



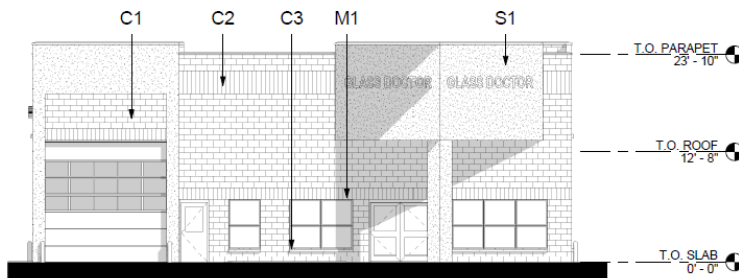
CITY OF GARDEN CITY

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File Number: DSRFY2022 - 0001
Application Scope: Pre-Application Conference
Title 8 Use: Service Provider and Vehicle Service
Location: 6845 N. Gardner Ln.
Applicant: Jeff Hatch
Report Date: November 1, 2021
Revision Date: TBD



③ WEST ELEVATION
1/8" = 1'-0"



Staff Report
Prepared by Hanna Veal

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A. Meeting Summary:

This summary will be updated to reflect the previous meetings as this application progresses.

B. Project Information

Proposed Scope of Work:

Request	Review Process	Notes
Pre-application conference for a design review	8-6B-3 Design Review Committee	November 1, 2021
Public Hearing	8-6B-3 Design Review Committee	TBD

Project Details:

- 1) Proposed development: New construction
- 2) Site Coverage: 24,568sqft
 - a) Building: 4,464sqft = 18% of the site
 - b) Landscaping: 2,381sqft = 10% of the site
 - c) Paved Areas: 17,723sqft = 72% of the site
- 3) Square footage dedicated to uses:
 - a) First floor conditioned space: 1,121sqft
 - b) Second floor unconditioned space: 1,121sqft
 - c) Garage/Shop: 3,067sqft
- 4) Number of Structures: 1
- 5) Total number of vehicular parking spaces: 16
 - a) Enclosed: 0
 - b) Surface: 16
- 6) Total number of bicycle parking: 0
 - a) Surface: 0
- 7) Trash Enclosure: The refuse will be in a common location.
- 8) Fencing: No fence
- 9) Sidewalk:
 - a) None proposed.
 - b) An existing attached and detached sidewalk exist along the perimeter of the property. However, the attached sidewalk along W. Carlton Bay Drive is not shown in the site plans, and it looks like they are proposing to remove it for parking.
- 10) Landscaping:
 - a) Street Trees: 6 class II
 - b) Parameter Landscaping: None

Site Conditions:

- 1) Street Address: 6845 N Garner Lane
- 2) Parcel Number(s): S0514346750
- 3) Property Description: PAR #6750 POR S2SW4 SEC 14 4N 1E PARCEL B ROS 10694 #346700-B

- 4) Legal Lot of Record: Yes
- 5) Property Size: 0.564 acres
- 6) Zoning District: C-2
- 7) Zoning Overlay(s): None
- 8) Comprehensive Plan Land Use Map Designation:
 - a) Residential Low Density
- 9) Floodplain Designation:
 - a) 2003 FIRM: 100 Year
 - b) 2017 Draft FIRM: 100 Year
- 10) Adjacent Uses:
 - a) Drive-Through Establishment – The Human Bean Coffee Shop
 - b) Residential Care Facility
 - c) Single Family Attached Dwelling Units
 - d) Single Family Detached Dwelling Units
- 11) Existing Use: Vacant Land
- 12) Easements on site: There are no records on file with Garden City of existing easements
- 13) Site Access:
 - a) Front: W. Carlton Bay Drive
 - b) Side: W. Carlton Bay Drive
- 14) Sidewalks: Sidewalks are installed and are in good repair.
- 15) Wetlands on site: None identified

C. Discussion

Please refer to the highlighted sections of code in the staff analysis.

D. Decision Process

General Provisions

A formal application will be processed per [GCC 8-6A-5 Administrative with Notice](#).

