilization, and overhead.)
- b) This scoring system for points that rank potential projects includes private development activity but should not be interpreted that CCDC will participate in those activities with CCDC funds. Rather those items are for purposes of evaluating the project and scoring for qualification for funding by CCDC of eligible activities.
- c) The eligible costs paid for in this program will only pay for those approved expenses not otherwise paid for by another public entity.

1. Activate Dormant / Disinvested Sites

Purpose: It is the statutory purpose of urban renewal and related redevelopment to arrest the decay of urban areas by improving the utilization and value of underutilized and undervalued property. Therefore the program grants credit to those projects that make fuller use of dormant and underutilized buildings.

a. Reuse of Existing Building: Reuse of a building that includes change of use including either: 1) conversion of vacant space to improved occupied space, with “vacant” defined as space unoccupied for 18 months or more; or 2) change of automotive use to retail, restaurant, office, performance, recreation or similar use; or 3) change in occupancy from a non-residential use to a residential use; or 4) change in occupancy or use classification (i.e. retail shop to restaurant, office to retail, etc.) resulting in increase in assessed value per square foot or increase in total assessed value of parcel; and a) the change of use applies to 50% or more of the building ground floor as measured by gross floor area; or b) for buildings with multiple floors, 25% or more of the building as measured by gross floor area.

b. Conversion of Surface Parking: Development of land currently in use as surface parking, such that greater than 75% of the land used as parking is converted to another use (building, streetscape, plaza, park, etc.) See 7c for definition of “surface parking.”

c. Replace Dormant Building: Development of site including the removal and replacement of building of 500 gross square feet or more and unoccupied for a period of 36 months or more.

d. Reuse of Vacant Land: Reuse of land currently not occupied by a building, parking lot, outdoor recreational use, public park or plaza.

2. Reuse of Targeted Sites

Purpose: The reuse of sites and buildings within a developed area of the community is in the public interest as there is an existing public investment already made by streets and utilities and, to the extent reuse attracts people and business activity, full utilization helps to support the vitality of neighboring properties. Reuse of historically significant buildings supports the authenticity and identity of the city and creates that often intangible asset referred to as “character”. Additionally, reuse of sites and buildings, and especially buildings of historic significance, is challenging because the renovation of existing buildings – bringing buildings into compliance with current building and fire codes – is costly and complex. Furthermore, existing sites may have environmental hazards from previous uses, especially if the prior uses include storage and distribution of petroleum products, auto repair, or laundry and dry cleaning. Removing building and site contamination is beneficial to public health and removes obstacles to productive use.

a. Reuse of National Historic Register Building: Reuse of a building that either 1) is and will remain listed on the National Register of Historic Places; or 2) will be listed on the National Register of Historic Places; or 3) in the opinion of Boise City Department of Planning and Development Services is eligible to be on the National Register of Historic Places according to the criteria of the National Park Service.

b. Reuse of site used in current or prior use as automotive or trucking use : Reuse of a site for a use other than an automotive or trucking use, with “automotive use” defined as either 1) fuel filling station; or 2) automotive or truck engine or tire repair; or 3) automotive, truck, or recreational vehicle sales; or 4) automotive or truck body or upholstery repair; or 5) automotive or truck wash or detailing; or 6) automotive or truck impound lot; or 7) automotive or truck salvage facility.

c. Reuse of laundry dry cleaning site: Reuse of a site and/or building used current or formerly as a wholesale or retail laundry dry-cleaning service. Sites/buildings formerly used as a dry cleaning qualify if they have not been adapted or site has not been remediated for a use other than dry cleaning.

3. Environmental Remediation

Purpose: Existing sites may have environmental hazards created by previous uses, especially if the previous uses include storage and distribution of petroleum products, auto repair, or laundry and dry cleaning. Removing building and site contamination is beneficial to public health and removes obstacles to productive use.

a. More than \$100,000 costs: Costs are for those conditions identified by a formal environmental assessment or declared by a third party to be environmentally hazardous.

b. \$50,001 - \$100,000 costs: Costs are for those conditions identified by a formal environmental assessment or declared by a third party to be environmentally hazardous.

c. \$10,000 - \$50,000 costs: Costs are for those conditions identified by a formal environmental assessment or declared by a third party to be environmentally hazardous.

