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SITE INFORMATION

- 1) Owner: TPC GLENWOOD LLC
- 2) Street Address: 4983, 5111 N. Glenwood St., and W Chinden Blvd.
- 3) Ada County Tax Parcel Number(s): R1285070040, R8191508765, and R1285070030
- 4) Property Description: LOT 04 BLK 01 CARLS SUB, PAR #8765 OF LOTS 37 & 38 & VAC ST ADJ TO LOT 37 STRAWBERRY GLEN, LOT 03 BLK 01 CARLS SUB
- 5) Legal Lot of Record: Unable to determine
- 6) Property Size: 7.3 acres or 317,988 SF
- 7) Zoning District: C-2 Mixed-Use commercial
- 8) Zoning Overlay: None
- 9) Comprehensive Plan Land Use Map Designation:
 - a) Green Boulevard Corridor
 - b) Future Planning Area
 - c) Neighborhood Node: Transit Oriented Development
- 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) Adjacent Uses:
 - a) Future Planning Area
 - b) Green Boulevard Corridor
 - c) Neighborhood Node: Transit Oriented Development
 - d) Mixed Use Commercial
- 12) Existing Use: business center
- 13) Easements on site :
 - a) SG L37 B1 WATER SEWER EASEMENT; 200900052; PUBLIC UTILITY EASEMENT
 - b) BBNB WATERLINE; 200600025; PUBLIC UTILITY EASEMENT
 - c) CARLS- COMMON AREA MAINTENANCE AGREEMENT; 200600025; MAINTENANCE AGREEMENT TERMS
 - d) CARL'S SUB PLAT; 200600025; 25' INGRESS- EGRESS ACCESS EASEMENT
 - e) CARL'S SUB PLAT; 8010543; SEWER LINE EASEMENT, 10'
 - f) 5' UTILITY EASEMENT
 - g) CARL'S JR ELECTRICAL AND SIGN EASEMENT; SIGN AND ELECTRICAL EASEMENT; 200600025
 - h) SIGN AND ELECTRICAL EASEMENT
 - i) CARL'S SUB PLAT; POWER EASEMENT, 10'
 - j) CARL'S SUB PLAT; 25' SEWER EASEMENT
- 14) Site Access:
 - a) Front: N Glenwood
 - b) Side: W Chinden
- 15) Sidewalks: Sidewalks are installed and are in good repair
- 16) Wetlands on site: None identified

PROJECT INFORMATION

- 1) Proposed development: Façade change, Site Change
- 2) Noticing was completed on: Click or tap to enter a date.
- 3) The neighborhood meeting was held on: Click or tap to enter a date.
- 4) Associated Conditional Use Permit: CUPFY2026-0001
- 5) Site Coverage:
 - a) Building: # SF, % of the site
 - b) Landscaping: # SF, % of the site
 - c) Paved Areas: # SF, % of the site
- 6) Square footage dedicated to uses: business plaza
- 7) Number of Structures: 2
- 8) Total number of vehicular parking spaces:
 - a) Surface: 248
- 9) Total number of bicycle parking:
 - a) Surface: 90
- 10) Trash Enclosure: Republic Services will pick up individual services internal to the development
- 11) Fencing: chain linked fencing
- 12) Sidewalk:
 - a) detached proposed
- 13) Landscaping:
 - a) Street Trees: 5, class I
 - b) Parameter Landscaping: trees, shrubs, grasses, perennials, deciduous trees, and evergreen trees
- 14) Connections:
 - a) Closest VRT Stop:
 - i) ~0.1mi; N Glenwood St & W Lorimer Ln SWM
 - b) Greenbelt: ~1.1 mi.

AGENCY COMMENTS

The following agency comments were provided:

Agency	Comment Date	Summary
Ada County Highway District Link to Comment	7/2/2026	The Ada County Highway District (ACHD) has reviewed the submitted application and has determined that there are no improvements required to the adjacent street(s).
Garden City Engineer Link to Comment	7/13/2026	Parcel Consolidation We note the boundary between tax parcels R8191508765 and R1285070040 appears to be common to two building walls. The presence of the parcel line probably requires either adequate fire protection or perhaps a land parcel consolidation may be necessary. Affidavit of Legal Interest We note that TPC Glenwood LLC is owned by TPC Commercial Holdings II, LLC and Pacific West Communities, Inc. TPC Commercial Holdings II, LLC is owned by Pacific West Communities, Inc. and TPC Enterprise Holdings, LLC. TPC Enterprise Holdings, LLC is owned by Pacific West Communities, Inc. Pacific West Communities, Inc. has its corporate officers as Caleb

		Roope, President, as one of the officers. For our purposes, the affidavit is adequate. However, for the Stormwater Operation and Management Agreement, an entire chain of the companies will be necessary to properly execute the agreement. Ada County Highway District Approval / Idaho Transportation Department Approval of the project by the Ada County Highway District and/or the Idaho Transportation Department will be required. Fire District Approval Approval of the project by the North Ada County Fire and Rescue District may be required due to the common building wall. Should fire flow requirements exceed those available, the land use, improvement of off-site city water lines or other efforts may be necessary to obtain approval of plans. The review by the District will need to include review of access and locations of fire hydrants. Gravity Irrigation Facilities Should any modifications to any gravity or pressure irrigation facilities occur, the change requires an approval of the project from the irrigation entity. Should changes occur, the applicant must review the changes and determine if an Army Corps of Engineers 404 permit will be necessary to obtain. A Drainage District No. 2 and/or Thurman Mill irrigation facility located in the subject project. Please provide comments from these entities when full construction plans are prepared. Water and Sewer Connections Please be sure construction plans include all water and sewer lines/services in the project area. Any changed or new service must be reviewed and approved by the city's Public Works Department. The applicant is responsible to verify that adequate water system supply is available to provide any fire suppression water needs. If new sewer services are proposed, the applicant is responsible to confirm/verify that adequate sewer capacity is available and that the existing service depth is adequate to serve the project. Erosion and Sediment Control Prior to performing any new grading on the site, if any, the applicant must prepare and have approved by the city an erosion and sediment control plan. Site Geotechnical Report and Grading and Drainage Plan A site geotechnical report meeting the city's storm water design manual and a storm water design report for handling of storm water each prepared by an Idaho licensed design professional that is sealed, dated and signed is required. Compliance with the storm water ordinance and policies of the city will be required. Drainage must be maintained on-site. The grading plan must assure that proposed elevations match the perimeter ground and storm water capture remains on the site. The storm water report needs to address how roof drainage will be managed. The storm water report needs to include a section on depth to seasonal high groundwater and what its expected elevation is. Vertical separation from the storm water system to seasonal high groundwater must be at least three feet (with permeable pavers the separation is a minimum of two feet). As the submittal depicts permeable pavers as the proposed
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		treatment and disposal system for the project, be sure all guidance of the Boise City storm water design manual is adhered to. As an example, run-on ratios must not exceed the values provided in the design manual. Storm Water Operation and Management Agreement The landowner must enter into an agreement with the city that will be recorded addressing mandatory maintenance of the site's storm water system. The agreement must be fully executed, have approved plans attached and be recorded by the city with final plan approval. Storm Water Operation and Maintenance Manual The design professional must provide a storm water operation and maintenance manual that is sealed, signed and dated by the design professional. Said manual must be reviewed and approved by the city.
DEQ Link to Comment	7/13/2026	General comments have been provided.
Valley Regional Transportation Link to Comment	07/22/2026	If the applicant could extend the pad another 18' (extension area outlined in blue), it would be large enough we could place a shelter, bike rack and other amenities, in accordance with the BST KitOfParts.pdf page 22.