Required Decisions: The following decision processes are required for the project as governed by [GCC Table 8-6A-1](#):

Decision	Recommendation Authority	Decision Authority	Hearing Date
Design Review	N/A	Design Committee	Pre-application conference: 11/01/2021 Design Review formal hearing: To be scheduled

Required Findings:

Findings are not required at a pre-application conference.

For the approval of a Design Review Application, the Design Review Committee must find the application meets the following findings, found in [GCC 8-6B-3](#):

1. The proposed design is in conformance with the purpose of the zoning district and all dimensional regulations of that district;
2. The proposed design adheres to standards for the protection of health, safety, and general welfare;
3. The proposed design creates a sense of place and contributes to the uniqueness of the different districts and neighborhoods within the city;
4. The proposed design improves the accessibility of development to nonmotorized and public modes of transportation;
5. The proposed design supports a development pattern in nodes rather than strip commercial along arterial corridors;
6. The proposed design supports a compact development pattern that enables intensification of development and changes over time; and
7. The proposed design provides outdoor spaces and landscaping compatible with the southwest Idaho climatic conditions and that encourage pedestrian activity.
8. There has been no denial of any application on this property within one year.

Preapplication Conference Options:

Pursuant to [GCC 8-6B-3](#), a preapplication conference with the Design Review Committee is required. The purpose of the preapplication conference is threefold: to provide direction based on design objectives that are relevant to the application, determine the level of review process, and what application materials will be required.

It is appropriate for Committee to take of the following actions:

- Determine the application is ready for a formal application with the Design Review Committee.
- Delegate the decision to the Planning Official as an administrative decision.
- Request the applicant return with more information.

The direction provided by the committee at the preapplication meeting may be changed or reversed at any time during the process if the design or the scope of the project changes.

Decision

Pursuant to [GCC 8-6B-3](#), if the Design Review Committee does not delegate the decision to the Planning Official for an administrative decision, based on the required findings, the Committee shall take one of several actions:

1. Approve the application;
2. Conditionally approve the application with the requirement that the committee review further design details; or
3. Deny the application.

Appeals of Decision:

A pre-application conference is not a decision and cannot be appealed.

Per Garden City Code [8-6A-5 Administrative Process with Notice](#), there is a 15-day period to file a written objection to the application. This period starts from the signed decision date. If a written objection is received within the 15-day period, a City Council hearing will be scheduled to decide the application. Written objections received after the 15-day objection period will not be accepted.

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

E. Agency Comments

This section will be completed during the report drafted in conjunction with the public hearing.

This application has an associated Conditional Use Permit (CUPFY2022-0003) that has received agency comments. [Link to Comments.](#)

F. Public Comment

This section will be completed during the report drafted in conjunction with the public hearing.

G. Code/Policy Review

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

Garden City Title 8 Code Sections			
Code Section	Review Authority	Compliance Issues	Analysis/ Discussion
Title 8, Chapter 1: General Regulations			
8-1A-4 Applicability			The regulations of Garden City Code, Title 8 Development Code of the City, shall apply and govern development and use of all properties within the corporate limits of the city.
8-1B-1 Nonconforming Properties		No compliance issues noted	Legal parcel of record as described: "PAR #6750 POR S2SW4 SEC 14 4N 1E PARCEL B ROS 10694 #346700-B."

