



CITY OF GARDEN CITY

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File Number: CUPFY2022 - 0015

**Requested Use: Administration and Storage of Equipment and Supplies for
Remediation Services**

Use as Defined by GCC Title 8: Service Provider

Location: 5226 & 5242 W. Chinden Blvd.

Applicant: Joe Rountree with Dekon, LLC

Planning and Zoning Commission Hearing Date: January 18, 2023, 6:30 p.m.



STAFF REPORT

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A. Project Information

Proposed Scope of Work:

Request	Review Process
Conditional Use Permit	GCC 8-6B-2

A conditional use may be found to be appropriate or inappropriate at a given property. In some situations, conditions of approval may be required to assist the proposed use in being appropriate to a location and in conformance with code. In other situations where the use cannot be conditioned to be appropriate to the location or code, it should not be permitted.

Project Details:

- 1) Applicant: Joe Rountree
- 2) Owner: Crafts Doug
- 3) Title 8 Use: It has been determined that the Garden City defined use that best describes the use is: Service Provider
- 4) Definition of Use: Garden City Code 8-7A-1 defines this use as: The use of a site for an employee or employees of a company or person that provides materials or labor to perform a service or job not located on site. This may include, but is not limited to, building or trades contractor, damage restoration services or cleaning services. This is not the same as a "storage yard" as herein defined nor does this definition include construction or manufacturing on site.
- 5) The applicant has not proposed exterior work.
- 6) A sidewalk waiver has been requested

Site Conditions:

- 1) Existing Use: Drinking Establishment; Limited Services
- 2) Street Address: 5226 W. Chinden Blvd. & 5242 W. Chinden Blvd.
- 3) Parcel Number(s): S0631223241 & S0631223240
- 4) Property Description:
 - a) PAR #3240 OF W2NW4 OUT OF FLOOD DIST SEC 31 4N 2E
 - b) PAR #3240 OF W2NW4 IN FLOOD DIST SEC 31 4N 2E
- 5) Legal Lot(s) of Record: Yes
- 6) Property Size: 0.320 acres & 5.520 acres
- 7) Zoning District: C-2
- 8) Zoning Overlay(s): None
- 9) Comprehensive Plan Land Use Map Designation:
 - a) Activity Node: Neighborhood Destination
 - b) Green Boulevard Corridor
 - c) Light Industrial Bradley Technology District
- 10) Floodplain Designation:
 - a) 2003 FIRM: outside of the Special Flood Hazard Area
 - b) 2017 Draft FIRM: outside of the Special Flood Hazard Area
- 11) Surrounding Uses:
 - a) Drive-Through Establishment – Dutch Bros
 - b) Retail/Office
 - c) Drinking Establishment; Limited Services
 - d) Garage, Shop, Warehouse

- 12) Adjacent Zoning: C-2
- 13) Adjacent Comprehensive Plan Designations: Green Boulevard Corridor, Light Industrial Bradley Technology District, and Activity Node: Neighborhood Destination
- 14) Easements on site: There are no records on file with Garden City of existing easements
- 15) Site Access:
 - a) Front: W. Chinden Blvd.
- 16) Sidewalks: no sidewalk
- 17) Wetlands on site: none identified

C. Discussion

The applicant has requested the use of a service provider at the address 5226 W. Chinden. Dekon LLC is a remediation company that provides mitigation services at the client requested site. The office is open generally 8am - 5pm, but Dekon does provide after hours emergency services on occasion when requested. In a normal day the company has between 2-3 technicians who arrive and dispatch to a client's site. Perhaps 4-8 trips per day (low being the minimum, high reflecting the occasional job which requires a return to the office for supplies). Dekon does not expect customers to visit the 5226 Chinden location, as it operates similar to other outcall service companies (think HVAC, Plumbing, Electrician, etc.).

Addressing

Staff has included an additional address and parcel for the record, because the lease space that which is to be occupied is split between the two parcels.

The analysis consists of both 5226 W. Chinden Blvd. Parcel #S0631223241 and 5242 W. Chinden Blvd. Parcel #S0631223240. The analysis is based on the leased space proportionality to the entire multi-tenant structure which spans across both these parcels.

