



CONDITIONAL USE PERMIT	
Permit info: CUPFY2020-12	
Application Date: 04/28/2020	Rec'd by: ES
FOR OFFICE USE ONLY	

6015 Glenwood Street ▪ Garden City, ID 83714 ▪ 208.472.2921
 ▪ www.gardencityidaho.org ▪ planning@gardencityidaho.org

APPLICANT	PROPERTY OWNER
Name: Chad Weltzin	Name: Mike Talbott
Company: erstad Architects	Company: Vida Properties, an Idaho LP
Address: 310 N 5th Street	Address: 750 West Bannock St. #1743
City: Boise	City: Boise
State: ID Zip: 83702	State: ID Zip: 83702
Tel.: 208-331-9031	Tel.: 702-430-7022
E-mail: cweltzin@erstadarchitects.com	E-mail: mike@vidaprop.com

PROPERTY AND DESIGN INFORMATION

Site Address: 510 E 41st Street, Garden City, ID

Subdivision Name: Fairview Acres Sub #3	Lot: 8	Block: 16
Tax Parcel Number: R2734520933	Zoning: C-2	Total Acres: 1.239
Proposed Use: Hotel	Floodplain: YES	<input checked="" type="radio"/> NO

Describe the proposed use:

The Boardwalk Hotel will be a nine-story, 148-room boutique hotel with pub/restaurant, rooftop bar, and two retail spaces fronting the Boise River Greenbelt. It will tie in architecturally to the adjacent mixed-use Boardwalk building, creating a continuation of retail storefronts across 41st Street.

Check any that are applicable to this application: <i>*If any boxes are checked, attach the Design Review Application*</i> DSRFY2019-25: APPROVED 02-03-2020	X	I will build a new structure
		I will add 25% or more to the floor area of an existing building
		I will alter, replace rehabilitate or restore 25% or more of a store façade.

How is the use appropriate to the location, the lot, and the neighborhood, and is compatible with the uses permitted in the applicable zoning district?

The Boardwalk Hotel sits between 41st Street and Veterans Memorial Blvd fronting the Greenbelt and the Boise River. This location is identified as an activity node in the Garden City Comprehensive Plan due to its connections to Chinden and the Bench to the south, to State Street and downtown Boise to the north and east, and to pedestrian activity via the greenbelt. The Boardwalk Hotel would provide not only drawn local activity through its retail and restaurant spaces, but would also provide energy to adjacent businesses and amenities through its hotel component.

Is the use supported by adequate public facilities or services such as water/sewer, schools, roads, parks, transit, fire protection and police protection?

The proposed use of a Boutique Hotel at this location would require the upgrade of water/sewer to the site as noted in the Will Serve Letter included in this application. The design will upgrade 41st Street adjacent to the site as well as provide fire access. The greenbelt connects pedestrians to both Veteran Memorial Park to the north and east as well as Riverfront Park to the west. Along with exceptional pedestrian access the site is adjacent to public transit which runs along N Adams Street directly south of the project site.

How does the use affect the health, safety or welfare of the community?

The use does not affect the health, safety, or welfare of the community.

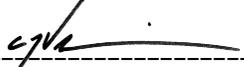
How does the use support the goals of the Comprehensive Plan?

A dense, multi-use commercial/retail building at this location supports the neighborhood commercial node identified for the area around the intersection of Adams and Veterans Memorial Parkway. The retail and restaurant uses will provide local options for the increasing residential neighbors both to the east and west of the site as well as provide a location for visitors to stay while visiting locals, travellers to experience Garden City, and local groups to host events.

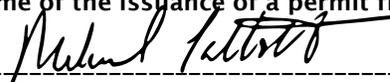
How far is the proposed use from a pedestrian/bicycle pathway?

The project is directly adjacent to the Greenbelt as well as less than a quarter mile north of Adams Street.

I consent to this application and hereby certify that information contained on this application and in the accompanying materials is correct to the best of my knowledge. I agree to be responsible for all application materials, fees and application correspondence with the City. I will hold harmless and indemnify the City of Garden City from any and all claims and/or causes of action from or an outcome of the issuance of a permit from the City.



Signature of the Applicant (date) 04.27.2020



Signature of the Owner (date) April 27 2020

APPLICATION INFORMATION REQUIRED

NOTE:

AN ELECTRONIC COPY OF THE ENTIRE APPLICATION SUBMITTAL REQUIRED

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED UNDER ANY CIRCUMSTANCES

ONE (1) HARD COPY OF EACH CHECKLIST ITEM REQUIRED:

- Compliance Statement and Statement of Intent
- Neighborhood Map
- Will Serve Letter PREVIOUSLY COMPLETED BY GARDEN CITY PUBLIC WORKS FOR DSRFY2019-25
- 11"x17" Site Plan
- Irrigation/Ditch Company Authorization Letter
- Photos of Site
- Neighborhood Meeting Verification
- Affidavit of Legal Interest
- Waiver Request of Application Materials

**Additional information may be required by staff such as a traffic/parking analysis, a use analysis or documents related specifically to a business.*



PLEASE CHECK THE FOLLOWING:

INFORMATION REQUIRED ON COMPLIANCE STATEMENT AND STATEMENT OF INTENT:

- Statement explaining how the proposed use(s) is compliant with the standards of review for the proposed application. Cite the ordinances the proposed use(s) is compliant with
- Should include purpose, scope, and intent of project
- Information concerning noxious uses, noise, vibration, and any other aspects of the use or structure that may impact adjacent properties or the surrounding community

INFORMATION REQUIRED ON NEIGHBORHOOD MAP:

- 8 ½" x 11" size minimum
- Location of contiguous lots and lot(s) immediately across from any public or private street, building envelopes and/or existing buildings and structures at a scale not less than one inch equals one hundred feet (1" = 100')
- Impact of the proposed siting on existing buildings, structures, and/or building envelopes

INFORMATION REQUIRED ON SITE PLAN:

- Scale not less than 1" = 20'), legend, and north arrow.
- Property boundary, dimensions, setbacks and parcel size.
- Location of the proposed building, improvement, sign, fence or other structure, and the relationship to the platted building envelope and/or building zone
- Building envelope dimensions with the center of the envelope location established in relation to the property lines
- Adjacent public and private street right of way lines
- Total square footage of all proposed structures calculated for each floor. If the application is for an addition or alteration to an existing building or structure, then the new or altered portions shall be clearly indicated on the plans and the square footage of new or altered portion and the existing building shall be included in the calculations

N/A For uses classified as drive-through, the site plan shall demonstrate safe pedestrian and vehicular access and circulation on the site and between adjacent properties as required in Section 8-2C-13 of Title 8.

INFORMATION REQUIRED FOR IRRIGATION/DITCH AUTHORIZATION LETTER:

N/A Required if irrigation canal/irrigation ditch runs through property or along property lines

INFORMATION FOR NEIGHBORHOOD MEETING VERIFICATION:

- Copy of notice sent to property owners within 300' of an applicable property
- List of notice recipients with names and addresses
- Sign-up sheet from meeting

INFORMATION REQUIRED FOR WAIVER REQUEST OF APPLICATION MATERIALS:

N/A Statement must include a list of the application materials to be waived and an explanation for the request



310 no. 5th street • boise, idaho 83702 • phone 208.331.9031 • email: info@erstadarchitects.com

The Boardwalk Hotel

COMPLIANCE STATEMENT

We are requesting a Conditional Use Permit for a hotel (lodging use in a C-2 zone) which will serve as part of the Boardwalk Mixed Use Development. All structures in the Development have been designed in accordance with the Garden City Municipal Code and Comprehensive Plan. The only variance being requested is a 5-year approval period instead of the usual 1 year, to accommodate a more reasonable timeframe for this large project.

In preparation for this application we have had numerous productive meetings with Planning and Zoning, Public Works, Division of Building Safety, Ada County Highway District, Idaho Department of Water Resources, Boise Fire Department, Fairview Acres Lateral Irrigation District (whose water flows across the property), and your Design Review Committee.

Specific provisions of 8-2C-28 "Lodging" include:

- A. Minimum Lot Size: 30,000 square feet: The lot is just under 54,000 square feet
- B. Limitations:
 - a. A maximum of 60% of the lodging units may contain a kitchen
 - b. Lodging guestrooms shall not be provided on less than a daily basis.

The building has been designed with existing adjacent structures and uses in mind. All sides are set back in excess of the zoning requirements, and well beyond the 70-foot setback from the 6500cfs high-water mark (typically there will be between 50 to 100 feet of open spaces between the building facade and the greenbelt). The greenbelt-facing elevations are significantly terraced to enhance the sense of openness and setback from the river.

Each of the facades displays considerable variation in massing and articulation, avoiding long flat planes by implementing curvilinear terracing along the greenbelt adjacent elevations and moving to a more vertical, urban aesthetic as the building approaches Veterans Memorial Parkway.

Because this mixed-use project is not subject to the tabular parking requirements set forth in the Garden City Municipal Code, we completed a parking study to determine actual project parking demand throughout the connected sites – see separate document. Most parking has been incorporated into the buildings, to minimize vehicle impact on the site. There will be surface spaces for guests, and retail and restaurant patrons. We are placing additional emphasis on alternatives to private automobile transportation, including bicycle parking (both surface and secured garage storage) well in excess of the standards, a ride-hailing station, hotel shuttle usage, etc. in an effort to reduce traditional vehicle dependency. The project is also located within a quarter mile of two existing transit stops. Landscaping relative to our internal parking lots provides more than one tree for every 5 parking spaces, and every space is located within 100' of a shade tree.

All trash and recycling has been incorporated inside the building. The location of some HVAC and electrical equipment remains to be determined. This can be a condition of approval that all outdoor service and equipment areas be screened per city requirements.



310 no. 5th street • boise, idaho 83702 • phone 208.331.9031 • email: info@erstadarchitects.com

The Boardwalk Hotel

STATEMENT OF INTENT

We are please to submit this Conditional Use Permit Application for a lodging use associated with a phased mixed use development, between 41st Street and Veterans Memorial Parkway adjacent to the Boise River Greenbelt. The intent of the project is to create a dynamic apartment community, balanced with retail, commercial, and hotel uses, making it an active, desirable hub not just for its residents, but for guests and those passing by on the greenbelt. The inclusion of a hotel use within this community will offer not only opportunities for visitor lodging associated with residents living in adjacent buildings, but will also provide an opportunity for exploration of Garden City, the greenbelt, and local amenities.

The design draws inspiration from the natural effects of the flow of the Boise River. The curved and terraced façades step away from the greenbelt mimicking the striations as the river carves away its banks. As the building recesses back at each floor level from the river and approaches Veteran's Memorial Parkway, the modulation becomes more vertical, transitioning to a more urban profile.

The hotel is one of three structures comprising the Boardwalk Mixed Use Development. This nine-story, 148-room boutique hotel will include a pub/restaurant, rooftop bar, and two retail spaces. A raised boardwalk designed to provide continuity with the similar open space at the Boardwalk apartment building will provide activity and recreation opportunities along the Greenbelt.

The hotel building will be built over an underground parking garage to maximize parking while minimizing vehicle impact on the site.

At the end of 41st Street, we are proposing a vacation of the street right-of-way. This will allow for development of a pedestrian connection to the greenbelt, and to create continuity in the full boardwalk experience. Fire access will be maintained.

We are working with the various agencies in identifying and creating a plan to clean up all non-indigenous and dangerous vegetation along the river, coupled with the removal of trash and debris that has accumulated through the years.

Because of the magnitude of the project, it will be built in phases:

- Phase 1 will include all offsite infrastructure improvements.
- Phase 2 will include the Boardwalk building, plus a temporary surface parking lot at the site of the future hotel.
- Phase 3 will include the 406 Place building.
- Phase 4 will include the hotel.

It will not be possible or practical to attain a building permit for all structures within one year of application approval. We request a five-year approval period.



southwest corner - veterans memorial parkway looking northeast



southeast corner - 41st street looking northwest



northeast corner - intersection of 41st street and greenbelt looking southwest



northwest corner - intersection of greenbelt and veterans memorial parkway looking southeast



310 no. 5th street • boise, idaho 83702 • phone 208.331.9031 • email: info@erstadarchitects.com

The Boardwalk Mixed Use Development

PARKING STUDY

The following parking study was conducted for the purpose of determining parking demand for The Boardwalk mixed-use development.

References:

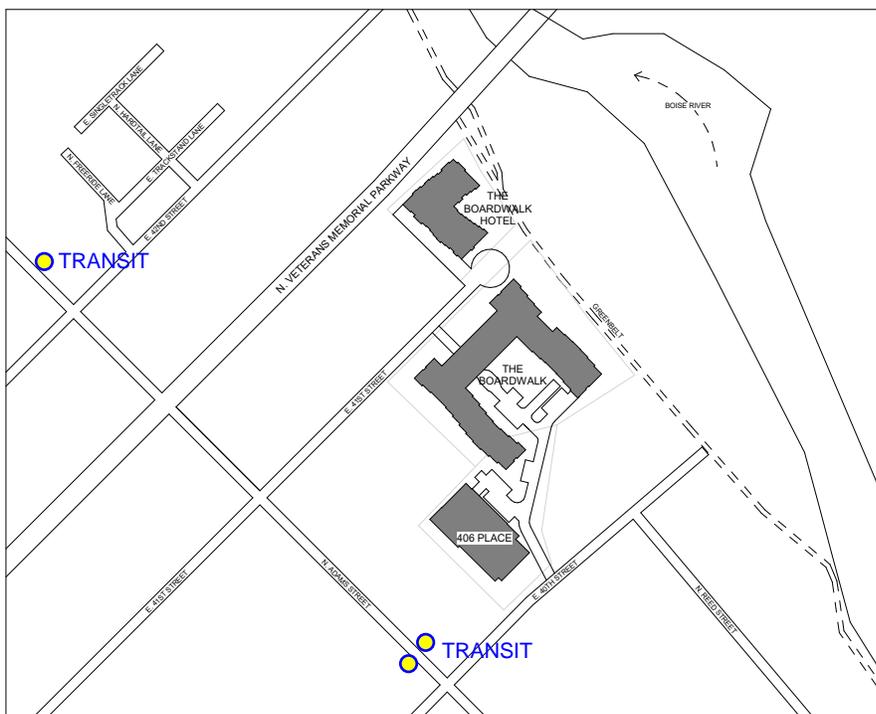
- Appendix A: City of Boise Development Code, Section 11-07-03-2, “Table of Off-Street Parking Requirements”
- Appendix B: “Developers Reduce Parking via Car Sharing”, by Will Macht, Urban Land, Summer 2019
- Appendix C: City of Raleigh, NC Zoning Staff Report TC-4-16 Overnight Lodging, Specialized Vehicle Parking

Project Phasing:

- Phase 1: Offsite Infrastructure Improvements
- Phase 2: Boardwalk Building, plus temporary surface lot at future hotel site
- Phase 3: 406 Place Building
- Phase 4: Boardwalk Hotel

Vicinity Map:

The project is located within a quarter mile of two existing transit stops.



Phase 1: Offsite Infrastructure Improvements

This phase will require no parking.

Phase 2: Boardwalk Building, plus temporary surface lot at future hotel site

The following were used to calculate the parking demand at the conclusion of phase 2.