4. Utility Infrastructure

Purpose: The finance and construction of utilities and related infrastructure is fundamental to urban renewal and redevelopment. Idaho urban renewal law explicitly includes the furnishing of public utilities as an eligible activity. Finance and construction of utility infrastructure not only stimulates private investment but generates public benefits that are typically distributed broadly in expanding services in both the short term and long term.

a. Replace or Expand Geothermal: Replacing or expanding utility infrastructure may include:
1. Connect to the system on an existing service line; 2. Move or add a new service line to connect to main line; 3. Re-route a main line; 4. Increase the capacity of a main line; or 5. Extending a main line to the development site.

Any of the following scenarios shall receive a point score.

Scenario 3: Re-routing of 50 lineal feet or more of the main line.

Scenario 4: Increasing the capacity of the main line for 50 lineal feet or more.

Scenario 5: Extending the main line to the development site by 50 lineal feet or more.

Scenarios 1 and 2 do not by themselves generate a point score. The maximum score which can be earned for expanding this element of utility infrastructure is 15 points.

b. Storm Water Mitigation: Project qualifies if 1) it includes the construction of new storm water treatment facilities on or adjacent to the site; and 2); the project's storm water treatment facilities meet the standards of Boise City and Ada County Highway District for retention; and 3) the design of storm water treatment facilities has received Boise City design review approval.

c. Replace or Expand Fiber: See 4a, "replace or expand geothermal".

d. Replace or Expand Power: See 4a, "replace or expand geothermal".

e. Replace or Expand Sewer: See 4a, "replace or expand geothermal".

f. Replace or Expand Water: See 4a, "replace or expand geothermal".

5. Connectivity

Purpose: The finance and construction of streets and related infrastructure is fundamental to urban renewal and redevelopment. Idaho urban renewal law explicitly includes the furnishing of public streets as an eligible activity. In addition, the finance and construction of streets and pathways for pedestrians and bicyclists improves access to businesses and recreational amenities. The design of streets is essential to the physical form of development and the extent to which it supports clustering of economies that thrive on the synergy of multiple businesses, institutional uses, and social activities utilizing commercial enterprises.

a. Add a Street: The addition or extension of a public street providing pedestrian access and meeting the definition of “public street” pursuant to Chapter 9-20 of the Boise Municipal Code (Boise Subdivision Ordinance) or as approved by Boise City and Ada County Highway District. In order to meet this criterion, improvements should be made for a minimum length of 25 feet for at least part of the roadway and including curb, gutter and sidewalk.

b. Add a Ground-Level Plaza: For the plaza to qualify, it shall have a minimum of 50 feet of frontage along the public sidewalk, a minimum depth of 25 feet from the public sidewalk, with a minimum surface area of 800 square feet suitable for walking, standing, or sitting. No easement or dedication of the plaza is required.

c. Add an Alley: The addition or extension of a public alley as defined by Chapter 9-20 of the Boise Municipal Code (Boise Subdivision Ordinance) or as approved by Boise City and Ada County Highway District. In order to meet this criterion, improvements should be made for a minimum length of 25 feet for at least one half the width of the alley.

d. Add a Pathway: The addition or extension of a pathway providing access across the site linking origins and destinations off the development site and for non-motorized transportation and having a minimum width of six feet. No easement or dedication of the pathway is required.

e. Add or Substantially Improve a Sidewalk: The addition, extension, or substantial improvement to the surface for a minimum of 6 feet in width and 25 feet in length. Substantial improvement is defined as the addition of a new concrete, brick or other approved surface and, as directed by the Downtown Boise Streetscape Standards or approved by Boise City, the addition of street trees, historic street lights, and other amenities pursuant to the Downtown Boise Streetscape Standards. A sidewalk differs from “pathway” in that the former is typically adjacent to and parallel with a curb and street. A pathway is typically not adjacent to and parallel with a curb and street.

6. Compact Development (1 Only)

Purpose: Urban economists have long understood the importance of density as a key element in the economic and social health of cities and city downtowns in particular. Urban density provides the critical mass necessary to support business activity where land and construction prices are often higher. The proximity of businesses and individuals to one another provides for the backward and forward economic linkages – buyer and seller relationships – essential to supporting vibrant central city economies. Density supports the concentration of people, which attracts other people, which in turn supports business activity and a sense of urban safety and security.

