

RESOLUTION NO. 1063-19

BY THE COUNCIL: BEAUMONT, HIGGINS, MITCHELL, AND SOUZA

A RESOLUTION ADOPTING STREET DESIGN FOR EAST 34TH STREET FROM CHINDEN BOULEVARD TO THE BOISE RIVER; AND CARR STREET FROM 33RD STREET TO 35TH STREET; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on August 12, 2019, the City of Garden City ("City") approved street designs for properties included in Garden City files SAPFY2019-1 and PUDFY201-1 a specific area plan and planned unit development; and

WHEREAS, the adopted design is not consistent with Garden City standards; and

WHEREAS, all of the property on 34th Street between Carr Street and the Boise River, all but 6 properties between Carr and Clay Streets and the entire east side of 34th Street from Clay Street to Chinden Boulevard are included in the proposed application; and

WHEREAS, all but two properties adjacent to Carr Street between 33rd Street and 35th Street are included in the proposed application; and

WHEREAS, the applicant will be responsible for the improvements to the streets only on properties that are a part of the application; and

WHEREAS, there is a desire that future development of the streets be consistent with the street design.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GARDEN CITY, IDAHO:

SECTION 1. That the Council's adoption of this Resolution makes effective the street design for Carr Street from 33rd Street to 35th Street; and East 34th Street from Chinden Boulevard to the Boise River; consistent with the design approved as a part of Garden City file SAPFY2019-1/PUDFY2019-1, as provided in **Exhibit A** for purposes of general street design including street sections, lighting, and drainage treatments. This approval does not preclude the use of Class III trees.

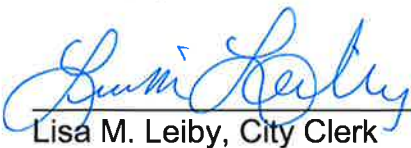
SECTION 2. That all resolutions, orders, or parts thereof in conflict herewith are hereby repealed.

SECTION 3. That this Resolution shall be in full force and effect from and after its adoption.

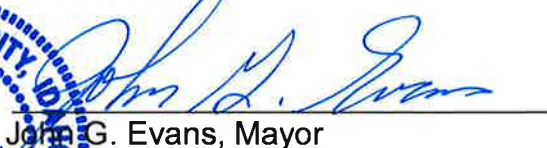
ADOPTED by the Council and **APPROVED** by the Mayor of the City of Garden City, Idaho, this 12th day of August, 2019.

ATTEST:

APPROVED:


Lisa M. Leiby, City Clerk




John G. Evans, Mayor

RESOLUTION NO. 1063-19

STREETSECTIONS

The 34th Street Specific Area Plan will have two different street section upgrades not only to add curb, gutter and sidewalks, but to provide an exceptional transportation experience that promotes human interaction and unifies the street beyond just a thoroughfare into a type of 'outdoor room'. The Attached Sidewalk is in the more active mixed-use urban environment and contains pedestrian and cyclist comfort amenities such as trees, benches, garden boxes, public art, and bike racks. The Detached Sidewalk Street Section fronts more residential and Live/Work uses with a planting strip to beautify curb area for pedestrians.

