



## Planning & Development Services

Boise City Hall, 2nd Floor  
150 N. Capitol Boulevard  
P. O. Box 500  
Boise, Idaho 83701-0500

Phone: 208/384-3830  
Fax: 208/384-3753  
TDD/TTY: 800/377-3529  
Website: [www.cityofboise.org/pds](http://www.cityofboise.org/pds)

# 1 & 1a

## CAR15-00031 & CUP15-00088 / FH Broncos, LLC

### Summary

The applicant is requesting a rezone of 1.15 acres located at 1808 W. Boise Avenue from C-1D (Neighborhood Commercial with Design Review) to R-OD (Residential Office with Design Review). A conditional use permit for a parking reduction and height exception associated with a 98-unit multi-family residential building are included.

### Prepared By

Cody Riddle-Manager, Current Planning

### Recommendation

The Planning Team recommends **approval** of each request.

### Reason for the Decision

#### Rezone

The rezone is consistent with the Comprehensive Plan. The property is designated “Mixed Use” and R-O is a permissible implementing zone. The property is also located at the center of a Neighborhood Activity Center. The form and intensity of development allowed in the R-O zone is consistent with each of these designations. A primary purpose of the zone is to accommodate higher density residential development. This is consistent with *Goal CC3, Policy CC9.1 and Principles GDP-MU.2 and MU.6* that promote transit-supportive development patterns. Right-of-way along each boundary will ensure an appropriate transition is provided to the surrounding neighborhood. This is consistent with *Policy CEA9.3 of Blueprint* and the *Original South Boise Plan*.

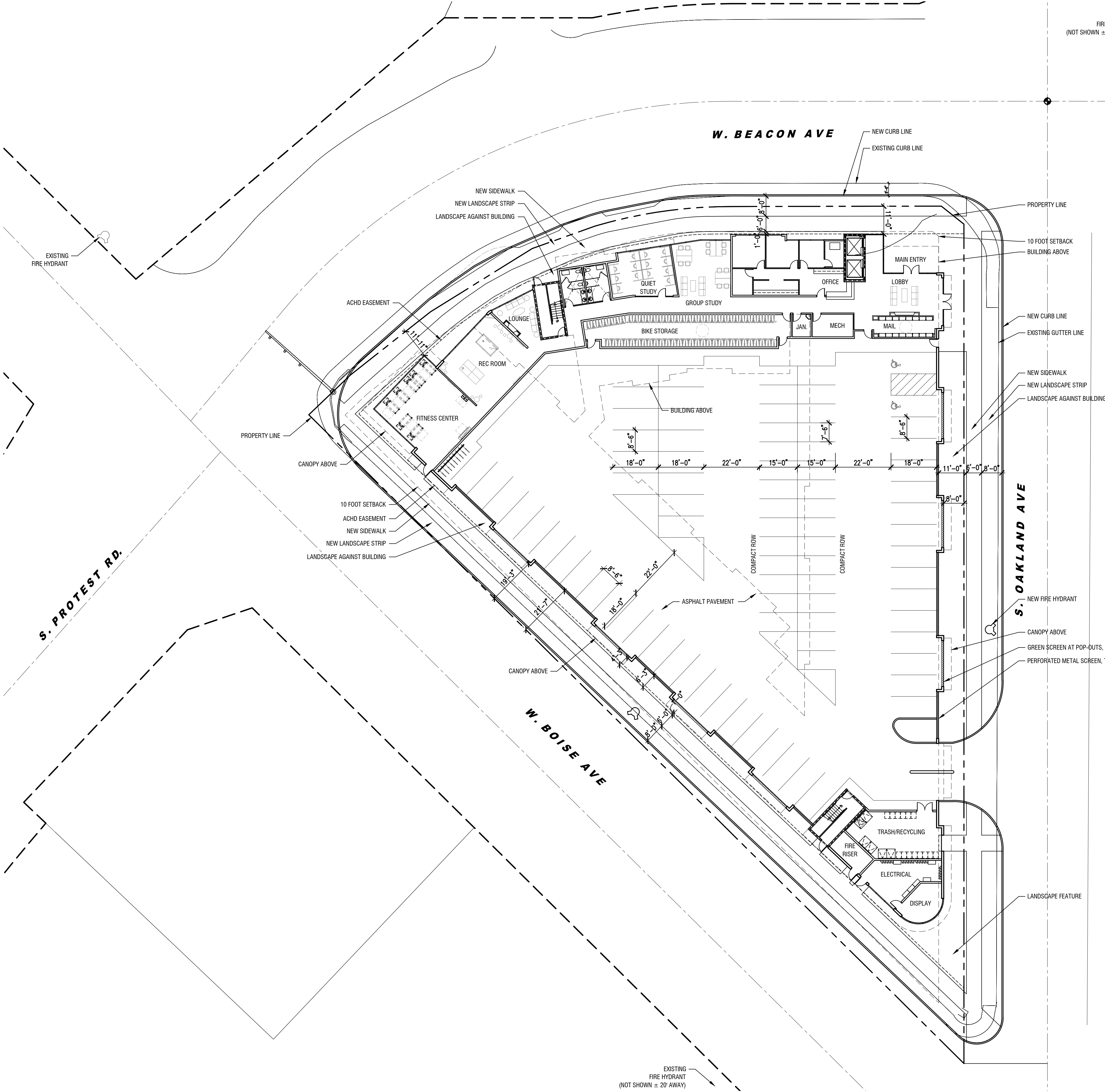
The rezone is in the best interest of the public. It will allow the property to be developed in a fashion more appropriate for this urban location. All necessary infrastructure is available, and no public agency has voiced opposition.

#### Conditional Use Permit

The project should not cause compatibility issues. It is primarily intended to house BSU students, who should not rely as heavily on automobiles. This is reinforced by the walkability of the neighborhood and adjacent transit. The building will be taller than structures on adjacent parcels. However, the site is surrounded by public right-of-way that will provide an appropriate transition. There are structures of comparable height on the BSU campus to the north. Further, the area is an activity center and designated mixed-use. As redevelopment occurs, it should be of a similar scale and intensity to the proposed.

The surrounding right-of-way, combined with a building that steps down adjacent to existing homes will prevent negative impacts. To date, no public agency has voiced opposition to the project. It is supported by Blueprint Boise that encourages urban designs where parking is concealed from public view. This is achieved through the use of structured parking, also promoted by the Plan. The project will serve as a catalyst for this activity center and it has been designed with an appropriate transition to surrounding properties to ensure compatibility.





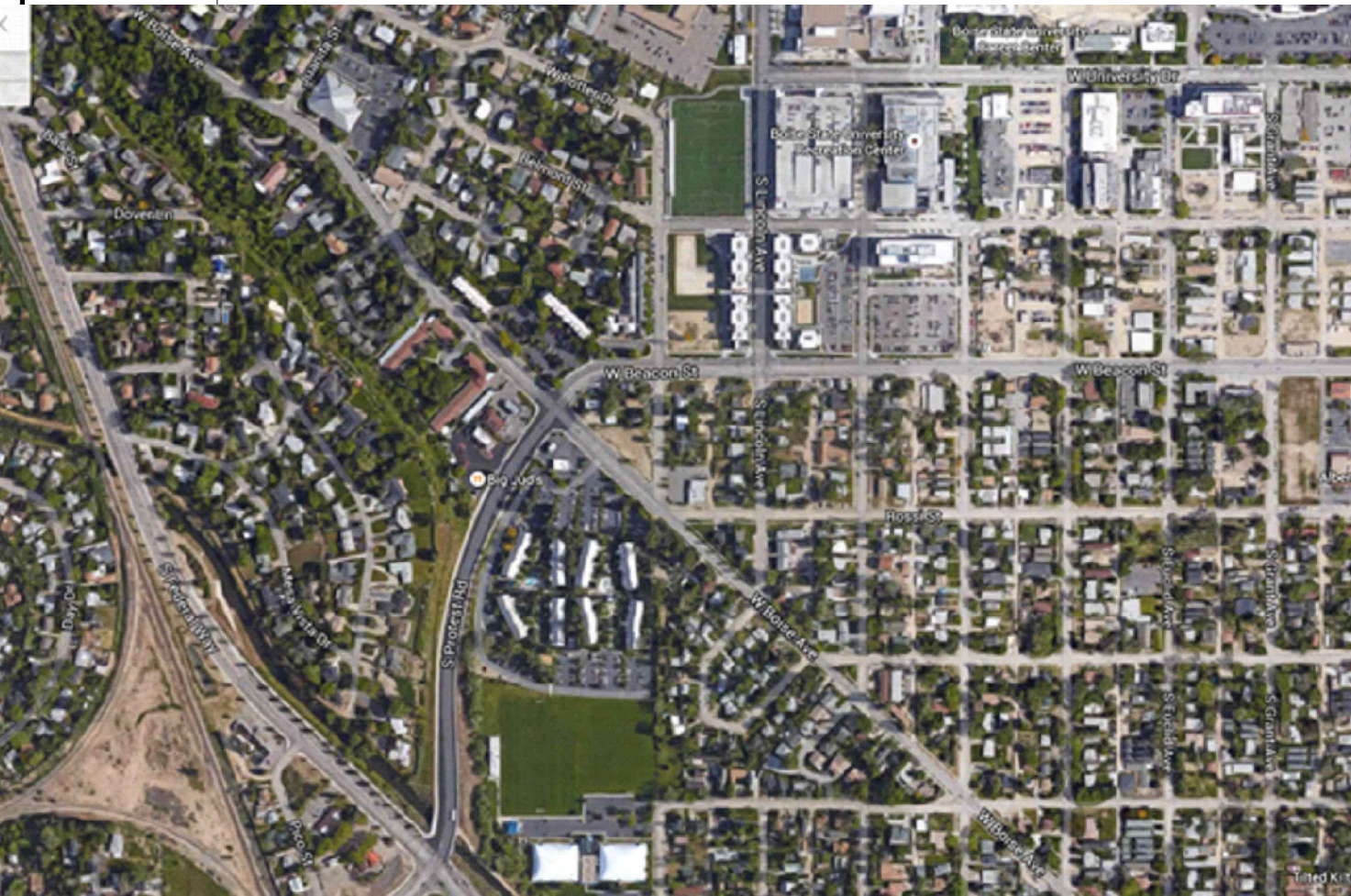
**1 SITE PLAN**  
SCALE: 1" = 20'-0"

**PROJECT SUMMARY**

**PRELIMINARY STATISTICS**

TOTAL UNITS:	.....98
STUDIO:	.....12 (12%)
2 BDRM 2 BATH:	.....19 (19%)
3 BDRM 3 BATH:	.....35 (36%)
4 BDRM 4 BATH:	.....32 (33%)
PROPOSED PARKING:	
TOTAL PARKING STALLS REQUIRED/PROVIDED:	.....102/83
TOTAL ACCESSIBLE STALLS REQD/PROVIDED:	.....2
TOTAL COMPACT STALLS:	.....40%
BICYCLE PARKING REQUIRED/PROVIDED:	.....98/98
ENCLOSED:	.....74
STREET LIGHTS: AS REQUIRED	
STORM DRAINAGE: RETAINED ON SITE	

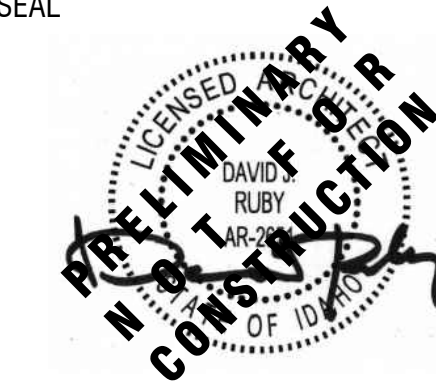
**AERIAL VIEW**



PROJECT  
**IDENTITY**

BOISE AVE/BEACON  
STREET/OAKLAND AVE.  
BOISE, IDAHO

SEAL



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FILE  
DATE  
OCTOBER 25, 2015  
FILE NO.  
15-215 A1.0  
DRAWN  
DAVID RUBY, AIA

REVISIONS

SHEET



LANDSCAPE REQUIREMENTS:

(PER BOISE CITY CODE)

SCREENINGS & BUFFERING:

STREETS & PROPERTY PERIMETER:

- STREETSCAPE TREES: 1 TREE 40LF (CLASS II OR III)  
\*\*NO TREES WITHIN 10' OF ACHD STORM STRUCTURES  
\*\*NO TREES OR SHRUBS OVER 36" WITHIN CLEAR VISION TRIANGLE  
INTERSECTIONS: 40'X40' ALONG CURBS  
DRIVEWAY-ALLEY: 10' FROM BACK OF SIDEWALK, 20' ALONG SIDEWALK  
BED SPACE COVERAGE IS GREATER THAN 50 % - YES

PERIMETER:	LENGTH (LF)	TREES REQUIRED	TREES PROVIDED
BOISE AVE	369'	9	9
OAKLAND	335'	8	8
BEACON	304'	8	8

TREE MITIGATION:

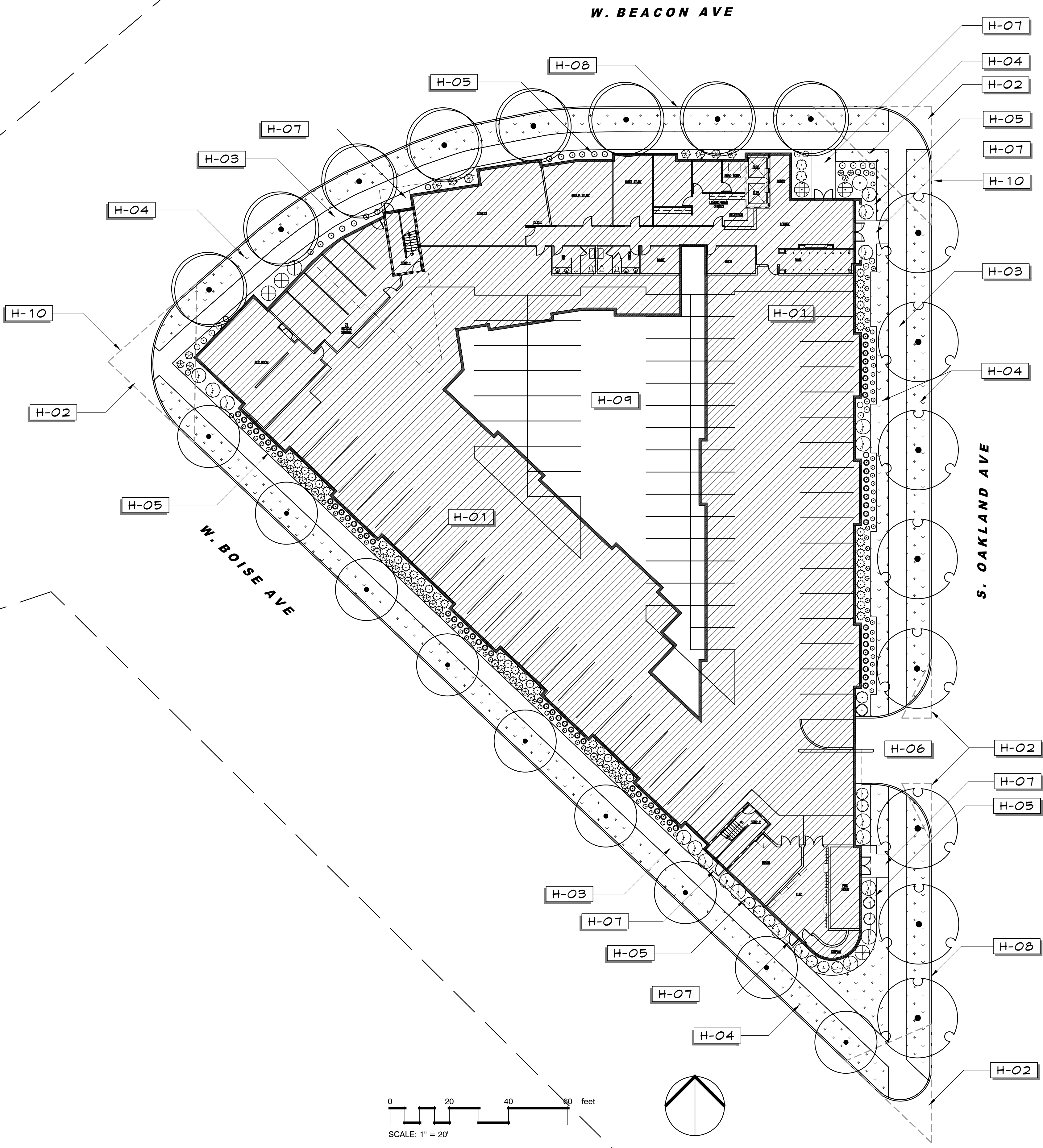
- TOTAL CALIPER INCHES EXISTING TO BE MITIGATED - REPLACED: 142  
TOTAL CALIPER INCHES REQUIRED NEW PERIMETER SCREEN: 50  
TOTAL CALIPER INCHES OVERALL TO BE MITIGATED - REPLACED: 192  
TOTAL CALIPER INCHES PROVIDED: 81.5

HARDSCAPE PLAN SCHEDULE

CODE	DESCRIPTION
H-01	NEW PROPOSED BUILDING -SEE ARCHITECTURE PLANS
H-02	CLEAR VISION TRIANGLE - 40'X 40' @ ROAD INTERSECTIONS - 10'X 20' @ DRIVEWAY-ALLEY
H-03	SIDEWALK - CONCRETE -SEE CIVIL PLANS
H-04	LAWN - TALL TURF TYPE FESCUE
H-05	PLANTER - MEDIUM GRIND MULCH - 2' DEPTH
H-06	PARKING GARAGE ENTRANCE -SEE ARCHITECTURE PLANS
H-07	CONCRETE ENTRY WALK -SEE CIVIL PLANS
H-08	6" CURB, TYP -SEE CIVIL PLANS
H-09	ATRIUM PARKING - GARAGE - BOTTOM FLOOR -SEE ARCHITECTURE PLANS
H-10	STORM DRAIN -SEE CIVIL PLANS

PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	GAL	QTY
	Fraxinus pennsylvanica / Green Ash CLASS II	B & B	3.5"Gal	8
	Liquidambar styraciflua / American Sweet Gum CLASS II	B & B	3.5"Gal	8
	Tilia tomentosa / Silver Linden CLASS II	B & B	3.5"Gal	9
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	FIELD2	QTY
	Artemisia x 'Powis Castle' / Powis Castle Artemisia	1 gal		15
	Buddleja x 'Miss Molly' / Miss Molly Dwarf Butterfly Bush	2 gal		12
	Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass	2 gal		64
	Cornus alba 'Ballhalo' TM / Ivory Halo Dogwood	5 gal		8
	Euonymus alatus 'Compactus' / Compact Burning Bush	5 gal		10
	Helictotrichon sempervirens / Blue Oat Grass	2 gal		20
	Hosta x 'Big Daddy' / Plantain Lily	1 gal		3
	Lavandula angustifolia 'Hidcote Blue' / Hidcote Blue Lavender	2 gal		35
	Pennisetum alopecuroides 'Hameln' / Hameln Dwarf Fountain Grass	2 gal		7
	Physocarpus opulifolius 'Diablo' / Diablo Ninebark	5 gal		7
	Rhamnus frangula 'Fine Line' / Fine Line Buchthorn	5 gal		42
	Rhododendron azalea 'PJM' / Azalea	5 gal		2
	Rhododendron x 'Nova Zembla' / Rhododendron	5 gal		2
	Rudbeckia hirta 'Autumn Colors' / Gloriosa Daisy	1 gal		64
	Rudbeckia hirta 'Cherry Brandy' / Cherry Brandy Gloriosa Daisy	1 gal		27



PROJECT

**LIV BOISE**

BEACON STREET  
BOISE, IDAHO

SEAL



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FILE

DATE  
OCTOBER 20, 2015

FILE NO.

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REVISIONS

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**L1.0**  
PLANTING PLAN

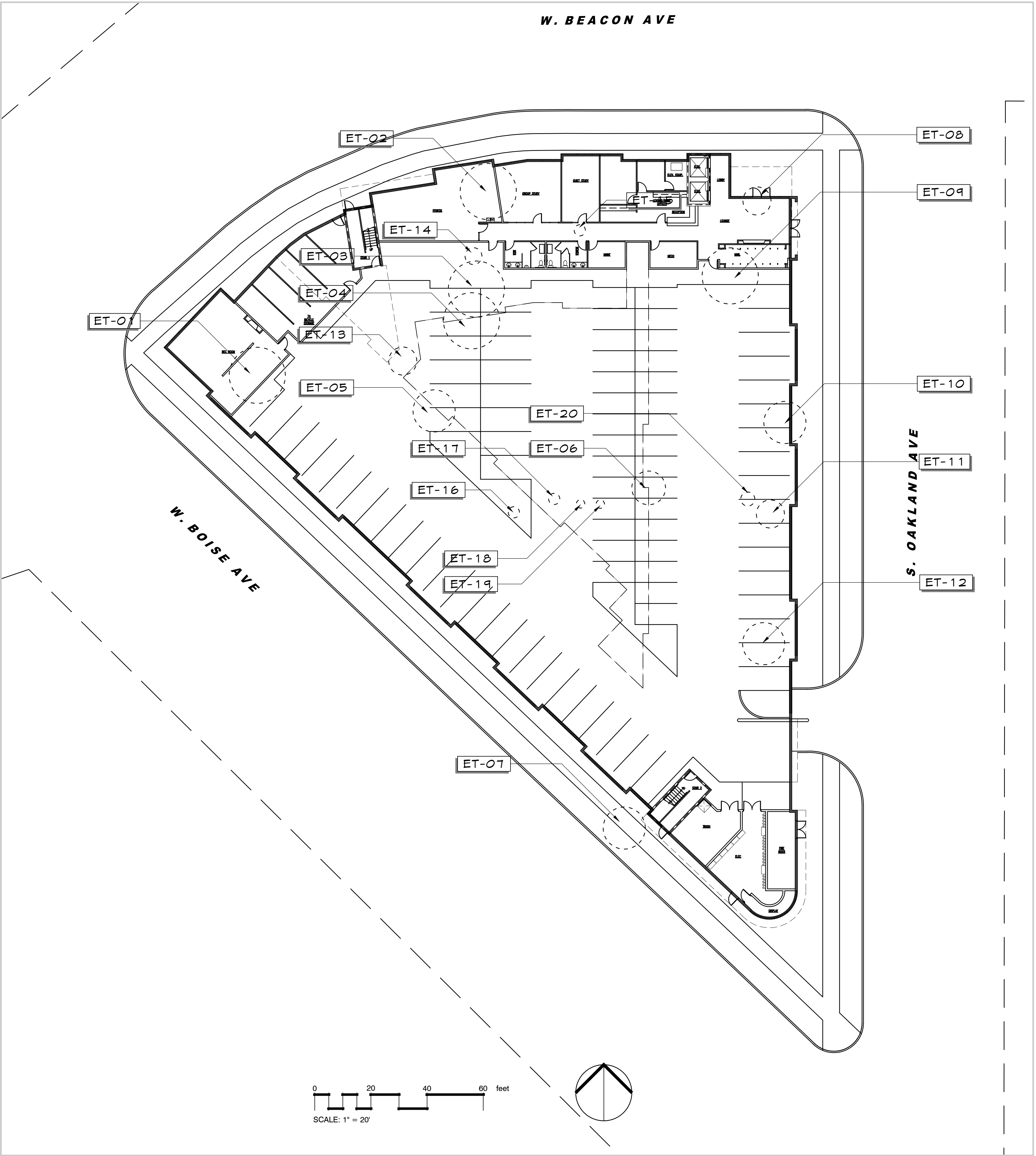


ET EXISTING TREE INVENTORY SCHEDULE

SYMBOL	DESCRIPTION	CALIPER INCHES
ET-01	REMOVE DECIDUOUS TREE #1	18
ET-02	REMOVE DECIDUOUS TREE #2	19
ET-03	REMOVE DECIDUOUS TREE #3	17
ET-04	REMOVE DECIDUOUS TREE #4	DEAD - 0
ET-05	REMOVE DECIDUOUS TREE #5	9
ET-06	REMOVE DECIDUOUS TREE #6	11
ET-07	REMOVE DECIDUOUS TREE #7	DEAD - 0
ET-08	REMOVE DECIDUOUS TREE #8	3
ET-09	REMOVE DECIDUOUS TREE #9	8
ET-10	REMOVE DECIDUOUS TREE #10	12
ET-11	REMOVE DECIDUOUS TREE #11	15
ET-12	REMOVE DECIDUOUS TREE #12	DEAD - 0
ET-13	REMOVE CONIFER TREE #13	10
ET-14	REMOVE DECIDUOUS TREE #14	DEAD - 0
ET-15	REMOVE DECIDUOUS TREE #15	DEAD - 0
ET-16	REMOVE DECIDUOUS TREE #16	11
ET-17	REMOVE DECIDUOUS TREE #17	6
ET-18	REMOVE DECIDUOUS TREE #18	DEAD - 0
ET-19	REMOVE DECIDUOUS TREE #19	DEAD - 0
ET-20	REMOVE CONIFER TREE #20	3