Floor Area Ratio, or FAR, is a measure of density across various urban land uses. FAR is calculated by dividing the gross floor area for building(s) on a site by the area of the site. Gross floor area is the sum of all horizontal areas within the exterior walls of all above-ground floors of the building. For example, a building with a gross floor area of 100,000 square feet on a site of 50,000 square feet has a FAR of 2.0. For this criterion the floor area of basements is not included in the calculation of floor area.

a. 4.0 to 5.0+ FAR: See above.

b. 3.0 to 3.9 FAR: See above.

c. 2.0 to 2.9 FAR: See above.

c. 1.0 to 1.9 FAR: See above.

e. 0.5 to 0.9 FAR: See above.

7. Parking Placement & Design

Purpose: How parking and loading areas are designed is important for the vibrancy of downtown. Large areas of surface parking erode the density of people and business activity and adversely affect environments for pedestrians. A highly walkable environment is especially important to the health of retail shops, restaurants, and entertainment venues. Locating parking and loading areas at the rear or interior of buildings is a solution that is effective on a small scale. For larger parking needs, the provision of parking within parking garages is generally most effective although structured parking is expensive. For economic and aesthetic reasons the provision of parking below grade is preferred over above-grade parking, although parking below grade is substantially more expensive to build than above grade parking. Where the provision of surface parking adjacent to streets and sidewalks is necessary, the negative effects of such parking may be mitigated by the installation of an attractive wall or fence between the parking and the street right-of-way. The wall and fence serves as a “street wall” providing the vertical element essential for a sense of enclosure for the street and sidewalk.

a. Structured Parking Below: For this criterion structured parking is any parking area consisting of three or more parking stalls covered by a roof with usable space above and surrounded on two or more sides by columns or walls. Free-standing garages and carports, unless they have usable space above the parking area, do not meet this definition. Additionally, in order to meet this criterion, 25% or more of the parking provided on the site shall be located within the parking structure as defined. For example, a development site for which 25 or more of the 100 parking stalls on site are within a structure meets this criterion. A development site with 24 or fewer of the 100 parking stalls on site does not meet this criterion.

b. Structured Parking Above Grade: See above.

c. No Surface Parking: Surface parking is any parking that is not covered by a roof and not surrounded on two or more sides by columns or walls.

d. Parking Location is to Rear or Interior of Building: The rear of the building is that side of the building opposite the front of the building. For a building fronting on a single street the front of the building is that side abutting the street. For a building fronting on two or more streets, the condition usually characterized as a corner site, the front of the building is that side with the building’s primary entrance. On the other side of the building which abuts a street, no more than 24’ of the parking lot may front the street. See Figures 7d-1, 7d-2, 7d-3 and 7d-4 on the following page.

e. Parking is Screened by Wall, Fence, Sunken: To qualify, the project shall include surface parking of which 80% of the edge of the parking area abutting the street, excluding service drives providing direct access to the street, shall be bounded by a fence or combination fence and wall parallel to the street and sidewalk (Figure 7e-1). To qualify, the fence or combination fence and wall shall be at a height of 30” to 48” from finished grade (Figure 7e-2). Walls meeting this criterion shall be constructed of concrete or masonry. Sunken Screening that includes a parking area with a finished grade at a level of 18” or more below sidewalk grade and with a minimum fence height of 12” above sidewalk grade also qualify.