8-1B-3 Nonconforming Uses		Complaint as Conditioned	Conditional Use Permit will be required – A conditional Use Permit has been applied for and is scheduled to be heard at the November 17, 2021 Planning and Zoning Commission hearing. CUPFY2022-0003 .
Title 8, Chapter 2: Base Zoning District Regulations			
8-2B-1 Purpose		No compliance issues noted	The purpose of the two (2) commercial districts is to provide a full range of commercial uses and services for both the residents of Garden City and the region. Location determines the type and form of commercial uses. Activities which are more compatible with mixed use or residential uses and minimally disruptive to the neighborhood are to be located in the general commercial (C-2) district.
8-2B-2 Allowed Uses		Complaint as Conditioned	Service Provider and Vehicle Service uses require a conditional use permit.
8-2B-3 Form Standards	DC	No compliance issues noted	<p>The required setbacks are: Front: 5' Interior Side: 5' Rear: 5' Street side: 5'</p> <p>The allowable maximum height is: n/a</p> <p>The minimum lot size is: n/a</p> <p>There are not encroachments</p> <p>All improvements are more than 70' from the Boise River.</p> <p>All properties meet the minimum street frontage.</p>
8-2C		No compliance issues noted	<p>8-2C-41 VEHICLE SERVICE: Minimum Site Area: The use shall have a minimum site area of fifteen thousand (15,000) square feet. Site is 24,567.84sqft.</p> <p>Site Layout:</p> <ol style="list-style-type: none"> 1. All hydraulic hoists and pits, and all equipment for greasing, lubrication, and allowed repairs shall be enclosed entirely within a structure. 2. Any spray booth must be approved by the fire authority and building official. 3. All parts, inventory and vehicles waiting to be repaired shall be kept inside an entirely enclosed building or hidden behind a privacy fence or other visual barrier as set forth in section 8-2C-37, Storage Facility Or Yard, of this article. 4. All new structures constructed for vehicle/equipment repair shall be constructed so that the entrances to individual workstation/service bays do not face abutting residential parcels or the public rights-of-way.

			<p>5. Tires taken in on trade that have no more than salvage value shall be stored in a solid wall enclosure.</p> <p>Limitations:</p> <ol style="list-style-type: none"> 1. No servicing of trucks in excess of one and one-half (1-1/2) ton capacity or industrial equipment of any type or character shall be allowed in the commercial district without a conditional use permit. 2. All vehicle/equipment repair uses and related activities shall be limited to between the hours of seven o'clock (7:00) A.M. and seven o'clock (7:00) P.M., Monday through Saturday. 3. Damaged or wrecked vehicles shall not be stored on site for purposes other than repair. 4. All vehicles that are repaired and are waiting to be picked up by the owner of the vehicle shall be parked on site and not in adjoining streets or alleys. 5. All discarded vehicle parts or equipment, permanently disabled, dismantled, or junked vehicles, or tires shall be removed from the premises within thirty (30) days of arrival. <p>D. Site Maintenance: All paved and unpaved areas shall be maintained grease and oil free.</p> <p>8-2C-36 SERVICE PROVIDER: Site Layout: No structure, facility, drive lane, parking area, or loading area shall be located adjacent to a residential district.</p> <p>Parking and Access:</p> <ol style="list-style-type: none"> 1. The entrance and exit drives shall be designed to prevent traffic hazards and nuisances. 2. All surfaces used for parking shall be constructed with paving, vegetative cover or of dustless material. <p>Limitations: The site shall not be used as vehicle wrecking as herein defined.</p> <p>Site Maintenance:</p> <ol style="list-style-type: none"> 1. All outdoor storage of materials or vehicles shall be maintained in an orderly manner so as not to create a public nuisance. 2. Stored items shall not block sidewalks or parking areas and may not impede vehicular or pedestrian traffic. <p>Other Standards Apply: Outdoor storage areas shall comply with section 8-1C-3, Property Maintenance Standards, of this title.</p>
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Title 8, Chapter 4: Design and Development Regulations			
8-4A-3 Fences and Walls	DC	No compliance issues noted	This proposal does not identify any fence or wall. Any future fence or wall will be required to be in compliance with code at the time of development.
8-4A-4 Outdoor Lighting	DC	Complaint as Conditioned	The applicant has requested a waiver to the lighting plan submittal. This proposal does not identify any outdoor lighting.