Multi-Family Residential: per the garden city development code, studios and 1-bedroom units should have 1 space per unit, and 2-bedroom units should have 2 spaces per unit.

72 studios x 1 car =	72
149 1-bedrooms x 1 car =	149
16 2-bedrooms x 2 cars =	32
Subtotal:	253 spaces

Multi-Family Residential Guests: Garden city code indicates a guest parking ratio of 0.5 spaces per dwelling unit. This is excessive, not only because of the nature of mixed-use developments, but in comparison to other city codes. Boise City code, by comparison, requires just one guest parking space for every 10 dwelling units (see appendix A). A reasonable ratio is 1 space for every 8 dwelling units.

237 dwelling units / 8 =	30 spaces
--------------------------	-----------

Restaurant: Garden City code provides no direction. Boise City code requires 1 space for every 3 seats (see appendix A).

141 seats / 3 =	47 spaces
-----------------	-----------

Retail: Garden City code provides no direction. Boise City code requires 1 space for every 300 sf (see Appendix A).

13,493 sf / 300 =	45 spaces
-------------------	-----------

Subtotal: 375 spaces

Reductions:

1. The restaurant and retail spaces can share parking, because retail will be open during daytime hours, and the restaurant will be open during evening hours. Therefore, 47 spaces (as needed for the restaurant) will cover both uses, and the other 45 are redundant.
 - a. Retail/Restaurant Complimentary Uses Reduction: 45

2. Garden City code requires 1 bicycle space for every 6 dwelling units ($237/6 = 40$), plus 1 bicycle space for every 20 retail/restaurant vehicle spaces ($92/20 = 5$), plus 1 space per commercial tenant (9), for a total of 54. In actuality, the developer is providing 325 bicycle spaces (more than 1 for every dwelling unit), including 265 in the secured underground garage. Combined with the project's location on the greenbelt, this will attract tenants who don't have a car (or don't have a second car). A reduction of 1 automobile space for every 50 bicycle spaces provided in excess of the code requirements is appropriate.
 - a. Excess Bicycle Parking Reduction: $(325-54)/50 = 5$
3. The recent proliferation of ride hailing services like Uber and Lyft have outpaced city codes. There is no question that the demand for retail and especially restaurant parking will be lessened by patrons using these services, and a signed pick up & drop off station has been provided.
 - a. Ride Hailing Reduction: 5
4. Car sharing programs like ZipCar have been shown to reduce on-site parking demand by at least 10 spaces per every shared vehicle in urban areas (see Appendix B article). The Denver and Austin city codes allow reductions of 10 and 20 vehicles, respectively, for every shared car. Given that parking is not as much a premium in Garden City, a reduction of 5 spaces for each shared car is appropriate.
 - a. Car Sharing Reduction: 4 shared cars x 5 = 20

PHASE 2 TOTAL PARKING DEMAND

Multi-Family Residential	253
Multi-Family Residential Guests	30
Restaurant.....	47
Retail	45
Reduction for Retail/Restaurant Complimentary Use	-45
Reduction for Excess Bicycle Parking	-5
Reduction for Ride Hailing.....	-5
Reduction for Shared Cars.....	20
<u>Total Phase 2 Parking Demand</u>	<u>300</u>

Phase 3: 406 Place

The following were used to calculate the cumulative parking demand at the conclusion of phase 3. All calculations and reasoning are consistent with those from phase 2.

Multi-Family Residential:

72 studios x 1 car = 72
167 1-bedrooms x 1 car = 167
36 2-bedrooms x 2 cars = 72
Subtotal: 311 spaces

Multi-Family Residential Guests:

275 dwelling units / 8 = 35 spaces

Restaurant:

141 seats / 3 = 47 spaces

Retail:

13,493 sf / 300 = 45 spaces

Subtotal: 438 spaces

Reductions:

1. Retail/Restaurant Complimentary Uses Reduction: 45
2. Excess Bicycle Parking Reduction: $(378-60)/50 = 6$
3. Ride Hailing Reduction: 5
4. Car Sharing Reduction: 6 shared cars x 5 = 30

PHASE 2 & 3 CUMULATIVE TOTAL PARKING DEMAND

Multi-Family Residential	311
Multi-Family Residential Guests	35
Restaurant.....	47
Retail	45
Reduction for Retail/Restaurant Complimentary Use	-45
Reduction for Excess Bicycle Parking	-6
Reduction for Ride Hailing.....	-5
Reduction for Shared Cars	-30
<u>Total Phase 2&3 Parking Demand</u>	<u>352</u>

300' Radius Mailing List for Boardwalk Hotel CUP

Trailwinds Limited Partnership- 415 E. 42nd Street Boise Idaho, 83714

Yesco Profit Sharing- 416 E. 41st Street Boise Idaho, 83714

Yesco Profit Sharing- 2401 S. Foothill Dr Salt Lake City, UT 84109

TSJ LLC- 575 E. 42nd Street Boise Idaho, 83714

TSJ LLC- 42nd West East Way Boise, Idaho 83702

Mt. State Roofing- 413 E. 41st Street Boise Idaho, 83714

412 LLC- 412 E. 41st Street Boise Idaho, 83714

412 LLC c/o Jim Meadows 12809 N. Town Ridge Rd Boise Idaho 83714

Crispy Investments LLC- 507 E. 41st Street Boise Idaho, 83714

Crispy Investments- 501 E. 41st Street Boise Idaho, 83714

6 Point Teaser Inv. LLC- 510 E. 41st Street Boise Idaho, 83714

Crispy Investments- 503 E. 41st Street Boise Idaho, 83714

Crispy Investments- 505 E. 41st Street Boise Idaho, 83714

Phase 4: Boardwalk Hotel

Parking demand for the hotel is addressed separately from the remainder of the development.

This hotel site is neither downtown, nor is it totally suburban (where everyone would arrive in their own car). It is in-between, and is similar to Boise’s P-3 parking zone (which actually touches the greenbelt near the Riverside Hotel), which requires 0.8 spaces per room. Boise’s ordinance dates back to 2013. With the subsequent proliferation of Uber and Lyft, and the ability for airport shuttles, a lower ratio of 0.6 spaces per room is appropriate (also see Appendix C referencing Raleigh, NC’s ordinance reducing hotel parking to a ratio of essentially 0.5 spaces per room). As with all parking ordinances, this would cover the internal amenity spaces as well (i.e. restaurant, conference center).

The building will also have 2,337 sf of retail space along the boardwalk, intended for use by the general public. Even though it is anticipated that much of the retail patronage will be from the greenbelt, an additional 8 spaces (1 space per every 300 sf per Boise’s parking ordinance) are provided.

The pub/restaurant will be mostly used by hotel guests, and given the mostly opposite timing of retail (day) and restaurant (evening) use, the retail parking can double for pub/restaurant parking.

PHASE 4 HOTEL PARKING DEMAND

Guest Rooms: 148 rooms x 0.6 spaces per room	89
Retail: 2,337 sf / 300	8
<hr/> Total hotel parking demand	<hr/> 97

2. TABLE OF OFF-STREET PARKING REQUIREMENTS

Table 11-07.1 Off-Street Parking Requirements					
GFA = Gross floor area					
Land Use	Unit of Measure	General	P-1 District	P-2 District	P-3 District
Residential Uses					
Household Living					
Accessory Dwelling Unit	Per accessory dwelling unit	1.0	*	*	*
Caretaker Residence	*	*	*	*	*
Dwelling, Single-family	Per dwelling unit	2.0	0	1.0	2.0
Dwelling, Duplex	Per dwelling unit	2.0	0	1.0	2.0
Manufactured Home	*	*	*	*	*
Manufactured Home Community	*	*	*	*	*
Mobile Home Park	Per lot	1.33	0	1.33	1.33
Multi-Family Dwellings*	Per dwelling unit				
Studio/Efficiency Unit		0.75	0	0.8	1.0
One Bedroom Unit		1.0	0	0.8	1.0
Two Bedroom Unit		1.25	0	0.8	1.0
Three or more		1.5	0	0.8	1.0
Guest Parking	Per 10 dwelling units	1.0	0	0.8	1.0
*Refer to section 11-06—3.2 for parking reductions for multi-family dwellings.					
Group Living					
Boarding or Rooming House	Per room	1	0	0.56	0.8
Convalescent Home, Nursing Home	Per bed	0.25	0	0.20	0.25
Dormitory, University-Owned Housing	Per resident	0.33	0	0.18	0.26
Fraternity or Sorority House	Per resident	1.0	0	0.5	0.75
Handicapped Home	Per resident	2.0 for up to 5 residents, plus 1.0 for each 2 residents over 5	0	1.0 for up to 5 residents, plus 1.0 for each 4 residents over 5	2.0 for up to 5 residents, plus 1.0 for each 2 residents over 5
Halfway House	Per resident	1.0 per 4 residents	*	0.5 per every 4 occupants	0.75 per every 4 occupants
Shelter Home	*	*	*	*	*
Retirement Center	Per dwelling unit	0.5	0	0.25	0.5
Public/Institutional Uses					
Child and Adult Care					
Adult Day Care	*	*	*	*	*
Child Care Home (1-6 children)	*	*	*	*	*
Group Child Care Home (7-12 children)	Per 10 children	1.0	0	1.0	1.0
Group Child Care Center (7-12 children)	Per 10 children	1.0 and minimum of 2 total	0	1.0	1.0
Intermediate Child Care Center (13-20 children)	Per 10 children	1.0 and minimum of 2 total	0	1.0	1.0

CHAPTER 11-07: Development and Design Standards
Section 11-07-03: Off-street Parking and Loading Standards
Subsection 2: Table of Off-street Parking Requirements

Table 11-07.1 Off-Street Parking Requirements					
GFA = Gross floor area					
Land Use	Unit of Measure	General	P-1 District	P-2 District	P-3 District
Large Child Care Center (21 + children)	Per 10 children	1.0	0	1.0	1.0
After-school Child Care in school building	*	*	*	*	*
Communication Facility					
Broadcasting or Recording Studio	*	*	*	*	*
Lattice Tower WCF	*	*	*	*	*
Microcell Wireless Communication Facility (WCF)	*	*	*	*	*
Monopole WCF, less than maximum height of zone district	*	*	*	*	*
Monopole WCF, more than maximum height of zone district	*	*	*	*	*
Transmission Tower	*	*	*	*	*
Visually Unobtrusive/ Attached WCF	*	*	*	*	*
Community Service					
Cemetery	*	*	*	*	*
Club, Lodge, Social Hall	Per 250 s.f. GFA	1.0	0	1.0	1.0
Government Buildings, non-industrial	*	*	*	*	*
Mortuary	*	*	*	*	*
Mausoleum	*	*	*	*	*
Recreation Center	Per 100 s.f. GFA	1.0	0	1.0	1.0
Religious Institution	Per seat	0.20	0	0.16	0.20
Uses Related to and Operated by a Religious Institution	*	*	*	*	*
Education					
Auditorium, Stadium, or Lecture Hall seating more than 500 people	*	*	*	*	*
College or University Classroom	Per full-time student	0.3 and 0.8 per faculty	0	0.3 and 0.8 per faculty	0.3 and 0.8 per faculty
Library/Museum	Per 400 s.f. GFA	1.0	*	1.0	1.0
Grade, Elementary, Middle, Junior High School	Per classroom	1.0 and 1 per employee	0	1.0	1.0
High School	Per classroom	7.0 and 1 per employee	0	1.0	1.0
Private Commercial School	Per 3 students	1.0	0	1.0	1.0
Student Union	*	*	*	*	*
Trade or Vocational School	Per 3 classroom seats	1.0	0	1.0	1.0
Health Care					
Hospital, Sanatorium	Per bed	1.0	0	0.66	0.8
Laboratory, Medical/Dental	*	*	*	*	*
Medical Research Facility	*	*	*	*	*
Office, Medical	Per 300 s.f.	1.0	0	0.66 1 st floor; 0.25 other floors	0.8 1 st floor; 0.5 other floors

CHAPTER 11-07: Development and Design Standards
Section 11-07-03: Off-street Parking and Loading Standards
Subsection 2: Table of Off-street Parking Requirements

Table 11-07.1 Off-Street Parking Requirements					
GFA = Gross floor area					
Land Use	Unit of Measure	General	P-1 District	P-2 District	P-3 District
Optician	Per 200 s.f.	1.0	0	0.66 1 st floor, 0.25 other floors	0.66 1 st floor, 0.25 other floors
Out-Patient Services	*	*	*	*	*
Parks, Recreation and Open Space					
Forest Reserve or Recreation Area	*	*	*	*	*
Golf Clubhouse	*	*	*	*	*
Golf Course	Per hole	4 and 1 per 3 seats of restaurant and bar area	*	4 and 1 per 3 seats of restaurant and bar area	4 and 1 per 3 seats of restaurant and bar area
Golf Driving Range	*	*	*	*	*
Park or Playground	*	*	*	*	*
Public Plaza	*	*	*	*	*
Social Care					
Food Kitchen	*	*	*	*	*
Mission	*	*	*	*	*
Single Resident Occupancy Hotel	*	*	*	*	*
Transportation					
Aircraft Landing Field	*	*	*	*	*
Bus Station	*	*	*	*	*
Transit Terminal, Trucking Terminal	*	*	*	*	*
Utility					
Gas Fired Power Plant	*	*	*	*	*
Utility Facility, Minor	*	*	*	*	*
Utility Facility, Major	*	*	*	*	*
Utility Shop or Storage Facility	*	*	*	*	*
Commercial					
Adult Uses					
Bikini Bar	Per 3 seat	1	0	0.25	0.33
Sexually Oriented Business	Per 3 seat	1	0	0.25	0.33
Agriculture Uses					
Agricultural Uses, Stables	*	*	*	*	*
Hog Raising, Stockyard , Feedlot	*	*	*	*	*
Slaughterhouse, Rendering Plant	*	*	*	*	*
Animal-Related Business					
Animal Daycare	*	*	*	*	*
Animal Hospital	*	*	*	*	*
Boarding Kennel	*	*	*	*	*
Small Animal Grooming	*	*	*	*	*
Veterinary Clinic	Per 300 s.f.	1.0	0	0.66 1 st floor; 0.25 other floors	0.8 1 st floor; 0.5 other floors
Financial Service					
Bank, Financial Institution (excluding drive-up)	Per 300 s.f.	1.0	*	0.33	0.5
Food and Beverage Service					
Coffee/Espresso Stand	*	*	*	*	*
Restaurant, no drive-up window	Per 3 seats	1	0	0.25	0.33
Tavern/ Lounge	Per 3 seats	1	0	0.25	0.33
Brew Pub	Per 3 seats	1	0	0.25	0.33

CHAPTER 11-07: Development and Design Standards
Section 11-07-03: Off-street Parking and Loading Standards
Subsection 2: Table of Off-street Parking Requirements

