erstad
ARCHITECTS

310 north 5th street, boise, idaho 83702 • phone 208.331.9031 • fax 208.331.9035 • email:info@erstadarchitects.com

January 06, 2020

Christian Samples
City of Garden City

Project: The Boardwalk
Our file: eA #190503
Re: Design Review Plan Changes

Dear Chris:

Below are the modifications made to the documents and drawings in response to the comments from our last Design Review hearing on December 2, 2019. If you have any questions, please do not hesitate to contact us.

Drawing Changes:

1. **A0.0 cover sheet:**
    a. 406 Place Data:
        i. Site Zoning: no longer requesting rezone to C-2; will eliminate lot line between 406 and Boardwalk main site
        ii. Stories: reduced from 5-6 stories to **4-5 stories**
        iii. Height: reduced from 70' to **61'**
        iv. Area: Reduced from 114,741sf to **91,652sf**
        v. Parking: reduced from 184 to **109 spaces**
    b. Boardwalk Data:
        i. Site Size: Lists full lot coverage once 406 lot line is eliminated
        ii. Building Area: Increased to 339,400sf due to increase of garage parking on this site
        iii. Parking: increased from 111 to **152 spaces**
    c. Apartment Unit Mix Table:
        i. (2) 1 bedroom units became 2 bedroom units. Total number of units did not change
    d. Parking Statistics by Phase:
        i. Updated to reflect parking amount changes to 406 Place and Boardwalk

2. **A0.1 neighborhood map:**
    a. No change

3. **A0.2 parcel map:**
    a. Text note changed to read "eliminate all internal lot lines"

4. **A1.0 topo survey**
    a. No change

5. **C0.00 general cover**
    a. All site area + parking counts adjusted to match architectural sheets. See changes listed under a0.0 and a1.1

6. **C0.50 general topographic survey**
    a. No change

7. **C1.00 general site plan – overall**
    a. See site changes listed under C2.02, C2.03, and A1.1 items

erstad ARCHITECTS

310 north 5th street, boise, idaho 83702 • phone 208.331.9031 • fax 208.331.9035 • email:info@erstadarchitects.com

8. **C2.01 materials + keynotes area 1**
    a. No changes

9. **C2.02 materials + keynotes area 2**
    a. Adjusted south access drive alignment to allow for 406 building to shift north and east

10. **C2.03 materials + keynotes area 3**
    a. 406 Building shifted approximately 5' north and 7' east to provide larger setback from property boundary.
    b. Relocated parking garage entrance from 40th Street to internal drives.
    c. Shifted fire access road 10' north, to allow for 10' landscape buffer along property boundary.
    d. Realigned site access drive from 40th Street to allow for larger landscape buffer along eastern property boundary.

11. **C2.50 site details**
    a. No change

12. **C4.01 grading plan area 1**
    a. No change

13. **C4.02 grading plan area 2**
    a. Revised grading and utility alignment between the Boardwalk building and 406 building due to building shift

14. **C4.03 grading plan area 3**
    a. Revised grading and utility alignment around 406 building due to building shift

15. **L1.01 landscape plan area 1**
    a. Updated tree mitigation counts and calculations

16. **L1.02 landscape plan area 2**
    a. Revised landscape plan around 406 building due to building shift
    b. Increased eastern property boundary tree counts
    c. Updated tree mitigation counts and calculations

17. **L1.03 landscape plan area 3**
    a. Revised landscape plan around 406 building due to building shift.
    b. Increased western and southern property boundary tree counts.
    c. Shifted fire access route north to allow for continuous landscape buffer along southern boundary.
    d. Increased landscape/foundation plants and trees along 40th Street due to the removal of the access to the parking garage.
    e. Updated tree mitigation counts and calculations.

18. **L1.10 existing tree inventory plan**
    a. Updated mitigation calculations

19. **L1.50 landscape details**
    a. No change

erstad ARCHITECTS

310 north 5th street, boise, idaho 83702 • phone 208.331.9031 • fax 208.331.9035 • email:info@erstadarchitects.com

20. **A1.1 site plan:**
    a. Building Areas Table:
        i. Boardwalk: Garage increased from 57,171 to **73,395sf**
        ii. 406 Place:
            1. Removed 1 level of parking: all floor squarefootages changed to reflect this
            2. Overall building outline modified to provide space for continuous planting at south side of property by notching south façade to allow fire lane to be shifted north an additional 5'.
        iii. Hotel: 9th floor increased from 2,310sf to **3,395sf to accommodate added stair + service elevator access**
    b. Site Coverage Areas Table:
        i. Revised due to removal of 406 Place parking entrance, shrinking of 406 Place footprint, and drive aisle realignment
            1. Major change: increase in landscaped area, reduction in asphalt and concrete flatwork area.
    c. Parking Counts Table:
        i. Parking counts updated to reflect garage spaces added to Boardwalk underground garage and spaces removed from 406 Place
    d. Plan:
        i. 406 Place moved North and East to provide a 10' continuous landscape buffer between the fire lane and the south property line. Total building setback increased to 31' / 36' from south lot line and 17' to west property line.
        ii. Exit from 406 parking moved from 40th street to internal road north of 406 Place.
        iii. SE stair tower at Boardwalk flipped to south side of building to align with new walkway between 406 Place and south wing.

21. **A1.2 fire access:**
    a. Fire access at south side of 406 Place moved north to provide 10' uninterrupted landscape buffer

22. **A1.3 site lighting plan:**
    a. Site lighting reconfigured to match updated pathways between The Boardwalk and 406 Place

23. **A1.4 open space diagrams:**
    a. Open space diagram updated to match building placement shifts
        i. Total open space increased from 102,597sf to **104,238sf**

24. **A2.0 boardwalk underground garage plan:**
    a. Underground parking enlarged
    b. Total parking spaces in underground garage increased by 41 spaces

25. **A2.1 – A2.5:**
    a. SE wing stair tower flipped to south façade to better align with 406 Place parking pedestrian exit

26. **A2.6 boardwalk roof plan**
    a. No change

27. **A3.0 406 place floor plan:**
    a. Building moved North 5' + jogged an additional 5' to create a continuous 10' landscape buffer at south property line
    b. Building moved 12' to the east to provide 17' setback at west property line
    c. Parking exit moved from 40th Street to internal street at north side of building
    d. Third floor of parking removed from structure: 2nd floor now top of parking.
    e. East elevator moved to NW corner of building to align with Boardwalk South wing

erstad ARCHITECTS

310 north 5th street, boise, idaho 83702 • phone 208.331.9031 • fax 208.331.9035 • email:info@erstadarchitects.com

28. **A3.1 406 place floor plans**:
    a. South row of units reconfigured to face interior courtyard; all south facing bedroom windows will not be view windows
    b. 1 stack of units rotated from south face to east face and changed to 2 bedroom units
    c. South units pushed north to be behind parapet wall
    d. Courtyard reconfigured to align with new unit placements

29. **A4.0 – A4.4:**
    a. No Change

30. **A4.5 hotel floor plans:**
    a. Access to SW stair tower + service elevator added from 9th floor bar space

31. **A5.1 – A5.2:**
    a. No Change

32. **A5.3 406 place unit plans**
    a. Adjusted fenestration at 1 bedroom unit plans to reflect primary orientation into courtyard

33. **A6.1 boardwalk elevations:**
    a. C-1 material label revised to read “concrete or stone planters + retaining walls”

34. **A6.2 boardwalk elevations + sections:**
    a. South Elevation updated to reflect SE stair tower being flipped to face 406 Place
    b. Building section updated for extended underground parking garage

35. **A6.3 boardwalk perspectives:**
    a. Aerial View from Southeast updated to reflect SE stair tower being flipped to face 406 Place

36. **A6.4 406 place elevations + sections:**
    a. All elevations updated; primary changes to include:
        i. 1 level of parking removed
        ii. South façade modified to remove bedroom view windows + push units behind parapet wall
        iii. Second garage exit moved from east face to north elevation
    b. Section updated to show removal of 1 floor of parking + additional setback at south side of parcel

37. **A6.5 406 place perspectives:**
    a. All views updated with changes listed previously

38. **A6.6 hotel elevations + sections:**
    a. All elevations updated to show hallway extending across 9th floor for secondary stair access
    b. C-1 material label revised to read “concrete or stone planters + retaining walls”

39. **A6.7 hotel perspectives:**
    a. All views updated to show hallway + stair extension at 9th floor (barely visible)

40. **A7.0 renderings:**
    a. No change

41. **A7.1 renderings:**
    a. No change

42. **A7.2 renderings:**
    a. Rendering of updated 406 Place design from SE corner of site added to drawing set

erstad
ARCHITECTS

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

The Boardwalk
Mixed Use Development

STATEMENT OF INTENT *updated 2020-01-06*

We are pleased to submit this Design Review Application for our mixed-use development, between 40th Street, 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 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 buildings recess back at each floor level from the river, the modulation becomes more vertical, transitioning to a more urban profile.

We are proposing three structures. The centerpiece will be the five-story Boardwalk apartment building. It will contain 237 apartments (a mix of studios, one-bedroom units, and two-bedroom units) with associated amenities, eight retail spaces, and a 5th floor restaurant, open to the general public. The building is set significantly back from the greenbelt to create a large open space (part landscaping / part raised boardwalk) along the retail storefronts.

Across 41st Street, also fronting the greenbelt, will be a nine-story, 148-room boutique hotel, with pub/restaurant, rooftop bar, and two retail spaces. A similar raised boardwalk on the greenbelt side of the building will create a continuation of the retail storefronts across 41st Street.

Further inland sits 406 Place, a 38-unit courtyard apartment building with internal parking.

We intend to vacate all property lines currently dividing the land so as to end up with a single parcel of land for the hotel (zoned C-2) and a single parcel of land containing the Boardwalk apartment building and the 406 Place building (zoned C-2 and R-3).

The hotel and central Boardwalk building will be built over underground parking garages (241 spaces total), 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.

Response to 2019-12-02 Design Review hearing:

The primary concern that was raised at our December 2, 2019 Design Review hearing was privacy. We were asked to consider additional screening and buffer along both the south and east property lines. In response, the developer has purchased another parcel of land for parking, and we are incorporating more parking beneath the Boardwalk building, allowing us to eliminate an entire floor from the 406 Place building. In addition, we have pushed the entire 406 Place building further from the south property line, incorporated a landscape buffer for the entire length (with three times as many trees as before), set the apartments back further, and eliminated view windows from the south-facing bedrooms. We have also added approximately 50% more trees along the east and west property lines.

We intend to execute a cross-parking agreement for 44 spaces to be located on the lot at 520 E. 40th Street, the design of which will be addressed in a separate Design Review submittal at a later date.

erstad
ARCHITECTS

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

The Boardwalk
Mixed Use Development

COMPLIANCE STATEMENT *updated 2020-01-06*

We will be requesting a Conditional Use Permit for the hotel (lodging use in a C-2 zone). Pending that item, all structures 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. We also held two neighborhood meetings on October 21 and November 26, 2019

We are providing two pedestrian connections through the site to the greenbelt - one along 41st Street, and another along our east property line.

Specific applicable provisions of 8-2C-15 “Dwelling Unit, Multi-Family” include:

A. Setbacks: All setbacks between buildings are greater than 10 feet.
B. Site Layout: The following amenities are provided (4 are required):
    a. Quality of Life Amenities: fitness center and enclosed bike storage
    b. Open Space Amenities: The boardwalk and adjacent open space fronting the greenbelt, plus a large tenant-only roof deck
    c. Recreation Amenities: children’s play structure
C. Site Maintenance: We take no exception to such an agreement.
D. Additional Standards: We are providing the following:
    a. Property management offices
    b. Multiple maintenance spaces and storage areas
    c. Central mail and parcel rooms
    d. Directories and maps at both entrances

All structures have been designed with existing adjacent structures and uses in mind. All buildings 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 buildings and the greenbelt). The greenbelt-facing elevations are significantly terraced to enhance the sense of openness and setback from the river.

At the east end of the main Boardwalk building we anticipate that the adjacent properties will be redeveloped to higher densities in the coming years. In fact, our development team is under

contract on the property at 520 E. 40th Street (adjacent to the greenbelt). Even so, we have directed our dwelling units away from the neighboring properties to reduce perceived privacy issues, and are using only clerestory (non-view height) windows at that elevation. Trees will be planted along the property line, and a 6-foot tall decorative CMU privacy wall will be built along the east property lines. All landscape buffers meet or exceed requirements for tree density and spacing.

At 406 Place, we have stepped the massing down from five stories to four at the south elevation (eliminated an entire story from our prior application). The building has also been shifted north to allow a 31-36' south setback, which is six to seven times the required 5' side yard setback. Where our north-facing units look across our drive aisle toward the nearest residence, the distance is 75-feet, and a landscape/tree buffer will be planted, along with the 6-foot tall decorative CMU privacy wall. Similarly, landscaping and a privacy wall will be used along the south and west lot lines.

Each of the structures displays considerable variation in massing and articulation, avoiding long flat planes and intimidating vertical faces. To provide a cohesive architectural theme, there will be some commonality along with some variation in the materials used between all three buildings. Primary materials include composite woodgrain panels, composite fiber-cement panels, and prefinished metal. Please see the elevations for identification of the various materials and colors.

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 – 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 buildings. 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.

Lastly, we are complying with ACHD's standard street section which illustrates an attached sidewalk.

erstad
ARCHITECTS

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

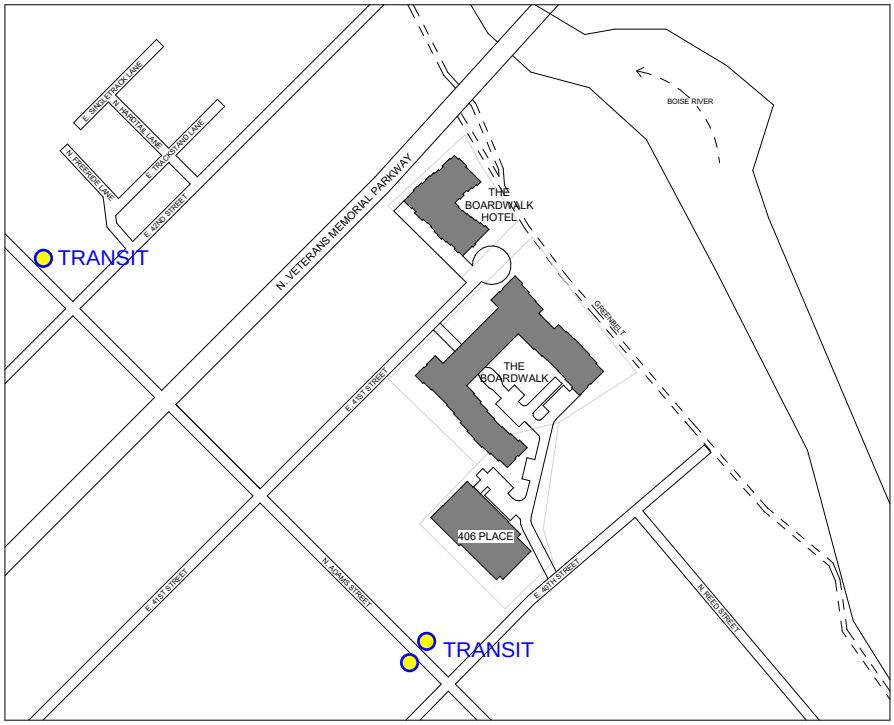
Appendix C: City of Raleigh, NC Zoning Staff Report TC-4-16 Overnight Lodging, Specialized Vehicle Parking

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

<u>Reductions:</u>

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 at 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 Hide Hailing	-5
Reduction for Shared Cars	20
Total Phase 2 Parking Demand	300

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 Hide Hailing	-5
Reduction for Shared Cars	-30
Total Phase 2&3 Parking Demand	352

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
Total hotel parking demand	97

APPENDIX A

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

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 1st floor; 0.25 other floors	0.8 1st floor; 0.5 other floors

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 1st floor, 0.25 other floors	0.66 1st 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 1st floor; 0.25 other floors	0.8 1st 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

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 1st floor; 0.25 other floors	0.8 1st floor; 0.5 other floors
Office, Business or Professional > 1,000 s.f.	Per 300 s.f.	1.0	0	0.66 1st floor; 0.25 other floors	0.8 1st floor; 0.5 other floors
University Office or Laboratory	Per 300 s.f.	1.0	0	0.66 1st floor; 0.25 other floors	0.8 1st 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

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

APPENDIX B

Developers Reduce Parking via Car Sharing

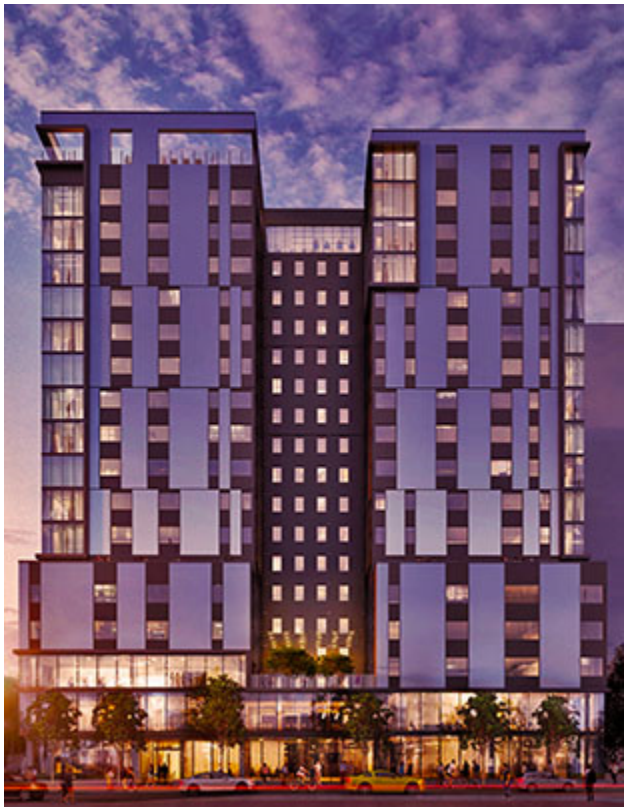
By Will Macht
August 19, 2019

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.

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

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

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

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

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.

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)

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.

At the Grand Apartments in the Lower Downtown (LoDo) 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. (Shorenstein 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.

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)

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

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 Bizzi & 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. (Bizzi & 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.

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)

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.)

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.

APPENDIX C

Zoning Staff Report – TC-4-16

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

Request

Section Reference	
Basic Information	
PC Recommendation Deadline	

Comprehensive Plan Guidance

Applicable Policies	**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. **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. **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.
Action Items	Not applicable

Contact Information

Staff Coordinator	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 at 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 conventioneers 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 uses 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 requirement 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

406 PLACE

use: apartments & parking
classification: R-2, S-2
site zoning: R-3
site size: part of 5.87 acre site, after eliminating lot line

description: 38 apartments around a shared courtyard, over parking

construction: type V over type I
stories: 5 (2 or 3 over 2 story podium)
max. height: approximately 61 feet from existing grade
building area: 91,652 sf (including 49,808 sf parking)
parking: 109 in building, additional on site

THE BOARDWALK

use: apartments, commercial, restaurant, underground parking garage
classification: R-2, M, B, A-2, S-2
site zoning: C-2 (small portion of southeast corner extends into R-3 zone)
site size: part of 5.87 acre site, after eliminating lot line

description: 237 apartments, plus 8 commercial tenant spaces and a 5th floor restaurant, over an underground parking garage.

construction: type III over type I
stories: 5 over basement, plus partial occupied roof
max. height: approximately 88 feet from existing grade
building area: 339,400 sf (including 73,395 sf parking)
parking: 152 in underground garage, additional on site

THE BOARDWALK HOTEL

use: hotel, commercial, underground parking garage
classification: R-1, B, A-2, S-2
site zoning: C-2
site size: 1.24 acres

description: 148-room hotel with pub/restaurant, rooftop bar, plus 2 commercial tenant spaces, over an underground parking garage.

construction: type I
stories: 9 over basement
max. height: approximately 121 feet from existing grade
area: 144,672 sf + 38,530 sf garage
FAR: 2.678 (excludes underground garage)
parking: 89 garage + 9 surface = 98 total

PROJECT TEAM

DEVELOPER
Vida Properties
3527 S. Federal Way
Suite 103-443
Boise, ID 83705

ARCHITECT
erstad ARCHITECTS
Chad Weltzin
310 N. 5th Street
Boise, ID 83702
208-331-9031

CIVIL+LANDSCAPE
The Land Group
Doug Russell
462 E. Shore Drive, Suite 100
Eagle, ID 83616
208-939-4041

APARTMENT UNIT MIX

	406 PLACE	THE BOARDWALK	TOTAL
STUDIO	0	72	72
1-BEDROOM	18	149	167
2-BEDROOM	20	16	36
TOTAL:	38	237	275

PARKING STATISTICS by PHASE

PHASE 1: OFFSITE IMPROVEMENTS - no parking

AT COMPLETION OF PHASE 2 (BOARDWALK APARTMENTS + TEMPORARY LOT)
Need: 237 apartments + guests + retail & restaurant patrons
Provided: 321 (152 in underground garage + 52 surface + 117 in temp lot)
bicycle spaces: 325 (60 on site plus 265 in boardwalk garage)

AT COMPLETION OF PHASE 3 (406 PLACE APARTMENTS)
Total Need: 275 apartments + guests + retail & restaurant patrons
Provided: 371 (152 in boardwalk garage + 109 at 406 Place + 66 surface + 44 via cross parking agreement with 520 E. 40th Street)
bicycle spaces: 378 (60 on site plus 318 in garages)

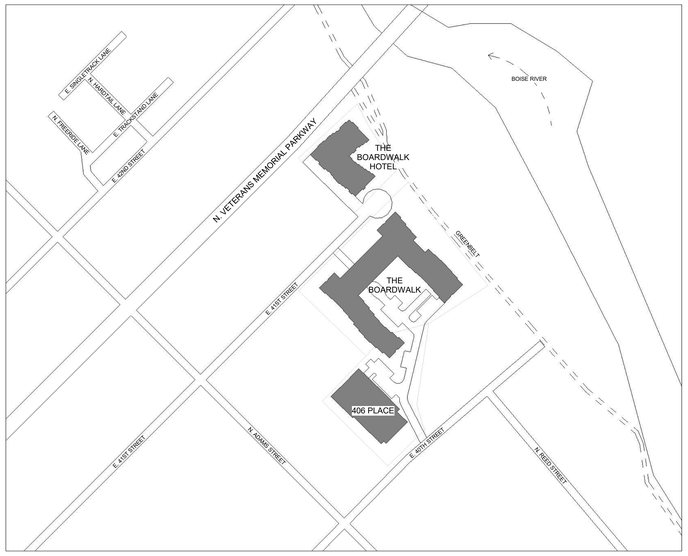
AT COMPLETION OF PHASE 4 (HOTEL)
Total Need: 275 apartments + guests + retail & restaurant patrons + 148 hotel rms.
Provided: 469 (350 in garages + 75 surface + 44 via cross-parking agreement)
bicycle spaces: 389 (71 on site plus 318 in garages)

SHEET LIST

A0.0 cover sheet
A0.1 neighborhood map
A0.2 parcel map
C0.00 general cover
C0.50 general topographic survey
C1.00 general site plan - overall
C2.01 materials + keynotes area 1
C2.02 materials + keynotes area 2
C2.03 materials + keynotes area 3
C2.50 site details
C4.01 grading plan area 1
C4.02 grading plan area 2
C4.03 grading plan area 3
L1.01 landscape plan area 1
L1.02 landscape plan area 2
L1.03 landscape plan area 3
L1.10 existing tree inventory plan
L1.50 landscape details
A1.0 topo survey
A1.1 site plan
A1.2 fire access
A1.3 site lighting plan
A1.4 open space diagrams
A2.0 boardwalk underground plan
A2.1 boardwalk first floor plan
A2.2 boardwalk second floor plan
A2.3 boardwalk third floor plan
A2.4 boardwalk fourth floor plan
A2.5 boardwalk fifth floor plan
A2.6 boardwalk roof plan
A3.0 406 place floor plans
A3.1 406 place floor plans
A4.0 hotel floor plans
A4.1 hotel floor plans
A4.2 hotel floor plans
A4.3 hotel floor plans
A4.4 hotel floor plans
A4.5 hotel floor plans
A5.1 boardwalk unit plans
A5.2 boardwalk unit plans
A5.3 406 place unit plans
A6.1 boardwalk elevations
A6.2 boardwalk elevations + sections
A6.3 boardwalk perspectives
A6.4 406 place elevations + sections
A6.5 406 place perspectives
A6.6 hotel elevations + sections
A6.7 hotel perspectives
A7.0 renderings
A7.1 renderings
A7.2 renderings

VICINITY MAP

NOT TO SCALE



NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

cover sheet

A0.0

TRUE NORTH
44.4°
PLAN NORTH

neighborhood map

1" = 50'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

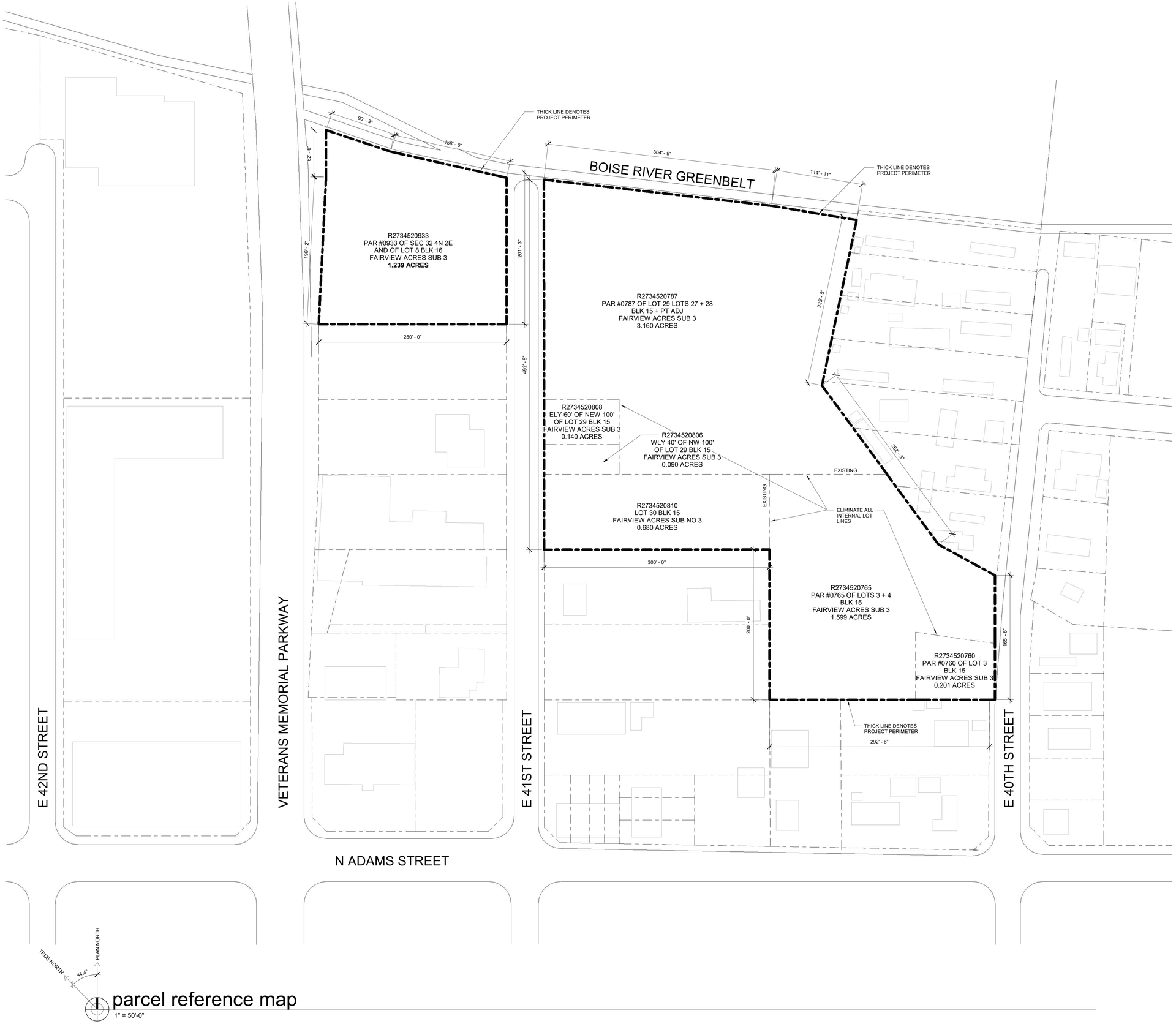
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

neighborhood map

A0.1



parcel reference map

1" = 50'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk

garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

parcel map

A0.2

THE BOARDWALK
VIDA Properties
507 E. 41st Street

General Notes:

1. TECHNICAL SPECIFICATIONS ARE AN INTEGRAL PART OF THESE DRAWINGS. UPON SUBMITTAL OF A BID PRICE BY THE CONTRACTOR, IT IS RECOGNIZED THAT THE CONTRACTOR HAS REVIEWED THE TECHNICAL SPECIFICATIONS AND THE CONTRACTOR AGREES TO ABIDE BY THE REQUIREMENTS AND CONDITIONS CONTAINED THEREIN.
2. THE CONTRACTOR SHALL AT ALL TIMES COORDINATE HIS WORK WITH THAT OF OTHERS ON THE SITE. THE CONTRACTOR SHALL HAVE A RESPONSIBLE PARTY WHO SHALL HAVE THE AUTHORITY TO REPRESENT AND ACT FOR THE CONTRACTOR ON THE JOB SITE DURING ALL WORKING HOURS.
3. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ALL WORK INDICATED IN THESE PLANS AND SPECIFICATIONS. ANY ITEM INDICATED IN THESE PLANS, BUT NOT ITEMIZED IN THE BID DOCUMENTS, WILL BE INCLUDED UNDER A BID SCHEDULE ITEM TO WHICH IT MOST PERTAINS.
4. THE CONTRACTOR SHALL EXAMINE THE SITE, COMPARE IT WITH THE PLANS AND SPECIFICATIONS, CAREFULLY EXAMINE ALL OF THE CONTRACT DOCUMENTS, AND SATISFY HIMSELF AS TO THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED BEFORE ENTERING INTO CONTRACT. NO ALLOWANCE SHALL SUBSEQUENTLY BE MADE ON BEHALF OF THE CONTRACTOR ON ACCOUNT OF AN ERROR ON HIS PART AND/OR HIS NEGLIGENCE AND/OR FAILURE TO ACQUAINT HIMSELF WITH THE CONDITIONS OF THE SITE.
5. THE CONTRACTOR SHALL CONTACT DIGLINE 48 HOURS PRIOR TO ANY EXCAVATION. 1-800-342-1585 OR 811
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING STREETS, SIDEWALKS, OR EXISTING STRUCTURES DURING THE CONSTRUCTION OF THIS PROJECT, AND SHALL REPAIR SUCH DAMAGE TO THE SATISFACTION OF THE GOVERNING AGENCY, AT NO EXTRA COST TO THE OWNER.
7. ALL MATERIALS AND FINISHES SHALL BE AS PER DRAWINGS, DETAILS AND SPECIFICATIONS. SOME MATERIALS MAY REQUIRE SEVERAL WEEK ORDER LEAD TIME. CONTRACTOR IS RESPONSIBLE FOR DETERMINING ANY AND ALL ORDERING LEAD TIMES, AND PROVIDING REQUIRED MATERIALS AT THE PROJECT SITE IN A TIMELY MANNER. NO UNAPPROVED SUBSTITUTIONS WILL BE ALLOWED. CONTACT THE LANDSCAPE ARCHITECT IMMEDIATELY IF A SPECIFIED MATERIAL IS NOT AVAILABLE.
8. ALL EXISTING CONDITIONS AND STRUCTURES NOT SPECIFICALLY NOTED FOR REMOVAL SHALL BE RETAINED AND PROTECTED. EXISTING CONDITIONS AND STRUCTURES THAT ARE DAMAGED DURING THE COURSE OF CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
9. ALL CONTRACTORS WORKING WITHIN THE PUBLIC RIGHT-OF-WAY ARE REQUIRED TO SECURE A RIGHT-OF-WAY CONSTRUCTION PERMIT FROM ADA COUNTY HIGHWAY DISTRICT AT LEAST 24 HOURS PRIOR TO ANY CONSTRUCTION.
10. ALL CONSTRUCTION IN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE CURRENT EDITION OF THE ISPWC AND THE ACHD SUPPLEMENTAL SPECIFICATIONS. NO EXCEPTIONS TO THESE STANDARDS WILL BE ALLOWED UNLESS SPECIFICALLY AND PREVIOUSLY APPROVED IN WRITING BY THE GOVERNING AGENCY.
11. THE CONTRACTOR SHALL PERFORM ALL CLEARING AND SITE PREPARATION NECESSARY FOR THE PROPER EXECUTION OF ALL WORK INDICATED ON THESE PLANS AND SPECIFICATIONS.
12. ALL WORK IS TO BE PERFORMED BY LICENSED CONTRACTORS AND EXPERIENCED WORKERS.
13. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS NECESSARY TO COMPLETE THE WORK, UNLESS OTHERWISE NOTED.
14. CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES.
15. THE LAND GROUP, INC. DOES NOT AND CANNOT GUARANTEE THE ACCURACY OF WORK DONE BY OTHERS AND INCLUDES THIS INFORMATION FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE TO CONTACT THE OWNER'S REPRESENTATIVE TO REQUEST CLARIFICATION OF DISCREPANCIES BETWEEN THE INFORMATION SHOWN ON THIS PLAN AND INFORMATION SHOWN ELSEWHERE. IN THE EVENT THE CONTRACTOR PROCEEDS WITH CONSTRUCTION WITHOUT OFFICIAL CLARIFICATION FROM THE OWNER'S REPRESENTATIVE, HE SHALL BE LIABLE FOR THE COST OF CORRECTIVE WORK AND SHALL REPAIR OR RECONSTRUCT THE FAULTY WORK TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE AT NO ADDITIONAL COST TO THE OWNER.
16. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING, ERECTING AND MAINTAINING THE REQUIRED MATERIALS, EQUIPMENT AND MANPOWER NECESSARY FOR PUBLIC SAFETY AND TRAFFIC CONTROL WITHIN THE PROJECT LIMITS AND ON THE APPROACHES TO THE PROJECT.
17. THE CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONTRACTOR SHALL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, AND THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY, AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL AND ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.
18. IF ANY ARCHAEOLOGICAL, CULTURAL OR HISTORICAL RESOURCES, OR ARTIFACTS OR OTHER FEATURES ARE DISCOVERED DURING THE COURSE OF CONSTRUCTION ANYWHERE ON THE PROJECT SITE, WORK SHALL BE SUSPENDED IN THAT LOCATION UNTIL A QUALIFIED PROFESSIONAL ARCHAEOLOGIST ASSESSES THE SIGNIFICANCE OF THE DISCOVERY. THE OWNER SHALL BE NOTIFIED IMMEDIATELY OF ANY FINDS. IN CONSULTATION WITH THE ARCHAEOLOGIST AND THE GOVERNING AGENCY, APPROPRIATE MEASURES FOR PRESERVATION SHALL BE ESTABLISHED PRIOR TO THE COMMENCEMENT OF WORK.
19. THE LOCATION OF EXISTING UNDERGROUND UTILITIES ON THESE PLANS ARE APPROXIMATE. A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL UNDERGROUND FACILITIES, HOWEVER THE LAND GROUP, INC. OR IT'S CONSULTANTS ASSUMES NO LIABILITY FOR THE ACCURACY OR COMPLETENESS OF THE EXISTING FACILITIES SHOWN HERE OR FOR THE EXISTENCE OF OTHER UNDERGROUND UTILITIES OR OBJECTS WHICH MAY BE DISCOVERED BUT ARE NOT SHOWN ON THESE PLANS. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ANY EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGE DUE TO CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
20. THE CONTRACTOR SHALL COMPLY WITH THE CITY OF GARDEN CITY'S APPROVED EROSION AND SEDIMENT CONTROL PLAN (ESCP) FOR THIS PROJECT. A RESPONSIBLE PARTY (RP) SHALL BE RESPONSIBLE TO COMPLY WITH THE ESCP REQUIREMENTS. IF THE OWNER HAS NOT DESIGNATED A RP, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A RP. THE RP IS REQUIRED TO COMPLY WITH THE CITY OF GARDEN CITY'S ORDINANCE FOR CONTROL FOR EROSION FROM THIS CONSTRUCTION SITE. THE ESCP IS A DOCUMENT/PLAN THAT IS REQUIRED TO BE UPDATED AND AMENDED TO BEST FIT THE SITE AS CONSTRUCTION OCCURS. THE RP IS RESPONSIBLE TO KEEP THE PLAN CURRENT. AT COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND AFTER THE PROJECT SITE IS STABILIZED FOR EROSION CONTROL, THE ESCP IS TERMINATED.
21. ALL CONSTRUCTION, MATERIALS, APPURTENANCES AND TESTING SHALL COMPLY WITH THE REQUIREMENTS OF THE 2017 EDITION OF THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC), UNLESS SPECIFICALLY MODIFIED BY THESE CONSTRUCTION DOCUMENTS.
22. THE CONTRACTOR, ALL APPLICABLE SUB-CONTRACTORS, DEVELOPER/OWNER, UTILITY COMPANY REPRESENTATIVES, A GARDEN CITY DEPARTMENT OF PUBLIC WORKS REPRESENTATIVE AND AN ADA COUNTY HIGHWAY DISTRICT REPRESENTATIVE SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
23. THE CONTRACTOR SHALL OBTAIN A CONSTRUCTION PERMIT FROM THE ADA COUNTY HIGHWAY DISTRICT AT LEAST 24 HOURS PRIOR TO COMMENCING CONSTRUCTION OF ANY OF THE IMPROVEMENTS SHOWN HEREON LOCATED WITHIN PUBLIC RIGHT-OF-WAY.
24. CONSTRUCTION INSPECTION SHALL BE PERFORMED BY THE PROJECT ENGINEER, THE ADA COUNTY HIGHWAY DISTRICT AND/OR THE GARDEN CITY DEPARTMENT OF PUBLIC WORKS. INSPECTION BY THE GARDEN CITY DEPARTMENT OF PUBLIC WORKS WILL BE FOR DEPARTMENT PURPOSES ONLY TO SPOT CHECK WORK COMPLIANCE WITH THE CITY'S REQUIREMENTS. IT IS THE PROJECT ENGINEER'S RESPONSIBILITY TO ASSURE COMPLIANCE WITH THE PROJECT PLANS AND SPECIFICATIONS.
25. ANY WATERS CREATED BY DEWATERING SHALL NOT BE PERMITTED TO DIRECTLY DISCHARGE TO ANY EXISTING SURFACE WATER FACILITY. PRIOR TO DISCHARGING TO WATERS OF THE STATE OF IDAHO, THE CONTRACTOR SHALL SECURE A SHORT-TERM ACTIVITY EXEMPTION FROM THE APPLICABLE REGIONAL OFFICE OF THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY.
26. HORIZONTAL AND VERTICAL SEPARATION OF POTABLE AND NON-POTABLE PIPELINES SHALL MEET THE REQUIREMENTS OF ISPWC SECTION 405 AND ISPWC DRAWING NO. 407.
27. ANY EXISTING UNCONTROLLED FILL WILL BE EXCAVATED AND REPLACED WITH STRUCTURAL FILL IN ANY BUILDING OR PAVEMENT AREAS.