7. Parking Placement & Design: Figures

Figure 7d-1: Parking to Rear of Building

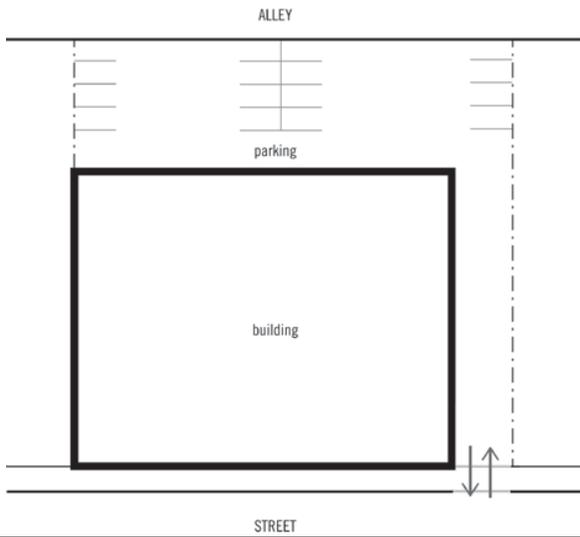


Figure 7d-2: Parking to Interior of Building

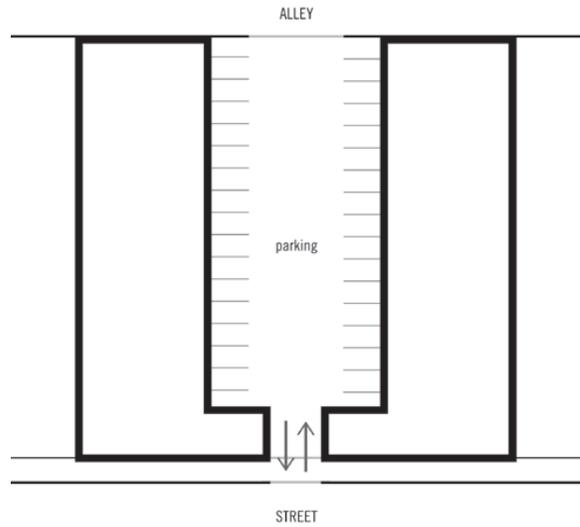


Figure 7d-3: Parking to Rear on a Corner Site, Option 1

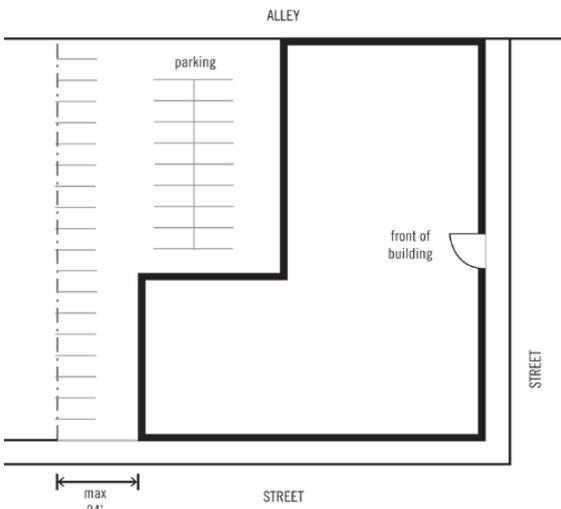


Figure 7d-4: Parking to Rear on a Corner Site, Option 2

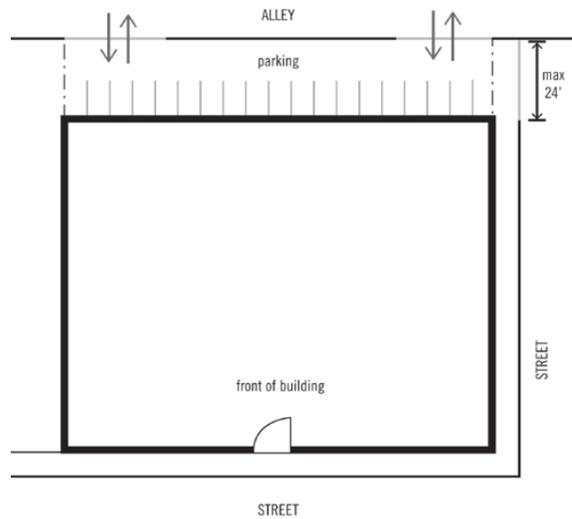


Figure 7e: Screened and Sunken Parking

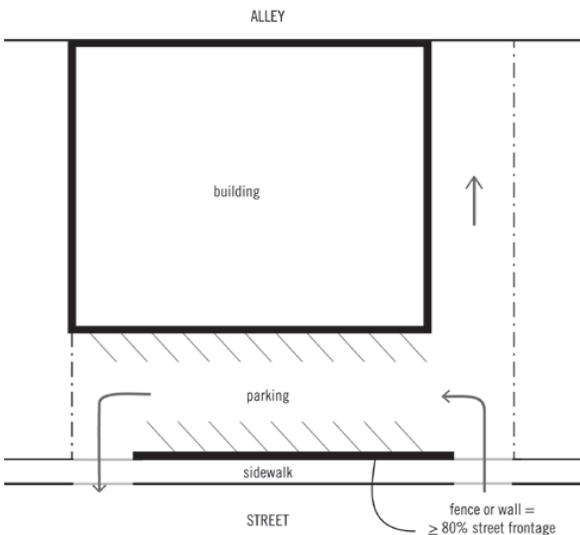


Figure 7f:

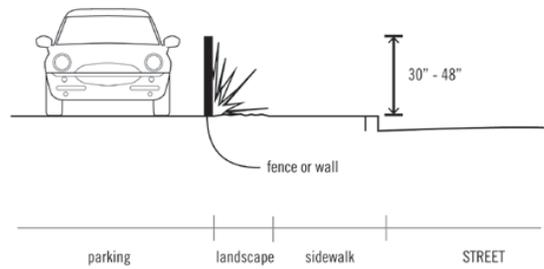
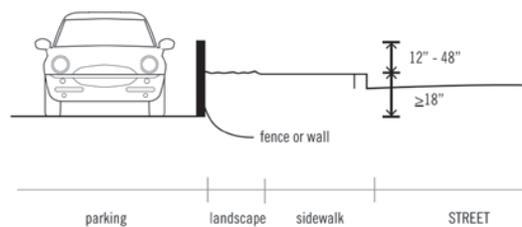


Figure 7e-3



8. Targeted Uses

Purpose: Some uses more than others have the potential to generate secondary activities commonly referred to as “spin- off development”. Some uses perform better than others in producing jobs with relatively high wages and salaries. Some uses are beneficial because they generate products and services that are exported outside the community and region. In addition, some activities are valuable within the mix of uses in downtown Boise but may be missing or in short supply. The following is a list of uses and business categories with these characteristics. This program awards points as a way to incent and mitigate obstacles for the development of these uses.

a. Workforce Housing: For the purpose of this criterion, workforce housing is defined as:

- 1) Housing for rent or sale and affordable to those households earning 80% to 140% of median household income in Boise and not receiving a subsidy from federal affordable housing programs.
- 2) Housing within a project such that the project contains a) three or more dwellings and b) 20% or more of the housing units within the project meet above condition 1.

b. Technology: “Technology” is any organization with a minimum of 2 members and 50% or more of its workforce employed in Standard Occupation Codes (Federal Bureau of Labor Statistics) 11-1021, 11-2021, 11-3021, 15-1121, 15-1131, 15-1133, 15-1141, 15-1142, or 15-1179; working at the subject location and occupying 5,000 square feet or more of the building on site.

c. Corporate Headquarters: Project site is the principal address for a registered corporation occupying 5,000 square feet or more of the building on site.

d. Education: A primary, secondary, or post-secondary institution licensed by the Idaho Board of Education and occupying 5,000 square feet or more of the building on site.

e. Artisan: “Artisan” is any organization with a minimum of 2 members and 50% or more of its workforce employed in Standard Occupation Codes (Federal Bureau of Labor Statistics) 27- 1010 through 27-2099 excepting 27-2020 through 27-2023; working at the subject location and occupying 5,000 square feet or more of the building on site.

f. Light Manufacturing / Assembly: “Light manufacturing/assembly” is any organization with a minimum of 2 members and 50% or more members of its workforce employed in Standard Occupation Codes (Federal Bureau of Labor Statistics) 51-1000 through 51-9199 excepting 51-3000 through 51-3099, 51-6000 through 51- 6021, and 51-8000 through 51-8099; working at the subject location and occupying 5,000 square feet or more of the building on site.