PUBLIC COMMENT

The following public comments were provided: None provided .

MEETING SUMMARY

There have been no previous consultations on this project.

CODE AND POLICY REVIEW

Discussion

Transit and Multimodal Connectivity

While the primary focus of the application is renovation of the existing business center, including parking lot renovation, façade improvements, landscaping, pedestrian enhancements, and site modernization, the project also presents an opportunity to strengthen multimodal connectivity along one of the City's most important transportation corridors.

The site is located along a designated **Green Boulevard Corridor**, an area identified in the Comprehensive Plan for transformation from a vehicle-dominated arterial into a more balanced multimodal corridor that accommodates pedestrians, bicyclists, transit users, and motorists. The Comprehensive Plan specifically envisions these corridors incorporating enhanced sidewalks, landscaped parkways, transit facilities, and pedestrian-oriented improvements that improve safety, comfort, and accessibility while maintaining mobility along the arterial network. The Plan further encourages promotion of public transportation and improved bicycle and pedestrian connections to major community destinations.

Although the proposed development largely serves an auto-oriented commercial center, the renovation includes several improvements that move the site toward these broader multimodal objectives. Notably, the project also required to provide bicycle parking facilities in quantities comparable to those required for motor vehicle parking accommodations, recognizing that future users may reach the site through a variety of transportation modes rather than exclusively by automobile.

The importance of multimodal access to the site is expected to increase in the coming years. Directly across the corridor, construction of a new public park is underway. Once completed, the park is anticipated to become a significant community destination attracting pedestrians, bicyclists, families, and transit riders from surrounding neighborhoods and the broader community. Given the commercial services available within the shopping center, it is reasonable to anticipate complementary activity between the park and the adjacent businesses, with park users visiting restaurants, retail establishments, and services before or after using the park. Similarly, one of the tenant spaces is expected to be occupied by a church, which may further diversify transportation patterns and generate additional pedestrian and transit activity during services and community events.

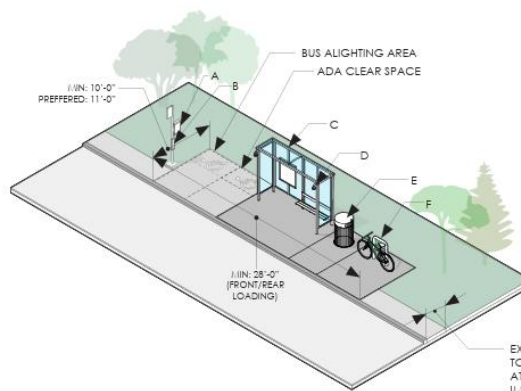
Existing transit service is provided along the corridor by Valley Regional Transit (VRT), with a bus stop located immediately adjacent to the project frontage. While the bus stop is not included within the scope of the proposed improvements, it is directly connected to the site. VRT has identified this stop as a medium-sized transit stop; however, the existing facility functions more like a small-sized stop, consisting of a bench located on a widened section of sidewalk.

Opportunities to expand the stop to the west are constrained by the presence of a mature tree, making expansion in that direction impractical. However, sufficient space exists within the landscaped area to the east of the stop to accommodate future improvements.



VRT has indicated that extending the concrete pad approximately 18 feet into this area would provide adequate space for installation of a transit shelter, bicycle rack, and other passenger amenities, allowing the stop to function as a medium-sized transit facility.

Station Size - Medium



City code specifically recognizes the importance of integrating transit infrastructure into development projects adjacent to existing or planned transit facilities, stating that bus stop improvements, shelter pads, shelters, and associated easements may be required and shall be integrated into a project's pedestrian circulation system consistent with VRT standards.

From a planning perspective, the requested pad expansion represents a significant long-term public benefit. Extending the bus stop pad would complement those investments by ensuring that transit users, bicyclists, and pedestrians benefit from the same level of infrastructure enhancement being provided for motorists. Given the site's location along a designated Green Boulevard Corridor, its adjacency to an existing transit stop, the presence of existing and future community destinations, and the anticipated increase in pedestrian activity associated with the future park and church use, incorporation of the VRT recommendation would further advance the goals of the Comprehensive Plan and create a more connected, accessible, and resilient transportation network for all users of the corridor.

Additional Site Improvement Opportunities

The site layout consists of many updates and incorporates landscaping, pathways, and a new drainage system. However, staff sees an opportunity to improve the site even further. Staff recommends that the applicant consider best modern practices for surface parking lot design.

Staff believes there is an opportunity to incorporate compact parking spaces. Potentially, compact spaces could be incorporated in areas where there is a need to increase landscape medians. Additionally, the city periodically receives inquiries regarding EV charging stations and recently received a building permit for EV station installation in the existing Walmart parking lot. It is also common for large retailers to incorporate solar panel canopies to provide additional shade and support building energy needs. If these practices align with the owner's goals, it would be beneficial to incorporate these improvements as part of the current renovation rather than adding them after the project is completed.

Staff also recommends adding circulation arrows, considering dedicated drop-off zones, and potentially adding wayfinding signage for parking areas.