ACHD Standard Notes:

ACHD STANDARD CONDITIONS:

1. ANY EXISTING IRRIGATION FACILITIES SHALL BE RELOCATED OUTSIDE OF THE RIGHT-OF-WAY.
2. PRIVATE SEWER OR WATER SYSTEMS ARE PROHIBITED FROM BEING LOCATED WITHIN ANY ACHD ROADWAY OR RIGHT-OF-WAY.
3. REPLACE ANY EXISTING DAMAGED CURB, GUTTER AND SIDEWALK AND ANY THAT MAY BE DAMAGED DURING THE CONSTRUCTION OF THE PROPOSED DEVELOPMENT. CONTACT ACHD CONSTRUCTION SERVICES AT 208-387-6280.
4. COMPLY WITH DISTRICT'S TREE PLANTER POLICY.
5. CONSTRUCT ALL UTILITY CUTS AND STREET REPAIRS PER SD-301, SD-303, AND SD-806. A TRAFFIC CONTROL PLAN WILL ALSO BE NECESSARY FOR ANY UTILITY CUT. SUBMIT ALL TRAFFIC CONTROL PLANS TO THE DISTRICT'S CONSTRUCTION SERVICES DIVISION FOR REVIEW AND APPROVAL. IT IS STRONGLY RECOMMENDED THAT THE NUMBER OF UTILITY CUTS WITHIN A STREET BE REDUCED TO THE FEWEST POSSIBLE.
6. UTILITY STREET CUTS IN PAVEMENT LESS THAN FIVE YEARS OLD ARE NOT ALLOWED UNLESS APPROVED IN WRITING BY THE DISTRICT. CONTACT THE DISTRICT'S UTILITY COORDINATOR AT 208-387-6258 (WITH FILE NUMBERS) FOR DETAILS.
7. CONSTRUCTION, USE AND PROPERTY DEVELOPMENT SHALL BE IN CONFORMANCE WITH ALL APPLICABLE REQUIREMENTS OF THE ACHD PRIOR TO DISTRICT APPROVAL FOR OCCUPANCY.
8. THE APPLICANT SHALL CONTACT ACHD TRAFFIC OPERATIONS 387-6190 IN THE EVENT ANY ACHD CONDUITS (SPARE OR FILLED) ARE COMPROMISED DURING ANY PHASE OF CONSTRUCTION.

ACHD ROADWAY NOTES:

1. ALL CONSTRUCTION IN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE CURRENT EDITION OF THE ISPWC AND ACHD SUPPLEMENTAL SPECIFICATIONS. NO EXCEPTIONS TO DISTRICT POLICY, STANDARDS AND THE ISPWC WILL BE ALLOWED UNLESS SPECIFICALLY AND PREVIOUSLY APPROVED IN WRITING BY THE DISTRICT.
   - 1.1. ACTUAL FIELD CONDITIONS DURING TRENCHING MAY REQUIRE ADDITIONAL PAVEMENT REPAIR BEYOND THE LIMITS SHOWN ON THE PLANS. THE FOLLOWING CONDITIONS ARE LISTED IN SECTION 6000 OF ACHD POLICY MANUAL:
   - 1.2. ALL ASPHALT MATCH LINES FOR PAVEMENT REPAIR SHALL BE PARALLEL TO THE CENTERLINE OF THE STREET AND INCLUDE ANY AREA DAMAGED BY EQUIPMENT DURING TRENCHING OPERATIONS.
   - 1.2.1. IF THE CUMULATIVE DAMAGED PAVEMENT AREA EXCEEDS 50% OF THE TOTAL ROAD SURFACE, CONTRACTOR SHALL REPLACE THE ENTIRE ROADWAY SURFACE.
   - 1.2.2. CONTRACTOR SHALL REPLACE THE PAVEMENT SURFACE TO ENSURE MATCH LINE DOES NOT FALL WITHIN THE WHEEL PATH OF A LANE. MATCH LINE SHALL ONLY FALL IN THE CENTER OR EDGE OF A TRAVEL LANE.
   - 1.2.3. FLOWABLE FILL OR IMPORTED MATERIAL MAY BE REQUIRED IF THE NATIVE TRENCH MATERIAL IS DEEMED UNSUITABLE BY ACHD INSPECTOR, DOES NOT MEET COMPACTION STANDARDS OR TIME IS A CRITICAL FACTOR.
   - 1.2.4. ANY EXCEPTIONS TO THESE RULES SHALL BE PRE-APPROVED IN WRITING BY DISTRICT STAFF BEFORE CONSTRUCTION BEGINS.
   - 1.2.5. CONSTRUCT ALL PAVEMENT MATCHES (INCLUDING DRIVEWAY APPROACHES AND UTILITY CUT STREET REPAIRS) WITHIN ACHD RIGHTS-OF-WAY TO MATCH THE EXISTING STREET PAVEMENT SECTION OR PROVIDE 2.5" ASPHALT ON 6" 3/4-IN MINUS ON 12" OF PIT RUN - WHICHEVER IS GREATER.
2. PIPE TRENCH SHALL CONFORM TO THE LATEST EDITION OF THE I.S.P.W.C. DIVISION 300 AND SD-301. BEDDING AND BACKFILL SHALL BE CONSTRUCTED PER SECTIONS 305 AND 306 OF THE I.S.P.W.C.
3. ANY WORK IN THE PUBLIC RIGHT-OF-WAY REQUIRES INSPECTION AND APPROVAL BY ACHD CONSTRUCTION DIVISION. CONTACT INSPECTION SERVICES AT 387-6280 TO OBTAIN A PERMIT TO WORK IN THE RIGHT-OF-WAY. INSPECTION REQUESTS REQUIRE A MINIMUM OF 24-HOUR PRIOR NOTICE.
4. PRIOR TO PLACEMENT OF ANY PAVEMENT MARKINGS, COORDINATE WITH ACHD INSPECTION STAFF. ALL PAVEMENT MARKINGS SHALL COMPLY WITH ACHD POLICY AND ISPWC SECTION 1100. MARKINGS SHALL TRANSITION SMOOTHLY WITH EXISTING PAVEMENT MARKINGS.

Grading & Drainage Notes:

1. GENERAL NOTES ARE MADE A PART OF THE GRADING & DRAINAGE NOTES BY THIS REFERENCE. ALL CONTRACTORS AND CONSTRUCTION ACTIVITIES SHALL CONFORM TO SAID NOTES.
2. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE IDAHO SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, THESE PLANS AND THE PROJECT SPECIFICATIONS.
3. CONTRACTOR SHALL HAVE AN APPROVED SET OF PLANS ON SITE AT ALL TIMES. ONLY THESE PLANS SHALL BE USED BY THE PROJECT CONTRACTOR(S). USE OF ANY NON APPROVED SET OF PLANS ON THE JOB SHALL BE GROUNDS FOR THE ISSUANCE OF A STOP WORK ORDER.
4. ALL MATERIALS FURNISHED ON OR FOR THE PROJECT MUST MEET THE MINIMUM REQUIREMENTS OF THE APPROVING AGENCIES OR AS SET FORTH HEREIN, WHICHEVER IS MORE RESTRICTIVE.
5. CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS NOTED ON THIS PLAN AND NOTIFY DESIGN ENGINEER WHEN ELEVATIONS DO NOT MATCH PLANS.
6. WASTE SOIL SHALL BE HAULED TO AN OFFSITE DISPOSAL SITE FURNISHED BY THE CONTRACTOR.
7. ALL FINISHED GRADES SHALL BE SMOOTH AND UNIFORM.
8. PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDING. PROVIDE POSITIVE DRAINAGE TO ALL CATCH BASINS, DRAINAGE STRUCTURES, CURB CUTS, AND DRAINAGE WINDOWS.
9. ALL CONCRETE SIDEWALKS SHALL HAVE A MINIMUM OF ONE PERCENT (1%) CROSS SLOPE UNLESS OTHERWISE NOTED.
10. CONTRACTOR SHALL COORDINATE CONNECTION OF ALL ROOF DRAINAGE DOWN SPOUTS AND BUILDING PLUMBING.
11. ALL CHANGES REQUIRE APPROVAL BY THE DESIGN ENGINEER AND LANDSCAPE ARCHITECT.
12. ALL DRAINAGE CONVEYANCE AND INFILTRATION FACILITIES MUST BE INSPECTED BY THE DESIGN ENGINEER OR HIS/HER QUALIFIED REPRESENTATIVE. PROVIDE INSPECTION REQUEST A MINIMUM OF 48 HOURS IN ADVANCE.
13. ALL STORM DRAINAGE PIPING SHALL BE ADS N-12 (HDPE) DRAINAGE PIPE (SOLID WALL AND PERFORATED) OR ASTM 3034, SDR 35 PVC AS SHOWN ON THE PLANS.
14. ALL NON GRATED STORM DRAIN MANHOLE COVERS SHALL BE MARKED "STORM DRAIN".
15. CONCRETE COLLARS SHALL BE POURED AT ALL STORM DRAINAGE INLETS AND MANHOLES. COLLARS SHALL BE PLACED IN ACCORDANCE WITH ISPWC SD-616.
16. PIPE TRENCH SHALL CONFORM TO DIVISION 300 OF THE LATEST EDITION OF THE ISPWC AND SD-301. BEDDING AND BACKFILL SHALL BE CONSTRUCTED PER SECTIONS 305 AND 306 OF THE ISPWC.
17. PIPE LENGTHS SHOWN ARE NOT EXACT. ACTUAL INSTALLATION LENGTHS MAY VARY SLIGHTLY. LENGTHS ARE SHOWN FOR GENERAL INFORMATION ONLY.
18. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES AND IMPROVEMENTS. ANY DAMAGE TO EXISTING FACILITIES OR IMPROVEMENTS RESULTING FROM THE CONTRACTORS OPERATIONS, SHALL BE REPAIRED OR REPLACED AT CONTRACTORS EXPENSE.
19. CONTRACTOR IS RESPONSIBLE TO REMOVE ALL CONCRETE AND DEBRIS FROM LANDSCAPE PLANTER AREAS PRIOR TO INSTALLATION OF ANY LANDSCAPE MATERIALS BY THE LANDSCAPE CONTRACTOR.
20. ALL PROPOSED STORM DRAINAGE CATCH BASIN INLETS AND MANHOLES SHALL BE COVERED WITH FILTER FABRIC BY THE STORM DRAIN CONTRACTOR TO PREVENT CONTAMINATION OF STORM DRAINAGE FACILITIES. FABRIC SHALL NOT BE REMOVED UNTIL AFTER CONSTRUCTION IS COMPLETE AND LANDSCAPE TURF AREAS HAVE MATURED.
21. CARE SHALL BE TAKEN TO PREVENT DIRT AND OTHER SUPERFLUOUS MATERIALS FROM ENTERING STORM DRAINAGE FACILITIES DURING CONSTRUCTION.

Drainage Notes:

1. ALL INSPECTIONS SHALL REQUIRE A 24-HOUR NOTICE PRIOR TO THE REQUESTED INSPECTION TIME. CALL THE INSPECTION HOT LINE AT 472-2920.
2. PRIOR TO ANY EARTHWORK A 24-HOUR NOTICE TO BEGIN CONSTRUCTION IS REQUIRED. CALL INSPECTION HOT LINE AT 472-2920.
3. DRAINAGE INSPECTIONS SHALL BE CONDUCTED AT ANY GIVEN TIME OR UPON REQUEST, DURING CONSTRUCTION, VERIFYING COMPLIANCE WITH THE CITY REQUIREMENTS AND CONSTRUCTION ACTIVITIES ARE FOLLOWED AS PER THE APPROVED PLANS.
4. ALL DRAINAGE CONSTRUCTION OBSERVATIONS MUST BE PERFORMED BY THE APPLICANT'S DESIGN ENGINEER.
   - 4.1. SUBMIT TO THE GARDEN CITY ENVIRONMENTAL DIVISION THE FOLLOWING DOCUMENTATION PRIOR TO THE FINAL INSPECTION FOR A CERTIFICATE OF OCCUPANCY:
   - 4.1.1. THE DESIGN ENGINEER'S DRAINAGE CONSTRUCTION OBSERVATION REPORTS.
   - 4.1.2. A SIGNED, WRITTEN STATEMENT FROM THE DESIGN ENGINEER THAT ALL DRAINAGE STRUCTURES AND APPURTENANCES WERE CONSTRUCTED IN ACCORDANCE TO THE APPROVED PLANS.
5. THE DRAINAGE SYSTEM AND ANY FILTER FABRIC SHALL NOT BE COVERED PRIOR TO INSPECTION. CALL THE INSPECTION HOT LINE AT 472-2920.
6. THE SIZE AND LOCATION OF THE DRAINAGE SYSTEM SHALL CORRESPOND WITH THE APPROVED DRAINAGE SYSTEM PLAN AND SHALL BE INSPECTED.
7. FINAL INSPECTION OF THE STORM DRAINAGE SYSTEM SHALL BE CONDUCTED FOLLOWING THE PAVING AND FINAL LANDSCAPING.
8. ALL DRAINAGE CONVEYANCE ACCESS POINTS SHALL BE STENCILED OR MARKED WITH IDENTIFYING STATEMENT FOR THE PUBLIC "DO NOT DUMP - SYSTEM DRAINS TO "GROUNDWATER" OR "RIVER", WHICHEVER IS RELEVANT TO THE SYSTEM DISPOSAL DESIGN.
9. TRAFFIC RATED MANHOLE LIDS SHALL BE USED.
10. ALL PARKING LOT GRADES SHALL BE AT LEAST 1% FOR ASPHALTIC-CONCRETE AND 0.4% FOR CONCRETE.

Sewer Notes:

1. ALL SEWER PIPE AND FITTINGS WITH COVER GREATER THAN 3 FEET, SHALL BE POLYVINYL CHLORIDE (PVC) CONFORMING TO THE REQUIREMENTS OF ASTM D-3034, SDR-35 FOR SIZES 4-INCH THROUGH 15-INCH; ASTM F-679, SDR-35, T-1 WALL FOR SIZES 18-INCH THROUGH 27-INCH; OR ASTM F-794, T-46 FOR SIZES 18-INCH THROUGH 36-INCH. THE MINIMUM COVER FOR ALL PVC SEWER LINES SHALL BE 3 FEET. SEWER PIPE AND FITTINGS WITH COVER LESS THAN 3 FEET SHALL BE DUCTILE IRON (DI) CONFORMING TO ANSI A-21.51 OR AWWA C-151, MINIMUM CLASS 50.
2. SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE PER THE ISPWC WITH A MAXIMUM OF 12 INCHES OF CONCRETE GRADE RINGS, A 24-INCH DIAMETER CAST IRON RING AND COVER AND A CONCRETE COLLAR PER ISPWC DRAWINGS SD-501, SD-505, SD-507, SD-508, SD-509. MANHOLES SHALL NOT HAVE STEPS. THE SEWER CONTRACTOR SHALL FIELD VERIFY THAT NO MORE THAN 12-INCHES OF GRADE RINGS ARE NECESSARY TO ADJUST THE MANHOLE TO FINAL GRADE. GRADE RINGS, RING AND COVERS SHALL BE PROVIDED BY THE SEWER CONTRACTOR. MANHOLE CONES SHALL BE ECCENTRIC FOR ALL MANHOLES 4 FEET AND DEEPER. THE VERTICAL WALL OF THE CONE SHALL BE PLACED UPSTREAM AND ROTATED 45°. CONCENTRIC CONES SHALL BE USED FOR MANHOLES LESS THAN 4 FEET DEEP.
3. MANUFACTURED COMPRESSION BOOTS SHALL BE USED IN MANHOLES WHERE PIPELINES ENTER AND LEAVE THE MANHOLE.
4. SEWER SERVICE LINES SHALL BE ISPWC TYPE "A" OR "B" AND CONSTRUCTED AND MARKED PER ISPWC DRAWING SD-511A. SERVICES SHALL NOT BE DEEPER THAN 5 FEET AT THE PROPERTY LINE, UNLESS SPECIFICALLY APPROVED BY THE CITY. SERVICES SHALL EXTEND HORIZONTALLY 10 FEET BEYOND THE PROPERTY LINE. SERVICE LINES SHALL INCLUDE AN INSPECTION CLEANOUT PLACED DIRECTLY ADJACENT TO AND INSIDE PUBLIC STREET RIGHT-OF-WAY OR THE SEWER EASEMENT LINE. THE CLEANOUT SHALL CONFORM TO SD-506A & SD-506B (BOLT DOWN COVER OPTION) WITH THE RISER BEING THE SAME SIZE AS THE SERVICE LINE.
5. ALL SEWER MAINS AND SERVICES SHALL BE BEDDED PER THE REQUIREMENTS OF TYPE I BEDDING, EXCEPT THAT BEDDING MATERIAL SHALL BE SELECT ¾-INCH MAXIMUM CRUSHED GRAVEL CHIPS. ALL BEDDING SHALL BE THOROUGHLY SHOVEL-SLICED UNDER THE PIPE.
6. GROUNDWATER LEVELS SHALL BE MAINTAINED BELOW THE TRENCH BOTTOM AT ALL TIMES DURING CONSTRUCTION. GROUNDWATER SHALL NOT BE PERMITTED TO ENTER THE PIPELINE SYSTEM DURING CONSTRUCTION. AS SOON AS POSSIBLE THE CONTRACTOR SHALL INSTALL A REMOVABLE WATERTIGHT PLUG IN THE NEW PIPELINE AT THE POINT OF CONNECTION TO THE EXISTING SEWER SYSTEM.
7. SEWERS SHALL BE CLEANED AND TESTED AFTER ALL UTILITIES ARE INSTALLED AND PRIOR TO PAVING. MATERIAL CLEANED FROM THE CONSTRUCTION SHALL NOT BE PERMITTED TO DISCHARGE TO THE DOWNSTREAM RECEIVING PIPELINE. ALL INSTALLED SEWER PIPES SHALL BE TESTED IN ACCORDANCE WITH DIVISION 500 OF THE ISPWC. A REPRESENTATIVE OF THE CITY MUST BE PRESENT MUST OBSERVE THE TESTING. MAINLINE PIPELINE TESTING SHALL INCLUDE AIR PRESSURE, DEFLECTION AND CLOSED CIRCUIT TELEVISION (CCTV) VISUAL INSPECTION. SERVICE LINE TESTING SHALL INCLUDE AIR PRESSURE AND CLOSED CIRCUIT TELEVISION (CCTV). THE CCTV REPORT SHALL BE IN THE FORM OF A VHS VIDEOTAPE OR DVD AND A WRITTEN LOG. MANHOLES SHALL BE VACUUM OR HYDROSTATICALLY TESTED FOR LEAKAGE. THE SEWER SYSTEM SHALL NOT ACCEPT ANY FLOWS UNTIL THE CITY ISSUES AN INITIAL ACCEPTANCE OF THE SYSTEM.
8. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF AT LEAST A ONE-YEAR FOLLOWING THE CITY'S INITIAL ACCEPTANCE.

Water Notes:

1. ALL WATER MAINS SHALL BE POLYVINYL CHLORIDE (PVC) CONFORMING TO THE REQUIREMENTS OF AWWA C-900, CLASS 235, DR-18. ALL FITTINGS SHALL BE MECHANICAL JOINT OR FLANGED DUCTILE IRON CONFORMING TO THE REQUIREMENTS OF AWWA C-110. ALL PLASTIC PIPE SHALL BE INSTALLED WITH A #12 DIRECT BURIAL TRACER WIRE PLACED ALONG THE NORTH AND EAST SIDE OF THE MAIN. THE TRACER WIRE WILL NOT BE EXTENDED UP IN TO OR ALONG VALVE BOXES, BUT SHALL CONTINUE ALONG THE MAINLINE, UNINTERRUPTED. MINIMUM BURIAL DEPTHS FOR WATER MAINS SHALL BE 4 FEET FROM FINISH GRADE TO THE TOP OF THE PIPE.
2. INDIVIDUAL WATER SERVICE CONNECTIONS SHALL BE POLYETHYLENE PIPE CONFORMING TO AWWA C-901, CLASS 200, DR-7.3. SERVICES SHALL BE CONSTRUCTED CONFORMING TO GC-W-100 STANDARD DRAWING OR ISPWC DRAWING SD-402. ALL LIDS SHALL CONTAIN A "TOUCH READ" HOLE., SERVICE PIPELINES SHALL BE A MINIMUM 1-INCH, UNLESS OTHERWISE NOTED. (REFERENCE PAGE 6-8 JANUARY 2017 DWG. NO. GC-W-100 1 OF 2; SD-402).
3. WATER VALVES SHALL BE RESILIENT-SEAT GATE VALVES CONFORMING TO AWWA C-509 OR AWWA C-515. ALL WATER VALVES SHALL BE INSTALLED WITH A STANDARD 5-1/4 INCH DIAMETER, TWO PIECE ADJUSTABLE CAST IRON VALVE BOX, TYLER/UNION SERIES 6855, OR EQUAL. THE CAST IRON COVER SHALL BE MARKED WITH THE WORD "WATER" AS AN INTEGRAL PART OF THE COVER.
4. FIRE HYDRANTS SHALL CONFORM TO AWWA C-502 AND ISPWC DRAWING SD-404. THE PUMPER NOZZLE OUTLET SHALL BE EQUIPPED WITH A "STORZ" ADAPTER.
5. ALL WATER MAINS AND SERVICES SHALL BE BEDDED PER THE REQUIREMENTS OF TYPE I BEDDING, EXCEPT THAT BEDDING MATERIAL SHALL BE SELECT ¾-INCH MAXIMUM CRUSHED GRAVEL CHIPS FOR WATER MAINS AND 3/8-INCH MAXIMUM CRUSHED GRAVEL CHIPS FOR SERVICE LINES. ALL BEDDING SHALL BE THOROUGHLY SHOVEL-SLICED UNDER THE PIPE.
6. ALL INSTALLED WATER LINES SHALL BE TESTED FOR LEAKAGE IN ACCORDANCE WITH SECTION 401.3.6 OF THE ISPWC FOLLOWING INSTALLATION OF ALL UTILITIES AND PRIOR TO PAVING. EACH METER SETTER SHALL BE OPENED TO BE SURE THAT THE SERVICE CORPORATION STOP IS OPEN AND THE SERVICE IS FUNCTIONAL PRIOR TO PAVING. A REPRESENTATIVE OF THE CITY MUST BE PRESENT MUST OBSERVE THE TESTING. ALL INSTALLED WATER LINES SHALL BE FLUSHED, DISINFECTED AND TESTED FOR BACTERIA IN ACCORDANCE WITH SECTION 401.3.9 OF THE ISPWC. THE WATER SYSTEM SHALL NOT BE OPENED TO THE CITY SYSTEM UNTIL THE CITY ISSUES AN INITIAL ACCEPTANCE OF THE SYSTEM THIS WILL TAKE PLACE AFTER PAVEMENT AND COLLARS HAVE BEEN POURED AND THE FINAL WALK THROUGH AND PUNCH LIST IS COMPLETE.
7. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF AT LEAST A ONE-YEAR FOLLOWING THE CITY'S INITIAL ACCEPTANCE.
8. UNLESS OTHERWISE NOTED, OR ADDITIONAL STANDARDS AND/OR DRAWINGS ARE PROVIDED, ALL WORK MUST CONFORM WITH THE LATEST VERSION OF THE ISPWC.

City of Garden City General Construction Notes:

NOTES APPLICABLE TO ALL CONSTRUCTION

1. COMPLIANCE WITH THE ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS FOR PROTECTION FROM EROSION BY STORM WATER IS REQUIRED FOR THIS PROJECT. A RESPONSIBLE PARTY (RP) SHALL BE RESPONSIBLE TO COMPLY WITH THE EPA REQUIREMENTS. IF THE OWNER HAS NOT DESIGNATED A RP, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A RP. THE RP IS REQUIRED TO PREPARE, FILE AND COMPLY WITH THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) FOR THIS PROJECT. THE RP IS RESPONSIBLE TO FILE A NOTICE OF INTENT (NOI) TO CONSTRUCT WITH EPA. EPA MUST OFFICIALLY ACCEPT THE NOI PRIOR TO BEGINNING ANY SITE DISTURBANCE ACTIVITIES. THE SWPPP IS A DOCUMENT/PLAN THAT IS REQUIRED TO BE UPDATED AND AMENDED TO BEST FIT THE SITE AS CONSTRUCTION OCCURS. THE RP IS RESPONSIBLE TO KEEP THE PLAN CURRENT. AT COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND AFTER THE PROJECT SITE IS STABILIZED FOR EROSION CONTROL, THE RP IS REQUIRED TO PREPARE AND SUBMIT A NOTICE OF TERMINATION OF THE SWPPP WITH EPA.
   -OR, FOR SITES UNDER ONE ACRE-
2. THE CONTRACTOR SHALL COMPLY WITH THE CITY OF GARDEN CITY'S APPROVED EROSION AND SEDIMENT CONTROL PLAN (ESCP) FOR THIS PROJECT. A RESPONSIBLE PARTY (RP) SHALL BE RESPONSIBLE TO COMPLY WITH THE ESCP REQUIREMENTS. IF THE OWNER HAS NOT DESIGNATED A RP, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A RP. THE RP IS REQUIRED TO COMPLY WITH THE CITY OF GARDEN CITY'S ORDINANCE FOR CONTROL FOR EROSION FROM THIS CONSTRUCTION SITE. THE ESCP IS A DOCUMENT/PLAN THAT IS REQUIRED TO BE UPDATED AND AMENDED TO BEST FIT THE SITE AS CONSTRUCTION OCCURS. THE RP IS RESPONSIBLE TO KEEP THE PLAN CURRENT. AT COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND AFTER THE PROJECT SITE IS STABILIZED FOR EROSION CONTROL, THE ESCP IS TERMINATED.
3. ALL CONSTRUCTION, MATERIALS, APPURTENANCES AND TESTING SHALL COMPLY WITH THE REQUIREMENTS OF THE 2017 EDITION OF THE IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION (ISPWC), UNLESS SPECIFICALLY MODIFIED BY THESE CONSTRUCTION DOCUMENTS.
4. THE CONTRACTOR, ALL APPLICABLE SUB-CONTRACTORS, DEVELOPER/OWNER, UTILITY COMPANY REPRESENTATIVES, A GARDEN CITY DEPARTMENT OF PUBLIC WORKS REPRESENTATIVE AND AN ADA COUNTY HIGHWAY DISTRICT REPRESENTATIVE SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
5. THE CONTRACTOR SHALL OBTAIN A CONSTRUCTION PERMIT FROM THE ADA COUNTY HIGHWAY DISTRICT AT LEAST 24 HOURS PRIOR TO COMMENCING CONSTRUCTION OF ANY OF THE IMPROVEMENTS SHOWN HEREON LOCATED WITHIN PUBLIC RIGHT-OF-WAY.
6. CONSTRUCTION INSPECTION SHALL BE PERFORMED BY THE PROJECT ENGINEER, THE ADA COUNTY HIGHWAY DISTRICT AND/OR THE GARDEN CITY DEPARTMENT OF PUBLIC WORKS. INSPECTION BY THE GARDEN CITY DEPARTMENT OF PUBLIC WORKS WILL BE FOR DEPARTMENT PURPOSES ONLY TO SPOT CHECK WORK COMPLIANCE WITH THE CITY'S REQUIREMENTS. IT IS THE PROJECT ENGINEER'S RESPONSIBILITY TO ASSURE COMPLIANCE WITH THE PROJECT PLANS AND SPECIFICATIONS.
7. THE CONTRACTOR SHALL VERIFY SITE CONDITIONS AND DIMENSIONS PRIOR TO BEGINNING ANY DEVIATIONS, OMISSIONS OR ERRORS SHALL BE PRESENTED TO THE PROJECT ENGINEER FOR RESOLUTION. ANY CHANGES TO THE PLANS AND SPECIFICATIONS SHALL BE SUBMITTED TO AND APPROVED BY THE GARDEN CITY DEPARTMENT OF PUBLIC WORKS PRIOR TO IMPLEMENTATION OF THE CHANGE. SAID CHANGE MAY ALSO NEED TO BE SUBMITTED TO THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY FOR APPROVAL.
8. THE CONTRACTOR SHALL CONTACT DIGLINE (811) AND OTHER APPROPRIATE UTILITY PROVIDERS FOR UTILITY LOCATIONS AT LEAST 72 HOURS PRIOR TO BEGINNING ANY EXCAVATION.
9. ANY WATERS CREATED BY DEWATERING SHALL NOT BE PERMITTED TO DIRECTLY DISCHARGE TO ANY EXISTING SURFACE WATER FACILITY. PRIOR TO DISCHARGING TO WATERS OF THE STATE OF IDAHO, THE CONTRACTOR SHALL SECURE A SHORT-TERM ACTIVITY EXEMPTION FROM THE APPLICABLE REGIONAL OFFICE OF THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY.
10. HORIZONTAL AND VERTICAL SEPARATION OF POTABLE AND NON-POTABLE PIPELINES SHALL MEET THE REQUIREMENTS OF ISPWC SECTION 405 AND ISPWC DRAWING NO. 407.

SANITARY SEWER NOTES

11. ALL SEWER PIPE AND FITTINGS WITH COVER GREATER THAN 3 FEET, SHALL BE POLYVINYL CHLORIDE (PVC) CONFORMING TO THE REQUIREMENTS OF ASTM D-3034, SDR-35 FOR SIZES 4-INCH THROUGH 15-INCH; ASTM F-679, SDR-35, T-1 WALL FOR SIZES 18-INCH THROUGH 27-INCH; OR ASTM F-794, T-46 FOR SIZES 18-INCH THROUGH 36-INCH. THE MINIMUM COVER FOR ALL PVC SEWER LINES SHALL BE 3 FEET. SEWER PIPE AND FITTINGS WITH COVER LESS THAN 3 FEET SHALL BE DUCTILE IRON (DI) CONFORMING TO ANSI A-21.51 OR AWWA C-151, MINIMUM CLASS 50.
12. SANITARY SEWER MANHOLES SHALL BE CONSTRUCTED OF REINFORCED PRECAST CONCRETE PER THE ISPWC WITH A MAXIMUM OF 12 INCHES OF CONCRETE GRADE RINGS, A 24-INCH DIAMETER CAST IRON RING AND COVER AND A CONCRETE COLLAR PER ISPWC DRAWINGS SD-501,SD-505, SD-507, SD-508, SD-509. MANHOLES SHALL NOT HAVE STEPS. THE SEWER CONTRACTOR SHALL FIELD VERIFY THAT NO MORE THAN 12-INCHES OF GRADE RINGS ARE NECESSARY TO ADJUST THE MANHOLE TO FINAL GRADE. GRADE RINGS, RING AND COVERS SHALL BE PROVIDED BY THE SEWER CONTRACTOR. MANHOLE CONES SHALL BE ECCENTRIC FOR ALL MANHOLES 4 FEET AND DEEPER. THE VERTICAL WALL OF THE CONE SHALL BE PLACED UPSTREAM AND ROTATED 45°. CONCENTRIC CONES SHALL BE USED FOR MANHOLES LESS THAN 4 FEET DEEP.
13. MANUFACTURED COMPRESSION BOOTS SHALL BE USED IN MANHOLES WHERE PIPELINES ENTER AND LEAVE THE MANHOLE.
14. SEWER SERVICE LINES SHALL BE ISPWC TYPE "A" OR "B" AND CONSTRUCTED AND MARKED PER ISPWC DRAWING SD-511A. SERVICES SHALL NOT BE DEEPER THAN 5 FEET AT THE PROPERTY LINE, UNLESS SPECIFICALLY APPROVED BY THE CITY. SERVICES SHALL EXTEND HORIZONTALLY 10 FEET BEYOND THE PROPERTY LINE. SERVICE LINES SHALL INCLUDE AN INSPECTION CLEANOUT PLACED DIRECTLY ADJACENT TO AND INSIDE PUBLIC STREET RIGHT-OF-WAY OR THE SEWER EASEMENT LINE. THE CLEANOUT SHALL CONFORM TO SD-506A & SD-506B (BOLT DOWN COVER OPTION) WITH THE RISER BEING THE SAME SIZE AS THE SERVICE LINE.
15. SERVICE LINE CONNECTIONS TO NEW MAINLINES SHALL USE A FULL SERVICE TEE. SERVICE LINE CONNECTIONS TO EXISTING MAINLINES THAT ARE CONCRETE OR A CONCRETE DERIVATIVE SHALL USE A TAPPING SADDLE. SERVICE CONNECTIONS TO EXISTING MAINLINES THAT ARE NOT CONCRETE OR A CONCRETE DERIVATIVE SHALL USE AN INSERTA-TEE OR A PRIOR APPROVED EQUAL.
16. ALL SEWER MAINS AND SERVICES SHALL BE BEDDED PER THE REQUIREMENTS OF TYPE I BEDDING, EXCEPT THAT BEDDING MATERIAL SHALL BE SELECT ¾-INCH MAXIMUM CRUSHED GRAVEL CHIPS. ALL BEDDING SHALL BE THOROUGHLY SHOVEL-SLICED UNDER THE PIPE.
17. GROUNDWATER LEVELS SHALL BE MAINTAINED BELOW THE TRENCH BOTTOM AT ALL TIMES DURING CONSTRUCTION. GROUNDWATER SHALL NOT BE PERMITTED TO ENTER THE PIPELINE SYSTEM DURING CONSTRUCTION. AS SOON AS POSSIBLE THE CONTRACTOR SHALL INSTALL A REMOVABLE WATERTIGHT PLUG IN THE NEW PIPELINE AT THE POINT OF CONNECTION TO THE EXISTING SEWER SYSTEM.
18. SEWERS SHALL BE CLEANED AND TESTED AFTER ALL UTILITIES ARE INSTALLED AND PRIOR TO MATERIAL CLEANED FROM THE CONSTRUCTION SHALL NOT BE PERMITTED TO DISCHARGE TO THE DOWNSTREAM RECEIVING PIPELINE. ALL INSTALLED SEWER PIPES SHALL BE TESTED IN ACCORDANCE WITH DIVISION 500 OF THE ISPWC. A REPRESENTATIVE OF THE CITY MUST BE PRESENT TO OBSERVE THE TESTING. MAINLINE PIPELINE TESTING SHALL INCLUDE AIR PRESSURE, DEFLECTION AND CLOSED CIRCUIT TELEVISION (CCTV) VISUAL INSPECTION. SERVICE LINE TESTING SHALL INCLUDE AIR PRESSURE AND CLOSED CIRCUIT TELEVISION (CCTV). THE CCTV REPORT SHALL BE IN THE FORM OF A VHS VIDEOTAPE OR DVD AND A WRITTEN LOG. MANHOLES SHALL BE VACUUM OR HYDROSTATICALLY TESTED FOR LEAKAGE. THE SEWER SYSTEM SHALL NOT ACCEPT ANY FLOWS UNTIL THE CITY ISSUES AN INITIAL ACCEPTANCE OF THE SYSTEM.
19. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF AT LEAST A ONE-YEAR FOLLOWING THE CITY'S INITIAL ACCEPTANCE.

