



CITY OF GARDEN CITY

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File Number: CUPFY2023 - 0012

Requested Use: Christian Education Centre

Use as Defined By GCC Title 8: Church or Place of Religious Worship

Location: 6826 N. Glenwood St. Suits 6846, 6858 & 6864

Applicant: Paula Tonkin

Planning and Zoning Commission Hearing Date: October 18, 2023 6:30 p.m.



STAFF REPORT

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A. Project Information

Proposed Scope of Work:

Request	Review Process
Conditional Use Permit	GCC 8-6B-2

A conditional use may be found to be appropriate or inappropriate at a given property. In some situations, conditions of approval may be required to assist the proposed use in being appropriate to a location and in conformance with code. In other situations where the use cannot be conditioned to be appropriate to the location or code, it should not be permitted.

Project Details:

- 1) Applicant: Paula Tonkin
- 2) Owner: SPIEGELMAN LIVING TRUST
- 3) Title 8 Use: It has been determined that the Garden City defined use that best describes the use is: Church or place of religious worship
- 4) Definition of Use: Garden City Code 8-7A-1 defines this use as: The use of a site that by design and construction is primarily intended for conducting organized religious services, meetings, and associated activities and that is recognized as a religious corporation or society of the state of Idaho with a state tax exempt status in accord with Idaho Code section 63-602B.
- 5) The applicant has not proposed exterior work.

Site Conditions:

- 1) Existing Use: Vacant
- 2) Street Address: 6826 N. Glenwood St.
- 3) Parcel Number(s): R7100510641
- 4) Property Description: LOTS 5B & 5C EXC R/W PLANTATION SHOPPING CENTER #0640-B #98060810 #98060811
- 5) Legal Lot of Record: Yes
- 6) Property Size: 1.836 acres
- 7) Zoning District: C-2
- 8) Zoning Overlay(s): None
- 9) Comprehensive Plan Land Use Map Designation:
 - a) Residential Low Density
 - b) Neighborhood Node: Transit Oriented Development
 - c) Green Boulevard Corridor
- 10) The project is in the:
 - a) Outside of the Special Flood Hazard Area according to the 2020 adopted FIRM (the FIRM has adopted seclusion and utilizes the 2003 Flood Insurance Study).
 - b) Outside of the Special Flood Hazard Area according to FEMA's most recent model as adopted by resolution 1083-20.
- 11) Surrounding Uses:
 - a) Personal service
 - b) Eating establishment, limited service
 - c) Financial institution
- 12) Adjacent Zoning: C-1, C-2
- 13) Adjacent Comprehensive Plan Designations:

- a) Neighborhood Node: Transit Oriented Development
- b) Residential Low Density
- c) Green Boulevard Corridor

14) Easements on site:

- a) PLANTATION SHOPPING CENTER PLAT; 200,900,006; 40' SEWER EASEMENT
- b) PLANTATION SHOPPING CENTER PLAT; 200,900,006; 10', 15', 20' PUBLIC UTILITY EASEMENT
- c) PLANTATION SHOPPING CENTER PLAT; 200,900,006; 10' WATER EASEMENT

15) Site Access:

- a) The project is located within a shopping center. Access to the property can be made from State Street and Glenwood Street. Entrance to the building itself from the shopping center (parking lot).

16) Sidewalks: Sidewalks are installed and are in good repair

17) Wetlands on site: None identified

C. Discussion

The Christian Education Center for Christ Presbyterian is looking to lease three tenant spaces, approximately 6,045sqft of an existing multi-tenant structure. The applicant has stated that they intend to have staff who will maintain office hours during the week, and provide multiple activities on weekends and evenings. They also intend to have a classroom (suite 6846) for children's education, an office (suite 6858), and a multi-purpose classroom for worship and education (suite 6864).

Garden City Code 8-7A allows for the church to have secondary associated activities such as schools, child daycare services, meeting facilities for clubs and organizations, and other similar uses so long as they are operated primarily for the purpose of religious instruction, worship, government of the church, or the fellowship of its congregation and provided that they are recognized as a religious corporation or society of the State of Idaho with a state tax exempt status in accord with Idaho Code section [63-602B](#). This application appears to meet these requirements.