			Any future outdoor lighting will be required to be in compliance with code at the time of development.
8-4A-5 Outdoor Service and Equipment Areas	DC	Complaint as Conditioned	<p>This proposal does not specifically identify any outdoor service equipment. Any future outdoor service equipment area will be required to be in compliance with code at the time of development.</p> <p>There are general notes on the site plan dated September 2021 stating that:</p> <ol style="list-style-type: none"> 1. Trash enclosure will be contained within the existing trash enclosure; and 2. All mechanical equipment is proposed to be roof mounted and screened by parapet; and 3. No outdoor storage areas are proposed. <p>A copy of the shared trash agreement shall be provided.</p>
8-4A-7 Stormwater Systems	DC	Complaint as Conditioned	Stormwater systems have not been identified on submitted plans. A draft condition of approval has been provided requiring that the stormwater systems be built in compliance with provisions of 8-4A-7.
8-4A-8 Utilities	DC	Complaint as Conditioned	<p>All surrounding utilities appear to be underground.</p> <p>A draft condition of approval is provided requiring that all utilities be underground.</p>
8-4C-3 Design Provisions for Nonresidential Structures	DC	Not Complaint	<p><i>Objective 1: The design of all structures shall have a scale, massing and urban form that has a relationship to the street, the pedestrian, and adjacent properties.</i></p> <p>Mostly Compliant. Code states that the maximum front setback is 15ft from curb edge for a minimum of 60% of the length of street frontage.</p> <ul style="list-style-type: none"> - The setback from the existing back of curb along N. Gardner Lane is about 15ft for 72.2ft in length. - The setback from back of existing curb along W. Carlton Bay Drive is unknown. The application proposes to remove the existing attached sidewalk and replace it with parking space. This parking lot placement is in direct conflict with GCC 8-4C-3B Objective 2 and GCC 8-4D-3. - The first-floor façade visible from both W. Carlton Bay and N. Gardner Street do not address the pedestrian at street level. First floor facades visible from a public street should include surfaces in windows, showcases, displays, or pedestrian access elements for at least 15% of the surface. - The south elevation along W. Carlton Bay Drive and the east elevation along N. Gardner Ln. have large blank areas, corresponding with the vehicle service area. Windows or other design elements as listed in

			<p>Objective 1, Subsection 7 (if privacy is a concern) could be incorporated to break up the façade.</p> <p><i>Objective 2: The design layout of all sites shall maximize opportunities for safe and comfortable pedestrian accessibility and minimize the obtrusive effects of parking and vehicular circulation.</i></p> <ul style="list-style-type: none"> - The parking lot placement along W. Carlton Bay Drive is in direct conflict with 8-4C-3B parking lot locations. <ul style="list-style-type: none"> o All parking lots should be located to the side and rear of the building fronting on the street unless otherwise screened by vegetation. - The site does not propose direct pedestrian connection between the private street sidewalks and the primary entrance of the building. Direct, convenient, and attractive pedestrian pathways should be provided that are clearly marked and connect all portions of the site. <ul style="list-style-type: none"> o It does propose a connection to Human Bean which has a connection to the public sidewalk on State Street. This connection shall remain. And the colored striping shall be maintained so that it is always visible. - The primary entrance is not compliant with code. The building closest to the street should have its primary entrance to the street and be clearly defined by the architectural design of the building. W. Carlton Bay Drive or N. Gardner Lane shall be considered the street to which the front shall face. <ul style="list-style-type: none"> o This provision might conflict with the overall site plan given that the internal drive isle and parking have already been developed. If the building were to face the street, there would likely need to be a secondary entrance out of convenience for those who are walking to the site and parking in the parking lot. <p><i>Objective 3: Buildings shall be designed and constructed of quality materials.</i></p> <ul style="list-style-type: none"> - Appears compliant. Primary materials will be a combination of CMU, blue stucco, and brick accents. <p><i>Objective 4: The site design shall respect existing notable site features including existing buildings, landscaping, trees and water.</i></p> <ul style="list-style-type: none"> - Not applicable. Site appears to be scraped. <p><i>Objective 5: The design of all buildings shall provide visual interest, support the vision for the area as articulated in the comprehensive plan and positively contribute to the overall urban fabric of the community.</i></p> <ul style="list-style-type: none"> - The proposed building orientation appears to be in conflict with Garden City Code. Buildings should be oriented to a prominent feature, such as a corner location, a plaza, a street or the river. Buildings and site design should provide inviting entry orientation.
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			<p>Buildings should not turn their backs to the street. Building is oriented inward instead of toward a public street. However, additional design features along streetside facades could create an outward orientation.</p> <p><i>Objective 6: The site development should support and be consistent with the adopted streetscape.</i></p> <ul style="list-style-type: none"> - Not applicable. A streetscape has not been adopted for W. Carlton Bay Drive or Gardner Lane.
8-4C-5 Prohibitions	DC	No compliance issues noted	<p>There are no visible false fronts, prefabricated structures or prohibited materials proposed with this application.</p> <p>It does not appear that any crushed colored rock/crushed tumble glass is utilized on the site.</p>
8-4D Parking and Off Street Loading Provisions			
8-4D-3 Parking Design and Improvement Standards	DC	Not Compliant	<p>The application will need to re-orient their parking spaces. The site plan proposes to remove the section of existing attached sidewalk along W. Carlton Bay Drive and replace it with vehicular parking. This is in direct conflict with Garden City Code as it states:</p> <ul style="list-style-type: none"> - Parking lots shall not be located within forty feet (40') of a corner. - Parking areas shall be designed in such a manner that any vehicle leaving or entering the parking area from, or onto, a public or private street <u>shall be traveling in a forward motion</u>. Except for an alley and parallel spaces, driveway configurations which require backing in, from, or out onto the street, are not allowed.
8-4D-4 Parking Use Standards	DC	No compliance issues noted	
8-4D-5 Required Number of Off-Street Parking Spaces	DC	May not be complaint	<p>The City of Garden City uses The City of Boise parking code 11-07-03 Off-Street Parking and Loading Standards.</p> <ol style="list-style-type: none"> 1. Motor Vehicle Repair, Minor = 1 spot per 600sqft commercial space. 2. Motor Vehicle Repair, Major = 1 spot per 900sqft commercial space. <p style="text-align: center;"><u>Or</u></p> <ol style="list-style-type: none"> 3. We use general commercial at 1 spot per 300sqft commercial space. <p>The proposed structure is 4,464sqft. Requiring at least:</p> <ol style="list-style-type: none"> 1. Motor Vehicle Repair, Minor = 7.5 spots required 2. Motor Vehicle Repair, Major = 5 spots required 3. General Commercial Space = 15 spots required <p>The site is proposing 16 total parking spaces, with 1 of those being ADA compliant. The site meets the parking requirements based off the City of Boise code analyzed.</p> <p><u>There are 5 vehicular parking spots proposed along W. Carlton Bay Drive that need to be relocated or removed to be</u></p>