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

Code Section	Compliance	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	May not be compliant	The City Engineer's comment states: "We note the boundary between tax parcels R8191508765 and R1285070040 appears to be common to two building walls. The presence of the parcel line probably requires either adequate fire protection or perhaps a land parcel consolidation may be necessary." Also, provide documentation demonstrating that the lots are legal lots of record.
8-1C-3 Property Maintenance Standards	Choose an item.	Per 8-1C-2, this article applies to all existing residential and non-residential buildings, structures, and lands.
Title 8, Chapter 2: Base Zoning District Regulations		

8-2B-1 Purpose		This zoning district is intended to implement the Comprehensive Plan's vision for mixed-use commercial and Activity Nodes. The designation may be appropriate to implement the Comprehensive Plan's designations of Mixed-Use Commercial and Main Street Corridor.
8-2B-2 Allowed Uses	Not Applicable	The applicant is not seeking approval for a specific use. This is an update to the existing site, which contains a business center with multiple uses on-site.
8-2B-3 Form Standards	Choose an item.	The required setbacks are: Front: 5' Interior Side: 0' Rear: 5' Street side: 5' The structures and site appear to be compliant with form standards.
Title 8, Chapter 4: Design and Development Regulations		
8-4A-3 Fences and Walls	May not be compliant	The use of barbed wire, razor wire, boxes, sheet metal, old or decayed wood, broken masonry blocks, chain link, chain link with slats, or other like unsightly materials for fencing shall be prohibited. There is a chain link fence around the building on the west side, but ownership is unclear. Google imagery also indicates that chain-link fence and gates are present along Chinden. See Figure 1 Conditions have been drafted requiring that all chain-link fencing (with or without barbed wire) that is visible from the right-of-way, including the gate, shall be removed from the property or replaced with code-compliant fencing materials. If any portion of the fencing does not belong to 4983 & 5111 N Glenwood St.; affidavit of non-ownership shall be submitted Any future fencing will be required to be in compliance with code at the time of occupancy.
8-4A-4 Outdoor Lighting	Compliant as Conditioned	Standards: 1. Electrical feeds to outdoor light fixtures shall be underground, not overhead. 2. Street lighting shall be provided consistent with an adopted fixture design and plan developed by the city. Prohibitions: 1. Mercury vapor lamp fixture and/or lamp. 2. Laser source light or any similar high intensity light when projected above the horizontal. 3. Strobe lights, except for emergency uses. 4. Searchlights, except where approved for temporary uses. The proposed luminaire is an LED area light and is not a mercury vapor fixture, laser source, strobe light, or searchlight. Therefore, it appears to be compliant with the listed prohibited lighting conditions. 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	May not be compliant	This proposal does not 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. All on-site service areas for waste, recycling, and trash, as well as equipment areas for transformers and utility vaults, must be either located out of public view or screened from adjacent properties and public streets using a privacy fence, in accordance with Garden City Code. Mechanical equipment, including HVAC units, trash dumpsters, recycling containers, and other service-related infrastructure must be integrated into the overall building and landscape design. These elements must be visually and acoustically contained to minimize impacts on surrounding properties and the public realm. This equipment must be screened or otherwise concealed from public view, consistent with code requirements. Dumpsters are not screened from view from the public right-of-way. See Figure 1 and Figure 2. The applicant is proposing screening along Chinden Boulevard only.
8-4A-7 Stormwater Systems	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.
8-4A-8 Utilities	Compliant as Conditioned	Another draft condition of approval is provided requiring that all utilities be underground. All utilities for a new structure shall be installed underground. For the purposes of this section, the term "utilities" shall include, but not be limited to, electric, natural gas, water, wastewater collection, storm drainage, telephone, and cable services.
8-4C-3 Design Provisions for Nonresidential Structures	May not be compliant	Storefront Renovations: Any storefront renovations, where more than 25% of the facade of the store is altered, replaced, rehabilitated or restored, shall comply with sections 8-4C-3A.4, 8-4C-3C, 8-4C-3E, 8-4C-3F, and 8-4C-5 of this article. Lot Improvements: Any lot improvements that changes or cumulatively changes more than 25% of the site area within a 24-month period shall be required to conform to sections 8-4C-3B and 8-4C-3D of this article. The applicant proposes to modify the façade of the building located at 4983 N. Glenwood St. Therefore, the requirements of Sections 8-4C-3A.4, 8-4C-3C, 8-4C-3E, 8-4C-3F, and 8-4C-5 of this article are applicable only to that building. For the building located at 5111 N. Glenwood St., the applicant is proposing only minor repairs and replacement of light fixtures. Sections 8-4C-3B and 8-4C-3D are applicable to all sites because the proposal includes renovation of the parking lots on all sites. <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>

First Floor Facades: First floor facades that face a public street, or the Greenbelt shall include elements to activate the ground floor. The facade should include surfaces in windows, showcases, displays, plaza, or pedestrian access elements as follows: for front façade at least 50%, for other facades visible from the public right-of-way at least 30%.

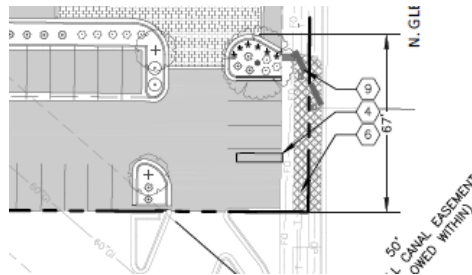
It is unclear whether the façade along Chinden Boulevard provides 30% of the required ground-floor activation elements.

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.

Parking Lot Locations: 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 by one of the following ways:

- The lot is a minor component in a large site development and is no wider than one parking bay and one driveway lane; or
- The site design demonstrates that the parking lot is well integrated with the overall site design and pedestrian connections and amenities have been provided that compensate for the parking lot location; or
- A minimum of 10 feet of landscaping has been provided between the parking lot and the view of the surface lot from the street is minimized; or
- The parking lot is designed with materials and landscaping that softens the appearance of the parking lot.

The parking lot is in a preexisting location. The applicant provided an updated landscaping and parking design for the surface parking area. However, there is a missing landscape buffer along Glenwood Street that needs to be addressed.



Driveway Lanes: Driveway lanes crossing a public sidewalk should be no wider than 22 feet where they cross the sidewalk and the minimum of feet between driveway intersections with the public street as set forth by the transportation authority. Driveway lanes crossing a public sidewalk intersection should be clearly distinguished with special pavement or coloring.

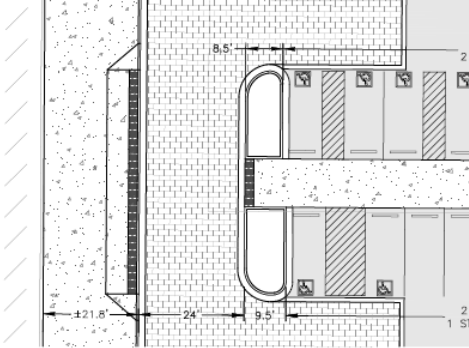
Driveways are greater than 22 feet wide. The transportation agency did not provide comments at this time. Discussion is required.