Sidewalk Location(s)

All sidewalks or pathways should be installed in the public right of way when permitted by the transportation agency that controls the roadway. If the transportation agency who oversees the roadway will not permit detached sidewalk or pathway in right of way, the applicant must provide an easement for the use of the public for an onsite sidewalk or pathway.

ITD has not provided a comment on the application. As such, there is an alternative location for a sidewalk which would fall on the application's property. This solution would place the sidewalk on the backside of the existing mature trees, within the parking lot area, and would require a public easement. Approval from Ada County Fire and Rescue would be required for the internal circulation of the parking lot as the sidewalk would remove the existing parallel parking spaces and potentially decrease the drive isle width.

As this site is one of the first to have a sidewalk along this section of W. Chinden, the installation of the sidewalk will result in pedestrians needing to traverse from the sidewalk back onto Chinden ROW. Considering the rules of proportionality, this CUP would only be required to install about 7' of the 671' sidewalk deficiency.

The applicant has submitted a sidewalk waiver request, requesting to not install any portion of the sidewalk. Staff has provided additional analysis later in the report, and drafted multiple conditions that reflect the sidewalk requirements. The deciding body will be required to determine if the entire W. Chinden Frontage, a proportion of the frontage, or none of the frontage is to have a sidewalk.

Adjacent Sidewalk Plans

There is currently a proposed project for a 10ft wide multi-use pathway along the south side of Chinden between Maple Grove and Glenwood. All three design proposals show a detached pathway, with a buffer zone being between 34ft and 5ft. [Refer to the Chinden Sidewalk Report.](#)

This project, however, terminates at the intersection of Chinden and Glenwood. There continues to be lack of adequate pedestrian and bike friendly sidewalk on either side of Chinden, especially the northern side. The southern side of W. Chinden has a larger shoulder and some sidewalk improvements.

D. Decision

The Planning and Zoning Commission has been provided a draft document that includes findings of fact, conclusions of law, and a decision in the affirmative and in denial. This is done to provide potential options based on the staff's review of the project. This is not intended to be a predetermined decision. All evidence will be considered, and the document may be updated based on the Planning and Zoning Commission's review of the application.

Required Decisions:

Pursuant to Garden City Code [Table 8-6A-1 Authorities and Processes](#), Planning and Zoning Commission is the final decision maker for a Conditional Use Permit. There is no recommending authority to the Planning and Zoning Commission. Pursuant to [GCC 8-6A-2A](#), The City Council shall have the authority to review any action taken by the Planning and Zoning Commission regarding Conditional Use Permits, which would be final unless appealed.

Required Findings:

To approve a conditional use permit, the Planning and Zoning Commission must find the application meets the following findings found in [GCC 8-6B-2](#):

1. The use is appropriate to the location, the lot, and the neighborhood, and is compatible with the uses permitted in the applicable zoning district;
2. The use will be supported by adequate public facilities or services to the surrounding area, or conditions can be established to mitigate adverse impacts;
3. The use will not unreasonably diminish either the health, safety or welfare of the community; and
4. The use is not in conflict with the comprehensive plan or other adopted plans, policies, or ordinances of the city.

Decision:

After hearing the evidence and considering the application, the decision maker shall make their decision. The decision maker shall report the facts upon which it based its conclusion, the ordinance and standards used in evaluating the application, the actions, if any, that the applicant could take to obtain a permit, and whether a permit is :

1. Granted,
2. Granted with conditions, or
3. Denied.

The decision maker may find that there is inadequate information to render a decision and may also continue the hearing for additional materials to be supplied. It is recommended that they continue the hearing to a date certain for noticing purposes.

The decision maker shall make its findings and decision no later than by the next regular scheduled meeting.

If there is a denial, state code requires that the decision maker identify what could be done to obtain approval.

Appeal of Decision:

Pursuant to [8-6A-9 Appeals](#), there is a 15-day appeal period to appeal the decision to the City Council. This period starts from the signed decision date and runs concurrently with the 15-day objection period noted above. An appeal is \$210 and must be filed on the appeal application form provided by the City. Appeals received after the 15-day appeal period will not be accepted.