As a conditional use permit, the application is required to be harmonious with the Garden City Comprehensive Plan. The property is located within three future land use designations as described below:

RESIDENTIAL LOW DENSITY: The areas designated for low density residential is north of the river, and south of the river west of Glenwood. These areas are predominately single family detached housing, although some areas of attached housing may be appropriate near major arterials and public facilities.

ACTIVITY NODE: Activity nodes are identified on the Land Use Map for neighborhood centers, local and regional destinations, and locations in proximity to existing and future transit stations and stops. Activity centers range in size depending on their function and location. Some nodes may be centered around the intersection of major streets or extend down a street to connect major community facilities. The common characteristics of the activity nodes are a mix of uses, public spaces, compatible transition to the uses surrounding the nodes and non-motorized connections to within a quarter mile walkable area of the node center. Some nodes, especially

around transit stations, would have higher density (at least 14-20 units per acre) and multi-story development (three or more stories). It is not intended that all nodes could be developed within the twenty-year period of the plan.

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. New uses, including commercial uses, should be designed to encourage multi-modal over single occupancy vehicles. Uses which generate high volumes of single occupancy 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.

Furthermore, Garden City has participated in a collaborative study of the [State Street Corridor Transit Oriented Development plan](#) which spans multiple jurisdictions and involves many agencies including Valley Regional Transit (VRT) and COMPASS. The plan's intention is to guide development on and adjacent to State Street, with a cohesive vision that local municipalities can implement via their Comprehensive Plan and re-developments. The plan is intended to inform and recommend more walkable streets and pedestrian focused urban design.

The [State Street TOD Report](#) has identified this specific property as part of a potential Urban Neighborhood Center. Urban Neighborhood Centers are typically medium-size sites with the potential for redevelopment at a range of different densities. While housing tends to be the primary focus, these neighborhoods may attract a broad range of uses including limited office, retail/services and civic/cultural uses as well as hotels, healthcare and educational facilities.

While this conditional use permit does not propose a re-development, but rather an occupancy of vacant lease spaces, it does still fall within the vision of the Comprehensive Plan in that it is a destination use that generates activity that which people will travel to at least once a week for. The use appears to be cohesive with the residential low-density designation in that it will not likely generate many vehicular trips, and when it does, the surrounding uses of the shopping mall will not be significantly impacted.

D. Decision

The Planning and Zoning Commission has been provided a draft document that includes findings of fact, conclusions of law, and a decision in the affirmative and in denial. This is done to provide potential options based on the staff's review or the project. This is not intended to be a predetermined decision. All evidence will be considered, and the document may be updated based on the Planning and Zoning Commission's review of the application.

Required Decisions:

Pursuant to Garden City Code [Table 8-6A-1 Authorities and Processes](#), Planning and Zoning Commission is the final decision maker for a Conditional Use Permit. There is no recommending authority to the Planning and Zoning Commission. Pursuant to [GCC 8-6A-2A](#), The City Council shall have the authority to review any action taken by the Planning and Zoning Commission regarding Conditional Use Permits, which would be final unless appealed.

Required Findings:

To approve a conditional use permit, the Planning and Zoning Commission must find the application meets the following findings found in [GCC 8-6B-2](#):

1. The use is appropriate to the location, the lot, and the neighborhood, and is compatible with the uses permitted in the applicable zoning district;
2. The use will be supported by adequate public facilities or services to the surrounding area, or conditions can be established to mitigate adverse impacts;
3. The use will not unreasonably diminish either the health, safety or welfare of the community; and
4. The use is not in conflict with the comprehensive plan or other adopted plans, policies, or ordinances of the city.

Decision:

After hearing the evidence and considering the application, the decision maker shall make their decision. The decision maker shall report the facts upon which it based its conclusion, the ordinance and standards used in evaluating the application, the actions, if any, that the applicant could take to obtain a permit, and whether a permit is :

1. Granted,
2. Granted with conditions, or
3. Denied.

The decision maker may find that there is inadequate information to render a decision and may also continue the hearing for additional materials to be supplied. It is recommended that they continue the hearing to a date certain for noticing purposes.

The decision maker shall make its findings and decision no later than by the next regular scheduled meeting.

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

Appeal of Decision:

Pursuant to 8-6A-9 Appeals, those with standing may appeal a decision within fifteen days from the date of **action**. Action is the date the Planning and Zoning Commission formalizes their decision. The Planning and Zoning Commission may formalize their decision by approving a draft decision or a draft decision with noted changes at the hearing. If additional time is needed to review the decision document for accuracy, they may continue the formalization of the decision to a subsequent meeting. The date of action may be a different date than the applicant is provided with a signed copy of the decision in accordance with Idaho Code 67-6535.