Table 11-07.1 Off-Street Parking Requirements					
GFA = Gross floor area					
Land Use	Unit of Measure	General	P-1 District	P-2 District	P-3 District
Office					
Office, Business or Professional < 1,000 s.f.	Per 300 s.f.	1.0	0	0.66 1 st floor; 0.25 other floors	0.8 1 st floor; 0.5 other floors
Office, Business or Professional > 1,000 s.f.	Per 300 s.f.	1.0	0	0.66 1 st floor; 0.25 other floors	0.8 1 st floor; 0.5 other floors
University Office or Laboratory	Per 300 s.f.	1.0	0	0.66 1 st floor; 0.25 other floors	0.8 1 st floor; 0.5 other floors
Personal Services					
Personal Service, Barber Shop, Studios, Massage Parlor, Beauty Salon	Per 300 s.f. GFA	1.0	*	0.5	0.8
Laundry and Dry Cleaning Service	Per 300 s.f. GFA	1.0	*	0.5	0.8
Photography Studio	Per 300 s.f. GFA	1.0	*	0.5	0.8
Printing, Lithography, Publishing & Reproductions, Exclusive of Paper Manufacturing	Per 300 s.f. GFA	1.0	*	0.5	0.8
Self-Service Laundry	Per 300 s.f. GFA	1.0	*	0.5	0.8
Recreation and Entertainment					
Bowling Alley	Per lane and per seat in restaurant/bar area	4 per lane and 1 per 3 seats	*	1 per lane and 1 per 7 seats for restaurant/bar area	2 per lane and 1 per 5 seats for restaurant/bar area
Firing Range, Indoor	*	*	*	*	*
Health Club	Per 250 s.f. GFA	1.0	0	1.0	1.0
Recreation, Commercial – Indoor	Per 100 s.f. GFA	1.0	0	0.33	0.66
Recreation, Commercial – Outdoor	Per acre	20	*	10	15
Private Amusement Park, Ball Park, Race Track, Stadium or other Similar Establishment	Per seat	0.25	0	0.125	0.167
Recreation Center	Per 100 s.f. GFA	1.0	0	1.0	1.0
Social Center	Per 100 s.f. GFA	1.0	0	1.0	1.0
Swimming Pool, Commercial	*	*	*	*	*
Swimming Lessons, Private Pool	*	*	*	*	*
Theater	Per seat	0.25	0	0.14	0.2
Theater, Drive-In	*	*	*	*	*
Retail (Sales)					
Auction Establishment	*	*	*	*	*
Bookstore, University	*	*	*	*	*
Building Materials, Hay, Grain, Bulk Garden Supply, Heavy Materials	Per 600 s.f. GFA	1.0	0	0.5	0.75
Convenience Store with Gasoline Service	*	*	*	*	*
Drive-Up Window	*	*	*	*	*
Grocery	Per 300 s.f. GFA	1.0	0	0.33	0.5
Pharmacy	Per 300 s.f. GFA	1.0	0	0.33	0.5
Retail Store, Local Serving	Per 300 s.f. GFA	1.0	0	0.33	0.5

CHAPTER 11-07: Development and Design Standards
Section 11-07-03: Off-street Parking and Loading Standards
Subsection 2: Table of Off-street Parking Requirements

Table 11-07.1 Off-Street Parking Requirements					
GFA = Gross floor area					
Land Use	Unit of Measure	General	P-1 District	P-2 District	P-3 District
Retail Store < 60,000 s.f. GFA	Per 300 s.f. GFA	1.0	0	0.33	0.5
Retail Store > 60,000 s.f. GFA	Per 300 s.f. GFA	1.0	0	0.33	0.5
Seed and Garden Supply	Per 600 s.f. GFA	1.0	0	0.5	0.75
Shopping Center, Convenience Commercial	Per 300 s.f. GFA	1.0	0	0.33	0.5
Shopping Center, Neighborhood Commercial, < 70,000 s.f.	Per 300 s.f. GFA	1.0	0	0.33	0.5
Shopping Center, Neighborhood Commercial > 70,000 s.f.	Per 300 s.f. GFA	1.0	0	0.33	0.5
Shopping Center, Community Commercial	Per 300 s.f. GFA	1.0	0	0.33	0.5
Shopping Center, Regional Commercial	Per 300 s.f. GFA	1.0	0	0.33	0.5
Vehicles and Equipment					
Auto Emission Van Test Site	*	*	*	*	*
Automotive Sales Lot, surfaced	Per 600 s.f. GFA	1.0	0	0.5	0.75
Battery Rebuilding	*	*	*	*	*
Car Wash	*	*	*	*	*
Heavy Machinery, Trailer, and Equipment Sales or Rental Lot	Per 600 s.f. GFA	1.0	0	0.5	0.75
Motor Vehicle Repair, Minor	Per 500 s.f. GFA	1.0	0	0.5	0.75
Motor Vehicle Repair, Major	Per 900 s.f. GFA	1.0	0	0.5	0.75
Parking Lot, Commercial	*	*	*	*	*
Parking Lot, University	*	*	*	*	*
Parking Lot, Off-Site Accessory	*	*	*	*	*
Parking Garage	*	*	*	*	*
Service Station	Per 300 s.f. GFA	1.0	0	0.33	0.5
Visitor Accommodations					
Bed & Breakfast	*	*	*	*	*
Hotel/Motel	Per Room	1.0	0	0.56	0.8
Recreation Vehicle Park	*	*	*	*	*
Recreation Vehicle Parking, Short Term	*	*	*	*	*
Industrial					
Industrial Service					
Construction Business	*	*	*	*	*
Contractor Shop, Solid Fuel & Lumber	*	*	*	*	*
Laundry, Industrial	*	*	*	*	*
Newspaper & Printing Establishment	*	*	*	*	*
Manufacturing and Production					
Atmospheric Gas Production Plant	Per 750 s.f. GFA	1.0	0	0.5	0.75
Gas Production Plant	Per 750 s.f. GFA	1.0	0	0.5	0.75
Brewery, Distillery, Winery	Per 750 s.f. GFA	1.0	0	0.5	0.75
Food Products, Dairy Products & Wholesale Bakeries	Per 750 s.f. GFA	1.0	0	0.5	0.75
Heavy Manufacturing, General	Per 750 s.f. GFA	1.0	0	0.5	0.75
Light Manufacturing, General	Per 750 s.f. GFA	1.0	0	0.5	0.75
Lumbermill, Sawmill, Pulpmill	Per 750 s.f. GFA	1.0	0	0.5	0.75
Tannery	Per 750 s.f. GFA	1.0	0	0.5	0.75

Developers Reduce Parking via Car Sharing

By [Will Macht](#)

August 19, 2019

Text Size: **A A A**

[Print](#) [Email](#) [Share](#) [Facebook](#) [LinkedIn](#) [Twitter](#)

Increasingly, cities are using parking policies to stimulate shared mobility through alternatives to personal ownership of automobiles. In the recent adoption of its 2040 plan that permits duplexes and triplexes in most single-family-detached zones, the city of Minneapolis commits to “lead by example in city-owned parking facilities by supporting carpools, vanpools, and shared mobility vehicles which encourage private parking facility owners to do the same.” Car sharing generally refers to a fleet of vehicles offered for short-term rental by private or nonprofit companies.

The city of Austin, Texas, amended its zoning code to reduce minimum off-street parking requirements by “twenty (20) spaces for every car-sharing vehicle provided in a program that complies with its requirements,” under which it approves binding contracts between developers and car-sharing companies to gain reductions of up to 40 percent of required off-street spaces. Nick Vetsch, a market specialist for car2go, a car-sharing service owned by Daimler AG, the Stuttgart, Germany–based automobile company, says that on just three Austin projects alone, Austin developer Lincoln Ventures reduced parking spaces by 160. He says that at about \$35,000 per structured parking space, that equates to about \$5.6 million.



Lincoln Ventures’ 2204 San Antonio is an 18-story student housing project one block from the University of Texas at Austin. University neighborhoods are prime locations for car sharing because of their density, limited parking, and younger demographic groups who seek a less car-centric lifestyle. (Lincoln Ventures)

Property name	Number of units	Number of spaces	Parking ratio	Car2go spaces	Spaces reduced	Bedroom count	Ratio (park/BR)
Ruckus	46	37	0.80	1	20	167	0.22
Ruckus 2.0	67	84	1.25	2	40	239	0.35
2204 San Antonio	166	193	1.16	5	100	567	0.34
	279	314	1.13	8	160	973	0.32

And he notes that in about three years, the Austin program eliminated the need for about 1,100 parking spaces, saving developers over \$38.5 million. Lincoln Ventures’ 2204 San Antonio is an 18-story student housing project located in a dense urban neighborhood one block from the University of Texas at Austin. Its two Ruckus projects are seven-story-tall student housing buildings about two blocks from that campus. Vetsch says that university neighborhoods are one of the prime locations for car sharing not only for their density and limited parking, but also for their

younger demographic groups, who seek a less car-centric lifestyle. He says that sometimes several students gather together to use car2go for one-way trips to a common destination. Vetsch notes that cities like Austin do not have frequent transit service during nighttime when many students return from events.

One-Way versus Round-Trip Model Competitors

Zipcar, a competing car-sharing service now owned by its parent, Parsippany, New Jersey-based Avis Budget Group, the largest car-sharing service with 12,000 vehicles, is in more than 360 American cities in 42 states and has cars at over 600 universities in North America. Zipcar operates primarily a round-trip model under which the car must be returned to the location from which it was taken.

With 5,700 vehicles and 1.23 million members in North America, car2go operates a one-way-trip model that enables a member to pick up the nearest car and park it anywhere within the home area of the city in which it is located. With rates that vary among cities, car2go has a \$5 membership application fee but no annual membership fee. In Austin, it charges \$0.47 per minute, \$19 per hour, or \$89 per day. Vetsch says that average trips are under 20 minutes and cost \$6 to \$8. Zipcar has a \$25 membership application fee and a \$7 monthly fee. A typical Zipcar charge is \$7 to \$10 per hour (one-hour minimum) and between \$60 and \$90 per day, depending on the car. Car2go rents Mercedes Smart ForTwos, and Mercedes CLA and GLA sedans. Zipcar rents a variety of vehicles including Honda Civics and CRVs, Jeep Renegades, and some pickups.

Stimulus of Free Parking

Car-sharing services include gas, insurance, cleaning, maintenance, and parking. Parking pricing can be a significant motivator to use car-sharing services, especially where downtown parking is scarce or expensive, or both. Most of the cities in which car2go operates (Seattle, Portland, Vancouver, Calgary, Montreal, Minneapolis, Denver, Austin, San Diego, New York City, Chicago, and Washington, D.C.) now provide on-street parking within an agreed-upon home area that is free to the user, although not always to the service company, which may pay for actual time used or a fixed fee per car in its fleet, or may have free use of on-street spaces designated for car-share use only. Parking that is free to the user can be an important stimulus to use the service compared with parking rates in office buildings and apartments that can often exceed \$300 per month.

In May 2018, New York City faced considerable opposition when it announced that it would be reserving 285 parking spaces for exclusive use by Zipcar and Enterprise CarShare during a two-year pilot program under which the companies pay a one-time \$765 licensing fee to participate, no fee for the



Lincoln Ventures' two Ruckus projects are seven-story student housing buildings about two blocks from the University of Texas at Austin campus. (Lincoln Ventures)



In some cities, specific spaces are designated for car-share parking. (Yaletown Bia)

on-street spaces, but monthly parking fees for use of the city's municipal lots for 55 of the cars. The city government justified its action on the basis that a single shared car serves approximately six to 10 users, lessens the reliance on individual cars, and reduces traffic congestion and greenhouse gases.

However, opponents argue that whenever a shared car is in use, a parking spot reserved for its use remains empty, thereby reducing parking supply; and the more the shared car is used, the more it contributes to congestion and pollution. New York followed San Francisco's example a year earlier in which the San Francisco Municipal Transportation Agency (SFMTA) approved a program to allocate 1,000 on-street parking spaces for exclusive use by car-sharing companies for rates between \$54 and \$156 per space per month. The move drew opposition similar to that seen in New York, but it also gained support, its staff said, from among the city's 140,000 car-share members.

Ride hailing refers to individually owned cars offered through a network for single trips (e.g., Uber and Lyft), while ride sharing refers to multiple passengers in such a car with similar trip destinations (e.g., Uber Pool). Car sharing requires parking spaces in congested locations. Ride hailing and ride sharing do not, but they generate more vehicle miles traveled (VMTs) since cars must travel to and from hailed rides.



Most of the cities in which car2go operates now provide on-street parking within an agreed-upon home area that is free to the user, although not always free to the service company, which may pay for actual time used or a fixed fee per car in its fleet, or may have free use of on-street spaces designated for car-share use only. (Car2-go-ny)



At the Grand Apartments in the Lower Downtown (LoDo) district of Denver, San Francisco–based Shorestein Properties developed 508 units with 446 parking spaces (a 0.9 parking ratio) at 1777 Chestnut Place in two buildings—a 12-story brick-faced building and a 24-story glass building. They share a single car2go car and space. (Shorestein Properties LLC)



At RiDE at RiNo (River North), the Denver-based McWhinney investment and development company developed 84 micro-studio units in a five-story building at 3609 Wynkoop Street with 42 parking spaces (24 of which are surface spaces), including four car2go spaces to ameliorate its lower 0.5 parking ratio. Proponents of car sharing say that a single shared car can serve six to 10 users, so the building's effective parking ratio could be closer to approximately 0.8 space per unit. (Christopher Carvell Architects PC)



Denver-based Urban Villages Group developed the 74-unit, 10-story Vita Flats at 101 Grant Street in the SoBo (South of Broadway) district with 25 off-street surface parking spaces and an Enterprise CarShare rental. (Urban Villages Group)

City and State Incentives

In Denver, the zoning code allows parking space reductions of five required off-street spaces for each on-site car-sharing program space provided. In Portland, for every car-sharing parking space that is provided, the motor vehicle parking requirement is reduced by two spaces, up to a maximum of 25 percent of the required parking spaces. Denver also issues on-street parking permits to car-sharing companies for \$850 per vehicle, but users can park cars in those spaces free, without time limits. The states of Colorado, Minnesota, and Florida exempt car-sharing vehicles from the daily car rental fees charged for conventional car rentals, or they charge reduced fees. Arlington County, Virginia, provides reductions of up to 50 percent of minimum parking requirements for car-sharing agreements that are at least three years in duration.

Developers in and around downtown Denver have contracted to use car2go at varying numbers. At the Grand Apartments in the LoDo (Lower Downtown) district of Denver, San Francisco-based Shorenstein Properties developed 508 units with 446 parking spaces (a 0.9 parking ratio) at 1777 Chestnut Place in two buildings—a 12-story brick-faced building and a 24-story glass building. They share a single car2go car and space. At RiDE at RiNo (River North), the Denver-based McWhinney investment and development company developed 84 micro-studio units in a five-story building at 3609 Wynkoop Street

with 42 parking spaces (24 of which are surface spaces), including four car2go spaces to ameliorate its lower 0.5 parking ratio. Car-share proponents say that a single shared car can serve six to 10 users, so its effective parking ratio could be closer to approximately 0.8 space per unit. The Denver-based Urban Villages Group developed the 74-unit, 10-story Vita Flats at 101 Grant Street in the SoBo (South of Broadway) district with 25 off-street surface parking spaces (0.3 per unit), including an Enterprise CarShare rental. While these three projects collectively saved developers building 30 spaces under the code, they were apparently selected more for competitive reasons than to increase effective parking ratios.

To obtain parking reductions, developers must execute agreements with approved car-sharing companies acceptable to the city. Typical agreements must last for an extended period of years. The owner must provide access to the agreed-upon number of spaces reserved for car-sharing vehicles outside any gate-restricted areas so that any member of the public who is a member of the service can access the cars. The car-sharing company agrees to market the service to tenants, insure and maintain the cars, monitor use, and report to the owner and to the city.

