



## CITY OF GARDEN CITY

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**File Number: DSRFY2022 - 0008**  
**Application Scope: Pre-Application Conference**  
**Location: 4665 W Chinden Blvd.**  
**Applicant: Nicolette Womack**  
**Pre-Application Report Date: April 18, 2022**  
**Formal Hearing Date: TBD**



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	<a href="#">8-6B-3 Design Review Committee</a>	April 18, 2022
Public Hearing	<a href="#">8-6B-3 Design Review Committee</a>	TBD

### Project Details:

- 1) Proposed development: New construction
- 2) Site Coverage: 5.195 Acres
  - a) Building: 9,650 sq ft.
  - b) Landscaping: 19% of the site
  - c) Paved Areas: unknown % of the site
- 3) Number of Structures: 1
- 4) Total number of vehicular parking spaces: 25
  - a) Surface: 25
  - b) ADA: 1
- 5) Total number of bicycle parking: 0
  - a) Surface: 0
- 6) Trash Enclosure: Unknown
- 7) Fencing: Proposed wrought iron fence surrounding whole property
- 8) Sidewalk:
  - a) Detached proposed
- 9) Landscaping:
  - a) Street Trees: 14 Class I, 13 Class II, 8 Class III, 24 Small Conifer Trees
  - b) Parameter Landscaping: Proposed vegetation screen and 39 additional trees along perimeter.
- 10) Connections: none proposed
- 11) Closest VRT Stop: Route 8x, W Chinden Blvd & W 45th St SWC

### Site Conditions:

- 1) Street Address: 4665 W Chinden Blvd
- 2) Parcel Number(s): R7334140005
- 3) Property Description: BLOCK A RANDALL ACRES SUB NO 3 CASE #SP IE 9500491M #97102983 #97102985
- 4) Legal Lot of Record: Yes
- 5) Property Size: 5.195 Acres
- 6) Zoning District: C-1
- 7) Zoning Overlay(s): None
- 8) Comprehensive Plan Land Use Map Designation:
  - a) Green Boulevard Corridor
  - b) Mixed Use Commercial
- 9) Floodplain Designation:

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- a) 2003 FIRM: Outside of the Special Flood Hazard Area
  - b) 2017 Draft FIRM: Outside of the Special Flood Hazard Area
- 10) Adjacent Uses:**
- a) Vehicle Services
  - b) Vehicle Sales & Repair
  - c) Lodging
  - d) Animal Care Facility
- 11) Existing Use:** Equipment Rental and Sales; Current work site to be demolished following completion of proposed building.
- 12) Easements on site:** There are no records on file with Garden City of existing easements
- 13) Site Access:**
- a) Front: W Chinden Blvd
  - b) Side: W 47<sup>th</sup> St
- 14) Sidewalks:** No sidewalk
- 15) Wetlands on site:** none identified

## C. Discussion

The application is associated with CUPFY2021-0010, which was approved by the Planning and Zoning Commission on May 19, 2021. The CUP requested that all required improvements were delayed 18-24 months, so that a Design Review application could be completed. It was conditioned that the required 5-foot-wide detached sidewalk along 47<sup>th</sup> Street could be delayed, and the 12-foot-wide asphalt pathway along Chinden could be delayed so long as a Design Review application was applied for within a year. There were additional conditions within the decision document that were required prior to occupancy, but most have not been completed.

The applicant has requested an extension of their CUPFY2021-0010 and is scheduled to be heard by City Council on April 11, 2022.

### **Comprehensive Plan Analysis**

In and of itself, a Comprehensive Plan is not legally binding. However, in the same way the Garden City Zoning Code ensures that the proposed use is permitted, the Comprehensive Plan ensures that the proposed use is compatible with the existing neighborhoods, and it is progressing the vision that the community has for those neighborhoods.

The proposed development is located in the Mixed Use Commercial and Green Boulevard Corridor designations of the Comprehensive Plan.