E. Agency Comments

The following agency comments were provided:

Agency	Comment Date	Summary
Department of Environmental Quality Link to Comment	01/04/2023	Standard comments.
North Ada County Fire and Rescue Link to Comment	12/30/2022	Boise Fire Department can approve of this conditional use with the conditional approval of the types and amounts of hazardous materials that will be stored on site. A list of the hazardous materials and their SDS sheets will be required for review by the Fire Marshal of the Boise Fire Department
City Engineer	01/07/2023	No Comments to provide.

F. Public Comment

None provided as of the drafting of this document.

G. Code/Policy Review

The below serves as an analysis of applicable provisions Garden City Code, Title 8, Development Code and identified applicable policies, plans, and previous approvals.

Garden City Title 8 Code Sections			
Code Section	Review Authority	Compliance Issues	Analysis/ Discussion
Title 7 Building Regulations			
7-2-1 Building Code	N/A	No compliance issues as conditioned.	The applicant is proposing to occupy an existing building without altering the structure. GCC 7-2-1 requires a building permit to be reviewed and approved prior to change in occupancy, as defined by the International Building Code. The applicant must either provide documentation that the building was built to the requested occupancy or apply for a change of

			occupancy through the City's Occupancy Analysis process prior to occupancy of the building. A change in occupancy may require that improvements be made to the building prior to occupancy.
Title 8, Chapter 1: General Regulations			
8-1A-4 Applicability			The regulations of Garden City Code, Title 8 Development Code of the City, shall apply and govern development and use of all properties within the corporate limits of the city.
8-1B-1 Nonconforming Properties		No compliance issues noted	Legal parcel of record as described
8-1B-2 Nonconforming Structures		No compliance issues noted	
8-1B-3 Nonconforming Uses		No compliance issues noted	Application will be compliant upon approval of CUP and conditions drafted.
Title 8, Chapter 2: Base Zoning District Regulations			
8-2B-1 Purpose	PZ	No compliance issues noted	The purpose of the two (2) commercial districts is to provide a full range of commercial uses and services for both the residents of Garden City and the region. Location determines the type and form of commercial uses. More intense commercial activities are intended to be located along arterial streets in the highway commercial (C-1) district. Activities which are more compatible with mixed use or residential uses and minimally disruptive to the neighborhood are to be located in the general commercial (C-2) district.
8-2B-2 Allowed Uses	PZ	No compliance issues notes	Garden City Code Table 8-2B-1 requires a conditional use permit in this zone for the proposed use.
8-2B-3 Form Standards	PZ	No compliance issues noted	The applicant is not proposing any exterior changes to the building.
8-2C	PZ	Conditioned	<p>A. Site Layout: No structure, facility, drive lane, parking area, or loading area shall be located adjacent to a residential district.</p> <p>B. Parking and Access: 1. The entrance and exit drives shall be designed to prevent traffic hazards and nuisances. 2. All surfaces used for parking shall be constructed with paving, vegetative cover or of dustless material.</p> <p>C. Limitations: The site shall not be used as vehicle wrecking as herein defined.</p> <p>D. Site Maintenance:</p>