TOTAL CALIPER INCHES TO BE REMOVED 142

TOTAL CALIPER INCHES TO BE MITIGATED - REPLACED 142



PROJECT

**LIV BOISE**

BEACON STREET  
BOISE, IDAHO

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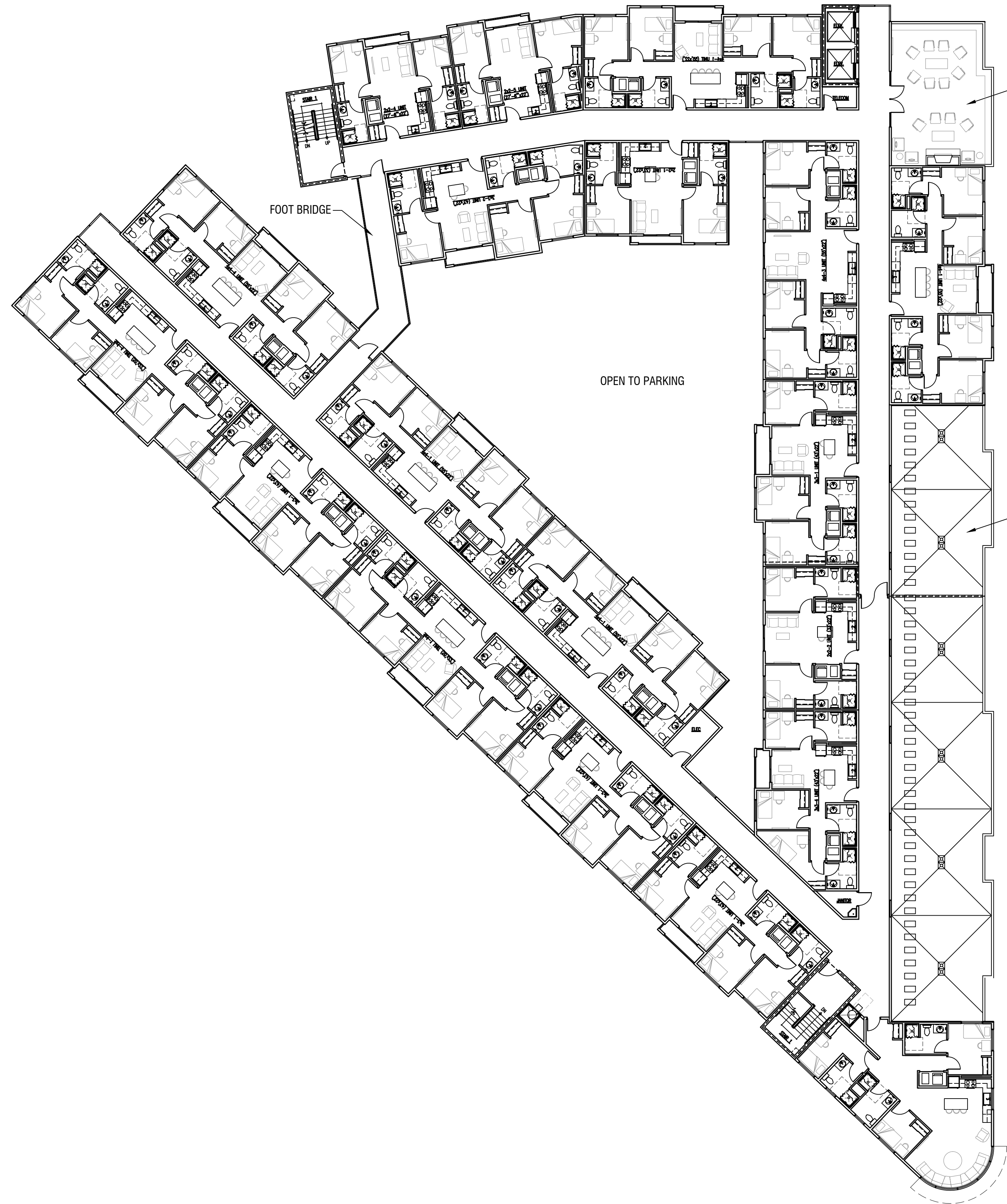
SHEET

**L1.2**  
TREE INVENTORY  
& DEMO





**1 2ND-4TH LEVEL FLOOR PLAN**  
SCALE: 1/16" = 1'-0"



**2 5TH LEVEL FLOOR PLAN**  
SCALE: 1/16" = 1'-0"



PROJECT

**IDENTITY**

BOISE AVE/BEACON  
STREET/OAKLAND AVE.  
BOISE, IDAHO

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FILE

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OCTOBER 25, 2015

FILE NO.  
15-201 A1.0

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DAVID RUBY, AIA

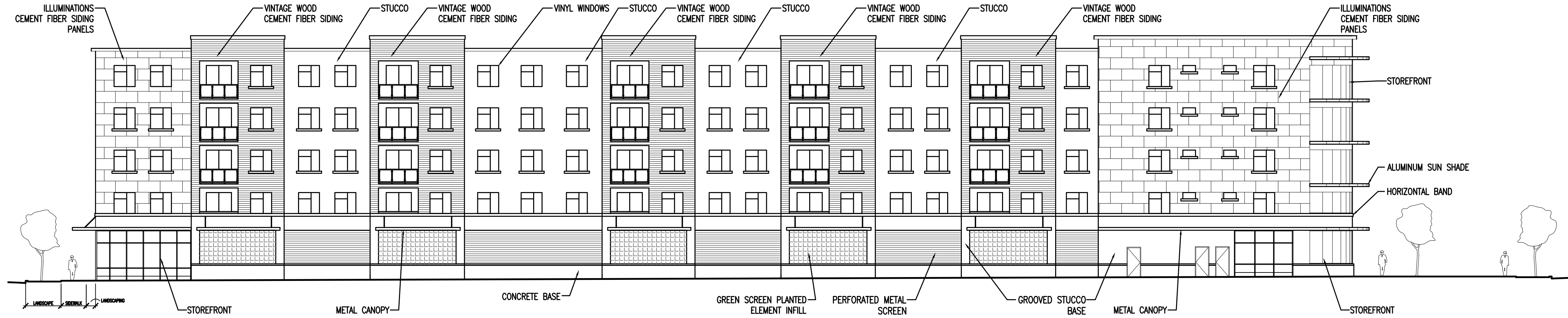
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SHEET

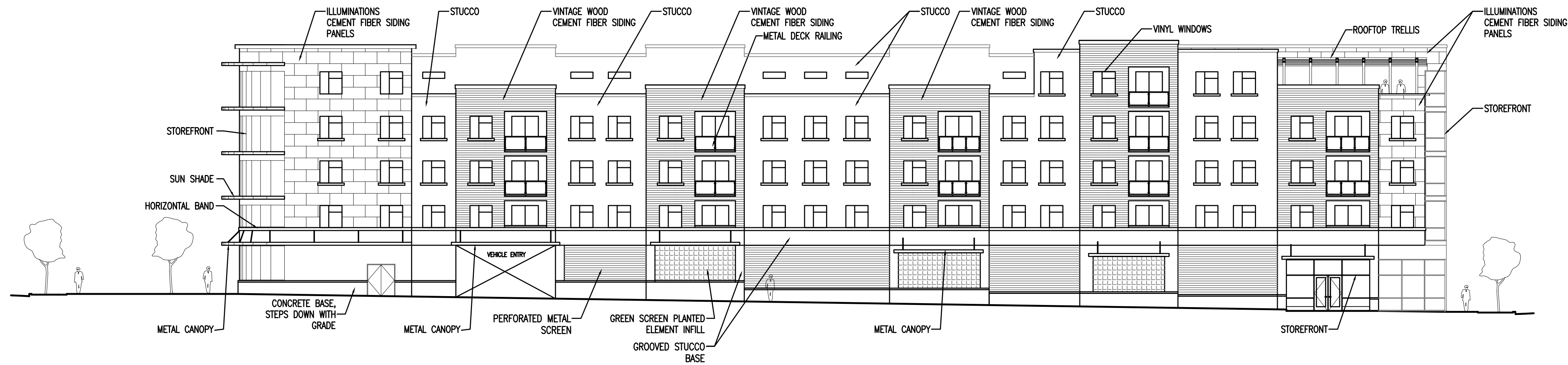
**A2.0**

FLOOR PLANS

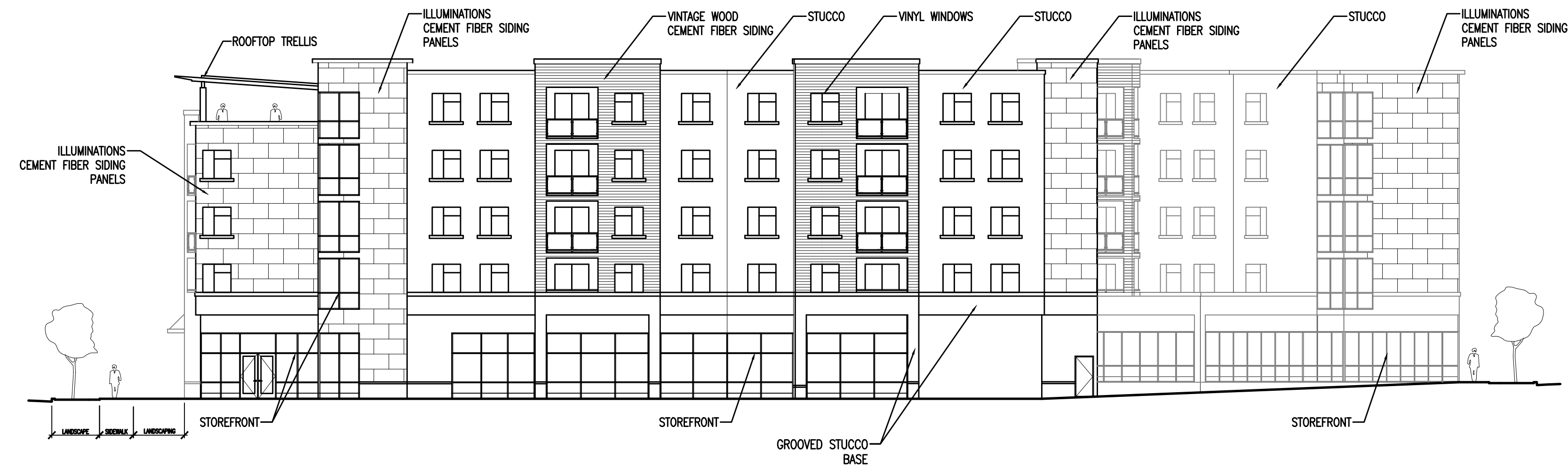




**1 SOUTH EXTERIOR ELEVATION (BOISE AVE.)**  
SCALE: 1/16" = 1'-0"



**2 EAST EXTERIOR ELEVATION (S OAKLAND AVE.)**  
SCALE: 1/16" = 1'-0"



**3 NORTH EXTERIOR ELEVATION (W. BEACON AVE.)**  
SCALE: 1/16" = 1'-0"

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FILE

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15-215 A5.0

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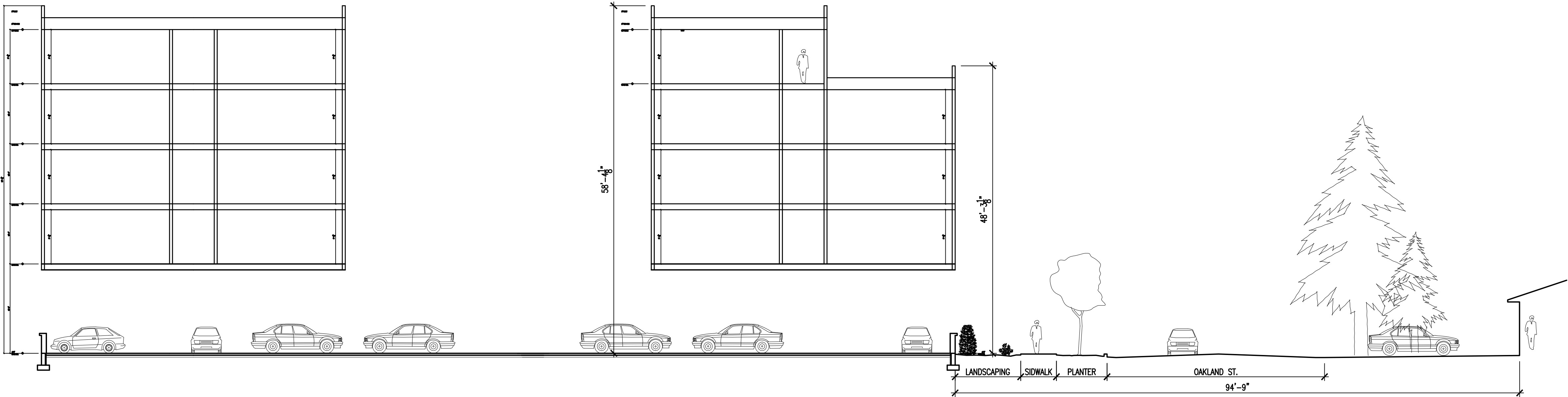
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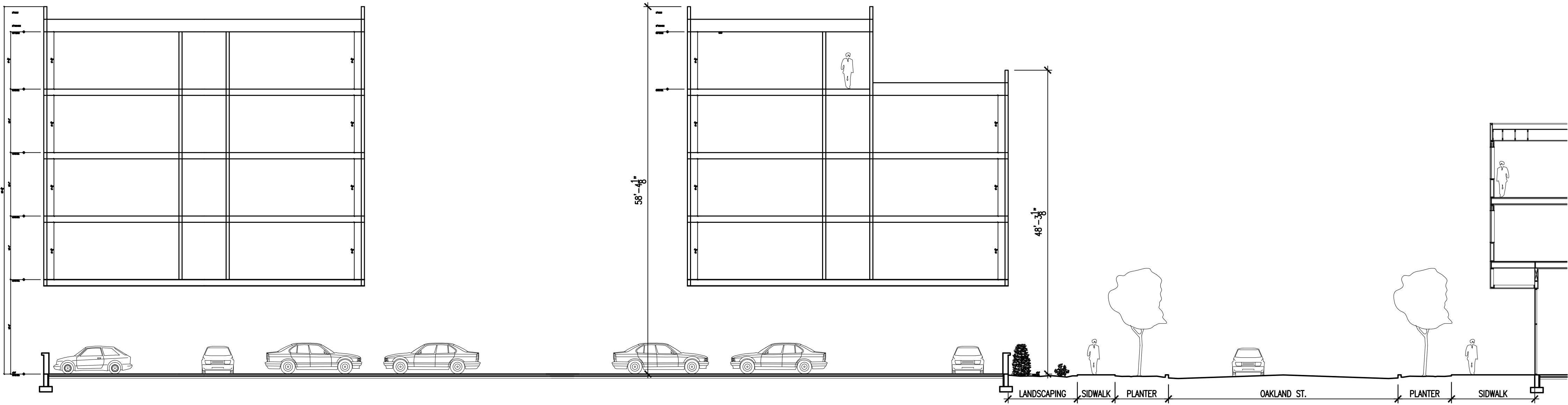
**A5.0**

EXTERIOR ELEVATIONS





**1 CROSS SECTION**  
SCALE: 3/32" = 1'-0"



**2 CROSS SECTION (FUTURE)**  
SCALE: 3/32" = 1'-0"

PROJECT

**IDENTITY**

BOISE AVE/BEACON  
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15-215 A4.0

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**A4.0**

BUILDING SECTIONS



















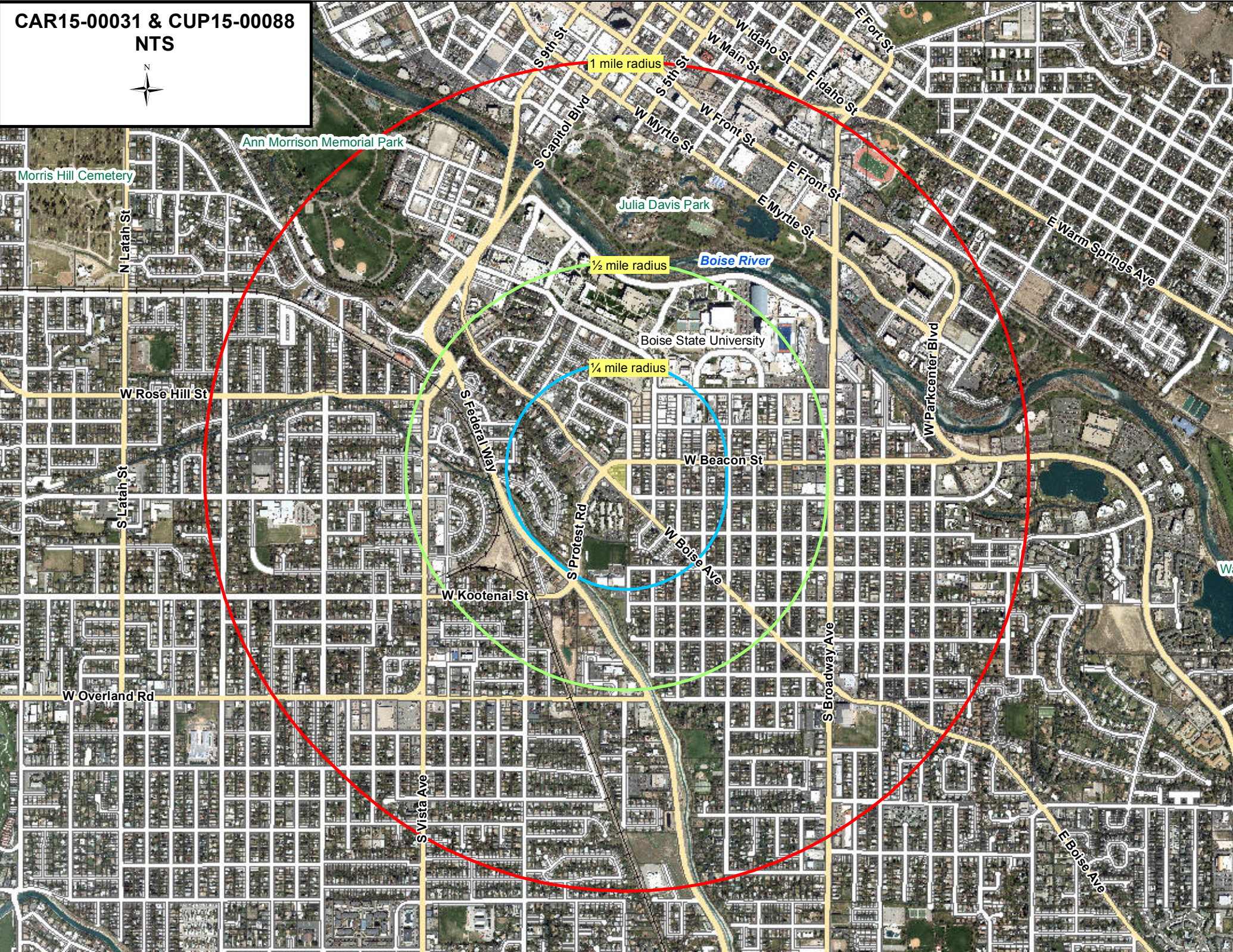








CAR15-00031 & CUP15-00088  
NTS







## PROJECT LETTER

499 Main Street  
Boise, Idaho 83702  
(208) 343-2931  
www.taoidaho.com

**Date:** October 25, 2015

**To:** City of Boise  
Planning & Development  
150 N. Capitol Blvd  
Boise, ID 83702

**Project:** Identity

**Job No.** 15-215

**Subject:** CUP Letter of Explanation

**From:** David Ruby, AIA

Dear Staff,

The following is a letter of explanation to accompany our Conditional Use Application. We are respectfully requesting a parking reduction and a height exception.

Boise State University is currently seeing large growth in their student population and with that an increased need for providing housing choices for their students. As you are aware, to meet such demand, there has recently been an increase in the number of new off-campus student housing options to compliment the many on-campus housing options the University provides. Four of these private student housing projects have recently been or will soon be completed just west of campus across from Capital Boulevard.

Our site, which is directly across the street from campus, is ideally located near the geographic center of the overall campus in the east-west orientation. The shortage of student housing in the area has traditionally been addressed by converting existing houses in the surrounding neighborhood into student housing rentals. Developing the proposed project on this site will protect existing single-family and low density residential neighborhoods from encroachment by incompatible student renters and will contribute to a reduction in the displacement of existing residents by providing more appropriately located new higher density housing options along Beacon Street and Boise Avenue, adjacent to the University, commercial services, and transit facilities.

The triangular shaped piece of ground that our project will occupy is strategically located at the mid-point of the southern edge of campus. It sits at the intersection of three key roadways, and will be a key landmark separating the campus to the north; the single-family student housing area to the south, and the large lot single-family residential areas to the southwest. The intersection currently has a gas/convenience store on the southwest corner, a convenience store on the southeast corner, a two-story campus housing facility on the northwest corner, and our site which contains approximately 50% vacant land, along with (4) dilapidated single-family rental houses.

Our request to provide reduced parking will actually help the traffic and parking issues in this neighborhood. Our experience with these types of housing projects, located directly across the street from a major college campus, has shown us that encouraging residents to not bring a vehicle and instead relying on walking, cycling (we will have ample secured, covered bike parking onsite), car sharing and



public transportation, results in less vehicle trips per day, and less of an impact to the environment as opposed to providing large amounts of space simply to store a vehicle that is not often used. We have learned that if you provide the parking spaces, the residents will bring their cars, which in the context of the project's ideal location and product type, is wholly unnecessary and will only result in negative traffic and environmental impacts, safety issues and needless costs, not to mention endorse poor public policy. This site is in close proximity to the campus, nearby entertainment, shopping, and transit facilities, and is thus very well suited for a reduced parking requirement.

Our request for a height exception is closely tied to our overall goal of creating a high quality, dense housing project as a bookend to the Original South Boise neighborhood to the east. In order to achieve the density required to support the investment in this project and to create a vibrant community unto itself, a certain number of units need to be provided. The unique triangular site provides for some nice design opportunities, but also presents some unique challenges in creating an efficient floor plan, especially when accounting for modulations, breaks and setbacks. Increasing the height of the building will allow us to retain the unique qualities imposed on the design by the triangular site while still providing enough units to make the project economically feasible. Creating a taller more prominent bookend will also become a community landmark, defining the edge of not only the campus, but the Original South Boise subdivision as well.

Thank you for your consideration, and please feel free to call with any questions or concerns, 639-6406.

Sincerely,



David Ruby, AIA  
The Architects Office, PLLC



Google Earth image of site with surroundings looking north toward campus



Google Earth image of site looking southwest from campus







## PROJECT LETTER

499 Main Street  
Boise, Idaho 83702  
(208) 343-2931  
www.taoidaho.com

**Date:** October 25, 2015

**To:** City of Boise  
Planning & Development  
150 N. Capitol Blvd  
Boise, ID 83702

**Project:** Identity

**Job No.** 15-215

**Subject:** Letter of Explanation

**From:** David Ruby, AIA

Dear Staff,

The following is a letter of explanation for the proposed Rezone from C1-D to RO-D.

Boise State University is currently seeing large growth in their student population, and with that an increased need for providing housing choices for their students. As you are aware, to meet such demand, there has recently been an increase in the number of new off-campus student housing options to compliment the many on-campus housing options the University provides. Four of these private student housing projects have recently been or will soon be completed just west of campus across from Capital Boulevard.

Our site, which is directly across the street from campus, is ideally located near the geographic center of the overall campus in the east-west orientation. The shortage of student housing in the area has traditionally been addressed by converting existing houses in the surrounding neighborhood into student housing rentals. Developing the proposed project on this site will protect existing single family and low density residential neighborhoods from encroachment by incompatible student housing uses and will contribute to a reduction in the displacement of existing residents by providing more appropriately located new higher density housing options along Beacon Street and Boise Avenue, adjacent to the University, commercial services, and transit facilities.

The triangular shaped piece of ground that our project will occupy is strategically located at the mid-point of the southern edge of campus. It sits at the intersection of three key roadways, and will be a key landmark separating the campus to the north; the single family student housing area to the south, and the large lot single family residential areas to the southwest. The intersection currently has a gas/convenience store on the southwest corner, a convenience store on the southeast corner, a two-story campus housing facility on the northwest corner, and our site which contains approximately 50% vacant land, along with (4) dilapidated single-family rental houses.

The current C1 zone does not allow for the density that is required for a successful residential multi-family community like we are proposing. We feel that the RO zone is a better fit for such a key landmark site, and will help us create a hub and identifier for this unique area where our city and the Boise State Campus meet.

RECEIVED

CAR 15-00031

OCT 27 2015

DEVELOPMENT  
SERVICES





## PROJECT LETTER

Page 2 of 2

Thank you for your consideration, and please feel free to call with any questions or concerns, 639-6406.

Sincerely,

David Ruby, AIA  
The Architects Office, PLLC

CAR 15 - 0 0 0 3 1



November 4, 2015

Mr. Cody Riddle  
Manager, Current Planning  
City of Boise  
150 N. Capitol Blvd. 2<sup>nd</sup> Floor  
Boise, ID 83701

**Re: Parking Reduction Letter**

Dear Cody:

This letter includes a parking analysis for our proposed student housing development at the intersection of West Beacon Street and South Oakland Avenue. The proposed project will contain 98 residences, 284 beds and 83 secured parking spaces. The unit mix includes 9 one bedroom units, 31 two bedroom units, 23 three bedroom units, 31 four bedroom units, and 4 five bedroom units.

Based on the City of Boise's parking code, the project would require a total of approximately 99 parking spaces after a 30% reduction for podium parking and transit location, subject to any other parking reductions granted by the City that can be substantiated. As mentioned, the proposed project includes 83 parking spaces.

The purpose of this letter is to justify a reduction in parking spaces based on the project's location, specific use and operation. We will address nationally published parking demand data, the surrounding neighborhood, the project's prospective residents, the proposed onsite car share program, designated onsite parking spaces, accessibility to popular destinations and public transportation availability in the area, secured bicycle parking onsite, restrictive covenant in the lease, and comparisons to other comparable projects.

**1. Parking Demand Data**

The Institute of Transportation Engineers has published the third edition of ITE Parking Generation that lists national average parking rates for apartments. No differentiation is made for number of bedrooms. They indicate that 1.23 spaces per unit are recommended for a traditional multi-family apartment complex where residents utilize their cars regularly versus the significantly less intensive and more common "storage" uses by students. This reference suggests that consideration for a substantial parking reduction is reasonable.

**2. Surrounding Neighborhood**

The project is surrounded by major through streets, the campus and a few single family homes and apartment complexes. We are therefore confident that sufficient parking will be provided onsite and that residents will not be parking in and disrupting the neighborhood, particularly as the surrounding area includes permitted parking and our onsite management will monitor any unpermitted parking at or directly around the project.

**3. Project's Prospective Residents**

Given the site's location across from one of the main entrances to Boise State and its proximity to the core of campus, the vast majority of the project's residents will be students who will walk or bike to their destination and will not be in need of a car.



#### 4. Proposed Car Share Program

The project will initially offer one car share vehicle onsite and will add additional vehicles based on demand. As you are aware, car sharing is essentially a car rental service for residents that operates by the hour and provides access to a car on an as needed basis without the expense of car ownership. Attached are several documents that describe car share operations. The Transit Cooperative Research Program report on car sharing demonstrates a North America average of 20% giving up their vehicles and 41% forgoing purchases of vehicles. The PasMemo document offers car sharing information for local planners. Information from the TDM Encyclopedia documents the cost savings of these types of vehicle rental services. The Car Sharing US information discusses the growth of car sharing in the United States. The Zipcar data is specific to the university campus settings where car sharing programs have exploded in popularity given the student demographic. We have also attached a letter from the Coalition for Sustainable Transportation supporting strategies to reduce car ownership.

#### 5. Designated Onsite Parking Spaces

We will be assigning parking spaces thus controlling the number of cars serving the project. Parking spaces will be rented and assigned on a first come, first serve basis. If a prospective resident desires to bring their car and there is no available parking then they will simply refrain from renting from us. Guest parking will be conveniently located by the garage's entrance and marked off for such use. Given the secured nature of the parking garage, residents will be required to remotely buzz in their guests.

#### 6. Accessibility to Popular Destinations and Public Transportation Opportunities in the Area

The site is surrounded by ample public transportation opportunities and is ideally located near Boise State and downtown. The site's adjacency to campus and transit stops will make public transportation more convenient, accessible, and facilitate reduced dependency on automobile use.

The project is ideally located directly across the street from Boise State's campus, less than half a mile from major retailers along South Broadway Avenue, and close to downtown. Residents will have the luxury of walking or biking to class in minutes. Retail along South Broadway Avenue is located within a ten minute walk, affording residents convenient access to food and entertainment. The site is also ideally located next to a number of grocery stores including Albertsons.