**MIXED USE COMMERCIAL:** *The mixed-use commercial designation is for the area south of Adams Street. The intent of this designation is to create an area for mixed uses, including residential, office, retail, and small scale industrial, that are more urban in character than in the mixed-use residential area. Three story buildings and 40%- 60% lot coverage, with aggregated open spaces for pocket parks should guide the development pattern in this area.*

An Equipment Rental and Sales use may not be appropriate for this area as it does not advance urban character that lends itself to both commercial and residential uses. The use, as proposed, certainly is not aligned with desire for three story buildings at a 40-60% lot coverage. Thus, it does not meet the desired density the Comprehensive Plan has made for this area.

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

The proposed development has the potential to improve the Green Boulevard Corridor at this location through site and design improvements. The applicant has shown existing trees along W. Chinden Blvd. as well as the required 12-foot-wide asphalt pedestrian pathway.

Should the Committee approve this application, staff suggests that it should be adequately conditioned to not be a detriment to those who are investing or may invest in the surrounding neighborhood with projects that are more obviously in alignment with the Comprehensive Plan' goals for the area and address the traffic safety and concerns of W. Chinden Blvd. Certain examples of conditions could be related to both pedestrian comfort and connectivity as well as vehicular safety. Outdoor storage, noise, and environmental effects of the use should also be examined. Staff will need to draft conditions in the decision document to reflect this discussion. Drafted conditions will include the required sidewalks and landscaping.

**Garden City Transportation Needs List: Chinden Blvd.**

Garden City understands that Chinden will always carry a high volume of traffic and supports the utilization of Chinden as a significant regional vehicular corridor, but would like to ensure that the roadway improvements are done so as to reduce detrimental impacts to adjacent businesses and mobility within Garden City. Garden City has had dialogue with ITD and ACHD concerning the safety of multiple access points entering Chinden Boulevard. ITD has indicated that that for safety purposes they would prefer and endorse limiting access onto Chinden Boulevard by utilizing access points from numbered streets (47<sup>th</sup> Street).

Utilizing 47<sup>th</sup> Street to access the business will assist in the overall traffic flow of Chinden, allowing for better regional movement of traffic benefitting all the cities in Ada/ Canyon County. Tied to access management is the City's desire to redevelop Chinden as a tree lined boulevard with tree landscaped medians. Many studies have demonstrated that vertically framing in a corridor increases driver attention and reduces speeds thus reducing accidents. Studies have also demonstrated that property values and retail spending tend to dramatically increase while expenditures on energy and potential drainage needs decrease with the installation of trees.

Previous applications associated with this parcel noted that the Idaho Transportation Department (ITD) has had objections to the access along Chinden.

In order to meet the desired access management, it will be drafted in the decision document to require that all access point from the property to W. Chinden Blvd. be closed. Additionally, there will be a drafted condition to require that the access point from 47<sup>th</sup> Street be moved from where it currently is, south to align with Goodall Street.

There is currently an ongoing conversation with ITD and ACHD regarding the pedestrian connectivity along W. Chinden Blvd. In summary, The City has come to an agreement with ITD for the section of Chinden located between Maple Grove and Glenwood to have a 10' asphalt multi-use pathway installed along the southern side of the road. However, it is worth noting that ACHD might become the entity responsible for the existing and future pathways/sidewalks along Chinden Blvd. New ACHD sidewalk standards along arterials such as Chinden Blvd. are to provide 12' wide detached pathways. Regardless of these conversations, Garden City code requires that a 5' wide detached sidewalk with landscape buffer be installed along W. Chinden Blvd. Additionally, there is the requirement of and 12' wide detached asphalt pedestrian pathway along W. Chinden Blvd. This conversation was had during the CUPFY2021-0010

process, to which now is shown in the submitted Design Review plans. To ensure its construction, it has been drafted in the decision document to require the 12' wide detached asphalt pathway along W. Chinden Blvd.

The Thurman Mill Irrigation Canal goes under Chinden Boulevard at the southeast end of the property. We need to investigate whether or not sidewalk and extended curb would interfere with its function.