Office Car-Share Uses

Most of the parking reductions under codes are not limited to a specific use. There could be significant advantages for office building developers to provide car-share parking spaces where transit is available. Office tenants would have an incentive to take transit to the office and avoid monthly parking fees if they know that a shared car is available to take to less accessible meetings and for personal use during the day when needed. Vetsch says that car2go provides discounted business account options for companies willing to offer car sharing as part of their mobility program. A statute passed in the state of Washington offers Commute Trip Reduction (CTR) tax credits to employers of more than 100 people of up to \$60 per employee per year for those who use the employer-sponsored car sharing regularly.

Some office developers have purchased small electric vehicles for tenant use to enhance efficient use of existing parking resources. The Russell Development Company in Portland bought a three-wheeled electric vehicle for its 200 Market office building. The capital cost of such a small vehicle can be less than that of a structured parking space, and



In order to obtain parking reductions, developers must execute agreements with approved car-sharing companies acceptable to the city. Building owners must provide access to the agreed-upon number of spaces reserved for car-sharing vehicles outside any gate-restricted areas so that any member of the public who is a member of the service can access the cars. (car2go)

building owners could include the operating costs of the vehicle in pro-rata common-area charges.

Hotel Car-Share Uses

Hotel developers also may benefit from including car-share parking spaces to reduce total numbers of parking spaces, or to more efficiently use the expensive parking spaces they do develop. Air travelers may prefer avoiding round-trip car rentals in favor of a one-way car-share trip between airports and hotels that do not have frequent transit at their arrival or departure times. Where hotels charge for parking, car-share vehicles—which do not incur such parking charges—may be more attractive to hotel guests or to their business employers. Some hotel guests may prefer to use car-share vehicles on an as-needed basis in preference to round-trip car rentals, which do incur parking charges in hotel garages. Car2go has partnerships with park-and-fly companies at several airport parking areas, and Zipcar vehicles are at more than 50 airports.

Some luxury hotels have purchased their own cars and offer their use to guests. For example, the Peninsula Beverly Hills offers a silver Rolls-Royce and six Nissan Infiniti cars. The Four Seasons Resort and Residences Vail in Colorado offers a Mercedes SUV for guest use. The Balboa Bay Resort in Newport Beach, California, offers a Maserati. Also in California, the Carmel Valley Ranch in Carmel and the Epiphany Hotel in Palo Alto offer BMW i8s. The St. Regis Hotel in New York City offers its house Bentley with driver.



Milan-based Buzzi & Partners Development—the developer of the 112-unit, 30-story 565 Broome condominium tower, designed by Renzo Piano, in Manhattan’s SoHo neighborhood—offers 24-hour access to car2go/ReachNow’s BMW 3 Series electric vehicles on site for owners who prefer that option rather than paying \$550,000 for one of 40 private parking spaces in its robotic parking garage. (Buzzi & Partners Development)



New York City–based Tishman Speyer partnered with Audi on a pilot program called Audi at Home to provide, for \$12 to \$22 per hour, eight luxury cars parked near the valet area of the 42-story, 656-unit Lumina condominiums in San Francisco, located in the South of Market (SoMa) neighborhood at Main and Folsom streets near the waterfront. (Tishman Speyer)

Luxury Condominium Car Sharing

Increasingly, condo developers are using car sharing as an amenity and as a service. Some developers of expensive condominiums are choosing to provide their own cars for use by unit buyers. New York City –based Tishman Speyer partnered with Audi on a pilot program called Audi at Home to provide, for \$12 to \$22 per hour, eight luxury cars parked near the valet area of the 42-story, 656-unit Lumina condominiums in San Francisco, located in the the

South of Market (SoMa) neighborhood at Main and Folsom streets near the waterfront. It gets about 100 rentals per month. The developer limits other parking to one car per unit and gives buyers a \$10,000 credit if unused.

Burnaby, British Columbia–based Bosa Development’s 41-story, 215-unit Pacific Gate tower in San Diego offers four Mercedes-Benz vehicles—two sedans and two SUVs—leased by the condo association for residents’ use, at no direct cost to residents, but a portion of association dues goes toward transportation services.

Developed by the New York City–based Albanese Organization, the 293-unit Solaire in Battery Park City in Lower Manhattan offers several BMW sedans through BMW’s subsidiary ReachNow. ReachNow and car2go are in the process of integrating after a merger closed in January 2019. In a 293-unit building with only 55 parking spaces, that program allowed one resident to give up her car and save the \$700 per month she paid to park it.

Milan-based Bizzi & Partners Development—the developer of the 112-unit, 30-story 565 Broome condominium tower, designed by Renzo Piano, in Manhattan’s SoHo (South of Houston Street) neighborhood—offers 24-hour access to car2go/ReachNow’s BMW 3 Series electric vehicles on site for owners who prefer that option rather than paying \$550,000 for one of 40 private parking spaces in its robotic parking garage.

New York City developer JK Equities is developing 1000M, a Helmut Jahn–designed 323-unit, 74-story condominium tower at 1000 South Michigan Avenue in Chicago that will provide a luxury SUV and a driver to transport residents to places within a three-mile (5 km) radius.

Developers Use Car Sharing to Support Density

Because structured parking can cost more than \$40,000 per space, and because developers generally do not make money on building or selling parking spaces, but rather on the uses they support, careful developers want to build the fewest spaces possible and maximize their use. The lower the effective parking ratio, the more units that can be supported by that parking. Over 18 years ago in a project called Gaia in Berkeley, California, developer Panoramic Interests’ Patrick Kennedy provided two cars on triple-stacked mechanical park-lifts available for all tenants as an in-house car-sharing service in the 91-unit building. Kennedy noted, “If three private cars can be replaced by one shared car, and that one shared car is stored on a triple-stacked lift using the space equivalent to one-third that of the surface-parked car, then the space typically dedicated to one private car can be used to provide auto transport for nine households.” (See William P. Macht, “Pioneering Park Lifts,” *Urban Land*, February 2001, pages 30–31.)



Burnaby, British Columbia–based Bosa Development’s 41-story, 215-unit Pacific Gate tower in San Diego offers four Mercedes-Benz vehicles—two sedans and two SUVs—leased by the condominium association for residents’ use, at no direct cost to residents. A portion of association dues goes toward transportation services. (Bosa Development)

With increased acceptance of car sharing nowadays, the multiplier may have doubled. That kind of efficiency can enable developers to add an additional floor of units, which is far more profitable than building parking spaces. And, they can increase density in urban and urbanizing areas. The next level of efficiency can come as developers of mixed-use projects, with different peak parking demands, encourage cities, lenders, and tenants to stimulate car sharing combined with shared parking.

WILLIAM P. MACHT is a professor of urban planning and development at the Center for Real Estate at Portland State University in Oregon and a development consultant.



Zoning Staff Report – TC-4-16

Overnight Lodging – Specialized Vehicle Parking in Downtown District (DX-)

Request

<i>Section Reference</i>	
<i>Basic Information</i>	
<i>PC Recommendation Deadline</i>	

Comprehensive Plan Guidance

<i>Applicable Policies</i>	<p>Policy T 6.5 Minimum Parking Standards Reduce the minimum parking standards over time and as appropriate to promote walkable neighborhoods and to increase use of transit and bicycles.</p> <p>Policy T 6.7 Parking Demand Management Discourage single occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available.</p> <p>Policy ED 6.5 Lodging Work with developers, investors, and other local organizations to plan and provide diverse and accessible lodging and accommodations to support tourism growth.</p>
<i>Action Items</i>	Not applicable

Contact Information

<i>Staff Coordinator</i>	Eric Hodge: eric.hodge@raleighnc.gov ; 919.996.2639
--------------------------	---

History/Overview

In 2007, parking requirements in the downtown were changed to require a flat ratio of 2.5 spaces per 1,000 square feet of floor area, or the general code requirement, whichever is less. In the 2013 with the adoption of the UDO, the downtown parking ratio requirement was lowered to 2.0 spaces per 1,000 square feet. Because hotels are often constructed with an average floor area per room of 500 square feet or greater, once all common, ancillary, and circulatory space is accounted for, downtown hotels typically default to the general ordinance requirement of one space per room.

In response to a recommendation of a consultant study on downtown hotel development, City Council requested that staff report back on the advisability of reducing or eliminating parking requirements for downtown lodging uses. The staff report found (1) that ITE data supported a significantly lower parking demand ratio for CBD hotels; and (2) that many comparable communities required less or no parking for downtown hotels in their zoning codes. Based on that report, the Council authorized a text change to reduce parking requirements for Overnight Lodging in the DX district.

Purpose and Need

The CBD hotel market differs from suburban hotels in that the patrons are more likely to be out-of-town conventioners or business travelers, and are less likely to need a car because they are staying within an easy walk of their destination as well as other goods and services. For this reason, CBD hotels generally create less parking demand because more patrons arrive in taxis, Ubers, and via public transportation. Since Raleigh currently imposes the same parking requirement on both suburban and downtown hotels, it is very likely that downtown hotels built to the code standards would have more spaces than is necessary to serve the use.

Because of high land costs and small sites, downtown developments typically provide required parking in vertical parking structures. The per-space cost of downtown parking structures is quite high, with recent evidence supporting costs in excess of \$30,000. Staff research suggests that the current code requires twice as much parking as is needed. For a 150 room hotel, this translates into \$2.25 million in unnecessary development costs (\$15,000 per room). This figure is significant enough to make the economics of a downtown hotel less favorable, likely tipping some projects at the margin into financial infeasibility.

In addition, adopted City policy promotes pedestrian-friendly development downtown, multiple modes of transportation, and quality urban design. Requiring excessive parking encourages single-occupancy vehicle use. Excessive parking also typically negatively impacts building design and leaves less project budget available to be put towards architectural quality.

Alternatives Considered

Two alternatives are discussed in this impact report. **Alternative A** would completely eliminate parking requirements for Overnight Lodging uses in the DX district. The amount of parking provided would be left to the developer. The **No Action** alternative would leave the current code requirements unchanged.

Scoping of Impacts

There is no generally accepted public policy interest in ensuring that everyone who wishes to drive to a place of business have an easy time parking once they are there. Rather, the purpose of off-street parking requirements is to avoid negative externalities associated with providing fewer parking spaces than they generate a need for. These include free-riding on public parking facilities, both on- and off-street; generating congestion associated with cars circulating in search of an available space; and spill-over of parking demand onto adjacent neighborhood streets.

Recently, a number of scholars, led by Professor Donald Shoup of UCLA, have pushed back against this line of reasoning, claiming that these externalities can be better managed through the right pricing and management strategies; and that off-street parking requirements do more harm than good by driving up development costs, encouraging single-occupancy vehicle use, and undermining walkability and transit.

While these counter-arguments have been powerfully stated, most cities including Raleigh have continued to require off-street parking. However, the ideas of Shoup and others have provided the impetus for many cities, also including Raleigh, to reduce off-street requirements as a way of

encouraging more sustainable development outcomes. Over the past decade Raleigh has shown a willingness to reduce parking ratios where evidence suggests that demand is lower than previously thought. Raleigh has also adopted some pricing and management strategies, but not as aggressively as advocated by Shoup and others. The scoping of impacts therefore assumes that the negative externalities associated with under-parking of land uses is still a concern, but that these concerns must be balanced against the adverse impacts inherent to parking codes.

When first asked to look into this issue, staff from the Office of Transportation Planning prepared a memo regarding parking generation rates for CBD hotels. The memo cited data from the Institute of Transportation Engineers and the Journal of Transportation and Land Use in finding that a requirement of 0.4 – 0.5 spaces per room would be sufficient to meet the demand generated by a downtown hotel use. That memo is included as an attachment.

Potential adverse impacts of the proposed text change have been identified as follows:

1. None identified. Staff research strongly suggests that the true parking demand for CBD hotels is close to one-half space per room, or half the current code requirement. Therefore, amending the code to cut the requirement in half should result in no adverse spill-over impacts to public parking decks or on-street parking.

The adverse impacts of Alternative A (no requirement) have been identified as follows:

1. Hotels without dedicated parking would create additional demand pressures for municipal parking decks, potentially impacting other uses dependent upon that supply. A developer might decide to build a hotel without on-site parking and send patrons to a nearby municipal deck. While this could result in additional deck revenue, as many decks are starting to reach capacity, this could result in fewer parking spaces available for existing downtown businesses. Mitigating this impact is the likelihood that the hotel guests themselves would be patrons of downtown business such as restaurants, bars, and local retailers. Further, peak demand for office workers and hotel patrons are at different times of the day.
2. Hotels without dedicated parking near existing neighborhoods may generate spill-over parking onto nearby neighborhood streets. Existing downtown hotels are not located close enough to residential areas for this to be a problem, but the eastside neighborhoods are close enough to the core that a hotel located on the eastern edge of downtown could create some neighborhood spillover. Possible mitigation for this impact could include a residential parking sticker program and/or on-street management and pricing.

Waiving parking requirements for downtown hotels would grant hotel developers the ultimate in flexibility in how they address the parking needs of their guests. Unmet parking demand may cause adverse impacts, but these impacts are speculative and mitigating factors and options exist. The Council must decide whether it is worth risking these impacts so as to provide greater flexibility to hotel developers.

The adverse impacts of taking no action (retaining the existing regulations) have been identified as follows:

1. Hotels would continue to be required to build more parking than is necessary, driving up development costs, providing a disincentive to hotels supporting the Convention Center, and worsening design outcomes. As noted above, the preponderance of evidence suggests that the current code requires twice as much downtown hotel parking as is needed. This excess parking is a burden on hotel development that works against the City's interest in more hotel rooms to support the convention center. Further, as parking ratios increase, it becomes more difficult for architects to design and developers to deliver a quality urban building.

Impacts Summary

Adoption of Proposed Text Change

1. None identified.

Alternative A: Exempting Overnight Lodging from parking requirements:

1. Hotels built without parking would create additional demand pressures for municipal parking decks, potentially impacting other uses dependent upon that supply.
2. Hotels built without parking near existing neighborhoods may generate spill-over parking onto nearby neighborhood streets.

No Action:

1. Hotels would continue to be required to build more parking than is necessary, driving up development costs, providing a disincentive to hotels supporting the Convention Center, and worsening design outcomes.

ORDINANCE NO. (xxx-2016)

AN ORDINANCE TO AMEND THE SPECIALIZED VEHICLE PARKING REQUIREMENTS FOR OVERNIGHT LODGING IN THE DOWNTOWN DISTRICT (DX-)

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH THAT:

Section 1. Section 7.1.3.A.1. of the Part 10A Raleigh Unified Development Ordinance, Specialized Vehicle Parking Requirements – Downtown District – General Requirements, is hereby amended by adding the following underlined text:

1. General Requirements

- a. One parking space is required per dwelling unit; however, no more than 2 on-site parking spaces per dwelling unit are allowed.
- b. No vehicle parking is required for the first 16 dwelling units.
- c. One parking space per 500 square feet is required for all nonresidential gross floor area or the minimum number of parking spaces set forth in *Sec. 7.1.2.C.*, whichever is less.
- d. No vehicle parking is required for the first 10,000 square feet of gross floor area of any nonresidential use.
- e. No vehicle parking is required for the following uses and use categories up to 30,000 square feet of gross floor area provided when at least 25% of the ground floor of the building is devoted to such uses;
 - i. Indoor recreation;
 - ii. Personal service;
 - iii. Restaurant;
 - iv. Retail sales; and
 - v. Banks
- f. No combination of the reductions in paragraphs *Sec. 7.1.3.A.1.d.* and *Sec. 7.1.3.A.1.e.* shall exceed 30,000 exempted square feet of gross floor area.