An appeal is \$210 plus the costs of transcripts and must be filed on the appeal application form provided by the City. Appeals received after the 15-day appeal period will not be considered timely and will not be accepted.

E. Agency Comments

The following agency comments were provided:

Agency	Comment Date	Summary
Ada County Highway District Link to Comment	08/30/2023	<ul style="list-style-type: none">• It has been determined that ACHD has no site specific conditions of approval for this application.• There is No Impact Fee Due for this application and an ACHD inspection is not required.
Idaho Transportation Department Link to Comment	08/28/2023	<ul style="list-style-type: none">• ITD does not object to the proposed application as presented at this time
Idaho Department of Environmental Quality Link to Comment	09/08/2023	<ul style="list-style-type: none">• General information provided

F. Public Comment

None provided as of the drafting of this document.

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 7 Building Regulations			

<u>7-2-1 Building Code</u>	N/A	No compliance issues noted as conditioned.	A building permit will be required to be completed prior to occupancy of the structure if modifications are made to either the interior or exterior of the building.
Title 8, Chapter 1: General Regulations			
<u>8-1A-4 Applicability</u>			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.
<u>8-1B-1 Nonconforming Properties</u>		No compliance issues noted	Legal parcel of record as described
<u>8-1B-2 Nonconforming Structures</u>		No compliance issues noted	<p>Ordinary repair work may be done including repair or replacement of nonbearing walls, fixtures, wiring or plumbing so long as such repair work does not increase the degree of nonconformity. Proposed work does not increase the non-conformity.</p> <p>The proposal is to remove a portion of the partition wall for new 3'-7" framed wall opening per door schedule. Also, it is planned to treat floor and wall with new finishes, replace damage and stained ceiling tiles, re-lamp existing lighting.</p>
<u>8-1B-3 Nonconforming Uses</u>		Compliant upon approval of CUP	Conditional Use Permit will be required.
Title 8, Chapter 2: Base Zoning District Regulations			
<u>8-2B-1 Purpose</u>	PZ	No compliance issues noted	The purpose of the 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.
<u>8-2B-2 Allowed Uses</u>	PZ	Compliant upon approval of CUP	<p>A "Church or Place of Religious Worship" is a conditional use requiring approval of a conditional use permit.</p> <p>The proposal includes the use of classrooms for children's education, an office, and multi-purpose classrooms for worship and education. This permit does not include the use of "School", as it is not the primary function and will be limited to Sunday primary school and occasional classes/activities throughout the week. So long as the primary use of the site is intended for conducting organized religious services, meetings, and associated activates by the recognized religious society, the permit is valid.</p> <p>Should the classrooms and activities start to increase, changing the nature of the use, an additional conditional use permit shall be required for that of a "School" or other use that which better defines the function of the site. Refer to 8-2C-8 analysis below.</p>
<u>8-2B-3 Form Standards</u>	PZ	No compliance issues noted	The required setbacks are: Front: 5