### **Landscaping and Tree Protection Provisions**

This parcel of land has about 700ft of liner street frontage along both W. Chinden and 47<sup>th</sup> Street. It is required to install sidewalks/pathway along these frontages which will prove extremely uncomfortable for the pedestrian if landscaping is not installed to compliment it. These trees could count towards any landscape minimums required. With 700ft of frontage, there is a requirement of 16 trees split between the 47<sup>th</sup> Street Frontage and the Chinden frontage. The landscape plans appear to be mostly code compliant, the frontage of W. Chinden needs to have at least one Class II tree installed.

Additionally, staff is concerned with the amount of surface area that will be dedicated to the parking of the vehicles. Staff believes that the use of the lot will be acting as a large parking lot to store these vehicles. [Garden City Code 8-4I-6](#) speaks specifically to the landscaping of parking lots in that areas should be distributed throughout a parking lot to soften and screen parking lot edges, reinforce circulation routes, create pleasant pedestrian conditions and maximize shade and stormwater benefits. This section of code is applicable to any parking lot that which consists of five or more parking spaces and is to be substantially altered.

The current site plan shows that there are 25 hard surface parking spots. However, the whole site is being used as a parking lot for the equipment. The proposed site plan shows landscaping treatment within the paved parking lot area, providing Class II trees and an unidentified interior landscaping. The proposed plan does not, however, provide parking lot landscaping anywhere else on the property. It is worth noting that the parking lot area is separated from the 47<sup>th</sup> Street and W. Chinden Blvd. rights-of-way by at least 10ft. With this separation, the proposal is meeting GCC 8-4C screening standards.

Currently the site does not propose any landscaping within the equipment area parking lot. Staff believes that the application should follow all parking lot landscaping standards within 8-4I-6 including but not limited to:

- Edge treatments along streets and other public spaces shall visually screen parked vehicles, but not completely obstruct views into and out of the parking lot for the purpose of supporting pedestrian safety and security.
- Landscaped areas, including islands, medians, and stormwater retention areas shall be designed within the parking lot to define major vehicle and pedestrian routes, provide shade and break up the expanse of paved areas.
- Include landscaped islands with at least one tree at the beginning and end of each parking row and to break up longer rows or highlight special features.



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As a note, staff is not recommending paving the entirety of the lot, only providing adequate landscaping per code provisions.

Should the Committee eventually approve this application, staff suggests that it should be adequately conditioned to provide the necessary landscaping to soften and screen parking lot edges, reinforce circulation routes, create pleasant pedestrian conditions and maximize shade and stormwater benefits.

For additional information, please refer to the code analysis portion of this report.

## 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: April 18, 2022  Design Review formal hearing: TBD

### 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.

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

### **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.

The following agency comments were provided:

<b>Agency</b>	<b>Comment Date</b>	<b>Summary</b>
Ada County Highway District	None received to date	
Boise School District	None received to date	
Central District Health	None received to date	
COMPASS	None received to date	
Garden City Engineer	None received to date	
Idaho Transportation Department	None received to date	
Irrigation: Fairview Acres	None received to date	
North Ada County Fire and Rescue	None received to date	
Meridian School District	None received to date	