			<p>compliant with GCC 8-4D-3. Removal of these 5 spaces would reduce overall parking to 11 spots. The 11 parking spots would still be sufficient to meet the requirements of both the motor vehicle repair uses, but not the general commercial requirements.</p> <p><i>*The previous Glass Doctor approval (DSRFY2018-) included 18 vehicular parking spaces.</i></p> <p><i>**The applicant provided a parking analysis based off an existing Glass Doctor facility in Meridian, ID.</i></p> <p>There is one bicycle space required for every 20 vehicle spaces and 1 space per commercial tenant necessitating 1 bicycle spaces. This has not been provided.</p>
8-4D-6 Standards for Alternatives to On Site Parking	DC	No compliance issues noted	None proposed.
8-4E Transportation and Connectivity Provisions			
8-4E-3 Public Street Connections	DC	No compliance issues noted	Appears compliant – access to a public road is available via a private street and private driveway. Clear vision triangles are shown.
8-4E-4 Internal Circulation Standards	DC	No compliance issues noted	Appears compliant.
8-4E-5 Private Street Standards	DC	No compliance issues noted	Proposal takes access from the exiting private road of W. Carlton Bay Drive and N. Gardner Lane.
8-4E-6 Sidewalk Standards	DC	Not Compliant	<p>Site plans do not adequately show the existing attached sidewalk along W. Carlton Bay Drive. Instead, it shows removal of the sidewalk and replacement with vehicular parking spaces. It also shows the sidewalk connection being pushed up against the side of the proposed building and dead ending at the parking lot/drive isle.</p> <p>The parking lot placement directly conflicts with GCC 8-4D-3 as previously mentioned in the report.</p> <p>The sidewalk along N. Gardner Lane is code compliant in that it is a detached sidewalk with landscape buffer.</p>
8-4E-7 Pedestrian and Bicycle Accessibility Standards	DC	May not be complaint	Partially compliant. A pathway system meeting this section is only partially depicted along the north elevation. Pedestrian connectivity from parking along west property line not depicted. Pedestrian connections to the main entrance from the sidewalks along N. Gardner Lane and W. Carlton Bay do not exist.
8-4F Sign Provisions			
8-4F-13 Master Sign Program	DC	No compliance issues noted	Master Sign Program is required of the application. The applicant has provided a previously approved master sign program for 10015 W. State Street Development. Any signs will be required to go through the sign permit process.
8-4G Sustainable Development Provisions		Not Compliant	The development is required to provide 12 points. A sustainability checklist form is required for further analysis.