- g. No parking is required for an indoor movie theater.
- h. Parking for Overnight Lodging requires only one-half of the amount specified in Sec. 7.1.2. Required Parking.

Section 12. All laws and clauses of laws in conflict herewith are repealed to the extent of such conflict.

Section 13. If this ordinance or application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given separate effect and to this end the provisions of this ordinance are declared to be severable.

Section 14. This text change has been reviewed by the Raleigh City Planning Commission.

Section 15. This ordinance has been adopted following a duly advertised public hearing of the Raleigh City Council.

Section 16. This ordinance has been provided to the North Carolina Capital Commission as required by law.

Section 17. This ordinance shall be enforced as provided in N.C.G.S. 160A-175 or as provided in the Raleigh City Code. All criminal sanctions shall be the maximum allowed by law notwithstanding the fifty dollar limit in N.C.G.S. §14-4(a) or similar limitations.

Section 18. This ordinance is effective 5 days after adoption.

ADOPTED:

EFFECTIVE:

DISTRIBUTION:

Prepared by the Department of City Planning



VIDA PROPERTIES, LP

Updated Notice of Neighborhood Meeting: Please Disregard Previous Notice

Dear Property Owner,

You recently received the following letter along with our exhibits for the neighborhood meeting scheduled for Monday April 27th, 2020. **Please note that the time of meeting has now changed and will be held from 5:30pm-6:30pm.** We will be available to answer any questions you may have during this time.

We are in the process of submitting an application for a Conditional Use Permit to Garden City Developmental Services. We will be holding a “neighborhood meeting” for informational purposes and to receive feedback from you as we move through the application process. A Public Hearing date will be scheduled. Prior to the scheduled date you will receive an official notification from the City regarding the Public Hearing via postal mail, newspaper publication, and/or display on the property for which the Conditional Use Permit is applied.

Due to the Covid-19 restrictions put in place to protect the community, we will be hosting this meeting online and by video/conference call. The details are as follows.

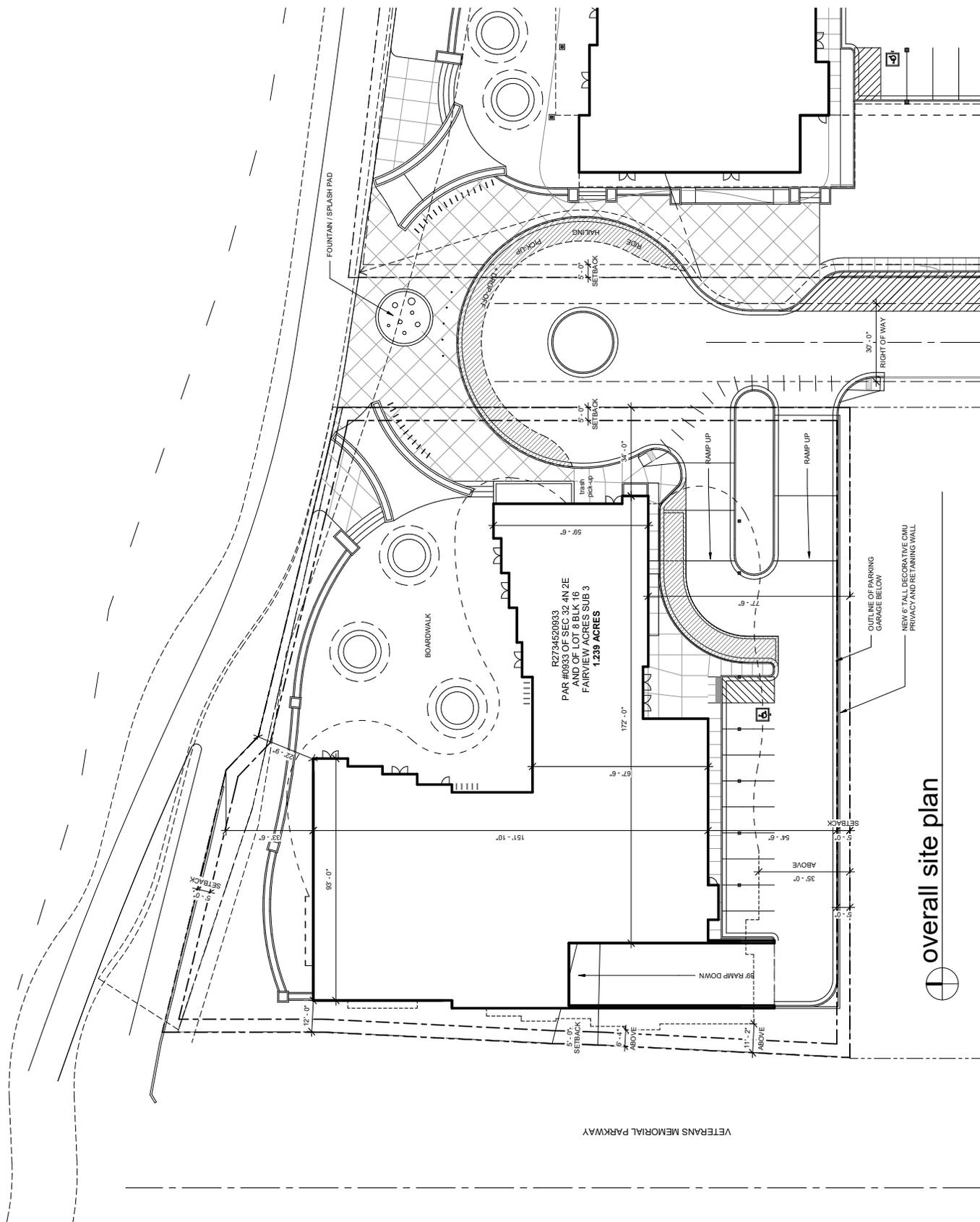
**Boardwalk Hotel CUP Neighborhood Meeting 510 E. 41st Street
Mon, Apr 27, 2020 5:30 PM – 6:30 PM (MDT)**

Here is the web address to connect to the online neighborhood meeting: <https://global.gotomeeting.com/join/643673925>

If you are connecting with a device that has audio, you can use the microphone and speakers on that device but an external microphone is recommended. Or you can dial in using your phone at +1 (872) 240-3212, access code: 643-673-925

We look forward to the neighborhood meeting and encourage you to attend. Please do not call Garden City Development Services regarding this meeting. This is a PRE-APPLICATION requirement and we have not yet submitted the application for consideration at this time. If you cannot attend the meeting and have any questions, please contact:

Ricky Schattel
Vida Properties
Ricky@Vidaprop.com
702-409-4742



overall site plan

the boardwalk hotel

190503





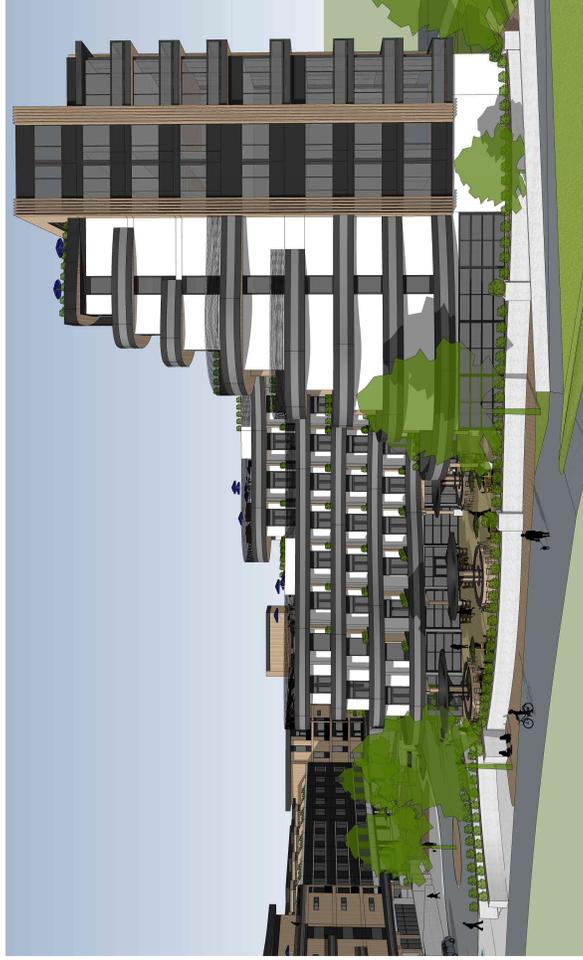
aerial from northwest corner at veterans memorial parkway



south elevation from 41st street



aerial from northeast corner at greenbelt and 41st street



north elevation from greenbelt



erstad
ARCHITECTS

the boardwalk hotel

190503



view of greenbelt from 9th floor of the boardwalk hotel

the boardwalk hotel

190503



The Boardwalk Hotel Neighborhood Meeting

5:30 – 6:30pm 04.27.2020

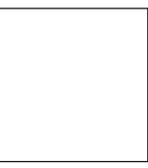
Attendees:

Chad Weltzin, erstad Architects	cweltzin@erstadarchitects.com
Andrew Erstad, erstad Architects	acerstad@erstadarchitects.com
Mike Talbott, Vida Properties	mike@vidaprop.com
Ricky Schattel, Vida Properties	ricky@vidaprop.com
Courtney Matranga, erstad architects	courtney@erstadarchitects.com

Meeting held via GoToMeeting video call. Started at 5:30pm, no attendees, meeting ended at 6:05pm.

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
301 N. Shureway, Boise, Idaho 83702
phone: (208) 333-1801 fax: 331-5533 www.erstadarchitects.com



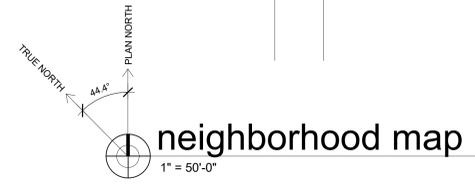
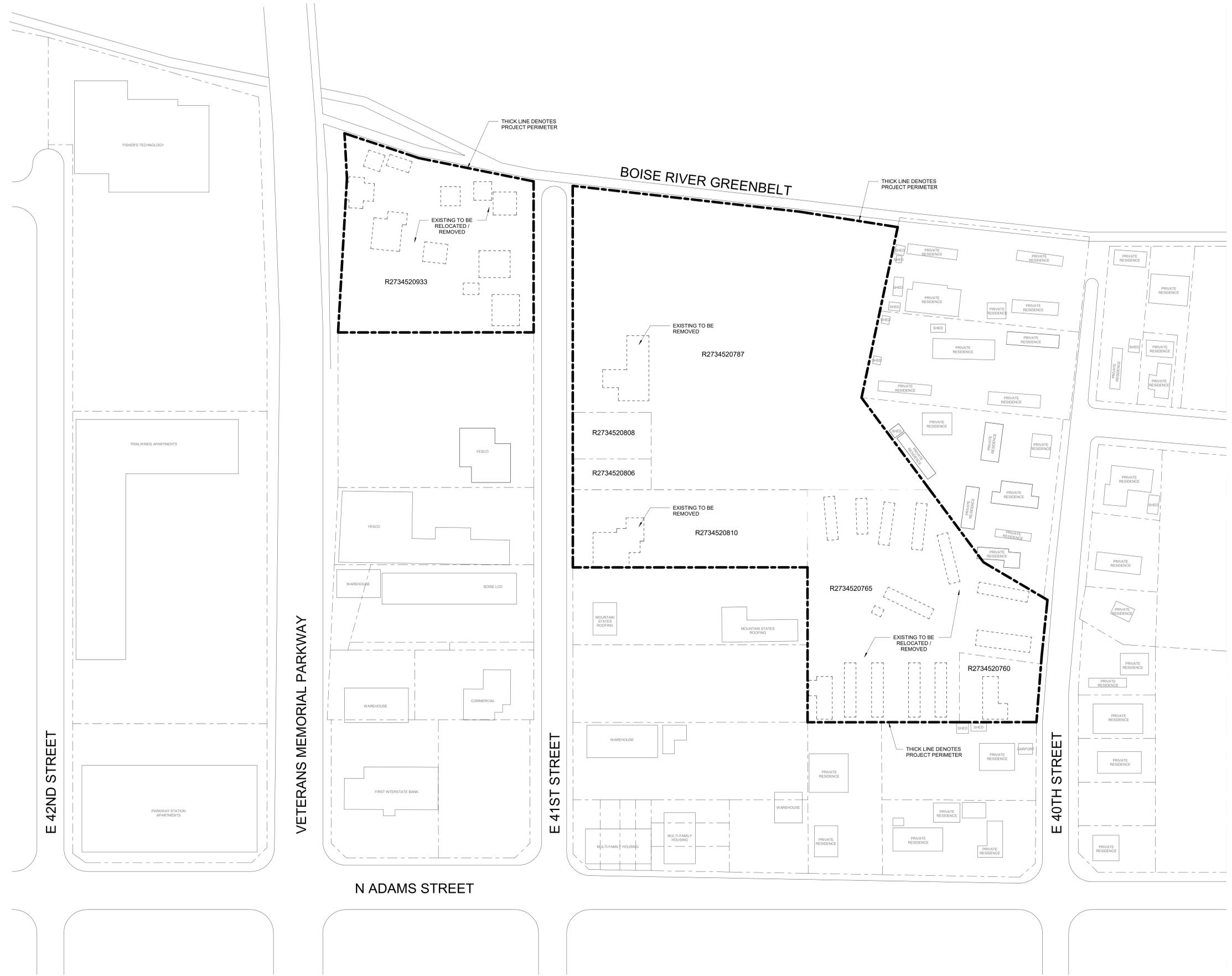
This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk hotel
garden city, ID

revision:		
no.	desc.	date

project: 190503
date: 04.28.2020
conditional use permit application

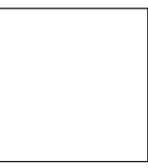
neighborhood map
A0.1



NOT FOR
CONSTRUCTION



erstad ARCHITECTS, PA
301 N. Shoreline, Leesport, PA 19352
phone: (610) 331-1801 fax: 331-1803 www.erstadarchitects.com