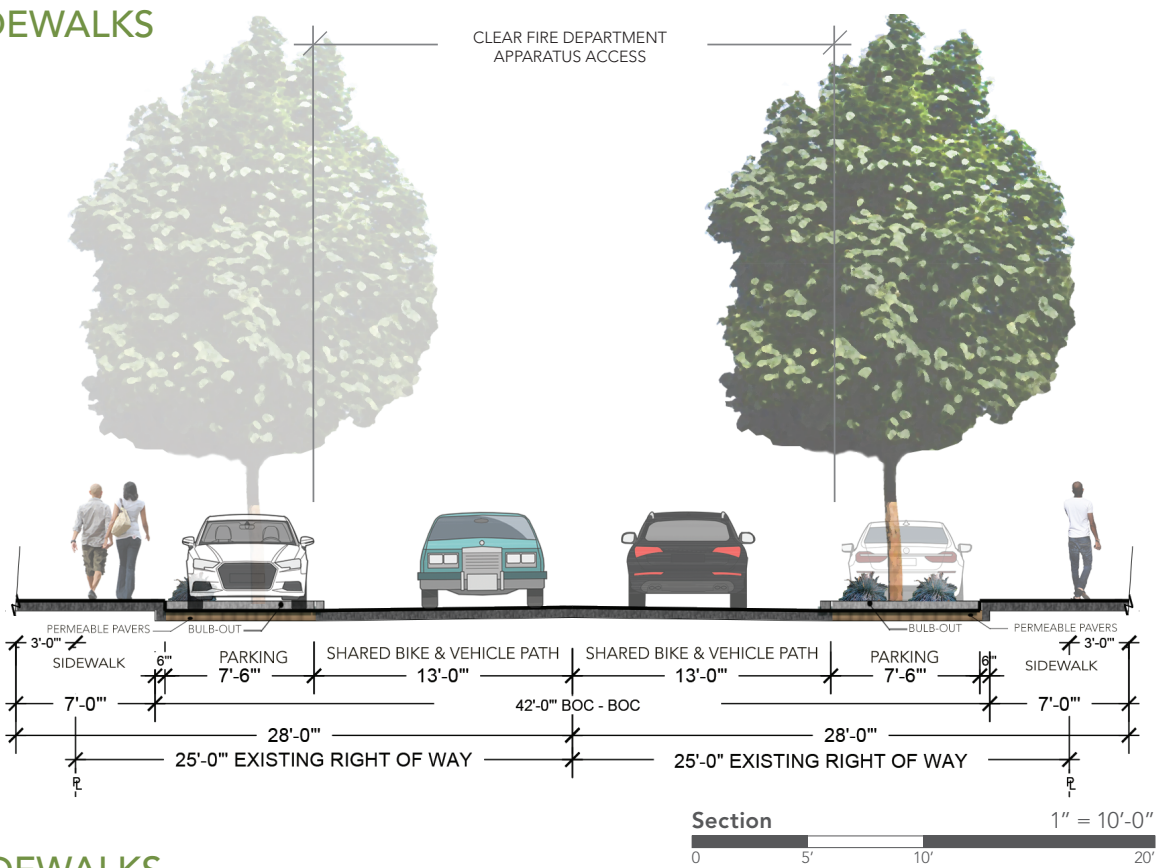
The Attached Sidewalk Street Section has a 42' wide street from Back of Curb (BOC) with two shared 13' wide shared vehicle and bicycle lanes (sharrow) and parallel parking on both sides. The drive lanes are paved in asphalt with the parking aisles paved in permeable pavers for stormwater drainage. The drive lanes accommodate the Fire Department's aerial apparatus when used for emergency access to buildings over 30' tall. A 7' wide attached sidewalk will accommodate street furnishings, public art and custom bikes racks to enrichen the pedestrian/cyclist experience. 'Bulb-outs' with trees will occur periodically down the streets, as well as street intersections. These bulb-outs will be spaced at 22' from the road centerline. This section will be used at E. 34th Street and N. Carr Street.

The Detached Sidewalk Street Section is Garden City's Standard Section has a 36' wide street from Back of Curb (BOC) with two vehicle lanes and parallel parking on both sides. The drive lanes are paved in asphalt with the parking aisles paved in permeable pavers for stormwater drainage. A 5' wide concrete sidewalk sits behind a 6' planting strip next to the vertical curbs. The planting strip here will not be planted with lawn but with trees and drought tolerant low shrubs. The trees will be within a root barrier. This section will be used at 33rd Street, 35th Street, and Clay Street.

See Landscape Detailed Street Sections for more information on streetscape furnishings, public art and plantings.