			<p>Interior Side: 5 Rear: 5 Street side: 5 The allowable maximum height is: n/a The minimum lot size is: n/a</p> <p>There does not appear to be encroachments. There is an existing structure that does not intend to be modified. Refer to 8-1B-2 analysis above.</p> <p>The applicant is not proposing any exterior changes to the building.</p>										
<u>8-2C-8</u>	PZ	Compliant as conditioned	<p>CHURCH OR PLACE OF RELIGIOUS WORSHIP</p> <p>Accessory Uses:</p> <p>Schools, child daycare services, meeting facilities for clubs and organizations, and other similar uses not operated primarily for the purpose of religious instruction, worship, government of the church, or the fellowship of its congregation may be permitted to the extent the use is otherwise permitted in the district.</p>										
Title 8, Chapter 4: Design and Development Regulations													
<u>8-4A-3 Fences and Walls</u>	PZ	Complaint as Conditioned	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.										
<u>8-4A-4 Outdoor Lighting</u>	PZ	Complaint as Conditioned	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.										
<u>8-4A-5 Outdoor Service and Equipment Areas</u>	PZ	No compliance issues noted	This proposal identifies existing trash enclosures behind the building.										
<u>8-4A-7 Stormwater Systems</u>	PZ	Compliant 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.										
<u>8-4A-8 Utilities</u>	PZ	Compliant as conditioned	A draft condition of approval is provided requiring that all utilities be underground.										
8-4D Parking and Off Street Loading Provisions													
New parking code per Ord. 1034-22 Adopted June 12, 2023													
<u>8-4D-3 Parking Design and Improvement Standards</u>	PZ	Compliant as Conditioned	<p>Vehicle parking:</p> <table border="1"> <thead> <tr> <th colspan="5">Table 8-4D-1: MINIMAL DIMENSIONAL STANDARDS FOR MOTOR VEHICLE STALLS</th> </tr> <tr> <th>Parking Angle</th> <th>Stall Width</th> <th>Stall Depth</th> <th>Length Per Car</th> <th>Driveway Width*</th> </tr> </thead> </table>	Table 8-4D-1: MINIMAL DIMENSIONAL STANDARDS FOR MOTOR VEHICLE STALLS					Parking Angle	Stall Width	Stall Depth	Length Per Car	Driveway Width*
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Parking Angle	Stall Width	Stall Depth	Length Per Car	Driveway Width*									

								<u>Must also meet fire requirements</u>
<u>Standard</u>								
	<u>90°</u>	<u>9'0"</u>	<u>20'0"</u>	<u>9'0"</u>	<u>22'0"</u>			
	<u>0°</u>	<u>9'0"</u>	<u>9'0"</u>	<u>23'0"</u>	<u>12'0"</u>			
	<u>30°</u>	<u>9'0"</u>	<u>17'8"</u>	<u>18'0"</u>	<u>12'0"</u>			
	<u>45°</u>	<u>9'0"</u>	<u>20'6"</u>	<u>12'9"</u>	<u>13'0"</u>			
	<u>60°</u>	<u>9'0"</u>	<u>21'10"</u>	<u>10'6"</u>	<u>16'0"</u>			
<p>Information of parking stall configurations was not provided.</p> <p>Draft condition of approval is provided requiring that all parking stalls must comply with Garden City code.</p> <p>Surface parking lots shall not be located within forty feet (40') of an intersection;</p> <p>The parking area is located approximately 300 feet from the intersection of Glenwood and State Streets.</p> <p>Bicycle parking is not provided on-site. Adjacent properties show that they have bike parking, however, it cannot count towards the bike parking requirements of this application as they are located on private properties, not within the public right-of-way. A condition has been drafted to require bicycle parking on-site.</p>								
<u>8-4D-4 Parking Use Standards</u>	PZ	Not applicable	Upon any change of use, the number of vehicle parking spaces to be provided shall be calculated according to the requirements for the new use.					
<u>8-4D-5 Required Number of Off-Street Parking Spaces</u>	PZ	Compliant as conditioned	<p>Church or place of religious worship is considered a high use per the new code, which requires 1 motor vehicle parking space per 500 sqft of building.</p> <p>The minimum number of bicycle parking spaces is 1 per 500 sqft.</p> <p>Vehicle parking space required: $6,193\text{SF}/500=12$</p> <p>Bicycle parking space required: $6,193\text{SF}/500=12$</p> <p>Total vehicle parking spaces provided: Based on Google Maps images, there are approximately 70 parking spaces in the parking lot that may belong to this building, of which about 2 are ADA.</p> <p>Total bicycle parking spaces provided: None.</p>					
<u>8-4D-6 Standards for Equivalent Parking Adjustments</u>	PZ	No compliance issues noted	None requested.					
<u>8-4D-7 Off Street Loading Standards</u>	PZ	No compliance issues noted	Off-street loading zone not proposed.					
8-4E Transportation and Connectivity Provisions								
<u>8-4E-2 Applicability</u>	PZ		Provisions apply to any new construction, addition, expansion, grading, alteration, or any new or more intense use of property.					