Pedestrian Pathways:

- Pedestrian pathways should be designed to provide a direct connection between the main building entrance and the public sidewalk. **Provided**
- Direct, convenient, and attractive pedestrian pathways should be provided that are clearly marked and connect all portions of the site. **Provided**
- Pedestrian pathways should be functionally separate from parking lots and driveways except where they cross driveways. **Compliant**
- No access to a parking space should require a pedestrian to cross more than one drive aisle and two parking bays of parking. Pedestrian pathways that are flush or shared with driveways, or pathways that cross surface parking lots longer than one drive aisle and two parking bays in distance should be

visually distinct from parking lot and driveway surfaces by either: (1) a distinct pattern and texture (e.g., brick pavers or stamped concrete) in paving materials; or (2) a raised surface. **May not be compliant**

An additional crossing may be required to serve this portion of the site:



Primary Entrance:

a. 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. **The building consists of multiple tenant spaces and does not have a primary entrance.**

b. The primary entrance of all buildings should provide a covered pedestrian open space such as a building recess, an awning, canopy or marquee.

Provided

c. Pedestrian amenities should be provided at the entrance including a minimum of 100 square feet of landscaping, outdoor seating, plazas, courtyards, public art, fountains, special paving, bicycle racks, transit stop.

Not provided

Objective 3: Buildings shall be designed and constructed of quality materials

1. Suitable Materials: Materials should be selected for suitability to the type of building and design for which they are used.

2. Encouraged Materials: Quality finish materials should be utilized, including, but not limited to, brick, masonry, or stone integrally tinted, textured masonry block, stucco, wood, or concrete siding.

3. Discouraged Materials: Corrugated fiberglass, aluminum siding, mirror or metalized reflective glass, plywood, chipboard siding, vinyl, cinderblock, plastic tilt-up concrete, highly tinted or mirrored glass, and all types of imitation building materials should not be used as the primary building material.

4. Discouraged Finishes: Finishes that reflect light and glare; or bright, heavily saturated and/or reflective shades of primary colors are discouraged.

5. Matched Colors: The color of roof stacks, flashing, vents, power exhaust fans, and metal chimney caps should blend with the roof colors.

6. All structures visible from the right-of-way shall be compatible within the development.

Provided materials:

exterior material schedule:

FINISH	LEGEND	DESCRIPTION
FC-1		MANUFACTURER: FIBER CEMENT PRODUCT: VERTICAL ORIENTATION COLOR: TBD
PT-1		MANUFACTURER: TBD PRODUCT: PAINT EXISTING COLOR: MED/DARK GREY
PT-2		MANUFACTURER: TBD PRODUCT: PAINT EXISTING COLOR: MATCH FC-1
ACM		MANUFACTURER: TBD PRODUCT: ACM OR SIMILAR COLOR: MATCH PT-1

Objective 4: The site design shall respect existing notable site features including existing buildings, landscaping, trees and water.

Maintenance Of Existing Vegetation: All existing trees, significant vegetation and surface water features should be maintained.

Objective 5: The design of all buildings shall provide visual interest, not be in conflict with the comprehensive plan, and positively contribute to the overall urban fabric of the community. Buildings should interrelate with the public realm and should augment the pedestrian experience adjacent to public streets, multi-use paths, gathering places, parks, Greenbelt and Nature Path.

1. Articulation: Buildings should be articulated to reduce the apparent scale. Architectural details that are used to articulate the structure may include reveals, battens, and other three-dimensional details that create shadow lines and break up the flat surfaces of the facade. The following are ways to achieve building articulation:
 - a. Window Treatments: Provide ample articulated window treatments in facades visible from streets and public spaces for architectural interest and human scale. Windows should be articulated with mullions, recesses, etc., as well as applying complementary articulation around doorways and balconies.
 - b. Architectural Elements: The mass of long or large-scale buildings can be made more visually interesting by incorporating architectural elements, such as arcades, balconies, bay windows, dormers, and/or columns.
 - c. Rooflines: A distinctive roofline can reduce perceived building height and mass, increase compatibility with smaller scale and/or residential development, and add interest to the overall design of the building.
 - i. Change the roofline by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
 - ii. Roofs that incorporate a variety of vertical dimensions such as multiplaned and intersecting rooflines are encouraged.
 - iii. Flat roofed designs should include architectural details such as cornices, and decorative facings to provide interest to the roofline.
 - d. The scale, arrangement, and texture of the buildings and open space shall vary throughout the development to reflect function, visual interest, and architectural significance.
2. Building Details: The design of buildings should be enhanced with appropriate details. The following elements are examples of techniques used on buildings to provide detail:
 - a. Ornate Rooflines: Examples include ornamental molding, entablature, frieze, or other roofline devices.

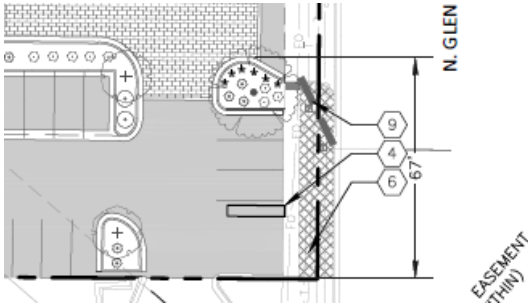
		b. Detailed Treatment Of Windows And Doors: Examples include decorative lintels, sills, glazing, door design, molding or framing details around all windows and doors located on facades facing or adjacent to public streets or parks. Window sizing and treatment should be as follows: i. Windows should not have individual glass panes with dimensions greater than five feet by seven feet (5' x 7'). ii. Windows should be surrounded by trim, molding, and/or sill at least four inches (4") wide. Commercial buildings with no trim or molding should have window frames at least two inches (2") wide. iii. Individual window units should be separated from adjacent window units by at least six inches (6") of the building's exterior finish material. c. Ornamentation: Examples include ornamental railings, grillwork, landscape guard, and trellises. d. Distinctive Light Fixtures: Examples include lights with a decorative shade or mounting. e. Artwork Or Decorative Paving: The artwork may be freestanding or attached to the building, and may be in the form of mosaic, mural, basrelief sculpture, light sculpture, water sculpture, fountain, freestanding sculpture, art in pavement, or other similar artwork. Staff believes that the changes to the façade along Glenwood—specifically, the addition of more glazing in the pedestrian zone and the modification of the roofline—comply with the requirements of this section. However, staff is not certain that the façade along Chinden meets the requirements. <i>Objective 6: The site development should support and be consistent with the adopted streetscape.</i> The applicant will be required to construct the sidewalk in accordance with ITD and Garden City requirements.																				
8-4C-4 Special Provisions for Specific Non residential Development	Not Applicable																					
8-4C-5 Prohibitions	Compliant as Conditioned	Principal and accessory structures visible from the right-of-way that are made of prefabricated materials such as shipping containers or pre-engineered metal buildings unless they contain architectural features and a variety of materials so that they lose the appearance of being a prefabricated structure.																				
8-4D Parking and Off Street Loading Provisions.																						
8-4D-3 Parking Design and Improvement Standards	Compliant as Conditioned	Vehicle parking: <table><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* Must also meet fire requirements</th></tr><tr><td colspan="5">Standard</td></tr><tr><td>90°</td><td>9'0"</td><td>20'0"</td><td>9'0"</td><td>22'0"</td></tr></table>	Table 8-4D-1: MINIMAL DIMENSIONAL STANDARDS FOR MOTOR VEHICLE STALLS					Parking Angle	Stall Width	Stall Depth	Length Per Car	Driveway Width* Must also meet fire requirements	Standard					90°	9'0"	20'0"	9'0"	22'0"
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90°	9'0"	20'0"	9'0"	22'0"																		