## 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.

<b>Garden City Title 8 Code Sections</b>			
Code Section	Review Authority	Compliance Issues	Analysis/ Discussion
<b>Title 8, Chapter 1: General Regulations</b>			
<a href="#">8-1A-4 Applicability</a>			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.
<a href="#">8-1B-1 Nonconforming Properties</a>		No compliance issues noted	Legal parcel of record as described
<a href="#">8-1B-3 Nonconforming Uses</a>		No compliance issues noted	Contains Conditional Use Permit
<b>Title 8, Chapter 2: Base Zoning District Regulations</b>			
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. More intense commercial activities are intended to be located along arterial streets in the highway commercial (C-1) district.
<a href="#">8-2B-2 Allowed Uses</a>		No compliance issues noted	Equipment rental, sale, and service is a conditional use in the C-1 zoning district. are a permitted use. There is an approved affiliated conditional use permit application, CUPFY2021-0010.
<a href="#">8-2B-3 Form Standards</a>	DC	May not be complaint	<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 no encroachments</p> <p><b>The property does not meet the minimum street frontage.</b></p>
<a href="#">8-2C</a>		Complaint as Conditioned	<p>Limitations:</p> <ol style="list-style-type: none"> <li>1. All repair activities (including, but not limited to, open pits and lifts) shall occur within an enclosed structure.</li> <li>2. All equipment repairs shall be limited to between the hours of seven o'clock (7:00) A.M. and seven o'clock</li> </ol>

			<p>(7:00) P.M., Monday through Saturday.</p> <p>3. Damaged or wrecked equipment shall not be stored on site for purposes other than repair.</p> <p>4. All equipment shall be parked on site and not in adjoining streets or alleys.</p> <p>5. All discarded vehicle parts or equipment, or permanently disabled, dismantled, or junked vehicles shall be removed from the premises within thirty (30) days of arrival.</p> <p>Site Design: All new structures constructed for 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> <p>Maintenance: All paved and unpaved areas shall be maintained grease and oil free.</p>
<b>Title 8, Chapter 4: Design and Development Regulations</b>			
<a href="#">8-4A-3 Fences and Walls</a>	DC	Complaint as Conditioned	Wrought iron fence proposed around entire perimeter of property. Height not disclosed. Any future fence or wall will be required to be in compliance with code at the time of development.
<a href="#">8-4A-4 Outdoor Lighting</a>	DC	Complaint as Conditioned	This proposal does not identify any outdoor lighting. The lighting plan is not required as part of a pre-application; however, it will be required for the formal hearing. Any future outdoor lighting will be required to be in compliance with code at the time of development.
<a href="#">8-4A-5 Outdoor Service and Equipment Areas</a>	DC	May not be complaint	<p>This proposal does not identify any outdoor service equipment.</p> <p>All on site service areas for waste, recycling, or trash; and equipment areas for transformer and utility vaults shall be located in an area not visible from a public street or adjoining property, or shall be screened from view from a public street and adjoining property with a privacy fence.</p> <p>HVAC equipment, trash dumpsters, recycling, trash compaction, and other service functions shall be incorporated into the overall design of buildings and landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets.</p> <p>Any future outdoor service equipment area will be required to be in compliance with code at the time of development.</p>
<a href="#">8-4A-7 Stormwater Systems</a>	DC	Complaint as Conditioned	A draft condition of approval has been provided requiring that the stormwater systems be built in compliance with provisions of 8-4A-7.

<a href="#">8-4A-8 Utilities</a>	DC	Complaint as Conditioned	Another draft condition of approval is provided requiring that all utilities be underground.
<a href="#">8-4A-9 Waterways</a>	DC	Complaint as Conditioned	<p>The Thurman Mill Canal is adjacent to this property. It may interfere with the required sidewalks along W. Chinden Blvd. However, the canal does not run through the property.</p> <p>The associated CUPFY2021-0010 has conditioned that the site shall acknowledge the future pathway development along the Thurman Mill canal through pedestrian oriented features such as landscaping. The proposal appears to have included the necessary landscaping.</p>
<a href="#">8-4C-3 Design Provisions for Nonresidential Structures</a>	DC	May not be 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> <ul style="list-style-type: none"> <li>• The maximum front setback is fifteen feet (15') from curb edge for a minimum of sixty percent (60%) of the length of the street frontage. The street setback may be increased when a plaza is provided with a minimum area of five hundred (500) square feet and meeting the criteria for public space. <ul style="list-style-type: none"> <li>○ The site does not appear to meet this standard. The building is significantly set back from both W. Chinden and 47<sup>th</sup> Street.</li> </ul> </li> <li>• 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 façade. <ul style="list-style-type: none"> <li>○ The west elevation facing 47<sup>th</sup> street does not appear to meet this standard.</li> </ul> </li> <li>• It is unclear if there are any blank walls.</li> </ul> <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"> <li>• All parking lots should be located to the side and rear of the building fronting on the street. A parking lot may be located between a building and a street when the visual effect of the parking lot has been mitigated. <ul style="list-style-type: none"> <li>○ The application does propose a large landscape buffer between the parking lot and both Chinden and 37<sup>th</sup> Street. The landscape is proposed to consist of screening shrubbery such as arborvitae, mugo pine, and hedge cotoneaster, all of which grow to be at least 6ftx6ft at maturity.</li> </ul> </li> </ul> <p><i>Objective 3: Buildings shall be designed and constructed of quality materials.</i></p> <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"> <li>• It appears that the existing trees, and significant vegetation are maintained.</li> </ul> <p><i>Objective 5: The design of all buildings shall provide visual</i></p>