			<p>1. All outdoor storage of materials or vehicles shall be maintained in an orderly manner so as not to create a public nuisance.</p> <p>2. Stored items shall not block sidewalks or parking areas and may not impede vehicular or pedestrian traffic.</p> <p>E. Other Standards Apply: Outdoor storage areas shall comply with section 8-1C-3, Property Maintenance Standards.</p>
Title 8, Chapter 3: Overlay Zoning District Regulations			
8-3D Neighborhood Commercial Node	PZ	No compliance issues noted	Is not requesting for these standards to apply.
Title 8, Chapter 4: Design and Development Regulations			
8-4A-3 Fences and Walls	PZ	Not Compliant	<p>There are existing non-conforming fences on site. There is a chain-link fence with slats directly adjacent to the lease space. There also is chain link fence with barbed wire towards the rear of the property, enclosing the warehouse areas not associated with this application. There is also perimeter fencing which is chain-link/chain-link with slats.</p> <p>There is a condition that the applicant either remove the fencing proportional to 4.3% or provide documentation that the fencing does not belong to the property associated with this CUP and is an adjacent property's fence. If the fencing does not belong to this property, replacement will not be required. However, if the applicant chooses to replace the fence, it shall be of code compliant materials such as a vinyl, wood, or wrought iron fencing.</p> <p>It is unclear how many feet of chain-link fencing is on-site. It is possible to require that a portion of the fencing be removed or replaced with code compliant materials based on the lease's proportionality to the overall site.</p> <p>The lease space is 1,680sqft of a 38,304sqft building site which is equal to 4.3% of the site. A condition has been drafted to require that 4.2% of the existing chain-link fence be removed or replaced.</p>
8-4A-4 Outdoor Lighting	PZ	Compliant as conditioned	<p>There is not enough information to determine if the lighting is mercury vapor or down shielded.</p> <p>The applicant is not proposing exterior modifications.</p> <p>There is a condition of approval that any changing out of the light fixtures related to the tenant of these suites shall be in compliance with this section.</p>
8-4A-5 Outdoor Service and	PZ	No compliance issues noted	Per a review of Google imagery, it appears that HVAC units are concealed and that the refuse is to the rear of the structure, screening it from view.

Equipment Areas			The applicant is not proposing exterior modifications. Any modification to the site would require that the improvements are compliant with this section.
8-4A-7 Stormwater Systems	PZ	No compliance issues noted	The applicant is not proposing exterior modifications. While there is not enough information provided to review compliance with this section of code, any modification to the site would require that the improvements are compliant with this section.
8-4A-8 Utilities	PZ	No compliance issues noted	The applicant is not proposing exterior modifications. Any modification to the site would require that the improvements are compliant with this section.
8-4D Parking and Off Street Loading Provisions			
8-4D-3 Parking Design and Improvement Standards	PZ	No compliance issues noted	The design standards as set forth in section 8-4D-3 , "Parking Design And Improvement Standards", shall apply to any new construction, alteration, or moving of a structure or <u>any new or more intense use of property.</u> There was not a parking plan submitted with this application to determine if the improvements are code compliant. The parking is an existing lot determined to be 133 spaces to be shared by the tenants of the commercial center. Even if the drainage were to be non-compliant, there would not be a reasonable way for the applicant to remedy their proportional share of the parking. Any new bicycle parking will be required to be in conformance with 8-4D-3 C.
8-4D-4 Parking Use Standards	PZ	No compliance issues noted	Upon any change of use, the number of vehicle parking spaces to be provided shall be calculated according to the requirements for the new use.
8-4D-5 Required Number of Off-Street Parking Spaces	PZ	Compliant as conditioned	The site provides about 133 vehicular parking spaces and 17 tenant spaces. The lease space is 1,680sqft of the overall 38,304sqft site, accounting for about 4.3% of the site. When it comes to analyzing CUP applications, The Planning Official references neighboring municipality parking code. Often times the city requires that one parking space be provided for every 300sqft of commercial square footage. When applied to this application, the parking spaces required would sum to 6 vehicular parking space. The site is sufficiently parked. 1 bicycle parking space is required per tenant, and 1 bicycle parking space is required per 20 vehicular parking spaces. The entire site is required to have 24 bicycle parking spaces Based on the leased space making up 4.3% of the site, the applicant is required to provide 4.3% of the required 24 bicycle spaces. The application is required to provide 1 bike space