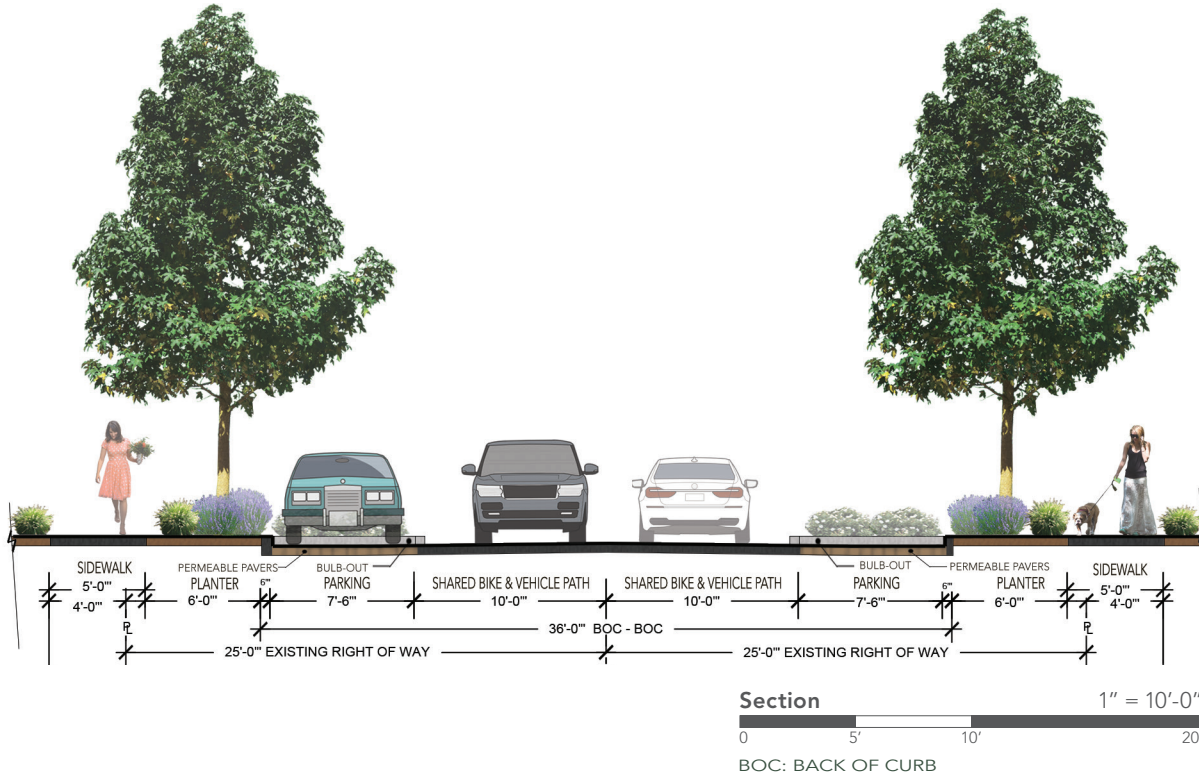
ATTACHED SIDEWALKS

34th Street & Carr Street



DETACHED SIDEWALKS

33rd, 35th & Clay Street



STREET LIGHTING

Street lights are an integral part of a streetscape and within a community. Their function and purpose promotes safety in various forms, aesthetic opportunities, and provide a unified character that reinforces the theme of a place. Below is an overview of the lighting requirements for commercial and residential developments, and what is proposed for the 34th Street Specific Area Plan.

Per Garden City’s Street Lighting Operations & Maintenance Manual, the following information is provided:

PURPOSE:
The purpose of this document is to promote uniformity within the City’s street lighting system.
Properly designed street lighting systems will:
• increase visibility and safety in locations where vehicular traffic and pedestrian traffic share the right-of-way,
• increase visibility and safety for vehicular traffic at intersections and other areas of potential hazard,
• act as a deterrent for certain types of crime, thereby increasing general public safety, and
• Provide for aesthetics in land use designations such as the Live Work Create

REQUIREMENTS
Residential Local & Collector Streets:
Fixtures: 100 watt High Pressure Sodium
Height: 20’ Local Streets, 25’ Collector Streets
Locations where street lighting will improve public safety
Pedestrian crossings, steep embankments, sharp curves, public bike paths, dead-end streets, cul-de-sacs, bridges, steep inclines, intersections
And, other locations that may affect public safety and/or security
After the above criteria is met, lighting with 400’ minimum spacing
Lower lighting levels allowed for residential uses to minimize negative implications

The 34th Street Specific Area Plan will provide the minimum street lighting standards as well as design the lighting standard to reduce light pollution. At the time of construction drawings, accurate placement of street lights and building lights will be established. Proposed pedestrian lights are provided at all pedestrian crossings and other required locations specified, at a minimum spacing of 100’ and beyond the minimum requirement of 400’ minimum spacing. These lights are to be the minimum 25’ tall height located along the sidewalks and in planters, and offer an aesthetic, that help unify the character of the overall development that will promote Garden City’s liveability and vibrancy. See conceptual images to the right of the proposed street light types.