8-4H Flood Hazard	Planning Official	No compliance issues noted	The City highly encourages that the applicant build to the best available data identified in the FIS study due to the potential cost of flood insurance and safety concerns for the property. Should the applicant choose not to build above the base flood elevations identified in the FIS, the City will request that the applicant record a Flood Acknowledgement on the property.
8-4I Landscaping and Tree Protection Provisions			
8-4I-3 General Landscaping Standards and Irrigation Provisions	DRC	No compliance issues noted	
8-4I-4 Landscaping Provisions for Specific Uses	DC	May not be complaint	<p>A minimum of five percent (5%) of the gross site area shall be landscaped areas, excluding areas for setback or perimeter landscaping. Landscape Provided: 2,381sqft = 10% of the site</p> <p>A minimum of one class III or class II tree shall be planted in the frontage and every adjacent streetside. An additional class I tree shall be planted in the corresponding setback for every increment of fifty feet (50') of linear feet of frontage.</p> <p><u>West Carlton Bay Drive</u> Trees Required: 1 Street + 2 Frontage (110ft) = 3 trees Trees Provided: 1 Street + 2 Frontage = 3 trees</p> <p><u>N. Gardner Lane</u> Trees Required: 1 Street + 3 Frontage = 4 trees Trees Provided: 1 Street + 2 Frontage = 3 trees (Deficient 1 tree)</p> <p>A minimum of one tree per one thousand (1,000) square feet of landscaped area and one shrub per one hundred fifty (150) square feet of landscaped area shall be planted. Landscape Provided: 2,381sqft.</p> <p>Trees Required: 2 Trees Provided: 12 <i>*Appears that the landscape plans misidentify the quantity of the Akebono Yoshino Cherry trees provided. The chart indicates only one is provided, whereas the plans show five.</i></p> <p>Shrubs Required: 16 Shrubs Provided: 163</p>
8-4I-5 Perimeter Landscaping Provisions	DC	May not be complaint	Unknown. The nature of the applicant's business, site size, and code required configuration, and existing subdivision improvements forced the primary vehicle drive bay to face northwest. However, the drive bays dominate the facades of the north, west, and east elevations. The west bay, which faces N. Gardner Lane, is screened by landscaping, The north drive bay is across from a common area, and all drive bays are not directly adjacent to a residential use.
8-4I-6 Parking Lot	DC	No compliance issues noted	Appears compliant. Trees have been proposed along the west property line in front of parking spaces. Required landscape

Landscaping Provisions			islands have been provided. Parking spaces appear to be within the 100' maximum distance from a tree.
8-4I-7 Tree Preservation Provisions	DC	No compliance issues noted	Landscape plans indicate to keep all existing site vegetation. Does not appear to have existing trees on the site.
Title 8, Chapter 6, Article A: Administration			
8-6A-3 General Application Process		No compliance issues noted	To be completed with the formal hearing. The application was reviewed and considered complete within 30 days of submittal, a notice of application acceptance was issued to the applicant, and staff started processing the application.
8-6A-4 Required Application Information			Application waivers requested pursuant to 8-6A-4A: <ul style="list-style-type: none"> - Topographic Survey - Grading Plans - Lighting Plan
8-6A-5 Administrative Process with Notice		No compliance issues noted	To be completed with formal application. A notice of intent was sent to adjoining property owners within 300' and agencies with jurisdiction. If no objections are filed within 15 days, the Design Review Committee's decision shall be considered final. Objections will be heard by City Council following the public hearing provision set forth in section GCC 8-6A-7. Conditions of approval that are deemed necessary to protect the public health, safety, and welfare, and prevent undue adverse impacts on surrounding properties may be required.