<u>8-4E-3 Public Street Connections</u>	PZ	Complaint as Conditioned	All streets and driveways shall adhere to the standards of a clear vision triangle.
<u>8-4E-4 Internal Circulation Standards</u>	PZ	No compliance issues noted	<p>Driveways, aisles and turnaround areas, when required for fire and refuse access, shall meet the following standards:</p> <ol style="list-style-type: none"> 1. Have a minimum vertical clearance of thirteen feet six inches (13'6") for their entire length and width. 2. Have a minimum width of twenty feet (20'). 3. The design of internal circulation should be integrated with the overall site design and adjacent properties, including the location of structures, pedestrian walkways and landscaping.
<u>8-4E-6 Sidewalk Standards</u>	PZ	No compliance issues noted	There is an existing detached asphalt pathway along Glenwood St.
<u>8-4E-7 Pedestrian and Bicycle Accessibility Standards</u>	PZ	Compliant as conditioned	<p>There is no direct connection between the tenant entrance and the detached pedestrian pathway along N. Glenwood St. Entrance to the building is through the parking lot.</p> <p>Code requires that there be a direct and convenient pathway from the main entrance of the space to a public sidewalk, or in this case pathway along Glenwood.</p> <p>A condition has been drafted to require that a connection be made from the Glenwood pathway to the internal shopping mall pathway that ultimately connects to the Church's front entrance. See image at end of report.</p>
8-4I Landscaping and Tree Protection Provisions			
<u>8-4I-2 Applicability</u>			For all new residential and nonresidential uses, major alterations and reuse of existing commercial sites all landscaping standards of this article shall be met.
<u>8-4I-3 General Landscaping Standards and Irrigation Provisions</u>	PZ	Compliant as conditioned	Landscaping shall be proportional to the use. 37% of the overall landscaping requirements shall be met and/or installed.
<u>8-4I-4 Landscaping Provisions for Specific Uses</u>	PZ	Compliant as conditioned	<p>Submitted documents do not show landscape plan. Review of this section based on site photos and Google Maps. It is unknown if the existing landscaping meets this requirement. Conditions that would result in compliance with this section of code have been included in the draft conditions of approval.</p> <p>The applicant proposes to lease 6,193sqft of a 16,532sqft building, which equals 37% of the entire building.</p> <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"> - The site is 79,976sqft. 5% of the site shall be landscaped equaling 3,998sqft. Due to the rules of proportionality, the tenant is required to install 1,479sqft of landscaping. - There are several small landscape islands with bushes in the parking lot. Based on staff's review of Google Imagery showing existing landscaping, there is about 1,800sqft of parking lot landscaping, which meets code requirements. <p>A minimum of one class II or class III 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> <ul style="list-style-type: none"> - N. Glenwood St. (~361LF): 1 Street tree + 7 Frontage trees = 8 trees - According to Google Maps: 1 Street tree + 3 Frontage trees = 4 trees (site is deficient 3 trees) - Due to the rule of proportionality, the applicant is required to install 37% of the required 3 deficient trees. The applicant needs to install 1 tree along the Glenwood frontage. <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> <ul style="list-style-type: none"> - <i>Existing Landscape: ~1,800sqft</i> - <i>2 trees are required on site.</i> - <i>12 shrubs are required on site.</i> - <i>Not enough information to review. Condition has been drafted.</i>
<u>8-4I-5 Perimeter Landscaping Provisions</u>	PZ	No compliance issues noted	Perimeter Landscape is not required.
<u>8-4I-6 Parking Lot Landscaping Provisions</u>	PZ	No compliance issues noted	The provisions of this section shall apply to all new or substantially altered parking lots of five (5) spaces or more. The applicant is not proposing to construct a new parking lot or make changes to the existing parking lot.
<u>8-4I-7 Tree Preservation Provisions</u>	PZ	No compliance issues noted	Existing trees proposed to remain.
Title 8, Chapter 6, Article A: Administration			
<u>8-6A-3 General Application Process</u>		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.
<u>8-6A-7 Public Hearing Process</u>		No compliance issues noted	The applicant provided a neighborhood meeting more than one month and less than three months prior to application submittal. The City provided a radius notice, notifications to agencies with jurisdiction, and ran a legal notice in the Idaho