Legend

PEDESTRIAN STREET LIGHTS

INTERSECTION STREET LIGHTS

BIKE & PEDESTRIAN GREENBELT



FIGURE : STREET LIGHTING



STREETSCAPE MASTER PLAN

The streetscape theme is tied together and promoted through various materials and elements. Continuity is achieved through repetition of the materials which include permeable paving that provides aesthetic and site drainage functions. Further, benches and bike racks provide use and aesthetic for users passing through or passing time at the various locations within the 34th Street Specific Area Plan limits. The streetscapes also offer various trees that promote a feeling of safety from the street for pedestrians, and a comfort of shelter with the overhead plane, while softening the many built features. Planters and community gardens provide a diverse mix of plantings that soften the hardscapes and add a great deal of visual interest. See Detailed Block Plans.

- Legend
- PERMEABLE PAVERS

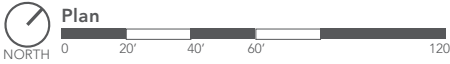
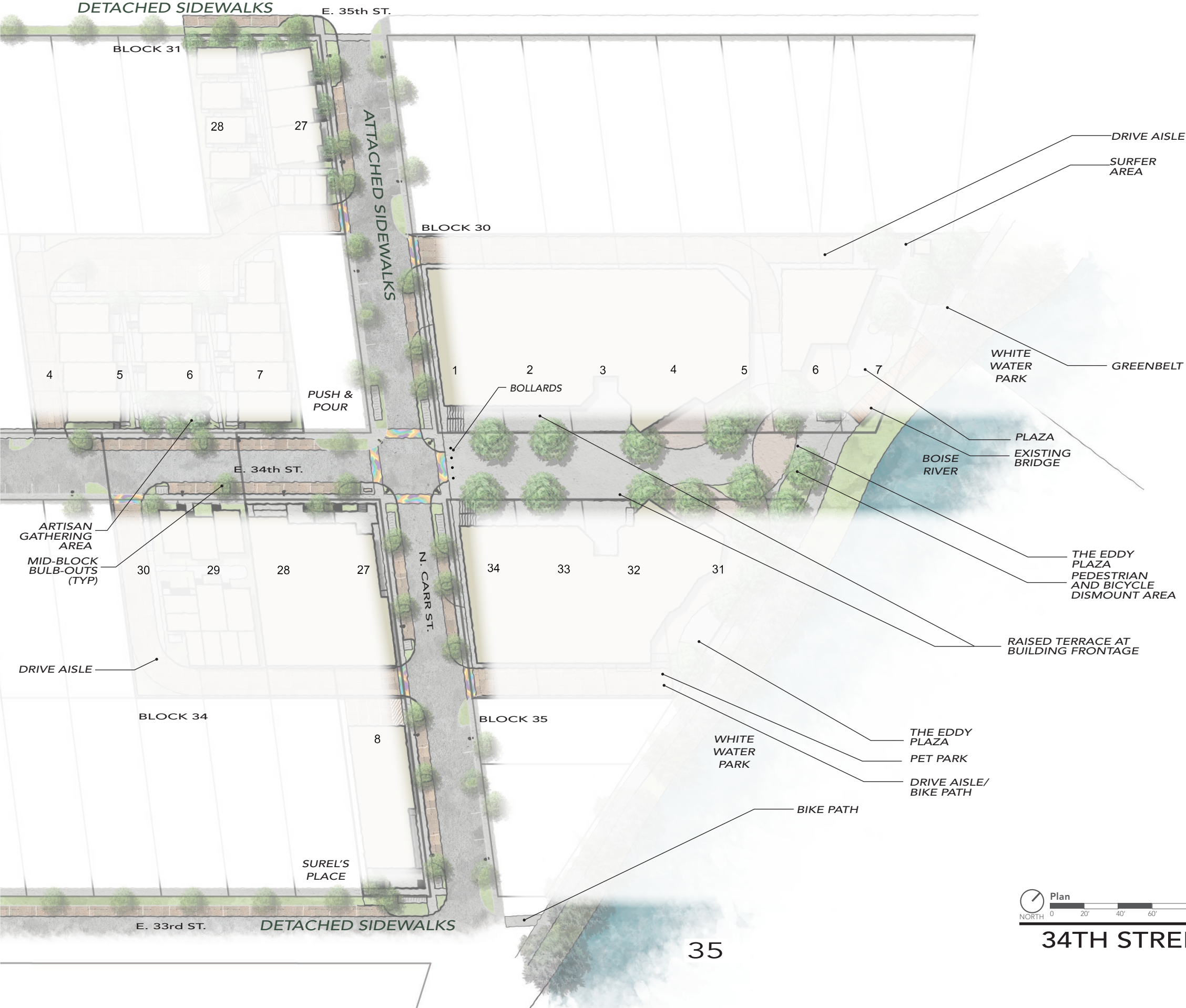
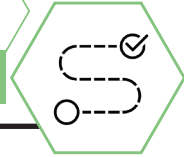
BENCHES