Other Items Reviewed	
Plan/Policy	Discussion/ Analysis
Previous entitlement that might affect this project	<p>DSRFY2019-0013: Design Review Application for Glass Doctor. Heard on February 20th, 2019 and approved on March 19th, 2018. Approval expired March 19th, 2019.</p> <p>CUPFY2018-0006: Conditional Use Permit for Service Provider and Vehicle Service uses in association with an automotive, residential, and commercial glass installation and repair business. Heard and approved March 21, 2018. Approval expired March 21, 2019.</p>
Garden City Comprehensive Plan	<p>This application is in future land use designations of the Comprehensive Plan:</p> <p style="padding-left: 40px;">a) Residential Low Density</p> <p>The application may be supported by: Goal 1. Nurture the City</p>

	<p>a.) 1.4 Objective: Create a premier destination place to live, work, and recreate.</p> <p>Goal 2. Improve the City Image</p> <p>a.) 2.3 Objective: Promote quality design and architecturally interesting buildings.</p> <p>b.) 2.2.4 Objective: Amend parking standards to reduce the impact of surface parking, including incentive to encourage shared parking and support for cooperative parking arrangements, evaluation of current parking standards and consideration of new maximum standards; new design requirements for surface parking, including increased landscaping and location of parking behind buildings; and encourage permeable, pervious, or porous paving, especially in areas in the floodplain.</p> <p>Goal 4. Emphasize the “Garden” in Garden City</p> <p>a.) 4.1 Objective Beautify and Landscape</p> <p>b.) 4.3 Objective: Beautify streets, sidewalks and gateways with landscaping, trees, and public art.</p> <p>c.) Improve the landscaping standards for all new development. The standards should address minimum size, plant materials, maintenance requirements, irrigation, and landscape design that complement the urban environment.</p> <p>Goal 7. Connect the City</p> <p>a.) 7.4 Objective: Maintain and improve standards for sidewalks, curbs and gutters.</p> <p>b.) 7.1 Create Pedestrian and bicycle friendly connections.</p> <p>Goal 12. Evolve as a Destination</p> <p>a.) 12.1 Objective: Support a positive business environment</p> <p>b.) 12.2 Objective: Continue to support commercial and industrial land uses.</p> <p>c.) 12.3 Objective: Create a premier destination for work, recreation, entertainment, culture and commerce.</p> <p>The application may not be supported by:</p> <p>Goal 2. Improve the City Image</p> <p>a.) 2.3 Objective: Promote quality design and architecturally interesting buildings.</p> <p>Goal 4. Emphasize the “Garden” in Garden City</p> <p>a.) 4.1 Objective Beautify and Landscape</p> <p>Goal 7. Connect the City</p> <p>a.) 7.1 Create Pedestrian and bicycle friendly connections.</p>
Garden City Sidewalk Policy	No waiver has been submitted.
Garden City Street Light Policy	There are no streetlights within 400ft of the property. A streetlight shall be required in accordance with the Garden City Streetlight Policy .
Garden City Transportation Needs List	Garden City is a participant of the State Street Corridor Project. Other participants include Valley Regional Transit, Ada County Highway District, Idaho Transportation Department, COMPASS, Ada County, Capital City Development Corporation, City of Boise, and City of Eagle. This project was initiated, formally, in 2006. The agencies have agreed to be supportive of high-capacity transit along State Street. Garden City’s major obligation to this is to create and implement plans and ordinances that will facilitate Transit Oriented Development Nodes at identified locations along the State Street Corridor. Garden City’s Comprehensive Plan aligns with these efforts. The Specific Area Plan ordinance is a zoning classification that can be utilized for the implementation of the nodes, however, it is owner driven rather than requisite zoning.