For longer commutes, the project site is conveniently located near several Valley Ride bus stops providing various transportation routes throughout the City of Boise and Boise State's campus, including access to Boise Airport. Valley Ride is Boise's local bus transportation provider and also operates five intercounty routes that provide service between Ada and Canyon counties. With a bus stop on the corner of West Boise Avenue and South Protest Boulevard, and another on West Beacon Avenue and Lincoln Avenue, residents will have the luxury of commuting anywhere with ease. Valley Ride provides Boise State students with a free commute, making travel across the City, County or State affordable and convenient.

The Broncos Shuttle also provides free transportation for students throughout campus via two routes. The transit stop along University Way is located two minutes from the project site and services both shuttle routes.

Boise State's car share program allows residents to enjoy the advantages of a car, without the costs of owning one. Through a partnership with Enterprise, Boise State's car share program allows for hourly and daily rentals, with multiple locations on campus. Boise State also offers premium spaces at reduced rates for vanpools and carpools.



Boise State offers an enormous amount of support and amenities for cyclists, with well over 1,000 official bike parking spaces on campus and a bike rack on nearly every corner. Boise State's Cycle and Learning Center located on Lincoln Avenue, provides bike repairs and rentals, as well as educational classes for riders.

Below are some popular destinations and distances from the project site.

#### University

Student Union Building - .3 miles  
Recreation Center - .4 miles  
Engineering Building - .5 miles  
Administration Building - .5 miles  
Albertsons Library - .6 miles  
Micron Business School - .7 miles  
Albertsons Stadium - .7 miles

#### Retail, Entertainments and Services

Big Jud's - .1 miles  
Albertsons Grocery - .5 miles  
Starbucks - .6 miles  
Suds Tavern - .6 miles  
The End Zone - .6 miles  
Cobby's Sandwich Shops - .6 miles  
Pie Hole Pizza - .7 miles  
Burger Belly - .7 miles

### 7. Bicycle Parking Onsite

Pedestrian and cycling opportunities are significant with the convenient, high quality paths provided throughout the campus and in the surrounding area. We propose providing 120 bicycle parking spaces onsite, representing a 20% increase above the bike parking required by code. At least 99 of those spaces will be secured, with a separate designated area for guest bike parking.

### 8. Restrictive Covenants in Lease

If necessary, we are open to include restrictive covenants in our leases to restrict, deter and reduce car usage. For example, the following language has been used in some of our leases:

"Parking at Icon and the adjacent Isla Vista community is extremely limited. As such, TENANT acknowledges that the Project only provides eighteen (18) automobile parking spaces onsite. As a result, TENANT agrees that in the event that he or she is not designated a parking space in the Project, he or she shall not store, park, or maintain an automobile in Isla Vista."

### 9. Comparisons to Other Similarly Situated Projects

We have enclosed two parking studies for our Icon Gardens and the Loop mixed-use building, both at UCSB, which support substantial parking reductions with the operation of car sharing and other travel demand management factors.

In conclusion, based on our experience developing numerous similar student housing projects nationwide, we have learned that if you provide the parking spaces, the residents will bring their cars, which in the context of the project's ideal location and product type, is wholly unnecessary



and will only result in negative traffic and environmental impacts, safety issues and needless costs, not to mention endorse poor public policy.

We have effectively used a variety of transportation management strategies to reduce trip generation and parking demands at other projects and are confident that this project's location, surrounding public transportation and the implementation of the aforementioned transportation/parking management measures, would significantly reduce the overall parking demands generated by the project and that the project's proposed number of parking spaces will sufficiently accommodate its parking needs.

Thank you for allowing us to provide you with this information, and, as always, please feel free to call me with any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Fields', written over a horizontal line.

Eran Fields  
FH Broncos, LLC



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## TCRP REPORT 108

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# Car-Sharing: Where and How It Succeeds

**ADAM MILLARD-BALL**

**GAIL MURRAY**

**JESSICA TER SCHURE**

**CHRISTINE FOX**

Nelson\Nygaard Consulting Associates  
San Francisco, CA

and

**JON BURKHARDT**

Westat

Rockville, MD

**SUBJECT AREAS**

Planning and Administration • Public Transit

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Research Sponsored by the Federal Transit Administration in Cooperation with the Transit Development Corporation

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## TRANSPORTATION RESEARCH BOARD

WASHINGTON, D.C.

2005

[www.TRB.org](http://www.TRB.org)



**Exhibit 4-4 Impacts on Vehicle Ownership**

		% of Respondents Who Have...				Vehicle Ownership Before Joining			
Reference	Region	Given Up a Vehicle (primary or second)	Forgone Purchase of a Vehicle	Members Per Car-Sharing Vehicle	Private Vehicles Replaced per Shared Car**	None	One or More	Sample Size	Comments
EUROPEAN STUDIES									
Wagner (1990)	Switzerland	26%							
Hauke (1993)	Bremen	42%	16%						
Baum & Pesch (1994)	Germany	23%	32%						
Krietemeyer (1997)	Munich	19%	34%					596	
Lightfoot (1997)	Netherlands	44%							
Meijkamp & Theunissen (1997)	Netherlands	17%	5%						
Perner, Schöne & Brosig (2000)	Dresden	10%	28%					318	
Cambio, unpublished survey	Bremen, Aachen & Cologne	21%	11%						Cited in Koch (2002)
Olsen & Rettig (2000)	Denmark	7%	26-35%	14	1.0	57%	43%		Further 31% gave up a car independent of car-sharing
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Koch (2002)	Bremen	9%	26%						Figures refer to members with combined car-sharing/annual transit pass.
Holm & Eberstein (2002)	Dresden	10%	21%	35	3.5				
Krietemeyer (2003)	Munich	12%	35%					700	
Rydén & Morin (2005)	Bremen	34%	17%	19	6.5			301	
Rydén & Morin (2005)	Belgium	21%	14%	18	3.8			272	
European Average		22%	22%	20	4.0	50%	51%	371	
NORTH AMERICAN STUDIES									
Cambridge Systematics (1986)	San Francisco, CA	12%	43%	11	1.4			122	Assumes 1.9 individual users per household
Robert (2000)	Montreal, QC	21%	61%	17	3.5	49%	52%	153	
Robert (2000)	Quebec City, QC	29%	56%	17	4.7	38%	63%	208	



**Exhibit 4-4 Impacts on Vehicle Ownership (cont'd)**

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Zipcar (2001)	Boston, MA and Washington, DC	15%	35%	20	3.0				Details of methodology not available
Flexcar (2001)	Seattle, WA	6%							Cited in Vance (2004). Figures refer to net change in vehicle ownership, with 15% giving up a vehicle and 9% adding a new vehicle to the household.
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Communato (2004)	Quebec (4 cities)	32%	77%	20	6.4			2167	
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<b>North American Average</b>		<b>20%</b>	<b>41%</b>	<b>24</b>	<b>5</b>	<b>61%</b>	<b>40%</b>	<b>372</b>	
<b>Combined Average</b>		<b>21%</b>	<b>34%</b>	<b>23</b>	<b>4.5</b>	<b>58%</b>	<b>42%</b>	<b>372</b>	

\*25% of members who do own cars have sold or are considering selling their car.

\*\* Excluding impacts of forgone purchases.

Many surveys do not distinguish between respondents who have given up a car because of car-sharing, or for some other means. Where available, the data in the table refer to those who have given it up because of car-sharing.



Associated Transportation Engineers  
Trip Generation Worksheet - With In/Out Splits

#08093 - TRIGO ROAD MIXED-USE																
Land Use	Size	Pass-By	ADT		A.M.						P.M.					
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
<i>Proposed Uses</i>																
Apartments (ITE #220) (a)	22	1.00	6.32	139	0.510	11	14%	2	86%	9	0.50	11	63%	7	37%	4
Fast-Food Restaurant (ITE #933)	1,300	0.60	716.00	558	43.870	34	60%	20	40%	14	26.15	20	51%	10	49%	10
Specialty Retail (ITE #814) (b)	4,500	0.90	44.32	179	1.330	5	61%	3	39%	2	2.71	11	44%	5	56%	6
<i>Subtotal</i>				876		50		25		25		42		22		20
<i>Existing Uses</i>																
Specialty Retail (ITE #814) (b)	750	0.90	44.32	30	1.330	1	61%	1	39%	0	2.71	2	44%	1	56%	1
Fast-Food Restaurant (ITE #933)	2,042	0.60	716.00	877	43.870	54	60%	32	40%	22	26.15	32	51%	16	49%	16
<i>Subtotal</i>				907		55		33		22		34		17		17
<b>Project Total:</b>				<b>-31</b>		<b>-5</b>		<b>-8</b>		<b>3</b>		<b>8</b>		<b>5</b>		<b>3</b>

- (a) ADT Rate discounted 5% and P.M. Rate discounted 20% to account for bike/ped/bus trips  
(b) ITE Average Rate



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**TCRP REPORT 108**

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## Exhibit 4-4 Impacts on Vehicle Ownership

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## university case studies

### masters in alternative transportation

Some of the world's most notable colleges and universities are using Zipcar. It may be an Ivy-league idea, but that doesn't mean it's not the perfect transportation solution for any campus. Yale, Stanford, Brown (to name a few) are giving students, faculty and even their local community a viable alternative to battling campus congestion. More importantly, these universities are making a big impact at a small price. Zipcar for University gives students the freedom to express their concern for environmental initiatives while allowing the schools themselves to focus on big-ticket issues: campus parking, congestion, and pollution.

More than 100 universities across North America are getting their Masters in Alternative Transportation. Find out more about how they've benefited by clicking on a school below.

**POMONA COLLEGE**   
Pomona College – Claremont, CA

**if you have to leave campus, there's  
another way to go**

"We don't expect our students to live in a bubble. We want them to experience the culture and the opportunities in and around Los Angeles," said Miriam Feldblum, Vice President of Student Affairs and Dean of Students at Pomona College. "Helping them get to work in the community supports our mission." (more)

#### Fulfilling a commitment to students and the community

Widely regarded as a premier liberal arts college, Pomona College is set on a breathtaking 160-acre campus 35 miles outside of LA. So while it's hard to see why students would want to leave, Pomona has built a thriving internship program. "We have approximately ninety students working at non-profit organizations or businesses across the region," said Dean Feldblum. Though Pomona strongly encourages the use of public transportation and discourages cars on campus, schedules and distance make it difficult for students to fulfill internship commitments.

Enter Zipcar. Now with seven Zipcars on campus, students age eighteen and up can get to their jobs around the area, regardless of time or distance. What's more, according to Dean Feldblum, is that "having Zipcar also facilitates access to many off-campus activities for students and staff, whether they're volunteering, taking in a performance, or visiting a museum."

#### A driving force for change

How did Zipcar find its way to Pomona? "Actually, it started as a student initiative. The students came to us and asked us to look into car sharing." What Pomona discovered was a service that in Dean Feldblum's words, "...provided part of a complete solution to enable access and meet our sustainability goals."

In three words, how does a Dean of Students who's so obviously committed to the community and her students describe Zipcar? "Sustainable. Accessible. Visible."

### how to take on mass(ive) transportation





## challenges

University of Michigan – Ann Arbor, MI

"We operate 22,000 parking spaces, run bus services that provide 6 million passenger trips a year and maintain a fleet of around 1,000 vehicles. We're working to reduce the growing need for parking by promoting transportation options," said Dave Miller, Executive Director of Parking and Transportation, University of Michigan at Ann Arbor. (more)

### Keeping up with keeping cars off campus

So how does Zipcar fit into the plan? "It breaks down to convincing students and staff that they don't need to bring a car to campus," said Dave. That's no easy task when you consider the campus spans 2,800 acres and that there are 9,700 students living in residence halls. And for some residents the only way to get a space is to enter a lottery.

That's why the university turned to Zipcar. According to Dave, "We park Zipcars near the residence halls on Central Campus where there is absolutely no parking for students. The students love it." And Dave loves the fact that every Zipcar can take 15 to 20 privately-owned cars off the road (national average). That can go a long way to reducing congestion and parking demands.

### Managing Zipcar takes no time at all

"It just runs," said Dave, when we asked him to explain what it's like managing Zipcar on campus. He added, "Our main activity is marketing the program. And we've had good support from Zipcar promoting it."

Dave's incredibly busy, but he did have time to give us three quick words to sum up the program: "Easy. Convenient. Cost-effective."



SMITH COLLEGE

## cutting costs isn't all hard work

Smith College – Northampton, MA

"It's a beautiful campus," said Kristen Cole, Media Relations Director at Smith College in Northampton, Massachusetts, "and easy to navigate on foot. But more and more students were bringing cars to the college. Unfortunately, public transportation didn't seem to have enough of an impact on the number of cars." (more)

### Good for the students, the staff, the faculty and the budget

"We were at the point where we needed to consider adding more parking," said Kristen, "but with a relatively small campus, adding spaces is a substantial project." By offering Zipcar to students, staff and faculty, everyone has the freedom to travel around the area anytime day or night. And Smith was able to put its parking plans on hold. According to Kristen, "it was a relief not to add spaces, but to maintain the space we have."

Zipcar also brought other less tangible benefits to the campus. "It's fun to Zip around in different cars," said Kristen. On a more serious note, she mentioned that because Zipcar



includes gas and insurance, it gives virtually everyone on campus an affordable way to travel between the five-college consortium Smith belongs to.

**It's easy to bring Zipcar to campus** "Zipcar made it easy to bring Zipcar to campus," said Kristen. That's because Zipcar works with colleges and universities to design a plan that fits their goals. That includes determining the number of cars that lead to a successful program, adding cars as needed, and offering a range of cars from hybrids to CRVs that appeal to a cross section of members.

So how does the Media Relations Director at one of the most renowned colleges in the world sum up Zipcar? "Convenient. Affordable. Fun."



## Overview

Zipcar, Inc. proposes to reduce the number of cars on the Trigo Mixed Use Building while increasing mobility by providing car sharing services to the community. Zipcar is a convenient, low cost sustainable transportation alternative that is revolutionizing urban transportation systems. Zipcar provides employees, univ. campuses, and communities with freedom and mobility without the hassles of owning a car.

With Zipcar, employees, university affiliates, and community members can drive self-service cars by the hour or day, 24/7. Gas, maintenance, insurance and parking are all included. Members can use Zipcars for errands, shuttling friends to the airport, shopping, or quick road trips anytime of day or night. It's far more convenient and cost effective than owning a car or traditional car rental.

Each Zipcar takes approximately 25 cars off the road. Approximately 40% of our university members have stated that they would have otherwise purchased a car or have stopped their purchasing decision of a car because of Zipcar. With over 20,000 university members to date, Zipcar estimates we have taken about 8,000 personally owned vehicles off of university campuses.

Zipcar gives our members access to over 5,000 cars in the Zipcar network in metro Atlanta, Boston, Chicago, London, Minneapolis, New York, Philadelphia, Pittsburgh, Portland, San Francisco, Seattle, Toronto, Vancouver, Washington DC and over 70 university campuses in North America.

## Our Service

Zipcar provides the vehicles, technology, fuel, reservation system, and insurance for for users over the age of 18. Our members reserve the vehicles on line by the hour or day. The process is very simple.

**Join** - Students, faculty and staff join at [www.zipcar.com/rwu](http://www.zipcar.com/rwu) by entering their name, credit or debit card information and drivers license number. Each member will receive a Zipcard assigned specifically to them.

**Reserve** - Members reserve online or over the phone. At the time of the reservation a wireless signal is sent to the Zipcar.

**Unlock** - When members arrive at the Zipcar, they simply use their Zipcard to unlock the door.

**Drive** - When done, members just return the Zipcar to its spot, lock the car using their Zipcard, and walk away. Gas, insurance and a designated parking space are included in the hourly and daily rates.



## **Community & Environmental Impacts**

Zipcar's service has had a significant, positive impact on the environment and local communities. According to a recent member survey, drivers who use Zipcar as an alternative to owning a car ultimately spend less time behind the wheel and, in many cases, have surrendered ownership of their vehicles or have halted their purchasing decision.

### **Each Zipcar takes over 25 personally owned vehicles off the road.**

Nearly 200,000 Zipcar members share 5,000 vehicles in more than 50 cities throughout the UK and 26 North American states and provinces, including operations in Atlanta, Boston, Chicago, London, New York, Pittsburgh, Philadelphia, Portland, San Francisco, Seattle, Toronto, Vancouver, and Washington DC. Recent surveys indicate that more than 40% of members would have kept their vehicle, or would have purchased a primary or secondary vehicle, if Zipcar did not exist. To date, Zipcar estimates it has taken more than 50,000 vehicles off the road. This results in less congestion on the roadways and fewer greenhouse gas emissions and particulates. Older cars are replaced with new Zipcars that have more stringent pollution controls, preserving green space because fewer parking spaces are required to meet the needs of the same number of people.

### **Since each Zipcar takes approximately 25 cars off the road, less land and financial resources are needed to provide parking infrastructure.**

Government agencies, University officials and real estate developers have told Zipcar that each new parking spot can cost from \$35,000-\$50,000 to develop. M.I.T. provides students and faculty access to more than 20 Zipcar vehicles; because of Zipcar and other transportation demand management initiatives the school reports savings of more than \$9 million,

### **Zipcar members are more likely to shop locally.**

On average, members state they save \$436/month or \$5,232/year using Zipcar - money that will likely be spent locally.

### **After joining Zipcar, 90% of members drive less than 5,000 miles per year. Prior to joining, only half did so.**

Having to walk a block or pay for a vehicle by the hour or day changes driving and personal behavior patterns. It also results in decreased fuel consumption and urban emissions. Each Zipcar member now consumes 219 less gallons of gasoline per year. It is expected that Zipcar members will save more than 15 million gallons of gas, or 32 million gallons of crude oil from being consumed in 2007.

### **Members of Zipcar and car sharing programs report a 47% increase in public transit trips, a 10% increase in bicycling trips and a 26% increase in walking trips.**

Zipcar is part of the urban transportation mix. With Zipcar, members are more likely to take advantage of all methods of transportation. Zipcar members use cars only when they need to, and often walk or bike more, resulting in healthier residents.

### **At Zipcar's current membership adoption rates, Zipcar and other agencies anticipate that well over 10% of an urban population will participate in Zipcar's car sharing service.**

In Washington DC, for example, with a current population of over 600,000 residents, a conservative 10% adoption would result in 60,000 car sharing members throughout the city. At scale, over 24,000 vehicles would be taken off the road. Zipcar

## Summary

Zipcar is prepared to provide car sharing services to Trigo Mixed Use Building in order to facilitate a higher quality public/private transportation system and, over time, provide fleet reductions and cost savings to the College. Our staff includes expertise from the car-rental, software engineering and fleet management industries. Over the past seven years we have serviced over 1,300,000 reservations; oriented, communicated with, and billed 105,000 members, brought over 3,500 vehicles online and provided over 63,000,000 miles of trouble free driving. Our clients include major universities, cities and towns and real estate property managers.

Zipcar's core goal is to provide vehicles reliably, conveniently, and with personal service.

Our system provides three very important operational advantages over other car sharing systems.

- We have the most robust and thoroughly tested automated reservation and customer service systems. Our in house software engineers have worked for over 7 years to continually upgrade and improve our reservation system. We are happy to provide test memberships to review committee members to personally test phone and internet reservations systems.
- We have the capability to adapt to the largest variety of vehicles (20 models of cars to date) ranging from the sporty Mazda 3 to the energy efficient Toyota Prius and functional Ford Escape.
- Zipcar customer service will quickly and courteously deal with all member inquiries.

After seven years in operation, we have proven ourselves to be the largest and fastest growing car sharing company in the world.

Thank you for considering Zipcar as a candidate to provide car sharing services to Trigo Mixed Use Building and the community. We look forward to working with you throughout the evaluation process.



May/June 2008

## Carsharing: A Guide for Local Planners

*By Adam Cohen, Susan Shaheen, and Ryan McKenzie*

Transportation issues can create seemingly no-win conflicts for planners, whether it's dealing with traffic demand management, wrangling over parking requirements, addressing quality of life issues that accompany too much traffic, or, most recently, trying to reduce vehicle emissions to forestall climate change. But, planners, take note: A new "product-as-service" approach to vehicle use, called *carsharing*, is springing up in major metropolitan markets, smaller districts, and university campuses all across the country. Where the conditions are right to support carsharing, these programs can give planners another flexible tool to help address these issues in their communities.

### WHAT IS CARSHARING?

The principle of carsharing is simple: Individuals gain the benefits of private vehicle use without the costs and responsibilities of ownership. Rather than owning one or more vehicles, a household or business has access to a fleet of shared-use autos on an as-needed basis. Individuals gain access to vehicles by joining an organization that maintains a fleet of cars and light trucks that are parked in designated, leased spaces in a network of locations. Vehicles are accessed on an as-needed basis, and members are typically charged each time they use a vehicle (Shaheen and Cohen 2007).

Participants are not required to carry any insurance of their own; membership includes full liability and collision coverage on the company policy. Gasoline is also included; vehicles are equipped with a gas card for use at any retailer.

### Short-Term Use

Because carsharing is a flexible alternative, serving a variety of markets, many carsharing programs offer a variety of vehicles, including sedans, small SUVs, and pickup trucks. Most members utilize the carsharing vehicles for short trips of 30 minutes to four hours; however, some programs offer special rates for daily, overnight, and weekend rentals when longer trips are required. Vehicles can be reserved minutes or months in advance for specific blocks of time, online or by phone. Prices typically range from \$4 to \$11 per hour. Lower hourly rates are frequently accompanied with per mile charges ranging from 9 cents to 40 cents a mile, and higher rates are typically bundled with an allotment of "free miles."

To use a carsharing vehicle, members simply walk to the car at the reserved time, use a wireless security keycard to unlock the door, and drive as usual. As the reservation ends, they return the car to its exclusive-use parking space, lock it with their keycard, and walk away. An onboard computer collects and wirelessly transmits trip data. Charges are either automatically billed to the member's credit card or deducted from their bank account.

Carsharing is more cost-effective than owning or leasing for cars used less than 7,000 to 10,000 miles per year, depending on location (Litman 2000; Reynolds and McLaughlin 2001; Calgary Alternative Transportation Cooperative n.d.). And although carsharing is not well suited for daily commuter trips, this on-demand service can replace a household's second car — or even make a car-free home feasible — for those who don't *need* to drive everyday, including people who can ride transit, walk, or bike to work or school.

### Program History

While formal carsharing organizations have operated for more than 20 years in Europe, the first U.S. service was introduced in 1998, in Portland, Oregon. A total of 18 nonprofit and for-profit operators have since launched programs in 30 states, serving more than 20 major metropolitan markets and dozens of college campuses. As of January 2008, more than 235,000 members were sharing approximately 5,250 vehicles in the United States (Shaheen and Cohen, unpublished data).

Although for-profit carsharing organizations such as ZipCar account for 22 percent of carsharing programs in the United States, they account for 77 percent of the industry's membership and almost 84 percent of the vehicles deployed. Nevertheless, nonprofit organizations in large cities such as San Francisco, Chicago, and Philadelphia still account for almost 23 percent of the industry's membership and 16 percent of the industry's total fleet size. In

recent years, both for-profit and nonprofit startups have established more modest networks in mid-sized and smaller markets including Madison, Cleveland, Minneapolis, and Austin.

### **Profile: I-GO Car Sharing, Chicago**

I-GO Car Sharing was founded in March of 2002 by the Center for Neighborhood Technology (CNT), a "think-and-do tank" dedicated to building more livable, sustainable urban communities. Inspired by the success of car sharing in Europe, CNT introduced car sharing to Chicago to reduce greenhouse gas emissions and air pollution from the transportation sector, urban traffic congestion, and household transportation costs.

The City of Chicago, recognizing that car sharing services could fill a vital — and at that point empty — niche in the city's transportation network, provided I-GO's initial financing, allowing the organization to begin operations with four cars in two Chicago neighborhoods. Since that time, the organization has grown to serve more than 8,000 members with cars in 32 Chicago neighborhoods, as well as the adjacent suburbs of Oak Park and Evanston.



I-GO is true to its nonprofit environmentalist roots, and strives to incorporate its sense of environmental and social responsibility into all aspects of its operations. Every car in I-GO's fleet meets or exceeds the California Air Resources Board LEV II Low Emission Vehicle standards, and nearly one-third of the fleet is hybrid gasoline-electric vehicles.

I-GO works closely with city planners, other government entities, and the private sector to maximize the public benefits of car sharing. I-GO provides car sharing services to the City of Chicago Department of Fleet Management to reduce costs to the city of operating its fleet

for city employees. The program recently completed its first year of operation, with the city maintaining exclusive use of two I-GO vehicles during regular business hours, and using other I-GO vehicles on an as-needed basis in the same way as other I-GO members.

The city's Department of Planning, too, has recognized the benefits that I-GO car sharing provides, and I-GO coordinates with city planners and private developers to incorporate car sharing into planned developments. In addition, developers throughout the city are incorporating I-GO as a component of achieving LEED certification for their buildings. With two buildings in Chicago already having achieved certification — including the Merchandise Mart, the largest commercial building in the United States, certified LEED-EB Silver last November — and several more underway, I-GO expects to play a growing role in contributing toward LEED certification for new and existing buildings in the future.

Car sharing providers rely primarily on surface lots and garages to secure parking for car sharing vehicles. As car sharing continues to grow towards the goal of a ubiquitous presence in urban areas, however, competition for parking will become increasingly intense. I-GO has pioneered the use of on-street parking spaces for car sharing cars in Chicago, piloting the concept with — four locations in — three neighborhoods.

The ability of car sharing to deliver substantial environmental, social, and economic benefits, although seen by many skeptics as an untested claim only a few years ago, now seems beyond doubt. I-GO has taken an approach which understands car sharing as a component of the regional transportation network, and emphasizes close collaboration with planners, government agencies, elected officials and the private sector in order to make good on this promise. In the case of I-GO, this collaboration has resulted in individual members reducing their transportation costs by as much as \$4,000 a year, and a reduction of 9,725 metric tons of greenhouse gas emissions over the life of the program.

For more information about I-GO, visit [www.igocars.org](http://www.igocars.org) or e-mail [info@igocars.org](mailto:info@igocars.org).

*Joseph Grant*

Grant is the research and program associate at I-GO, Chicago's first car sharing program.

Image: Three current I-GO members and an I-GO car at the Logan Square Blue Line location. Photo by Matthew Gilson.



## **THE POSITIVE IMPACTS OF CARSHARING**

Carsharing offers a range of individual and community benefits. It serves as a "missing link" in the spectrum of alternative travel choices, filling the occasional service gaps left by other more environmentally friendly transportation modes such as walking, cycling, and transit, and increasing the viability of a largely car-free lifestyle.