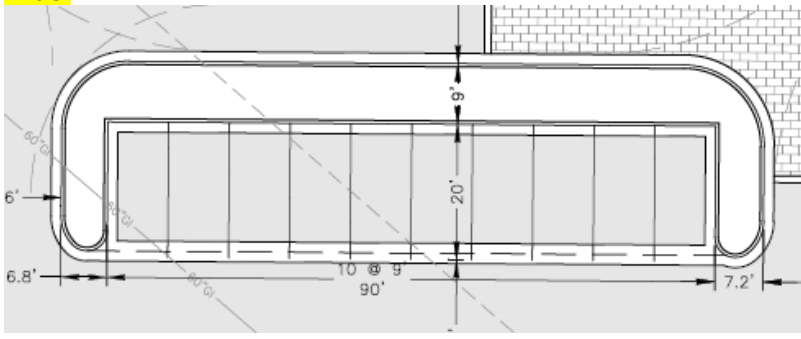
		Compliant Parking Provided: <u>237 regular parking spaces</u> Stall Width: 9' Length per car: 20' <u>11 ADA parking spaces</u> Stall Width: 9' Length per car: 20' Access aisles: vary from 5 feet to 9 feet. Compliance will be verified at the building permit stage. Total: 248 vehicle parking spaces A pedestrian route that is compliant with current Americans With Disabilities Act (ADA) standards must be provided from the parking area to each primary entrance; Parking lots shall be designed in compliance with the requirements as set forth in chapter 8-4, article C of this title, Design Provisions For Nonresidential Structures; Parking lots shall be designed in accordance with chapter 8-4, article I of this title, Landscaping And Tree Protection Provisions; All parking and loading zones shall provide proper drainage of surface water to prevent the flow of water onto adjacent properties, walkways, or streets. The design of the parking area shall minimize the trespass of lights from motor vehicles on adjacent properties and rights-of-way. All parking and loading zones shall provide proper drainage of surface water to prevent the flow of water onto adjacent properties, walkways, or streets. All off-street parking areas for nonresidential uses shall be provided with a substantial wheel restraint to prevent cars from encroaching upon abutting private and public property or overhanging beyond the designated parking stall dimensions. When a bumper overhangs onto a sidewalk or landscape area, the parking stall dimensions may be reduced two feet (2') in length if two feet (2') is added to the width of the sidewalk or landscaped area planted in ground cover. No parking shall encroach on adjacent property, in the on-site required landscape area, or across pedestrian pathways. Any parking area utilized for more than two (2) dwelling units and/or for nonresidential uses which is intended to be used during nondaylight hours shall be properly illuminated to increase security and avoid accidents. Any lights used to illuminate parking lots shall be arranged so as to direct the light from trespassing on adjoining property and adhere to section 8-4A-4 of this chapter, Outdoor Lighting. Bicycle parking spaces shall: 1. Be a minimum space six feet (6') long by two feet (2') wide; 2. On-site spaces shall be located within fifty feet (50') of the building entrance(s); 3. Public bicycle spaces may be provided within three hundred feet (300') of the property in lieu of on-site spaces. If public bicycle spaces
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		are provided, legally binding documentation including property owner approval, maintenance responsibility, and public use allowance shall be provided to the city; 4. Be separated by a physical barrier to protect the bicycles from damage by motor vehicles if located within a motor vehicle parking area. The physical barrier can be curbs, poles, wheel stops, or other similar features; 5. Be visible, unless specified for the use of tenants, in which case the bicycle parking spaces must be covered; 6. Be easily accessible from the street; 7. Not impede pedestrian movement or loading zones; 8. Not impede pedestrian or vehicular circulation or loading zones. The facilities shall be incorporated, whenever possible, into the structure's design or street furniture; and 9. Be properly illuminated to increase security and avoid accidents and adhere to section <u>8-4A-4</u> of this chapter, Outdoor Lighting.
8-4D-4 Parking Use Standards	Choose an item.	A. Number Of Spaces: No use shall provide less than the minimum spaces required by this article. B. Use Of Property; Phased Projects: The use of any property is conditional upon the unqualified continuance and availability of the parking as required by this code.
8-4D-5 Required Number of Off- Street Parking Spaces	Not Compliant	The use or uses as defined in section 8-7A-1 of this title, Definitions Of Uses, that best describe the proposed use or uses shall be utilized. If a proposed use is not specifically listed, the decision maker will determine and utilize the parking ratio of a defined use that is most like the proposed use. If no use is specified, the high parking demands category of Table 8-4D-3 will be utilized. Total leasable space: 113,207 SF High parking demand requires 1 parking space per 500 SF of building. Vehicle parking space required: $113,207 \text{ SF} / 500 = 226$ Provided: 248 Bicycle parking space required: $113,207 \text{ SF} / 500 = 226$ Provided: 90. Not compliant EV parking spaces may be provided. Each EV parking space provided shall be counted towards the minimum off-street parking requirements for the project. Compact Parking: A maximum of thirty percent (30%) of the required parking spaces can be compact. Multifamily, mixed use, and nonresidential compact spaces shall be clearly marked as such on the pavement or curb or otherwise signed.
8-4D-7 Off Street Loading Standards	Compliant as Conditioned	Off Street Loading Zones Space and Access Requirements • All spaces shall have fourteen feet (14') of vertical clearance. • Access driveways for parking areas shall be located in such a way that any vehicle entering or leaving such an area shall be clearly visible by a pedestrian or motorist approaching the access or driveway from a public or private street. • Except for an alley, loading areas shall be designed so vehicles shall not back out into the street; or project into the public right of way or setback area;