			<p><i>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"> <li>• Code requires that 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. Buildings should not turn their backs to the street. <ul style="list-style-type: none"> <li>○ The site appears to predominantly face W. Chinden Blvd. Despite the building not meeting frontage code, the building does address the street.</li> </ul> </li> </ul> <p><i>Objective 6: The site development should support and be consistent with the adopted streetscape.</i></p>
<a href="#">8-4C-4 Special Provisions for Specific Large Scale Non-residential Developments</a>		May not be compliant	<p>Facades longer than fifty feet (50') (measured horizontally along the facade) should incorporate relief to perceived building mass through such features as wall projections or recesses, projecting windows, entrances, or other visual relief.</p> <p>Rooflines exceeding fifty feet (50'), should incorporate relief to the perceived building mass by providing roofline variation. Roofline variation should be achieved using one or more of the following methods: a) vertical offset in ridgeline; b) horizontal offset in ridgeline; c) variations in roof pitch; d) gables; and e) dormers.</p>
<a href="#">8-4C-5 Prohibitions</a>	DC	No compliance issues noted	<p>There are no visible false fronts, prefabricated structures or prohibited materials proposed with this application.</p> <p>Metal siding is a discouraged material.</p>
<b>8-4D Parking and Off Street Loading Provisions</b>			
<a href="#">8-4D-3 Parking Design and Improvement Standards</a>	DC	Not compliant	<p>Parking lots are not permitted within 40' of a corner. The parking lot appears to be within 40' of the corner located at 47<sup>th</sup> and Chinden.</p>
<a href="#">8-4D-4 Parking Use Standards</a>	DC	No compliance issues noted	
<a href="#">8-4D-5 Required Number of Off-Street Parking Spaces</a>	DC	May not be compliant	<p>25 vehicular parking spaces provided.</p> <p>The minimum and maximum number of required off street vehicle parking for nonresidential uses and mixed use shall be determined by the planning official based on the following criteria:</p> <ol style="list-style-type: none"> <li>a) The specific use(s) proposed and/or on the property;</li> <li>b) Uses in the vicinity of the property;</li> <li>c) A traffic study, if prepared, forecasting the expected traffic and parking needs expected from the use(s);</li> <li>d) The availability of on street, shared, and/or public parking within the vicinity of the use; and</li> <li>e) The availability of public transit, vanpooling or other</li> </ol>