### **Individual Benefits**

Most immediately, carsharing can offer tremendous economic savings. The average car costs more than \$500 per month to own and operate (American Automobile Association (AAA) 2007), which contributes to U.S. households spending nearly 20 percent of their income on transportation — second only to the cost of housing. Furthermore, according to AAA estimates, gas prices have risen nearly 20 percent from a year ago. The increased costs of auto ownership and uncertainty about future operating costs are encouragements to look for ways to reduce individual transportation expenditures.

Carsharing is one alternative. Rather than paying the ownership and fixed operating costs associated with a vehicle, including insurance, license, registration, taxes, depreciation, finance charges, and other expenses, carsharing members pay only for the time and distance they drive. The fixed operating costs are shared among a larger group of users. This all-inclusive bundle of services — vehicle use, insurance, and gasoline — is typically offered for less than \$11 an hour.

Carsharing also offers simplicity and freedom from worrying about car washing, oil changes, preventive maintenance, unpredictable repair needs, annual vehicle registration, and even the time and stress involved in car shopping.

Shared cars also generate social benefits, creating an affordable alternative to ownership for lower-income workers, students, and seniors. With on-demand access to safe and reliable vehicles that include full insurance coverage, those otherwise at risk of being marginalized can affordably maintain their mobility and participate fully in society.

Finally, the carsharing lifestyle often includes daily physical activity, such as walking to catch the bus, which supports a more active lifestyle for many of its users.

### **Community Benefits**

Carsharing members report a higher degree of environmental awareness after joining a program (Lane 2005). Their collective changes in car ownership and personal travel behavior promote a range of community planning goals, including support for walkable communities and alternative transportation, reduced parking demand, a reduction in criteria air pollutants and greenhouse gas (GHG) emissions, and even local economic development.

According to recent North American studies and member surveys, each carsharing vehicle removes an average of 15 privately owned cars from the community, as participants sell a vehicle or forgo a planned purchase. The resulting decrease in local parking demand creates opportunities to permanently reallocate the land for additional green space, new mixed-use development, or other community needs. Furthermore, the vehicles these members sell or avoid purchasing tend to be the oldest, most polluting, and least reliable on the road. They are replaced by a relatively small number of high-efficiency, low-emission vehicles, including gasoline-electric hybrid cars, creating even greater improvements in local air quality, noise, and emissions.

Former car owners change their daily travel behavior dramatically after joining, increasing their transit use, walking, and cycling, while reducing their total vehicle miles traveled (VMT) by an average of 44 percent (Lane 2005; ZipCar 2005; City CarShare n.d.; McLaughlin and Reynolds 2001; Litman 2000). Previously carless customers tend to use carsharing as a substitute for car rental, taxis, and other car-centered modes, rather than as an alternative to transit, walking, or cycling. Although their total VMT rises modestly, these gains are small in comparison to the overall mileage declines of other members.

These behavioral changes, combined with efficient daily use of the fleet, allow carsharing companies to successfully serve members at an average ratio of almost 45 people per vehicle (unpublished data Shaheen and Cohen).

Transportation is a major contributor of CO<sub>2</sub> and other greenhouse gas emissions, accounting for approximately 27 percent of total anthropogenic emissions in the United States and 14 percent globally (Shaheen and Lipman 2007). According to PhillyCarShare, the combination of driving hybrids, driving less, owning fewer cars, and making fewer cold starts can yield an impressive 95 percent reduction in auto emissions per participant (unpublished data, Lane). In Europe, carsharing is estimated to reduce the average user's carbon dioxide (CO<sub>2</sub>) emissions by 40 to 50 percent (Ryden and Morin 2005). In 2007, Communauto announced a 13,000-ton reduction in CO<sub>2</sub> emissions as a result of its 11,000 carsharing users in the province of Quebec, Canada. Communauto calculates that each carsharing user reduces his or her distance traveled by car by 2,900 kilometers per year on average. Furthermore, they anticipate

with a potential market of 139,000 households in Quebec that annual CO2 emission reductions could be as high as 168,000 tons per year (Communauto 2007).

From an economic development perspective, shared vehicles are an attractive amenity for both residential and commercial customers. In some cases, developers and property managers will enter guaranteed minimum revenue contracts with a carsharing company in exchange for having specific types of vehicles on site — sometimes for their tenants' exclusive use during certain hours. In other cases, the size and density of the district (a city center, for example) supports multiple general-use vehicles within seconds of any address. By adding an additional transportation alternative, carsharing can provide urban properties with increased accessibility, making them more attractive sites for tenants who might otherwise look for a suburban location.

#### **Profile: PhillyCarShare, Philadelphia**

PhillyCarShare, a nonprofit organization, is Philadelphia's premier carsharing service.

PhillyCarShare was founded in 2002 by five Philadelphians set on reducing automobile dependence citywide. The premise was simple: automobiles, while necessary in our society, are abundantly overused because they are priced inappropriately. Once a car is owned, almost all of its costs become "sunk" and unrelated to miles driven. Thus, driving seems cheap on the margin. Consider that a 10-mile roundtrip in Philadelphia costs \$4 on public transportation but only 98 cents in gas.



PhillyCarShare sought to change travel behavior by flipping these economics, making cars virtually free to access, and making costs related to how much one drives. PhillyCarShare's founders envisioned low-emission vehicles on every block, available by the hour and round the clock, to replace personally owned cars. Members would gain the opportunity to save money by driving less, plus enjoy access to dozens of models at a moment's notice, steps from their front doors.

In practice, PhillyCarShare has led the U.S. carsharing industry. It has worked to introduce innovations such as free memberships, a fleet of more than 50 percent hybrid vehicles, service to 18-year-olds, cars on every block, free trips on rail transit to users of PhillyCarShare vehicles parked at over 40 stations, child seats, rates from just \$3.90 per hour, and a debit billing system that enables even the poorest households to join.

The results have been nothing short of astounding. From its humble all-volunteer beginnings with nine members and two cars, PhillyCarShare has grown into the largest regional carsharing organization in the world. PhillyCarShare's 35,000 local members report owning 13,000 fewer cars and driving 42 percent fewer miles, and those who formerly owned vehicles report choosing to walk more (40 percent), ride public transit more (34 percent), bike more (18 percent) and take taxis more (13 percent). Members have logged 4 million miles in hybrids that pollute 90 percent less than conventional models, and have boosted the local economy by \$90 million by forgoing car ownership and spending the money locally rather than pouring it into the global auto industry. Plus, 75 percent of members have reported choosing where they live based on the locations of PhillyCarShare pods, highlighting the impact that PhillyCarShare has on neighborhood livability and quality of life.

PhillyCarShare, as a local nonprofit organization, recognizes the interconnectedness of communities, culture, and the environment, and thus invests in Philadelphia in a myriad of ways. Its Community Improvement Program helps civic-minded PhillyCarShare members contribute in local communities — for block clean-ups, tree plantings, community events, computer training for the elderly, and winter coat and toy drives. PhillyCarShare's "Key to the City" affinity program promotes local business, and PhillyCarShare's events regularly highlight local artists and musicians. In May 2008, PhillyCarShare is introducing "Walk Ride Share Philadelphia," a monthlong citywide initiative that encourages participants to put their cars in "park" in return for free PhillyCarShare driving credits, free walking shoes, a free transit pass, and more — all to demonstrate the ease and convenience of living car-free in the city.

PhillyCarShare, by dedicating itself to innovation and its civic mission, is reducing the region's carbon footprint, making Philadelphia less about cars and more about people.

For more information about PhillyCarShare, please view [www.phillycarshare.org](http://www.phillycarshare.org) or e-mail [info@phillycarshare.org](mailto:info@phillycarshare.org).



*Clayton Lane, AICP*

Lane is the Deputy Executive Director of PhillyCarShare.

Image: A large PhillyCarShare pod at 17th and Pine Streets in Philadelphia. Photo courtesy PhillyCarShare.

### **IS CARSHARING A POSSIBILITY FOR YOUR COMMUNITY?**

Given the many individual and community benefits of carsharing, planners may ask whether their communities can successfully host a program. Carsharing is most suited to walkable, high-density, mixed use urban areas with convenient transit nearby. It is generally an intensely local service; each car mainly serves customers within a quarter to half-mile radius or a five to 10 minute walk. Accordingly, there will be large areas of any metro area that simply cannot sustain even a low level of carsharing service without ongoing subsidy.

In nearly any region, however, there are pockets of more intense land use — the central business district, dense older neighborhoods, new planned unit developments, burgeoning university and medical campuses — that are the focus of economic development efforts. These areas often struggle with parking and traffic challenges that call for innovative solutions. Targeted carsharing programs can be successful in these niche markets. Examples of these programs can be found in such smaller communities as Rutledge, Missouri; Aspen, Colorado; and Bellingham, Washington.

Urban carsharing members have tended to be well educated and socially and environmentally aware. Early adopters of carsharing were typically in their 30s and 40s, with middle to upper middle incomes (Millard-Ball, 2005). Increasingly, however, there has been a significant growth in carsharing among younger drivers as operators have expanded services to university campuses.

In the last few years, many carsharing companies have reduced minimum age requirements from 21 to 18 years of age and have expanded aggressively on university campuses across the country. As of the fall of 2007, carsharing services were available at more than 50 colleges and universities across the United States (unpublished data Shaheen and Cohen). Membership growth in this demographic builds awareness and social support for the carsharing lifestyle. Industry observers anticipate increasing market acceptance and demand as students leave campus and enter the workforce.

### **PUBLIC SUPPORT FOR CARSHARING**

While it isn't the job of planners to get carsharing started, and carsharing is not a great match for every community, program benefits suggest that planners and their communities gain when a local carsharing program is started. What are the challenges facing a potential carsharing program in an untested region?

For the operator, carsharing can be risky business. Though companies have succeeded in attracting a healthy customer base in many large metropolitan areas, these capital-intensive programs face many hurdles in mid-sized and smaller regions.

New locations should not expect to attract experienced companies without committing to large, long-term revenue guarantees. No carsharing program has yet developed brand franchise opportunities, so local start-ups may need months or years to develop the basic technical, legal, and marketing infrastructure and education required to begin service. However, a number of carsharing operators and consultants now provide technical support and expertise, which can dramatically reduce the amount of time it takes to start up a new program.

Whether the operator is for-profit or nonprofit, achieving a significant level of market penetration before running out of capital is a daunting task — especially in places with smaller urban populations, lower densities, and more abundant, lower cost parking.

Prospective members are often initially skeptical about the feasibility of selling their cars. Even motivated, progressive-minded individuals who "get it" will need time and multiple exposures to the idea of carsharing to overcome uncertainty about such a fundamental change in their lifestyle (Shaheen 1999). Enthusiastic potential joiners may also wait in the wings for years: "I'll join as soon as my '98 Jetta dies." And potential business customers may also adopt a wait-and-see attitude, signing on only after the concept has been embraced by a respected corporate or institutional leader.

Finally, the time and effort required to identify and secure leases for free or reduced-cost parking spaces can be an unexpected source of delays and frustration.

Given these challenges, what can planners and municipal governments do to support the development of carsharing in their communities?

### **Become a Visible Advocate and Partner for Carsharing**

Endorsements and outreach from local governments, nonprofits, and community institutions will add to public awareness and legitimacy for a fledgling (or future) carsharing operation. Co-promotions, joint press releases, and media events featuring prominent local figures can help convince potential participants to join, accelerating the development of a viable local market. In 2004, Arlington County, Virginia, sponsored a multi-faceted carsharing pilot program that attracted more than 2,500 participants. More than 85 percent of surveyed members "felt more confident joining a carsharing company," knowing they were partnered with the county government (Arlington County Commuter Services 2005). Similarly, the decision by the City of Philadelphia to replace its municipal fleet with carsharing vehicles was an important milestone in the membership growth of PhillyCarShare (Lane 2008).

### **Include Carsharing in Applications for Grants, Loans, and Other Incentives**

Planners and allied professionals can create or encourage private-sector incentives to support carsharing through their evaluation criteria for distributing public dollars, providing loan guarantees, or offering administrative approvals. Examples of how carsharing is being encouraged in specific programs include the following:

- Developers pursuing LEED green building certification for new construction can earn a point by providing designated parking for carshare services (USGBC 2005).
- The Ohio Department of Development awards grants of up to \$5 million in its *Ohio Job Ready Sites* program, which is designed to "bolster the state's inventory of available facility locations served by utility and transportation infrastructure" (Ohio Department of Transportation 2008a). The 2008 proposal scoring system includes points for applicants that have "committed to make a car sharing program available" at their technical center/ research laboratory site (Ohio Department of Transportation 2008b).

### **Provide On-Street Parking**

In most cities, nearly 100 percent of curbside parking is designated for people who choose to own a car. By providing designated on-street parking for shared-use vehicles, cities can dedicate a small part of that public space to the urban residents who choose to share a vehicle.

Low or no-cost parking helps to reduce carsharing operator costs, resulting in lower rates for residential users, fewer vehicles on the road, increased parking availability, and lower emissions.

For potential participants, on-street parking provides safe, convenient, and highly visible locations that increase user confidence and awareness of the service, typically leading to increased rates of local membership.

Examples of municipal parking policies for carsharing include the following:

- Seattle has parking stalls that are designated to carsharing vehicles as a class, similar to taxi zones.
- Portland, Oregon, created "option zones" to designate on-street carsharing parking, denoted by orange public art poles that attach to parking meters.
- The Austin, Texas, city council passed Resolution 20060928-069, providing free parking spaces and exempting carsharing cars from city parking meter charges (City of Austin 2006).
- Parking spaces in Philadelphia have been granted on the premise that shared-vehicle use helps maximize overall parking availability.

### **Issue a Request for Proposals (RFPs)**

In 1999, the King County metro government, which includes Seattle, issued the first carsharing request for proposals (RFP) in the United States, pledging a range of financial and in-kind assistance. An international group of experts responded, coming together to form the first large-scale carsharing program in the country.

Several years later, Washington, D.C.'s transit agency also issued an RFP. It promised substantially less ongoing support, but eventually it led to the deployment of hundreds of cars from two established carsharing companies.

Finally, planners for the Pittsburgh Downtown Partnership (PDP), a nonprofit local development corporation, saw carsharing as an amenity that could support their emerging residential market, as well as a response to commercial objections about parking cost and availability. The PDP gained the backing of its stakeholders, approached their regional metropolitan planning organization with the vision, and succeeded in securing a federal transportation grant. It issued an RFP, selected a carsharing provider, and now has more than two dozen cars providing service in targeted areas of downtown, a nearby medical and university campus district, and surrounding neighborhoods.

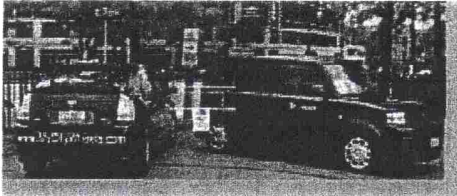




### **Profile: CityWheels Carsharing, Cleveland**

Not all carsharing programs are run by national for-profit corporations or large nonprofit organizations. My commitment to sustainability and my passion for walkable urban neighborhoods led my wife and me to create CityWheels, a small carsharing program in our hometown of Cleveland.

By the early 2000s, I had worked for more than 10 years in the nonprofit environmental community, advocating for urban policies and investments that support walking, bicycling, and public transit. I recognized carsharing's potential to support a "car-optional" lifestyle for many people — especially in areas with convenient rush hour transit service, but limited night and weekend coverage — and felt that a carsharing service in Cleveland could further support the transit-friendly policies I had been working on.



For several years, we attempted to attract an existing operator to Cleveland. The city's car-oriented land use patterns and limited use of alternative travel modes, however, discouraged interest. It became apparent that if the community wanted carsharing, it would need to form an organization of its own.

We approached the region's key charitable foundations with the idea, but found them wary of funding a business venture. With little hope of raising charitable startup funds, we made the decision to personally incorporate CityWheels as a small for-profit business. We have since funded the company primarily with family savings and personal debt, in contrast to the millions of dollars in government grants or private equity investment that fuel the growth of larger carsharing organizations.

Our opportunity to launch Ohio's first carshare program came in early 2006. Environmentally minded students from Oberlin College, a small liberal arts school 40 miles outside of Cleveland, approached us about providing a carsharing service on campus. They gained support from the college's chief financial officer and president, which led to a critical multi-year contract. Oberlin College now has two carshare vehicles, a Prius hybrid and Scion xB wagon, on its campus.

Later that year, we approached University Circle Inc. (UCI), the nonprofit organization providing services, advocacy, and development support for University Circle, a densely packed square mile of world-class health care, education, and arts institutions at the eastern edge of Cleveland. Thanks to startup backing and continuing in-kind assistance from UCI, we have placed two more cars in this growing district.

To date, CityWheels has served more than 250 customers with this limited fleet. We anticipate expanding to at least 12 cars in 2008, and are working to create partnerships with the regional transit authority, the county's planning commission, and additional area colleges.

The road has been bumpy at times, and the business still needs many more cars to reach a break-even point. In retrospect, incorporating as a nonprofit would have been less stressful, even if slower to launch. Yet all signs point to a very bright future.

Our members tell us that carsharing has made an enormous difference in their lives. We're proud of the change we've inspired so far and are passionate about sharing CityWheels with a much larger audience.

For more information about CityWheels, visit [www.CarsByTheHour.com](http://www.CarsByTheHour.com) or e-mail [info@myCityWheels.com](mailto:info@myCityWheels.com).

*Ryan McKenzie*

Image: CityWheels carshare vehicles stand ready for use in the University Circle district of Cleveland. Photo by Ryan McKenzie.

### **Become Carsharing Customers**

As a part of fleet reduction efforts, governments and institutions can contract for carsharing services. Contracts typically guarantee a minimum level of monthly vehicle use, providing the carsharing operator with visibility and a predictable source of revenue.

Government or institutional carsharing provides a variety of benefits, including:

- **Predictable Budgeting:** An all-inclusive service contract helps to temper the uncertainty of rising fuel costs,

maintenance, and self-insured claims on constrained budgets.

- **Fleet Reduction and Replacement:** Some percentage of any large fleet gets driven only periodically, yet the acquisition, maintenance, and operation of such vehicles represents an enormous ongoing cost. Carsharing vehicles can effectively serve peak demand travel needs, allowing for significant decreases in fleet size without affecting employee mobility. Furthermore, carsharing vehicles are usually newer, cleaner, and more efficient than the fleet cars they replace, which can reduce total greenhouse gas emissions.
- **Improved Efficiency:** Vehicles in some organizations are assigned for use exclusively within specific departments, causing unmet demand in some offices while other cars sit idle. Carsharing allows multiple departments to easily reserve any car in the shared fleet, improving vehicle access and employee productivity.
- **Greater Accountability:** Carsharing provides a mechanism to ensure that fleet vehicles are driven for official use only. Fleet usage dropped significantly when the City of Philadelphia began to bill vehicle usage back to its departments, indicating that departments were being held accountable for their use of government vehicles.
- **Public Benefit:** While an internal fleet sits idle on evenings and weekends, carsharing vehicles are available to serve the surrounding community, creating a quality-of-life improvement with no added public cost.

The cities of Philadelphia and Berkeley, California, provide two early examples of municipal governments using carsharing programs. In 2004, the City of Philadelphia eliminated more than 300 municipal vehicles with a net savings of approximately \$9 million over a five-year period, including reduced costs for acquisition, parking, vehicle maintenance, and fuel (Friedman 2006). In that same year, the City of Berkeley replaced 15 underused fleet cars with five carsharing vehicles, yielding approximately \$400,000 in savings over three years, from \$250,000 in replacement cars, gasoline, and maintenance and \$150,000 on insurance and fleet management (City of Berkeley Mayor's Office 2004).

### **Encourage Carsharing in Development Projects**

Municipalities can allow developers to reduce overall parking requirements in exchange for carsharing support, adding to other benefits of reduced parking such as more efficient use of space and reduced impervious surface and stormwater runoff issues. Variations include allowing carsharing spaces in lieu of general use parking and allowing greater floor-area ratios.

Parking reduction policies are most effectively codified in zoning or building codes, making them easy for developers to use. While they can be managed on a case-by-case basis through the variance process, the bargaining adds difficulty and reduces the likelihood of action.

- Seattle's Municipal Code allows for a reduction of one parking space for each parking space leased by a carsharing program for small-scale developments (City of Seattle 2008). For larger-scale developments, Seattle's municipal code allows for a reduction of three required parking spaces or 15 percent of the total number of required spaces, whichever is fewer.
- Parking by-laws in Vancouver, British Columbia, give officials the option of substituting carsharing vehicles and parking spaces at a 1:3 ratio, up to one carsharing vehicle for each 60 dwelling units (City of Vancouver 2005).
- More than two years before an operator stepped forward to provide service, the city council of Austin, Texas, included carsharing in their parking reduction policy, allowing for minimum off-street parking reductions of 20 spaces for every carsharing vehicle provided. For multi-family residential uses in the University Neighborhood Overlay District Section, off-street parking requirements are reduced to 40 percent of regular standards with participation in a carsharing program (City of Austin 2008). No projects have taken advantage of the policy to date, but the carsharing operator notes that the code change has generated awareness of and interest in carsharing among local developers.

### **Address Tax Policy Issues**

Because of its hourly rate structure, annual membership fees, and the location of vehicles, carsharing almost exclusively serves local residents and businesses—taxpayers who are changing their daily behavior in ways that produce a variety of local benefits.

Yet confusion about the fundamental differences between carsharing and standard car rental have, at times, led to misapplication of state and local rental car taxes. They can raise carsharing prices by up to 20 percent, stifling demand and undermining the viability of these programs.

Regardless of whether a carsharing program is for-profit or nonprofit, governments should look to the character of the service provided and support tax policies that are congruent with public goals such as affordable mobility, parking demand management, and emission reductions.

Several communities have resolved this potential confusion by clarifying their tax codes:



- Chicago's City Council has declared all carsharing vehicles leased on an hourly basis to be exempt from the city's 6 percent car rental tax.
- Multnomah County (Portland metropolitan area) was the first U.S. jurisdiction to formally adopt a legal definition of carsharing, thereby exempting it from existing vehicle rental taxes.
- The Washington State Legislature is considering tax breaks for carsharing users and exemptions for rentals with a valid Washington identification and address.

## CONCLUSION

Although relatively few resources have been invested in carsharing to date, these innovative programs have already demonstrated remarkable individual and public benefits in a variety of community and campus settings. Low-density patterns of land development may limit their geographic spread, yet estimates suggest a potential market for carsharing that exceeds 10 percent of the North American population (Shaheen, Cohen, and Roberts 2006). With the support and encouragement of planners, carsharing services can continue to grow and thrive in walkable communities across the country — improving quality of life for millions of people and accelerating our transition to a more sustainable transportation future.

### Carsharing Resources on the Web

In addition to the studies and information presented in the reference list, there are many online carsharing resources available. This list provides just a few examples and is by no means comprehensive.

The World CarShare Consortium is a cooperative, independent, international communication program supporting carsharing projects and programs worldwide: [www.ecoplan.org/carshare/cs\\_index.htm](http://www.ecoplan.org/carshare/cs_index.htm)

Innovative Mobility Research explores innovative mobility technologies and services that could improve transportation options, while reducing their negative societal and environmental impacts: [www.innovativemobility.org](http://www.innovativemobility.org)

CarSharing.net is a nonprofit educational and promotional site supporting the carsharing industry in North America: [www.carsharing.net](http://www.carsharing.net)

Carplus, in the United Kingdom, has produced a variety of resources from basic information sheets to detailed good practice guides: [www.carplus.org.uk/Resources/carplus-resources.htm](http://www.carplus.org.uk/Resources/carplus-resources.htm)

The Transportation and Land Use Coalition's Instant Advocate provides an overview of carsharing, case studies, and resources:  
[www.transcoalition.org/ia/carshare/03.html](http://www.transcoalition.org/ia/carshare/03.html)

The Carsharing.US blog provides information, issues, and ideas for U.S. and North American carsharing services and providers:  
<http://carsharingus.blogspot.com/>

*Bringing Car-Sharing to Your Community*, by Berkeley's City CarShare, is an extensive practical guide to starting a carsharing organization in your community:  
[www.citycarshare.org/download/CCS\\_BCCtYC\\_Long.pdf](http://www.citycarshare.org/download/CCS_BCCtYC_Long.pdf)

The Beginner's Guide to the Car Sharing Business is a brief guide for anyone who wants to bring carsharing to their city:  
[www.autoshare.com/beginners/guide.html](http://www.autoshare.com/beginners/guide.html)

The Co-operative Auto Network (CAN) provides resources and guidance in starting a carsharing organization:  
[www.cooperativeauto.net/about-can/can-consulting/](http://www.cooperativeauto.net/about-can/can-consulting/)

### About the Authors

*Adam Cohen is a research associate with Innovative Mobility Research at the Transportation Sustainability Research Center (TSRC) at the University of California, Berkeley. He is a member of APA and has a master's degree in city and regional planning from the Georgia Institute of Technology. Susan Shaheen holds a joint research appointment at the Transportation Sustainability Research Center (TSRC) at the University of California, Berkeley, where she is a research director, and at the Institute of Transportation Studies–Davis. She has been working on carsharing in North America and internationally since 1996 and has authored numerous journal articles and reports on this topic. In 1999, Shaheen launched the first smart carsharing program in the U.S., CarLink in Dublin–Pleasanton, California. Ryan McKenzie is the founder and president of CityWheels Car-sharing. He has a master's degree in Urban Studies*

from the Levin College of Urban Affairs at Cleveland State University and more than 10 years of experience in urban public policy, infrastructure design, and advocacy for walking, bicycling, and transit improvements. A committed urban environmentalist, he lives in a solar-powered home near downtown Cleveland.

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# Carsharing

## Vehicle Rental Services That Substitute for Private Vehicle Ownership

### ~~~~~ TDM Encyclopedia

Victoria Transport Policy Institute

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*This chapter describes Carsharing, which refers to vehicle rental services that substitute for private vehicle ownership. This requires that rental services be easily accessible, affordable and convenient to use, even for short time periods.*

### Description

*Carsharing* refers to automobile rental services intended to substitute for private vehicle ownership. It makes occasional use of a vehicle affordable, even for low-income households, while providing an incentive to minimize driving and rely on alternative travel options as much as possible. It requires these features:

- Accessible (i.e., located in or near residential neighborhoods).
- Affordable (reasonable rates, suitable for short trips).
- Convenient (vehicles are easy to check in and out at any time).
- Reliability (vehicles are usually available and have minimal mechanical failures).

Carsharing is common in Europe, and is being developing in some North American cities. Carshare organizations typically charge \$1-2 per vehicle-hour, plus 25-40¢ per mile. Some charge a refundable membership deposit of \$300-500. These charges cover all vehicle operating expenses, including fuel and insurance. There are often special rates for extended trips and infrequent users. Carsharing is considered a cost effective alternative to owning a vehicle driven less than about 6,000 miles (10,000 kms) per year. There are typically 8-15 members per vehicle. Some small businesses use Carsharing (Reutter and Bohler, 2000).