This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk hotel
garden city, ID

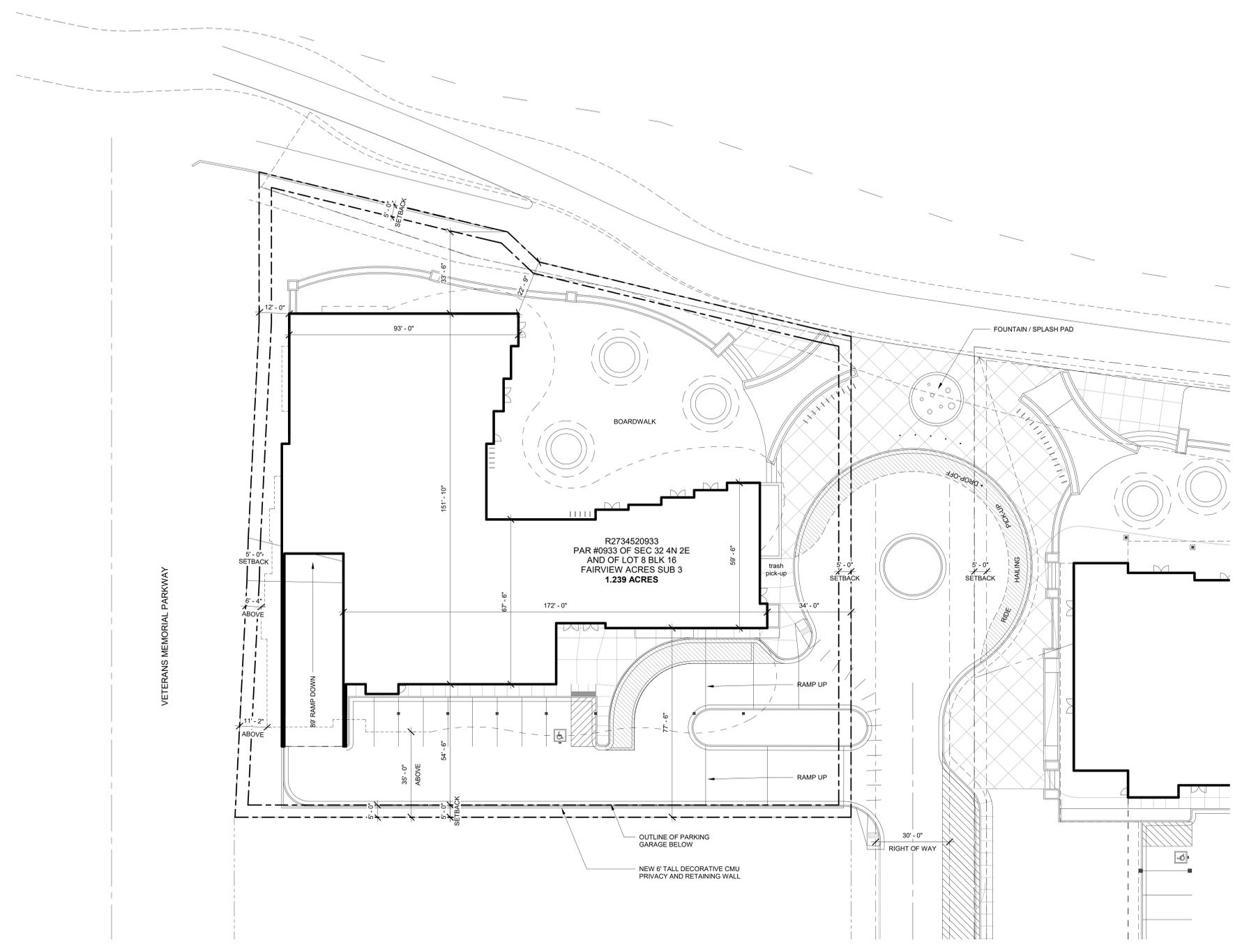
revision:

no.	desc.	date

project: 190503
date: 04.28.2020

conditional use permit application

hotel site plan
A1.1



overall site plan
1" = 20'-0"

BUILDING AREAS:

UNDERGROUND GARAGE:	38,530
FIRST FLOOR:	17,793
SECOND FLOOR:	24,971
THIRD FLOOR:	23,978
FOURTH FLOOR:	22,978
FIFTH FLOOR:	18,193
SIXTH FLOOR:	11,680
SEVENTH FLOOR:	11,042
EIGHTH FLOOR:	10,642
NINTH FLOOR:	3,395
TOTAL:	181,102

NOT FOR CONSTRUCTION


erstad ARCHITECTS, PA
 300 N. Shoreline, Leesport, PA 17339
 phone: (717) 331-1801 fax: 331-1803 www.erstadarchitects.com

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk hotel
 garden city, ID

revision:
 no. desc. date

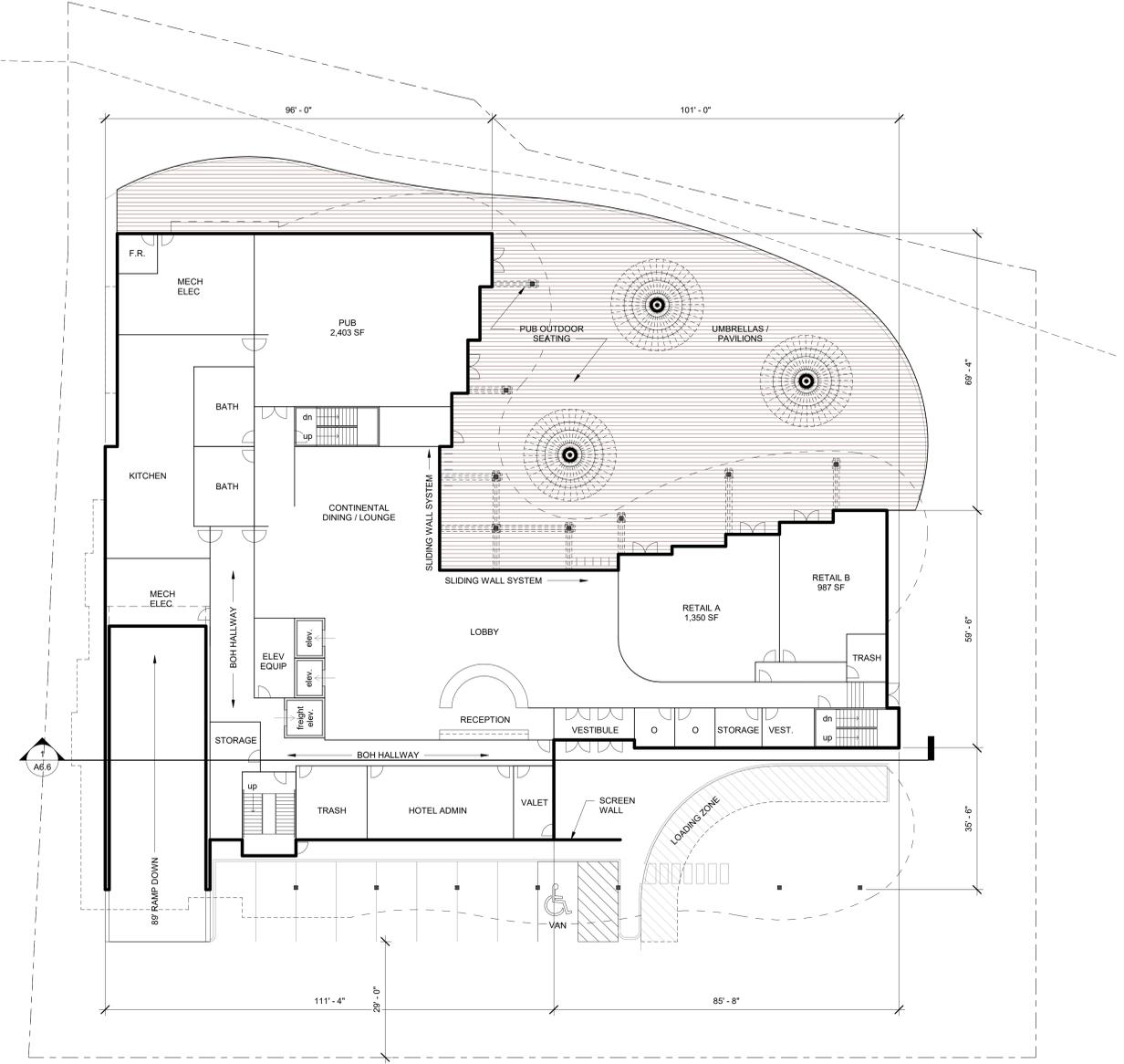
project: 190503
 date: 04.28.2020
conditional use permit application

hotel floor plans
A4.1




second floor plan
 1/16" = 1'-0"

KING:	12 UNITS
QUEEN:	12 UNITS
1 BEDROOM SUITE:	3 UNITS
2 BEDROOM SUITE:	2 UNITS
TOTAL # OF UNITS:	29




first floor plan
 1/16" = 1'-0"

PUBLIC SPACES:	
• PUB / BAR	+/- 2,400 SF
• (2) RETAIL SPACES	+/- 2,300 SF
• HOTEL DINING / LOUNGE	+/- 1,300 SF
HOTEL PROGRAM SF:	+/- 3,620 SF
PARKING SPACES:	9 SPACES

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
 300 N. Shoreline, Leesport, PA 17032
 phone: (717) 331-1501 fax: 331-1503 www.erstadarchitects.com

This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk hotel
 garden city, ID

revision:
 no. desc. date

project: 190503
 date: 04.28.2020

conditional use permit application

hotel floor plans
A4.2



fourth floor plan
 1/16" = 1'-0"

KING:	13 UNITS
QUEEN:	12 UNITS
1 BEDROOM SUITE:	3 UNITS
2 BEDROOM SUITE:	2 UNITS
TOTAL # OF UNITS:	30

HOTEL PROGRAM:
 • BUSINESS CENTER +/- 250 SF



third floor plan
 1/16" = 1'-0"

KING:	13 UNITS
QUEEN:	12 UNITS
1 BEDROOM SUITE:	3 UNITS
2 BEDROOM SUITE:	2 UNITS
TOTAL # OF UNITS:	30

HOTEL PROGRAM:
 • LAUNDRY +/- 700 SF
 • SELF-SERVE LAUNDRY +/- 100 SF



erstad ARCHITECTS, PA
 301 N. Shoreline, Leesport, PA 19359
 phone: (610) 331-1801 fax: 331-1803 www.erstadarchitects.com



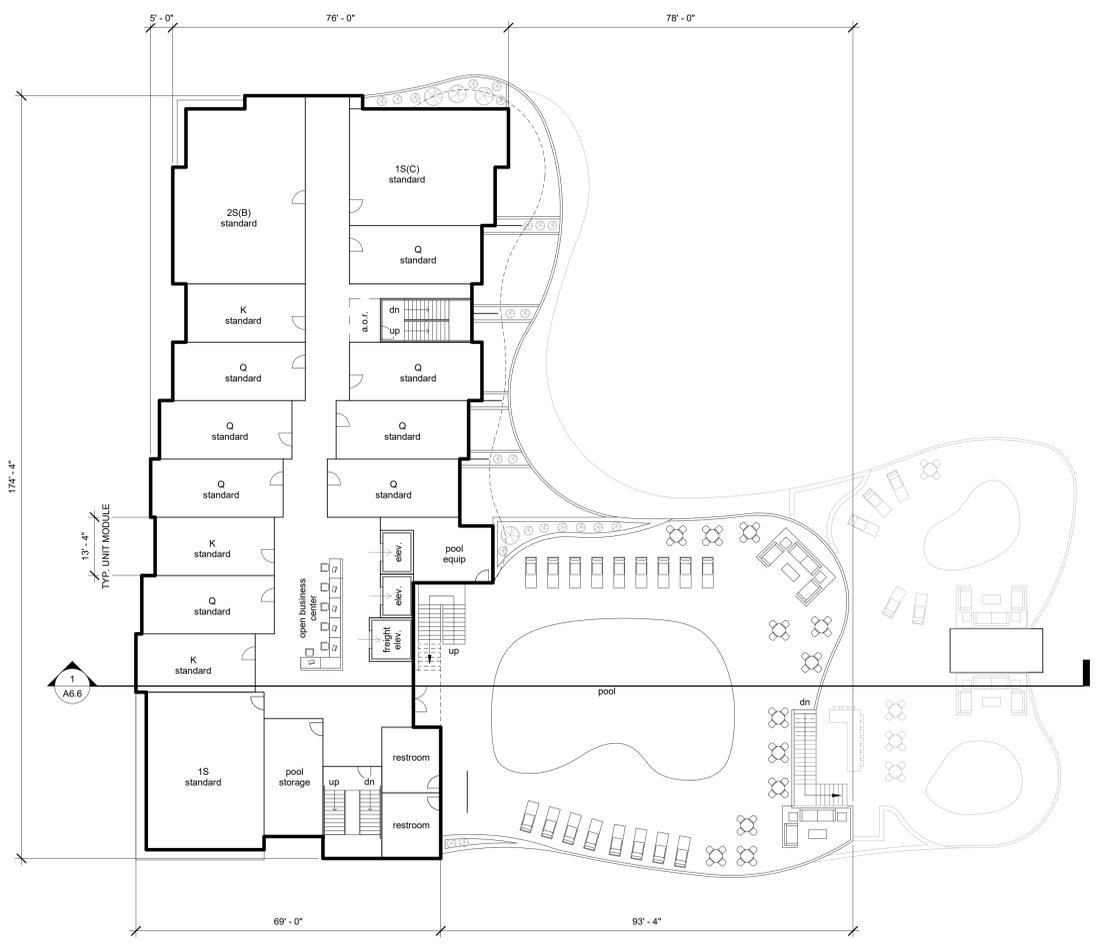
This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk hotel
 garden city, ID

revision:
 no. desc. date

project: 190503
 date: 04.28.2020
conditional use permit application

hotel floor plans
A4.3



sixth floor plan
 1/16" = 1'-0"

KING:	4 UNITS
QUEEN:	7 UNITS
1 BEDROOM SUITE:	2 UNITS
2 BEDROOM SUITE:	1 UNIT
TOTAL # OF UNITS:	14

HOTEL PROGRAM:	
• BUSINESS CENTER	+/- 450 SF
• POOL	+/- 1,677 SF
• POOL DECK	+/- 4,368 SF



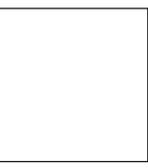
fifth floor plan
 1/16" = 1'-0"

KING:	11 UNITS
QUEEN:	3 UNITS
1 BEDROOM SUITE:	1 UNIT
TOTAL # OF UNITS:	15

HOTEL PROGRAM:	
• BANQUET HALL	+/- 3,090 SF
• CONFERENCE A	+/- 730 SF
• CONFERENCE B	+/- 1,080 SF
• WARMING KITCHEN	+/- 520 SF
• POOL BAR	+/- 502 SF
• POOL DECK	+/- 3,335 SF
• (2) JACUZZIS	+/- 556 SF

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
 30th Street, Suite 33702
 Philadelphia, PA 19104
 phone: (215) 381-1801 fax: 315-553- www.erstadarchitects.com



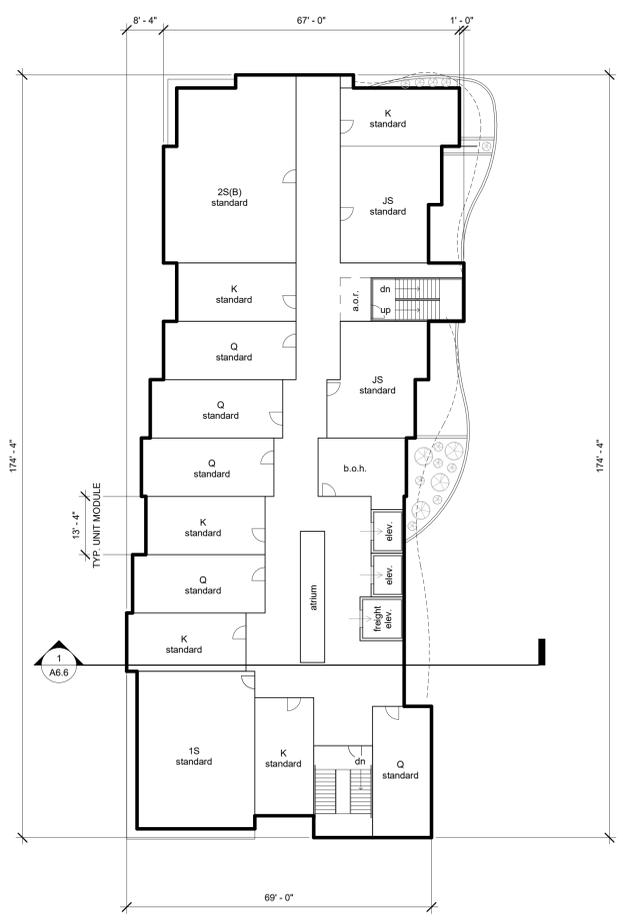
This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk hotel
 garden city, ID

revision:		
no.	desc.	date

project: 190503
 date: 04.28.2020
conditional use permit application

hotel floor plans
A4.4



eighth floor plan
 1/16" = 1'-0"

