

December 23, 2025

To: Garden City Development Services

From: Wendy Carver-Herbert  
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RE: DSRFY2025-0008 – Antioch Apartments

As someone who has personally experienced the challenges of having a large multi-family development built adjacent to my home, I deeply empathize with those who may soon face the same experience. I endured nearly 18 months of ground shaking, jackhammering, sawing, and nail-gunning. I still remember—while putting up my Christmas decorations this year—my reluctant decision in 2020 to forgo hanging my most precious porcelain ornaments out of fear they would shake off the tree and break. That’s how severe the ground vibration was.

While I intellectually understood living next to a construction zone was temporary and inevitable, regardless of what was built, it was still a very difficult time. Fortunately, I took some solace in knowing the final development would be a better outcome for our neighborhood than what was originally proposed. Frankly, the River Pointe II Apartments on Strawberry Glen are a strong example of a compromise that met the needs of the property owner without unduly burdening adjacent neighbors. Unfortunately, I cannot say the same for the Antioch Apartments, which—if built as proposed—I fear will become a monument to failed past policymaking and unintended consequences.

River Pointe II worked because it is a garden-style design with gabled roofs and meaningful transitions: three-story buildings oriented away from single-family homes or set at significant distance; two-story elevations facing neighbors; garages with pitched roofs acting as buffers; decorative concrete block fencing; and only a limited number of parking spaces directly adjacent to homes.

Even with these accommodations, sharing a property line with an apartment complex presents nuisances that are distinctly—and sometimes life-alteringly—different from living next to single-family, dual-family, or townhouse homes. For example, I have been woken at 6:00 a.m. on Saturday mornings by trash bins rolling and their lids crashing shut, combined with the incessant backup alarms from the trash trucks. This is vastly different from weekly trash pickup in a single-family neighborhood versus near-daily pickups at a multi-family complex. While garages shield much of our backyard from intrusive views and lighting, we still had to purchase a light-blocking bedroom shade due to a single parking-lot light—only recently mitigated by an evergreen tree we planted nearly ten years ago.

Nearly five years after planting, the perimeter evergreens installed by the developer are just now approaching effective screening. Yet three of the eight trees died, were removed, and never replaced. Without the garages, those gaps would have allowed significant light shed from vehicles and parking areas into our home and yard. This underscores the risks of relying on

landscaping and inadequate fencing as the sole intensity buffers between multi-family developments and single-family neighborhoods. Against this backdrop, it is deeply concerning the Antioch Apartments proposal includes so few accommodations to make the project truly compatible with its surroundings.

Unfortunately, as acknowledged by staff, the Antioch Apartments are far more urban in design, characterized by flat roofs and large, block-style massing. The proposed four-story buildings—located approximately 150 feet and as close as 90 feet from neighboring property lines—leave limited opportunity to meaningfully screen direct views into adjacent backyards. The below two photos illustrate what the view shed looks like at both 77 feet and 20 feet, clearly demonstrating how proximity and height combine to magnify impacts of views from higher vantage points into the private spaces of neighboring homes and yards, creating a nuisance and undermining residents' sense of safety and overall well-being.



Example of 3-1/2 story view: Regency Apartments, edge of building is approximately 77' to the fence



Example of 3-1/2 story view: Regency Apartments, edge of building is approximately 206' to the building across the street

Unlike River Pointe II, Antioch proposes open carports—or no carports at all—which eliminates an important buffering element and allows headlights, engine noise, and vehicle activity to project directly toward neighboring homes as cars pull into and out of parking spaces. Compounding this issue, nearly all of the project's parking and its primary driveway are concentrated along edges adjacent to the existing low-density neighborhoods. The resulting intensity is distinctly different from what residents reasonably expect when living next door to single-family or other low-density homes.

These neighborhoods never anticipated—nor could they reasonably have foreseen—that something functionally equivalent to a public street, with constant vehicle movement, lighting, and noise, would run directly along their property lines. This level of intensity, combined with the project's height, massing, and lack of adequate transition and buffering, is precisely why the Antioch Apartments are not compatible with their surrounding neighborhood and fail to adequately meet the findings of Garden City Development Code 8-6B-3E.

Sincerely,

Wendy Carver-Herbert