Carsharing is a middle option between having no vehicle and owning a private automobile. The table below compares personal transportation options. Carsharing offers medium convenience, and has low fixed costs and high variable costs. Private vehicle ownership offers the most convenience, has the highest fixed costs and lowest variable costs. Conventional vehicle rental businesses are not intended to substitute for private vehicle ownership. They are located at transportation terminals or commercial centers and priced by the day, and so are relatively expensive for individual short trips. They generally have high daily rates but low variable costs. Taxis are relatively convenient and have no fixed charges but the highest variable charges. Public transit has moderate to low convenience (depending on location), modest to low costs.

**Table 1      Vehicle Use Options Compared**

| Criteria        | Carsharing  | Private Ownership | Conventional Rental | Taxi        | Public Transit |
|-----------------|-------------|-------------------|---------------------|-------------|----------------|
| Convenience     | Medium      | High              | Varies              | High-Medium | Medium-Low     |
| Fixed Charges   | \$100/yr    | \$2,000-4,000/yr  | None                | None        | \$600/yr max   |
| Time Charges    | \$1.50/hour | None              | \$20-40/day         | None        | None           |
| Mileage Charges | 20-40¢      | 10-15¢            | 5-10¢               | \$1.00      | 21¢            |

*This table compares convenience and price of five common travel modes.*



Below are typical variable costs for a single 15-mile trip by different modes:

|                     |         |
|---------------------|---------|
| Carsharing          | \$10.00 |
| Conventional Rental | \$32.00 |
| Private Car         | \$2.00  |
| Taxi                | \$15.00 |
| Transit             | \$3.15  |

Other vehicle sharing strategies are possible. One proposed system would allow vehicle owners to identify when and where their vehicles are available (for example, at home or at worksites) through a matching service. Registered customers could rent the vehicle during those times, with access automatically controlled by an electronic key or pass code, and payments made from user's to vehicle owner's account. Travel time and distance could be recorded manually or by special meters installed in participating vehicles.

*Station cars* are a type of Carsharing. Station cars are rented at transit stations for travel between terminals and local destinations. This supports transit use, particularly in suburban areas where destinations are too dispersed for convenient pedestrian access. Because they are intended for short trips, station cars can employ small, alternative fuel vehicles, such as battery powered electric cars. Public Bike Systems (PBS), which are automated bicycle rental systems designed to provide efficient mobility for short, utilitarian urban trips, similar to Carsharing.

Some studies indicate that access to vehicles significantly increases employment and average wages for disadvantaged people entering the workforce (such as *welfare-to-work* programs), and so recommend vehicle ownership subsidies (Blumenberg, 2003). However, Carsharing subsidies are probably better, if possible, since they do not require large up-front costs for purchase, registration and insurance, nor do they burden lower-income households with high fixed costs which may be unnecessary and unaffordable if, for example, a worker finds a job that can be reached more easily by alternative modes.

### How it is Implemented

Carsharing organizations can be cooperatives or private businesses. Cooperatives sometimes receive grants to cover start-up and administrative expenses. Some Carsharing services are established at multi-family residential cooperatives as a service for users. Station cars are often implemented by public transit agencies. Governments can provide various types of support and incentives to help develop Carsharing services, including promotion, funding, favorable parking policies, incorporating Carsharing into public organizations and development projects, and favorable tax policies (Enoch and Taylor, 2006).

### Travel Impacts

Because Carsharing variable costs are 2-10 times higher than for a personal automobile, users tend to minimize their driving. Overall travel reductions depend on what portion of Carshare participants would otherwise own a personal automobile (they typically reduce their vehicle use by 50-80%) and which portion would otherwise not own an automobile (they typically increase their vehicle use by a small amount). Most studies suggest that Carsharing typical results in a net reduction in per capita driving among participants that averages 40-60%, but this varies depending on the demographics of participants and the quality of travel choices in their community (Steininger, Vogl and Zettl, 1996).

In a study of the San Francisco *City CarShare* program, Cervero and Tsai (2003) find that when people join, nearly 30% reduce their household vehicle ownership and two-thirds stated they avoided purchasing another car, indicating that each Carshare vehicle substitutes for seven private cars, and that the average member drives 47% fewer annual miles after joining. However, since Carsharing tends to attract

motorists who already drive relatively low mileage, total travel reductions may be relatively small.

Carsharing services are usually located in urban areas where there are suitable travel options so a significant portion of residents do not need own an automobile, and sufficient regular users within convenient walking distance (typically 0.3 miles) of the vehicles. In a typical region 10-20% of residents live in neighborhoods suitable for carsharing, and perhaps 3-5% of those residents would carshare rather than own a private vehicle ownership if the service were available. People who shift from owning a private vehicle to carsharing are typically lower-annual-mileage drivers who reduce their vehicle travel about 50% (i.e., they reduce their mileage from 6,000 to 3,000 annual miles). This suggests that carsharing services can reduce total vehicle travel by 0.1% to 0.2%, although much more in suitable urban neighborhoods.

**Table 2 Travel Impact Summary**

| Objective                                      | Rating | Comments                                 |
|------------------------------------------------|--------|------------------------------------------|
| Reduces total traffic.                         | 2      | Reduces total per capita vehicle travel. |
| Reduces peak period traffic.                   | 2      | Reduces total per capita vehicle travel. |
| Shifts peak to off-peak periods.               | 0      |                                          |
| Shifts automobile travel to alternative modes. | 2      | Reduces total per capita vehicle travel. |
| Improves access, reduces the need for travel.  | 1      | Supports higher-density, mixed land use. |
| Increased ridesharing.                         | 2      | Encourages alternatives to driving.      |
| Increased public transit.                      | 2      | Encourages alternatives to driving.      |
| Increased cycling.                             | 2      | Encourages alternatives to driving.      |
| Increased walking.                             | 2      | Encourages alternatives to driving.      |
| Increased Telework.                            | 2      | Encourages alternatives to driving.      |
| Reduced freight traffic.                       | 0      |                                          |

Rating from 3 (very beneficial) to -3 (very harmful). A 0 indicates no impact or mixed impacts.

## Benefits And Costs

Benefits include (Litman, 2000; Bonsall, 2002; TRB, 2005):

- Increased consumer choice and financial savings.
- Increased affordability for lower-income drivers who occasionally need a vehicle.
- Reduced per capita annual mileage, resulting in reduced congestion, road and parking facility costs, crashes, pollution and energy use.
- Reduced residential parking requirements and support for higher density residential development.

Costs are primarily related to startup and administrative costs of Carsharing organizations.

**Table 3 Benefit Summary**

| Objective                | Rating | Comments                                    |
|--------------------------|--------|---------------------------------------------|
| Congestion Reduction     | 2      | Reduces total automobile use.               |
| Road & Parking Savings   | 2      | Reduces total automobile ownership and use. |
| Consumer Savings         | 2      | Reduces total transportation expenditures.  |
| Transport Choice         | 3      | Makes driving more affordable.              |
| Road Safety              | 2      | Reduces total automobile use.               |
| Environmental Protection | 2      | Reduces total automobile use.               |
| Efficient Land Use       | 2      | Supports reduced automobile ownership.      |
| Community Livability     | 2      | Reduces total automobile use.               |



Rating from 3 (very beneficial) to –3 (very harmful). A 0 indicates no impact or mixed impacts.

### Equity Impacts

Carsharing is generally available to anybody who meets basic requirements, although only people who live in neighborhoods with such services are likely to use it. Carsharing services may require subsidies to become established. Carsharing tends to increase equity by improving the mobility options of people who are transportation disadvantaged, and by allowing lower-income drivers significant financial savings compared with vehicle ownership (Bonsall, 2002). It can help provide basic mobility under some circumstances.

**Table 4 Equity Summary**

| Criteria                                | Rating | Comments                                           |
|-----------------------------------------|--------|----------------------------------------------------|
| Treats everybody equally.               | 1      |                                                    |
| Individuals bear the costs they impose. | -1     | May require subsidies to become established.       |
| Progressive with respect to income.     | 3      | Benefits lower-income drivers.                     |
| Benefits transportation disadvantaged.  | 1      | Benefits some transportation disadvantaged people. |
| Improves basic mobility.                | 1      | Improves occasional access to an automobile.       |

Rating from 3 (very beneficial) to –3 (very harmful). A 0 indicates no impact or mixed impacts.

### Applications

Tends to be most effective and appropriate in higher-density, lower- and middle-income residential areas where there are good alternatives to driving (TRB, 2005). It can also be implemented in commercial centers and industrial parks (Reutter & Bohler, 2000). It may be particularly appropriate as part of Location Efficient Development and Car-Free Housing. Station cars are located at major transit stations, particularly in suburban areas where a car is often needed to reach destinations.

**Table 5 Application Summary**

| Geographic                      | Rating | Organization                 | Rating |
|---------------------------------|--------|------------------------------|--------|
| Large urban region.             | 3      | Federal government.          | 1      |
| High-density, urban.            | 3      | State/provincial government. | 2      |
| Medium-density, urban/suburban. | 2      | Regional government.         | 2      |
| Town.                           | 2      | Municipal/local government.  | 3      |
| Low-density, rural.             | 1      | Business Associations/TMA.   | 3      |
| Commercial center.              | 3      | Individual business.         | 3      |
| Residential neighborhood.       | 3      | Developer.                   | 2      |
| Resort/recreation area.         | 3      | Neighborhood association.    | 2      |
|                                 |        | Campus.                      | 2      |

Ratings range from 0 (not appropriate) to 3 (very appropriate).

### Category

Improved Travel Choice

### Relationships With Other TDM Strategies

Carsharing supports and is supported by TDM strategies that increase consumers travel choices such as Transit Improvements, Ridesharing and Nonmotorized Transport, and by land use management strategies such as Transit-Oriented Development, Location Efficient Development, Car-Free Housing, Taxi Improvements and Campus Transport Management that create less automobile-dependent communities. Parking Management can allow residents who do not own an automobile to avoid paying for parking they do not need, which increases the consumer savings that result from Carsharing. Vehicle Costs

describes the full costs of owning and operating an automobile, and the cost savings that can result from reduced driving. Huwer (2004) recommends integrating carsharing and public transit planning and marketing activities.

### Stakeholders

Local and regional government agencies and non-governmental organizations can help establish Carsharing organizations, and support complementary TDM strategies. Carshare programs can be incorporated into various types of developments. State and provincial governments can help overcome problems obtaining vehicle insurance. Businesses and cooperatives can provide Carsharing services.

### Barriers To Implementation

A major barrier is the need to establish and maintain a critical mass of users (typically 30 members or more) in individual neighborhoods. Carsharing cannot develop until enough potential users in each area are familiar with the concept, understand how it can benefit them, and are willing to commit themselves to a Carshare organization. This often requires education and marketing. Carshare organizations often require seed money to become established.

### Best Practices

DFT (2004) and TRB (2006) provide information on the development and management of carsharing organizations. Below are some best practices guidelines.

- Structure Carshare organizations to meet the needs of the community. Larger cities can support much larger Carsharing organizations than smaller communities.
- Implement Carsharing in conjunction with other TDM programs that improve transportation choices. It is particularly appropriate as part of transit encouragement efforts (Huwer, 2004).
- Find ways to minimize administrative and overhead costs.
- Provide a variety of pricing options to serve different types of users (infrequent, frequent, extended trips).
- Structure rates to include both time and mileage fees, so the organization will not lose money with either a high-mileage trip during a short rental period, or low-mileage trip during a long rental period.
- Develop partnerships with organizations that are interested in reducing vehicle ownership, promoting public transit use, or providing occasional vehicle access to a particular group.
- Use innovative marketing.

#### Wit and Humor

Bob and Bill often rented a boat to fish on a lake. One day they caught thirty fish. Bob said to Bill, "Mark this spot so we can find it again tomorrow."

The next day when they were driving to rent the boat, Bob asked, "Did you mark that spot?"

Bill replied, "Yes, I put a big 'X' on the bottom of the boat."

Bob exploded in exasperation, "You fool! What if we don't get the same boat today?"



## Case Studies and Examples

The Transportation Research Board report, “Car-Sharing: Where and How It Succeeds” (TRB, 2005) includes many examples of Carsharing programs.

### *Paris Offers Drivers Electric Cars To Beat Pollution - For A Small Charge*

Charles Bremner, *The Times*, [http://driving.timesonline.co.uk/tol/life\\_and\\_style/driving/news/article3118755.ece](http://driving.timesonline.co.uk/tol/life_and_style/driving/news/article3118755.ece).

The Mayor of Paris is about to launch another novel scheme for fighting congestion and pollution: self-service cars. Bertrand Delanöe aims to start with 2,000 electric-powered vehicles that subscribers can drive off without booking at dozens of sites 24 hours a day and then leave anywhere in the city.

The so-called *Automobiles-en-Libre-Service* would greatly expand on similar small-scale services that exist in Europe and America. It is intended to complement the Vélib, the highly successful bicycle scheme that Mr Delanöe opened last July with 5,000 rental stations around the city.

The non-polluting cars, which will cost a few euros per hour to use, depending on mileage, will enable Parisians to carry passengers and loads on short trips without the bother and expense of hiring or running their own vehicles, says the mayor.

Just as the bicycle scheme was greeted with scepticism, doubts are being sounded over the viability of the *Voiturelib* – free car – as it is being dubbed. Denis Baupin, the Green Party deputy to Mr Delanöe, is worried that Parisians could drop their new-found cycling habit. “Vélib users shouldn’t be encouraged to take a car instead of a bike,” he said. Some experts are also questioning whether the cars, which would be many times more expensive to operate than bicycles, could be subsidised through advertising space, like the Vélib.

Mr Delanöe’s team calculates that one car will replace between five and ten private vehicles. Only 43 per cent of Paris households have vehicles and 95 per cent of them are parked at any moment. Mr Delanöe’s Vélib has turned Paris into an almost bike-friendly city, with the 20,000 machines having already been used for 11 million trips so far. Parisians and commuters relied on them during transport strikes in November.

### *San Francisco Bay Area Station Car Demonstration ([www.stationcarinfo.com](http://www.stationcarinfo.com))*

The San Francisco Bay Area Station Car Demonstration was a field test sponsored by Bay Area Rapid Transit (BART) and Pacific Gas & Electric from 1995 to 1998, using 40 prototype electric vehicles. The project had total funding of \$1,486,000. It was implemented to determine the viability of EVs for making short, everyday trips in a variety of settings: between home and BART station; between BART station and work site; and pool cars used at worksites.

The station car was a two-seat battery-powered electric vehicle (EV) made by the Norwegian firm, Personal Independent Vehicle Company. Charging ports were installed at selected BART stations. During the demonstration, the station cars were driven 154,802 vehicle miles of travel (vmt) and produced 179,470 passenger miles of travel (pmt). For the participants, internal combustion engine automobile use decreased 94%. Use of BART by participants increased by 125,222 (56%) during the demonstration, providing approximately \$18,464 in increased fare revenue.

Based on this evaluation of the Demonstration, which shows the potential of the station car concept, the authors recommend that BART proceed with more complex and technically challenging demonstrations and field tests. These tests should include electronics for vehicle access by multiple users and electronics for tracking the vehicles and communicating with the drivers. Reservation and billing systems should be tested. Other participants from the mobility industry (i.e., car makers, rental car agencies, and electronics firms) should be invited to participate in and contribute to these tests. In addition, market research is needed to determine how and where station car use can be maximized. A study by Nelson/Nygaard (2003) found that station cars increase BART ridership and fare revenue, and that it provides overall benefits to consumers and society.

*Carsharing Market Study (Andrew and Douma, 2006)*

A market study, based on analysis of North American carsharing, identified that the following neighborhood factors that contribute to successful carsharing programs:

- High density of individuals aged 21-39.
- High proportion of residents commuting by transit or walking.
- High proportion of renters, non-family households and single-person households.
- A shortage of parking.

*Arlington Carsharing ([www.CommuterPage.com/Carshare](http://www.CommuterPage.com/Carshare))*

Analysis of carshare activity in Arlington, Virginia (a suburb of Washington DC) found the following:

- Carsharing membership in Arlington is growing rapidly and totals nearly 3,500 individuals in 2006.
- Five percent of Arlington residents living in the Metrorail (transit-oriented development) corridors are Flexcar or Zipcar members.
- Carsharing has allowed members to reduce their vehicle ownership rates and overall vehicle-miles traveled while increasing transit use and walking. Members also have generally been able to postpone buying a vehicle.
- Overall, the Arlington Carshare Program complements walk/bike/transit-friendly lifestyle available in multi-modal urban villages.

*Seattle Flexcar ([www.flexcar.com](http://www.flexcar.com))*

The Seattle area Flexcar organization has the following rate structure. This is predicted to provide net savings to households that drive less than about 8,000 miles per year.

**Table 6 Flexcar Rate Structure (2000)**

| Plan           | Initiation Fee | Monthly Fee | Car         |              | Specialty Vehicle |              |
|----------------|----------------|-------------|-------------|--------------|-------------------|--------------|
|                |                |             | Hourly Rate | Mileage Rate | Hourly Rate       | Mileage Rate |
| Test Drive     | \$0            | \$0         | \$3.50      | \$0.90       | \$4.00            | \$0.90       |
| Bronze Club    | \$250          | \$20        | \$2.00      | \$0.50       | \$2.50            | \$0.50       |
| Bronze Assoc.* | \$0            | \$5         | \$2.00      | \$0.50       | \$2.50            | \$0.50       |

*Car Modal – New Service For Organised Passenger Transport In Private Cars ([www.tellus-cities.net](http://www.tellus-cities.net))*

This project will develop and demonstrate new vehicle use and ownership options, including carsharing, dynamic ridematching and collective taxi services using cell-phone and computer technology. This will enable travellers to match vehicles and travelers to specific destinations, with payment using direct cash transfer via cell-phone. This pilot project involves:

- Designing the overall system.
- Developing hardware and software for data and billing.
- Building a customer organisation.
- Marketing
- Integration with public transport and traffic management centres.

*MOSES ([www.moses-europe.org](http://www.moses-europe.org))*

The MOSES (Mobility Services for Urban Sustainability) research program came to the following conclusions regarding the potential for Carsharing to improve urban transport.



The (European) city has a great potential for sustainable development. The proximity of functions, good networks of technical social and cultural infrastructure, and the concentration of know-how allow an urban lifestyle of lower consumption of resources and good access to all kinds of activities.

The quality of urban life is endangered. Economic activities became less harmful with the change from heavy industry to a service economy. Meanwhile, pollution and high noise levels are mainly due to the increasing level of transport.

Traffic is not only responsible for noise and pollution and congestion - with parking causing an increasing demand for space. With increasing level of car-ownership street space will become even more limited. Children, other pedestrians and cyclists have often not the necessary space to move around. As the flow of traffic and parked vehicles consume so much space, the quality of public space suffers: its functions as a social space – for encounters – and as a cultural environment – carrying historical and local meaning – are being eroded.

Thoughtful solutions are required to manage the competition for public space between transport functions on one side and social and ecological functions on the other. Here lies the challenge to improve urban life quality for children, for families, for elderly, for disabled – for the entire community. The problems of public space are not yet fully recognised and no strategies have been developed at the necessary levels.

## II. The opportunity

The modern service of Car-Sharing shows how to use the car in a better way. Car-Sharing gives access to a car – when required - in an easy way without the need to own one. The MOSES project has shown that Car-Sharing users can replace private cars and change their mobility patterns towards more use of environmentally friendly modes of transport. Important is the “pay as you drive” principle: since costs are directly related to how much you drive (variable costs).

Overall, the new philosophy of using instead of owning a car is a key element for a new mobility culture.

In Bremen, about 700 private cars have already been replaced by the service of Car-Sharing.

We see a big potential for European cities, where at least 500.000 private vehicles could be replaced by customer orientated Car-Sharing services. Without restrictions for individual mobility we can then regain public space for social and ecological functions.

We can reduce the costs for providing parking facilities. Especially underground parking is quite expensive – it can easily cost about 10 - 15.000 € and more per parking space. With the provision of Car-Sharing, urban housing developments can become less costly as less parking space will need to be made available. The result is a better urban environment.

## III. The MOSES insights

The MOSES project has identified a low awareness level as one of the key obstacles for the further exploitation of the Car-Sharing potential. Even in Germany, together with Switzerland a country with more than 15 years experience with Car-Sharing, only about 19% of the population can explain the basic elements of modern Car-Sharing. Much more information and marketing action is required to make decision-makers, developers and as well potential users more aware. It is recommended that Car-Sharing and its options should be included in local transport strategies, parking management policies, urban development plans and building codes.

Car-Sharing is best understood as supplement to Public Transport. Car-Sharing customers use Public Transport more frequently. You'll find potential Car-Sharing customers especially in the group of regular Public Transport users. Joint ticket offers are an important element to increase the attractiveness of Public Transport and of Car-Sharing. Season tickets for PT may include the customership for Car-Sharing for a special attractive tariff. The examples of Zurich, Bremen, Aachen, Hanover and other cities show that the customer-relation will be improved, the car-sharer is using Public Transport more often (for example also more often in off-peak hours) – as PT becomes much more a basic mode of transport. Car-Sharers are more likely to use annual season tickets.

For new housing developments, the service of Car-Sharing opens up the possibility to reduce the conventional provision of car-parking. This innovative option allows the reduction of construction costs – especially in the case

of underground parking – or to set aside more public space for social and ecological purposes. Until now, only few developers are aware about the options for better planning solutions with less costs but higher quality as it is less dependant on the provision of parking. Planning regulations (as in London) can directly integrate Car-Sharing into urban developments.

There is no need to reinvent the wheel. Setting off quality indicators for services is essential. Operators in cities that have not yet Car-Sharing services can build on the existing experience elsewhere. The key technologies are developed for providing an effective service, but they can be further developed and integrated. There are European operators, which offer service elements for new providers. Within MOSES the transfer of technology and know-how from Bremen to Belgium has successfully taken place.

Substantial support is required to get Car-Sharing out of its actual niche role and let it become mainstream. That means a further development of the service (e.g. through extension of the network of stations and interregional use, etc.), more co-operation with Public Transport and better integration into urban development.

#### IV. The decision levels

At the local level, Car-Sharing is a key element for sustainable transport plans. With Car-Sharing, there is a chance to reduce the number of cars without restricting individual mobility. The joint offer with Public Transport and the integration into urban development are key responsibilities at the local level.

The national level may develop a support programme (as in Italy) and set quality standards (as in Italy, Germany, Sweden and the Netherlands). Eco-labelling for Car-Sharing can help to set high standards. In a number of countries amendments to traffic regulations are necessary to allow on-street Car-Sharing stations.

At the European level, there is a strong need for enhanced awareness work. It is essential to transfer the experience of Car-Sharing at an appropriate detailed level – especially to the new member states. This is an issue of European policy. As Car-Sharing is a key point for sustainable development, European research and demonstration programmes, as well as structural funds related to energy efficient transport and sustainable urban development should include an element about Car-Sharing. There is also the need to develop cross-border access for Car-Sharing customers.

#### *Study of Car-Sharing Benefits In Québec, ([www.communauto.ca](http://www.communauto.ca))*

Carsharing in Quebec, Canada have 11,000 users and reduce annual CO2 emissions by 13,000 tons, and this could increase to 168,000 annual tons according to a study by the engineering firm Tecsalt as part of an evaluation of urban mobility initiatives called *Projet auto + bus*, commissioned by an environmental agency (Conseil régional de l'environnement de Montréal) and the Communauto carsharing organization.

Tecsalt assessed the carsharing market potential of 139,000 households. Considering that among those who subscribe to carsharing, some increase their use of a vehicle while others reduce it, overall users reduce their car travel by an average of 2,900 annual kilometers. Carsharing vehicles tend to produce less pollution than the fleet average. These factors together result in approximately 1.2 tons of CO2 emissions reduced annually per carshare user.

"If car-sharing's market potential, as estimated by Tecsalt, was attained, this service alone would lead to a reduction of CO2 emissions equivalent to 5.6 times the reduction targeted for alternative modes of transportation by the 2006-2012 Action Plan – Quebec and climate change, all without any costs for the taxpayer. Furthermore, 77% of car-sharing members in Quebec claim to have gotten rid of a vehicle or decided against purchasing one as a result of joining this service. Thus, car-sharing can have quite a structuring effect on the evolution of mobility. It would therefore be logical to support its development", says Mr Benoît Robert, CEO of Communauto.

Car-sharing users in Quebec are, on average, 40 years old, have a very high level of education and relatively high incomes. Although they do not have a personal car (90% of the users' households), they do not feel limited in their mobility, since they use vehicles available in a "self-serve" fashion when necessary. Car-sharing users thus remain faithful to public transport, cycling and walking to meet their mobility needs.



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*World Carshare Consortium* ([www.worldcarshare.com](http://www.worldcarshare.com)) is a free, cooperative international information sharing and communications program in support of carsharing projects and programs, world wide, set up under *The Commons* ([www.ecoplan.org](http://www.ecoplan.org)). It offers a convenient place to gather and to share information and independent views on carsharing projects and approaches. It includes the following sections:

1. [www.cities.worldcarshare.com](http://www.cities.worldcarshare.com) - An inventory of cities in which you can carsharing services are available.
2. [www.suppliers.worldcarshare.com](http://www.suppliers.worldcarshare.com) - A comprehensive listing of major sources of supply and service support for carshare start-ups.
3. [www.operators.worldcarshare.com](http://www.operators.worldcarshare.com) - An in process inventory identifying more than three hundred of the leading carshare operations worldwide.
4. [www.knoogle.worldcarshare.com](http://www.knoogle.worldcarshare.com) - A combined search engine which provides focused information on all key aspects of carsharing worldwide.

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This Encyclopedia is produced by the Victoria Transport Policy Institute to help improve understanding of Transportation Demand Management. It is an ongoing project. Please send us your comments and suggestions for improvement.