		Loading zones may not impede bicycle lanes, multi-use paths, sidewalks, or motor vehicular travel on public roads.
8-4E Transportation and Connectivity Provisions		
8-4E-3 Public Street Connections	Compliant as Conditioned	All streets and driveways shall adhere to the standards of a clear vision triangle. It needs to be indicated on the site plan.
8-4E-4 Internal Circulation Standards	May not be compliant	Driveways, aisles and turnaround areas, when required for fire and refuse access, shall meet the following standards: - Have a minimum vertical clearance of thirteen feet six inches (13'6") for their entire length and width. - Have a minimum width of twenty feet (20'). Not enough information - 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.
8-4E-6 Sidewalk Standards	May not be compliant	There is an existing detached sidewalk along Glenwood Street. Along Chinden Boulevard, there are both attached and detached sidewalks. A condition of approval in CUPFY2026-0001 required a 7-foot-wide detached sidewalk with a 5- to 7-foot furniture/planting zone along the street. The applicant has incorporated these requirements into the plans for this application. However, the dimensions on the site plan are unclear.
8-4E-7 Pedestrian and Bicycle Accessibility Standards	May not be compliant	There are direct connections between the internal pathway and the sidewalk along both Chinden Boulevard and Glenwood Street. An additional pedestrian connection is also provided midway along the Glenwood frontage, connecting the sidewalk to the internal pathway. A pathway shall be a minimum width of four feet (4'). The dimensions on the site plan are unclear. Pedestrian amenities shall be provided along sidewalks and pathways to support defensible space, crime prevention, pedestrian comfort and accessibility. The pathway may be painted on asphalt; or be made of another material. The pathway shall be clearly for pedestrians. Suggested styles include crosswalk styles of either solid, continental, ladder, or zebra. Standard or dashed styles shall not be used. Solid  Standard  Continental  Dashed  Zebra  Ladder 
8-4E-8 Transit Facilities	Not Determined Discussion required	Bus pullouts, shelter pads, shelters, and related right of way and easements may be required when a development is adjacent to an existing or planned bus stop or transit station. These facilities shall be integrated into the overall pedestrian plan of a project, and designed consistent with the requirements of the Valley Regional Transit authority. (see Discussion)
8-4F Sign Provisions		

8-4F-13 Master Sign Program	Compliant as Conditioned	The following shall include a master sign program as part of the application for design review: 1. A remodel or renovation that has nonresidential use(s) and more than one building or occupant where a structural addition adds more than twenty five percent (25%) increase in gross floor area of any existing building on site; or 2. Any storefront renovation that has nonresidential use(s) with more than one building or occupant where more than twenty five percent (25%) of the facade of any store is altered, replaced, rehabilitated or restored; or 3. Any lot improvements that has nonresidential use(s) with more than one building or occupant that change more than twenty five percent (25%) of the site area.												
8-4I Landscaping and Tree Protection Provisions														
8-4I-3 General Landscaping Standards and Irrigation Provisions	Compliant as Conditioned	Parking lot replacement that is greater than fifty percent (50%) of the parking area shall comply with all requirements of sections 8-4I-5, "Perimeter Landscaping Provisions", and 8-4I-6, "Parking Lot Landscaping Provisions", of this article. Additions or site modifications greater than fifty percent (50%) of the gross floor area of the existing structure or developed area, shall comply with all provisions of this article. The following minimum plant sizes shall be used for all required landscape areas: <table><tr><td>Shade trees</td><td>2 inch caliper minimum</td></tr><tr><td>Ornamental trees</td><td>2 inch caliper minimum</td></tr><tr><td>Evergreen trees</td><td>6 foot height minimum</td></tr><tr><td>Woody shrubs</td><td>2 gallon pot minimum</td></tr></table> Required landscape areas shall be at least seventy percent (70%) covered with vegetation at maturity, with mulch used under and around the plants. Use of mulch, organic or rock, as the only ground cover in required planting areas is prohibited. <table><tr><td>Required Number Of Class II Or Class III Trees</td><td>Minimum Number Of Species</td></tr><tr><td>More than 50</td><td>5</td></tr></table>	Shade trees	2 inch caliper minimum	Ornamental trees	2 inch caliper minimum	Evergreen trees	6 foot height minimum	Woody shrubs	2 gallon pot minimum	Required Number Of Class II Or Class III Trees	Minimum Number Of Species	More than 50	5
Shade trees	2 inch caliper minimum													
Ornamental trees	2 inch caliper minimum													
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Required Number Of Class II Or Class III Trees	Minimum Number Of Species													
More than 50	5													
8-4I-4 Landscaping Provisions for Specific Uses	May not be compliant	A minimum of five percent (5%) of the gross site area shall be landscaped areas, excluding areas for setback or perimeter landscaping. Required: 317,988 SF x 0.05= 15,899 SF Proposed: 22,446 SF 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. Chinden Blvd (~209 LF): 1 Street tree + 4 Frontage trees = 5 trees												

		Provided: 5 trees. Glenwood Street (~368 LF): 1 Street tree + 7 Frontage trees = 8 trees Provided: 2 exiting trees. All new trees are proposed outside of the existing green buffer area along the street. Clarification is required. 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. 22,446 SF/1,000 SF= 22 trees Provided: 62 trees Minimum required: 22,446 SF /150 SF= 150 shrubs; Provided: Proposed: 232 shrubs. Ensure that the required landscape areas are at least seventy percent (70%) covered with vegetation at maturity. Note: Staff recommends requiring Class II street trees (or larger where planting strip width allows) along public frontages to maximize cooling, public health, habitat, stormwater, and long-term canopy outcomes; Class I trees should only be permitted where overhead utilities or substandard planter widths preclude larger forms. This is consistent with regional practices and local streetscape precedents of new developments in Garden City. Conditions have been drafted to allow Class I trees in lieu of Class II or Class III trees due to overhead utilities along Chinden and Glenwood.
8-4I-5 Perimeter Landscaping Provisions	May not be compliant	Type B Filtered Screen Landscaping is required in the following circumstances: - Along surface parking areas greater than three (3) cars adjacent to public streets. Type B perimeter landscaping is required along the parking lot frontage on Chinden Boulevard and Glenwood Street. A portion of the parking lot is not screened along Glenwood.  The selected plant materials may be a mix of deciduous and evergreen varieties so that the following is achieved: - Visual interest during the winter months; and - The landscaping provides a visual separation, but not a complete visual barrier.
8-4I-6 Parking Lot	May not be compliant	Plant materials for parking lot landscape areas shall be selected for suitability in that environment:

Landscaping Provisions		a. Native and non-native plant species that are hardy, drought tolerant, and resistant to the stresses of compacted soils and weather exposure shall be used; b. Suitable native species shall be included where possible and appropriate; c. Monocultures which can be susceptible to disease shall be avoided; e. Consideration to the sun, shade and irrigation requirements shall be made; and f. A variety of deciduous and coniferous trees and shrubs for year round interest, texture, shape and seasonal color shall be planted. 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. Internal landscaped areas shall be designed with a curb to prevent damage from vehicles, to separate planting areas from pedestrian pathways, and to prevent soil and other landscape material from spreading over adjacent surfaces. a. Taller or shorter curbs are permitted where vehicle overhang and door clearances are not an issue. b. Curb cuts are permitted to the extent needed to support accessibility and stormwater initiatives. Plant high branching deciduous trees throughout the parking lot interior to provide shade for pedestrians, vehicles and surfaces. Internal shade trees shall be provided at a minimum ratio of one tree planted for every five (5) parking spaces supplied. Internal shade trees shall be planted such that no parking space is more than one hundred feet (100') from a tree. 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. A continuous landscape median at least ten feet (10') in width shall be provided every three (3) banks of parking (a bank is 2 rows of parking and a drive aisle). Based on the proposed parking layout, staff cannot determine whether this requirement is met. It appears that not every third bank of parking is separated by a 10-foot-wide landscape median. Additionally, one of the proposed landscape medians is less than 10 feet wide. 
8-4I-7 Tree Preservation Provisions	No compliance issues noted	No comment

Title 8, Chapter 6, Article A: Administration		
8-6A-3 <u>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.
8-6A-4 Required Application Information	N/A	
8-6A-5 Administrative Process with Notice	Choose an item.	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 Consultant's recommendation and the Planning Official'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	CUPFY2026-0001
Garden City Comprehensive Plan	The land use map shows generalized designations for future land uses. The map also identifies unique possibilities for land use and areas for future studies. The following is an explanation for the designations shown in the legend on the land use map. This application is in future land use designations of the Comprehensive Plan: 1. 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. Activity Nodes by type shown on the Land Use Map are as follows: Neighborhood and Destination Centers: The centers should be focused on uses that facilitate making the location a destination. Uses may include small scale retail, art, office, and higher density residential. <u>Identified centers are:</u>

- Adams and 50th Streets intersection to the Boise River
- Adams and 42nd street intersection to the Boise River.
- East city boundary to 36th street between the Boise River and Chinden Boulevard
- Glenwood and Marigold Streets intersection
- Chinden Boulevard and Garrett Street intersection
- Chinden Boulevard and 50th Street intersection
- State Street and Pierce Park Transit Oriented Development Nodes
- Chinden Boulevard and Glenwood Street intersection
- Chinden Boulevard and Veterans Parkway intersection
- State Street and Horseshoe Bend Road
- State Street and Glenwood Street

2. **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.

3. **FUTURE PLANNING AREA:** Future Planning Areas have been identified for large parcels of vacant or under-developed land including the area west of the city within the Area of City Impact; the area around the Idaho Expo Center, including the Idaho Department of Transportation (ITD) District 3 Headquarters; and the Ada County Highway District (ACHD) operations and maintenance property surrounding at 37th and Adams. This designation is intended to identify these areas for further master plan or site-specific planning efforts. The large size of these areas provides a unique opportunity for master planning with consideration for a mix of uses and residential housing types; street, sidewalk and bicycle networks and connectivity; spaces for public uses including parks, open spaces, plazas; and infrastructure improvements including water and sewer. Each of the designated Future Planning Areas present unique opportunities and challenges that should be considered in the master planning for the area.

Area of City Impact West:

- Access from Chinden Boulevard and through the site with connections to the city.
- Mitigation of the industrial impacts of noise, dust and truck traffic from the existing gravel operations.
- The opportunity for renovation of the gravel operation site for future flood protection, park and recreation uses.

Idaho Expo and ITD District 3 Headquarters:

- Connections through the site including extension of Adams/ Alworth Street to Glenwood at Marigold Street, and between Glenwood and Coffey Streets.
- Opportunity for creating a town center for the city.

	• More efficiency in the use of land through eliminating large parcels of currently underutilized parking with year-round, community benefitting uses such as schools, hospitals, and performance space. • Improved access and utilization of the Boise River and floodplain for park land in exchange for highest and best commercial uses at the Glenwood/Chinden Intersection. <u>ACHD Site:</u> • Opportunity to open additional access and river frontage to the public. • Regeneration of the existing operations and maintenance yard along the river to the highest and best use. • Challenge in creating higher intensity use of the site that transitions and is compatible with the surrounding neighborhood. <u>The application may be supported by:</u> list goals or objectives e.g. Goal 2. Improve the City Image • 2.2 Objective: Uphold standards for private property maintenance with a focus on nonresidential properties. • 2.3 Objective: Promote quality design and architecturally interesting buildings. • 2.4 Objective: Create a vision for the design of all streets and highways consistent with city's urban setting. Goal 4. Emphasize the "Garden" in Garden City • 4.1 Objective: Beautify and landscape. • 4.3 Objective: Beautify streets, sidewalks and gateways with landscaping, trees, and public art. Goal 7. Connect the City • 7.1 Objective: Create pedestrian and bicycle friendly connections. • 7.4 Objective: Maintain and improve standards for sidewalks, curbs and gutters. Goal 12. Evolve as a Destination • 12.2 Objective: Continue to support commercial and industrial land uses. <u>The application may not be supported by:</u> list goals or objectives E.g. Goal 7. Connect the City • 7.2 Objective: Promote public transportation along State, Chinden, Glenwood and Adams with stops in neighborhoods and with pedestrian and bicycle connections to major city destinations including schools.
Garden City Sidewalk Policy	A detached sidewalk is proposed
Garden City Street Light Policy	Not enough information
Chinden- ITD Access Management	No comment has been provided yet.
Garden City Transportation Needs List	Glenwood and Chinden Intersection Redesign The intersection of Glenwood and Chinden does not function well for any mode of transportation, particularly those needing ADA accessible routes, bicyclists, and pedestrians.

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](#). The Planning Official and City Council have decision authority once a Design Review Consultation has occurred.

Decision

Pursuant to GCC 8-6A-5, staff shall take one of several actions:

- a. Intent to approve as submitted;
- b. Intent to approve with changes;
- c. Request changes and resubmittal;
- d. Recommend denial; or
- e. Recommend public hearing.

Once the decision is rendered it will be sent to the applicant and interested parties. If the determination is a recommendation for a public hearing or if a person with standing objects, a hearing with City Council or Planning and Zoning Commission will be scheduled.

Appeals of Decision:

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. The objection shall be made on the appeal submittal form and must be accompanied by the appeal fee. 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. Verbal objections will not be accepted. Written objections received after the 15-day objection period will not be accepted.

When a design review consultation is required as part of an application that requires a public hearing, public testimony regarding design will be heard by the planning and zoning commission at the planning and zoning commission's scheduled hearing.