			for the 1 per tenant space standard. For a total of 2 bike parking spaces required.
8-4D-6 Standards for Alternatives to On Site Parking	PZ	No compliance issues noted	None requested by applicant.
8-4D-7 Off Street Loading Standards	PZ	No compliance issues noted	Based on a review of Google, the loading for the site appears to be provided to the rear of the structure.
8-4E Transportation and Connectivity Provisions			
8-4E-2 Applicability			Provisions apply to any new construction, addition, expansion, grading, alteration, or any new or more intense use of property.
8-4E-3 Public Street Connections	PZ	No compliance issues noted	Based on review of Google images, there do not appear to be any issues with the clear vision triangle.
8-4E-4 Internal Circulation Standards	PZ	Not Compliant	<p>There is no clear pedestrian access to the main entrance of the lease space. Internal pedestrian circulation is lacking, however, there is an internal pathway that is provided in front of each tenant space connecting it to the others within the same structure.</p> <p>There is no public sidewalk along W. Chinden Blvd to connect to. Discussion is required. Conditions have <u>not</u> been drafted.</p>
8-4E-6 Sidewalk Standards	PZ	Not Compliant	<p>A waiver has been requested pursuant to the sidewalk policy. Discussed in the Garden City Sidewalk Policy review section.</p> <p>There are different thresholds and options for the construction of this required sidewalk per the Sidewalk Policy. The deciding body may require installation of sidewalk improvements for the entire site, a portion of the site, or no sidewalk based on an analysis of the proposal and site specific considerations.</p> <p>The decision-making body cannot consider the lack of sidewalk on adjacent properties when making their determination. However, the rule of proportionality can be used for this application. When there are multiple lease spaces on a site that are intended to be used by multiple tenants, proportionality shall be determined based on the proportion of the use of the lease space.</p> <p>In the request, it is stated that 20' of the required frontage sidewalk be installed. Staff has calculated the requirements differently, with the leasable space accounting for only 4.3% of the site thus only requiring 4.3% of the required sidewalk to be installed.</p> <p>A 10' wide detached multi-use pathway (sidewalk) is required along the frontage of W. Chinden Blvd. The property has 671'-6" of linear frontage along W. Chinden. Proportionality would require that about 7' of the required 671' sidewalk be installed.</p> <p>The deciding body shall determine if a sidewalk waiver is granted, or, if the applicant shall install 7' of sidewalk</p>

			based on proportionality, or, if the entire site shall be required to install sidewalk.
8-4E-7 Pedestrian and Bicycle Accessibility Standards	PZ	Not Complaint	There is not ideal internal pedestrian circulation system. Nor is there an existing public sidewalk or a proposed sidewalk.
8-4E-8 Transit Facilities	PZ	No compliance issues noted	The nearest transit facility is located at W. Chinden Blvd. and N. Kent Ln SWC near Fred Meyer.
8-4I Landscaping and Tree Protection Provisions			
8-4I-2 Applicability			For all new residential and nonresidential uses, all landscaping standards of this article shall be met.
8-4I-3 General Landscaping Standards and Irrigation Provisions	PZ	Compliant as Conditioned	Landscaping shall be proportional to the use. 4.3% of the overall landscaping requirements shall be met and/or installed.
8-4I-4 Landscaping Provisions for Specific Uses	PZ	Compliant as conditioned	<p>It is unknown if the existing landscaping meets this requirement. Conditions that would result in compliance with this section of code have been included in the raft conditions of approval.</p> <p>A minimum of five percent (5%) of the gross site area shall be landscaped areas, excluding areas for setback or perimeter landscaping.</p> <ul style="list-style-type: none"> - The site is 254,390sqft. The proportionality rule requires that 547sqft of the site is landscaping. <p>A minimum of one class III or class II tree shall be planted in the frontage and every adjacent streetside. An additional class I tree shall be planted in the corresponding setback for every increment of fifty feet (50') of linear feet of frontage.</p> <ul style="list-style-type: none"> - The total site included 671 lineal feet along W. Chinden, necessitating 14 trees. There are 8 frontage trees existing per a review of Google imagery. If the applicant were to install 4.3% of the 6 trees that are deficient, the applicant would need to install 0.258 trees. The condition has been drafted to not required any installation of street trees based on proportionality. <p>These conditions will be at 4.3% the requirement as it has been determined that the use will be constituting and estimate of 4.3% of the structure(s).</p>
8-4I-5 Perimeter Landscaping Provisions	PZ	No compliance issues noted	Not Required.
8-4I-6 Parking Lot Landscaping Provisions	PZ	No compliance issues noted	No comment

8-4I-7 Tree Preservation Provisions	PZ	No compliance issues noted	Trees are proposed to remain.
Title 8, Chapter 6, Article A: Administration			
8-6A-3 General Application Process		No compliance issues noted	The application was reviewed and considered complete within 30 days of submittal, a notice of application acceptance was issued to the applicant, and staff started processing the application.
8-6A-4 Required Application Information			Application waivers requested pursuant to 8-6A-4A: Ability to serve letter, Irrigation/Ditch company authorization letter, landscape plan, structural documentation, will serve letter.
8-6A-7 Public Hearing Process		No compliance issues noted	The applicant provided a neighborhood meeting more than one month and less than three months prior to application submittal. The City provided a radius notice, notifications to agencies with jurisdiction, and ran a legal notice in the Idaho Statesman, at least 15 days prior to the first hearing. The applicant provided an affidavit of property posting more than 7 days in advance of the hearing validating that the property was posted more than 10 days prior to the hearing.