			<p>alternative transportation to serve the use.</p> <p>There is one bicycle space required for every 20 vehicle spaces and 1 space per commercial tenant necessitating 2 bicycle spaces. There are no bicycle parking spaces provided.</p>
<a href="#">8-4D-6 Standards for Alternatives to On Site Parking</a>	DC	No compliance issues noted	None requested.
<a href="#">8-4D-7 Off Street Loading Standards</a>	DC	May not be complain	<p>Off-street loading spaces were not identified in the submitted site plan.</p> <p>The proposed gross floor area is less than 36,000sqft, necessitating 1 type B parking spot. Type B spaces shall be not less than fifteen feet (15') in width and sixty five feet (65') in length. All spaces shall have fourteen feet (14') of vertical clearance.</p>
<b>8-4E Transportation and Connectivity Provisions</b>			
<a href="#">8-4E-3 Public Street Connections</a>	DC	Complaint as Conditioned	There is a general condition of approval requiring that all streets and driveways shall adhere to the standards of a clear vision triangle at all times.
<a href="#">8-4E-4 Internal Circulation Standards</a>	DC	No compliance issues noted	The drive is 20' or greater in width
<a href="#">8-4E-6 Sidewalk Standards</a>	DC	Complaint as Conditioned	<p>A proposed 5'ft wide detached sidewalk with 8ft landscape buffer is proposed along W. 47<sup>th</sup> Street.</p> <p>A 12ft wide pedestrian pathway is proposed along the frontage of W. Chinden Blvd. in accordance with the associated CUPFY2021-0010 application.</p>
<a href="#">8-4E-7 Pedestrian and Bicycle Accessibility Standards</a>	DC	May not be complaint	<p>There is a painted pathway from the pedestrian pathway along W. Chinden to the main entrance of the building.</p> <p>There is not proposed pathway through the parking lot to the building, nor is there a pathway front W. 47<sup>th</sup> Street to the building.</p>
<b>8-4F Sign Provisions</b>			
<a href="#">8-4G Sustainable Development Provisions</a>		Not Complaint	The development is required to provide 18 points. The documentation showing compliance has not been submitted. It will be required during the formal hearing process.
<a href="#">8-4H Flood Hazard</a>	Planning Official	Complaint as Conditioned	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.
<b>8-4I Landscaping and Tree Protection Provisions</b>			
<a href="#">8-4I-3 General</a>	DRC	No	

<a href="#">Landscaping Standards and Irrigation Provisions</a>		compliance issues noted	
<a href="#">8-4I-4 Landscaping Provisions for Specific Uses</a>	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.</p> <ul style="list-style-type: none"> <li>Required: 226,626sqft x 0.05 = 11,331sqft</li> <li>Provided: 43,262sqft = 19%</li> </ul> <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><b><u>Chinden Blvd. (661ft)</u></b>  Trees Required: 1 Street + 13 Frontage = 14 Trees  Trees Provided: 0 Street + 14 Frontage = 14 Trees  <b>(Deficient 1 Class II tree)</b></p> <p><b><u>47<sup>th</sup> Street (305ft)</u></b>  Trees Required: 1 Street + 7 Frontage = 8 Trees  Trees Provided: 1 Street + 6 Frontage = 7 Trees</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.</p> <p><b><u>Landscaping provided: 43,262sqft</u></b>  Trees Required: 43  Trees Provided: 56 w/ existing and conifer trees included</p>
<a href="#">8-4I-5 Perimeter Landscaping Provisions</a>	DC	No compliance issues noted	Not required per GCC 8-4I-5 standards.
<a href="#">8-4I-6 Parking Lot Landscaping Provisions</a>	DC	May not be complaint	<p>The provisions of this section shall apply to all new or substantially altered parking lots of five (5) spaces or more.</p> <p><a href="#">See discussion.</a></p>
<a href="#">8-4I-7 Tree Preservation Provisions</a>	DC	Complaint as Conditioned	Existing trees are proposed to remain. Any removal of trees will require a certified arborist letter, and proper mitigation.
Title 8, Chapter 6, Article A: Administration			
<a href="#">8-6A-3 General Application Process</a>		No compliance issues noted	The application was reviewed and considered complete within 30 days of submittal, a notice of application acceptance was issued to the applicant, and staff started processing the application.
<a href="#">8-6A-4 Required Application Information</a>			No application waivers requested pursuant to 8-6A-4A.
<a href="#">8-6A-5 Administrative Process with</a>		No compliance issues noted	<p><b>To be completed with formal application.</b>  A notice of intent was sent to adjoining property owners within 300' and agencies with jurisdiction.</p>

