



DEVELOPMENT CODE DECISION APPEAL

Permit Info: DSRFY2024-0003
Application Date: 3/25/24 Rec'd by: CW
FOR OFFICE USE ONLY

6015 Glenwood Street ▪ Garden City, ID 83714 ▪ 208.472.2921
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APPELLANT

Name: <u>Kate Terhune</u>	Company: _____
Address: <u>5002 Alworth St</u>	City: <u>Garden City</u>
State: <u>Idaho</u>	Zip: <u>83714</u>
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APPEAL

Application File No., Name and location: DSRFY2024-0003 (5002 Alworth)

Date of Decision: March 11, 2024

Whose Decision are you appealing?

☐ Staff

☒ Design Review Committee

☐ Planning & Zoning Commission

What specific decision(s) and or conditions are you appealing? (please attach if necessary)

See attachment

How are you adversely affected by the decision? (please attach if necessary)

Please identify any evidence or supporting information to support your position that code was misinterpreted or misapplied. (please attach if necessary)

I consent to this application and hereby certify that information contained on this application and in the accompanying materials is correct to the best of my knowledge. I agree to be responsible for all application materials, fees and application correspondence with the City. I will hold harmless and indemnify the City of Garden City from any and all claims and/or causes of action from or an outcome of the issuance of a permit from the City.

Kate Terhune 3-25-24
Signature of the Applicant (date)

Please see the following reasons for my appeal. I am particularly concerned about the height of this building and the single entrance and exit for cars, and urge you not to approve it as designed.

Required Findings GCC 806B-3

1. The proposed design shall be compatible with the neighborhood in scale and intensity.

Comment: It is not. At 7 stories tall, this building as proposed would be by far the tallest in the neighborhood and in fact, the entire city. All surrounding dwellings are single-family homes and businesses, townhouses, and apartment buildings of no more than three stories tall. The height and density of this building alone makes it incompatible with the existing neighborhood in both scale and intensity.

2. The proposed design shall provide effective bicycle and pedestrian access and movement to, from, within, and across the site.

Comment: The sheer volume of traffic generated presents a hazard to pedestrians. There is no shoulder or bike lane along Adams/Alworth, forcing bike riders onto the sidewalk en masse or into the street. In addition, the two-way stop at 50th/Alworth puts pedestrians crossing Alworth to or from the river and Greenbelt in danger from cars.

3. The proposed design shall not create an adverse impact on the surrounding neighborhood.

Comment: This is patently false. As the closest neighbor located directly across the street at 5002 Alworth, my home will be directly impacted in a number of ways.

• Constant shadow:

A seven-story building looming above my house and the houses of my neighbors will literally block out the sun. If constructed, this building would place my entire house in shadow for much of the day nearly year-round. In winter, sunlight would likely not fall upon my home or yard at all. I have solar panels on top of my home which would be rendered useless, dramatically increasing my electric bill. In addition, my own enjoyment of spending time on my porch or in my front yard, where I have cultivated fruit trees, flowers, and native plants will be dramatically reduced.

• Drastically increased traffic and parking issues:

Adding hundreds of cars coming and going from a single point of egress/ingress will place a major strain on the surrounding street, both in terms of parking and traffic.

A single entrance and exit on Alworth St – especially one located so near the intersection – is insufficient for the volume of cars that will be added. With no stop sign on Alworth, vehicles turning left from 50th (the shortest route from Chinden) to get back into the apartments are going to face major congestion, as will residents living north towards the river in getting across

Alworth to Chinden. The current configuration of the street and intersection can not support the added volume from 700- 800 trips a day, as estimated by the design review board.

The developers' assertion that the parking garage will provide enough space for residents' cars is laughable. With a likelihood of multiple residents in the majority of units - especially the 2-bedroom units - there will not be enough parking in the garage even for all residents of the complex, let alone guests and visitors. With zero street parking available along Alworth, that will leave a significant amount of people competing for the limited space along 50th St.

In addition: I believe it is worth noting that the site plans for this development have been changed multiple times since filing, with some information deleted and other new information added in, causing confusion. I request that the developers are required to file full overlay site plans, including survey and architectural, for review before this project moves forward any further.

Best,

Katie Terhune
5002 Alworth St, Garden City
406-980-0971