WATERLINE NOTES

20. ALL WATER MAINS SHALL BE POLYVINYL CHLORIDE (PVC) CONFORMING TO THE REQUIREMENTS OF AWWA C-900, CLASS 235, DR-18. ALL FITTINGS SHALL BE MECHANICAL JOINT OR FLANGED DUCTILE IRON CONFORMING TO THE REQUIREMENTS OF AWWA C-110. ALL PLASTIC PIPE SHALL BE INSTALLED WITH A #12 DIRECT BURIAL TRACER WIRE PLACED ALONG THE NORTH AND EAST SIDE OF THE MAIN. THE TRACER WIRE WILL NOT BE EXTENDED UP IN TO OR ALONG VALVE BOXES, BUT SHALL CONTINUE ALONG THE MAINLINE, UNINTERRUPTED. MINIMUM BURIAL DEPTHS FOR WATER MAINS SHALL BE 4 FEET FROM FINISH GRADE TO THE TOP OF THE PIPE.
21. INDIVIDUAL OR DUAL WATER SERVICE CONNECTIONS 1-INCH OR SMALLER SHALL BE POLYETHYLENE PIPE CONFORMING TO AWWA C-901, CLASS 200, DR-7.3. SERVICES SHALL BE CONSTRUCTED CONFORMING TO THE GARDEN CITY STANDARD DRAWING. SERVICE PIPELINES SHALL BE A MINIMUM 1-INCH, UNLESS OTHERWISE NOTED.
22. INDIVIDUAL WATER SERVICE CONNECTIONS LARGER THAN 1-INCH SHALL BE POLYETHYLENE PIPE CONFORMING TO AWWA C-901, CLASS 200, DR-7.3. SERVICES SHALL BE CONSTRUCTED CONFORMING TO THE ISPWC SD-402. SERVICE PIPELINES SHALL BE A MINIMUM 2-INCH, UNLESS OTHERWISE NOTED.
23. WATER VALVES SHALL BE RESILIENT-SEAT GATE VALVES CONFORMING TO AWWA C-509 OR AWWA C-515. ALL WATER VALVES SHALL BE INSTALLED WITH A STANDARD 5-1/4 INCH DIAMETER, TWO PIECE ADJUSTABLE CAST IRON VALVE BOX, TYLER/UNION SERIES 6855, OR THE CAST IRON COVER SHALL BE MARKED WITH THE WORD "WATER" AS AN INTEGRAL PART OF THE COVER.
24. FIRE HYDRANTS SHALL CONFORM TO AWWA C-502 AND ISPWC DRAWING SD-404. THE PUMPER NOZZLE OUTLET SHALL BE EQUIPPED WITH A "STORZ" ADAPTER.
25. ALL WATER MAINS AND SERVICES SHALL BE BEDDED PER THE REQUIREMENTS OF TYPE I BEDDING, EXCEPT THAT BEDDING MATERIAL SHALL BE SELECT ¾-INCH MAXIMUM CRUSHED GRAVEL CHIPS FOR WATER MAINS AND 3/8-INCH MAXIMUM CRUSHED GRAVEL CHIPS FOR SERVICE LINES. ALL BEDDING SHALL BE THOROUGHLY SHOVEL-SLICED UNDER THE PIPE.
26. ALL INSTALLED WATER LINES SHALL BE TESTED FOR LEAKAGE IN ACCORDANCE WITH SECTION 401.3.6 OF THE ISPWC FOLLOWING INSTALLATION OF ALL UTILITIES AND PRIOR TO PAVING. EACH METER SETTER SHALL BE OPENED TO BE SURE THAT THE SERVICE CORPORATION STOP IS OPEN AND THE SERVICE IS FUNCTIONAL PRIOR TO PAVING. A REPRESENTATIVE OF THE CITY MUST BE PRESENT TO OBSERVE THE TESTING. ALL INSTALLED WATER LINES SHALL BE FLUSHED, DISINFECTED AND TESTED FOR BACTERIA IN ACCORDANCE WITH SECTION 401.3.9 OF THE ISPWC. THE WATER SYSTEM SHALL NOT BE OPENED TO THE CITY SYSTEM UNTIL THE CITY ISSUES AN INITIAL ACCEPTANCE OF THE SYSTEM.
27. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF AT LEAST ONE-YEAR FOLLOWING THE CITY'S INITIAL ACCEPTANCE.

DRAINAGE NOTES

28. ALL INSPECTIONS SHALL REQUIRE A 24-HOUR NOTICE PRIOR TO THE REQUESTED INSPECTION CALL THE INSPECTION HOT LINE AT 208-472-2920.
29. PRIOR TO ANY EARTHWORK A 24-HOUR NOTICE TO BEGIN CONSTRUCTION IS REQUIRED. CALL INSPECTION HOT LINE AT 208-472-2920.
30. DRAINAGE INSPECTIONS SHALL BE CONDUCTED AT ANY GIVEN TIME OR UPON REQUEST, DURING CONSTRUCTION, VERIFYING COMPLIANCE WITH THE CITY REQUIREMENTS AND CONSTRUCTION ACTIVITIES ARE FOLLOWED AS PER THE APPROVED PLANS.
31. ALL DRAINAGE CONSTRUCTION OBSERVATIONS MUST BE PERFORMED BY THE APPLICANT'S DESIGN ENGINEER.

A) SUBMIT TO THE GARDEN CITY ENVIRONMENTAL DIVISION THE FOLLOWING DOCUMENTATION PRIOR SIGNATURE OF THE CITY ON A FINAL SUBDIVISION PLAT OR PRIOR TO THE FINAL INSPECTION FOR A CERTIFICATE OF OCCUPANCY, WHICHEVER OCCURS FIRST:

I) THE DESIGN ENGINEER'S DRAINAGE CONSTRUCTION OBSERVATION REPORTS.

II) A SIGNED, WRITTEN STATEMENT FROM THE DESIGN ENGINEER THAT ALL DRAINAGE STRUCTURES AND APPURTENANCES WERE CONSTRUCTED IN ACCORDANCE TO THE APPROVED PLANS.

32. THE DRAINAGE SYSTEM AND ANY FILTER FABRIC SHALL NOT BE COVERED PRIOR TO INSPECTION. CALL THE INSPECTION HOT LINE AT 208-472-2920.
33. THE SIZE AND LOCATION OF THE DRAINAGE SYSTEM SHALL CORRESPOND WITH THE APPROVED DRAINAGE SYSTEM PLAN AND SHALL BE INSPECTED.
34. FINAL INSPECTION OF THE STORM DRAINAGE SYSTEM SHALL BE CONDUCTED FOLLOWING THE PAVING AND FINAL LANDSCAPING.
35. ALL DRAINAGE CONVEYANCE ACCESS POINTS SHALL BE STENCILED OR MARKED WITH IDENTIFYING STATEMENT FOR THE PUBLIC "DO NOT DUMP - SYSTEM DRAINS TO "GROUNDWATER" OR "RIVER", WHICHEVER IS RELEVANT TO THE SYSTEM DISPOSAL DESIGN.
36. TRAFFIC RATED MANHOLE LIDS SHALL BE USED.
37. ALL PARKING LOT GRADES SHALL BE AT LEAST 1% FOR ASPHALTIC-CONCRETE AND 0.4% FOR CONCRETE.

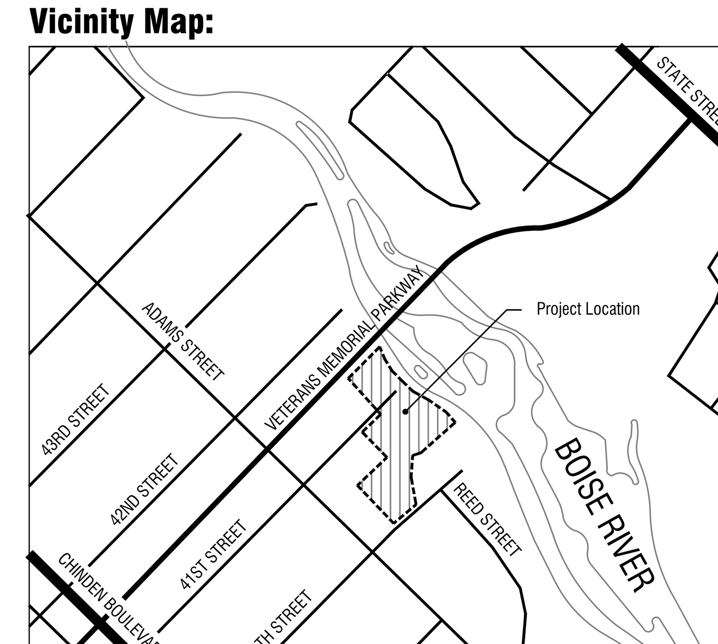
ROADWAY CONSTRUCTION NOTES

38. MANHOLE GRADE RINGS, CAST IRON RINGS AND COVERS SHALL BE PROVIDED BY THE SEWER CONTRACTOR. THE ROAD CONTRACTOR SHALL INSTALL THE SEWER GRADE RINGS, CAST IRON RINGS, COVERS AND CONCRETE COLLARS TO FINISH GRADE. WATER VALVE BOXES AND COVERS SHALL BE PROVIDED BY THE WATER CONTRACTOR. THE ROAD CONTRACTOR SHALL INSTALL THE WATER VALVE BOXES COVERS AND CONCRETE COLLARS TO FINISH GRADE.

Certification of Compliance with Design Standards:

1. THE ENGINEER OF RECORD CERTIFIES THAT THE PLANS ARE PREPARED IN SUBSTANTIAL CONFORMANCE WITH THE ACHD POLICY AND STANDARDS IN EFFECT AT THE TIME OF PREPARATION. THE ENGINEER ACKNOWLEDGES THAT ACHD ASSUMES NO LIABILITY FOR ERRORS OR DEFICIENCIES IN THE DESIGN. ALL VARIANCES FROM ACHD POLICY SHALL BE APPROVED IN WRITING. THE FOLLOWING VARIANCES, LISTED BY DATE AND SHORT DESCRIPTION, WERE APPROVED FOR THE PROJECT: NONE.

Vicinity Map:



Sheet List Table

SHEET NUMBER	SHEET TITLE
GENERAL	
C0.00	COVER
C0.50	TOPOGRAPHIC SURVEY
C1.00	SITE PLAN - OVERALL
MATERIALS & KEYNOTES	
C2.01	AREA 1
C2.02	AREA 2
C2.03	AREA 3
SITE DETAILS	
C2.50	SITE DETAILS
GRADING PLAN	
C4.01	AREA 1
C4.02	AREA 2
C4.03	AREA 3
LANDSCAPE PLAN	
L1.01	AREA 1
L1.02	AREA 2
L1.03	AREA 3
L1.10	EXISTING TREE INVENTORY PLAN
L1.50	DETAILS

Contact Information:

Project Landscape Architect/Engineer:
THE LAND GROUP, INC.
462 E. SHORE DRIVE SUITE 100
EAGLE, IDAHO 83616
LANDSCAPE ARCHITECT: DOUG RUSSELL
CIVIL ENGINEER: JASON DENSMER
PROJECT MANAGER: SEAN CONNER
PHONE: 208.939.4041
EMAIL: SEAN@THELANDGROUPINC.COM

Dig Line, Inc.
Call Before You Dig!
811

THE LAND GROUP
TLG PN119081

erstad ARCHITECTS, PA
310 north 5th street boise, idaho 83702
phone: (208) 331 9031 fax: (208) 331-9035 www.erstadarchitects.com

NOT FOR CONSTRUCTION

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: 1.06.2020

Design Review

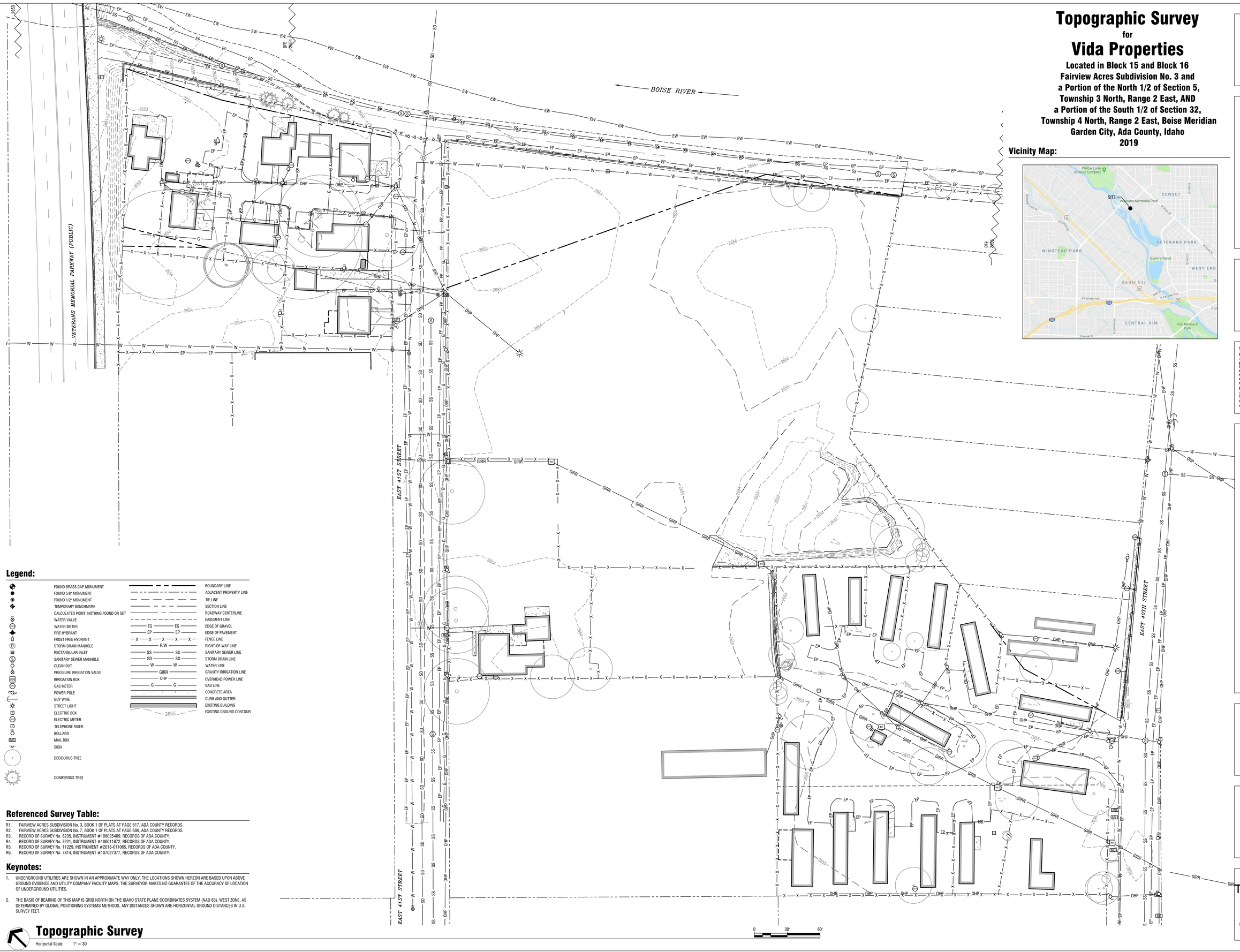
General Cover

C0.00

File Location: g:\2019\119081\cad_dr\119081 dr c000 cover.dwg
Last Plotted By: melissa drew
Date Plotted: Monday, January 6 2020 at 10:48 AM

Topographic Survey
for
Vida Properties

Located in Block 15 and Block 16
Fairview Acres Subdivision No. 3 and
a Portion of the North 1/2 of Section 5,
Township 3 North, Range 2 East, AND
a Portion of the South 1/2 of Section 32,
Township 4 North, Range 2 East, Boise Meridian
Garden City, Ada County, Idaho
2019



Vicinity Map:

Legend:

FOUND BRASS CAP MONUMENT	BOUNDARY LINE
FOUND 5/8" MONUMENT	ADJACENT PROPERTY LINE
FOUND 1/2" MONUMENT	TIE LINE
TEMPORARY BENCHMARK	SECTION LINE
CALCULATED POINT, NOTHING FOUND OR SET	ROADWAY CENTERLINE
WATER VALVE	EASEMENT LINE
WATER METER	EDGE OF GRAVEL
FIRE HYDRANT	EDGE OF PAVEMENT
FROST FREE HYDRANT	FENCE LINE
STORM DRAIN MANHOLE	RIGHT-OF-WAY LINE
RECTANGULAR INLET	SANITARY SEWER LINE
SANITARY SEWER MANHOLE	STORM DRAIN LINE
CLEAN OUT	WATER LINE
PRESSURE IRRIGATION VALVE	GRAVITY IRRIGATION LINE
IRRIGATION BOX	OVERHEAD POWER LINE
GAS METER	GAS LINE
POWER POLE	CONCRETE AREA
GUY WIRE	CURB AND GUTTER
STREET LIGHT	EXISTING BUILDING
ELECTRIC BOX	EXISTING GROUND CONTOUR
ELECTRIC METER	
TELEPHONE RISER	
BOLLARD	
MAIL BOX	
SIGN	
DECIDUOUS TREE	
CONIFEROUS TREE	

Referenced Survey Table:

R1. FAIRVIEW ACRES SUBDIVISION No. 3, BOOK 1 OF PLATS AT PAGE 617, ADA COUNTY RECORDS.
R2. FAIRVIEW ACRES SUBDIVISION No. 7, BOOK 1 OF PLATS AT PAGE 686, ADA COUNTY RECORDS.
R3. RECORD OF SURVEY No. 8235, INSTRUMENT #108025409, RECORDS OF ADA COUNTY.
R4. RECORD OF SURVEY No. 7221, INSTRUMENT #106011872, RECORDS OF ADA COUNTY.
R5. RECORD OF SURVEY No. 11229, INSTRUMENT #2018-011065, RECORDS OF ADA COUNTY.
R6. RECORD OF SURVEY No. 7814, INSTRUMENT #107027377, RECORDS OF ADA COUNTY.

Keynotes:

1. UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE LOCATIONS SHOWN HEREON ARE BASED UPON ABOVE GROUND EVIDENCE AND UTILITY COMPANY FACILITY MAPS. THE SURVEYOR MAKES NO GUARANTEE OF THE ACCURACY OF LOCATION OF UNDERGROUND UTILITIES.

2. THE BASIS OF BEARING OF THIS MAP IS GRID NORTH ON THE IDAHO STATE PLANE COORDINATES SYSTEM (NAD 83). WEST ZONE, AS DETERMINED BY GLOBAL POSITIONING SYSTEMS METHODS. ANY DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET.

Topographic Survey

Horizontal Scale: 1" = 30'

THE LAND GROUP
TLG PN19081

erstad ARCHITECTS, PA
1311 W. Bannock St. Boise, ID 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

PROFESSIONAL LAND SURVEYOR REGISTERED STATE OF IDAHO JOSS R. WASHBURN NO. 13 8577
PRELIMINARY

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

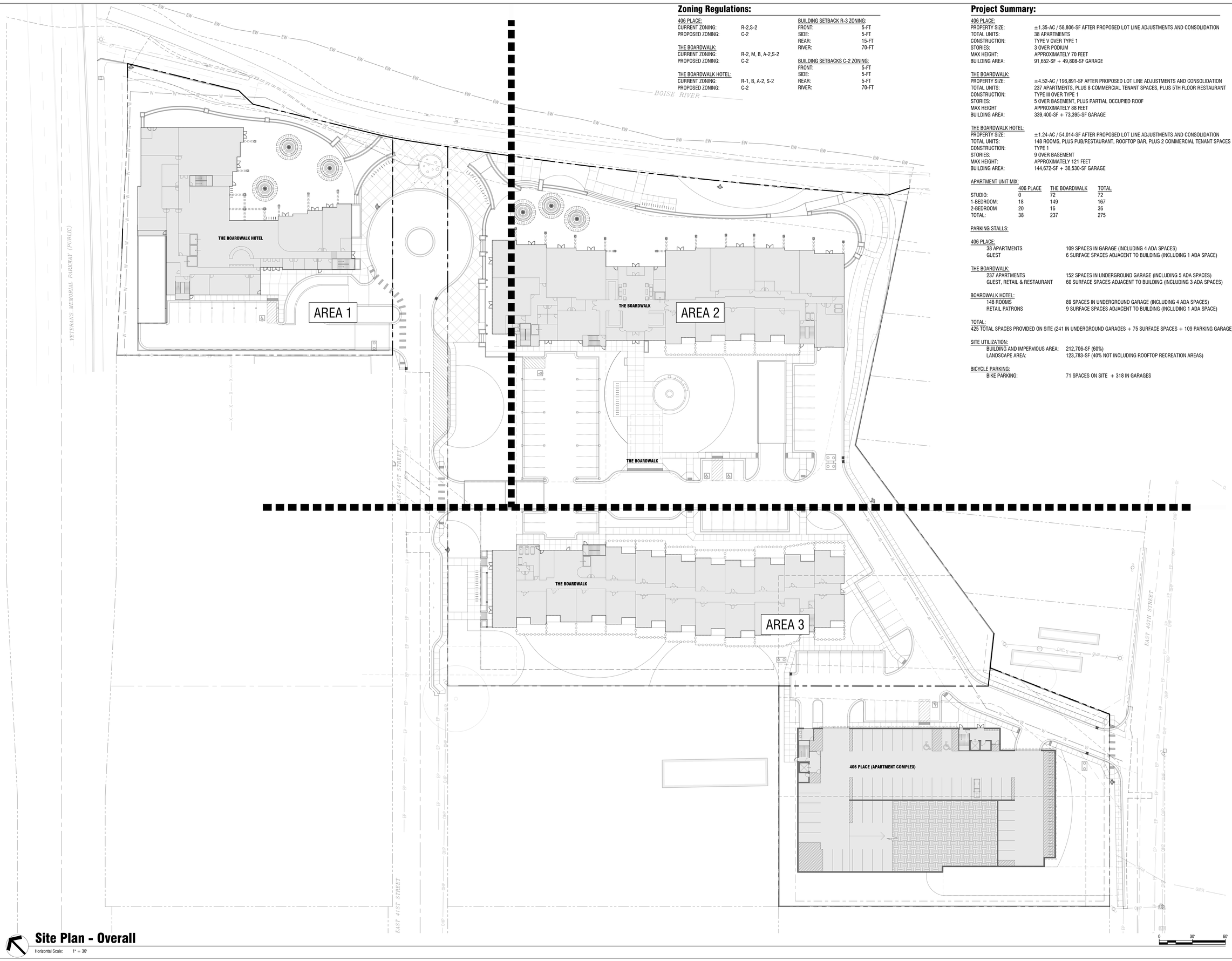
revision:

project: 190503
date: 1.06.2020

Design Review

General Topographic Survey
C0.50

file location: g:\2019\190503 vida boardwalk & apartments\190503-190503 topo boardwalk v18.dwg
plot date: 1/6/2020 by: Joshua Hall
Last Saved: Mon Jan 06 2020 at 12:02:31 PM



Site Plan - Overall

Horizontal Scale: 1" = 30'

Zoning Regulations:

406 PLACE:
CURRENT ZONING: R-2,S-2
PROPOSED ZONING: C-2

THE BOARDWALK:
CURRENT ZONING: R-2, M, B, A-2,S-2
PROPOSED ZONING: C-2

THE BOARDWALK HOTEL:
CURRENT ZONING: R-1, B, A-2, S-2
PROPOSED ZONING: C-2

BUILDING SETBACK R-3 ZONING:
FRONT: 5-FT
SIDE: 5-FT
REAR: 15-FT
RIVER: 70-FT

BUILDING SETBACKS C-2 ZONING:
FRONT: 5-FT
SIDE: 5-FT
REAR: 5-FT
RIVER: 70-FT

Project Summary:

406 PLACE:
PROPERTY SIZE: ±1.35-AC / 58,806-SF AFTER PROPOSED LOT LINE ADJUSTMENTS AND CONSOLIDATION
TOTAL UNITS: 38 APARTMENTS
CONSTRUCTION: TYPE V OVER TYPE 1
STORIES: 3 OVER PODIUM
MAX HEIGHT: APPROXIMATELY 70 FEET
BUILDING AREA: 91,652-SF + 49,808-SF GARAGE

THE BOARDWALK:
PROPERTY SIZE: ±4.52-AC / 196,891-SF AFTER PROPOSED LOT LINE ADJUSTMENTS AND CONSOLIDATION
TOTAL UNITS: 237 APARTMENTS, PLUS 8 COMMERCIAL TENANT SPACES, PLUS 5TH FLOOR RESTAURANT
CONSTRUCTION: TYPE III OVER TYPE 1
STORIES: 5 OVER BASEMENT, PLUS PARTIAL OCCUPIED ROOF
MAX HEIGHT APPROXIMATELY 88 FEET
BUILDING AREA: 339,400-SF + 73,395-SF GARAGE

THE BOARDWALK HOTEL:
PROPERTY SIZE: ±1.24-AC / 54,014-SF AFTER PROPOSED LOT LINE ADJUSTMENTS AND CONSOLIDATION
TOTAL UNITS: 148 ROOMS, PLUS PUB/RESTAURANT, ROOFTOP BAR, PLUS 2 COMMERCIAL TENANT SPACES
CONSTRUCTION: TYPE 1
STORIES: 9 OVER BASEMENT
MAX HEIGHT: APPROXIMATELY 121 FEET
BUILDING AREA: 144,672-SF + 38,530-SF GARAGE

APARTMENT UNIT MIX:

	406 PLACE	THE BOARDWALK	TOTAL
STUDIO:	0	72	72
1-BEDROOM:	18	149	167
2-BEDROOM	20	16	36
TOTAL:	38	237	275

PARKING STALLS:

406 PLACE:
38 APARTMENTS — 109 SPACES IN GARAGE (INCLUDING 4 ADA SPACES)
GUEST — 6 SURFACE SPACES ADJACENT TO BUILDING (INCLUDING 1 ADA SPACE)

THE BOARDWALK:
237 APARTMENTS — 152 SPACES IN UNDERGROUND GARAGE (INCLUDING 5 ADA SPACES)
GUEST, RETAIL & RESTAURANT — 60 SURFACE SPACES ADJACENT TO BUILDING (INCLUDING 3 ADA SPACES)

BOARDWALK HOTEL:
148 ROOMS — 89 SPACES IN UNDERGROUND GARAGE (INCLUDING 4 ADA SPACES)
RETAIL PATRONS — 9 SURFACE SPACES ADJACENT TO BUILDING (INCLUDING 1 ADA SPACE)

TOTAL:
425 TOTAL SPACES PROVIDED ON SITE (241 IN UNDERGROUND GARAGES + 75 SURFACE SPACES + 109 PARKING GARAGE)

SITE UTILIZATION:
BUILDING AND IMPERVIOUS AREA: 212,706-SF (60%)
LANDSCAPE AREA: 123,783-SF (40% NOT INCLUDING ROOFTOP RECREATION AREAS)

BICYCLE PARKING:
BIKE PARKING: 71 SPACES ON SITE + 318 IN GARAGES

THE LAND GROUP
TLG PM19081

estad ARCHITECTS, PA
1020 W. Bannock, Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.estadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LICENSED LANDSCAPE ARCHITECT
LA-251
01/06/2020

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

the boardwalk
garden city, ID

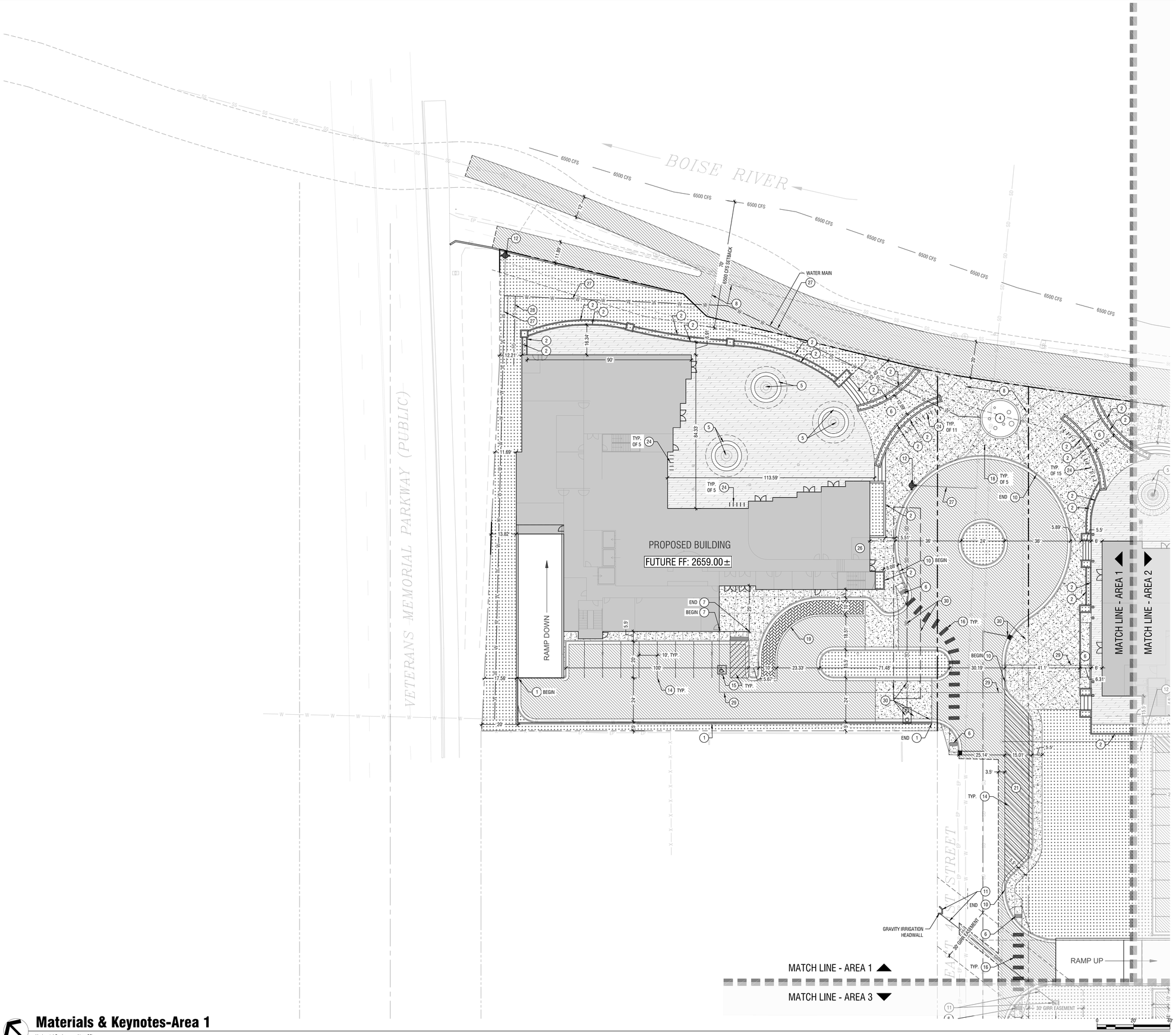
revision:

project: 190503
date: 1.06.2020

Design Review

General Site Plan - Overall

C1.00



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 PAVER/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:

1. ALL DIMENSIONS ARE MEASURED TO PROPERTY LINE, BUILDING WALL OR FACE OF CURB UNLESS OTHERWISE SPECIFIED.
2. EAST 40TH AND EAST 41ST STREETS COMPLY WITH ACHD LOCAL STREET STANDARDS WITH ATTACHED SIDEWALK.
3. GRADING & DRAINAGE:
   - 3.1. 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 8-38.
   - 3.2. PROJECT GRADING WILL DIRECT STORMWATER TO DRAINAGE SYSTEMS DESIGNED TO CAPTURE AND RETAIN STORMWATER FROM THE DESIGN STORM IN ACCORDANCE WITH GARDEN CITY REQUIREMENTS.

Keynotes:

(#) CALLOUT NUMBERS COORDINATED TO NUMBERED NOTES BELOW.

1. 8" WIDE, 6' HEIGHT SOLID CMU BLOCK SCREEN/RETAINING WALL, SEE DETAIL 8/C2.50.
2. 48" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
3. 36" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
4. SPLASH PAD, SEE DETAIL 9/C2.50.
5. CONCRETE WALL BAR SEATING PAVILION, SEE ARCHITECTURAL.
6. ADA ACCESSIBLE RAMP PER ISPWC
7. SCREEN WALL, SEE ARCHITECTURAL.
8. FIRE ACCESS ROUTE
9. 2' X 6' X 18" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
10. ROLL CURB AND GUTTER, PER ISPWC
11. GRAVITY IRRIGATION UTILITY, PER DITCH COMPANY REQUIREMENTS.
12. FIRE HYDRANT, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
13. DROP OFF AREA
14. PARKING STALL STRIPING MARKING
15. ADA PARKING PAVEMENT MARKING
16. PEDESTRIAN CROSSWALK PAVEMENT MARKING PER ISPWC
17. VEHICULAR ACCESS RAMP
18. REMOVABLE BOLLARD, SEE DETAIL 2/C2.50.
19. 12" WIDE, FLUSH STANDARD GREY CONCRETE BAND
20. 44' X 8' VEHICULAR LOADING AREA
21. 12' X 65' TRUCK AND TRAILER LOADING AREA
22. 2' X 2' X 18" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
23. 40' X 40' CLEAR VISION TRIANGLE
24. BIKE RACK, SEE DETAIL 1/C2.50.
25. ON STREET PARKING STALL
26. TRASH STORAGE, SEE ARCHITECTURAL.
27. WATER LINE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
28. FIRE SERVICE LINE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
29. SEWER SERVICE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
30. STORM DRAIN UTILITY, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
31. FIRE HYDRANT, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.

THE LAND GROUP
TLG PM19081

erstad ARCHITECTS, PA
1402 W. Bannock St. Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9034 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
14-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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: 1.06.2020

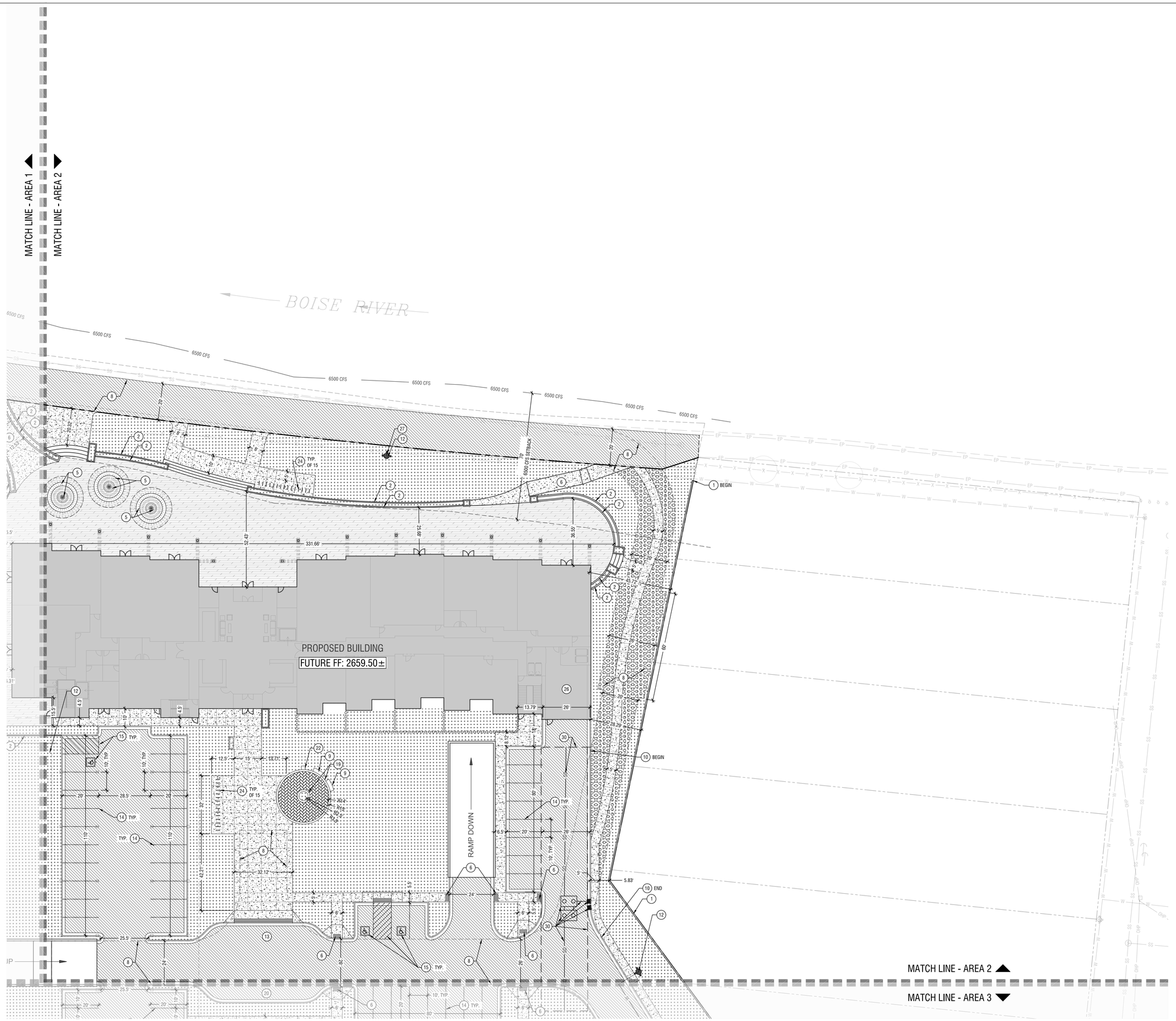
Design Review

Materials + Keynotes Area 1

C2.01

Materials & Keynotes-Area 1

Horizontal Scale: 1" = 20'



Materials & Keynotes-Area 2

Horizontal Scale: 1" = 20'

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 PAVER/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:

1. ALL DIMENSIONS ARE MEASURED TO PROPERTY LINE, BUILDING WALL OR FACE OF CURB UNLESS OTHERWISE SPECIFIED.
2. EAST 40TH AND EAST 41ST STREETS COMPLY WITH ACHD LOCAL STREET STANDARDS WITH ATTACHED SIDEWALK.
3. GRADING & DRAINAGE:
   - 3.1. 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 8-38.
   - 3.2. PROJECT GRADING WILL DIRECT STORMWATER TO DRAINAGE SYSTEMS DESIGNED TO CAPTURE AND RETAIN STORMWATER FROM THE DESIGN STORM IN ACCORDANCE WITH GARDEN CITY REQUIREMENTS.

Keynotes:

CALLOUT NUMBERS COORDINATED TO NUMBERED NOTES BELOW.

1. 8" WIDE, 6' HEIGHT SOLID CMU BLOCK SCREEN/RETAINING WALL, SEE DETAIL 8/C2.50.
2. 48" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
3. 36" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
4. SPLASH PAD, SEE DETAIL 9/C2.50.
5. CONCRETE WALL BAR SEATING PAVILION, SEE ARCHITECTURAL.
6. ADA ACCESSIBLE RAMP PER ISPWC
7. SCREEN WALL, SEE ARCHITECTURAL.
8. FIRE ACCESS ROUTE
9. 2' X 6' X 18" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
10. ROLL CURB AND GUTTER, PER ISPWC
11. GRAVITY IRRIGATION UTILITY, PER DITCH COMPANY REQUIREMENTS.
12. FIRE HYDRANT, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
13. DROP OFF AREA.
14. PARKING STALL STRIPING MARKING
15. ADA PARKING PAVEMENT MARKING
16. PEDESTRIAN CROSSWALK PAVEMENT MARKING PER ISPWC
17. VEHICULAR ACCESS RAMP
18. REMOVABLE BOLLARD, SEE DETAIL 2/C2.50.
19. 12" WIDE, FLUSH STANDARD GREY CONCRETE BAND
20. 44' X 8' VEHICULAR LOADING AREA
21. 12' X 65' TRUCK AND TRAILER LOADING AREA
22. 2' X 2' X 18" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
23. 40' X 40' CLEAR VISION TRIANGLE
24. BIKE RACK, SEE DETAIL 1/C2.50.
25. ON STREET PARKING STALL
26. TRASH STORAGE, SEE ARCHITECTURAL.
27. WATER LINE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS
28. FIRE SERVICE LINE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
29. SEWER SERVICE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
30. STORM DRAIN UTILITY, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
31. FIRE HYDRANT, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.