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### **Victoria Transport Policy Institute**

[www.vtpi.org](http://www.vtpi.org)    [info@vtpi.org](mailto:info@vtpi.org)  
 1250 Rudlin Street, Victoria, BC, V8V 3R7, CANADA  
 Phone & Fax 250-360-1560  
*"Efficiency - Equity - Clarity"*

| Projects' Parking Summary                      |             |            |            |                     |                        |                       |
|------------------------------------------------|-------------|------------|------------|---------------------|------------------------|-----------------------|
| PROJECT                                        | Year        | Units      | Beds       | Residential Parking | Parking Ratio (/ unit) | Parking Ratio (/ bed) |
| Ann Arbor, MI (UMI)                            | 2012        | 173        | 606        | 142                 | 0.82                   | 0.2                   |
| Tucson, AZ (UA)                                | 2013        | 176        | 588        | 90                  | 0.51                   | 0.2                   |
| Icon, Santa Barbara, CA (UCSB)                 | 2014        | 51         | 205        | 57                  | 1.12                   | 0.3                   |
| Eugene, OR (other will have no parking), (UOR) | 2014        | 120        | 380        | 150                 | 1.25                   | 0.4                   |
| Knoxville, TN, UTN                             | 2014        | 59         | 218        | 54                  | 0.92                   | 0.2                   |
| Tuscon, AZ, (UA)                               | 2014        | 163        | 381        | 88                  | 0.54                   | 0.2                   |
| College Park, MD, (UMD)                        | 2015        | 276        | 829        | 225                 | 0.82                   | 0.3                   |
| University of Ottawa                           | 2015        | 222        | 427        | 105                 | 0.47                   | 0.2                   |
| Carbondale, IL (SIU)                           | 2015        | 121        | 349        | 50                  | 0.41                   | 0.1                   |
| Gainesville, FL (UFL)                          | 2015        | 169        | 592        | 110                 | 0.65                   | 0.2                   |
| Gainesville, FL (UFL)                          | 2015        | 91         | 375        | 0                   | 0.00                   | 0.0                   |
| Seattle, WA (4 buildings) (UWA)                | 2014/15 /16 | 313        | 602        | 30                  | 0.10                   | 0.05                  |
| Columbia, MO (UMO)                             | 2016        | 207        | 437        | 81                  | 0.39                   | 0.19                  |
| Madison, WI (UWI)                              | 2016        | 179        | 372        | 85                  | 0.47                   | 0.2                   |
| <b>Average</b>                                 |             | <b>166</b> | <b>454</b> | <b>91</b>           | <b>0.60</b>            | <b>0.2</b>            |
| <b>Proposed Project</b>                        | <b>2016</b> | <b>98</b>  | <b>291</b> | <b>83</b>           | <b>0.85</b>            | <b>0.3</b>            |





## Planning & Development Services

Boise City Hall, 2nd Floor  
150 N. Capitol Boulevard  
P. O. Box 500  
Boise, Idaho 83701-0500

Phone: 208/384-3830  
Fax: 208/384-3753  
TDD/TTY: 800/377-3529  
Website: [www.cityofboise.org/pds](http://www.cityofboise.org/pds)

# 1 & 1a

## Planning Division Project Report

|                            |                                |
|----------------------------|--------------------------------|
| <b>File Number</b>         | CAR15-00031 & CUP15-00088      |
| <b>Applicant</b>           | FH Broncos, LLC                |
| <b>Property Address</b>    | 1808 W. Boise Avenue           |
| <b>Public Hearing Date</b> | December 14, 2015              |
| <b>Heard by</b>            | Planning and Zoning Commission |
| <b>Analyst</b>             | Cody Riddle                    |

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### Public Notification

Neighborhood meeting conducted: October 20, 2015

Newspaper notification published on: November 28, 2015

Radius notices mailed to properties within 300 feet on: November 27, 2015

Staff posted notice on site on: November 13, 2015

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### Exhibits

Agency Comments

Public Comment

## 1. Project Data and Facts

| Project Data                            |                                                                                                                                                     |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Applicant/Status</b>                 | FH Broncos, LLC                                                                                                                                     |
| <b>Architect/Representative</b>         | The Architects Office / David Ruby                                                                                                                  |
| <b>Location of Property</b>             | 1808 W. Boise Avenue                                                                                                                                |
| <b>Size of Property</b>                 | 1.15 Acres                                                                                                                                          |
| <b>Zoning (Proposed)</b>                | R-OD (Residential Office with Design Review)                                                                                                        |
| <b>Comprehensive Plan Designation</b>   | Mixed Use                                                                                                                                           |
| <b>Planning Area</b>                    | Southeast                                                                                                                                           |
| <b>Neighborhood Association/Contact</b> | Southeast-Fred Fritchman & Brian McDevitt                                                                                                           |
| <b>Procedure</b>                        | The Planning and Zoning Commission renders a final decision on the conditional use permit and makes a recommendation to City Council on the rezone. |

| Current Land Use                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------|
| The property is currently occupied by three single-family homes and a detached garage, all of which are in a state of disrepair. |

| Description of Applicant's Request                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The applicant is seeking a rezone and conditional use permit for a parking reduction and height exception to facilitate construction of a five story multi-family residential building. |

## 2. Land Use

| Description and Character of Surrounding Area                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The area is comprised of a variety of uses, all of which are heavily influenced by the Boise State University campus north of Beacon Street. There are a variety of retail, restaurant, and office uses as well as both single and multi-family residential. |

### Adjacent Land Uses and Zoning

|               |                                                                                                      |
|---------------|------------------------------------------------------------------------------------------------------|
| <b>North:</b> | Multi-Family Residential / U (University District)                                                   |
| <b>South:</b> | Retail & Multi-Family Residential / C-1 (Neighborhood Commercial) and R-3 (Multi-Family Residential) |
| <b>East:</b>  | Bar & Single Family Residential / C-1 (Neighborhood Commercial)                                      |
| <b>West:</b>  | Retail / C-1 (Neighborhood Commercial)                                                               |

| Site Characteristics                                                                                                                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The site is comprised of seven parcels, with three single family homes and a detached garage. It is triangular in shape, with public right-of-way on each side. This includes Beacon Street to the north, Oakland Avenue to the east, and Boise Avenue to the south. |

| Special Considerations                                                                                                                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| The property is surrounded by public right-of-way, including two arterial roadways (Beacon Street and Boise Avenue). It is also immediately adjacent to the Boise State University Campus. |



### 3. Project Proposal

|                                             |
|---------------------------------------------|
| <b>Structure(s) Design</b>                  |
|                                             |
| <b>Number and Proposed Use of Buildings</b> |
| A single, mixed-use building is proposed.   |
| <b>Building Height</b>                      |
| 60-Feet                                     |
| <b>Number of Stories</b>                    |
| Five                                        |

### Parking

| Proposed                           |     | Required                          |      |
|------------------------------------|-----|-----------------------------------|------|
| Accessible spaces proposed:        | 2** | Accessible spaces required:       | 4    |
| Total parking spaces proposed:     | 83  | Total parking spaces required:    | 101* |
| Number of compact spaces proposed: | 30  | Number of compact spaces allowed: | 33   |
| Bicycle parking spaces proposed:   | 122 | Bicycle parking spaces required:  | 98   |

\*The base parking requirement is reduced by 30 percent based on the inclusion of structured parking and adjacent transit service. (144-43.2=100.8 or 101 spaces required)

\*\*A condition of approval requires compliance with the accessible parking space requirement.

### Setbacks

A ten foot setback is required along each property line. Decks, patios, or similar features are allowed to encroach into this setback. The site plan demonstrates compliance with setback requirements.

### 4. Zoning Ordinance

| Section      | Description                              |
|--------------|------------------------------------------|
| 11-04-04.1.A | Residential Office District Standards    |
| 11-04-05.1   | General Purpose of Commercial Districts  |
| 11-07-03     | Off-Street Parking and Loading Standards |
| 11-03-04.3   | Rezone                                   |
| 11-03-04.6   | Conditional Use Permits                  |

## 5. Comprehensive Plan

| CHAPTER                                  | GOALS, OBJECTIVES & POLICIES                                                                               |
|------------------------------------------|------------------------------------------------------------------------------------------------------------|
| CHAPTER 2-CITYWIDE VISION AND POLICIES   | Policy NAC2.2<br>Goal CC3<br>Policy CC9.1<br>Policy CEA9.3                                                 |
| CHAPTER 3-COMMUNITY STRUCTURE AND DESIGN | Principle GDP-MU.2<br>Principle GDP-MU.4<br>Principle GDP-MU.6<br>Principle IDP-MU.1<br>Principle IDP-MU.2 |
| CHAPTER 4-PLANNING AREA POLICIES         | Policy SE-NC 2.4                                                                                           |
| ORIGINAL SOUTH BOISE PLAN                | Goal 1<br>Objective 1.1<br>Objective 1.5                                                                   |

\*The site is within the boundaries of the Original South Boise Neighborhood Plan. The applicability of this plan on the proposal is discussed in the findings below.

## 6. Transportation Data

| Roadway        | Frontage | Functional Classification | PM Peak Hour Traffic Count | PM Peak Level of Service (With Project) |
|----------------|----------|---------------------------|----------------------------|-----------------------------------------|
| Beacon Street  | 285'     | Minor Arterial            | 559                        | Better than "D"                         |
| Boise Avenue   | 355'     | Minor Arterial            | 541                        | Better than "D"                         |
| Oakland Avenue | 325'     | Local                     | N/A                        | N/A                                     |

\*Acceptable level of service for a three-lane minor arterial is "D" (720 VPH)

\*Acceptable level of service for a four-lane minor arterial is "D" (1,200 VPH)

## 7. Analysis & Findings

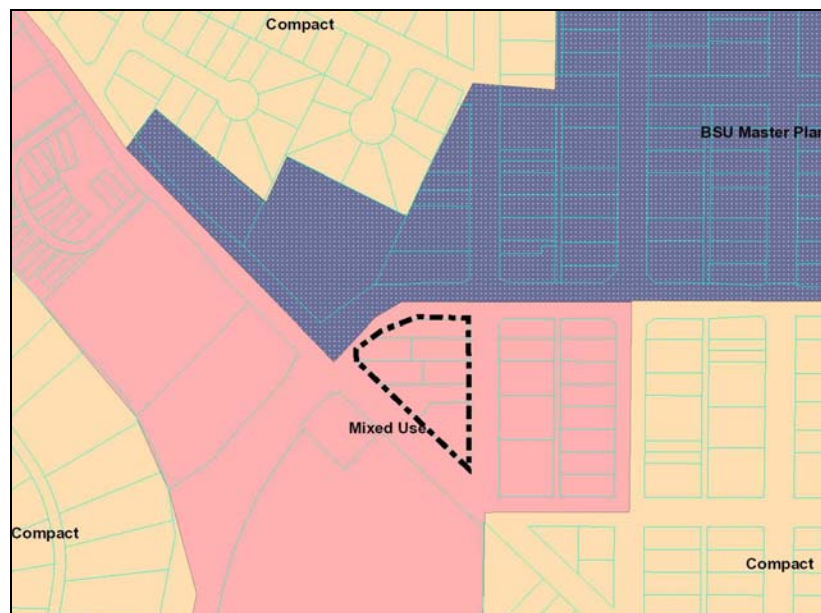
The applicant is proposing a rezone of 1.15 acres located at 1808 W. Boise Avenue from C-1D (Neighborhood Commercial with Design Review) to R-OD (Residential Office with Design Review). A conditional use permit for a height exception and parking reduction is also requested. Both applications are necessary for the construction of a 5-story, 98-unit multi-family residential building.





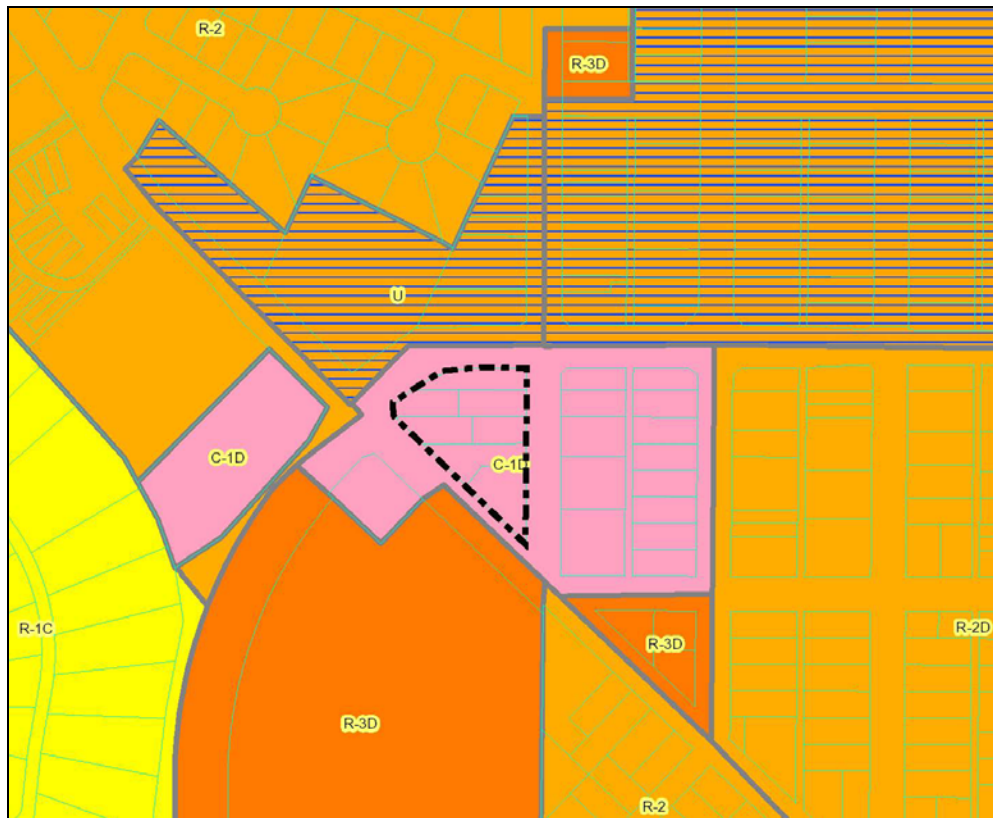
(Vicinity Map)

The property is currently zoned C-1 (Neighborhood Commercial). The purpose of this zone is to provide commercial services of a small scale near residential neighborhoods. In addition to retail, restaurant, and office, the zone allows residential uses. It also allows a number of auto-oriented uses such as convenience stores and drive-up restaurants. The proposal is to change the zoning to R-O (Residential Office). It is intended to provide a buffer between commercial uses and institutional/government uses. One of the fundamental purposes of the zone is to provide for higher density residential uses with high quality urban designs. It is specifically intended for areas designated as mixed use in Blueprint Boise. As illustrated below, the property is designated mixed-use, and located in a transitional location between the Boise State Campus and a variety of commercial and residential uses along Boise Avenue.



(Land Use Map)

Given the mixed-use designation, there are a number of potential implementing zones for the property. In fact, virtually all of the zoning districts are permissible. This includes the commercial, residential, office, and industrial zones. The Planning Team believes the R-O zone is consistent with the long-term vision for the area. The other zones could result in a more suburban, auto-oriented development pattern on the site. The R-O zone will support projects of the scale, intensity and form appropriate for this important location. The intersection of Boise Avenue and Beacon Street is designated as a Neighborhood Activity Center in Blueprint Boise. The vision for these areas is compact, pedestrian friendly development with a mix of uses, including higher density residential.



(Zoning Map)

Many of the other implementing zones allow residential development. However, they all limit the density to some degree. The Planning Team believes this would be inappropriate in this location. The property is immediately adjacent to the Downtown Planning Area and BSU Campus. Bus service is available along Beacon Street as it abuts the site. These factors support increased residential density in this location. The R-O zone also limits some of the auto-oriented uses that could negatively impact the neighborhood. Finally, the property is separated from adjacent parcels on all sides by public right-of-way. This will mitigate many of the potential impacts associated with increased density in this location. Finally, as illustrated above, the R-O zone will add to the variety of zoning already present at this Neighborhood Activity Center. The additional residents accommodated by the change in zoning should only add to the vibrancy of the area by supporting existing businesses and those that could develop given the designation of other properties in the area.



The proposed zone is a departure from other districts in the immediate vicinity. Given that, the Planning Team considered the appropriateness of recommending a development agreement be included as part of the rezone. However, the appropriate safeguards are in place should the associated development plans not materialize. The range of allowed uses and dimensional standards of the R-O zone will ensure the property remains compatible with the neighborhood and consistent with the long-term vision for the area.

In addition to the rezone, a conditional use permit has been requested. While multi-family residential is an allowed use, the project does not include all required parking and it exceeds the height limit by approximately 15-feet. The combination of 1 to 5 bedroom units results in a parking requirement of 101 spaces. The base parking requirement is established based on the following calculation:

| UNIT TYPE                                        | UNIT COUNT | REQUIREMENT | SPACES     |
|--------------------------------------------------|------------|-------------|------------|
| Studio                                           | 9          | 0.75        | 6.75       |
| Two Bedroom                                      | 28         | 1.25        | 35         |
| Three Bedroom                                    | 26         | 1.5         | 39         |
| Four Bedroom                                     | 27         | 1.5         | 40.5       |
| Five Bedroom                                     | 8          | 1.5         | 12         |
| Guest Parking                                    |            |             | 10         |
| SUB-TOTAL                                        |            |             | 144        |
| 30% Reduction (For Structured Parking & Transit) |            |             | -43        |
| <b>TOTAL REQUIREMENT</b>                         |            |             | <b>101</b> |

*(Parking Calculation)*

The applicant is proposing 83 automobile parking spaces. This represents a reduction of 18 percent. While parking for vehicles has been reduced, the amount of bicycle parking exceeds ordinance requirements by an even greater percentage. A total of 98 bicycle spaces, or 1 per unit are required. The applicant is proposing 122, or 24 percent more than required. Both the automobile and bike parking are provided within the structure. The project is intended primarily to support students of BSU. It is within walking distance of campus as well as numerous services and amenities. It is also within ½ mile of the Boise Greenbelt and less than 1 mile from the Downtown Core. Bus service is also available immediately adjacent to the site on Beacon Street. There is a minor concern with the parking reduction. The parking for both automobiles and bikes is all located within the structure. While guests arriving in automobiles have options for short term parking, those arriving on bikes have not been accommodated. To mitigate this concern, a recommended condition of approval requires ten additional bicycle parking spaces be provided outside the building, in a covered location near the main entry of the building.

Further support for the parking reduction is outlined in detailed information provided by the applicant. They cite the numerous services and amenities within walking distance that justified their selection for the project location. They also outline several operational characteristics that should prevent negative impacts on the neighborhood. This includes five designated guest parking spaces within the garage and the inclusion of one car share vehicle. They have indicated this service will be expanded as needed.

There is clearly policy support for the requested parking reduction in this location especially since it is on a major transportation corridor, in close proximity to numerous services and amenities, directly across the street from campus and the majority of its residents are expected to be students who will walk and bike to campus. However, as illustrated in the parking calculation table above, the project includes a number of three, four and five bedroom units that result in 291 bedrooms. This is somewhat different than the mix typically included in multi-family residential developments. Since the parking requirement is not based on the number of beds, the number of larger units could increase the demand for parking and potentially result in an over-reliance on the limited number of on-street spaces in the surrounding neighborhood. Most of the area is a residential parking district. However, there is no cost for a permit, and no limit to the number that can be issued for a given address. To minimize impacts of overflow parking in the surrounding neighborhood, the Planning Team has included the following recommended condition:

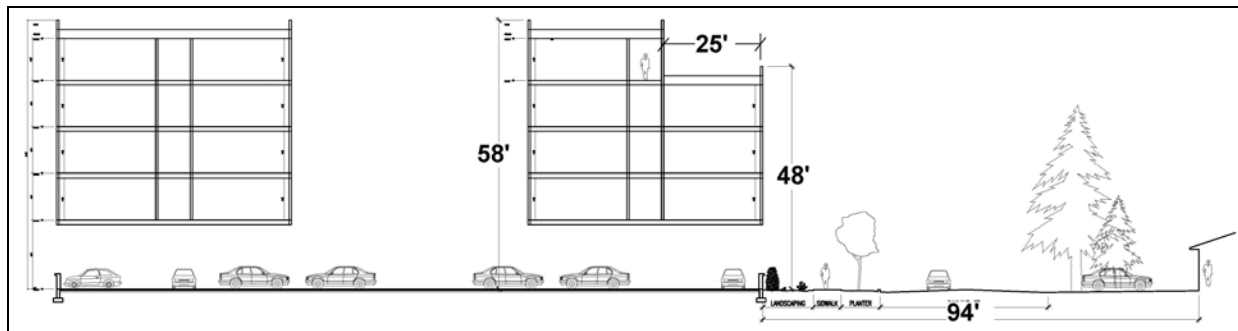
*Site Specific Condition of Approval 2d*

*Residents of the project who do not receive a designated parking space in the project are prohibited from obtaining residential parking district permits. Language to this effect shall be included in all individual lease agreements, separately initialed by each resident, and shall include a financial penalty for a violation of such prohibition and possibly eviction. A draft copy of the standard lease agreement shall be provided to Planning and Development Services prior to issuance of any construction permits on the site.*

Recognizing the project is already receiving a base parking reduction of 30 percent, the Commission could also elect to deny any further reduction, and include a condition requiring compliance with parking requirements. Ultimately, the Planning Team believes the parking reduction is warranted in this specific location, under these circumstances, and in consideration of the parking mitigation measures provided by the applicant. Enclosed is a summary of similarly situated projects developed nationally by the applicant.

The second component of the conditional use permit is a height exception. The maximum height in the R-O zone is 45-feet for properties that abut existing single family homes. The proposed building is approximately 58-feet tall. There are a number of factors that warrant the increased height in this location. While there are three single family homes across Oakland Avenue to the east, all of those properties are zoned C-1 (Neighborhood Commercial). If they were used for anything other than single-family, the height limit on the development site would be 65-feet. It is reasonable to anticipate those properties will redevelop with office, retail or multi-family residential uses. The property at the corner of Oakland and Beacon is already used as a bar. The subject property is also surrounded by streets that provide a significant transition. This includes 65-feet of right-of-way between the development site and parcels currently occupied by single family homes to the east. As illustrated below the combination of right-of-way and setbacks results in approximately 94 feet of separation between the proposed building and homes to the east.



*(Oakland Avenue Cross Section)*

In addition to the unique characteristics of the site and surroundings, the applicant has proposed a context sensitive design. As illustrated in the cross section and perspective, the majority of the fifth floor has been stepped back an additional 25 feet from the façade along Oakland Avenue. This provides a better transition to the existing homes.

*(Oakland Avenue Perspective)*

In conclusion, as outlined below, the Planning Team finds both the rezone and conditional use applications to be consistent with the standards for approval.

\*\*\*

### **REZONE / 11-03-04.B(7)(c)**

#### ***i. Is in compliance with the Comprehensive Plan.***

The rezone is consistent with the Comprehensive Plan. The property is designated “Mixed Use” on the Land Use Map. The R-O zone is one of numerous permissible implementing zones in this designation. The property is also located at the center of a Neighborhood Activity Center. The form, type and intensity of development allowed in the R-O zone is consistent with each of these designations. A primary purpose of the zone is to accommodate higher density residential development. *Goal CC3* promotes transit-ready development patterns. This includes the higher density supported by the proposed zone. *Policy CC9.1 and Principles GDP-MU.2 and MU.6* encourage development that will support existing transit routes, especially those within mixed-use activity centers.

*Policy CEA9.3* emphasizes the importance of an appropriate transition of land use, scale, density and design between the BSU campus and adjacent uses. *Goal 1 and Objectives 1.1 and 1.5 of the Original South Boise Plan* echo this policy. While the rezone will facilitate higher density development than what is currently on the site, public right-of-way along each boundary ensures an adequate transition. This will be further reinforced through the design review process associated with any specific development plans.

**ii. *Is in the best interests of the public convenience and welfare.***

The rezone is in the best interest of the public. The property is currently zoned C-1 (Neighborhood Commercial). While residential uses are allowed, they are limited to 43.5 units per acre. This is an unnecessary restriction in this location. The C-1 zone also allows a number of auto-oriented uses that could be inappropriate on the site. This includes convenience stores and drive-up windows. It also includes setback standards more appropriate in suburban settings. The change in zoning will remove the unnecessary restrictions and ensure the site is developed in a fashion more appropriate in this urban setting.

The rezone will provide a benefit to the welfare of the general population. In addition to being adjacent to the BSU campus, the property is within walking distance of numerous amenities and employment opportunities. Further, all infrastructure necessary to serve the site is readily available. Accommodating dense, urban development in this location will reduce impacts on the transportation system and other infrastructure. In turn, this will have a positive environmental impact by reducing vehicle miles traveled and associated emissions.

**iii. *Maintains and preserves compatibility of surrounding zoning and development.***

The proposal is compatible with surrounding zoning and development. While the R-O zone will be a new designation in the neighborhood, the area is already comprised of a variety of districts.

In addition to the university district, this includes commercial, single-family, medium, and high-density residential zones. The R-O zone places an emphasis on high-density residential and office uses with urban designs. This is consistent with the long term vision for the area given the mixed-use and neighborhood activity center designations.

Similar to zoning, existing uses in the area also vary. The area to north is predominantly occupied by uses associated with the university. This includes student housing. The primary uses along the Boise Avenue corridor to the south are multi-family residential and commercial. There are also daycares, churches and single family homes.

\*\*\*



**CONDITIONAL USE PERMIT / 11-03-04.6.C(7)(a)**

***i. The location is compatible to other uses in the general neighborhood;***

The parking reduction and height exception should not cause compatibility issues with the surrounding neighborhood. The project is primarily intended to house BSU students. Similar to other housing in the area, residents of the project should not rely as heavily on automobiles for travel. This is reinforced by the walkability of the neighborhood and immediately adjacent transit service. The building will be taller than structures on adjacent parcels. However, the site is surrounded by public right-of-way that will provide an appropriate transition. There are structures of comparable height on the BSU campus to the north. Further, the area is an activity center and designated mixed-use. As redevelopment occurs, it should be of a similar scale and intensity to the proposed building.

***ii. The proposed use will not place an undue burden on transportation and other public facilities in the vicinity;***

Correspondence received from commenting agencies indicate the project will not have an undue burden on the transportation system or other public facilities in the vicinity. The uses proposed within the building are all allowed, and no negative impacts have been identified that are associated with the parking reduction or height exception.

The Ada County Highway District (ACHD) commented on the project in staff comments received December 2, 2015. They confirm the road network in the vicinity will continue to operate at an acceptable level of service. The project is anticipated to generate 652 vehicle trips per day, with 61 during the PM peak hour. They have required dedication of right-of-way to ensure curb, gutter, and detached sidewalk fits appropriately on the site. Their requirements are reflected in the attached conditions.