KING:	5 UNITS
QUEEN:	5 UNITS
JUNIOR SUITE:	2 UNITS
1 BEDROOM SUITE:	1 UNIT
2 BEDROOM SUITE:	1 UNIT
TOTAL # OF UNITS:	14

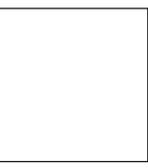


seventh floor plan
 1/16" = 1'-0"

KING:	6 UNITS
QUEEN:	8 UNITS
1 BEDROOM SUITE:	1 UNIT
2 BEDROOM SUITE:	1 UNIT
TOTAL # OF UNITS:	16

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
30th Street, Suite 33702
Philadelphia, PA 19104
phone: (215) 581-1801 fax: 315-553- www.erstadarchitects.com



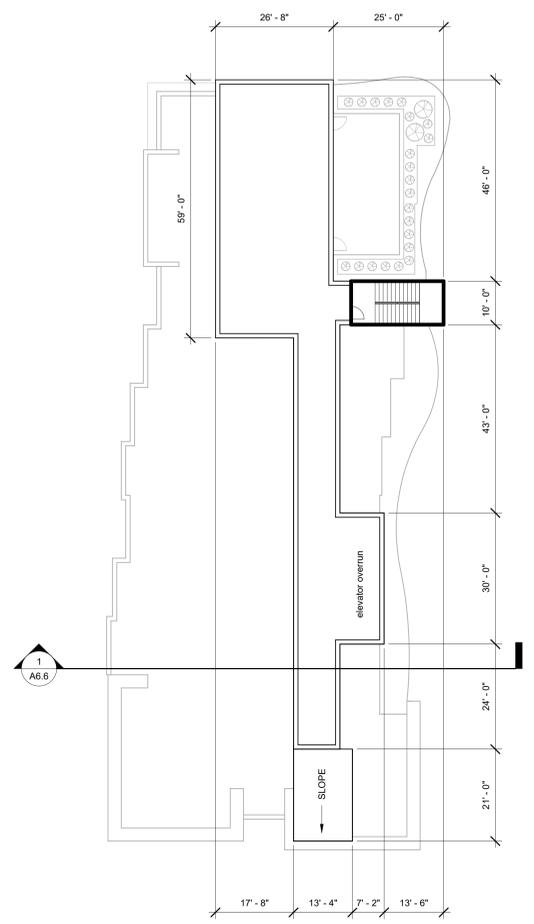
This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction, or modification of this document without first obtaining written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk hotel
garden city, ID

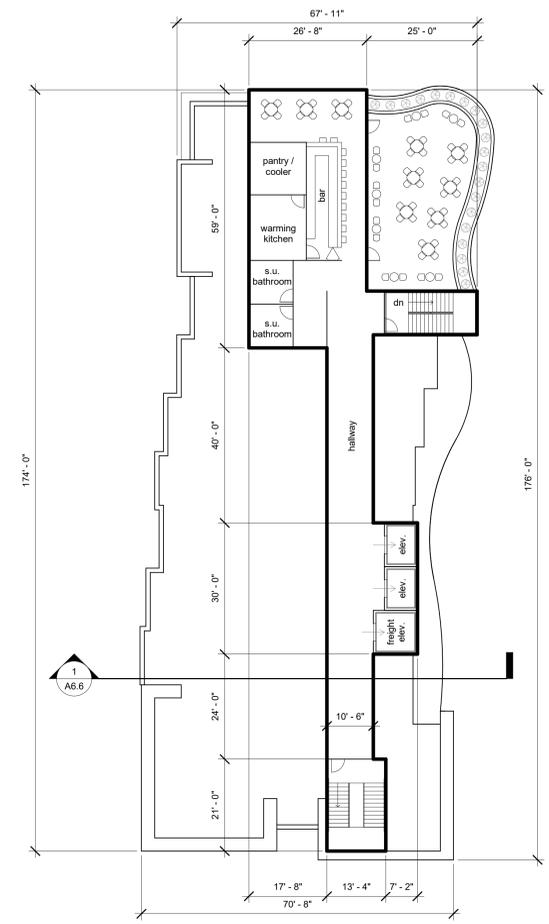
no.	desc.	date

project: 190503
date: 04.28.2020
conditional use permit application

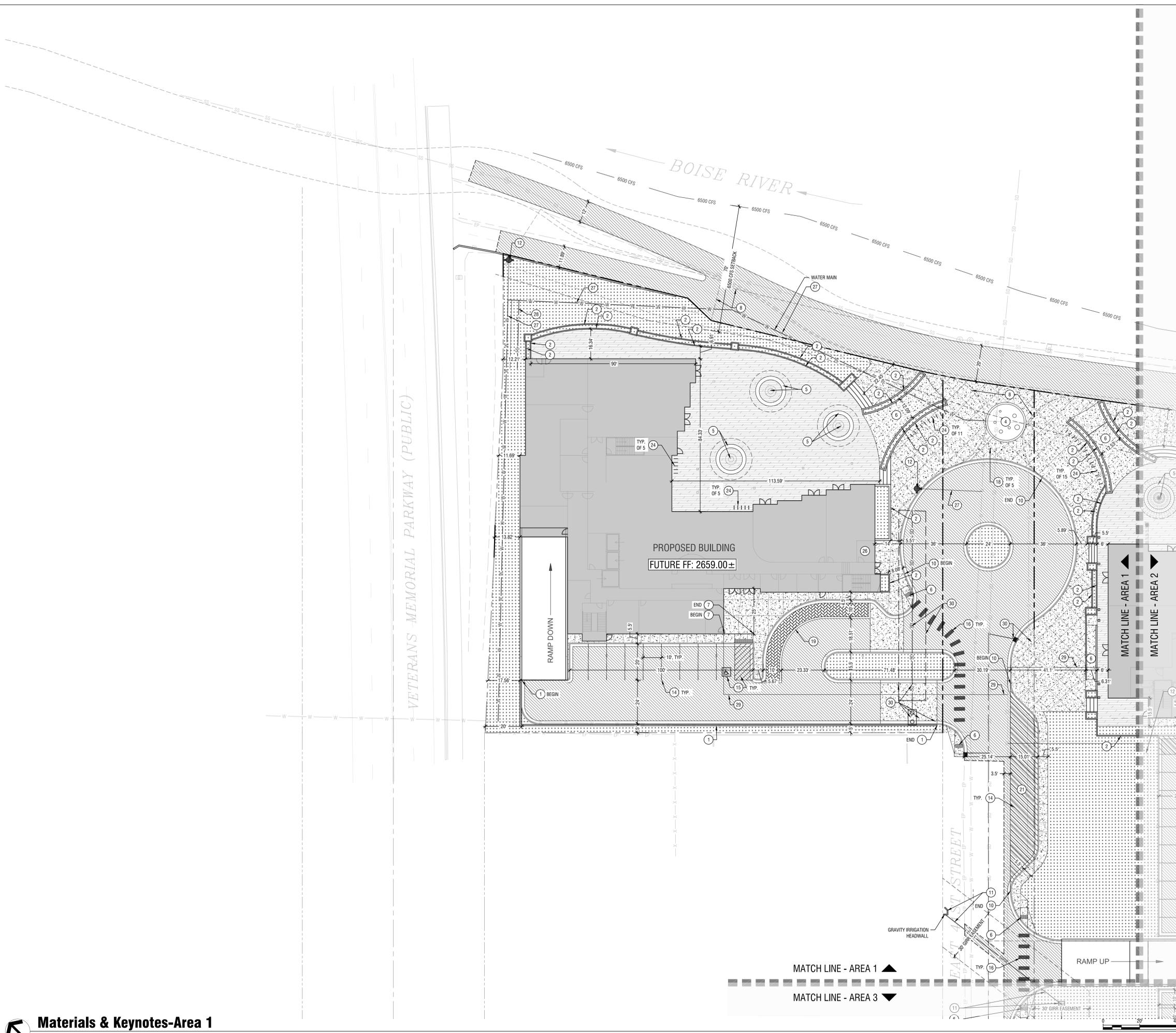
hotel floor plans
A4.5



roof plan
1/16" = 1'-0"



ninth floor plan
1/16" = 1'-0"



Material Legend

	ASPHALT PAVING		CONCRETE UNIT PAVERS, SEE DETAIL 6/C2.50.
	STANDARD CONCRETE FLATWORK		COMPOSITE BOARDWALK DECKING OVER CONCRETE SLAB, SEE DETAIL 4 & 5/C2.50.
	LANDSCAPE AREAS, REFER TO LANDSCAPE PLAN SHEET SERIES L1.00 FOR MORE INFORMATION.		VEHICULAR TRAFFIC ACCESS - POROUS GRASS PAVEMENT/GRASS PAVE, SEE DETAIL 13/C2.50.

Site Legend

	CONCRETE CURB & GUTTER		TRUNCATED DOMES
	48" HEIGHT CONCRETE PLANTER BOX, SIZE PER PLAN, SEE DETAIL 11/C2.50.		42" HEIGHT METAL FENCE, SEE DETAIL 12/C2.50.
			APPROXIMATE SAWCUT LINE

- ### Sheet Notes:
- ALL DIMENSIONS ARE MEASURED TO PROPERTY LINE, BUILDING WALL OR FACE OF CURB UNLESS OTHERWISE SPECIFIED.
 - EAST 40TH AND EAST 41ST STREETS COMPLY WITH ACHD LOCAL STREET STANDARDS WITH ATTACHED SIDEWALK.
 - GRADING & DRAINAGE:
 - THE PROJECT IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA. PROJECT GRADING WILL BE DESIGNED TO ELEVATE ALL OCCUPIED BUILDINGS ABOVE THE ESTABLISHED BASE FLOOD ELEVATION. PROJECT DESIGN WILL CONFORM TO THE REQUIREMENTS OF GARDEN CITY CODE SECTION 8-38.
 - PROJECT GRADING WILL DIRECT STORMWATER TO DRAINAGE SYSTEMS DESIGNED TO CAPTURE AND RETAIN STORMWATER FROM THE DESIGN STORM IN ACCORDANCE WITH GARDEN CITY REQUIREMENTS.

- ### Keynotes:
- CALLOUT NUMBERS COORDINATED TO NUMBERED NOTES BELOW.
- 8" WIDE, 6" HEIGHT SOLID CMU BLOCK SCREEN RETAINING WALL, SEE DETAIL 8/C2.50.
 - 48" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
 - 36" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
 - SPLASH PAD, SEE DETAIL 9/C2.50.
 - CONCRETE WALL BAR SEATING PAVILION, SEE ARCHITECTURAL.
 - ADA ACCESSIBLE RAMP PER ISPW.
 - SCREEN WALL, SEE ARCHITECTURAL.
 - FIRE ACCESS ROUTE
 - 2' X 8' X 16" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
 - ROLL CURB AND GUTTER, PER ISPW.
 - GRAVITY IRRIGATION UTILITY, PER DITCH COMPANY REQUIREMENTS.
 - FIRE HYDRANT, PER ISPW AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
 - DROP OFF AREA
 - PARKING STALL STRIPING MARKING
 - ADA PARKING PAVEMENT MARKING
 - PEDESTRIAN CROSSWALK PAVEMENT MARKING PER ISPW
 - VEHICULAR ACCESS RAMP
 - REMOVABLE BOLLARD, SEE DETAIL 2/C2.50.
 - 12" WIDE, FLUSH STANDARD GREY CONCRETE BAND
 - 44' X 8' VEHICULAR LOADING AREA
 - 12' X 60' TRUCK AND TRAILER LOADING AREA
 - 2' X 2' X 18" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
 - 40' X 40' CLEAR VISION TRIANGLE
 - BIKE RACK, SEE DETAIL 1/C2.50.
 - ON STREET PARKING STALL
 - TRASH STORAGE, SEE ARCHITECTURAL.
 - WATER LINE, PER ISPW AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
 - FIRE SERVICE LINE, PER ISPW AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
 - SEWER SERVICE, PER ISPW AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
 - STORM DRAIN UTILITY, PER ISPW AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
 - FIRE HYDRANT, PER ISPW AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.



erstad ARCHITECTS, PA
 Phone: (208) 331-9031 Fax: (208) 331-9035 www.erstadarchitects.com



This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction or modification of this document without first obtaining the written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. © 2019