		Statesman, at least 15 days prior to the first hearing. The applicant provided an affidavit of property posting more than 7 days in advance of the hearing validating that the property was posted more than 10 days prior to the hearing.
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Other Items Reviewed	
Plan/Policy	Discussion/ Analysis
<u>Idaho Code 67-6512</u> Local Land Use Planning Special Use Permits, Conditions, and Procedures	<p>Garden City Code noticing requirements are compliant with this Statute.</p> <p>The statute notes that upon the granting of a special use permit, conditions may be attached to a special use permit including, but not limited to, those:</p> <ul style="list-style-type: none"> (1) Minimizing adverse impact on other development; (2) Controlling the sequence and timing of development; (3) Controlling the duration of development; (4) Assuring that development is maintained properly; (5) Designating the exact location and nature of development; (6) Requiring the provision for on-site or off-site public facilities or services; (7) Requiring more restrictive standards than those generally required in an ordinance; (8) Requiring mitigation of effects of the proposed development upon service delivery by any political subdivision, including school districts, providing services within the planning jurisdiction. <p>Prior to granting a special use permit, studies may be required of the social, economic, fiscal, and environmental effects and any aviation hazard as defined in section <u>21-501(2)</u>, Idaho Code, of the proposed special use. A special use permit shall not be considered as establishing a binding precedent to grant other special use permits. A special use permit is not transferable from one (1) parcel of land to another.</p>
<u>Garden City Comprehensive Plan</u>	<p>Idaho Code § 67-6512(a), requires that special or conditional use permits shall be issued only when “not in conflict with the [comprehensive] plan.” The reason for the special treatment of conditional use permits, presumably, is that by their nature, they allow uses not in accordance with the normal zoning for an area. Thus, conditional use permits are, in essence, mini-zones. Conditional use permits are not required to be “in accordance with” the comprehensive plan. Instead, it is sufficient that they not be “in conflict” with the comprehensive plan.¹</p> <p>This application is in future land use designations of the Comprehensive Plan:</p> <ul style="list-style-type: none"> a.) Activity Node: Transit Oriented Development b.) Green Boulevard Corridor c.) Residential Low Density <p>The application may be supported by:</p> <p>Goal 1. Nurture the City</p>

¹ [2022 Givens Pursley Land Use Handbook](#)

	<p>a.) 1.3 Objective: Consider the needs of all citizens, businesses and the environment.</p> <p>b.) 1.4 Objective: Create a premier destination place to live, work, and recreate.</p> <p>Goal 4. Emphasize the “Garden” in Garden City</p> <p>a.) 4.3 Objective: Beautify streets, sidewalks and gateways with landscaping, trees, and public art.</p> <p>Goal 7. Connect the City</p> <p>a.) 7.4 Objective: Maintain and improve standards for sidewalks, curbs and gutters</p> <p>Goal 11. Serve the City</p> <p>a.) 11.1 Objective: Support additional education facilities.</p> <p>b.) 11.2 Objective: Continue to maintain existing public facilities and support social services. Develop more civic uses sought by the community.</p> <p>Goal 12. Evolve as a Destination</p> <p>a.) 12.2 Objective: Continue to support commercial and industrial land uses.</p> <p>b.) 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 4. Emphasize the “Garden” in Garden City</p> <p>a.) 4.3 Objective: Beautify streets, sidewalks and gateways with landscaping, trees, and public art.</p> <p>Goal 7. Connect the City</p> <p>a.) 7.1. Objective: Create pedestrian and bicycle friendly connections.</p> <p>b.) 7.4 Objective: Maintain and improve standards for sidewalks, curbs and gutters</p>
Garden City Sidewalk Policy	Existing detached pathway along Glenwood.
Garden City Street Light Policy	The street light is located at the intersection of Glenwood and State Streets, approximately 350 feet away.
State Street	<p>Primary TOD Station: Glenwood</p> <p>Context</p> <p>The Glenwood station area is a mix of older large format retail and newer apartments with locally serving retail, a grocery store, movie theatre, several restaurants, and a several “big-box” retail stores. Surface parking and impervious surfaces dominate the station area. Drive aisles with direct access to State Street and deep building set-backs create unpleasant and unsafe walking conditions. The number of driveways and curb cuts creates an intimidating environment for people walking and biking and is generally dangerous for non-motorized users.</p> <p>Zoning and Design</p> <p>Consider implementing a maximum floorplate for commercial uses to reduce the prevalence of large format retail immediately adjacent to stations.</p> <p>Land Uses and Urban Form</p> <p>The Glenwood Station concept takes advantage of existing community amenities and services, reducing the scale of large parking lots, providing a more walkable urban environment, and creating new development opportunities. North of State Street, surface parking lots are reorganized to create a street environment that encourages new retail and mixed-use</p>