9. Walkability

Purpose: The success of the core of downtown Boise is due in large part to its walkability. A walkable place attracts people and business. It is a desired location for community events and for ongoing activities such as the Capital City Public Market. The vibrant social, cultural, and economic environment of a walkable urban environment attracts people and business activity and has that much sought after “sense of place”. The design elements of buildings and open spaces are key to a pedestrian-oriented environment, though sometimes there are market forces that work in opposition to these important design elements. Therefore, the program provides incentives to said design elements to promote economic vitality.

a. \geq 70% of sidewalk/setback is abutted by ground floor building face for new buildings or for existing buildings if more than 50% of building SF on parcel has been removed: Determined by dividing a) the distance of all exterior walls which are adjacent to and approximately parallel with property lines adjoining the public street right-of-way, excluding alleys, by b) the distance of all property lines adjoining the public street right-of-way, excluding alleys (Figure 9a-1). Existing buildings maintaining over 50% of square footage are eligible for these points regardless of the percentage of building face which abuts the sidewalk/setback. In the case of a corner site, 70% of each building face must abut a sidewalk / setback (Figure 9a-2).

b. \geq 60% Ground Floor Glazing on Street Frontages (\geq 30% res): For consistency, the “ground floor” of a building is defined as 12’ tall; any glazing higher than 12’ will not be included in this calculation. Glazing on street frontages includes all transparent windows and doors on exterior building walls on a plane 0 to 45 degrees of the property line adjoining the street (Figure 9b).

c. \geq 12’ Ground Floor Height: The height of the ground floor from sidewalk grade to finished ceiling, irrespective of suspended ceilings, shall have a minimum height of 12 feet. . The height of the ground floor ceiling is calculated starting from sidewalk grade, irrespective of the height of the finished floor (Figure 9c).

d. Main Entry is Prominent, on the ground floor, and faces street/not parking: The principal ground floor building entrance shall face the street, be visible from the street and not shielded by columns, fences, or landscaping, nor shall it be separated from the street by surface parking (Figure 9d). In the event of a building site with multiple street frontages, any street shall qualify.

e. \geq 75% (30% for residential uses) of ground floor frontage has functional awnings with a minimum depth of 5’: Functional awnings include awnings or canopies of a durable material including but not limited to metal, polycarbonate, and durable fabric. Awnings meeting this definition shall be located on a building plane parallel with the property line adjoining public right-of-way, have a minimum depth of five feet, and extend five feet over public right-of-way (Figure 9e).

f. Public Art Element: Project shall include public art visible from public right-of-way, with the art piece under ownership of CCDC or the City of Boise.