THE LAND GROUP
TLG PM19081

erstad ARCHITECTS, PA
1402 W. Bannock St. Boise, Idaho 83702
phone: (208) 331 9031 fax: (208) 331-9034 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LA-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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

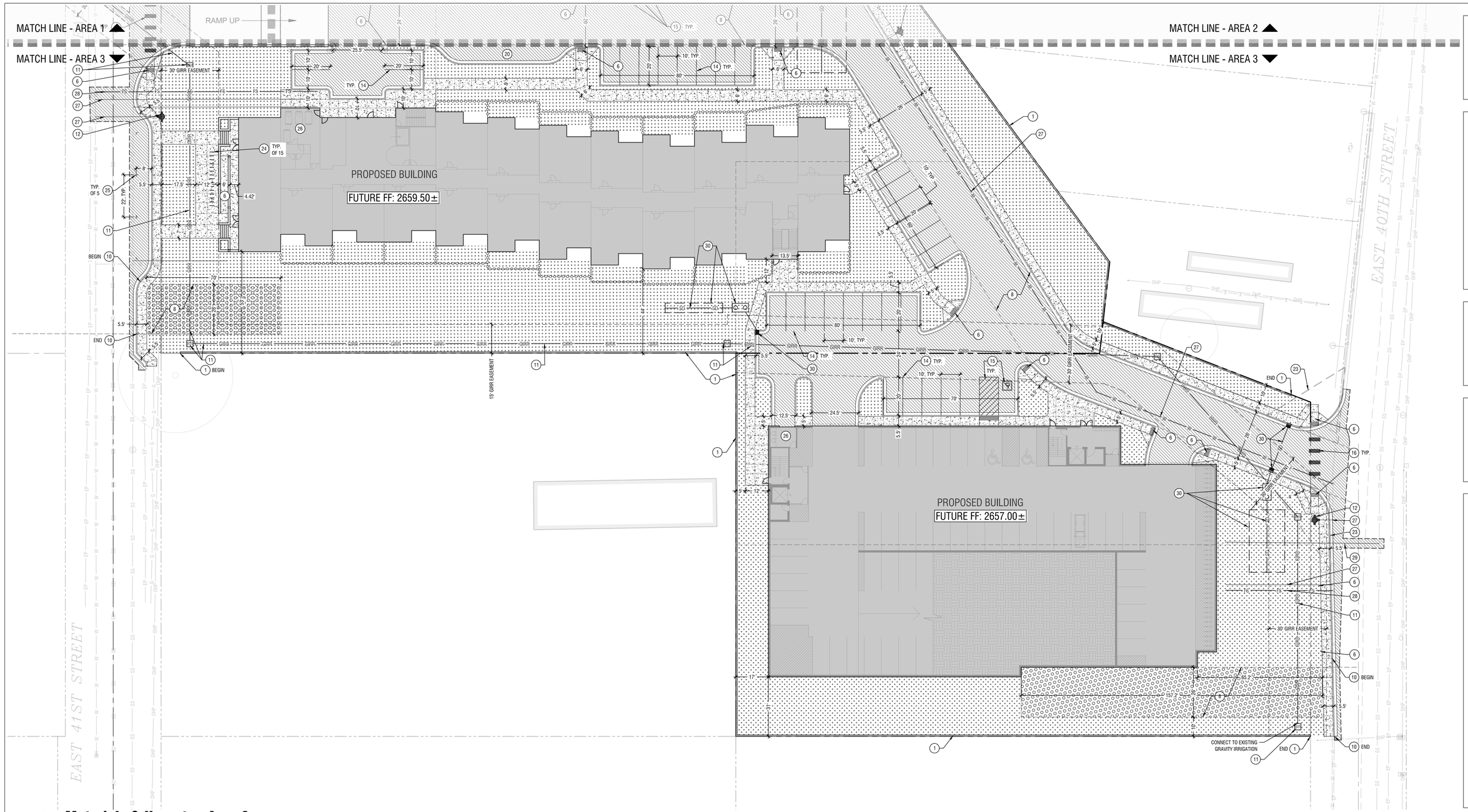
revision:

project: 190503
date: 1.06.2020

Design Review

Materials + Keynotes Area 2

C2.02



Materials & Keynotes-Area 3

Horizontal Scale: 1" = 20'

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 PAVER/GRASS PAVE. SEE DETAIL 13/C2.50.

Site Legend

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

Sheet Notes:

1. ALL DIMENSIONS ARE MEASURED TO PROPERTY LINE, BUILDING WALL OR FACE OF CURB UNLESS OTHERWISE SPECIFIED.
2. EAST 40TH AND EAST 41ST STREETS COMPLY WITH ACHD LOCAL STREET STANDARDS WITH ATTACHED SIDEWALK.

3. GRADING & DRAINAGE:
   - 3.1. 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.
   - 3.2. PROJECT GRADING WILL DIRECT STORMWATER TO DRAINAGE SYSTEMS DESIGNED TO CAPTURE AND RETAIN STORMWATER FROM THE DESIGN STORM IN ACCORDANCE WITH GARDEN CITY REQUIREMENTS.

Keynotes:

(#) CALLOUT NUMBERS COORDINATED TO NUMBERED NOTES BELOW.

1. 8" WIDE, 6' HEIGHT SOLID CMU BLOCK SCREEN/RETAINING WALL, SEE DETAIL 8/C2.50.
2. 48" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
3. 36" HEIGHT CONCRETE PLANTER, SEE DETAIL 10/C2.50.
4. SPLASH PAD, SEE DETAIL 9/C2.50.
5. CONCRETE WALL BAR SEATING PAVILION, SEE ARCHITECTURAL.
6. ADA ACCESSIBLE RAMP PER ISPWC
7. SCREEN WALL, SEE ARCHITECTURAL.
8. FIRE ACCESS ROUTE
9. 2' X 6' X 18" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
10. ROLL CURB AND GUTTER, PER ISPWC
11. GRAVITY IRRIGATION UTILITY, PER DITCH COMPANY REQUIREMENTS.
12. FIRE HYDRANT, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
13. DROP OFF AREA
14. PARKING STALL STRIPING MARKING
15. ADA PARKING PAVEMENT MARKING
16. PEDESTRIAN CROSSWALK PAVEMENT MARKING PER ISPWC
17. VEHICULAR ACCESS RAMP
18. REMOVABLE BOLLARD, SEE DETAIL 2/C2.50.
19. 12" WIDE, FLUSH STANDARD GREY CONCRETE BAND
20. 44' X 8' VEHICULAR LOADING AREA
21. 12' X 65' TRUCK AND TRAILER LOADING AREA
22. 2' X 2' X 18" HEIGHT CONCRETE BLOCK SEAT, SEE DETAIL 7/C2.50.
23. 40' X 40' CLEAR VISION TRIANGLE
24. BIKE RACK, SEE DETAIL 1/C2.50.
25. ON STREET PARKING STALL
26. TRASH STORAGE, SEE ARCHITECTURAL.
27. WATER LINE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS
28. FIRE SERVICE LINE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
29. SEWER SERVICE, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
30. STORM DRAIN UTILITY, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.
31. FIRE HYDRANT, PER ISPWC AND GARDEN CITY PUBLIC WORKS REQUIREMENTS.

THE LAND GROUP
TLG PN19081

erstad ARCHITECTS, PA
1402 N. Orchard, Boise, Idaho 83706
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LA-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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: 1.06.2020

Design Review

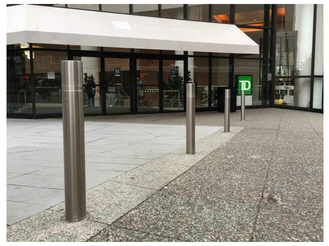
Materials + Keynotes Area 3

C2.03

NOTES:
1. ANOVA SITE FURNISHINGS | CIRCLE STAINLESS STEEL BIKE RACK, SURFACE MOUNT, MODEL# CIRCLEBRS2.
2. INSTALL PER MANUFACTURER'S SPECIFICATION.

1 Bike Rack (similar)

Scale: NTS



NOTES:
1. RELIANCE FOUNDRY R-8464 STAINLESS STEEL BOLLARD
2. INSTALL PER MANUFACTURER'S SPECIFICATION.

2 Removable Bollard (similar)

Scale: NTS

3 Not Used

Scale: NTS

TREX DECKING COLOR: SPICED RUM

TREX DECKING COLOR: ROPE SWING

NOTES:
1. TREX "TRANSCEND" COMPOSITE WOOD DECKING OR OWNER'S SELECTION.
2. SPICED RUM COLOR= DECK BODY (OR OWNER'S SELECTION).
3. ROPE SWING= DECK BANDING (OR OWNER'S SELECTION).

4 Boardwalk (similar)

Scale: NTS

NOTES:
1. 5' HIGH METAL POSTS AND HANDRAIL (OR WOOD TO MATCH DECKING).
2. POST AND FRAME POWDER COAT BLACK.
3. CABLE RAILING TO BE STAINLESS STEEL.

5 Post and Cable Railing

Scale: NTS

NOTES:
1. BELGARD HOLLAND STONE IN VICTORIAN FINISH.
2. INSTALL PER MANUFACTURER'S SPECIFICATION.

6 Pavers (similar)

Scale: NTS

NOTES:
1. CONCRETE BLOCK SEAT IN SMOOTH FACE FINISH.
2. STANDARD GREY COLOR
3. 18" HEIGHT, 2' DEPTH. LENGTH PER PLANS.

7 Concrete Block Seat (similar)

Scale: NTS

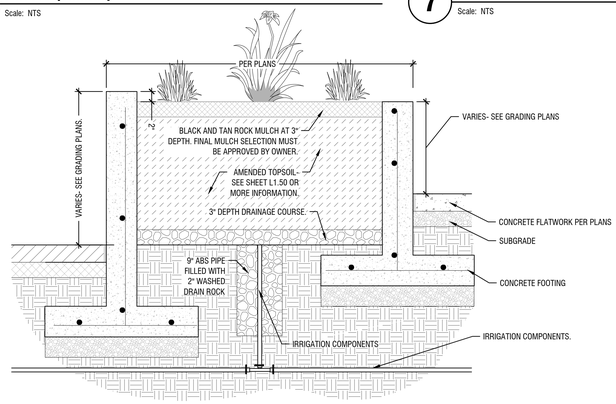
NOTES:
1. STANDARD 8" X 8" X 16" CONCRETE MASONRY UNIT.
2. STANDARD GREY COLOR
3. 6' HEIGHT. LENGTH PER PLANS.

8 CMU Block Wall (similar)

Scale: NTS

9 Splash Pad (similiar)

Scale: NTS



10 Cast-In-Place Concrete Planter

Scale: 1"=1'

NOTES:
1. POURED IN PLACE CONCRETE CONSTRUCTION
2. STANDARD GREY COLOR
3. 4' HEIGHT. WIDTH AND LENGTHS PER PLAN.

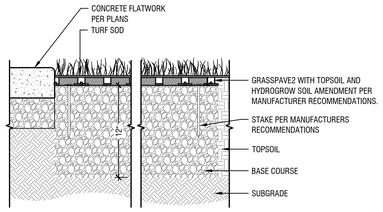
11 Concrete Planter Box

Scale: NTS

NOTES:
1. 42" HEIGHT METAL FENCE
2. IN SILVER FINISH.

12 42" Metal Fence (similar)

Scale: NTS



NOTES:
1. GRASSPAVE2 BY INVISIBLE STRUCTURES, INC.
2. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
3. PROVIDE SMOOTH AND CONTINUOUS TRANSITION FROM GRASSPAVE2 TO ADJACENT TOPSOIL AREA.

13 GrassPave2

Scale: 1/2" = 1'

THE LAND GROUP
TLG PN19081

erstad ARCHITECTS, PA
1020 W. Main, Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LA-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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

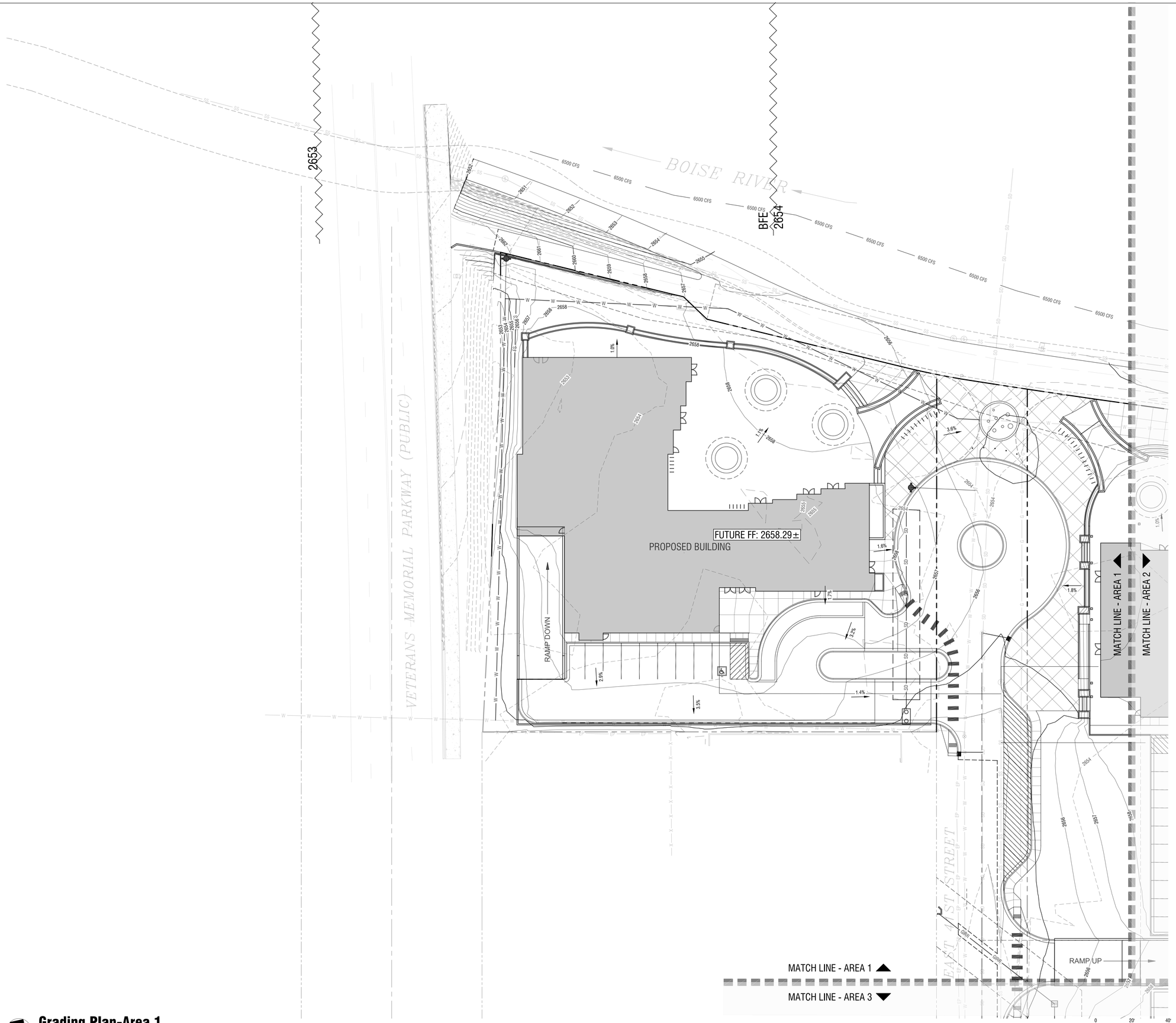
revision:

project: 190503
date: 1.06.2020

Design Review

Site Details
Site Details

C2.50



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.

Grading Plan-Area 1

Horizontal Scale: 1" = 20'

THE LAND GROUP
TLG PN19081

erstad ARCHITECTS, PA
1309 W. Bannock St. Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

NOT FOR CONSTRUCTION

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

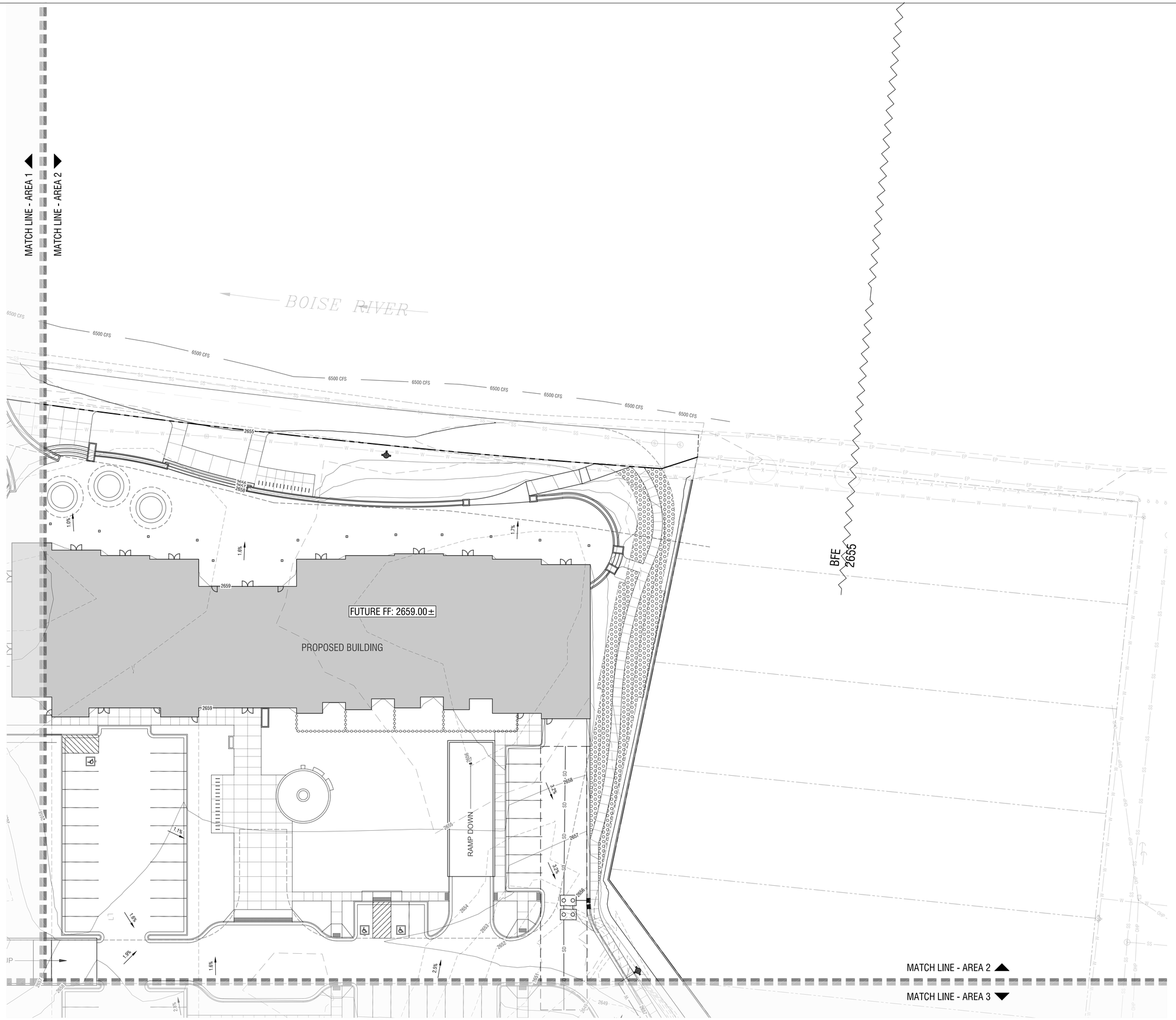
revision:

project: 190503
date: 1.06.2020

Design Review

Grading Plan Area 1

C4.01



Grading Plan-Area 2

Horizontal Scale: 1" = 20'

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.

THE LAND GROUP
TLG PM19081

erstad ARCHITECTS, PA
1310 W. Bannock St. Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

NOT FOR CONSTRUCTION

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

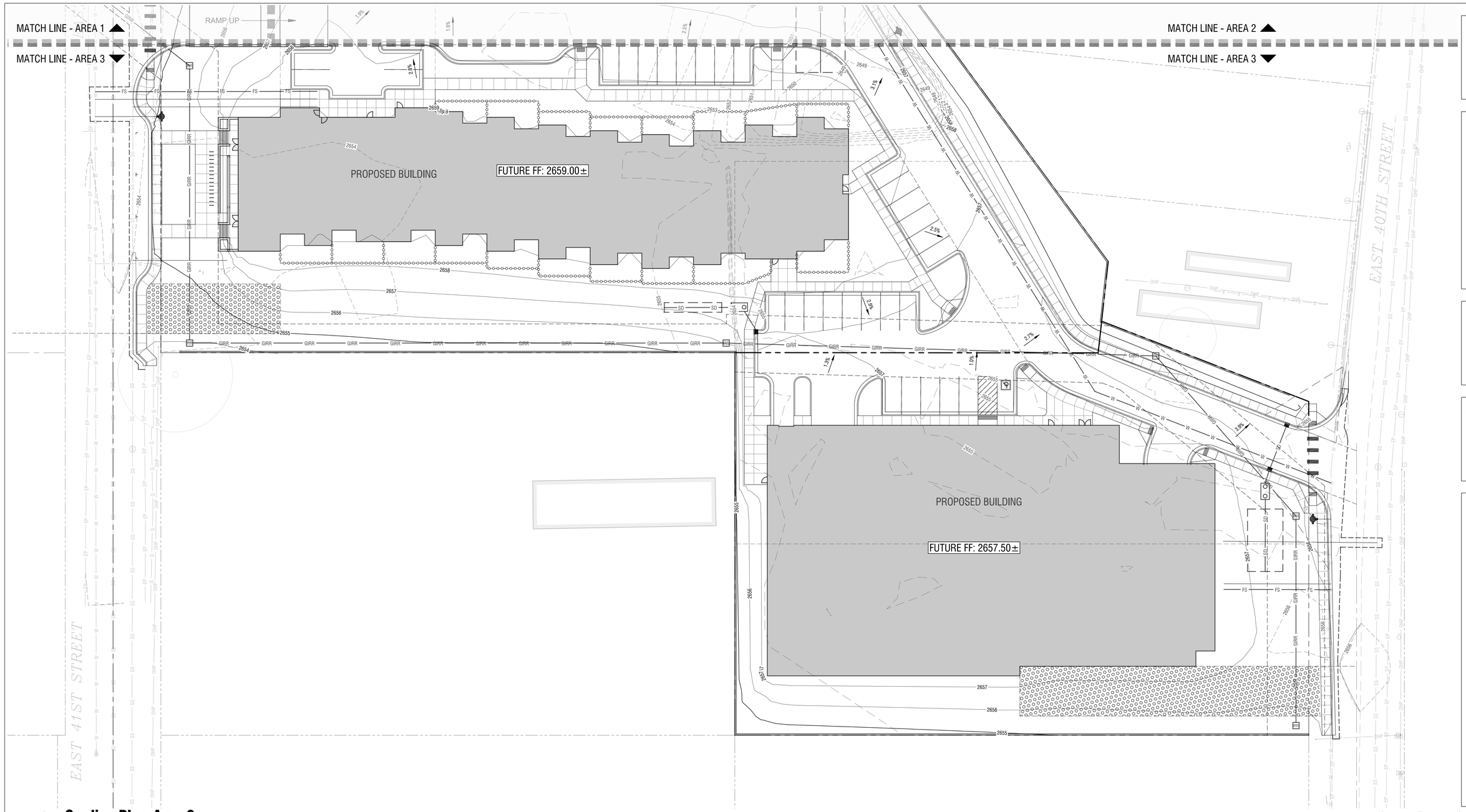
revision:

project: 190503
date: 1.06.2020

Design Review

Grading Plan Area 2

C4.02



Grading Plan-Area 3

Horizontal Scale: 1" = 20'

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.

THE LAND GROUP
TLG PM19081

erstad ARCHITECTS, PA
1310 W. Bannock St. Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

NOT FOR CONSTRUCTION

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: 1.06.2020

Design Review

Grading Plan Area 3

C4.03

Tree Calculation Legend

1. PERIMETER LANDSCAPE TREE BETWEEN DIFFERENT USES (29 TREES TOTAL / 58" 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)

VETERAN'S MEMORIAL PARKWAY STREET FRONTAGE- 265 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 FET OF LANDSCAPE AREA.
- TREES MAY BE SUBSTITUTED FOR UP TO ½ OF THE REQUIRED SHRUBS AT THE RATE OF 1 TREE PER 10 SHRUBS AND VICE VERSA.

LANDSCAPE AREA: 134,433 SQ/ FT.

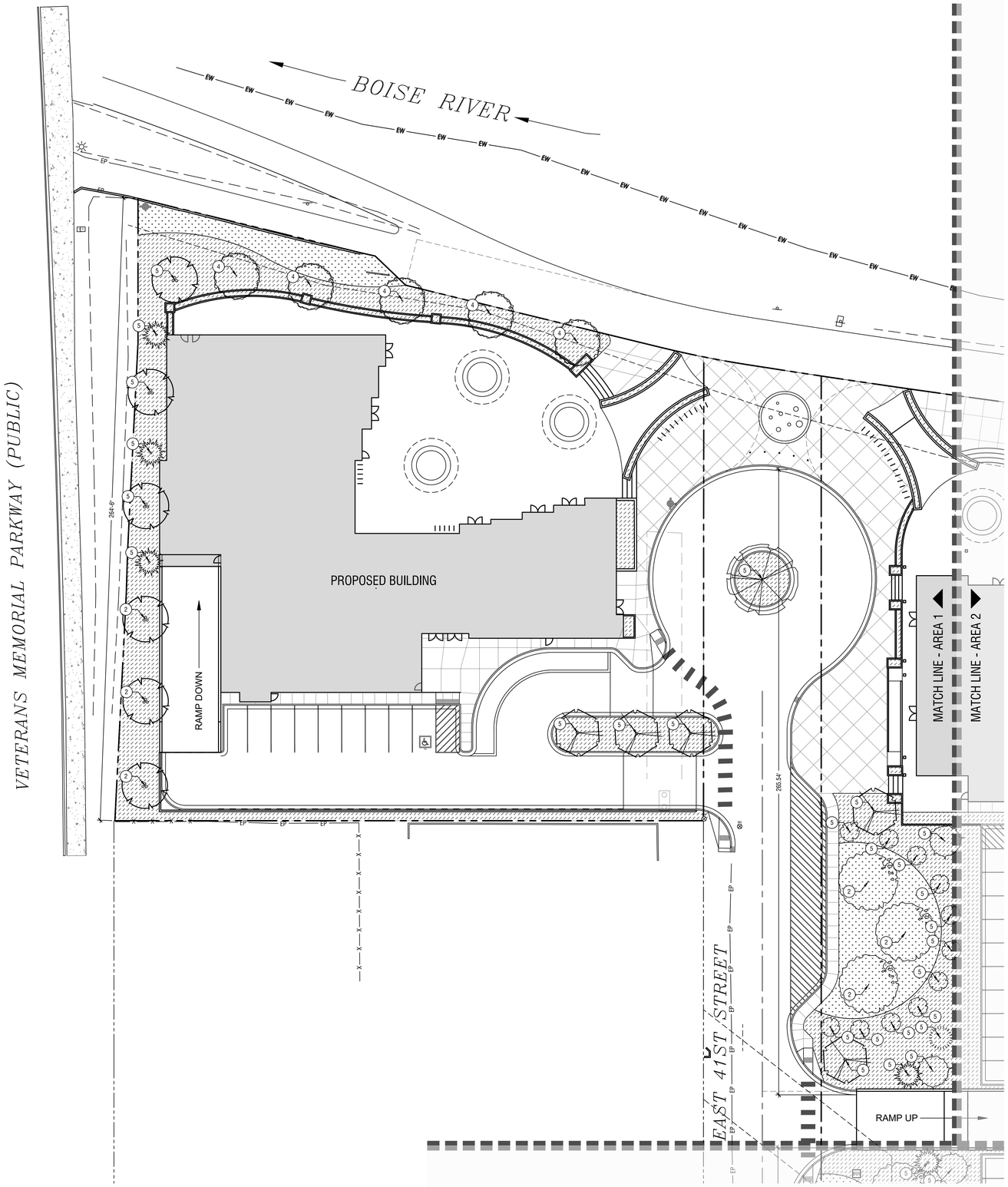
TREES REQUIRED	TREES PROVIDED
134 TOTAL	165 TOTAL

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)



Landscape Plan-Area 1

Horizontal Scale: 1" = 20'

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 5/L1.50.

PLANT SCHEDULE

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

THE LAND GROUP
TLG PM19081

erstad ARCHITECTS, PA
1309 W. Bannock St. Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LICENSED LANDSCAPE ARCHITECT
LA-251
01/06/2020

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

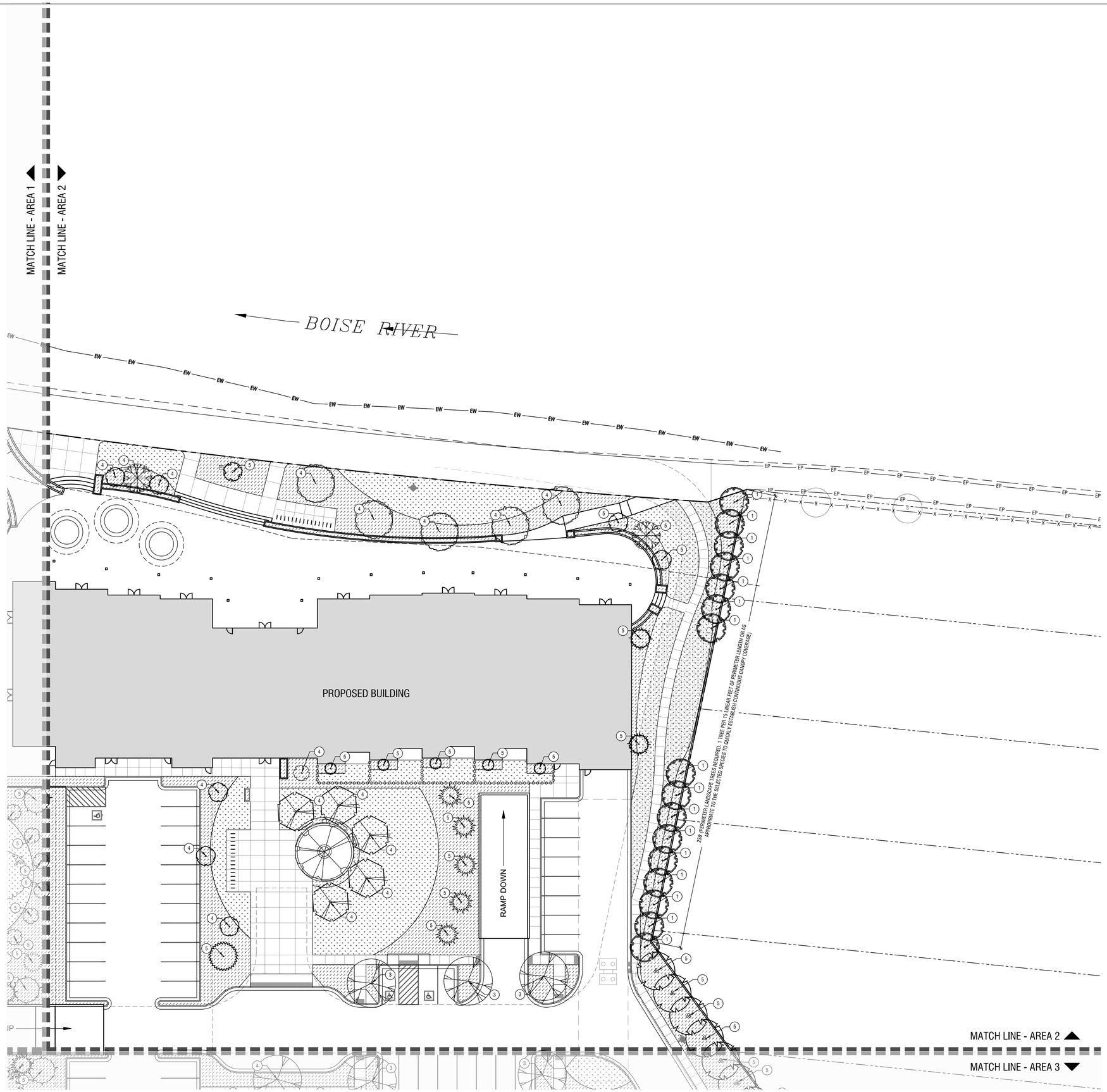
revision:

project: 190503
date: 1.06.2020

Design Review

Landscape Plan Area 1

L1.01



Landscape Plan-Area 2

Horizontal Scale: 1" = 20'

0 20' 40'

Tree Calculation Legend

1. PERIMETER LANDSCAPE TREE BETWEEN DIFFERENT USES (29 TREES TOTAL / 58" 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)

VETERAN'S MEMORIAL PARKWAY STREET FRONTAGE- 265 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 FET OF LANDSCAPE AREA.
- TREES MAY BE SUBSTITUTED FOR UP TO ½ OF THE REQUIRED SHRUBS AT THE RATE OF 1 TREE PER 10 SHRUBS AND VICE VERSA.

LANDSCAPE AREA: 134,433 SQ/ FT.

TREES REQUIRED	TREES PROVIDED
134 TOTAL	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)

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 5/L1.50.

PLANT SCHEDULE

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

THE LAND GROUP
TLG PN19081

erstad ARCHITECTS, PA
1402 W. Bannock, Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LA-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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

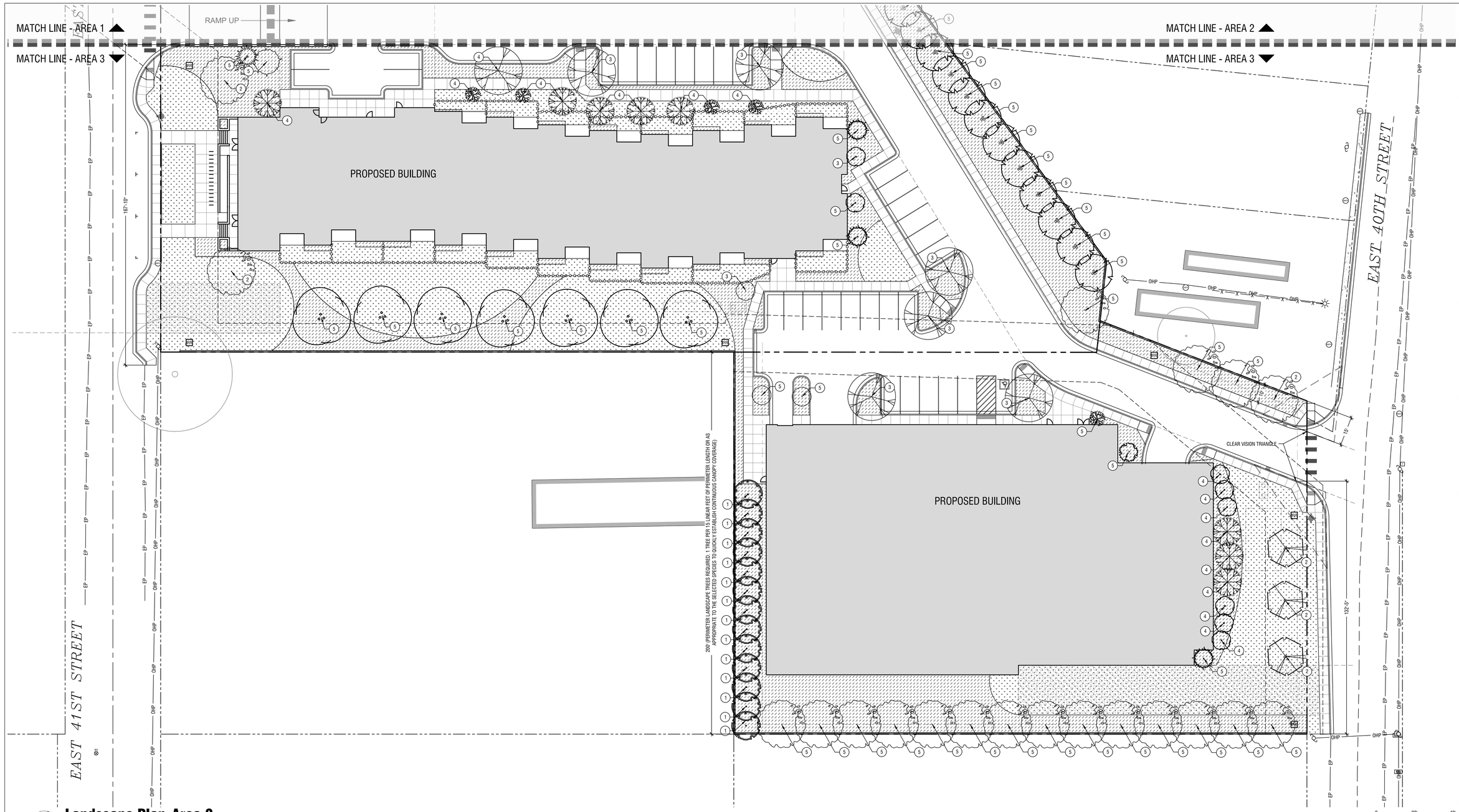
revision:

project: 190503
date: 1.06.2020

Design Review

Landscape Plan Area 2

L1.02



Landscape Plan-Area 3

Horizontal Scale: 1" = 20'

Tree Calculation Legend

1. PERIMETER LANDSCAPE TREE BETWEEN DIFFERENT USES (29 TREES TOTAL / 58" 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)

VETERAN'S MEMORIAL PARKWAY STREET FRONTAGE- 265 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 FET OF LANDSCAPE AREA.
- TREES MAY BE SUBSTITUTED FOR UP TO $\frac{1}{2}$ OF THE REQUIRED SHRUBS AT THE RATE OF 1 TREE PER 10 SHRUBS AND VICE VERSA.

LANDSCAPE AREA:	134,433 SQ/ FT.