BIKE RACKS

SHADE TREES

PLANTER

PEDESTRIAN LIGHTING
-
- 34TH STREET SPECIFIC AREA PLAN
- 34



34TH STREET SPECIFIC AREA PLAN

DETAILED STREET SECTIONS

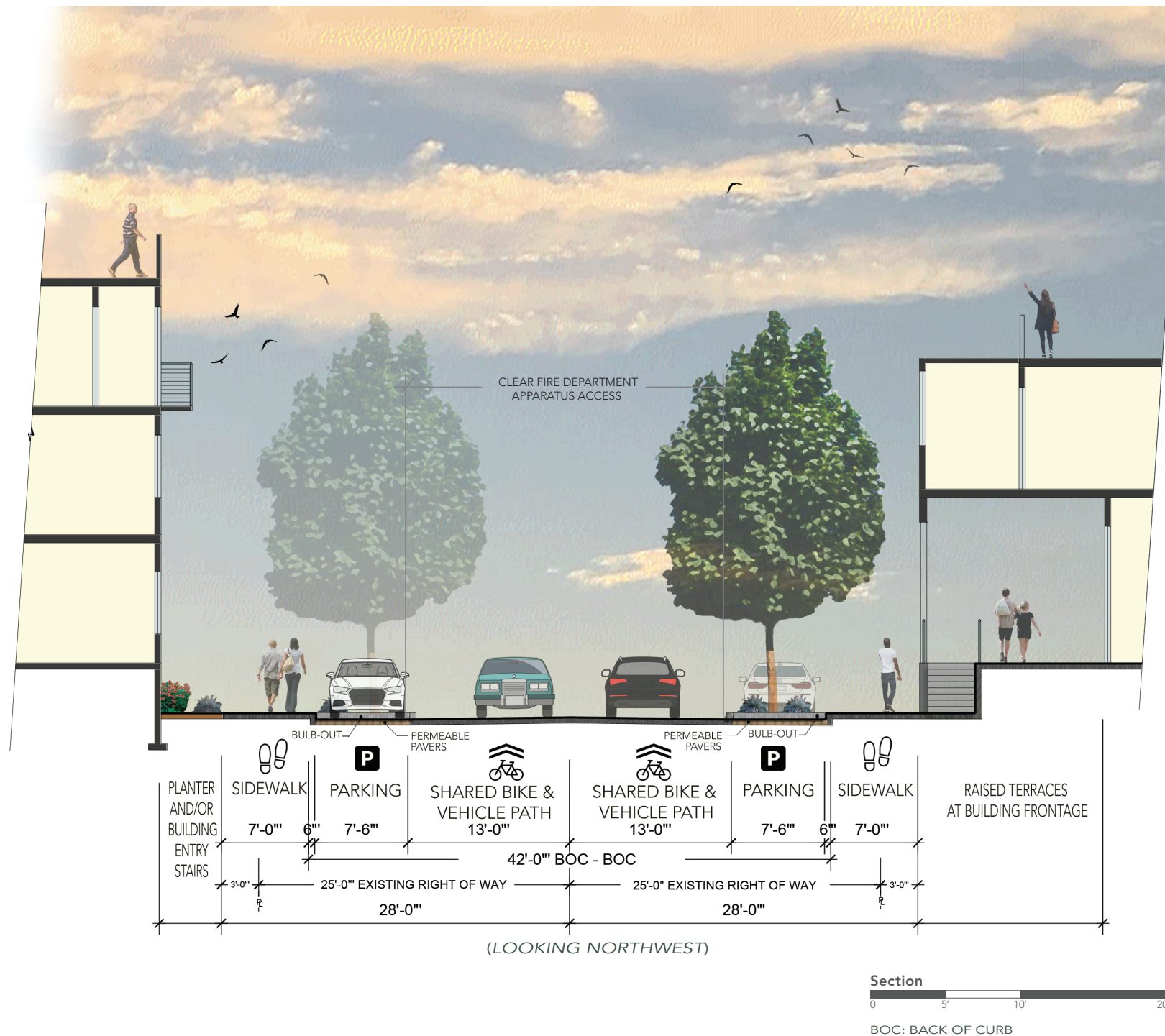
ATTACHED SIDEWALK(34th & CARR)