	<p>development; townhomes and apartments increase housing options, foot traffic, and the demand for transit. The amount of impervious surface in the Glenwood station area provides opportunities for infill commercial, office, and housing. Creating a semi-gridded street network integrates smaller development pads into the existing large lot development pattern. The new street grid includes landscaping along streets and provides walkways (in addition to vehicle mobility) that will create a more walkable and inviting station area.</p> <p>Multimodal Connections</p> <p>An important aspect of the Glenwood station area concept is providing safe bicycle and pedestrian connectivity to the stations from existing residential uses while maintaining access to existing businesses.</p> <p>Station Concept</p> <p>The Glenwood Street Station serves as a crossroads and gateway to the Boise River and foothills, offering convenient shopping, employment, entertainment, and housing, all within an interconnected, green, transit-oriented neighborhood. This station concept builds off of the recent improvements to the business facades on the north side of State Street, while reimagining what the south side of State Street might look like if a smaller block pattern and “Main Street” design replaced the existing large format retail in the area. This concept incorporates the Median U-Turn intersection option, the preferred option identified through a joint ACHD and ITD intersection study project. Final approval of the preferred option is still required by ACHD Board of Commissioners.</p>
<u>Garden City Transportation Needs List</u>	<ul style="list-style-type: none"> Chinden, State Street, and Glenwood create a barrier between the properties on either side of the roads that segments the City. Installing safety crossings that are comfortable and safe will perforate the barrier effect of these large busy roads. Safe and comfortable access can assist in unifying the City and assist in increasing bike and pedestrian modes of transportation for school children and the rest of public. <p>The more that people chose to ride or walk, the more vehicle trips are decreased. Additionally, the more that residents and patrons are able and comfortable to move about the City outside of their vehicles, the more they will feel a sense of place.</p> <ul style="list-style-type: none"> Improve Glenwood and Riverside intersection to provide bicycle and pedestrian facilities in all directions, including paved access from Riverside to the bridge on the west side of Glenwood, to provide safe ADA compliant, pedestrian and bicycle access to and along Glenwood to bus stop. There is considerable pedestrian traffic going from the residential and commercial centers north of the river to the south side of the river and civic uses such as Post Office, Library, City Hall and Parks. This should include safe sidewalk access to the sidewalk provided at the Glenwood Bridge. The 2019 Looking Glass recommendations have noted that there have been four bicycle crashes in five years that indicate that the engineered geometry, particularly the right-on-red make this intersection difficult and dangerous to navigate as a pedestrian. The City has identified the ‘Plantation Node’ at the corner of Glenwood and State Street. The corner of State Street and Glenwood is one of the busiest corners in Idaho from a vehicular standpoint. There is existing strip retail structures at all four corners

of the intersection. The southwest corner contains a Wal-Mart and a beauty school in addition to a number of retail and fitness/beauty facilities. The southeast corner has similar uses. The northern corners include restaurants, a grocery store, a movie theater, retail and considerable vacant property in the northwest corner. When combined, these uses have the attributes of being able to create a destination location. They are currently not utilized as a destination location because of the fragmentation and isolation of the uses caused by the auto-orientation and design of the roads, building setbacks and extensive parking lots. The vision for this area is to transform it from a purely auto-oriented location to a location where people can safely and comfortably cross Glenwood at Riverside Drive and State Street and can also safely and comfortably cross State Street on both sides of Glenwood.

Additionally, the vision includes feeling safe and comfortable as a pedestrian or person utilizing the node as a destination from within the node. Additionally, there are a number of children who live southwest of their schools located on Gary Lane, Castle and Pierce Park. While the children may live $\frac{1}{2}$ to $\frac{3}{4}$ of a mile from their schools it is dangerous and difficult for them to walk or bike due to lack of safe crossing across State Street and lack of safe and direct access to the schools. While there is a network of roads that bike paths and or sidewalks could be added to, they mostly end in a cul-de-sacs and would need a pathway connection established between them in addition to bike and or sidewalk improvements.

Images



Figure 1: Bike parking provided at adjacent business off-site 420ft away.



Figure 2: Bicycle Parking provided at Wells Fargo. Off-site 215ft away.



Figure 3: Gap between Glenwood asphalt pathway and internal shopping mall pathway.



Figure 4: Approximate landscape square footage calculations.