TREES REQUIRED	TREES PROVIDED
134 TOTAL	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)

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 5/L1.50.

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE	QTY
	ACER JAPONICUM `ACONITIFOLIUM` / FERNLEAF FULL MOON MAPLE 12`H X 10`W	2" CAL. B&B	5
	ACER MIYABEI `STATE STREET` / MIYABEI MAPLE CLASS II; 35`H X 25`W	2" CAL. B&B	10
	BETULA NIGRA / RIVER BIRCH MULTI-TRUNK CLASS II; 40`H X 35`W	2" CAL. B&B	20
	CERCIS CANADENSIS / EASTERN REDBUD MULTI-TRUNK 20`H X 20`W	2" CAL. B&B	10
	CEDRUS ATLANTICA `GLAUCA FASTIGIATA` / COLUMNAR BLUE ATLAS CEDAR 30`H X 10`W	7'-8'H. B&B (2"CAL. MIN)	5
	CERCIS CANADENSIS `RISING SUN` / RISING SUN REDBUD 12`H X 8`W	2" CAL. B&B	5
	CEDRUS ATLANTICA `GLAUCA PENDULA` / WEEPING BLUE ATLAS CEDAR	7'-8'H. B&B (2"CAL. MIN)	1
	GLEDITSIA TRIACANTHOS INERMIS `IMPCOLE TM` / IMPERIAL HONEYLOCUST 40`H X 30`W	2" CAL. B&B	23

PLANT SCHEDULE (CONT.)

TREES	BOTANICAL / COMMON NAME	SIZE	QTY
	LIRIODENDRON TULIPIFERA `EMERALD CITY` TM / EMERALD CITY TULIP TREE 50`H X 40`W	2" CAL. B&B	2
	LIRIODENDRON TULIPIFERA `FASTIGIATA` / COLUMNAR TULIP TREE CLASS III; 40`H X 15`W	2" CAL. B&B	3
	MAGNOLIA X `GALAXY` / GALAXY MAGNOLIA 30`H X 15`W	2" CAL. B&B	10
	MAGNOLIA STELLATA `ROYAL STAR` / ROYAL STAR MAGNOLIA 15`H X 12`W	2" CAL. B&B	15
	MALUS X `SPRING SNOW` / SPRING SNOW CRAB APPLE CLASS I; 20`H X 20`W	2" CAL. B&B	13
	PRUNUS X CERASIFERA `CRIPIOZAM` / CRIMSON POINTE FLOWERING PLUM 25`H X 8`W; CLASS I	2" CAL. B&B	12
	PINUS FLEXILIS `VANDERWOLF`S PYRAMID` / VANDERWOLF`S PYRAMID PINE 25`H X 15`W	7'-8'H. B&B (2"CAL. MIN)	3
	PICEA GLAUCA PENDULA / WEEPING WHITE SPRUCE 25`H X 10`W	7'-8'H. B&B (2"CAL. MIN)	2

PLANT SCHEDULE (CONT.)

TREES	BOTANICAL / COMMON NAME	SIZE	QTY
	PICEA OMORIKA `RIVERSIDE` / BRUNS SERBIAN SPRUCE 20`H X 15`W	7'-8'H. B&B (2"CAL. MIN)	10
	PINUS NIGRA `OREGON GREEN` / OREGON GREEN PINE 18`H X 12`W	7'-8'H. B&B (2"CAL. MIN)	1
	QUERCUS PALUSTRIS `PRINGREEN` / GREEN PILLAR OAK 40`H X 10`W	2" CAL. B&B	29
	TILIA CORDATA `GREENSPIRE` / GREENSPIRE LITTLELEAF LINDEN CLASS II; 40`H X 40`W	2" CAL. B&B	7

THE LAND GROUP
TLG PM19081

erstad ARCHITECTS, PA
1402 W. Grove St. Boise, Idaho 83702
phone: (208) 331-9031 fax: (208) 331-9035 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LA-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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:

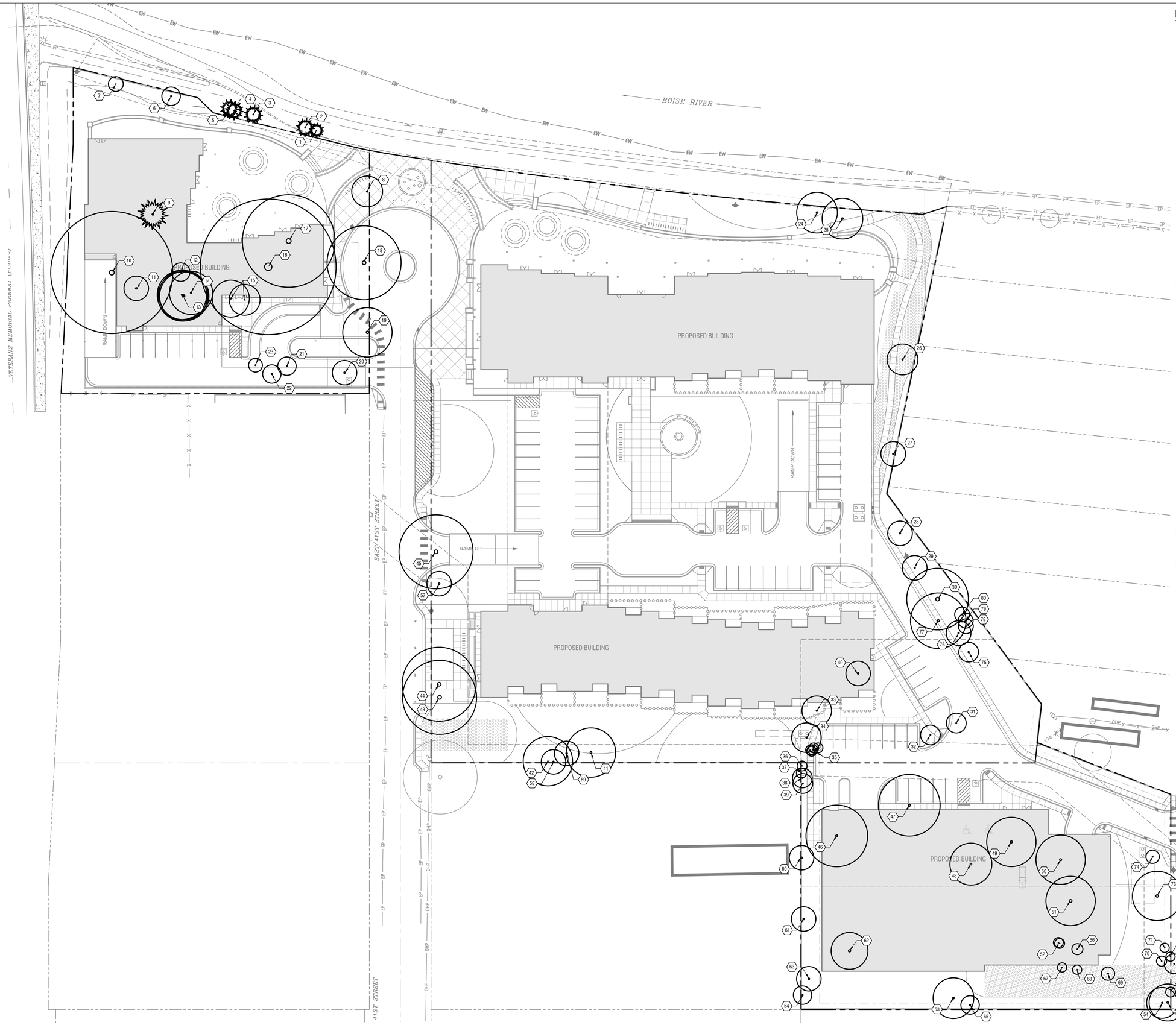
project: 190503
date: 1.06.2020

Design Review

Landscape Plan Area 3

L1.03

file location: q:\2019\190503\cad_d\190503-ls-l100-boardwalk-plan.dwg
last saved by: douglas russell
last plotted by: douglas russell on Jan 06, 2020 at 11:19 AM



Existing Tree Schedule

CALL OUT NUMBERS COORDINATE WITH NUMBERED TREES BELOW.

- TREE ANALYSIS WAS CONDUCTED BY A CERTIFIED ARBORIST ON SEPTEMBER 25, 2019. OFFICIAL REPORT CAN BE PROVIDED UPON REQUEST.
- ALL TREES FOUR INCH (4") CALIPER OR GREATER REMOVED FROM SITE SHALL BE REQUIRED FOR MITIGATION
- ALL TREES IDENTIFIED AS DEAD, POOR, OR FAIR IN THE OFFICIAL REPORT SHALL BE EXEMPT FROM MITIGATION REQUIREMENTS (CALIPERS TO MITIGATE = 0).
- ALL TREES IDENTIFIED AS MODERATE, GOOD, OR EXCELLENT IN THE OFFICIAL REPORT SHALL QUALIFY FOR MITIGATION.
- *ALL TREES IDENTIFIED AS TYPES TO EXHIBIT CHARACTERISTICS INCLUDING: EXTREME INSECTS OR DISEASE SUSCEPTIBILITY, SOFT OR BRITTLE WOOD, TOXIC TO OTHER PLANTS, ETC.. THE TREE SHALL BE EXEMPT FROM MITIGATION REQUIREMENTS (CALIPERS TO MITIGATE = 0). SPECIES EXAMPLE: BLACK LOCUST, BLACK WALNUT, COTTONWOOD, ELM, ETC.

	TREE TYPE	SIZE (CAL.*	CONDITION	STATUS	CAL.* TO
1.	PINUS CONTORTA	5"	DEAD	REMOVE	0
2.	PINUS CONTORTA	9"	POOR	REMOVE	0
3.	PINUS CONTORTA	7"	POOR	REMOVE	0
4.	PINUS CONTORTA	5"	POOR	REMOVE	0
5.	PINUS CONTORTA	8"	POOR	REMOVE	0
6.	ULMUS PUMILA	11"	POOR	REMOVE	0
7.	ULMUS PUMILA	3"	FAIR	REMOVE	0
8.	ACER PLATANOIDES	9"	GOOD	REMOVE	9"
9.	JUNIPERUS VIRGINIANA	16"	GOOD	REMOVE	16"
10.	POPULUS DELTOIDES	70"	FAIR	REMOVE	0
11.	ULMUS PUMILA	12"	POOR	REMOVE	0
12.	MALUS COMMUNIS	13"	FAIR	REMOVE	0
13.	JUGLANS NIGRA	12" CLUMP	FAIR	REMOVE	0
14.	ULMUS PUMILA	10"	FAIR	REMOVE	0
15.	ULMUS PUMILA	10" CLUMP	POOR	REMOVE	0
16.	POPULUS DELTOIDES	77"	FAIR	REMOVE	0
17.	POPULUS DELTOIDES	57"	FAIR	REMOVE	0
18.	ACER SACCHARINUM	45"	FAIR	REMOVE	0
19.	ROBINIA PSEUDOACACIA	22"	FAIR	REMOVE	0
20.	ULMUS PUMILA	3"	POOR	REMOVE	0
21.	ACER NEGUNDO	5"	GOOD	REMOVE	5"
22.	ACER GRANDIDENATUM	1"	GOOD	REMOVE	1"
23.	JUGLANS NIGRA	4"	GOOD	REMOVE	4"
24.	ULMUS PUMILA	18"	POOR	REMOVE	0
25.	ULMUS PUMILA	16"	POOR	REMOVE	0
26.	ULMUS PUMILA	10"	POOR	REMOVE	0
27.	ROBINIA PSEUDOACACIA	8"	POOR	REMOVE	0
28.	ULMUS PUMILA	6"	POOR	REMOVE	0
29.	ULMUS PUMILA	8"	DEAD	REMOVE	0
30.	ULMUS PUMILA	34"	POOR	REMOVE	0
31.	SALIX MATSUDANA	14"	FAIR	REMOVE	0
32.	CATALPA SPECIOSA	12"	FAIR	REMOVE	0
33.	JUGLANS NIGRA	17"	FAIR	REMOVE	0
34.	JUGLANS NIGRA	20"	FAIR	REMOVE	0
35.	ACER GINNALA	6"	POOR	REMOVE	0
36.	JUGLANS NIGRA	3.5"	FAIR	REMOVE	0
37.	JUGLANS NIGRA	3"	FAIR	REMOVE	0
38.	MALUS SSP	7"	POOR	REMOVE	0
39.	ACER SACCHARINUM	22"	FAIR	REMOVE	0
40.	MALUS SSP	12"	FAIR	REMOVE	0
41.	ULMUS PUMILA	18"	FAIR	REMOVE	0
42.	JUGAN NIGRA	6""	FAIR	REMOVE	0
43.	ACER SACCHARINUM	30"	POOR	REMOVE	0
44.	ACER SACCHARINUM	31"	POOR	REMOVE	0
45.	ULMUS PUMILA	31"	FAIR	REMOVE	0
46.	ACER SACCHARINUM	22"	FAIR	REMOVE	0
47.	ELAEAGNUS ANGUSTIFOLIA	50"	POOR	REMOVE	0
48.	MALUS SSP	18"	FAIR	REMOVE	0
49.	GLEDITSIA TRIACANTHOS	22"	FAIR	REMOVE	0
50.	FRAXINUS PENNSYLVANICA	19"	GOOD	REMOVE	19"
51.	ULMUS PUMILA	34"	FAIR	REMOVE	0
52.	ROBINIA PSEUDOACACIA	3""	POOR	REMOVE	0
53.	FRAXINUS PENNSYLVANICA	17"	FAIR	REMOVE	0
54.	ROBINIA PSEUDOACACIA	8"	POOR	REMOVE	0
55.	ROBINIA PSEUDOACACIA	16"	POOR	REMOVE	0
56.	ROBINIA PSEUDOACACIA	5"	POOR	REMOVE	0
57.	ULMUS PUMILA	2.5"	FAIR	REMOVE	0
58.	PYRUS CALLERYANA	VARIES	FAIR	REMOVE	0
59.	ULMUS PUMILA	8"	POOR	REMOVE	0
60.	ULMUS PUMILA	13"	FAIR	REMOVE	0
61.	ULMUS PUMILA	16"	FAIR	REMOVE	0
62.	FRAXINUS AMERICANA	11"	FAIR	REMOVE	0
63.	FRAXINUS AMERICANA	3"	FAIR	REMOVE	0
64.	FRAXINUS AMERICANA	9"	FAIR	REMOVE	0
65.	MALUS SSP	VARIES	FAIR	REMOVE	0
66.	ROBINIA PSEUDOACACIA	12"	POOR	REMOVE	0
67.	ROBINIA PSEUDOACACIA	4"	POOR	REMOVE	0
68.	ROBINIA PSEUDOACACIA	6"	POOR	REMOVE	0
69.	ROBINIA PSEUDOACACIA	7"	POOR	REMOVE	0
70.	PICEA PUNGENS	12"	GOOD	REMOVE	12"
71.	ROBINIA PSEUDOACACIA	10"	POOR	REMOVE	0
72.	ROBINIA PSEUDOACACIA	24"	POOR	REMOVE	0
73.	ULMUS PUMILA	26"	FAIR	REMOVE	0
74.	PICEA PUNGENS	18"	GOOD	REMOVE	18"
75.	PRUNUS SSP	30"	POOR	REMOVE	0
76.	ULMUS PUMILA	11"	POOR	REMOVE	0
77.	ULMUS PUMILA	9"	POOR	REMOVE	0
78.	ULMUS PUMILA	7"	POOR	REMOVE	0
79.	ULMUS PUMILA	8"	DEAD	REMOVE	0
80.	ULMUS PUMILA	8"	DEAD	REMOVE	0
					TOTAL = 84"

Mitigation Calculations

TOTAL CALIPER REQUIRED FOR MITIGATION: 84" (42 TREES AT 2" CALIPER)

TOTAL CALIPERS PROPOSED FOR MITIGATION: 84" (42 TREES AT 2" CALIPER)

- REQUIRED STREET TREES, LANDSCAPE BUFFER TREES, AND PARKING LOT TREES SHALL NOT BE INCLUDED WITHIN MITIGATION CALCULATIONS.

TOTAL ADDITIONAL SITE TREES: 184" (92 TREES AT 2" CALIPER)

- REQUIRED MITIGATION TREES, STREET TREES, LANDSCAPE BUFFER TREES, AND PARKING LOT TREES ARE NOT INCLUDED WITHIN ADDITIONAL CALIPERS. ADDITIONAL CALIPERS ARE IDENTIFIED AS NON-REQUIRED TREES.

Landscape Plan-Existing Tree Inventory Plan

Horizontal Scale: 1"=30'

0 30' 60'

THE LAND GROUP
TLG PM19081

erstad ARCHITECTS, PA
1402 W. Grove St. Boise, ID 83702
phone: (208) 331-9031 fax: (208) 331-9034 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LA-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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: 1.06.2020

Design Review

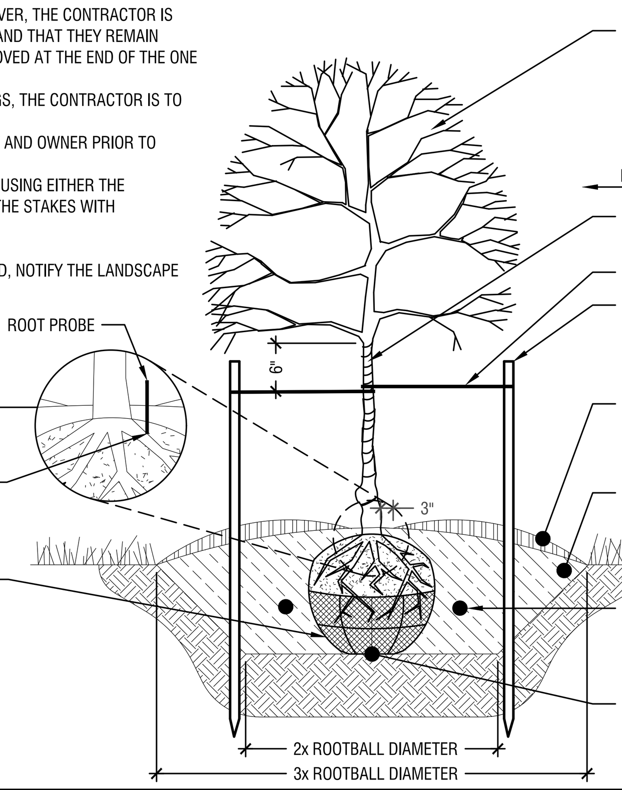
Existing Tree Inventory Plan

L1.10

PLANT SCHEDULE

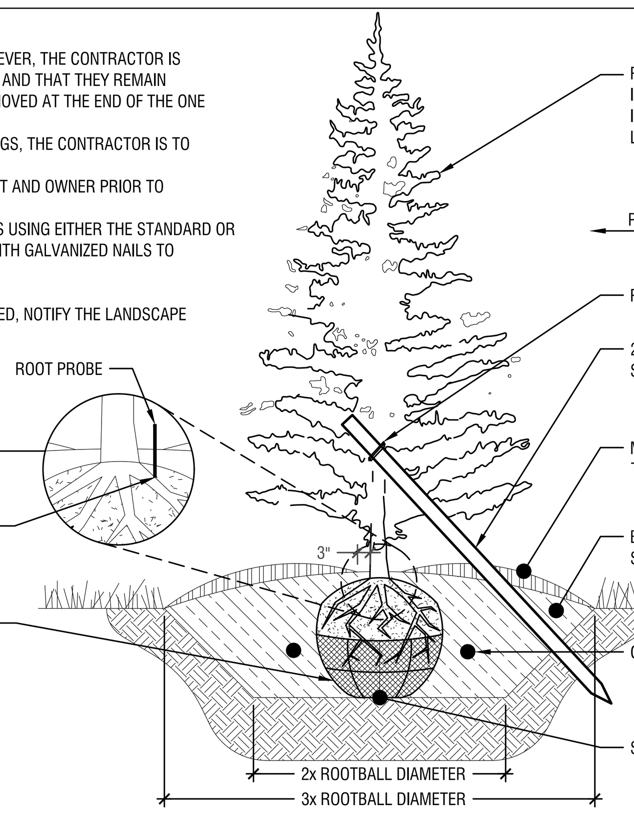
SHRUBS	BOTANICAL / COMMON NAME	SIZE
	BOUTELOUA GRACILIS `BLONDE AMBITION` / BLONDE AMBITION BLUE GRAMA 3`H X 3`W	1 GAL
	BUXUS X `GLENCOE` / CHICAGOLAND GREEN BOXWOOD 4`H X 4`W	2 GAL
	BUXUS SEMPERVIRENS `KATERBERG` TM / NORTH STAR BOXWOOD 1.5`H X 1.5W	1 GAL
	CORTADERIA SELLOANA `PUMILA` / DWARF PAMPAS GRASS 8`H X 5`W	2 GAL
	CAREX OSHIMENSIS `EVERGOLD` / VARIEGATED JAPANESE SEDGE 18"H X 18"W	1 GAL
	CORNUS ALBA `BAILHALO` TM / IVORY HALO DOGWOOD 6`H X 6`W	5 GAL.
	CALAMAGROSTIS X ACUTIFLORA `KARL FOERSTER` / KARL FOERSTER FEATHER REED GRASS 3`H X 3`W	2 GAL
	DESCHAMPSIA CESPITOSA `NORTHERN LIGHTS` / NORTHERN LIGHTS HAIR GRASS 1`H X 1`W	1 GAL
	EUONYMUS JAPONICUS `GREENSPIRE` / GREENSPIRE UPRIGHT EUONYMUS 8`H X 3`W	2 GAL
	FESTUCA GLAUCA `ELIJAH BLUE / ELIJAH BLUE FESCUE 1`H X 1`W	1 GAL
	HEUCHERA X `PEACH CRISP` / PEACH CRISP CORAL BELLS 1`H X 1.5`W	1 GAL
	HOSTA X `HALCYON` / HALCYON HOSTA 2`H X 3`W	1 GAL
	HYDRANGEA ARBORESCENS `INCREDIBALL` / INCREDIBALL WHITE HYDRANGEA 5`H X 5`W	2 GAL
	HEUCHERA MICRANTHA `PALACE PURPLE` / PALACE PURPLE CORAL BELLS 1.5`H X 1.5`W	1 GAL
	HOSTA X `PRAIRIE MOON` / PRAIRIE MOON HOSTA 2`H X 3`W	1 GAL
	HOSTA X `PATRIOT` / PATRIOT HOSTA 1.5`H X 2.5`W	1 GAL
	HEMEROCALLIS X `PARDON ME` / PARDON ME DAYLILY 2`H X 2`W	1 GAL
	LIATRIS SPICATA `FLORISTAN WHITE` / FLORISTAN WHITE SPIKE GAYFEATHER 2`H X 1`W	1 GAL
	MISCANTHUS SINENSIS `MORNING LIGHT` / MORNING LIGHT MAIDEN GRASS 5`H X 5`W	3 GAL.
	PANICUM VIRGATUM `HEAVY METAL` / HEAVY METAL SWITCH GRASS 5`H X 3`W	1 GAL
	PINUS SYLVESTRIS `HILLSIDE CREEPER` / HILLSIDE CREEPER SCOTCH PINE 2`H X 8`W	2 GAL
	PINUS MUGO `SLOWMOUND` / SLOWMOUND MUGO PINE 3`H X 3`W	2 GAL
	PHILADELPHUS X VIRGINALIS `DWARF SNOWFLAKE` / DWARF SNOWFLAKE MOCKORANGE 4`H X 4`W	3 GAL
	ROSA GROUNDCOVER X `RED` / FLOWER CARPET RED GROUNDCOVER ROSE 2`H X 3`W	2 GAL
	RHUS TYPHINA `BALTIGER` TM / TIGER EYES SUMAC 6`H X 6`W	5 GAL.
	SCHIZACHYRIUM SCOPARIUM `THE BLUES` / THE BLUES LITTLE BLUESTEM 3` H X 3` W	2 GAL
	SEDUM ALBUM `CORAL CARPET` / CORAL CARPET STONECROP 4"H X 18"W	4"

NOTES:
1. THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR A MINIMUM OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE ONE YEAR WARRANTY PERIOD.
2. IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
3. LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
4. WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
5. WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
6. IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.



1 Deciduous Tree Planting
Scale: NTS

NOTES:
1. THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO INSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR A MINIMUM OF 1 YEAR. ALL STAKING SHALL BE REMOVED AT THE END OF THE ONE YEAR WARRANTY PERIOD.
2. IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
3. LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
4. WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
5. WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
6. IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.



2 Coniferous Tree Planting
Scale: NTS

Landscape Notes:

A. CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
B. FINISH GRADES TO BE SMOOTH AND EVEN GRADIENTS WITH POSITIVE DRAINAGE IN ACCORDANCE WITH SITE GRADING PLAN. REMOVE RIDGES AND FILL DEPRESSIONS, AS REQUIRED TO MEET FINISH GRADES. PLACE 4" OF ROCK MULCH OVER SUBGRADE SOIL TO ACHIEVE FINISH GRADE. FINISH GRADE RELATED TO ADJACENT SITE ELEMENTS SHALL BE:
  B.A. 1-INCH BELOW TOP OF ADJACENT PAVEMENT, VALVE BOX, VAULT, ETC.
  B.B. 3-INCHES BELOW TOP OF CURB UNLESS NOTED OTHERWISE.
C. ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 18" OF TOPSOIL, SOD AREAS A MINIMUM OF 12" OF TOPSOIL. SPREAD, COMPACT AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE.
D. RE-USE EXISTING SURFACE TOPSOIL WHERE POSSIBLE. VERIFY SUITABILITY OF SURFACE SOIL TO PRODUCE TOPSOIL MEETING REQUIREMENTS AND AMEND WHEN NECESSARY. TOPSOIL SHALL BE A LOOSE, FRIABLE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOXIOUS WEEDS, WEED SEEDS, ROCKS, GRASS OR OTHER FOREIGN MATERIAL AND A PH OF 5.5 TO 7.0. IF ON-SITE TOPSOIL DOES NOT MEET THESE MINIMUM STANDARDS, CONTRACTORS ARE RESPONSIBLE TO EITHER: A) PROVIDE APPROVED IMPORTED TOPSOIL, OR B.) IMPROVE ON-SITE TOPSOIL WITH METHODS APPROVED BY LANDSCAPE ARCHITECT. SUPPLEMENT WITH IMPORTED TOPSOIL WHEN QUANTITIES ARE INSUFFICIENT. CLEAN TOPSOIL OF ROOTS, PLANTS, SODS, STONES, CLAY LUMPS AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH.
E. IF IMPORTED TOPSOIL FROM OFF-SITE SOURCES IS REQUIRED, PROVIDE NEW TOPSOIL THAT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
F. OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT PROJECT SITE. OBTAIN TOPSOIL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOPSOIL OCCURS IN A DEPTH OF NOT LESS THAN 4 INCHES.
G. ALL LANDSCAPE AREAS SHALL BE WEED FREE AT THE TIME OF LANDSCAPE INSTALLATION.REMOVE ALL ROOTS, WEEDS, ROCKS AND FOREIGN MATERIAL ON THE SURFACE.
H. NEW TREE PLANTING, SEE DETAIL 1&2/L1.50. CONTRACTOR SHALL STAKE ALL TREES DEEMED NECESSARY, I.E..... FROM BEING BLOWN OVER, PLANTED WITH LOOSE ROOT BALL, ETC. CONTRACTOR'S OPTION.
I. NEW SHRUB PLANTING. SEE DETAIL 3/L1.50.
J. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.
K. ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF SUBSTANTIAL COMPLETION. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
L. TREE PIT BACKFILL PLANTING MIX: BLEND TOPSOIL AND SOIL AMENDMENTS AND FERTILIZER FOR TREE PIT BACKFILL AT THE FOLLOWING RATES. BLEND AMENDMENTS THOROUGHLY WITH SOIL BACKFILL. TREE PITS SHALL BE 5'x5'x1.5' (37.5 CF/ 1.5 CY).
  L.A. APPLICATION RATES:
    L.A.a. HUMIC ACID: 25 LBS PER TREE PIT
    L.A.b. COMMERCIAL GRADE COMPOST - 10 CUBIC FEET PER TREE PIT
    L.A.c. PLANTING TABLET FERTILIZER - 4 TABLETS PER TREE PIT
    L.A.d. CALCIFIED DIATOMACEOUS EARTH - 75 LBS PER TREE PIT
M. SHRUB PIT BACKFILL PLANTING MIX: BLEND TOPSOIL AND SOIL AMENDMENTS AND FERTILIZER FOR SHRUB PIT BACKFILL AT THE FOLLOWING RATES. BLEND AMENDMENTS WITH THOROUGHLY WITH SOIL BACKFILL. SHRUB PITS SHALL BE 2.5'x2.5'x1' (6.25 CF/ 0.25 CY).
  M.1. APPLICATION RATES:
    M.1.a. HUMIC ACID: 2 LBS PER SHRUB PIT
    M.1.b. COMMERCIAL GRADE COMPOST - 2 CUBIC FEET PER SHRUB PIT
    M.1.c. PLANTING TABLET FERTILIZER - 2 TABLETS PER SHRUB PIT
    M.1.d. CALCIFIED DIATOMACEOUS EARTH - 15 LBS PER SHRUB PIT
N. IMMEDIATELY CLEAN UP ANY TOPSOIL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
O. CONTRACTOR SHALL SUBMIT MATERIAL SAMPLES FOR LANDSCAPE ROCK MULCH TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO PROCUREMENT. LANDSCAPE BOULDERS, PHOTO SUBMITTAL IS ADEQUATE. FOR ROCK MULCH, SUBMIT 1 GALLON BAG SAMPLE TO OWNER.

Irrigation Note

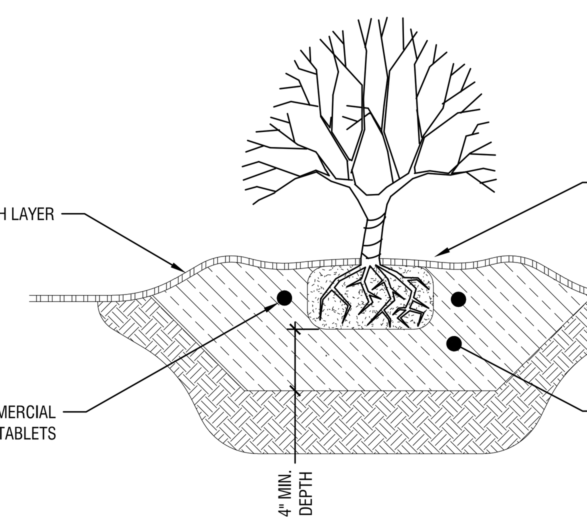
1. ALL LANDSCAPED AREAS SHALL HAVE AN AUTOMATIC UNDERGROUND SPRINKLER SYSTEM WHICH ENSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES.

Tree Protection Notes:

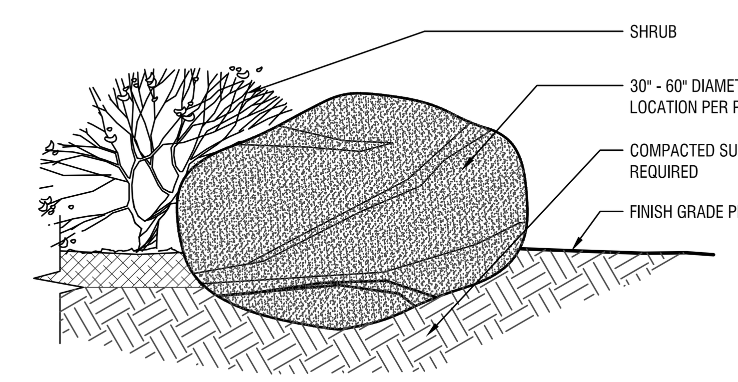
A. PROTECT THE CRITICAL ROOT ZONE OF THE TREES TO BE RETAINED ON SITE: (NOTE: CRITICAL ROOT ZONE IS THE AREA DIRECTLY BELOW THE DRIP LINE OF THE TREE.)
  A.A. CONSTRUCT PROTECTIVE FENCING OF CHAIN-LINK AROUND THE CRITICAL ROOT ZONE PRIOR TO DEMOLITION OR CONSTRUCTION.
  A.B. DO NOT ALLOW COMPACTION BY EQUIPMENT TRAFFIC DURING CONSTRUCTION OR DURING DEMOLITION.
  A.C. DO NOT ALLOW CEMENT TRUCKS TO RINSE WITHIN THE PROTECTION AREA, ANYWHERE THAT TREE ROOTS EXIST OR IN PLANNED PLANTING BEDS.
  A.D. DO NOT STOCKPILE MATERIALS, DEBRIS OR DIRT WITHIN THE TREE PROTECTION AREA.
  A.E. MAINTAIN WATERING WITHIN THE CRITICAL ROOT ZONE FROM MID-APRIL TO MID-OCTOBER AT THE RATE OF NOT LESS THAN THE EQUIVALENT OF 1-1/2" OF WATER OVER THE ENTIRE AREA PER WEEK.
  A.F. DO NOT TRENCH, EXCAVATE, FILL OR OTHERWISE DISTURB THE SOIL WITHIN THE CRITICAL ROOT ZONE.
  A.G. ADJUST PROPOSED IMPROVEMENT LOCATIONS AS REQUIRED TO AVOID DAMAGING TREE ROOTS.
B. PROTECT THE CROWN AND TRUNK OF TREES TO BE RETAINED ON SITE:
  B.A. OPERATE EQUIPMENT IN SUCH A WAY AS TO AVOID CONTACT WITH TREE TRUNKS OR BRANCHES.
  B.B. PRUNING OF PUBLIC PROPERTY TREES SHALL BE PERFORMED BY A LICENSED ARBORIST.
C. ALL TREES DAMAGED OR DESTROYED DURING CONSTRUCTION SHALL BE REPLACED USING THE FOLLOWING CRITERIA:

EXISTING TREE	***REPLACEMENT***
1" TO 6" CALIPER.........................	*2X CALIPER OF TREE REMOVED*
6" TO 12" CALIPER.......................	*1.5X CALIPER OF TREE REMOVED*
> 12" OR LARGER CALIPER.........	*1X CALIPER OF TREE REMOVED*

EXAMPLE: IF AN 8" CALIPER TREE IS REMOVED, AN ACCEPTABLE REPLACEMENT WOULD BE (3) 4" CALIPER TREES OR (4) 3" CALIPER TREES.



3 Shrub Planting
Scale: NTS



NOTES:
1. NOTIFY LANDSCAPE ARCHITECT WHEN PLACING BOULDERS FOR APPROVAL.
2. PLACE BOULDERS PRIOR TO INSTALLATION OF IRRIGATION SYSTEM.
3. CLEAN ALL BOULDERS OF DIRT AND LOOSE DEBRIS.
4. WHEN PLACING BOULDERS, BURY ¼ TO ⅓ OF BOULDER BELOW FINISH GRADE.
5. DO NOT SCAR OR DAMAGE BOULDERS.