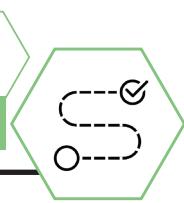
There are two different street section profiles, Attached sidewalks and Detached sidewalks.

Attached sidewalks are proposed along 34th Street and Carr Street. The attached sidewalk promotes a streetscape feel that encourages human interaction with the building frontages which consist of a front zero lot line setback to back of sidewalk. Pedestrians will enjoy the comfort and aesthetic of the amply wide 7' sidewalks lined with Class II street trees at 50' intervals in addition to furnishings on the street side. Cars parked parallel to the sidewalk also add a level of security and safety from the moving cars on the street. Meanwhile raised planters, art nodes, and abundant artistic bicycle parking add interest along the elevated building frontages provided on the other side. Ramps and stairs are provided along the sidewalk enticing passers by to get up to the elevated building frontage level three to four feet above the sidewalk elevation, out of the BFE (Base Flood Elevation). There are various spaces designated for people to gather and relax while enjoying their prospect over the street. Users walking along the sidewalk or gathering up on the frontage level will have the convenience of trash receptacles located along the sidewalks and other strategically located for cleanliness, and benches provided for a spot to relax or wait for a friend or loved one. The raised planters and ground level planters provide optimal space for functional and aesthetic plantings to soften and add to appealing sensory for users. The distance between the intersection bulb-outs will be 22' apart and mid-block bulb-outs will extend to the same depth. Refer to all pages that apply- Pp 42-45 and Detailed Block Plans.