Other Items Reviewed	
Plan/Policy	Discussion/ Analysis
Idaho Code 67-6512 Local Land Use Planning Special Use Permits, Conditions, and Procedures	<p>Garden City Code noticing requirements are compliant with this Statute.</p> <p>The statute notes that upon the granting of a special use permit, conditions may be attached to a special use permit including, but not limited to, those:</p> <ol style="list-style-type: none"> (1) Minimizing adverse impact on other development; (2) Controlling the sequence and timing of development; (3) Controlling the duration of development; (4) Assuring that development is maintained properly; (5) Designating the exact location and nature of development; (6) Requiring the provision for on-site or off-site public facilities or services; (7) Requiring more restrictive standards than those generally required in an ordinance; (8) Requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the planning jurisdiction. <p>Prior to granting a special use permit, studies may be required of the social, economic, fiscal, and environmental effects and any aviation hazard as defined in section <u>21-501(2)</u>, Idaho Code, of the proposed special use. A special use permit shall not be considered as establishing a binding precedent to grant other special use permits. A special use permit is not transferable from one (1) parcel of land to another.</p>
Garden City Comprehensive Plan	This application is in future land use designations of the Comprehensive Plan:

- a) Activity Node: Neighborhood Destination
- b) Green Boulevard Corridor
- c) Light Industrial Bradley Technology District

GREEN BOULEVARD CORRIDOR: *The state highways and arterials are identified as green boulevard corridors. This is a bold statement that these corridors should be dramatically changed from the current single purpose function for moving vehicles. The intent of this designation is to create more multi-modal characteristics on these corridors, including sidewalks with parkways, bus stops, landscape medians with pedestrian refuges and channelized left-turn lanes. Mobility for vehicles should be maintained, but improvements to the safety and convenience for transit and pedestrians is needed that will influence changes in the adjacent land uses. Existing uses, including commercial uses, are allowed in the corridors. New uses, including commercial uses, should be designed to encourage multi-modal over single occupancy vehicles. Uses which generate high volumes of single occupancy vehicular traffic should be restricted. Development regulations in the corridor should include access management including number and spacing of driveways, location of parking behind the buildings and maximum setback requirements from the street.*

TOD- ACTIVITY NODE: *Activity nodes are identified on the Land Use Map for neighborhood centers, local and regional destinations, and locations in proximity to existing and future transit stations and stops. Activity centers range in size depending on their function and location. Some nodes may be centered around the intersection of major streets or extend down a street to connect major community facilities. The common characteristics of the activity nodes are a mix of uses, public spaces, compatible transition to the uses surrounding the nodes and nonmotorized connections to within a quarter mile walkable area of the node center. Some nodes, especially around transit stations, would have higher density (at least 14-20 units per acre) and multi-story development (three or more stories). It is not intended that all nodes could be developed within the twenty-year period of the plan. Neighborhood and Destination Centers: The centers should be focused on uses that facilitate making the location a destination. Uses may include small scale retail, art, office, and higher density residential.*

LIGHT INDUSTRIAL BRADLEY TECHNOLOGY DISTRICT: *The light industrial designation reflects an intent to maintain the area of existing industrial uses, around Bradley Street and north of Chinden. Industrial development includes: materials processing and assembly, product manufacturing, storage of finished products, and truck terminals. Manufacturing support facilities such as offices and research related activities should also be allowed in this area, but other non-industrial uses should be limited. Major consideration in regulating industrial uses should be setbacks, buffering and landscaping from adjacent residential uses. Standards should also be directed toward control of light, glare, noise, vibration, water and air pollution; use and storage of toxic, hazardous or explosive materials; and outdoor storage and waste disposal.*

The application may be supported by:

Goal 1. Nurture the City

- a.) 1.4 Objective: Create a premier destination place to live, work, and recreate.