4 Boulder Installation
Scale: NTS

THE LAND GROUP
TLG PN119081

erstad ARCHITECTS, PA
310 north 5th street boise, idaho 83702
phone: (208) 331 9031 fax: (208) 331-9035 www.erstadarchitects.com

STATE OF IDAHO
DOUGLAS A. RUSSELL
LA-251
LICENSED LANDSCAPE ARCHITECT
01/06/2020

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:

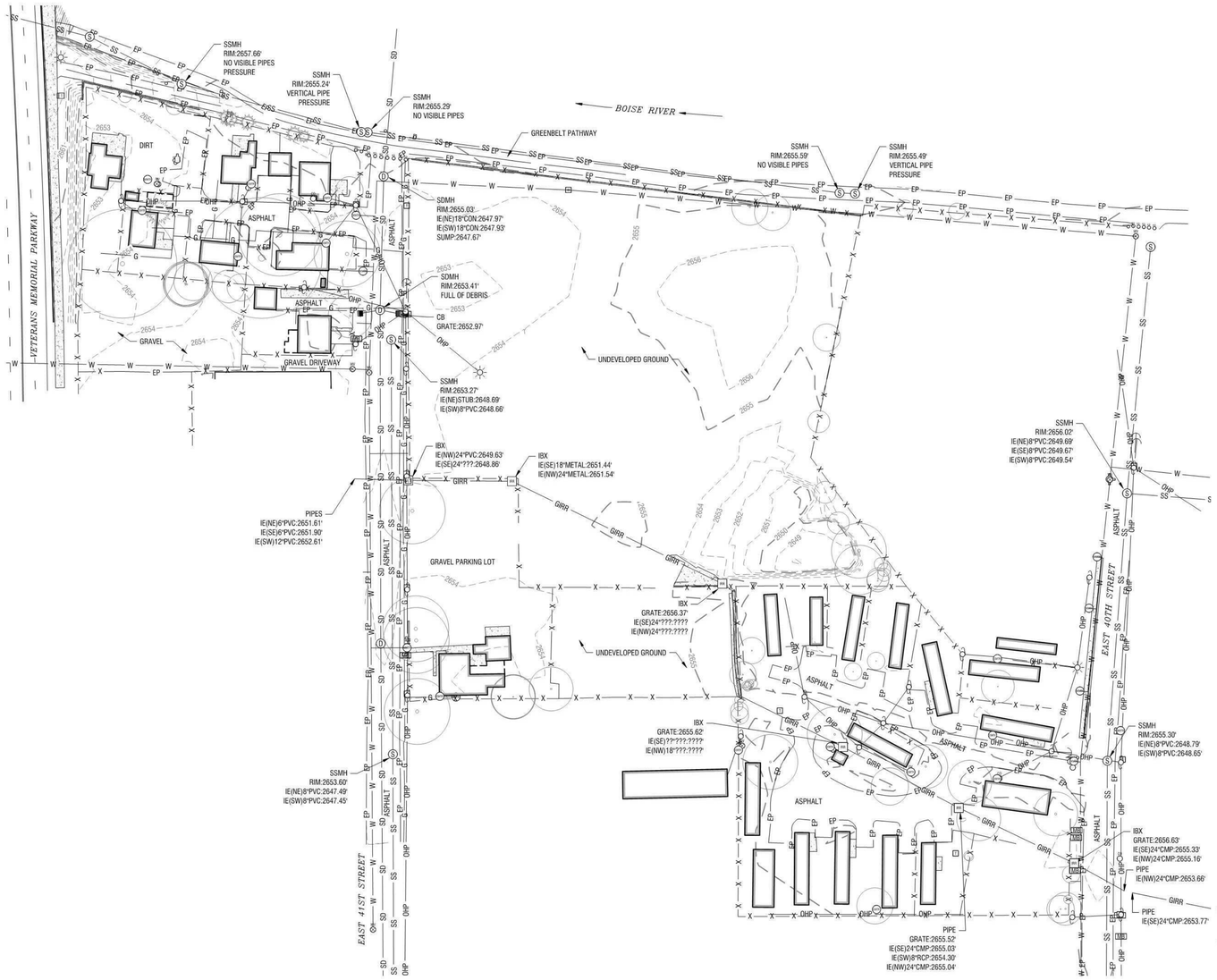
project: 190503
date: 1.06.2020

Design Review

Landscape Plan Details

L1.50

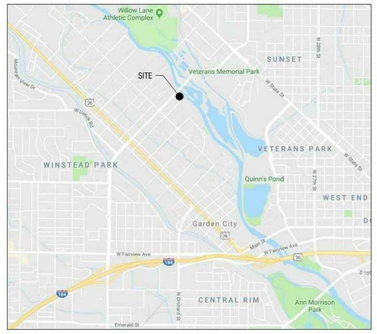
File Location: g:\2019\119081\cad_dr\119081 dr l150 landscape details.dwg
Last Plotted By: melissa drew
Date Plotted: Monday, January 6 2020 at 10:50 AM



Topographic Survey
for
Vida Properties

Located in a portion of Block 15 and Block 16
Fairview Acres Subdivision No. 3
Situate in a Portion of the North 1/2 of Section 5
Township 3 North, Range 2 East, AND
a Portion of the South 1/2 of Section 32
Township 4 North, Range 2 East, Boise Meridian
Garden City, Ada County, Idaho
2019

Vicinity Map:



Legend:

FOUND BRASS CAP MONUMENT	BOUNDARY LINE
FOUND 5/8" MONUMENT	ADJACENT PROPERTY LINE
FOUND 1/2" MONUMENT	TIE LINE
TEMPORARY BENCHMARK	SECTION LINE
CALCULATED POINT, NOTHING FOUND OR SET	ROADWAY CENTERLINE
WATER VALVE	EASEMENT LINE
WATER METER	EDGE OF GRAVEL
FIRE HYDRANT	EDGE OF PAVEMENT
FROST FREE HYDRANT	FENCE LINE
STORM DRAIN MANHOLE	RIGHT-OF-WAY LINE
RECTANGULAR INLET	SANITARY SEWER LINE
SANITARY SEWER MANHOLE	STORM DRAIN LINE
CLEAN OUT	WATER LINE
PRESSURE IRRIGATION VALVE	GRAVITY IRRIGATION LINE
IRRIGATION BOX	OVERHEAD POWER LINE
GAS METER	GAS LINE
POWER POLE	CONCRETE AREA
GUY WIRE	CURB AND GUTTER
STREET LIGHT	EXISTING BUILDING
ELECTRIC BOX	EXISTING GROUND CONTOUR
ELECTRIC METER	
TELEPHONE RISER	
BOLLARD	
MAIL BOX	
SIGN	
DECIDUOUS TREE	
CONIFEROUS TREE	

Referenced Survey Table:

R1. FAIRVIEW ACRES SUBDIVISION No. 3, BOOK 1 OF PLATS AT PAGE 617, ADA COUNTY RECORDS.
R2. FAIRVIEW ACRES SUBDIVISION No. 7, BOOK 1 OF PLATS AT PAGE 686, ADA COUNTY RECORDS.
R3. RECORD OF SURVEY No. 8235, INSTRUMENT #108025409, RECORDS OF ADA COUNTY.
R4. RECORD OF SURVEY No. 7221, INSTRUMENT #106011872, RECORDS OF ADA COUNTY.
R5. RECORD OF SURVEY No. 11229, INSTRUMENT #2018-011065, RECORDS OF ADA COUNTY.
R6. RECORD OF SURVEY No. 7814, INSTRUMENT #107027377, RECORDS OF ADA COUNTY.

Keynotes:

1. UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE LOCATIONS SHOWN HEREON ARE BASED UPON ABOVE GROUND EVIDENCE AND UTILITY COMPANY FACILITY MAPS. THE SURVEYOR MAKES NO GUARANTEE OF THE ACCURACY OF LOCATION OF UNDERGROUND UTILITIES.

2. THE BASIS OF BEARING OF THIS MAP IS GRID NORTH ON THE IDAHO STATE PLANE COORDINATES SYSTEM (NAD 83). WEST ZONE, AS DETERMINED BY GLOBAL POSITIONING SYSTEMS METHODS. ANY DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET.

Topographic Survey

Horizontal Scale: 1" = 50'

0 50' 100'

THE LAND GROUP

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:
no. desc. date

project: 190503
date: 01.06.2020

design review application

topo survey

A1.0

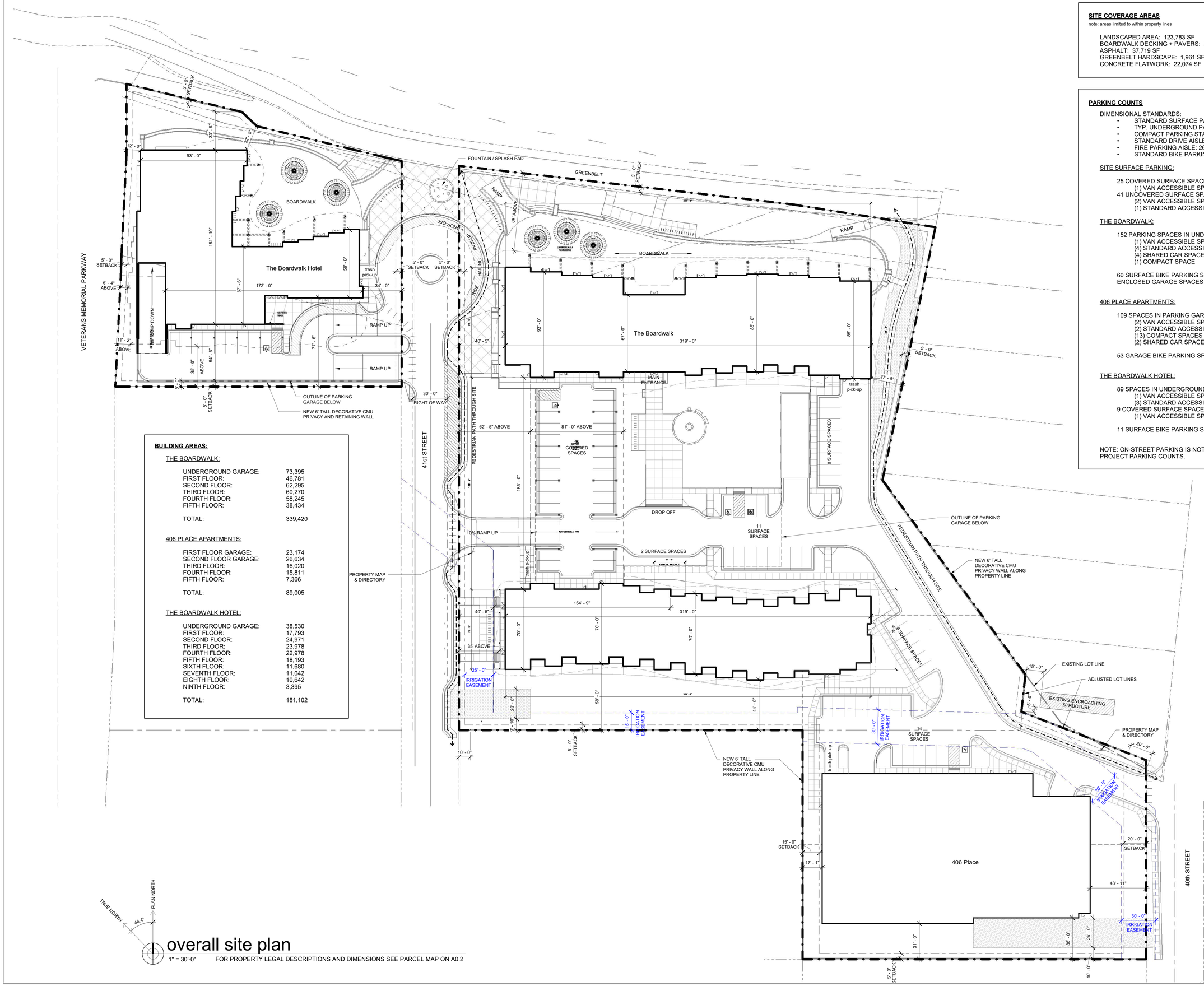
Topographic Survey
Vida Properties
Garden City, Idaho, 83714

Revisions
1.

PROFESSIONAL LAND SURVEYOR REGISTERED STATE OF IDAHO JAMES R. WASHBURN
PRELIMINARY

Project No.: 119081
Date of Issuance: 08/14/2019
Project Milestone:

1 of 1



overall site plan

1" = 30'-0" FOR PROPERTY LEGAL DESCRIPTIONS AND DIMENSIONS SEE PARCEL MAP ON A0.2

BUILDING AREAS:

THE BOARDWALK:

UNDERGROUND GARAGE:	73,395
FIRST FLOOR:	46,781
SECOND FLOOR:	62,295
THIRD FLOOR:	60,270
FOURTH FLOOR:	58,245
FIFTH FLOOR:	38,434
TOTAL:	339,420

406 PLACE APARTMENTS:

FIRST FLOOR GARAGE:	23,174
SECOND FLOOR GARAGE:	26,634
THIRD FLOOR:	16,020
FOURTH FLOOR:	15,811
FIFTH FLOOR:	7,366
TOTAL:	89,005

THE BOARDWALK HOTEL:

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

SITE COVERAGE AREAS

note: areas limited to within property lines

LANDSCAPED AREA: 123,783 SF
BOARDWALK DECKING + PAVERS: 25,647 SF
ASPHALT: 37,719 SF
GREENBELT HARDSCAPE: 1,961 SF
CONCRETE FLATWORK: 22,074 SF

PARKING COUNTS

DIMENSIONAL STANDARDS:
- STANDARD SURFACE PARKING STALL: 10' x 20'
- TYP. UNDERGROUND PARKING STALL: 10' x 20'
- COMPACT PARKING STALL: 9' x 15'
- STANDARD DRIVE AISLE: 24' WIDE
- FIRE PARKING AISLE: 26' WIDE
- STANDARD BIKE PARKING: 2' x 6'

SITE SURFACE PARKING:

25 COVERED SURFACE SPACES
(1) VAN ACCESSIBLE SPACE
41 UNCOVERED SURFACE SPACES
(2) VAN ACCESSIBLE SPACES
(1) STANDARD ACCESSIBLE SPACE

THE BOARDWALK:

152 PARKING SPACES IN UNDERGROUND GARAGE
(1) VAN ACCESSIBLE SPACES
(4) STANDARD ACCESSIBLE SPACES
(4) SHARED CAR SPACES
(1) COMPACT SPACE

60 SURFACE BIKE PARKING SPACES PLUS 265 ENCLOSED GARAGE SPACES

406 PLACE APARTMENTS:

109 SPACES IN PARKING GARAGE
(2) VAN ACCESSIBLE SPACE
(2) STANDARD ACCESSIBLE SPACES
(13) COMPACT SPACES
(2) SHARED CAR SPACES

53 GARAGE BIKE PARKING SPACES

THE BOARDWALK HOTEL:

89 SPACES IN UNDERGROUND GARAGE
(1) VAN ACCESSIBLE SPACE
(3) STANDARD ACCESSIBLE SPACES
9 COVERED SURFACE SPACES ON SITE
(1) VAN ACCESSIBLE SPACE

11 SURFACE BIKE PARKING SPACES

NOTE: ON-STREET PARKING IS NOT INCLUDED IN TOTAL PROJECT PARKING COUNTS.

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

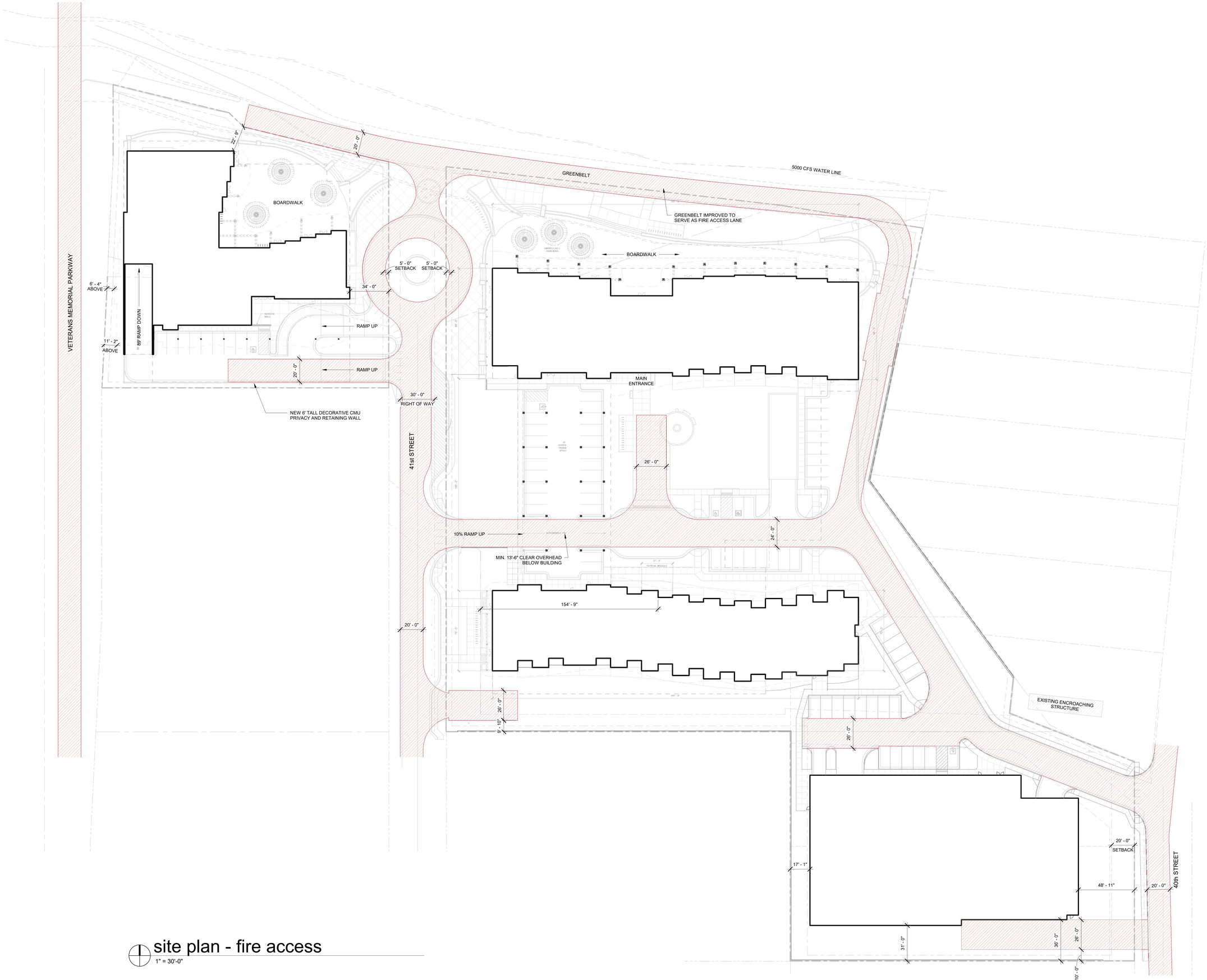
revision:
no. desc. date

project: 190503
date: 01.06.2020

design review application

site plan

A1.1



site plan - fire access

1" = 30'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk

garden city, ID

revision:

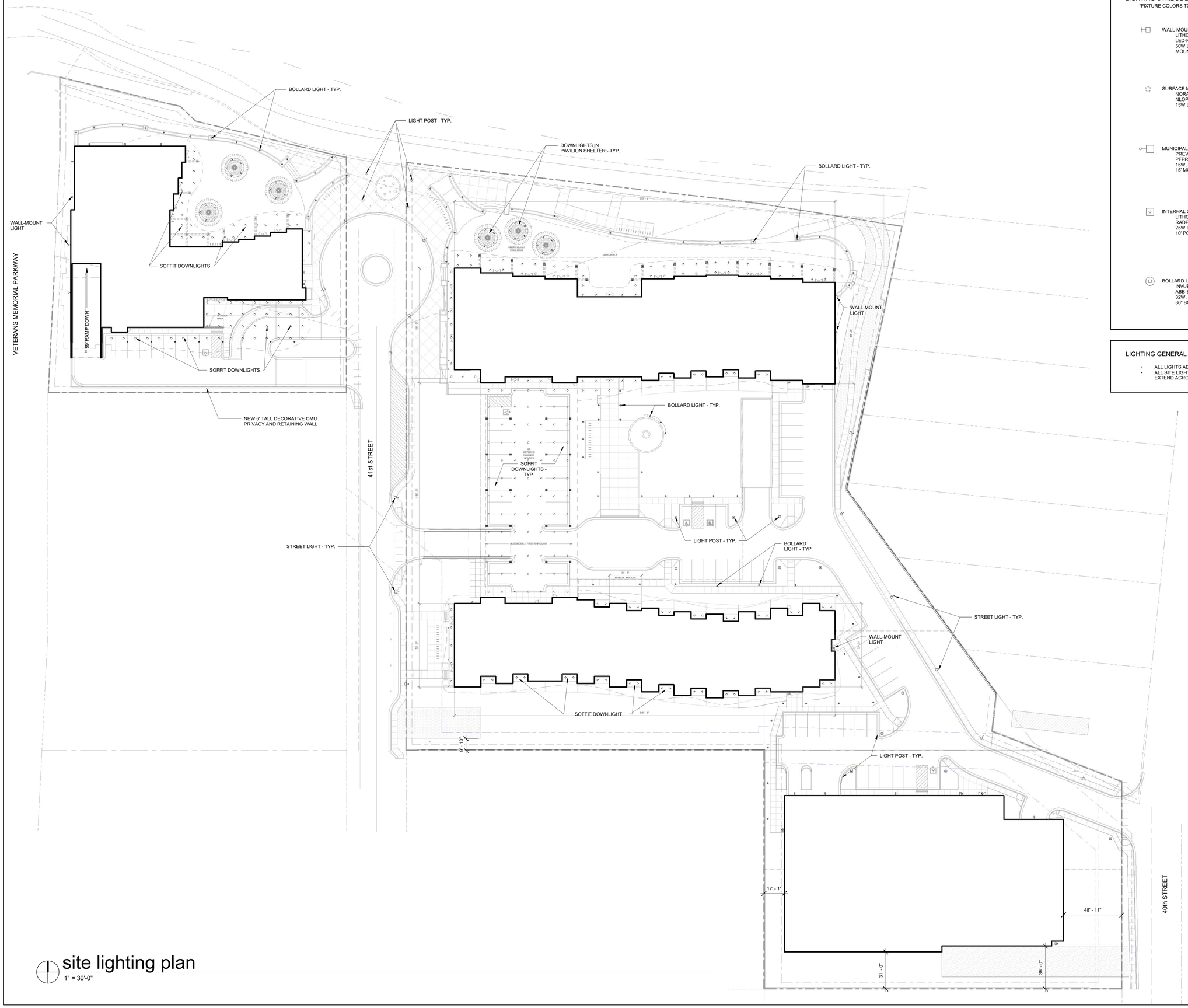
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

fire access

A1.2



site lighting plan

1" = 30'-0"

LIGHTING SYMBOL LEGEND

*FIXTURE COLORS TO BE DETERMINED

WALL MOUNTED
LITHONIA WSR
LED-P3-40K-VW-120-DDBXD
50W LED, 3200L
MOUNTED 12' A.F.F. TYP.

SURFACE MOUNTED DOWNLIGHT IN SOFFIT ABOVE
NORA LIGHTING
NLOP-R6509930AW-40A-W
15W LED, 1050L

MUNICIPAL STREET LIGHT
PREVAIL LUMARK
PFPRV-1-A15-T4-15-80
15W, 6173L
15' MOUNTING HEIGHT

INTERNAL SITE LIGHT POST
LITHONIA RADEAN POST TOP
RADPT LED-P1-SYM-120-PT4-RSS10-DDBXD
25W LED, 3000L
10' POST HEIGHT

BOLLARD LIGHT
INVUE ARBOR BOLLARD
ABB-B2-LED-36-D1-S-BZ
32W, 1276L
36" BOLLARD HEIGHT

LIGHTING GENERAL NOTES

- ALL LIGHTS ADJACENT TO GREENBELT TO BE DARK-SKY COMPLIANT
- ALL SITE LIGHTING TO BE DIRECTED INTERNALLY. NO LIGHT TO EXTEND ACROSS SHARED PROPERTY LINES

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

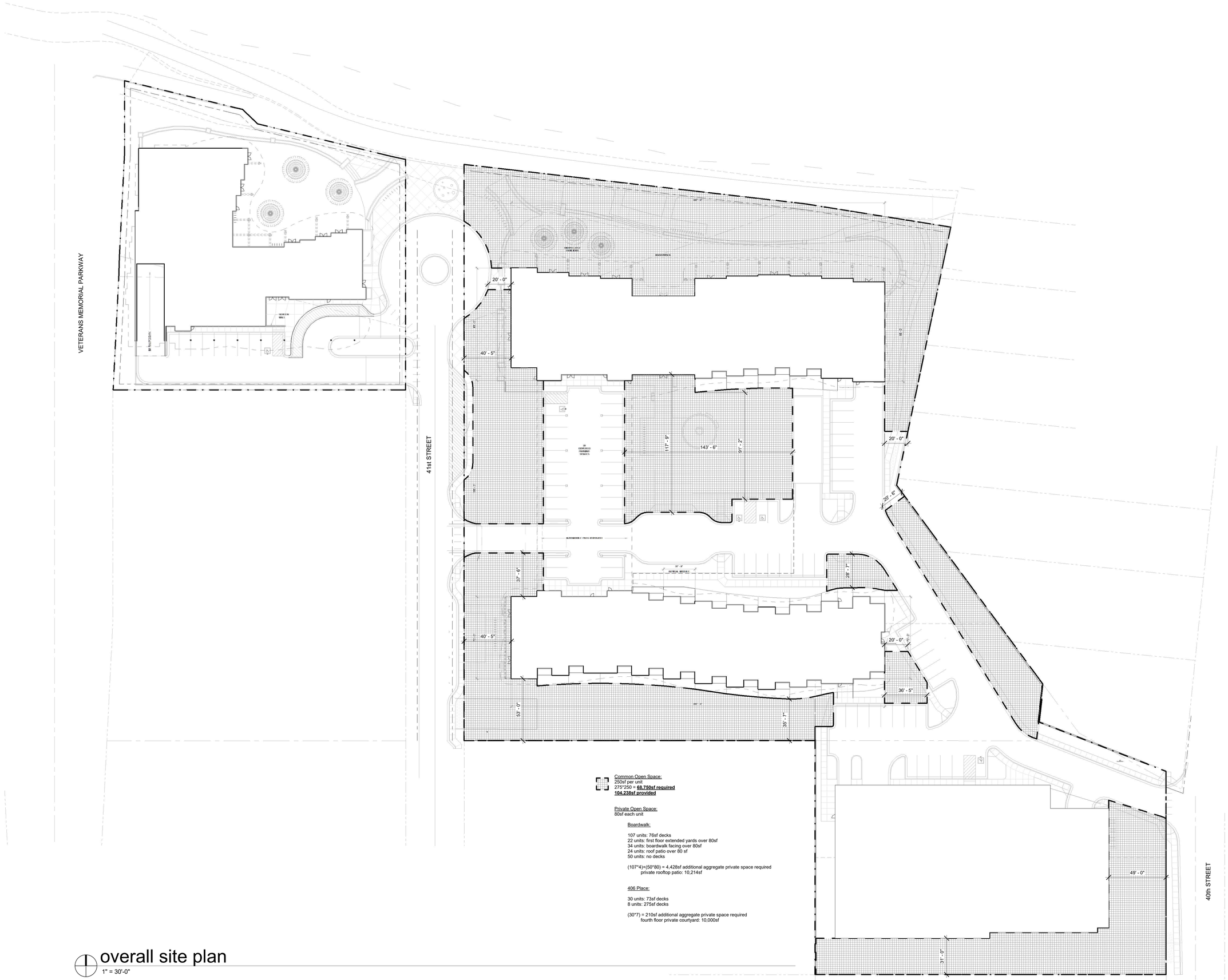
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

site lighting plan

A1.3



Common Open Space:
250sf per unit
275*250 = **68,750sf required**
104,238sf provided

Private Open Space:
80sf each unit

Boardwalk:

107 units: 76sf decks
22 units: first floor extended yards over 80sf
34 units: boardwalk facing over 80sf
24 units: roof patio over 80 sf
50 units: no decks

(107*4)+(50*80) = 4,428sf additional aggregate private space required
private rooftop patio: 10,214sf

406 Place:

30 units: 73sf decks
8 units: 275sf decks

(30*7) = 210sf additional aggregate private space required
fourth floor private courtyard: 10,000sf

overall site plan
1" = 30'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

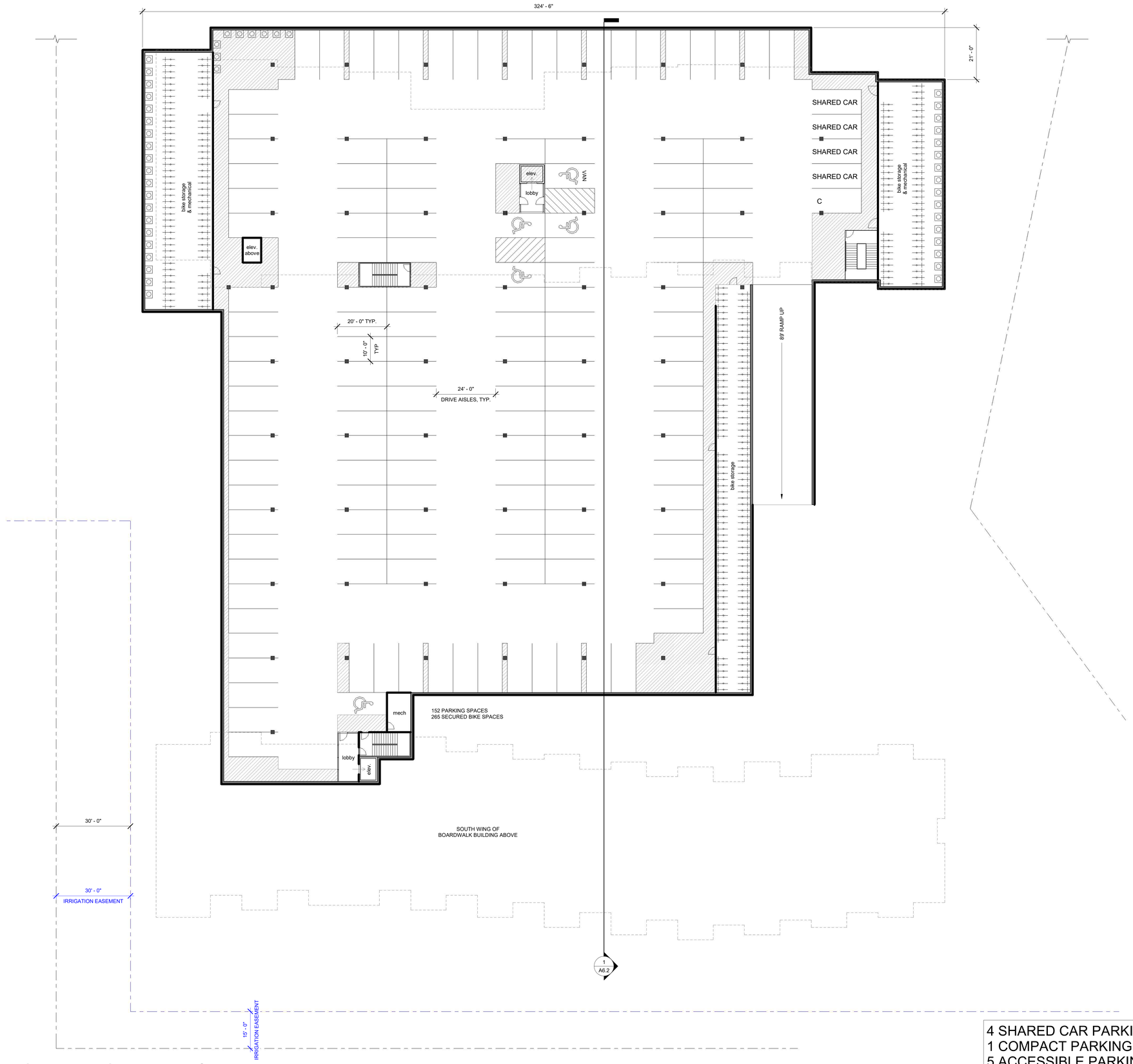
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

open space diagrams

A1.4



underground garage plan

1/16" = 1'-0"

4 SHARED CAR PARKING SPACES
1 COMPACT PARKING SPACE
5 ACCESSIBLE PARKING SPACES
142 STANDARD PARKING SPACES

152 TOTAL PARKING SPACES

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

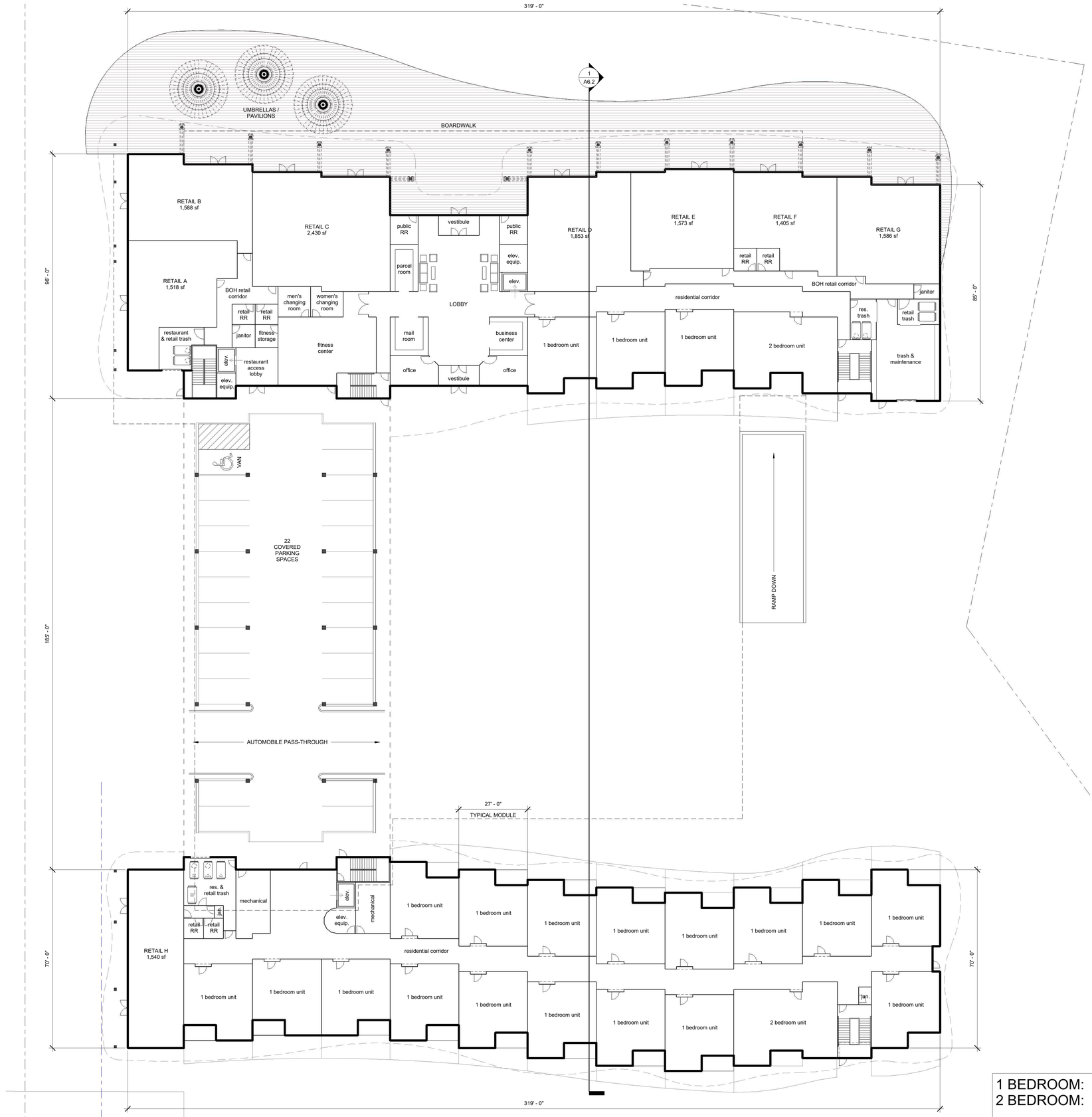
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk underground garage plan

A2.0



first floor plan

1/16" = 1'-0"

1 BEDROOM:	20
2 BEDROOM:	2
TOTAL # OF UNITS:	22

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk

garden city, ID

revision:

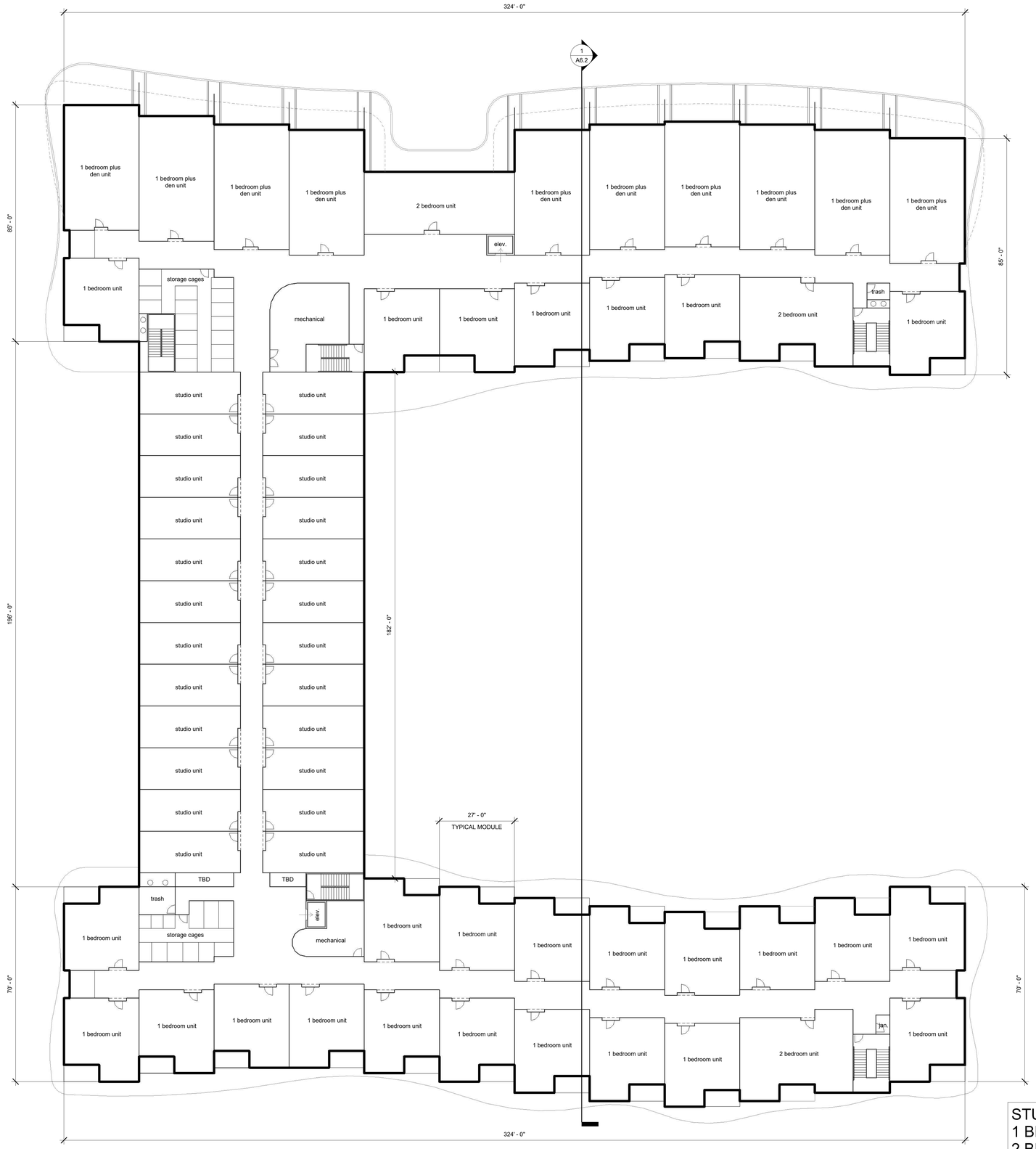
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk first floor plan

A2.1



second floor plan

1/16" = 1'-0"