REQUIRED FINDINGS, CONCLUSIONS OF LAW AND DECISION

Required Findings

In order to approve a design review application after a recommendation by the design review consultant(s), the decision maker shall make a determination with written reasoned statements on the following findings:

GCC 8-6B-3_Required Findings	Determination	Reasoned Statements
1. The proposed design shall comply with all design standards in Garden City Code, Title 8. 2. The proposed design shall provide effective bicycle and pedestrian access and movement to, from, within, and across the site.	Not Determined: This will be completed in conjunction with the	TBD: This will be completed in conjunction with the formal decision

3. The proposed design shall be compatible with or improve the public's use of existing and planned public spaces, including but not limited to the greenbelt and pathways, sidewalks, parks, roadways, open space, public facilities, Boise river and waterways, canals, and other surface irrigation. 4. The proposed design shall be compatible with the neighborhood in scale and intensity. 5. The proposed design shall not create an adverse impact on the surrounding neighborhood. 6. The proposed architecture and site improvements shall have facades, features, materials and building form, and other physical improvements that are compatible with or enhance the neighborhood. 7. The proposed design and landscape shall improve the design and function of the site and be consistent with the southwest Idaho climatic conditions; and 8. The proposed design shall be compatible with applicable natural, scenic, and historic features, including but not limited to wetlands, the Boise River, waterways, and historic structures.	formal decision	
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The Planning Official reviewed the application with regard to Garden City Code, Title 8, Chapter 4, and based on the conditions required herein, concludes the application Choose an item. the standards of approval under **GCC 8-6B-3 Design Review**.

WHEREFORE, based upon the foregoing Findings of Fact and Conclusions of Law contained herein, the Choose an item. hereby Choose an item. the application, subject to the following conditions:

POTENTIAL CONDITIONS

(This section will be revised during the finalization of the report, following the consultation.)

Site Specific Requirements:

General Requirements:

1. This review and approval is specific to the design of the project. Final approval is subject to the approval of other reviewing agencies. Any more restrictive standards adopted and made applicable by any Transportation Authority, Fire Authority or other Federal, State or Local regulatory agencies shall prevail. This approval shall not annul any portion of Garden City Code or other applicable regulation unless specifically noted.
2. Any changes to the plans and specifications upon which this approval is based, other than those required by the above conditions, will require submittal of an application for modification and approval of that application prior to commencing any change.
3. All improvements and operations shall comply with applicable local, state and federal requirements and procedures whether specifically addressed in the analysis of this application or not. This shall include but not be limited to 8-4A General Provisions of Design and Development Regulations; 8-4I-3 and Landscape Maintenance Provisions 8-4I-9; and Standards for Transportation and Connectivity Provisions identified in 8-4E.
4. All utilities on the site, including telephone, cable television, and electrical systems shall be underground and in compliance with Garden City Code 8-4A-8.
5. Driveway openings in curbs shall comply with the requirements of the Transportation Authority. The driveway shall be straight or provide a 28-foot inside and 48-foot outside turning radius.
6. Plant materials which exhibit evidence of insect pests, disease, and/or damage shall be appropriately treated to correct the problem. Dead plant materials shall be replaced.
7. Where landscaping might impact motorist or pedestrian sight distance, shrubs shall be maintained below three feet (3') in height and trees shall be pruned so that the lowest branches will be at least seven feet (7') above the ground level.
8. A three-foot (3') clearance zone shall be maintained around the circumference of fire hydrants.
9. Retain and protect existing trees, vegetation, and native soils and integrate these features into the overall landscape plan as required by or exempted from Garden City Code 8-4I and as shown in the approved landscape plans.
10. Required landscape areas shall be at least seventy percent (70%) covered with vegetation at maturity, with mulch used under and around the plants. Use of mulch, organic or rock as the only ground cover in required planting areas is prohibited.
11. If trees are staked, the stakes shall be removed within twelve (12) months to prevent damage to the tree.
12. All planting areas that border driveways, parking lots, and other vehicle use areas shall be protected by curbing, wheel stops, or other approved protective devices.
13. Trees shall be planted at least three feet (3') from curbs, sidewalks, driveways and other hard surfaces to buffer from stress caused by vehicle overhang and compacted soils or planted with sufficient space to provide for the full maturity of the particular tree species.
14. All other plant material, except sod or ground cover, shall be set back a minimum of one foot (1') from any curb edge to protect from vehicle overhang and mechanical damage.
15. The landscape installation shall stabilize all soil and slopes.
16. All required landscaping shall be provided with an automatically controlled irrigation system in conformance with the best management practices for automatic irrigation systems.
17. Demonstrate compliance with or an exemption from Garden City Code 8-4G prior to certificate of occupancies.
18. This approval is for this application only. Additional permits, licenses and approvals may be necessary. All other applicable permits must be obtained prior to a Certificate of Occupancy.
19. Property Maintenance Standards shall be maintained as required by Garden City Code.

20. The property owner is responsible for the maintenance of all landscaping and screening devices required.
21. All outdoor service and equipment areas shall comply with Garden City Code 8-4A-5 Outdoor Service and Equipment Areas.
22. All stormwater systems must comply with Garden City Code 8-4A-7.
23. System Installation Required: Each and every lot within the subdivision shall have underground pressurized irrigation water. The pressurized irrigation system shall be constructed and installed at the same time as the domestic water lines but shall not necessarily be in the same trenches.
24. Materials submitted after the decision shall not be considered part of the record for this decision. If additional materials or information is submitted after the decision the application may be remanded to the decision-making body during which time the decision shall be stayed provided that there is no immediate threat to life or safety.
25. Any changes in the design, construction, operation or use shall be brought to the immediate attention of the Planning Official for determination if the changes are in substantial conformance with the City's action. Any modification to approved plans shall require submittal and approval of these modifications prior to construction. Final approval is based on substantial conformance with the plans reviewed and approved.
26. Any substantial changes to the design shall be reviewed by the Design Review Committee for compliance with Garden City Code 8-4. Any other changes that are not in substantial conformance with the approval shall be remanded to the decision-making body.
27. Occupying the site prior to Certificate of Occupancy is a criminal offense.
28. The date of action is the date the decision body formalizes their decision. The decision body may formalize their decision by approving a draft decision or a draft decision with noted changes at the hearing. The date of action may be a different date than the applicant is provided with a signed copy of the decision.
29. Pursuant to 8-6A-9 Appeals, those with standing may appeal a decision within fifteen days from the date of action.
30. This approval shall expire two (2) years from its approval, unless otherwise extended as allowed by Garden City Code .
31. If any term or provision of this decision, to any extent, is held invalid or unenforceable, the remaining terms and provisions hereof shall not be affected thereby, but each such remaining term and provision shall be valid and enforced to the fullest extent permitted by law.

IMAGES



Figure 1. Dumpster location along Chinden Blvd.



Figure 2. Dumpsters visible from Glenwood Blvd.