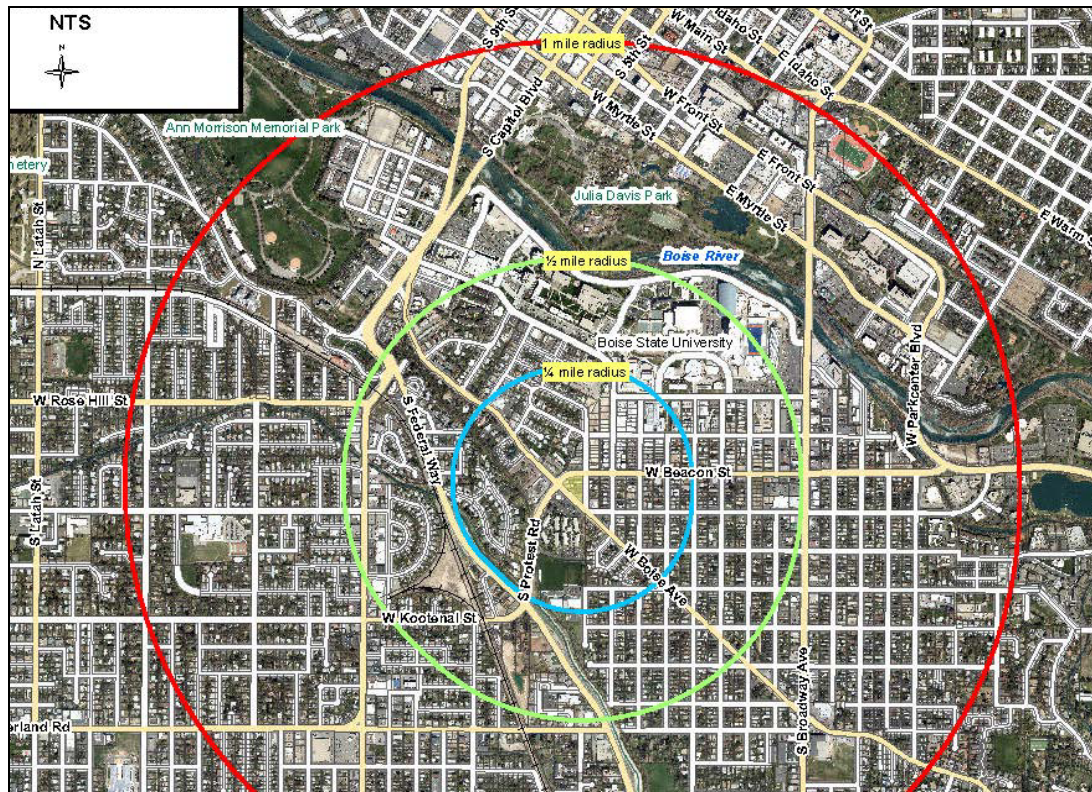
As demonstrated in the attached comments, no public agency has voiced opposition to this request. The requirements of each have been included as conditions of approval.

***iii. The site is large enough to accommodate the proposed use and all yards, open spaces, pathways, walls and fences, parking, loading, landscaping and such other features as are required by this Code.***

With the exception of the parking reduction and height exception, the site is large enough to accommodate the proposed use and all required elements of the project. The project includes an 18 percent reduction in automobile parking. However, this is mitigated by the walkability of the neighborhood, availability of transit, and inclusion of 24 percent more bicycle parking than required. The project meets all setback requirements and no variances have been requested. Trash and recycling facilities are included within the building, concealed from public view. All required landscaping has been provided. It will be reviewed in detail by the Design Review Team in a subsequent application.

- iv. *The proposed use, if it complies with all conditions imposed, will not adversely affect other property of the vicinity.*

With the attached conditions of approval, the project should not adversely impact other property in the vicinity. The very nature of the project mitigates many of the potential impacts. It is intended to house students of Boise State University, located immediately adjacent to the site. Students and their guests should not have to rely on automobiles for daily transportation needs. As illustrated below, the site is also within easy walking distance of countless services and amenities.



(Walking Distance Illustration)

The applicant has also provided a detailed parking plan that includes 24 percent more bicycle parking than required as well as a car share program. The parking reduction is also mitigated by the availability of transit immediately adjacent to the site. It is reasonable to expect the majority of guests to also be students. They have also been accommodated. Recommended conditions of approval require five of the automobile parking spaces in the garage to be reserved for guests and ten additional bicycle parking spaces be provided outside the building, near the entrance. Finally, parking impacts will be mitigated by the fact that adjacent streets are either signed for no parking (Boise and Beacon) or designated as part of a residential parking district (Oakland). This will prevent long term parking by guests on surrounding streets.

The height of the building should also not negatively impact other properties in the area. The property is surrounded by public right-of-way that will provide a transition to surrounding properties. The building steps down one-story along the Oakland Street elevation.



It is across this street where single family homes are located. However, those homes are on commercially zoned property that is also designated mixed-use on the Land Use Map. Thus, it is likely they will redevelop in the future. The presence of right-of-way, combined with a sensitive design solution, should mitigate any negative impacts associated with the height until that occurs.

v. *The proposed use is in compliance with the Comprehensive Plan;*

The height exception and parking reduction are supported by the Comprehensive Plan. *Principle GDP-MU.4* encourages projects with buildings along the street and parking to the side or rear of buildings. The only way this can be achieved on a site surrounded by roadways is with a project that includes underground or structured parking. All parking associated with the project is located within the building, concealed from public view. To justify structured parking, it is necessary to maximize the intensity/density of development. This creates some of the need for the height exception and parking reduction.

*Blueprint* includes a number of policies focused on infill design principles. *Principle IDP-MU.2 and Policy CEA9.3* focus on transition in land use, scale and density as well as design techniques to promote compatibility between the redevelopment of activity centers and surrounding neighborhoods. The project will serve as a catalyst for the development of this activity center and it has been designed with an appropriate transition to surrounding properties to ensure compatibility. This is accomplished by the presence of public right-of-way and fact that the building steps down a story where abutting single-family homes.

\*\*\*

## 8. Recommended Conditions of Approval

### Site Specific

1. Compliance with plans and specifications submitted to and on file in the Planning and Development Services Department dated received **October 27, 2015** except as expressly modified by the Design Review Committee, or the following conditions:
2. Planning:
  - a. A minimum of ten bicycle parking spaces shall be provided in a covered location near the main entry to the building.
  - b. A minimum of five parking spaces in the garage shall be reserved for guests.
  - c. The parking structure shall include all required accessible parking spaces.

- d. Residents of the project who do not receive a designated parking space in the project are prohibited from obtaining residential parking district permits. Language to this effect shall be included in all individual lease agreements, separately initialed by each resident, and shall include a financial penalty for a violation of such prohibition and possibly eviction. A draft copy of the standard lease agreement shall be provided to Planning and Development Services prior to issuance of any construction permits on the site.
- e. A record of survey, consolidating the parcels shall be completed prior to issuance of any construction permits.

### **Agency Requirements**

- 3. Comply with requirements of the Ada County Highway District (ACHD) as outlined in comments dated **December 2, 2015**.
- 4. The applicant shall comply with all conditions of the Boise Fire Department. For additional information, contact Romeo Gervais at (208) 570-6567.
- 5. Comply with Boise City Public Works Department requirements as listed in the following memos:
  - a. Sewer and Drainage/Stormwater (November 4, 2015)
  - b. Solid Waste (October 29, 2015)
- 6. Comply with requirements of Valley Regional Transit as outlined in department comments dated **November 10, 2015**.

### **Standard Conditions of Approval**

- 7. Building permit approval is contingent upon the determination that the site is in conformance with the Boise City Subdivision Ordinance. Contact the Planning and Development Services, Subdivision Section at (208) 384-3830 regarding questions pertaining to this condition.
- 8. All landscaping areas shall be provided with an underground irrigation system. Landscaping shall be maintained according to current accepted industry standards to promote good plant health, and any dead or diseased plants shall be replaced. All landscape areas with shrubs shall have approved mulch, such as bark or soil aid.
- 9. Swales/retention/detention areas shall not be located along the streets, unless it can be shown that landscaped berms/shrubs will screen the swales.
- 10. In compliance with Title 9, Chapter 16, Boise City Code, anyone planting, pruning, removing or trenching/excavating near any tree(s) on ACHD or State right-of-ways must obtain a permit from Boise City Community Forestry at least one (1) week in advance of such work by calling (208) 384-4083. Species shall be selected from the Boise City Tree Selection Guide.



11. Deciduous trees shall be not less than 2" to 2 1/2" inch caliper size at the time of planting, evergreen trees 5' to 6' in height, and shrubs 1 to 5 gallons, as approved by staff. All plants are to conform to the American Association of Nurseryman Standards in terms of size and quality.
12. Utility services shall be installed underground.
13. An occupancy permit will not be issued by the Planning and Development Services Department until all of these conditions have been met. In the event a condition(s) cannot be met by the desired date of occupancy, the Planning Director will determine whether the condition(s) is bondable or should be completed, and if determined to be bondable, a bond or other surety acceptable to Boise City will be required in the amount of 110% of the value of the condition(s) that is incomplete.
14. All amenities, landscaping, fencing, sidewalks and underground irrigation shall be installed or bonded for prior to the issuance of a building permit. For bonding, the applicant is required to provide a minimum of two bids for the amenities, landscaping materials and the installation. The bond shall be for 110% of the highest bid and submitted to the Subdivision desk on the 2<sup>nd</sup> floor of City Hall. For additional information, please call (208) 384-3998.
15. No change in the terms and conditions of this approval shall be valid unless in writing and signed by the applicant or his authorized representative and an authorized representative of Boise City. The burden shall be upon the applicant to obtain the written confirmation of any change and not upon Boise City.
16. Any change by the applicant in the planned use of the property, which is the subject of this application, shall require the applicant to comply with all rules, regulations, ordinances, plans, or other regulatory and legal restrictions in force at the time the applicant, or successors of interest, advise Boise City of intent to change the planned use of the property described herein, unless a variance in said requirements or other legal relief is granted pursuant to the law in effect at the time the change in use is sought.
17. Failure to abide by any condition of this conditional use permit shall be grounds for revocation by the Boise City Planning and Zoning Commission.
18. This conditional use permit shall be valid for a period not to exceed twenty four (24) months from the date of approval by the Planning and Zoning Commission. Within this period, the holder of the permit must acquire construction permits and commence placement of permanent footings and structures on or in the ground. The definition of structures in this context shall include sewer lines, water lines, or building foundations.
19. Prior to the expiration of this conditional use, the Commission may, upon written request by the holder, grant a two-year time extension. A maximum of two (2) extensions may be granted.

20. To reduce the noise impact of construction on nearby residential properties, all exterior construction activities shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. to 6:00 p.m. for Saturday and Sunday. Low noise impact activities such as surveying, layout and weather protection may be performed at any time. After each floor of the structure or building is enclosed with exterior walls and windows, interior construction of the enclosed floors can be performed at any time.



#109: Conditional Use Application

Case #: CUP15-00088

Property Information

Address

|                                          |                                                                                 |                           |                |                |             |                 |
|------------------------------------------|---------------------------------------------------------------------------------|---------------------------|----------------|----------------|-------------|-----------------|
| Street Number:<br>1808                   | Prefix:<br>W                                                                    | Street Name:<br>BOISE AVE | Unit #:<br>    |                |             |                 |
| Subdivision name:<br>SOUTH BOISE 1ST SUB | Block:<br>2                                                                     | Lot:<br>0                 | Section:<br>15 | Township:<br>3 | Range:<br>2 | Zoning:<br>C-1D |
| Parcel Number:<br>R8048010125            | Additional Parcel Numbers:<br>r804810120, r8048010062, r8048010080, r8048010100 |                           |                |                |             |                 |

Primary Contact

Who is responsible for receiving e-mail, uploading files and communicating with Boise City?

☒ Agent/Representative ☐ Applicant ☐ Owner

Applicant Information

|                                       |                                 |                         |               |
|---------------------------------------|---------------------------------|-------------------------|---------------|
| First Name:<br>Eran                   | Last Name:<br>Fields            |                         |               |
| Company:<br>FH Broncos, LLC           |                                 |                         |               |
| Address:<br>3954 Hopevale Dr.         | City:<br>Sherman Oaks           | State:<br>CA            | Zip:<br>91403 |
| E-mail:<br>efields@fieldsholdings.com | Phone Number:<br>(310) 903-3141 | Cell:<br>(310) 903-3141 | Fax:<br>      |

Agent/Representative Information

Role Type: ☒ Architect ☐ Land Developer ☐ Engineer ☐ Contractor ☐ Other

|                                         |                                 |                         |               |
|-----------------------------------------|---------------------------------|-------------------------|---------------|
| First Name:<br>David                    | Last Name:<br>Ruby              |                         |               |
| Company:<br>The Architects Office, PLLC |                                 |                         |               |
| Address:<br>499 Main Street             | City:<br>Boise                  | State:<br>ID            | Zip:<br>83702 |
| E-mail:<br>david@taoidaho.com           | Phone Number:<br>(208) 639-6406 | Cell:<br>(208) 412-9955 | Fax:<br>      |

Owner Information

Same as Applicant? ☐ No ☒ Yes (If yes, leave this section blank)

|                 |                   |              |          |
|-----------------|-------------------|--------------|----------|
| First Name:<br> | Last Name:<br>    |              |          |
| Company:<br>    |                   |              |          |
| Address:<br>    | City:<br>         | State:<br>ID | Zip:<br> |
| E-mail:<br>     | Phone Number:<br> | Cell:<br>    | Fax:<br> |

Project Information

Is this a Modification application? ☐ Yes ☒ No File number being modified:

1. Neighborhood Association:

Southeast Boise

2. Comprehensive Planning Area:

Southeast

3. This application is a request to construct, add or change the use of the property as follows:

Remove dilapidated residential structures and construct new multi-family housing facility containing a structured parking garage podium with four levels of housing above. New sidewalks and streetscape will be provided on all three street

4. Size of Property:

1.15 ☒ Acres ☐ Square Feet

5. Water Issues:

A. What are you fire flow requirements? (See International Fire Code):

1500 gpm

B. Number of hydrants (show location on site plan):

Note: Any new hydrants/hydrant piping require United Water approval.

Number of Existing: 3 Number of Proposed: 2

C. Is the building "sprinklered"? ☒ Yes ☐ No

D. What volume of water is available? (Contact United Water of Idaho at 362-7330):

1500 gpm

6. Existing uses and structures on the property are as follows:

Three existing single-family homes and one detached shop/garage.

7. Is the project intended to be phased? Please explain:

No.

8. Adjacent property information:

| Building types and/or uses |                   | Zone   |                                                                        |
|----------------------------|-------------------|--------|------------------------------------------------------------------------|
| North:                     | BSU Campus        | North: | (U) University <input type="button" value="v"/>                        |
| South:                     | Multi-family hous | South: | (R-3D) Multi_Family Residential w/Del <input type="button" value="v"/> |
| East:                      | Single-family hou | East:  | (C-1D) Neighborhood Commercial w/ <input type="button" value="v"/>     |
| West:                      | Gas station       | West:  | (C-1D) Neighborhood Commercial w/ <input type="button" value="v"/>     |



9. Proposed Structures:

A. Number of Structures:  Use:

Square footage of proposed structures or additions (if 5+ floors, attach narrative with chart):

|           | Gross Square Feet              |
|-----------|--------------------------------|
| 1st Floor | <input type="text" value="0"/> |
| 2nd Floor | <input type="text" value="0"/> |
| 3rd Floor | <input type="text" value="0"/> |
| 4th Floor | <input type="text" value="0"/> |

B. Maximum proposed structure height(s):

C. Number of stories:

D. Number of seats (if restaurant, tavern or lounge):

E. Number of residential units (if applicable):

10. Existing Structures:

Square footage of existing structures or additions (if 5+ floors, attach narrative with chart):

|           | Gross Square Feet    |
|-----------|----------------------|
| 1st Floor | <input type="text"/> |
| 2nd Floor | <input type="text"/> |
| 3rd Floor | <input type="text"/> |
| 4th Floor | <input type="text"/> |

11. Building Exterior:

|                    | Materials                                                               | Colors                                              |
|--------------------|-------------------------------------------------------------------------|-----------------------------------------------------|
| Roof:              | <input type="text" value="Single Ply Membrane"/>                        | <input type="text" value="White"/>                  |
| Walls:             | <input type="text" value="Stucco/Cement Panels &amp; Siding/Concrete"/> | <input type="text" value="Off white/Bark/natural"/> |
| Windows/Doors:     | <input type="text" value="Storefront/Vinyl (at upper floors)"/>         | <input type="text" value="Anodized/Clay"/>          |
| Fascia, Trim, etc: | <input type="text" value="Metal"/>                                      | <input type="text" value="Dark Bronze"/>            |
| Other:             | <input type="text"/>                                                    | <input type="text"/>                                |

12. Setbacks:

Note: Plans that are not graphically dimensioned will not be accepted.

|         | Building Required               | Building Proposed                         | Parking Required                | Parking Proposed                |
|---------|---------------------------------|-------------------------------------------|---------------------------------|---------------------------------|
| Front:  | <input type="text" value="10"/> | <input type="text" value="12', 8', 19'"/> | <input type="text" value="na"/> | <input type="text" value="na"/> |
| Rear:   | <input type="text"/>            | <input type="text"/>                      | <input type="text"/>            | <input type="text"/>            |
| Side 1: | <input type="text"/>            | <input type="text"/>                      | <input type="text"/>            | <input type="text"/>            |
| Side 2: | <input type="text"/>            | <input type="text"/>                      | <input type="text"/>            | <input type="text"/>            |

**13. Site Design:**

|                      | Site Percentage Devoted to | Square Feet |
|----------------------|----------------------------|-------------|
| Building Coverage:   | 65<br>%                    | 36013       |
| Landscaping:         | 23<br>%                    | 12952       |
| Paving:              |                            |             |
| Other Uses:          | 11<br>%                    | 6300        |
| Describe Other Uses: | perimeter sidewalk         |             |

**14. Parking:**

|                          | Required | Proposed |
|--------------------------|----------|----------|
| Accessible Spaces:       | 2        | 2        |
| Parking Spaces:          | 102      | 83       |
| Bicycle Spaces:          | 98       | 122      |
| Proposed compact spaces: |          | 30       |

Are you proposing off-site parking? ☐ Yes ☒ No

If yes, how many spaces?

Are you requesting shared parking or a parking reduction? ☒ Yes ☐ No

If yes, how many spaces?

Restricted parking? ☒ Yes ☐ No

**15. Landscaping:**

A. Are there any prominent trees or areas of vegetation on the property? ☒ Yes ☐ No

B. Type:

C. Size:

D. General Location:

**16. Mechanical Units:**

Number of Units:

Unit Location:

Type:

Height:

Proposed Screening Method:



**17.Solid Waste:**

A. Type of trash receptacles:

- ☐ Individual Can/Residential  
☒ 3 Yd. Dumpster  
☐ 6 Yd. Dumpster  
☐ 8 Yd. Dumpster  
☒ Compactor

B. Number of trash receptacles:

C. Proposed screening method:

D. Is the proposed location accessible for collection?  
(Contact Boise Public Works at 384-3901.)☒ Yes ☐ No

E. Is recycling proposed?

☒ Yes ☐ No**18.Irrigation Ditches/Canals:**

A. Are there any irrigation ditches or canals on or adjacent to the property?

☐ Yes ☒ No

B. Location:

C. Size:

**19.Fencing:****Proposed****Existing to Remain**Type:  Height:  Location:  **20.Loading Facilities** (if proposed, for commercial uses only):Number: Location: Size: Screening: **21.Drainage:**

Proposed method of on-site retention:

**22.Floodways & Hillside:**

A. Is any portion of this property located in a Floodway or a 100-year Floodplain?

☐ Yes ☒ No

B. Does any portion of this parcel have slopes in excess of 15%?

☐ Yes ☒ No

Note: If the answer to either of the above is yes, you will be required to submit an additional #112 Floodplain and/or #114 Hillside application and additional fee.

**23.Airport Influence Area:**

Is the subject site located within the Airport Influence Area? (If yes, please mark which area.)

☒ No ☐ Area A ☐ Area B ☐ Area B1 ☐ Area C

**Verification of Legal Lot or Parcel Status**

---

Acceptance of this application does not validate the legal status of any lot or parcel. Prior to submitting for a Building Permit you must have a Verification of Legal Parcel Status form signed by the Boise City Subdivision Department. It is the applicant's responsibility to provide deeds and/or other documentation to the Subdivision Department. See Verification of Legal Lot or Parcel Worksheet for submittal requirements.

The undersigned declares that the above provided information is true and accurate.  
The undersigned acknowledges that failure to provide true and accurate information may result in rejection of this application, possible revocation of the permit where wrongfully issued and subject the undersigned any applicable civil and/or criminal penalties.

|                                        |             |
|----------------------------------------|-------------|
| <b>Agent/Representative Signature:</b> | <div></div> |
| <b>Date:</b>                           | <div></div> |



# Annexation & Rezone Application Form

|            |                        |
|------------|------------------------|
| <b>PDS</b> | Department Application |
|            | <b># 105</b>           |

Case #: CAR 15-00031

New! Type data directly into our forms.

Note: Be sure to print this form before closing it or you will lose your data. This form cannot be saved to your computer.

## Property Information

Address: Street Number: 1808 Prefix: West Street Name: Boise Ave.  
Subdivision: South Boise First Sub. Block: 2 Lot: 1-11 Section: 15 Township: 3n Range: 2e  
\*Primary Parcel Number: 

|   |   |   |   |   |   |   |   |   |   |   |
|---|---|---|---|---|---|---|---|---|---|---|
| r | 8 | 0 | 4 | 8 | 0 | 1 | 0 | 1 | 2 | 5 |
|---|---|---|---|---|---|---|---|---|---|---|

 Additional Parcels: r8048010062 & 100, 110, 120, 70, & 80

## Applicant Information

\*First Name: Eran \*Last Name: Fields  
Company: FH Broncos, LLC \*Phone: (310) 903-3141  
\*Address: 3954 Hopevale Dr. \*City: Sherman Oaks \*State: CA \*Zip: 91403  
E-mail: efields@fieldsholdings.com Cell: (310) 903-3141 Fax: \_\_\_\_\_

## Agent/Representative Information

First Name: David Last Name: Ruby  
Company: The Architects Office, PLLC Phone: (208) 639-6406  
Address: 499 Main Street City: Boise State: ID Zip: 83702  
E-mail: david@taoidaho.com Cell: (208) 412-9955 Fax: \_\_\_\_\_  
Role Type: ☒ Architect ☐ Land Developer ☐ Engineer ☐ Contractor ☐ Other

## Owner Information

Same as Applicant? ☒ Yes ☐ No (If yes, leave this section blank)

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_  
Company: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
E-mail: \_\_\_\_\_ Cell: \_\_\_\_\_ Fax: \_\_\_\_\_

Date Received: \_\_\_\_\_  
Revised 10/2008



[www.cityofboise.org/pds](http://www.cityofboise.org/pds)

City of Boise Planning & Development Services

P.O. Box 500 • 150 N. Capitol Blvd • Boise, Idaho 83701-0500  
Phone 208/384/3830 • Fax 208/433-5688 • TDD/TTY 800/377-3529

CAR 15-00031

1. **Neighborhood Meeting Held (Date):** October 20, 2015

2. **Neighborhood Association:** Southeast Boise (primary), South Boise Village (adjacent)

3. **Comprehensive Planning Area:** Southeast

4. **This application is a request to construct, add or change the use of the property as follows:**

Rezone property. Remove (4) aging residential structures and construct a new multi-family housing facility including secured parking in a garage at ground level. Project will include new detached sidewalks with landscaping on all three frontages.

5. **Type of Request:** ☒ Rezone ☐ Annexation & Rezone

6. **Current Zone:** C-1D

7. **Requested Zone:** RO

8. **Size of property:** 1.15 ☒ Acres ☐ Square Feet

9. **Existing uses and structures on the property are as follows:**

Residential. Five small residential structures. Three are currently rental homes. One home and one garage are vacant.

10. **Are there any existing land uses in the general area similar to the proposed use?**

If so, describe them and give their locations:

Yes. Directly across both Boise Ave. and Beacon there are existing multi-family and campus housing facilities. Kitty corner to the site there is an existing convenience store/gas station with a restaurant behind it. Directly across Oakland Ave. at the south end, there is an existing bar.

11. **On what street(s) does the property have frontage?** Boise Ave., Beacon, and Oakland.

CAR 15 - 0 0 0 3 1



**12. Adjacent Property Information**

| Uses:  |                                                | Zone: |
|--------|------------------------------------------------|-------|
| North: | Campus, Multi-family housing                   | U     |
| South: | Multi-family housing                           | R-3D  |
| East:  | Single-family housing, Bar/Lounge              | C-1D  |
| West:  | Convenience Store/Gas Station, Cigarette Store | C-1D  |

**13. Why are you requesting annexation into the City of Boise?**

Not applicable

**14. What use, building or structure is intended for the property?**

Multi-family housing above a podium structure containing secure parking and amenity spaces at grade.

**15. What changes have occurred in the area that justify the requested rezone?**

This end of the Original South Boise neighborhood has always been zoned for commercial use, but the traffic at this intersection has proved to be an obstacle. This site is situated as the bookend at the west end of the neighborhood which extends to a bookend at the east end at Broadway. Numerous commercial uses have been contemplated through the years, but this triangular site has proven challenging due to the busy streets and proximity to the busy Protest Hill intersection. Many of the nearby residences have changed from single-family occupation to student rentals causing parking and traffic issues. This dense high quality housing project will serve a growing demand for housing on this end town, and will reduce the displacement of existing single-family residences.

**16. What Comprehensive Plan policies support your request?**

SE-CCN 1.4: This project locates dense housing in a location which would directly serve the campus to the north. The close proximity will allow people to live without the need for a vehicle. This promotes pedestrian and cyclist movement to the campus and the activity centers at Beacon and Broadway and the goal for the Broadway and Boise Ave. intersections. SE-PSF 1.1: This large development makes possible the ability to improve the local infrastructure in this area including new detached sidewalks with landscaping in the highest priority area of the South Boise Village neighborhood. SE-NC 2.4: By providing new, desirable housing options near campus, this project actually encourages the existing single family homes to remain as owner/occupied residences .

  
Applicant/Representative Signature

10-26-15  
Date

Print Form

CAR 15-00031



**BOISE CITY PUBLIC WORKS DEPARTMENT**

**DEPARTMENT CORRESPONDENCE**

Date: November 4, 2015

To: Boise City Planning & Zoning

Re: CAR 15-00031; 1808-1822 W. Boise Ave.

**CONDITIONS OF APPROVAL**

**SEWER CONDITIONS – MIKE SHEPPARD (384-3920)**

Connection to central sewer is required. Sanitary sewers are available in S. Oakland Ave. and W. Boise Ave.

Prior to granting of final sewer construction plan approval, all requirements by Boise City Planning and Development Services must be met.

**DRAINAGE/STORMWATER CONDITIONS – JIM WYLLIE (384-3925)**

A drainage plan must be submitted and approved by Public Works prior to issuance of a building permit.

**STREET LIGHT CONDITIONS – MIKE HEDGE (388-4719)**

No comment.

**PERSON MAKING OTHER COMMENTS-**

**OTHER COMMENTS-**

\_\_\_\_\_  
PUBLIC WORKS REPRESENTATIVE

\_\_\_\_\_  
PUBLIC WORKS REPRESENTATIVE

# CITY OF BOISE

## INTER-DEPARTMENT CORRESPONDENCE

**Date:**10/28/2015

**To:** Planning and Development Services

**From:** Brian Murphy, Drainage Coordinator  
Public Works

**Subject:** **cup15-00088**; Drainage/Stormwater Comments

A drainage plan must be submitted and approved by Public Works prior to issuance of a building permit.

If you have any further questions contact Brian Murphy, 384-3752.