STUDIO:	24
1 BEDROOM:	36
2 BEDROOM:	3
TOTAL # OF UNITS:	63

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

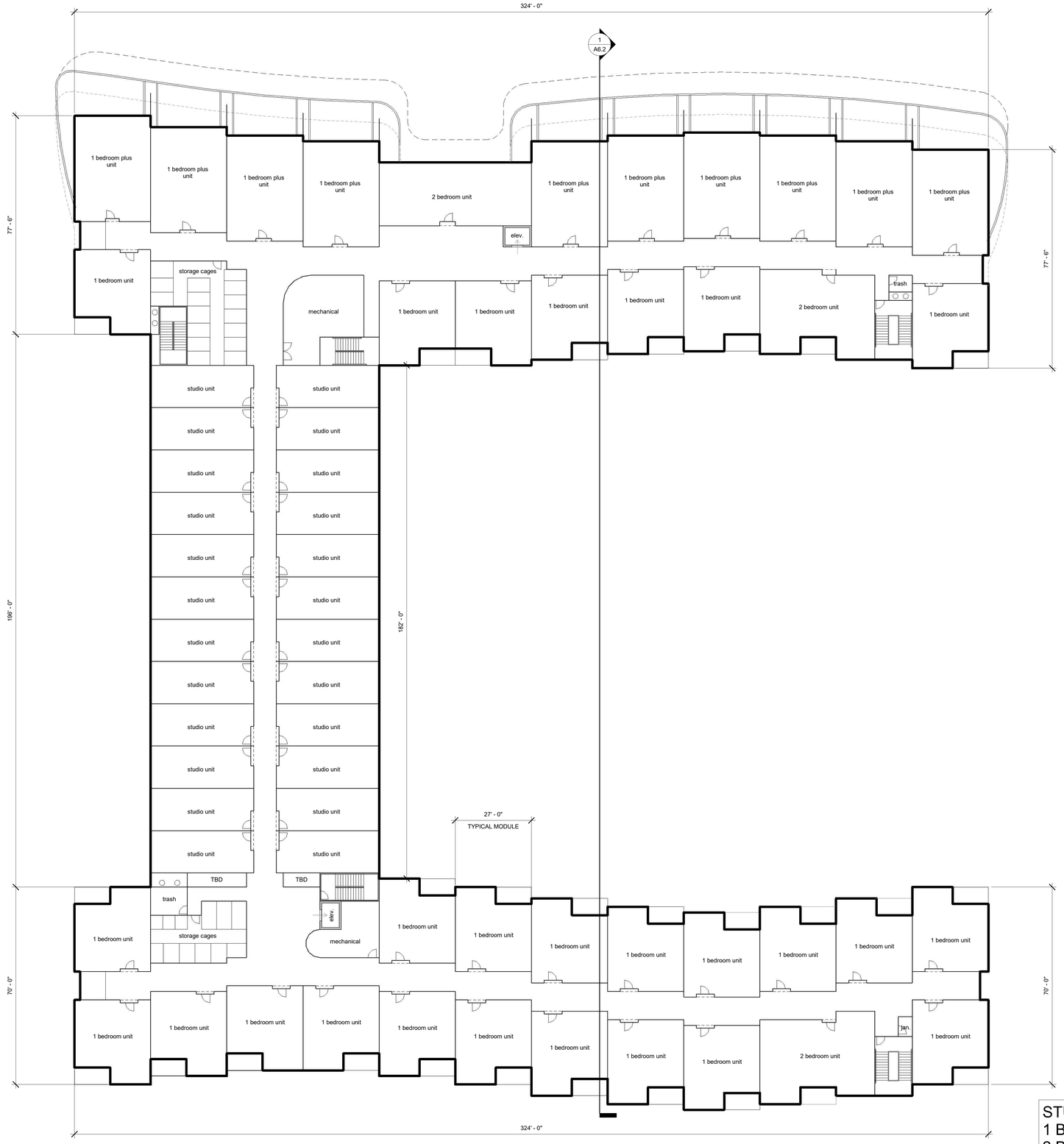
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk second floor plan

A2.2



STUDIO:	24
1 BEDROOM:	36
2 BEDROOM:	3
TOTAL # OF UNITS:	63

third floor plan

1/16" = 1'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

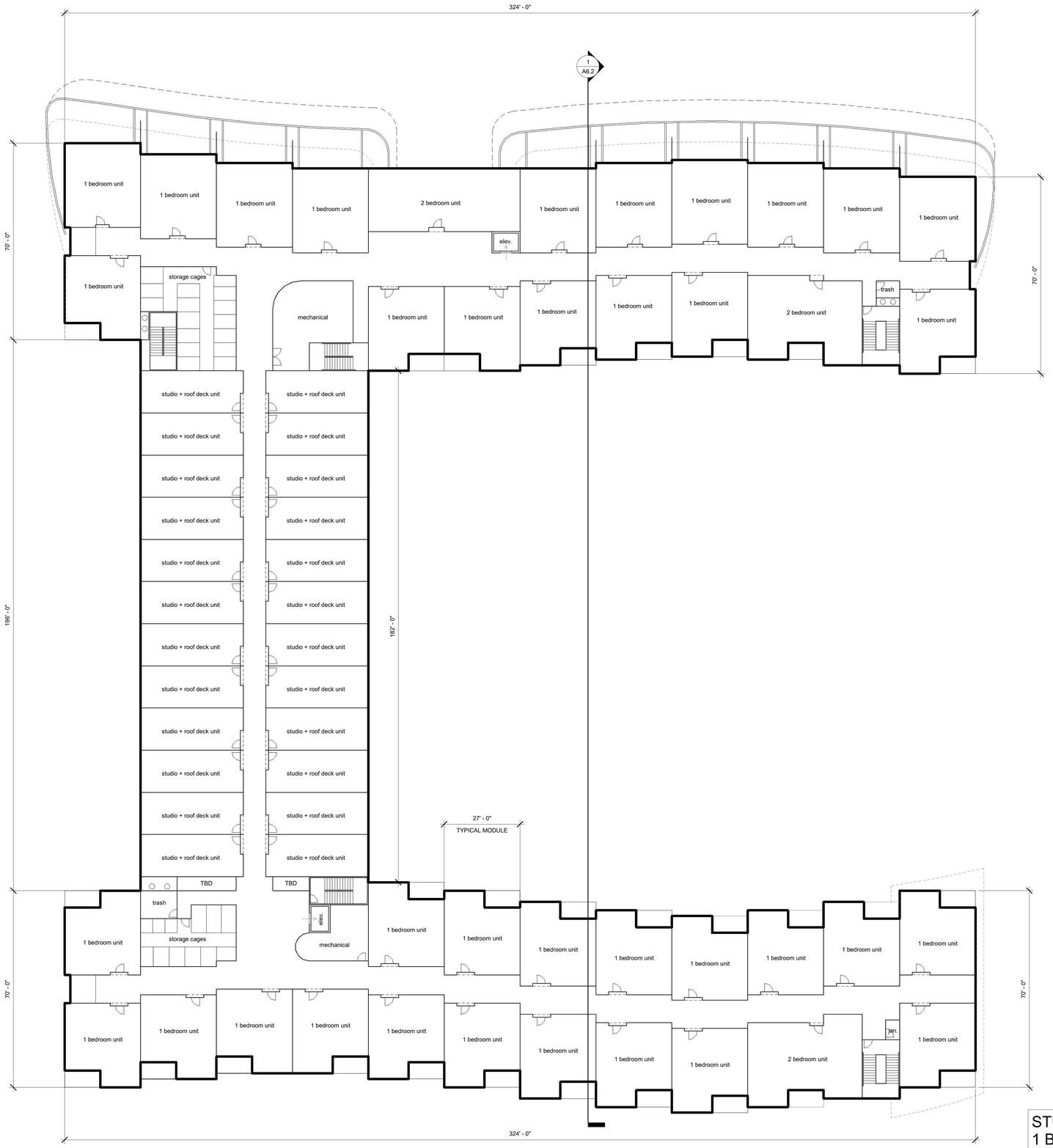
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk third floor plan

A2.3



fourth floor plan

1/16" = 1'-0"

STUDIO:	24
1 BEDROOM:	36
2 BEDROOM:	3
TOTAL # OF UNITS:	63

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

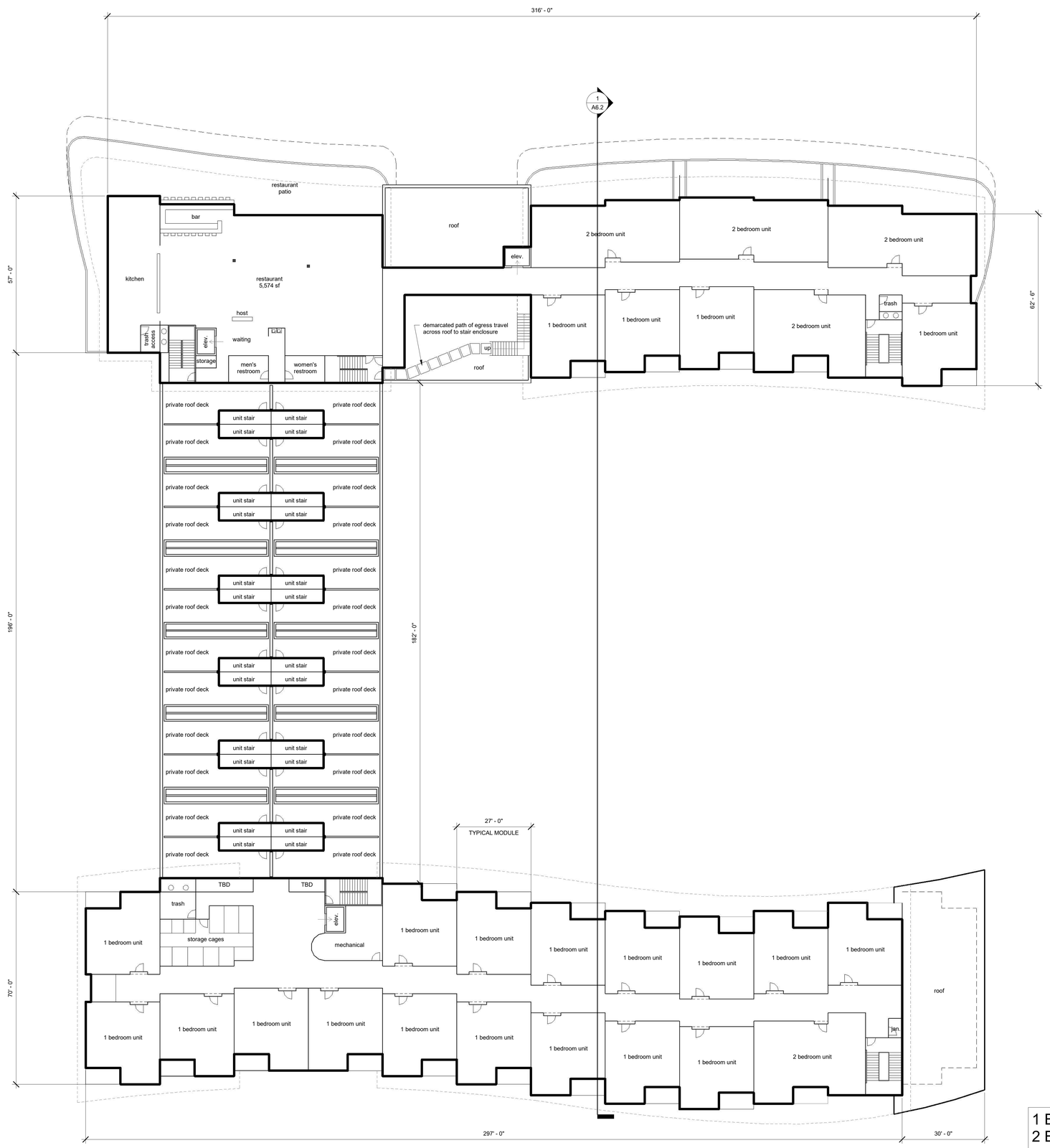
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk fourth floor plan

A2.4



fifth floor plan

1/16" = 1'-0"

1 BEDROOM:	21
2 BEDROOM:	5
TOTAL # OF UNITS:	26

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

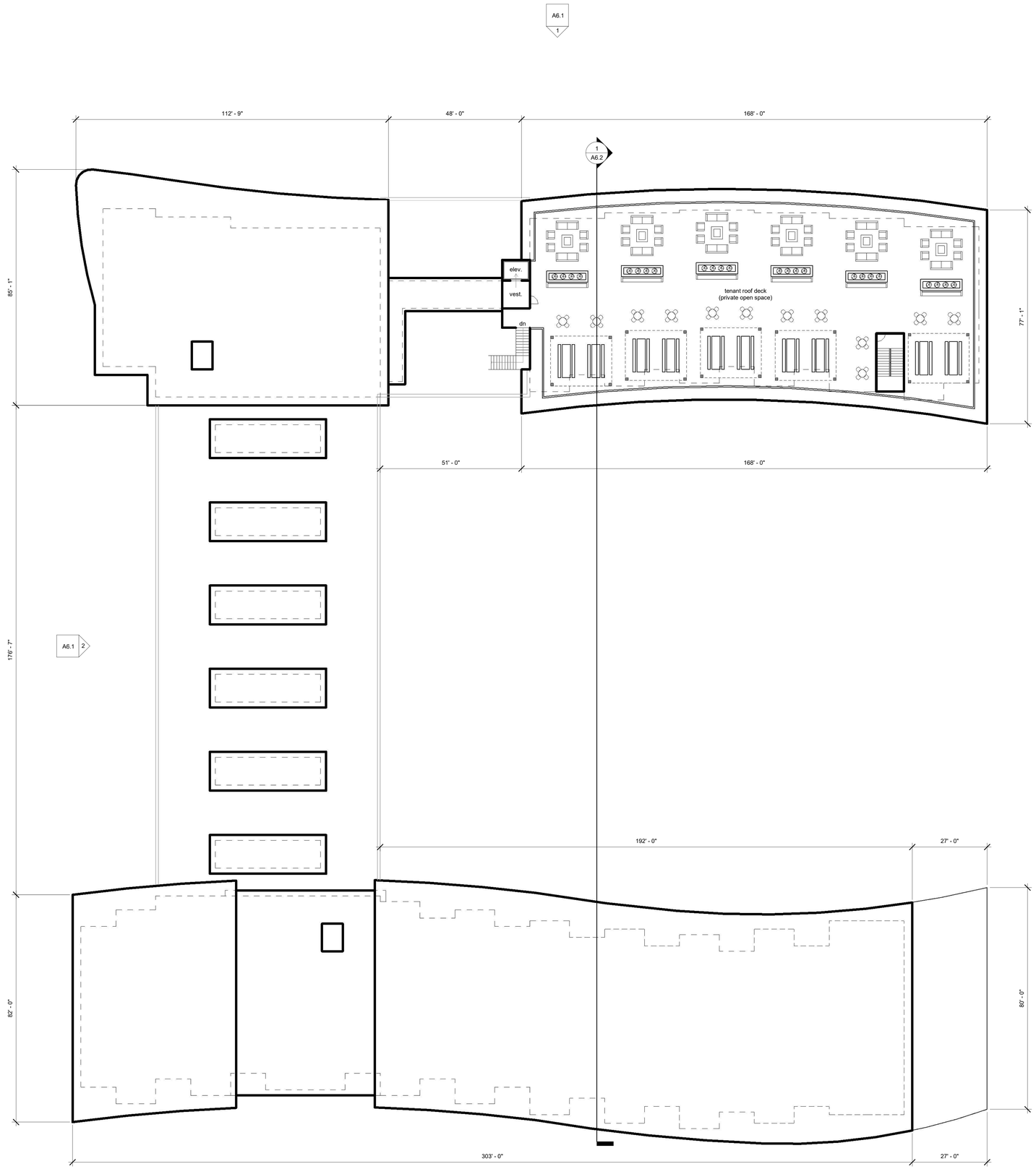
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk fifth floor plan

A2.5



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

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

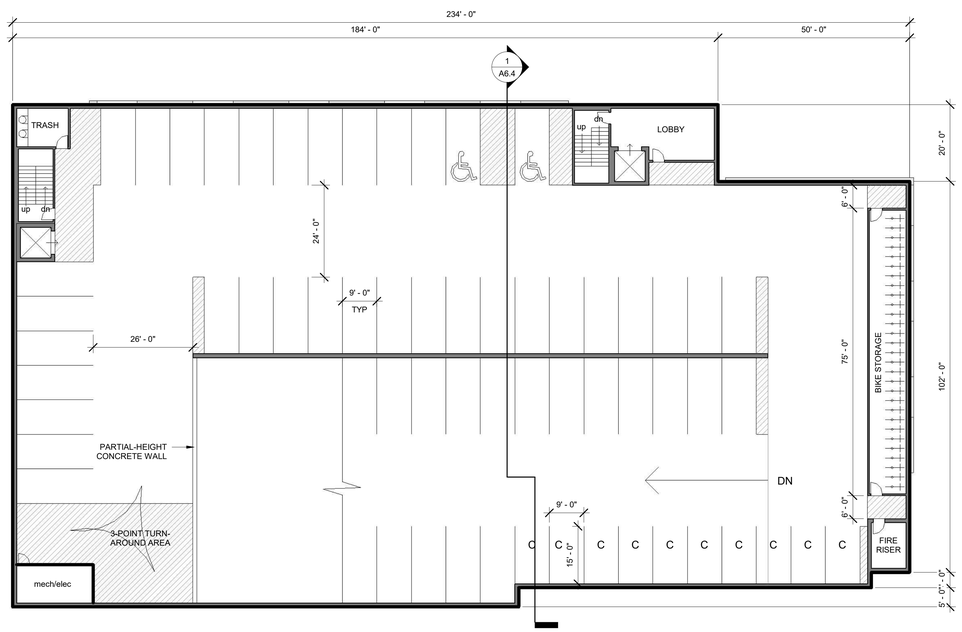
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk roof plan

A2.6

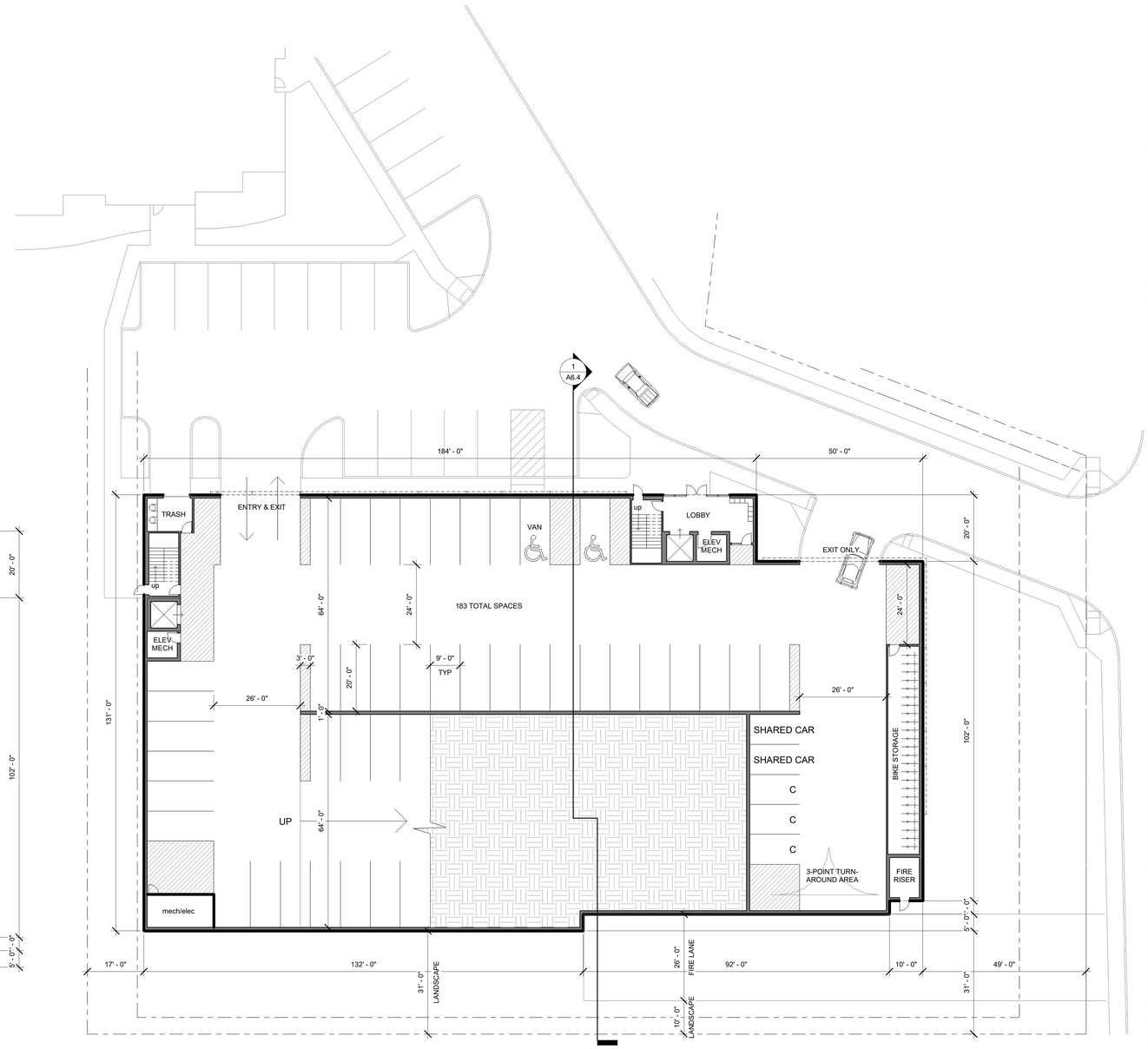


second floor plan

1/16" = 1'-0"

10 COMPACT PARKING SPACES
2 ACCESSIBLE PARKING SPACES
50 STANDARD PARKING SPACES

62 TOTAL GARAGE PARKING SPACES
29 SECURED BIKE SPACES



first floor plan

1/16" = 1'-0"

2 SHARED CAR PARKING SPACES
2 ACCESSIBLE PARKING SPACES
3 COMPACT PARKING SPACE
40 STANDARD PARKING SPACES

48 TOTAL GARAGE PARKING SPACES
24 SECURED BIKE SPACES

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

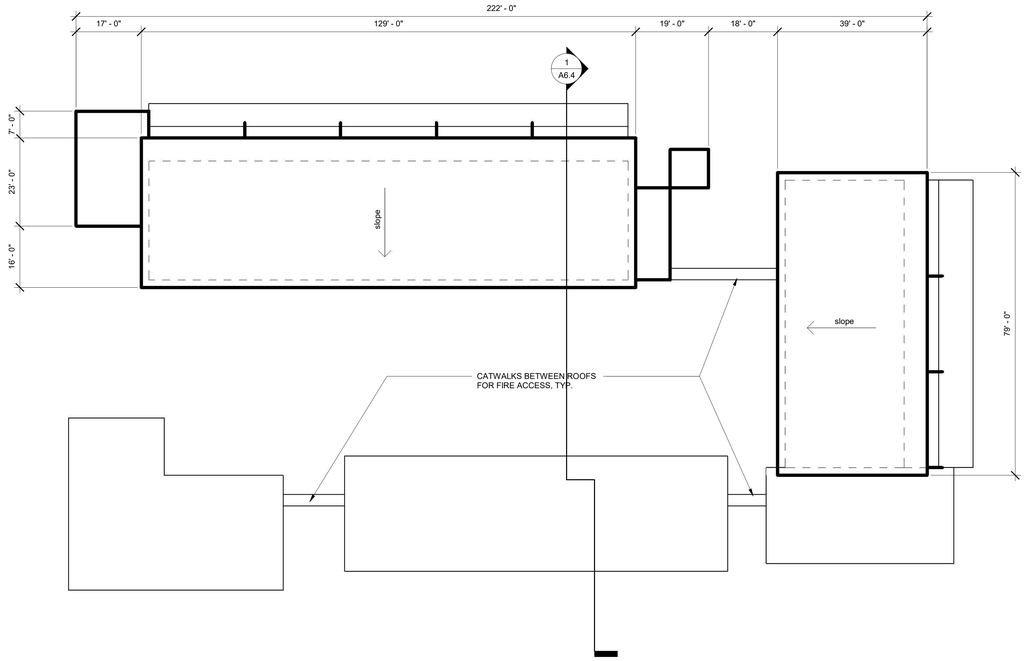
no.	desc.	date

project: 190503
date: 01.06.2020

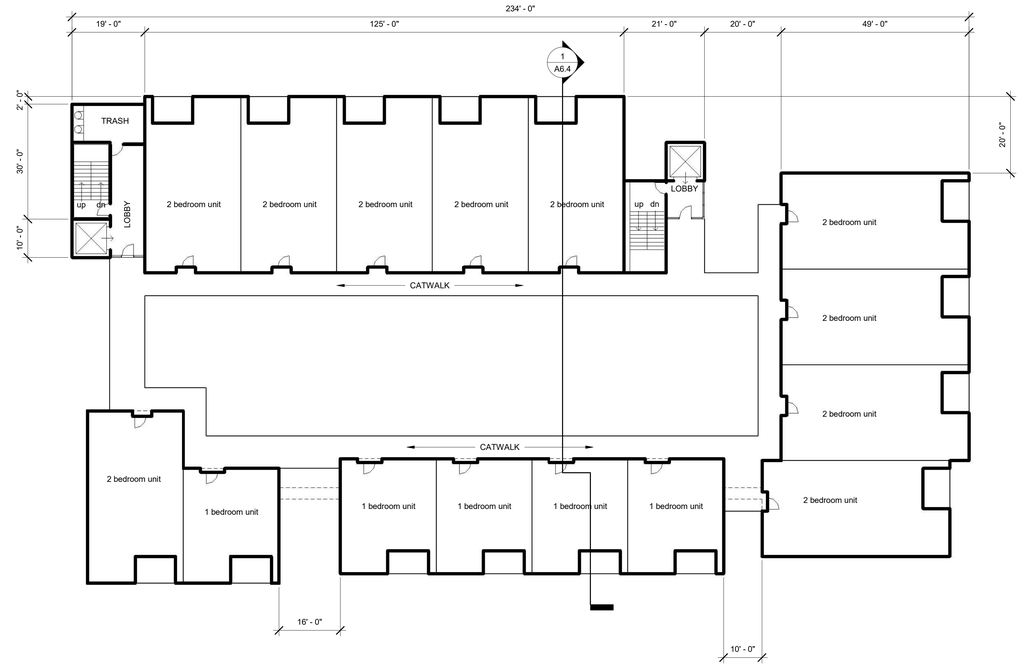
design review application

406 place floor plans

A3.0

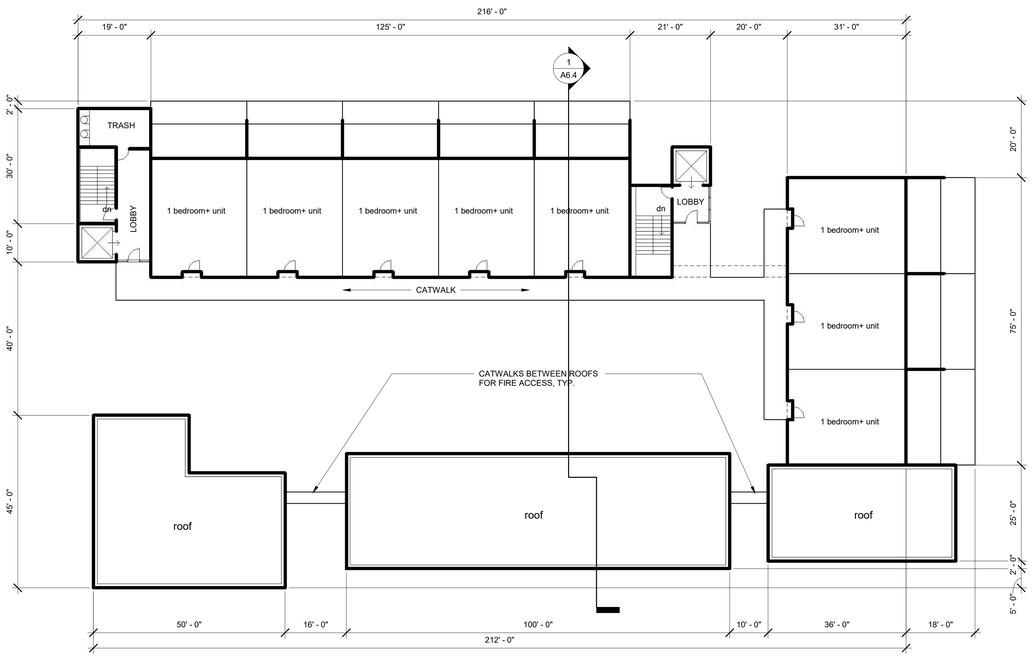


roof plan
1/16" = 1'-0"



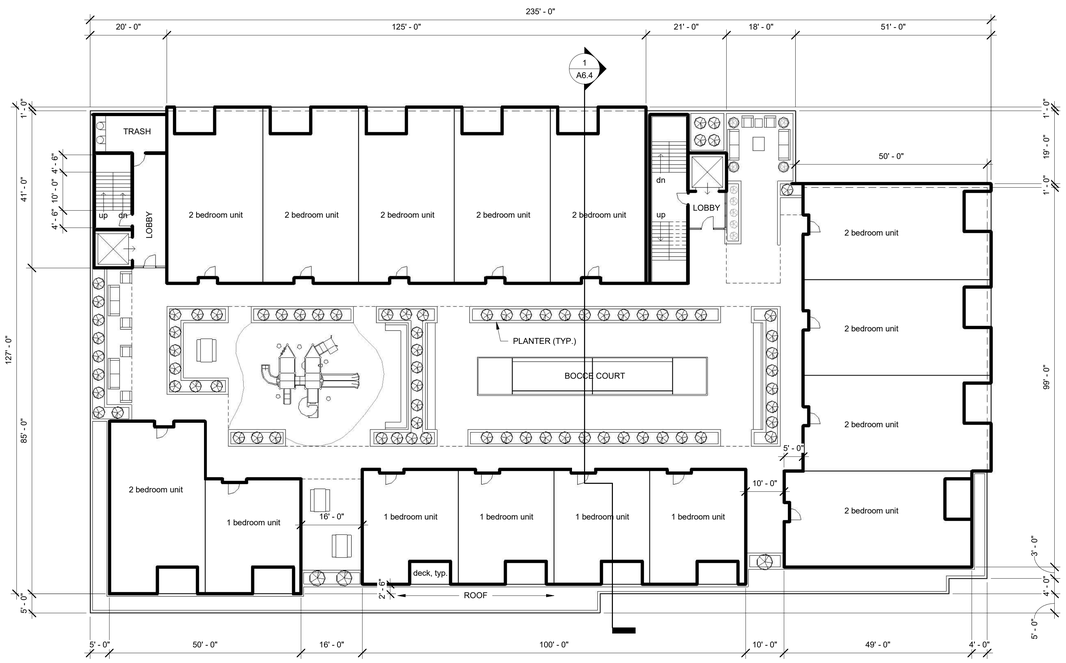
fourth floor plan
1/16" = 1'-0"

1 BEDROOM:	5
2 BEDROOM:	10
TOTAL # OF UNITS:	15



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

1 BEDROOM:	8
TOTAL # OF UNITS:	8



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

1 BEDROOM:	5
2 BEDROOM:	10
TOTAL # OF UNITS:	15

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

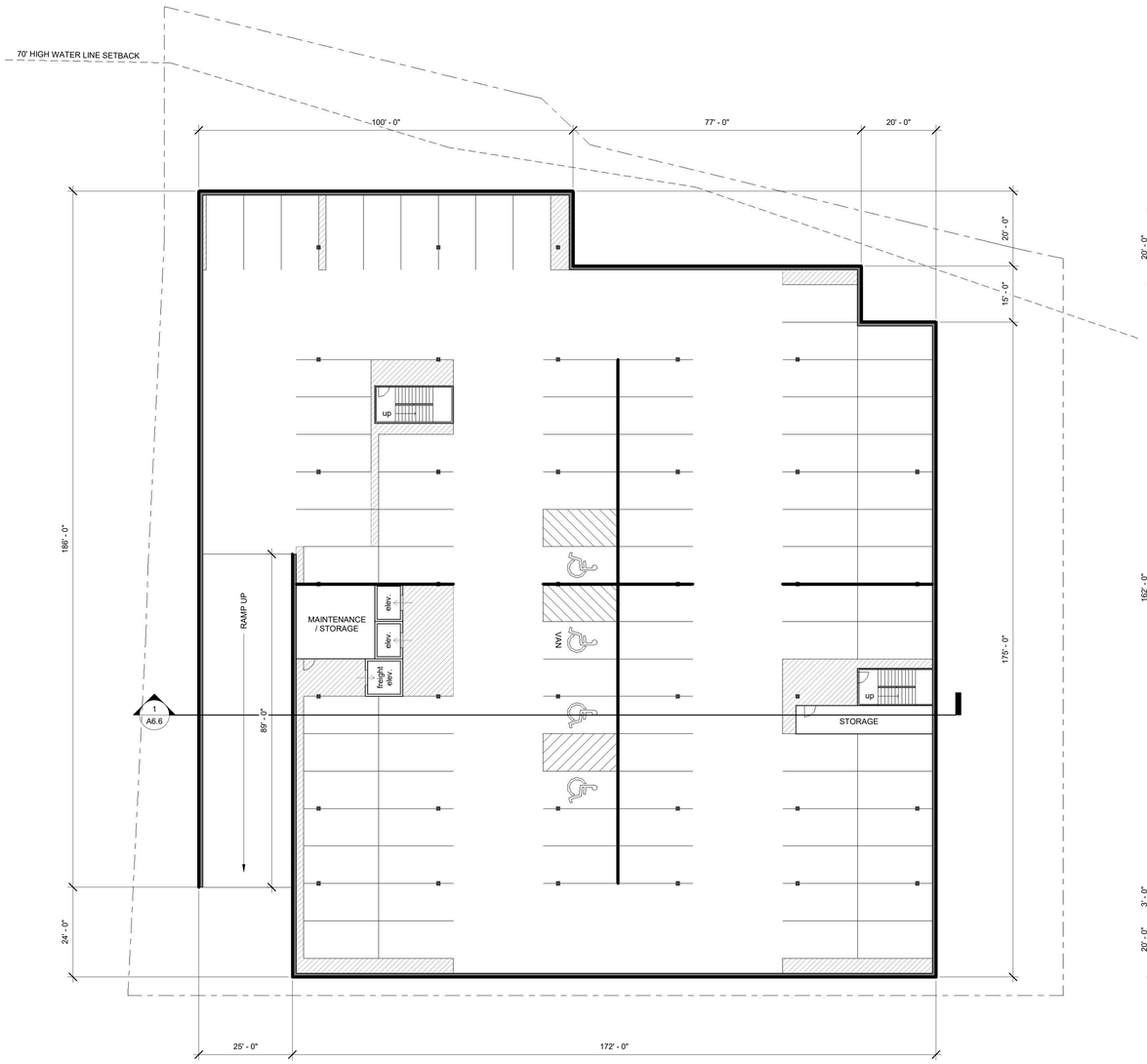
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

406 place floor plans

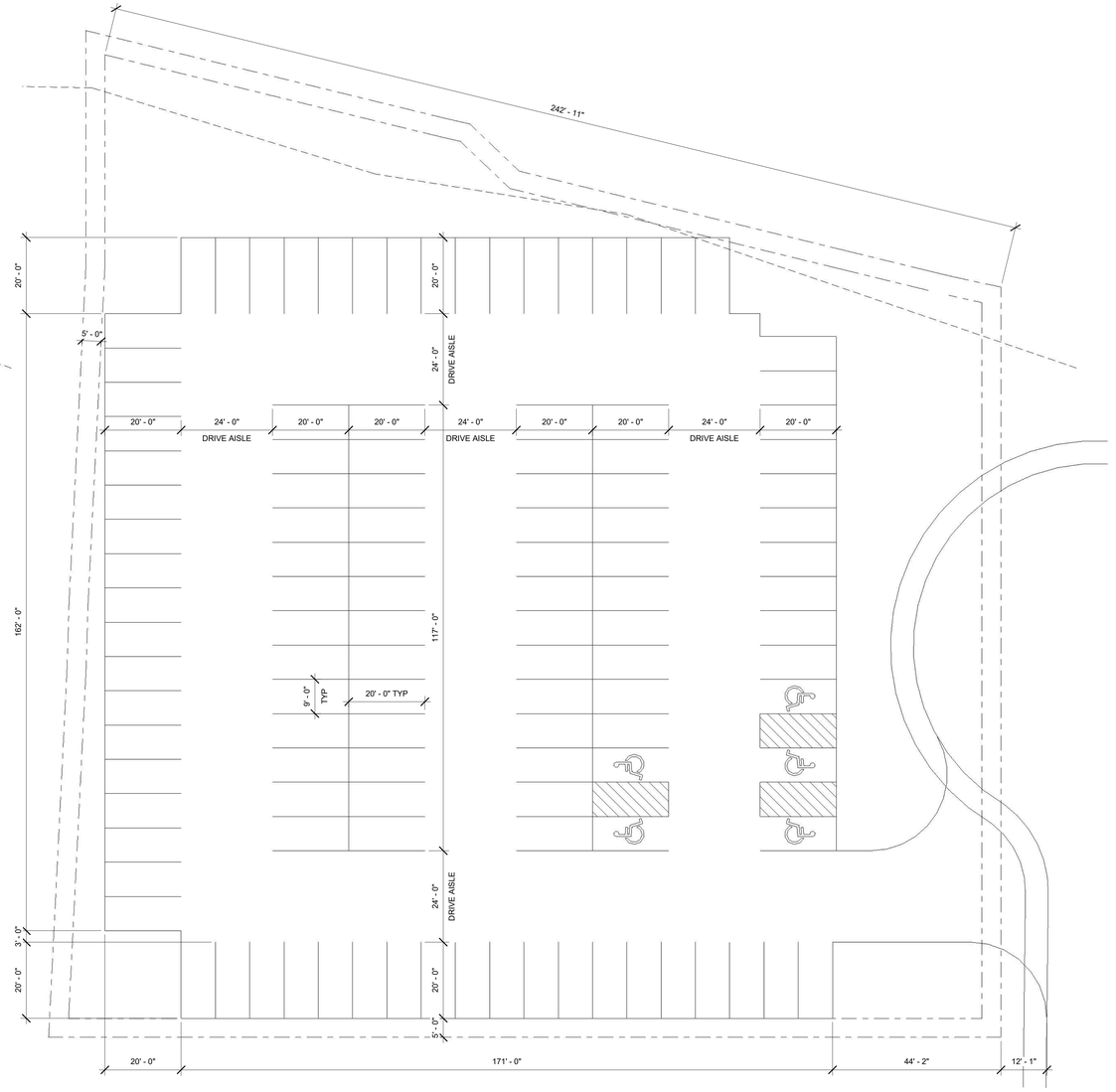
A3.1



underground garage plan

1/16" = 1'-0"

89 PARKING SPACES



phase 2 temporary surface lot

1/16" = 1'-0"