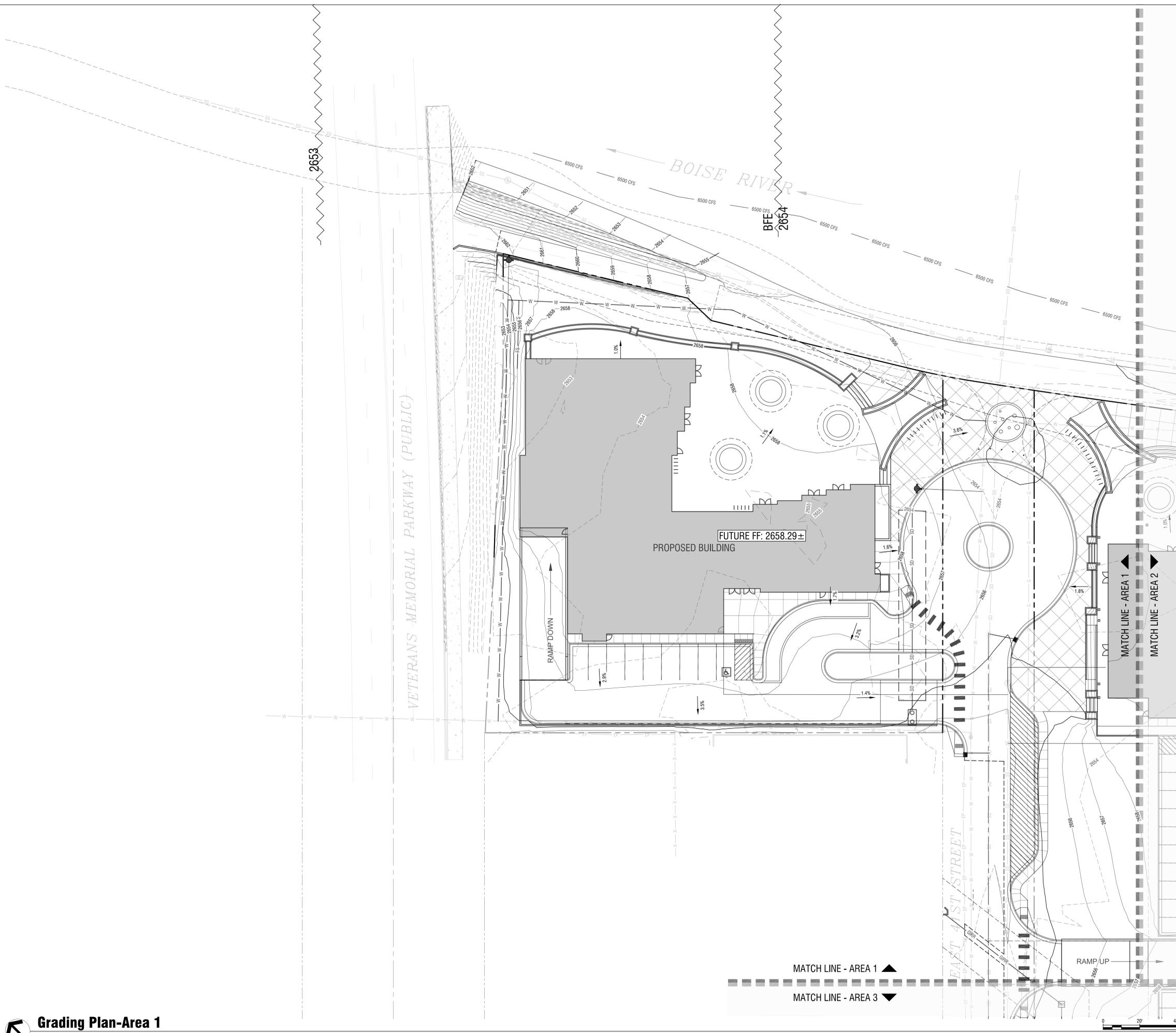
the boardwalk
garden city, ID

revision:

project: 190503
date: 04.28.2020

conditional use permit application

Materials + Keynotes Area 1
C2.01



- Sheet Notes:**
1. GRADING & DRAINAGE:
 - 1.1. THE PROJECT IS NOT LOCATED IN A SPECIAL FLOOD HAZARD AREA. PROJECT GRADING WILL BE DESIGNED TO ELEVATE ALL OCCUPIED BUILDINGS ABOVE THE ESTABLISHED BASE FLOOD ELEVATION. PROJECT DESIGN WILL CONFORM TO THE REQUIREMENTS OF GARDEN CITY CODE SECTION 8-3B.
 - 1.2. PROJECT GRADING WILL DIRECT STORMWATER TO DRAINAGE SYSTEMS DESIGNED TO CAPTURE AND RETAIN STORMWATER FROM THE DESIGN STORM IN ACCORDANCE WITH GARDEN CITY REQUIREMENTS.



erstad ARCHITECTS, PA
 phone: (202) 331-9031 fax: (202) 331-9035 www.erstadarchitects.com



This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction or modification of this document without first obtaining the written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. © 2019

the boardwalk
garden city, ID

revision:

project: 190503
date: 04.28.2020
conditional use permit application

Grading Plan
Area 1
C4.01

Grading Plan-Area 1
Horizontal Scale: 1" = 20'

MATCH LINE - AREA 1 ▲
 MATCH LINE - AREA 3 ▼

Tree Calculation Legend

- 1 PERIMETER LANDSCAPE TREE BETWEEN DIFFERENT USES (29 TREES TOTAL / 50" CALIPERS)
- 2 STREET TREE (12 TREES TOTAL / 24" CALIPERS)
- 3 PARKING ISLAND TREE (11 TREES TOTAL / 22" CALIPERS)
- 4 MITIGATION TREE (42 TREES TOTAL / 84" CALIPERS)
- 5 ADDITIONAL SITE TREE (92 TREES TOTAL / 184" CALIPERS)

Landscape Calculations:

- GENERAL**
- TOTAL TREES PROPOSED: 186 TREES
 - TOTAL CALIPER INCHES PROPOSED: 330" CALIPERS
 - TOTAL EVERGREEN TREES: 20
 - TOTAL DECIDUOUS TREES: 145

- 40TH STREET FRONTAGE - 148 LINEAR FEET**
- ONE CLASS III OR CLASS II TREE SHALL BE PLANTED IN THE FRONTAGE AND AN ADDITIONAL CLASS I TREE SHALL BE PLANTED PER 50' LINEAR FEET
 - CLASS II OR CLASS III TREES CAN BE SUBSTITUTED AT THE RATE OF (2) CLASS I TREE FOR EVERY (1) CLASS II OR CLASS III TREE.

TREES REQUIRED	TREES PROVIDED
4 TOTAL	(3 CLASS I) (1 CLASS II)

- 41ST STREET FRONTAGE - 435 LINEAR FEET**
- ONE CLASS III OR CLASS II TREE SHALL BE PLANTED IN THE FRONTAGE AND AN ADDITIONAL CLASS I TREE SHALL BE PLANTED PER 50' LINEAR FEET
 - CLASS II OR CLASS III TREES CAN BE SUBSTITUTED AT THE RATE OF (2) CLASS I TREE FOR EVERY (1) CLASS II OR CLASS III TREE.

TREES REQUIRED	TREES PROVIDED
10 TOTAL	(5 CLASS II)

- VETERANS MEMORIAL PARKWAY STREET FRONTAGE - 285 LINEAR FEET**
- ONE CLASS III OR CLASS II TREE SHALL BE PLANTED IN THE FRONTAGE AND AN ADDITIONAL CLASS I TREE SHALL BE PLANTED PER 50' LINEAR FEET
 - CLASS II OR CLASS III TREES CAN BE SUBSTITUTED AT THE RATE OF (2) CLASS I TREE FOR EVERY (1) CLASS II OR CLASS III TREE.

TREES REQUIRED	TREES PROVIDED
6 TOTAL	(3 CLASS II)

- PARKING ISLAND TREES**
- ONE TREE SHALL BE PLANTED IN EACH PLANTER ISLAND AT THE BEGINNING AND END OF EACH PARKING ROW.

TREES REQUIRED	TREES PROVIDED
11 TOTAL	11 TOTAL

- GENERAL LANDSCAPE REQUIREMENTS**
- ONE TREE PER 1000 SQUARE FEET OF LANDSCAPE AREA.
 - ONE SHRUB PER 150 SQUARE FEET OF LANDSCAPE AREA.
 - TREES MAY BE SUBSTITUTED FOR UP TO 1/2 OF THE REQUIRED SHRUBS AT THE RATE OF 1 TREE PER 10 SHRUBS AND VICE VERSA.

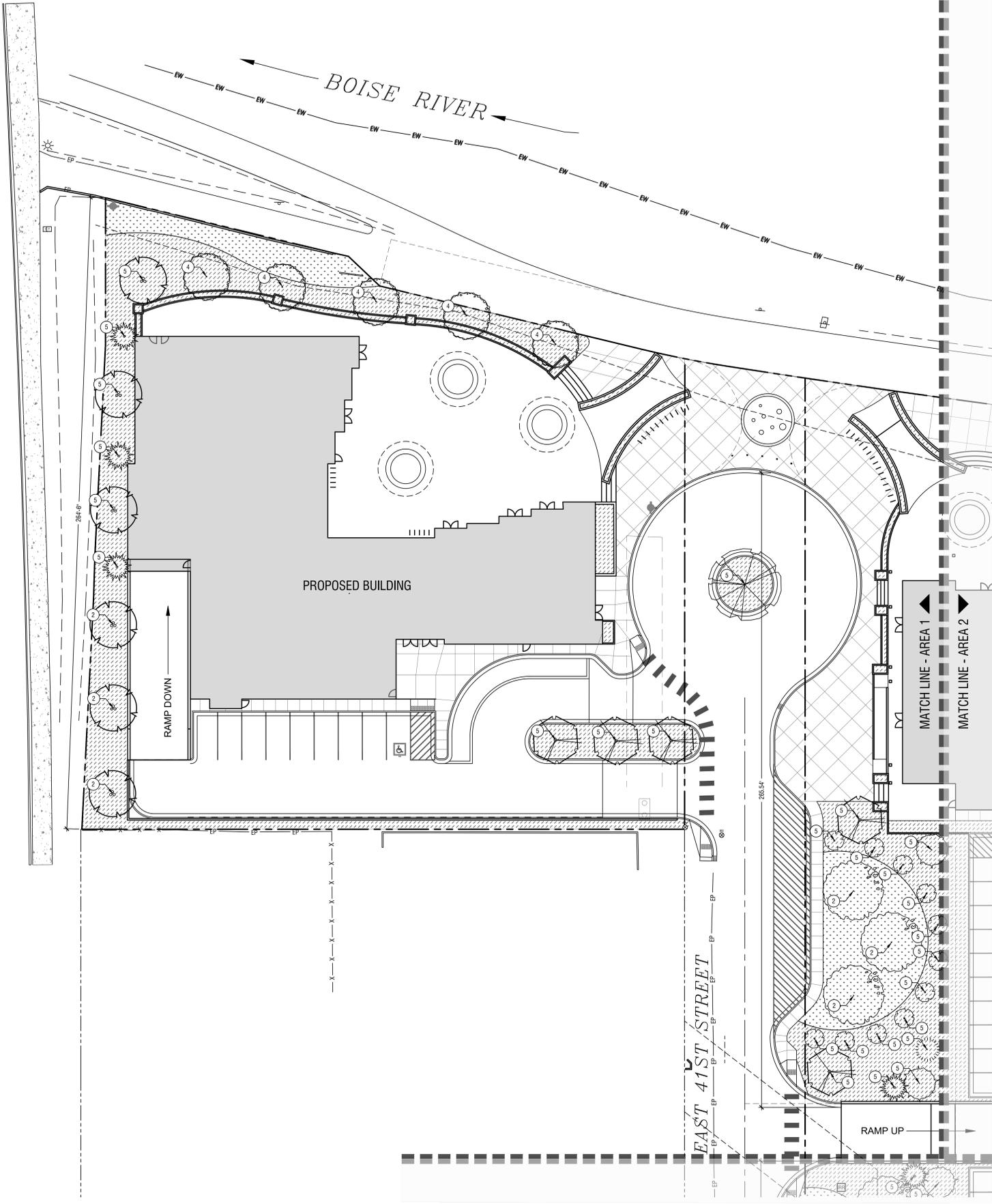
LANDSCAPE AREA:	134,433 SQ. FT.
TREES REQUIRED	134 TOTAL
TREES PROVIDED	165 TOTAL

SHRUBS REQUIRED	SHRUBS PROVIDED
869 TOTAL	870 TOTAL

- MITIGATION REQUIREMENTS**
- ALL TREES FOUR INCH (4") CALIPER OR GREATER REMOVED FROM SITE SHALL BE REQUIRED FOR MITIGATION
 - REQUIRED STREET TREES, LANDSCAPE BUFFER TREES, AND PARKING LOT TREES SHALL NOT BE INCLUDED WITHIN MITIGATION CALCULATIONS.
 - SEE EXISTING TREE INVENTORY PLAN SHEET L1.10 FOR MITIGATION CALCULATION BREAKDOWN.

TOTAL CALIPER REQUIRED FOR MITIGATION:	84"
TOTAL CALIPERS PROPOSED:	84"
TOTAL ADDITIONAL SITE CALIPERS/TREES:	184" (92 TREES)

VETERANS MEMORIAL PARKWAY (PUBLIC)



Material Legend

- TURF SOD.
- PLANTER BED WITH ROCK MULCH. SEE SHEET L1.50 FOR PROPOSED SHRUB LIST. LARGE BASALT BOULDERS 3'-4' DIA. PLACED THROUGHOUT PLANTER BEDS. SEE DETAIL S/L1.50.

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE	QTY
1	ACER JAPONICUM / ACONITIFOLIUM / FERNLEAF HILL MOON MAPLE 12' H X 10' W	2" CAL B&B	5
2	ACER MIYABEII / STATE STREET / MIYABE MAPLE CLASS II: 35' H X 25' W	2" CAL B&B	10
3	BETULA NIGRA / RIVER BIRCH MULTI-TRUNK CLASS II: 40' H X 35' W	2" CAL B&B	20
4	CERCIS CANADENSIS / EASTERN REDBUD MULTI-TRUNK 20' H X 20' W	2" CAL B&B	10
5	CEDRUS ATLANTICA / GLAUCA FASTIGIATA / COLUMNAR BLUE ATLAS CEDAR 30' H X 10' W	7-8H B&B (2" CAL. MIN)	5
6	CERCIS CANADENSIS / RISING SUN / RISING SUN REDBUD 12' H X 8' W	2" CAL B&B	5
7	CEDRUS ATLANTICA / GLAUCA PENDULA / WEeping BLUE ATLAS CEDAR	7-8H B&B (2" CAL. MIN)	1
8	GLADISTIA TRIACANTHOS INERMIS / IMPCOLE / TM / IMPERIAL HONEYLOCUST 40' H X 30' W	2" CAL B&B	23
9	LIRIODENDRON TULPIFERA / EMERALD CITY / TM / EMERALD CITY TULIP TREE 50' H X 40' W	2" CAL B&B	2
10	LIRIODENDRON TULPIFERA / FASTIGIATA / COLUMNAR TULIP TREE CLASS III: 40' H X 15' W	2" CAL B&B	3
11	MAGNOLIA X GALAXY / GALAXY MAGNOLIA 30' H X 15' W	2" CAL B&B	10
12	MAGNOLIA STELLATA / ROYAL STAR / ROYAL STAR MAGNOLIA 15' H X 12' W	2" CAL B&B	15
13	MALUS X SPRING SNOW / SPRING SNOW GRAB APPLE CLASS I: 20' H X 20' W	2" CAL B&B	13
14	PRUNUS X CERASIFERA / CRIOZAM / CRIMSON POINTE FLOWERING PLUM 25' H X 8' W; CLASS I	2" CAL B&B	12
15	PINUS FLEXILIS / VANDERWOLF'S PYRAMID / VANDERWOLF'S PYRAMID PINE 25' H X 15' W	7-8H B&B (2" CAL. MIN)	3
16	PICEA GLAUCA PENDULA / WEeping WHITE SPRUCE 25' H X 10' W	7-8H B&B (2" CAL. MIN)	2
17	PICEA OMORIKA / RIVERSIDE / BRUNS SERBIAN SPRUCE 20' H X 15' W	7-8H B&B (2" CAL. MIN)	10
18	PINUS NIGRA / OREGON GREEN / OREGON GREEN PINE 18' H X 12' W	7-8H B&B (2" CAL. MIN)	1
19	QUERCUS PALISTRIS / PRINGREEN / GREEN PILLAR OAK 40' H X 10' W	2" CAL B&B	29
20	TILIA CORDATA / GREENSPIRE / GREENSPIRE LITTLELEAF LINDEN CLASS II: 40' H X 40' W	2" CAL B&B	7



erstad ARCHITECTS, PA
 phone: (202) 331-9031 fax: (202) 331-9035 www.erstadarchitects.com



This document is the property of erstad ARCHITECTS and is protected by U.S. and international laws. Use, reproduction or modification of this document without first obtaining the written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. © 2019

the boardwalk
garden city, ID

revision:

project: 190503
date: 04.28.2020

conditional
use permit
application

Landscape
Plan
Area 1
L1.01