9. Walkability: Figures

Figure 9a-1: Building Abutting Sidewalk

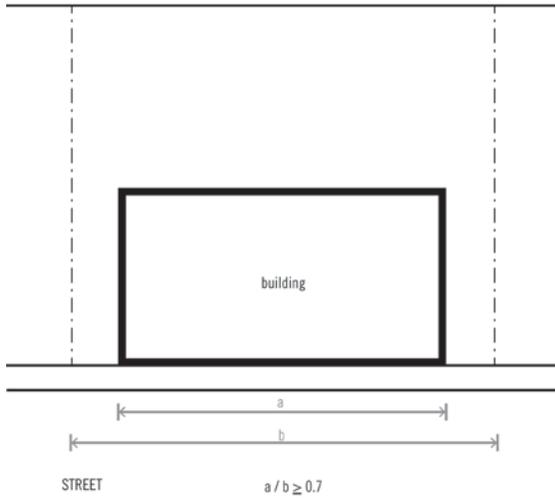


Figure 9a-2: Building Abutting Sidewalk on Corner

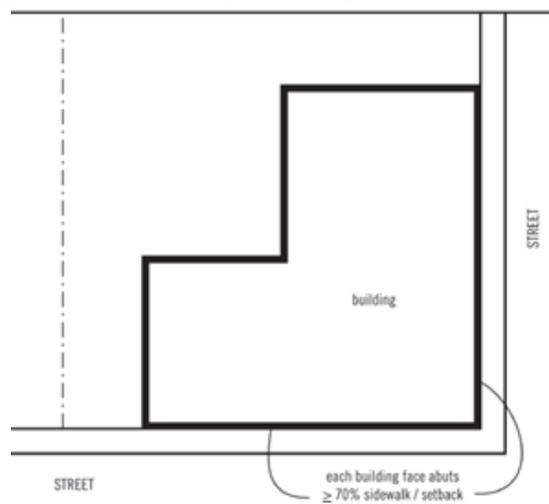


Figure 9b: Ground Floor Glazing



Figure 9c: Ground Floor Height

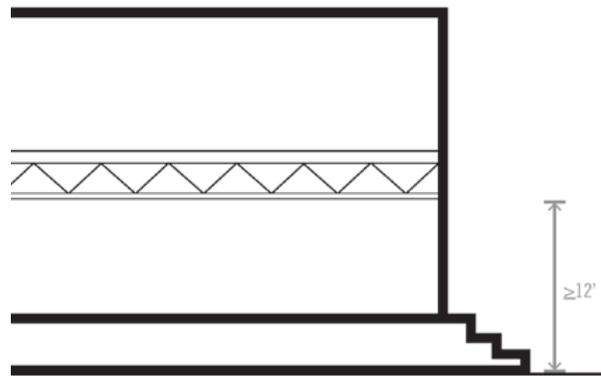


Figure 9d: Main Entry Prominence

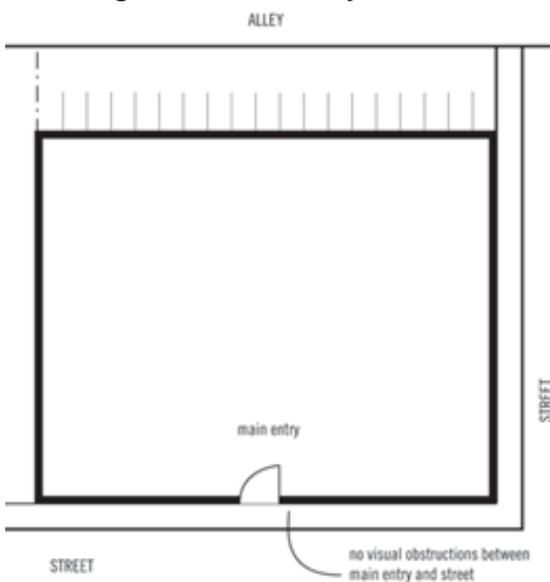
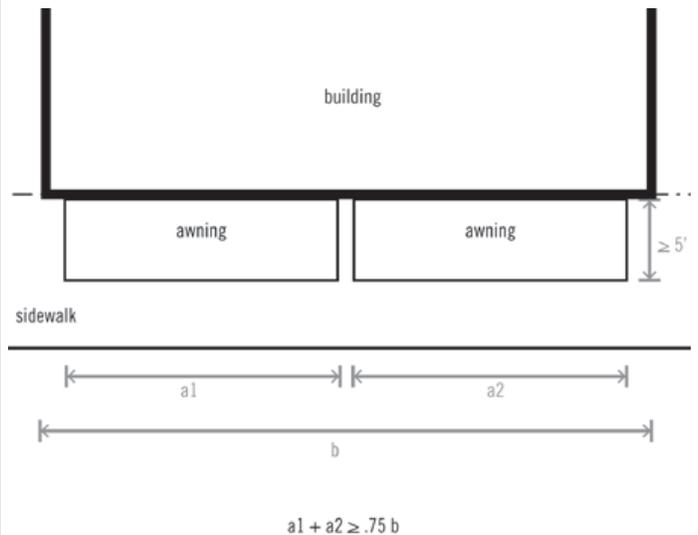


Figure 9e: Ground Floor Awnings



10. Sustainable Building

Purpose: The long term operating efficiency of buildings, like working roads, sewer and other utilities, is important to the long term viability of downtown Boise and address issues such as EPA non-attainment status and heat island mitigation. Energy efficient buildings are commercially sought after, attract strong tenants, and create long term value in the private community infrastructure by leaving more resource capacity available for additional growth.

a. Living Building Certification: As determined by any accrediting agency or third party demonstrating the same or equivalency.

b. LEED Platinum Certification: As determined by any accrediting agency or third party demonstrating the same or equivalency.

c. LEED Gold Certification: As determined by any accrediting agency or third party demonstrating the same or equivalency.

d. LEED Silver Certification: As determined by any accrediting agency or third party demonstrating the same or equivalency.

e. Connection to and use of geothermal system: The project includes and new connection, or maintains an existing connection, to an operating geothermal system.

f. Green Globes Certification: As determined by any accrediting agency or third party demonstrating the same or equivalency.

g. Energy Star Certification: As determined by any accrediting agency or third party demonstrating the same or equivalency.