Goal 12. Evolve as a Destination

- a.) 12.1 Objective: Support a positive business environment
- b.) 12.2 Objective: Continue to support commercial and industrial land uses.

	<p>c.) 12.3 Objective: Create a premier destination for work, recreation, entertainment, culture and commerce.</p> <p>The application may not be supported by:</p> <p>Goal 2. Improve the City Image</p> <p>a.) 2.3 Objective: Promote quality design and architecturally interesting buildings.</p> <p>b.) 2.4 Objective: Create a vision for the design of all streets and highways consistent with city’s urban setting.</p> <p>Goal 4. Emphasize the “Garden” in Garden City</p> <p>a.) 4.3 Objective: Beautify streets, sidewalks and gateways with landscaping, trees, and public art.</p> <p>Goal 7. Connect the City</p> <p>a.) 7.4 Objective: Maintain and improve standards for sidewalks, curbs and gutters.</p>
Garden City Sidewalk Policy	Waiver requested.
Garden City Street Light Policy	The site is deficient by one light. If the applicant were to provide a streetlight at 4.3% of the deficiency (their proportion of the site), once rounded, 0 lights will be required.
Chinden- ITD Access Management Chinden Corridor Access Map	ITD has not provided comment on the application. The access plan shows removing one of the three existing access points. Specifically the access point closest to the tenant space in discussion, at the southeastern property boundary. Due to the rule of proportionality, there is not a requirement to remove the access unless otherwise required by ITD.
Garden City Transportation Needs List	<p>Chinden Boulevard:</p> <p>Currently Chinden Boulevard functions very poorly from a land use jurisdiction perspective. The roadway can be congested to the point that access to businesses during peak hours is severely limited and divides the portion of the City that is south (west) of Chinden from the portion of the City that is north (east) of Chinden. Additionally, the road is not safe due to the number of vehicular conflict points and lack of pedestrian and bike facilities. The addition of improvements to humanize Chinden will reduce accidents and potential for accidents, increase business access, reduce speeds, reduce police demand, provide for pedestrian movement across Chinden and increase adjacent property values.</p> <p>Improvements to Chinden incorporate four objectives: safety enhancement, congestion mitigation, preservation of land values along Chinden and allowing for economic development of properties from Chinden Boulevard through increased traffic on local roads (increased business presence).</p> <p>Chinden is identified as a regional corridor in Communities in Motion and will assist in movement of traffic for Boise, Eagle, Star, Meridian, Middleton, Caldwell, etc... While Chinden is forecasted to carry more than 50,000 vehicle trips per day there are approximately 200 businesses with one or more access points along a roughly four mile stretch of roadway. The number of access points to such a heavily trafficked road and no limit on the left turns make this a dangerous section of roadway.</p> <p>Safety and traffic flow along the entire length of Chinden can be significantly increased through closing access points and limiting future access points along Chinden through the use of Stockton and Osage for business access. The Green Boulevard Corridor, a concept identified in the Garden City Comprehensive Plan and within the Garden City code identifies the use of trees and landscaping, landscaped medians, curb, gutter, sidewalk, bike lanes and Transit Ready Development Nodes to facilitate these goals. This</p>

concept identifies that reduced access points will increase safety, and recognizes that vertically framing in a corridor increases driver attention and reduces speeds thus further reducing accidents. Studies have also demonstrated that property values and retail spending tend to dramatically increase while expenditures on energy and potential drainage needs decrease with the installation of trees. Adding Clay and Carr streets as east/west travel lanes will also increase the capacity of Chinden (refer to local project request list). A project of this magnitude will require phasing. Garden City and ITD have entered into a corridor plan to address: access management, design, drainage, and phasing of projects. This project has been submitted to COMPASS for a request for funding.

A shared walk/ bikeway may be a solution on Chinden. Portland Oregon provides examples where they have done this, including Esplanade which provides 4' dedicated to walking and 6' dedicated to cycling.

Chinden - Kent to 52nd