117 PARKING SPACES

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

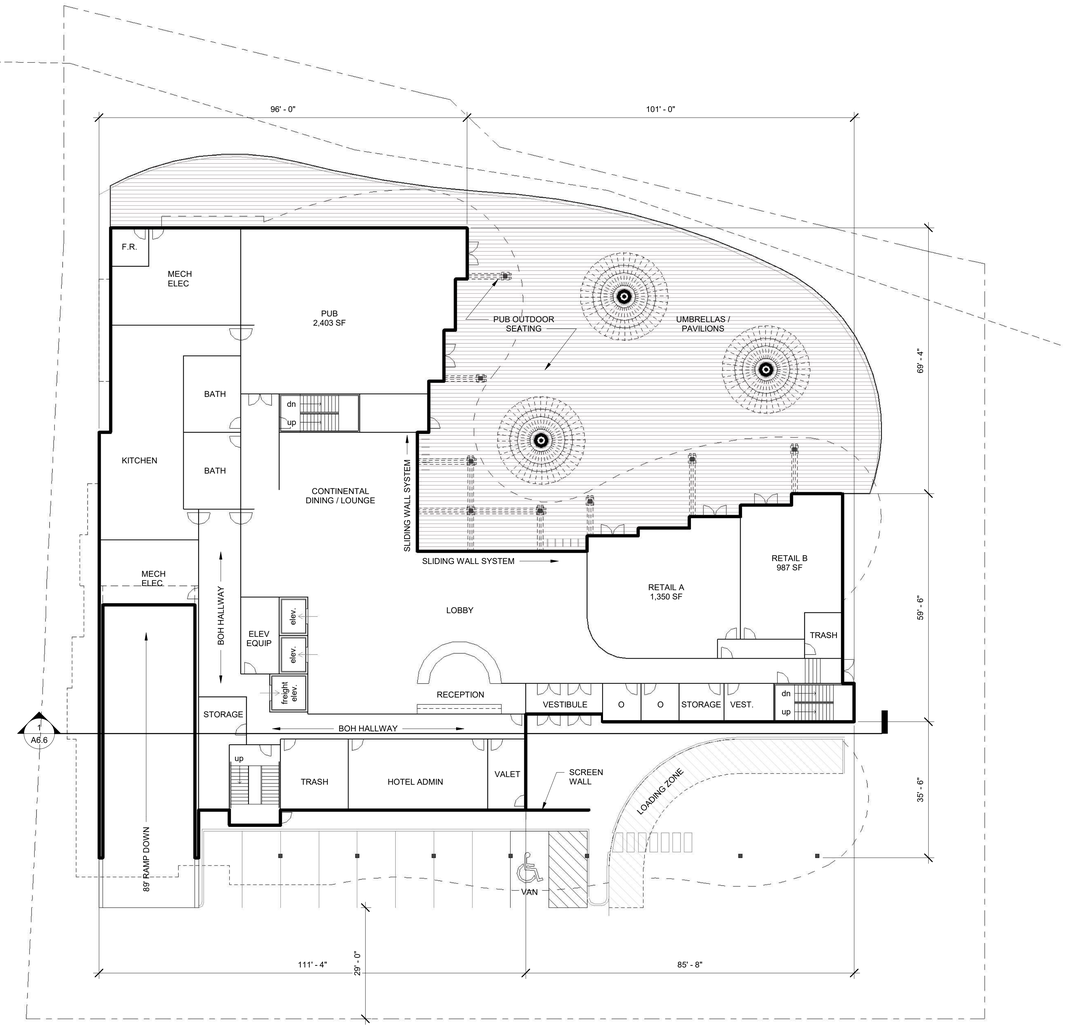
hotel floor plans

A4.0

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
310 n. 5th street, boise idaho 83702
phone: (208) 331-9303 fax: 331-9305 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
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

hotel floor plans

A4.1

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

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

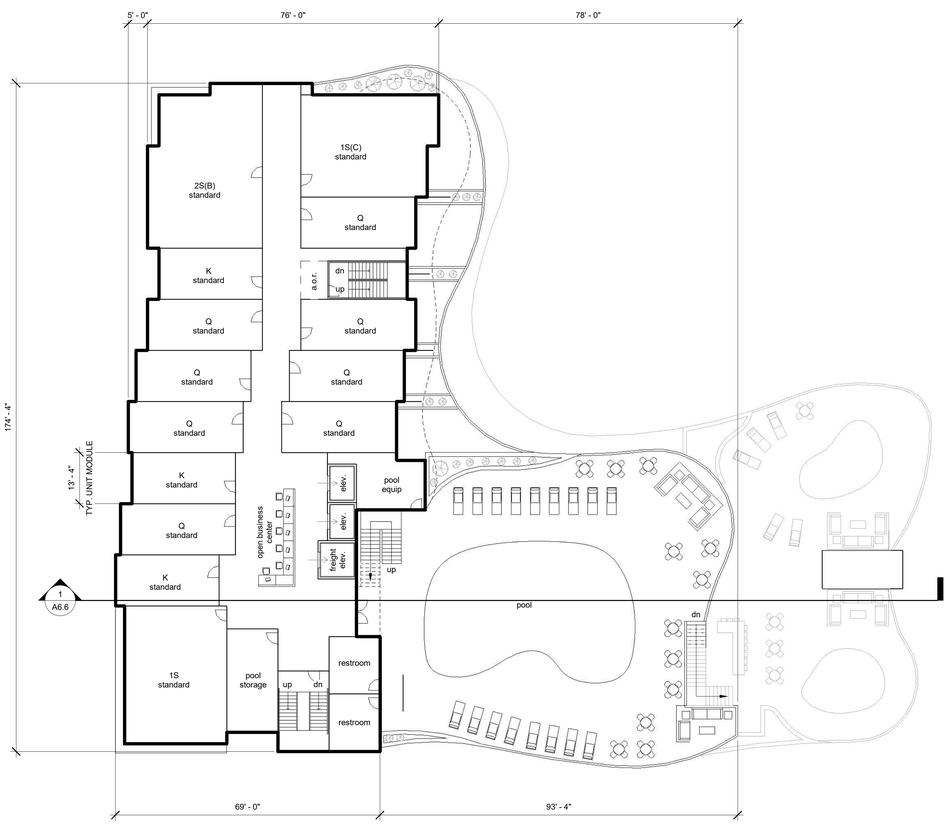
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

hotel floor plans

A4.2



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
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

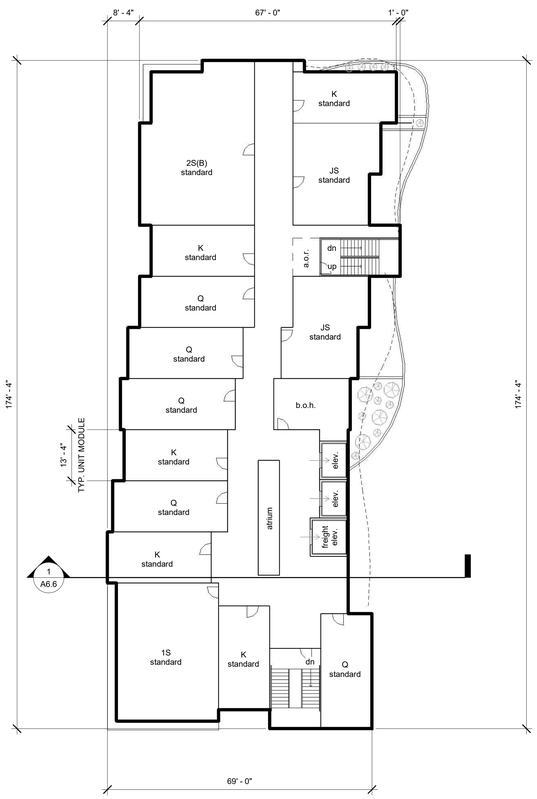
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

hotel floor plans

A4.3



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
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

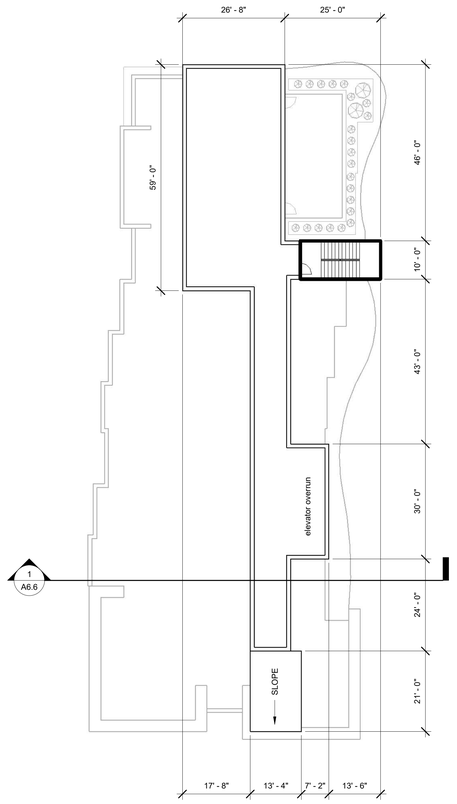
no.	desc.	date

project: 190503
date: 01.06.2020

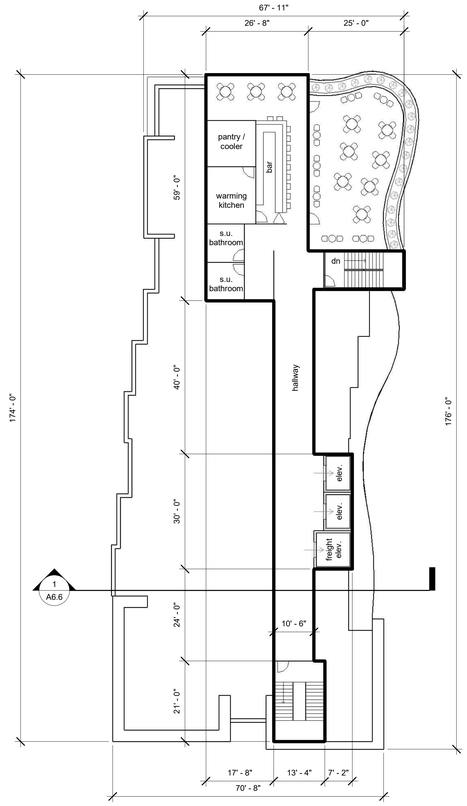
design review application

hotel floor plans

A4.4



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



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

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

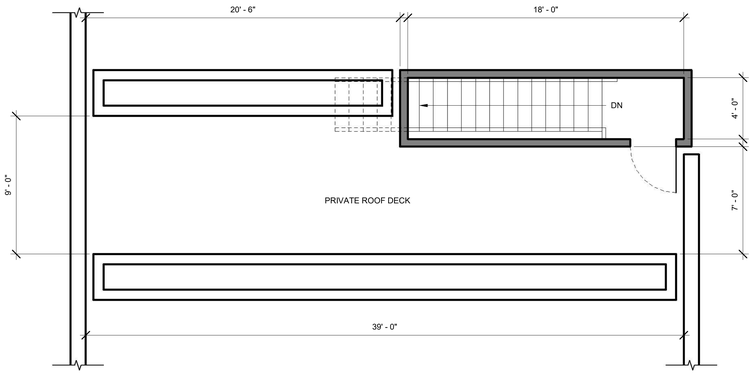
no.	desc.	date

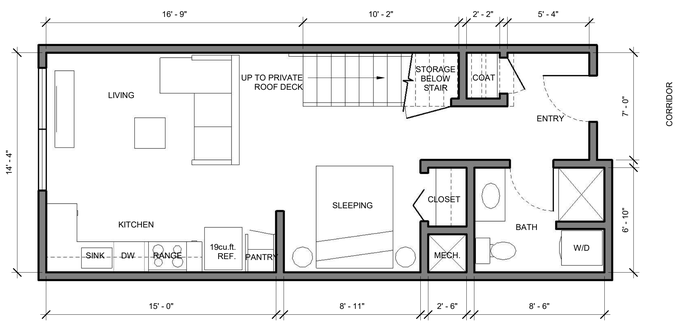
project: 190503
date: 01.06.2020

design review application

hotel floor plans

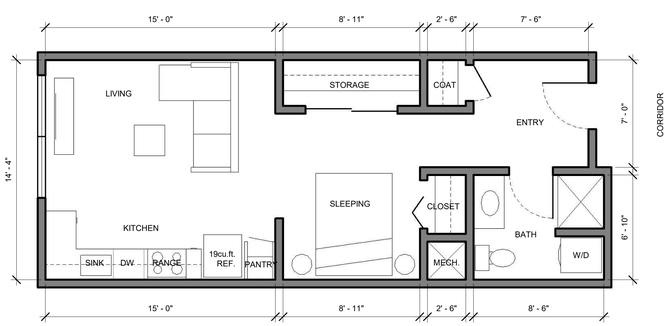
A4.5





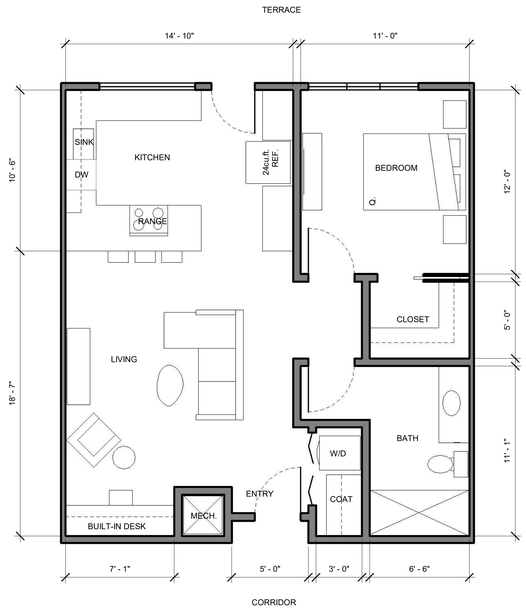
studio unit w/ rooftop patio

1/4" = 1'-0"



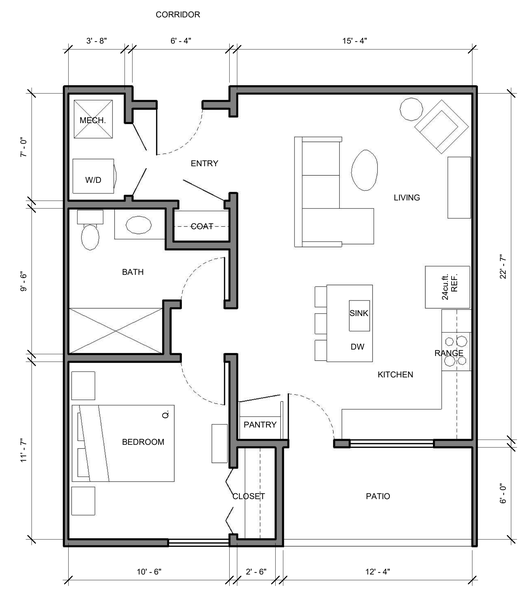
typical studio unit

1/4" = 1'-0"



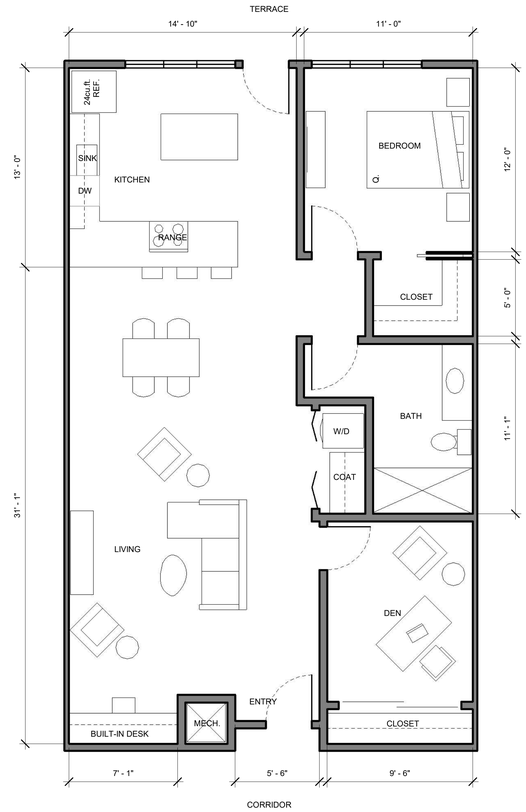
typical 1 bedroom unit @ boardwalk terrace

1/4" = 1'-0"



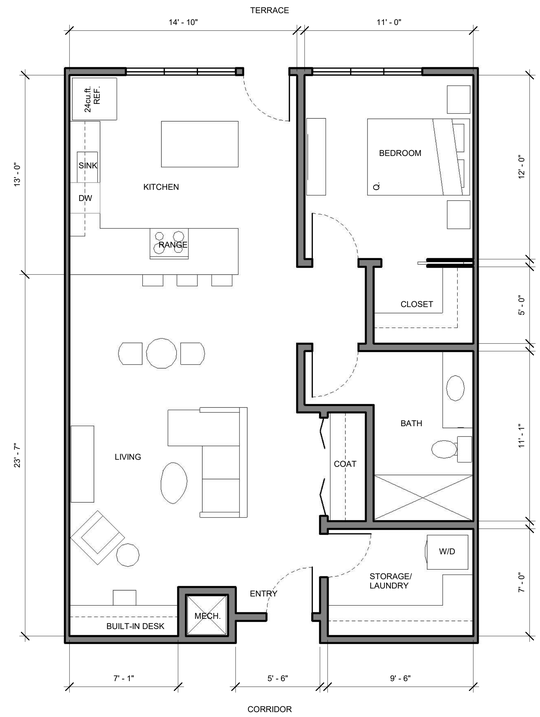
typical 1 bedroom unit

1/4" = 1'-0"



1 bedroom + den @ boardwalk terrace

1/4" = 1'-0"



1 bedroom plus @ boardwalk terrace

1/4" = 1'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9303 fax: 331-9305 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
garden city, ID

revision:

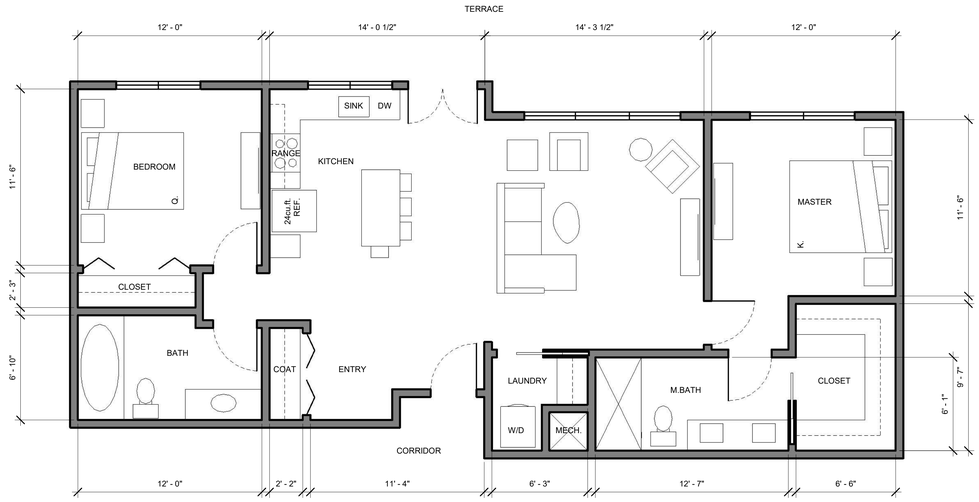
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

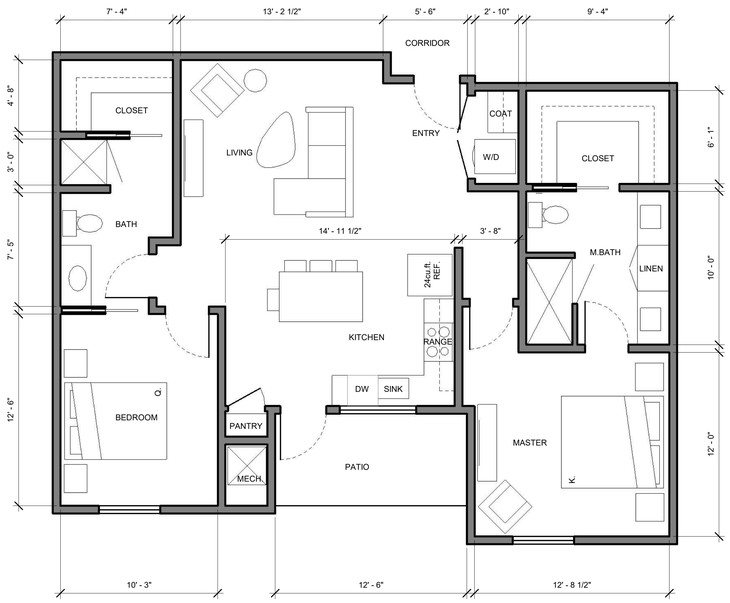
boardwalk unit plans

A5.1



2 bedroom unit @ terrace

1/4" = 1'-0"



typical 2 bedroom unit

1/4" = 1'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

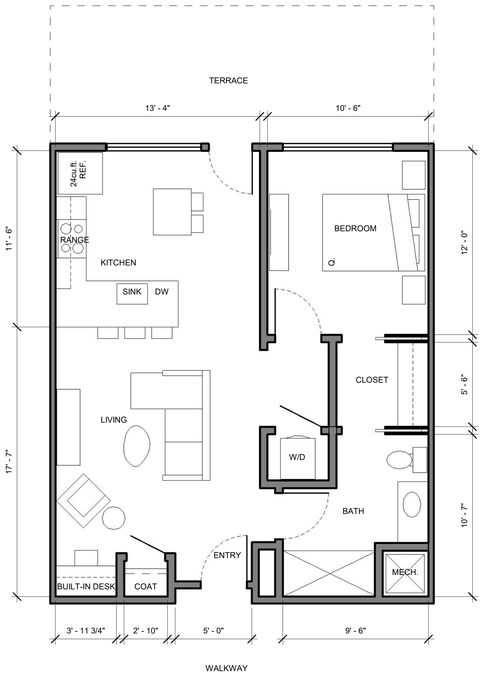
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

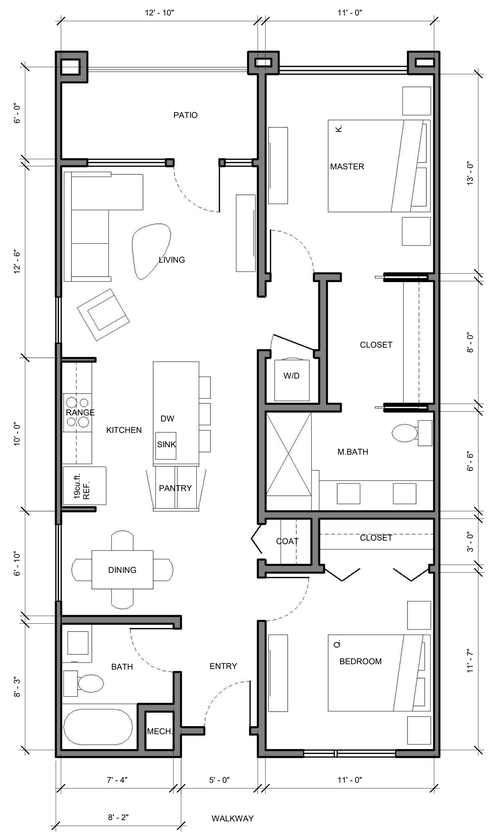
boardwalk unit plans

A5.2



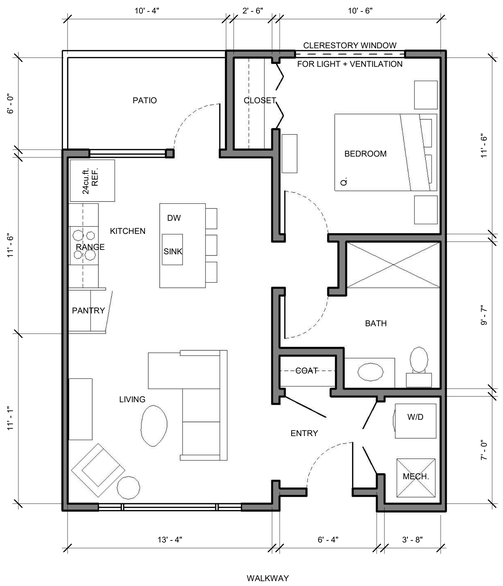
1 bedroom plus unit

1/4" = 1'-0"



2 bedroom unit

1/4" = 1'-0"



1 bedroom unit

1/4" = 1'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

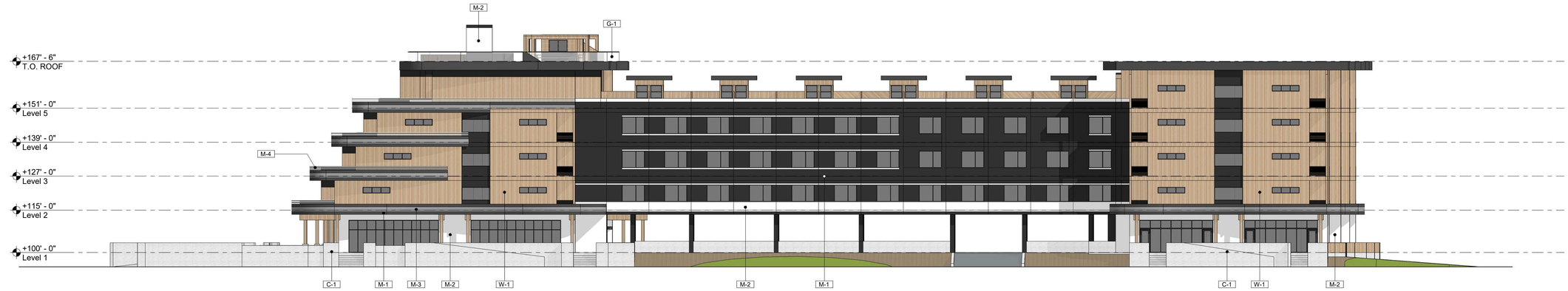
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

406 place unit plans

A5.3



2 west elevation

1/16" = 1'-0"

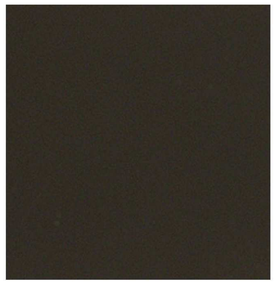
1 north elevation

1/16" = 1'-0"

MATERIALS LEGEND

W-1

VERTICAL NONCOMBUSTIBLE WOOD TONE COMPOSITE PANELS - LIGHT BLONDE



M-1

DARK BRONZE METAL PANEL

M-2

WHITE METAL PANEL SYSTEM

M-3

GREY METAL RAILING PANELS

M-4	WHITE METAL RAILINGS
C-1	CONCRETE OR STONE PLANTERS + RETAINING WALLS
G-1	GLASS RAILING

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

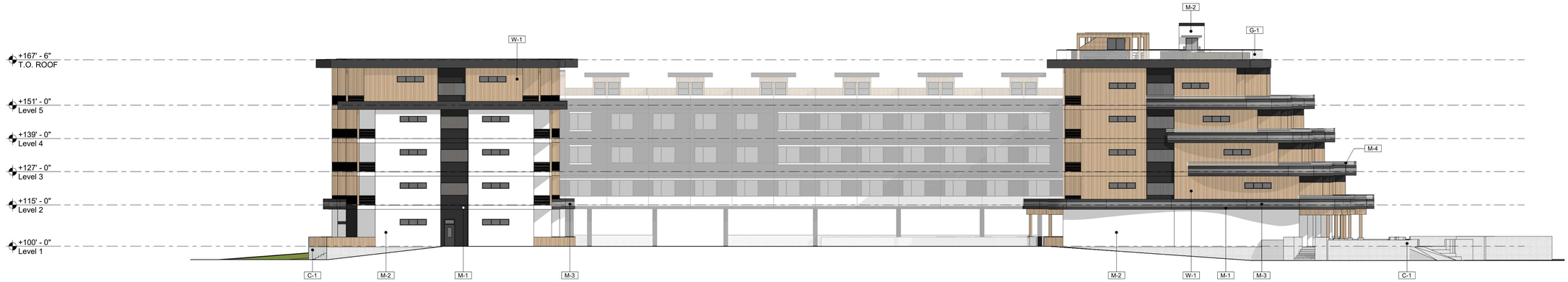
no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk elevations

A6.1

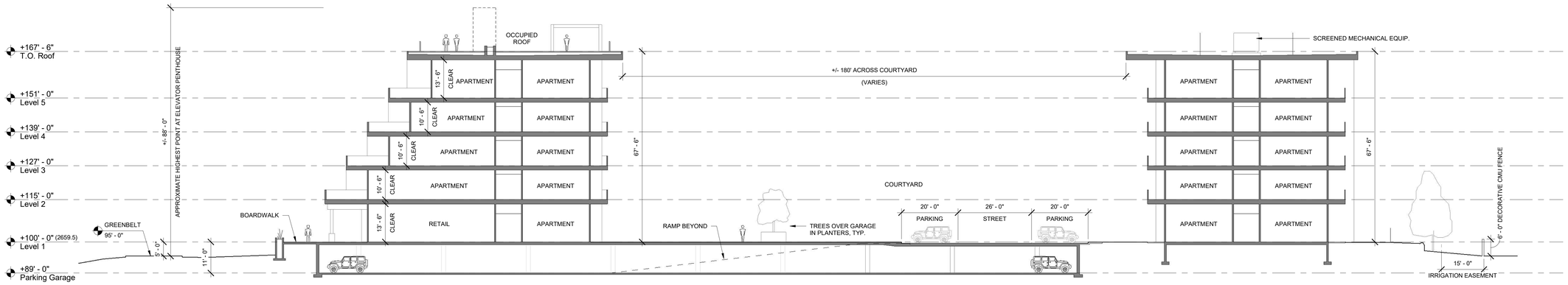


3 east elevation

1/16" = 1'-0"

2 south elevation

1/16" = 1'-0"



boardwalk building N-S section

1/16" = 1'-0"

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk elevations + sections

A6.2

private roof decks

north / greenbelt elevation

aerial view from northeast

view from northwest showing boardwalk activity

street view at 41st street

aerial view from southeast

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

boardwalk perspectives

A6.3

406 place east elevation

1/16" = 1'-0"

406 place south elevation

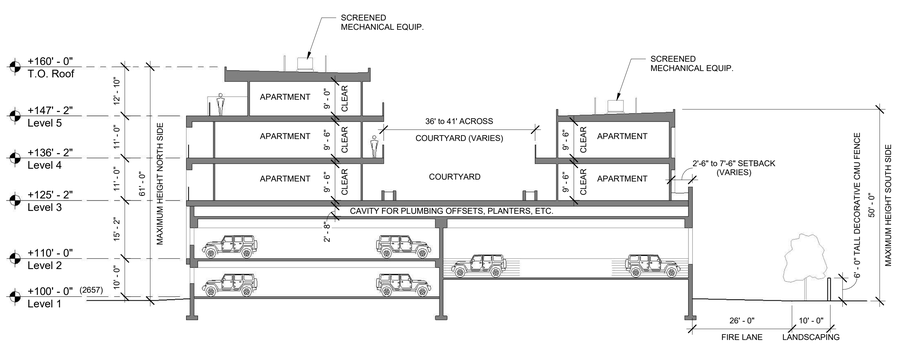
1/16" = 1'-0"

406 place west elevation

1/16" = 1'-0"

406 place north elevation

1/16" = 1'-0"



406 place N-S section

1/16" = 1'-0"

MATERIALS LEGEND

W-1

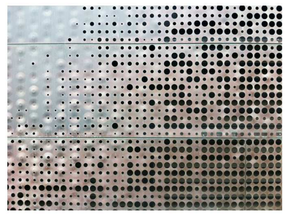
VERTICAL NONCOMBUSTIBLE WOOD TONE COMPOSITE PANELS - LIGHT BLONDE

W-2

VERTICAL NONCOMBUSTIBLE WOOD TONE FIBER CEMENT PANELS - ROASTED WALNUT

M-2

WHITE METAL PANEL SYSTEM



M-5

PERFORATED METAL PANEL SYSTEM PATTERNED, VARIABLE PERFORATIONS

G-1 GLASS RAILING

C-1 CONCRETE

M-4 WHITE METAL RAILINGS

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

406 place elevations + sections

A6.4

north elevation

pedestrian view from northwest

aerial view from northeast

aerial view from southeast

interior courtyard

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

406 place perspectives

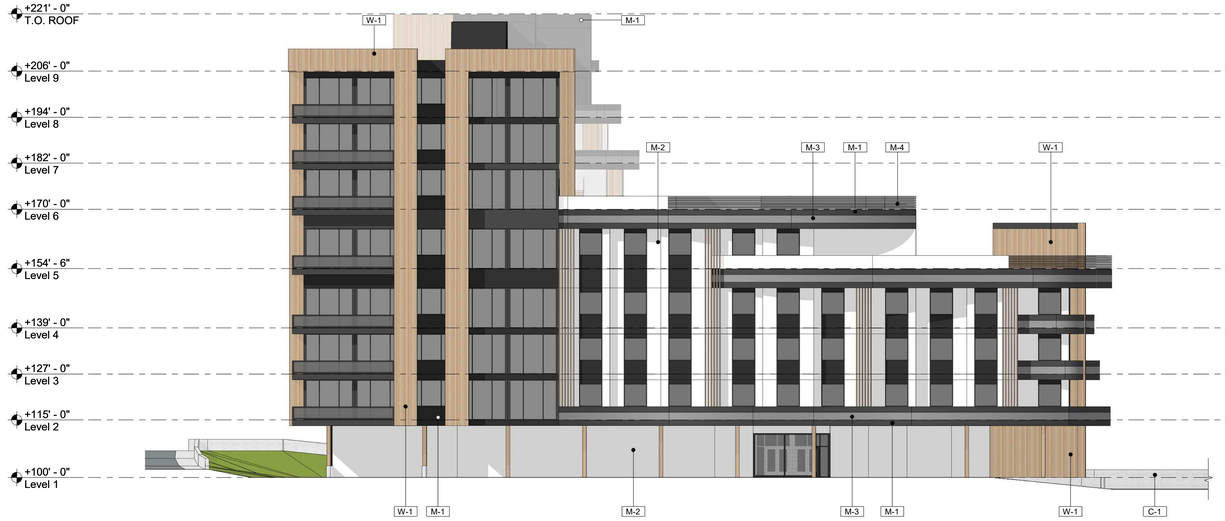
A6.5

hotel east elevation

1/16" = 1'-0"

hotel west elevation

1/16" = 1'-0"

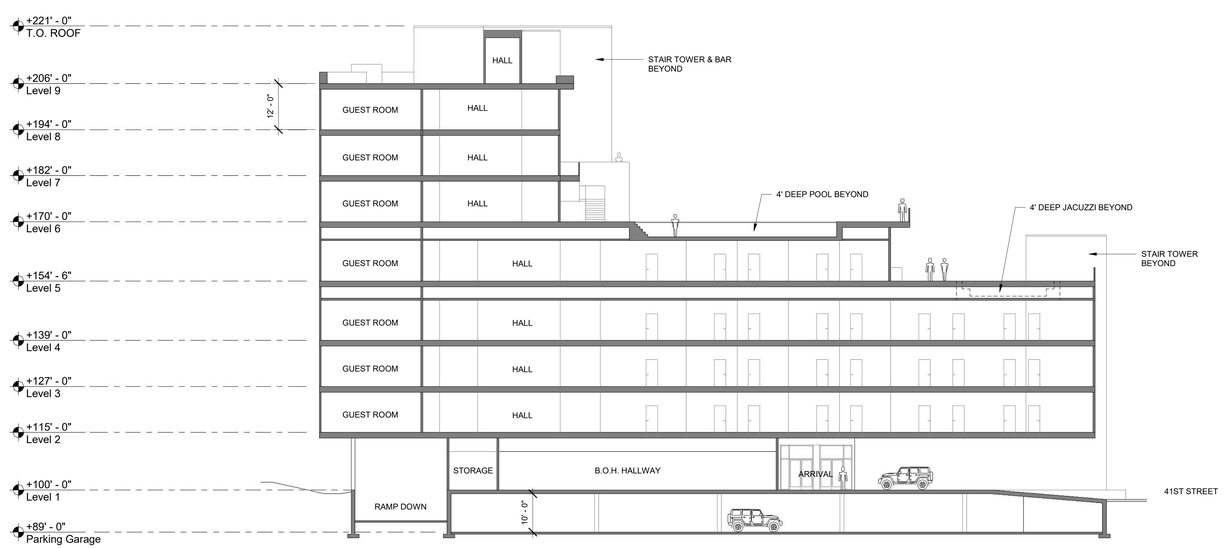


hotel south elevation

1/16" = 1'-0"

hotel north elevation

1/16" = 1'-0"



hotel E-W section

1/16" = 1'-0"

MATERIALS LEGEND

W-1

VERTICAL NONCOMBUSTIBLE WOOD TONE COMPOSITE PANELS - LIGHT BLONDE

M-1

DARK BRONZE METAL PANEL

M-2

WHITE METAL PANEL SYSTEM

M-3

GREY METAL RAILING PANELS

C-1 CONCRETE OR STONE PLANTERS + RETAINING WALLS

M-4 WHITE METAL RAILINGS

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9303 fax: 331-9305 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
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

hotel elevations + sections

A6.6

north / greenbelt elevation

street view at 41st street

view from northwest

street view from veterans memorial parkway

aerial from northeast

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9831 fax: 331-9835 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
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

hotel perspectives

A6.7

the boardwalk from 41st street and the greenbelt

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9033 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

renderings

A7.0

view of the boardwalk and greenbelt from the 9th floor of the boardwalk hotel

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

renderings

A7.1

view of 406 place from 40th street at se corner of the lot

NOT FOR CONSTRUCTION

erstad ARCHITECTS, PA
310 n. 5th street, boise idaho 83702
phone: (208) 331-9031 fax: 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 written permission of erstad ARCHITECTS is prohibited. This document may not be used in any unauthorized manner. ©2019

the boardwalk
garden city, ID

revision:

no.	desc.	date

project: 190503
date: 01.06.2020

design review application

renderings

A7.2