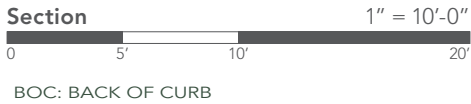
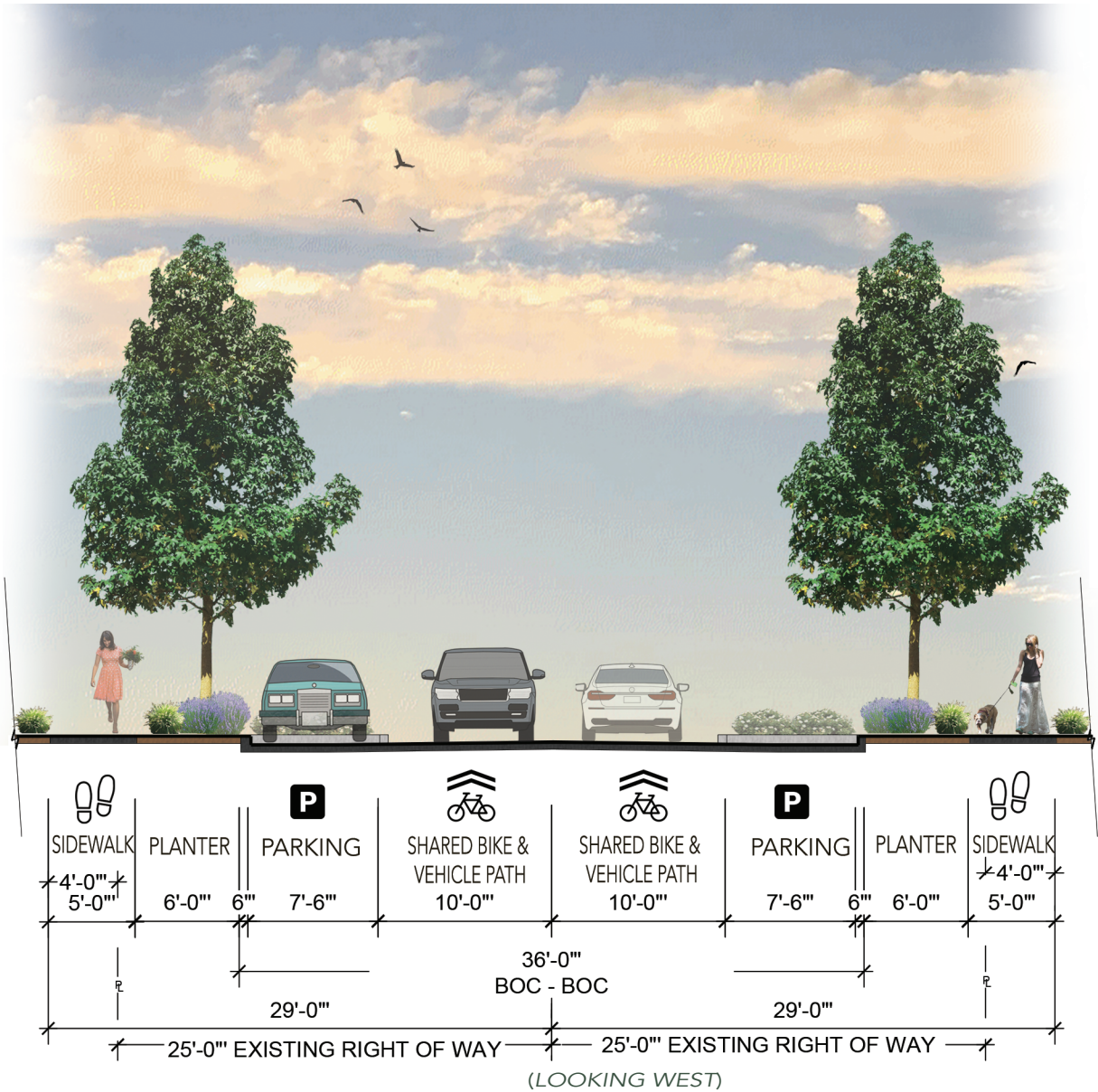


SECTION





SECTION



'Worpleson' Sweetgum



'Fastigiata' Hornbeam

GARDEN CITY
STANDARD
DETAILED STREET
SECTION
DETACHED
SIDEWALK (CLAY,
35th & 33rd STREET)

Detached sidewalks are proposed along Clay Street, 33rd Street, and 35th Street. The buffer meets and exceeds code requirements with a 6' planter strip between the sidewalk and curb. These planter strips, which serve site drainage, will have Class II trees at 50' intervals with root barriers and shrubbery at 5 shrubs per 150 square feet, exceeding the minimum of one shrub per 150 square feet, and offering a higher visual interest and many other functions. Adequate 5' sidewalks are provided between the planter strip and building frontages that also provide the more aesthetic higher density plantings that will complement the buildings and frontage spaces. Artistic furnishings such as street lights and bicycles are provided above minimums to add to a strong theme and feel of the development. Refer to all pages that apply- Pp 42-44 for additional information on Streetscape Details.