<a href="#">Notice</a>			<p>If no objections are filed within 15 days, the Design Review Committee's decision shall be considered final.</p> <p>Objections will be heard by City Council following the public hearing provision set forth in section GCC 8-6A-7.</p> <p>Conditions of approval that are deemed necessary to protect the public hearth, safety, and welfare, and prevent undue adverse impacts on surrounding properties may be required.</p>
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<b>Other Items Reviewed</b>	
Plan/Policy	Discussion/ Analysis
Previous entitlement that might affect this project	CUPFY2021-0010
<a href="#">Garden City Comprehensive Plan</a>	<p>This application is in future land use designations of the Comprehensive Plan:</p> <ul style="list-style-type: none"> <li><b>a)</b> Green Boulevard Corridor</li> <li><b>b)</b> Mixed Use Commercial</li> </ul> <p>The application may be supported by:</p> <p>Goal 1. Nurture the City</p> <ul style="list-style-type: none"> <li><b>a.)</b> 1.4 Objective: Create a premier destination place to live, work, and recreate.</li> </ul> <p>Goal 2. Improve the City Image</p> <ul style="list-style-type: none"> <li><b>a.)</b> 2.3 Objective: Promote quality design and architecturally interesting buildings.</li> <li><b>b.)</b> 2.4 Objective: Create a vision for the design of all streets and highways consistent with city's urban setting.</li> </ul> <p>Goal 4. Emphasize the "Garden" in Garden City</p> <ul style="list-style-type: none"> <li><b>a.)</b> 4.3 Objective: Beautify streets, sidewalks and gateways with landscaping, trees, and public art</li> </ul> <p>Goal 7. Connect the City</p> <ul style="list-style-type: none"> <li><b>a.)</b> 7.1 Objective: Create pedestrian and bicycle friendly connections.</li> <li><b>b.)</b> 7.4 Objective: Maintain and improve standards for sidewalks, curbs and gutters.</li> </ul> <p>Goal 12. Evolve as a Destination</p> <ul style="list-style-type: none"> <li><b>a.)</b> 12.1 Objective: Support a positive business environment</li> <li><b>b.)</b> 12.2 Objective: Continue to support commercial and industrial land uses.</li> <li><b>c.)</b> 12.3 Objective: Create a premier destination for work, recreation, entertainment, culture and commerce.</li> </ul> <p>The application may not be supported by:</p> <ul style="list-style-type: none"> <li><b>a.)</b> .</li> <li><b>c.)</b></li> </ul>
<a href="#">Garden City Sidewalk Policy</a>	No sidewalk waiver requested.
<a href="#">Garden City Street Light Policy</a>	A streetlight is installed along E. 47th Street in accordance with the policy.
<a href="#">Chinden- ITD Access Management</a> <a href="#">Chinden Corridor Access Map</a>	Garden City has been putting significant efforts into identifying ways for Chinden to function better. The vehicles that are proposed at this location will likely require large turning radiuses and will also likely cause impacts

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	<p>to those utilizing this regional corridor. Subsequently, direct access to 47th at Goodall is suggested as the best access location to the property as this will provide the maximum potential choices for potential traffic lights in the future on Chinden either at 47<sup>th</sup> street, Murray Street, or Ellen Street. It should be noted that none of the locations are slated for a light at this time.</p>
<a href="#">Garden City Transportation Needs List</a>	<p>Currently Chinden Boulevard functions very poorly from a land use jurisdiction perspective. The roadway can be congested to the point that access to businesses during peak hours is severely limited and divides the portion of the City that is south (west) of Chinden from the portion of the City that is north (east) of Chinden. Additionally, the road is not safe due to the number of vehicular conflict points and lack of pedestrian and bike facilities. The addition of improvements to humanize Chinden will reduce accidents and potential for accidents, increase business access, reduce speeds, reduce police demand, provide for pedestrian movement across Chinden and increase adjacent property values.</p>