# Memo

**To:** Planning and Development Services  
**From:** Megan Durrell, Program Coordinator, Public Works Department  
**Date:** 10/29/15  
**Re:** Solid Waste Comments- CUP15-00088

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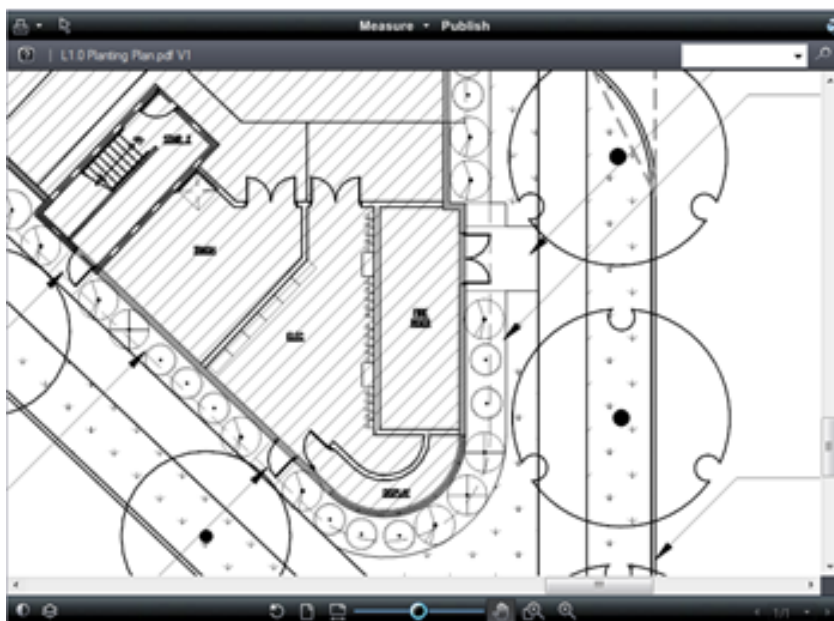
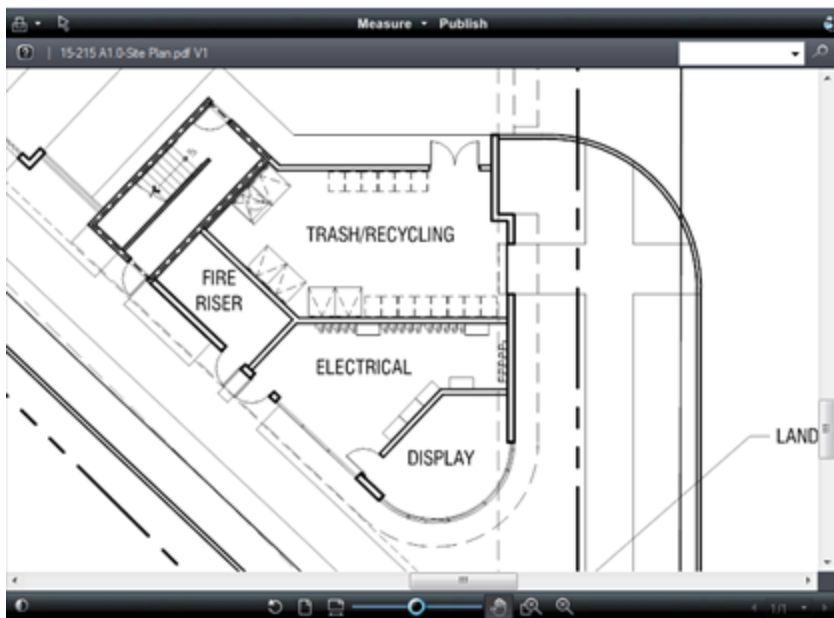
Solid Waste staff has reviewed the application for this project and has the following comments;

1. Trash and recycling room is drawn differently on each drawing (i.e. site plan v. planting plan). We cannot comment or approve of the design without cohesiveness between drawings.
2. In both designs the point of collection for containers is unclear. The ingress/egress divider is likely going to complicate collection services.
3. Is the design for a trash room? With a compactor?
4. In one drawing there are numerous unidentified objects drawn into the trash room? What are these? There is a limit on the number of carts a commercial service location may use.

Please review the design guidelines available online at:

[http://curbit.cityofboise.org/Trash/Commercial/Commercial\\_Trash\\_Home/page51871.aspx](http://curbit.cityofboise.org/Trash/Commercial/Commercial_Trash_Home/page51871.aspx)

Please contact me with any questions at 388-4712.







## Conditional Use Permit Response Form

Date: 11/10/2015

To: Planning and Development Services

From: Jacob Hassard, Project Manager for Valley Regional Transit Development Department,  
208-258-2705

Subject: **CUP15-00088**: 1808 W. Boise Ave.; Transit Comments

Valley Regional Transit requests that A.D.A. compliant concrete space would be included in the project to allow transit access to the new site. See:

PROWAG – <http://www.access-board.gov/attachments/article/743/nprm.pdf>

See R213 & R308

ADAAG – <http://www.access-board.gov/attachments/article/1350/adaag.pdf>

See pg 75

for an explanation of compliant concrete space. Concrete that abuts the existing road edge curb and meets A.D.A. compliant dimensions with a minimum parallel to the road length of 15' connecting back to the roadway sidewalk is recommended.

Please feel free to call me if there are any questions or concerns with this.

Thank you for the opportunity to comment.

## Cody Riddle

---

**From:** Jacob Hassard <jhassard@valleyregionaltransit.org>  
**Sent:** Monday, November 16, 2015 8:53 AM  
**To:** 'David Ruby'  
**Cc:** Cody Riddle; 'Eran Fields (efields@fieldsholdings.com)'  
**Subject:** RE: VRT comments

Thanks for coordinating this with me David. Your statements below are correct.

Thanks,

Jacob Hassard, P.E.  
Project Manager



**valleyregionaltransit**

700 N E 2<sup>nd</sup> Street  
Suite 100  
Meridian, ID 83642  
208.258.2705  
208.794.6230 cell

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**From:** David Ruby [<mailto:david@taoidaho.com>]  
**Sent:** Friday, November 13, 2015 3:43 PM  
**To:** Jacob Hassard  
**Cc:** [criddle@cityofboise.org](mailto:criddle@cityofboise.org); Eran Fields ([efields@fieldsholdings.com](mailto:efields@fieldsholdings.com))  
**Subject:** VRT comments

Good afternoon Jacob.

In regards to your comments on CUP15-00088 1808 W. Boise Ave., this email is to serve as formal documentation that we discussed your request for an ADA compliant space for a bus stop. Due to the fact that we will be constructing a detached sidewalk with an 8 foot wide planter strip on all three sides of our site, and the fact that there are no current plans to relocate the nearby bus stop, you have agreed to remove the requirement for the construction of this item at this time. When/if there is a need to relocate the bus stop to one of the streets surrounding our site, the planter strip will easily accommodate the addition of an accessible space for the stop.

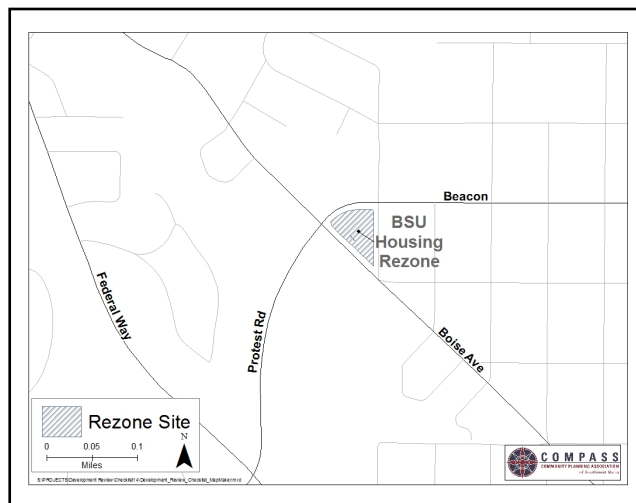
Thank you for your help in this matter.

**David Ruby, AIA**  
LEED AP  
499 Main St.  
Boise, Idaho 83702  
**direct: 208-639-6406**  
v: (208) 343-2931 Ext. 6  
f: (208) 343-1306  
e: [david@taoidaho.com](mailto:david@taoidaho.com)

# Communities in Motion 2040 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this checklist as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. CIM 2040 was developed through a collaborative approach with COMPASS member agencies and adopted by the COMPASS Board on **July 21, 2014**.

This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 goals, objectives, and performance measures. A checklist user guide is available [here](#); and more information about the CIM 2040 goals can be found [here](#); and information on the CIM 2040 Vision can be found [here](#).



[Click here for detailed map.](#)

Name of Development: \_\_\_\_\_

Summary: \_\_\_\_\_

## Land Use

In which of the [CIM 2040 Vision Areas](#) is the proposed development? (**Goal 2.1**)?

- |                                           |                                                    |                                             |                                 |
|-------------------------------------------|----------------------------------------------------|---------------------------------------------|---------------------------------|
| <input type="radio"/> Downtown            | <input type="radio"/> Employment Center            | <input type="radio"/> Existing Neighborhood | <input type="radio"/> Foothills |
| <input type="radio"/> Future Neighborhood | <input type="radio"/> Mixed Use                    | <input type="radio"/> Prime Farmland        | <input type="radio"/> Rural     |
| <input type="radio"/> Small Town          | <input type="radio"/> Transit Oriented Development |                                             |                                 |

☐ Yes ☐ No ☐ N/A The proposal is within a CIM 2040 Major Activity Center. (**Goal 2.3**)

## Neighborhood (Transportation Analysis Zone) Demographics

| Existing   |      | Existing + Proposed |      | 2040 Forecast |      |
|------------|------|---------------------|------|---------------|------|
| Households | Jobs | Households          | Jobs | Households    | Jobs |
|            |      |                     |      |               |      |

☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this neighborhood. (**Goal 2.1**)

## Area (Adjacent Transportation Analysis Zone) Demographics

| Existing   |      | Existing + Proposed |      | 2040 Forecast |      |
|------------|------|---------------------|------|---------------|------|
| Households | Jobs | Households          | Jobs | Households    | Jobs |
|            |      |                     |      |               |      |

☐ Yes ☐ No ☐ N/A The number of jobs and/or households in this development is consistent with jobs/households in the CIM 2040 Vision in this area. (**Goal 2.1**)



More information on COMPASS and *Communities in Motion 2040* can be found at:

[www.compassidaho.org](http://www.compassidaho.org)

Email: [info@compassidaho.org](mailto:info@compassidaho.org)

Telephone: (208) 475-2239



**COMPASS**  
COMMUNITY PLANNING ASSOCIATION  
of Southwest Idaho



# Communities in Motion 2040 Development Checklist

## Transportation

- ☐ Attached ☐ N/A An Area of Influence Travel Demand Model Run is attached.
- ☐ Yes ☐ No ☐ N/A There are relevant projects in the current Regional [Transportation Improvement Projects](#) (TIP) within one mile of the development.

Comments: \_\_\_\_\_

- ☐ Yes ☐ No ☐ N/A The proposal uses appropriate access management techniques as described in the [COMPASS Access Management Toolkit](#).

Comments: \_\_\_\_\_

- ☐ Yes ☐ No ☐ N/A This proposal supports Valley Regional Transit's [valleyconnect](#) plan. See [Valley Regional Transit Amenities Development Guidelines](#) for additional detail.

Comments: \_\_\_\_\_

The **Complete Streets Level of Service (LOS) scoring** based on the proposed development will be provided on an separate worksheet (**Goals [1.1](#), [1.2](#), [1.3](#), [1.4](#), [2.4](#)**):

- ☐ Attached ☐ N/A Complete Streets LOS scorecard is attached.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current automobile LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current bicycle LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current pedestrian LOS.
- ☐ Yes ☐ No ☐ N/A The proposal maintains or improves current transit LOS.
- ☐ Yes ☐ No ☐ N/A The proposal is in an area with a [Walkscore](#) over 50.

## Housing

- ☐ Yes ☐ No ☐ N/A The proposal adds [compact housing](#) over seven residential units per acre. (**Goal [2.3](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is a mixed-use development or in a mixed-use area. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is in an area with lower transportation costs than the [regional average](#) of 26% of the median household income. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal improves the jobs-housing balance by providing housing in employment-rich areas. (**Goal [3.1](#)**)

## Community Infrastructure

- ☐ Yes ☐ No ☐ N/A The proposal is infill development. (**Goals [4.1](#), [4.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within or adjacent to city limits. (**Goals [4.1](#), [4.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within a city area of impact. (**Goals [4.1](#), [4.2](#)**)

## Health

- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a transit stop. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a public school. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1/4 mile of a grocery store. (**Goal [5.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is within 1 mile of a park and ride location. (**Goal [5.1](#)**)

## Economic Development

- ☐ Yes ☐ No ☐ N/A The proposal improves the jobs-housing balance by providing employment in housing-rich areas. (**Goal [3.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal provides grocery stores or other retail options for neighborhoods within 1/2 mile. (**Goal [6.1](#)**)

## Open Space

- ☐ Yes ☐ No ☐ N/A The proposal is within a 1/4 mile of a public park. (**Goal [7.1](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal provides at least 1 acre of parks for every 35 housing units. (**Goal [7.1](#)**)

## Farmland

- ☐ Yes ☐ No ☐ N/A The proposal is outside "Prime Farmland" in the CIM 2040 Vision. (**Goals [4.1](#), [8.2](#)**)
- ☐ Yes ☐ No ☐ N/A The proposal is outside prime farmland. (**Goal [8.2](#)**)

## Transportation Improvement Projects (TIP)

### Comments:

ITD plans to restore the pavement on US-20 from River Street (milepost 48.13) to Federal Way exit (milepost 52.12) in downtown Boise by milling off the old surface and inlaying a new one. Construction in FY2019.

**Project/File: BOI15-0436/ CAR15-00031/ CUP15-00088**

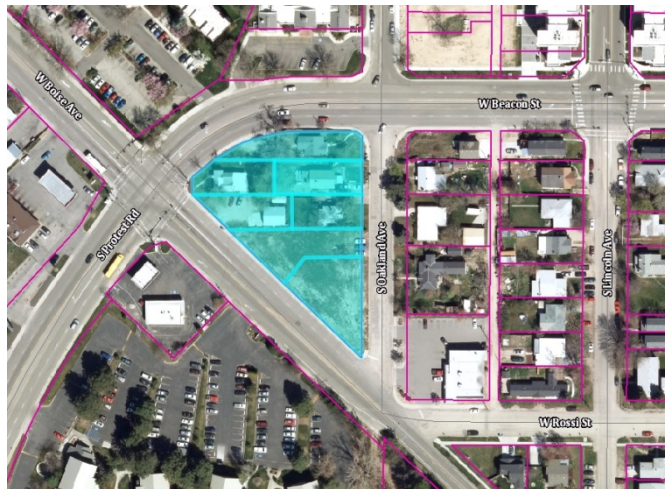
*This is an annexation with rezone and conditional use permit application to construct a multi-family housing facility consisting of 98-units on 1.15-acres. The site is located at 1808 W Boise Avenue, Boise, Idaho.*

**Lead Agency:** City of Boise**Site address:** 1808 W Boise Avenue**Staff Approval:** XXXX, 2015

**Applicant:** FH Broncos, LLC  
Eran Fields  
3954 Hopevale Drive  
Sherman Oaks, CA 91403

**Representative:** The Architects Office, PLLC  
David Ruby  
499 Main Street  
Boise, ID 83702

**Staff Contact:** Stacey Yarrington  
Phone: 387-6171  
E-mail: [syarrington@achdidaho.org](mailto:syarrington@achdidaho.org)



## A. Findings of Fact

- Description of Application:** The applicant is requesting approval of an annexation with rezone from C-1D (Neighborhood Commercial) to R-O (Residential Office) and conditional use permit application to construct a 98-unit multi-family housing facility on 1.15-acres.

The applicant's proposal is consistent with the City of Boise's comprehensive plan.

- Description of Adjacent Surrounding Area:**

| Direction | Land Use                 | Zoning |
|-----------|--------------------------|--------|
| North     | University District      | U      |
| South     | Multi-Family Residential | R-3    |
| East      | Neighborhood Commercial  | C-1D   |
| West      | Neighborhood Commercial  | C-1D   |

- Site History:** ACHD staff previously reviewed a portion of this site as CUP07-00139 in October 2007. The requirements of this staff report are consistent with those of the prior action.
- Transit:** Transit services are available to serve this site.
- New Center Lane Miles:** There are no new centerline miles of public roadway associated with this project.



6. **Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time.
7. **Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**  
There are currently no roadways, bridges or intersections in the general vicinity of the project that are currently in the IFYWP or the District's CIP.

## **B. Traffic Findings for Consideration**

1. **Trip Generation (if TIS not required):** This development is estimated to generate 652 additional vehicle trips per day (48 existing); 61 additional vehicle trips per hour in the PM peak hour (5 existing), based on the Institute of Transportation Engineers Trip Generation Manual, 9<sup>th</sup> edition.

2. **Condition of Area Roadways**

Traffic Count is based on Vehicles per hour (VPH)

| Roadway        | Frontage | Functional Classification | PM Peak Hour Traffic Count | PM Peak Hour Level of Service | Existing Plus Project |
|----------------|----------|---------------------------|----------------------------|-------------------------------|-----------------------|
| Beacon Street  | 285-feet | Minor Arterial            | 559                        | Better than "D"               | Better than "D"       |
| Boise Avenue   | 355-feet | Minor Arterial            | 541                        | Better than "D"               | Better than "D"       |
| Oakland Avenue | 325-feet | Local                     | N/A                        | N/A                           | N/A                   |

\* Acceptable level of service for a three-lane minor arterial is "D" (720 VPH)

\* Acceptable level of service for a four-lane minor arterial is "D" (1,200 VPH).

3. **Average Daily Traffic Count (VDT)**

*Average daily traffic counts are based on ACHD's most current traffic counts.*

- The average daily traffic count for Beacon Street west of Broadway Avenue was 11,256 on 10/22/2014.
- The average daily traffic count for Boise Avenue west of Broadway Avenue was 10,374 on 9/3/2015.

## **C. Findings for Consideration**

1. **Beacon Street**

- a. **Existing Conditions:** Beacon Street is improved with 4-travel lanes, vertical curb, gutter, and 5-foot wide attached sidewalk abutting the site. There is between 78 to 94-feet of right-of-way for Beacon Street (32 to 40-feet from centerline).

- b. **Policy:**

**Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

**Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within

96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

**Street Section and Right-of Way Width Policy:** District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

**Right-of-Way Dedication:** District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

**Sidewalk Policy:** District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Frontage Improvements Policy:** District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Beacon Street is designated in the MSM as a Town Center Arterial with 4-lanes and on-street bike lanes, a 67-foot street section within 97-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to dedicate 37.5-feet of right-of-way from centerline of Beacon Street abutting the site. Applicant is proposing to remove the existing curb, gutter, and sidewalk; and construct new vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk within an easement, abutting the site. The applicant is proposing to close the 2 existing driveways with vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk.

- d. **Staff Comments/Recommendations:** Beacon Street is improved with 4-travel lanes, curb, gutter, and sidewalk, but no bike lanes abutting the site. Therefore no street improvements should be required with this application, though additional right-of-way is necessary for the full street section that includes bike lanes. However, the City of Boise has requested that the applicant construct 6-foot wide detached sidewalks abutting Beacon Street abutting the site; and the applicant has proposed to reconstruct the existing curb, gutter and sidewalk and widen Beacon Street to accommodate a bike lane. Therefore, the applicant should be required to remove the existing curb, gutter, and sidewalk; and reconstruct Beacon Street with 5-feet of additional pavement, vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk. Right-of-way should be dedicated to 2-feet behind the back-of-curb, and provide a sidewalk easement.

The applicant's proposal to close the 2 existing driveways with vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide sidewalk meets District policy and should be approved, as proposed.

Consistent with District Minor Improvements Policy, the applicant should be required to install pedestrian ramps abutting the site.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

The applicant should not stripe the bike lane on Beacon Street. ACHD will stripe the bike lane as other widening occurs on Beacon Street.

## 2. Boise Avenue

- a. **Existing Conditions:** Boise Avenue is improved with 3-travel lanes, vertical curb, gutter, and 5-foot wide attached sidewalk abutting the site. There is 75-feet of right-of-way for Boise Avenue (34 to 37-feet from centerline).

b. **Policy:**

**Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

**Street Section and Right-of Way Width Policy:** District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

**Right-of-Way Dedication:** District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

**Sidewalk Policy:** District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide



between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Frontage Improvements Policy:** District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Boise Avenue is designated in the MSM as a Neighborhood Residential Arterial with 2-lanes and on-street bike lanes, a 46-foot street section within 72-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to construct new vertical curb, and gutter within 34 to 40-feet of right-of-way, and 8-foot wide parkway strip and 6-foot wide detached sidewalk within an easement, along Boise Avenue abutting the site. The applicant is proposing to remove the existing curb, gutter, and sidewalk and close the existing driveway with vertical curb, gutter and 6-foot wide detached sidewalk.
- d. **Staff Comments/Recommendations:** Boise Avenue is fully improved with 3-travel lanes, curb, gutter, and sidewalk abutting the site. Therefore no additional right-of-way or street improvements should be required with this application. However, the City of Boise has requested that the applicant construct detached 6-foot wide detached sidewalks along Boise Avenue abutting the site; and the applicant has proposed to reconstruct the existing vertical curb and gutter and sidewalk. Therefore, the applicant should be required to remove the existing curb, gutter, and sidewalk; and reconstruct Boise Avenue vertical curb and gutter in their existing alignment; 8-foot wide parkway strip and 6-foot wide detached sidewalk. Dedicate right-of-way to 2-feet behind the back of curb, and provide a sidewalk easement.

The applicant should be required to close the existing driveway with vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk.

Consistent with District Minor Improvements Policy, the applicant should be required to install pedestrian ramps abutting the site.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

### 3. Oakland Avenue

- a. **Existing Conditions:** Oakland Avenue is improved with 2-travel lanes, 32-feet of pavement, rolled curb, and no gutter or sidewalk abutting the site. There is 65-feet of right-of-way for Oakland Avenue (28-feet from centerline).

b. **Policy:**

**Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 50-feet wide and that the standard street section shall be 36-feet (back-of-curb to back-of-curb). The District will consider the utilization of a street width less than 36-feet with written fire department approval.

**Standard Urban Local Street—36-foot to 33-foot Street Section and Right-of-way Policy:** District Policy 7207.5.2 states that the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot concrete sidewalks on both sides and shall typically be within 50-feet of right-of-way.

The District will also consider the utilization of a street width less than 36-feet with written fire department approval. Most often this width is a 33-foot street section (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size.

**Sidewalk Policy:** District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Minor Improvements Policy:** District Policy 7203.3 states that minor improvements to existing streets adjacent to a proposed development may be required. These improvements are to correct deficiencies or replace deteriorated facilities. Included are sidewalk construction or replacement; curb and gutter construction or replacement; replacement of unused driveways with curb, gutter and sidewalk; installation or reconstruction of pedestrian ramps; pavement repairs; signs; traffic control devices; and other similar items.

- c. **Applicant's Proposal:** The applicant is proposing to construct Oakland Avenue as one-half of a x-foot street section, with vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk within 65-feet of right-of-way abutting the site.

- d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed. The City of Boise has requested that the applicant construct 6-foot wide detached sidewalks abutting Oakland Street abutting the site; and the applicant has agreed.

Consistent with District Minor Improvements Policy, the applicant should be required to install pedestrian ramps abutting the site.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk.

## 4. Driveways

### 4.1 Oakland Avenue

- a. **Existing Conditions:** There are 3 unimproved driveways onto Oakland Avenue from the site.
- b. **Policy:**
- Driveway Location Policy:** District policy 7207.4.1 requires driveways located near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest street intersection.
- Successive Driveways:** District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.
- Driveway Width Policy:** District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.
- Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.
- c. **Applicant's Proposal:** The applicant is proposing to close the existing driveways with curb, gutter, and sidewalk; and construct 1 new 24-foot wide driveway, located approximately 235-feet south of Beacon Avenue and 75-feet north of Boise Avenue onto Oakland Avenue from the site (measured centerline to centerline).
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved, as proposed.

## 5. Tree Planters

**Tree Planter Policy:** Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

## 6. Landscaping

**Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.



## **7. Other Access**

Beacon Street and Boise Avenue are classified as minor arterial roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways.

## **D. Site Specific Conditions of Approval**

1. Dedicate right-of-way on Beacon Street to 2-feet behind the new back-of-curb.
2. Remove the existing curb, gutter, and sidewalk; and construct Beacon Street with 5-feet of additional pavement, vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk within an easement, abutting the site.
3. Close the 2 existing driveways on Beacon Street with vertical curb, gutter and 6-foot wide detached sidewalk.
4. Dedicate right-of-way on Boise Avenue to 2-feet behind the new back-of-curb.
5. Remove the existing curb, gutter, and sidewalk; and reconstruct Boise Avenue with vertical curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk within an easement, abutting the site.
6. Close the existing driveway on Boise Avenue with vertical curb, gutter and 6-foot wide detached sidewalk.
7. Construct Oakland Avenue as one-half of a 36-foot street section with curb, gutter, 8-foot wide parkway strip, and 6-foot wide detached sidewalk within 65-feet of right-of-way abutting the site.
8. Close the existing driveways on Oakland Avenue with curb, gutter, and sidewalk; and construct 1 new 24-foot wide driveway, located approximately 235-feet south of Beacon Avenue and 75-feet north of Boise Avenue onto Oakland Avenue from the site.
9. Install pedestrian ramps abutting the site, consistent with District Minor Improvements policy.
10. Provide permanent right-of-way easements for any public sidewalks placed outside of the dedicated right-of-way.
11. Payment of impacts fees are due prior to issuance of a building permit.
12. Comply with all Standard Conditions of Approval.

## **E. Standard Conditions of Approval**

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.

6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

## **F. Conclusions of Law**

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

## **G. Attachments**

1. Vicinity Map
2. Site Plan
3. Utility Coordinating Council
4. Development Process Checklist
5. Request for Reconsideration Guidelines

## Cody Riddle

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**From:** Jerry Johnson (jerryjohnson) <jerryjohnson@micron.com>  
**Sent:** Friday, December 04, 2015 12:50 PM  
**To:** Cody Riddle  
**Subject:** CUP15-00088/FH Broncos, LLC

Hi Cody,

My name is Gerald Johnson, owner of the property at 1209 S. Lincoln. I attended the developers review meeting a month or so ago and feel I have a good understanding of their project. Several of us voiced concern with the parking ratio per student. The developer was adamant that based on his experience the ratio would be adequate so there was little room for debate or discussion. My concern is that there already is a parking overflow problem in the area and that the proposed parking to student housing ratio is woefully inadequate. There is no way to have the developer correct that after the fact and certainly his "opinion" would be biased by the cost of providing adequate parking. I think the project has merit and would be a nice addition to BSU's housing situation. However, I would ask that a parking reduction be disallowed, or at least a decision postponed until an independent third party could assess the parking request.

Thank you

Gerald L. Johnson