

September 7, 2026

Garden City Hall
Development Services Department
6015 N. Glenwood Street
Garden City, Idaho 83714

RE: Page Specific Comments on SAPFY2026-0001 – Draft 5 Heron Commons Specific Area Plan (SAP)

This letter is supplementary to my September 4, 2026 letter, the Joint Letter dated September 4, 2026, and my email dated August 10, 2026 regarding the Adams Connection/Pathway.

The intent of the following comments is to enhance Draft 5 and make some inquiries as follows:

P. 3 B.2 Intent – Is the SAP goal to have density to be self-fulfilling or be a regionally significant destination or both? This will have great traffic impacts. Where is the section on Traffic Impact Studies?

P.4 2.A.10 – I note the addition prohibiting single-use pattern. What if this is an economically viable option and a developer wants to do this. Would something like the existing Waterfront Subdivision be allowed? Or is it your intent to prohibit something of this nature on any parcel within the SAP?

P.7 Figure8-8B-1.2 – Create and include a keyed graphic with a table that lists acreage of the parcels. Designate which parcels are greater than one acre.

P.7 Bottom Paragraph – Looks like the ability to expand or contract the SAP boundary is permitted. Why? How can there be a “Specific Area Plan” that changes. What is the process to add or subtract?

P.11 B.2 – Strike words about emergency access to WFD since a 2nd access already exists.

P.11 Figure 8-8B-2-2 – The Illustrative Infrastructure Plan should be blown up. This is an opportunity to add elements to better describe the SAP features. What are the dashed green lines? Are they about “blocks” or future “grid streets”? Label would help. Add Heron St. label.

P.13 B.5 – List key infrastructure that will be in public right-of-way, not easements.

P.15 D.A.2.A.3.c and d – Add “encourage riverbank habitat restoration and relocating greenbelt further away from the top of the riverbank providing open space.” Consider widening greenbelt width due to increased use (similar to section adjacent to The Boardwalk.

P.21 F.1.a – Increase path width from 10 feet to 12 feet for Thurman Mill Pathway.

P. 21 H. – Regarding existing piped section of the Thurman Mill Pathway, encourage restoring to open channel.

p.22 6. – Strike word “direct”. A viable option could be to extend the Thurman Mill Pathway to N. Adams St. in the WFD. Then, two pathways would not be required to cross the parcel. Current wording

eliminates the potential and reduces flexibility. Recommend wordsmithing section describing link. Is a pathway improvement really being made inside the WFD to E. 36th Street? It's a bit confusing. Would also include pedestrian emphasis.

P.24 3.a, b, and c. – Resolve issue with ACHD now to make a determination that vehicular traffic is prohibited. Then delete everything under b and c.

P.28 8. – Is the 38th St. Extension the same or different than the Pedestrian Spine?

P.29 D.1 – By requiring direct 38th St. bike/ped extension, will this result in 3 greenbelt routes, including the Pedestrian Spine and the existing Heron St./Park pathway access to the greenbelt? In such close proximity?

P.30 C. – Adding blocks makes sense. A real GAME CHANGER and long-term vision for Garden City should be to create a roadway grid from E. 37th St. to E. 41st St. A grid street between Osage and N. Adams St. would help livability and transportation in this area. You have an opportunity to start one now on the southwest boundary of the SAP.

P.31 D. – Delete paragraph regarding emergency vehicle access to the WFD, since a second access already exists. {The way this paragraph is written it would be challenging to implement anyway with competing property owners and timelines.}

P.31 F. – Add a section on stormwater. Also require any direct stormwater discharges to the Boise River be brought to current standards including water quality treatment prior to discharge.

P.35 and 36 – There are other large parcels other than Figure 8-8B-4.1 and 8-8B-4.2 including the two ACHD parcels south of N. Adams Street. Required improvements should include Thurman Mill Pathway, Grid Streets and others. Recommend adding sections to address these.

P.39 – Looks like formatting error; A.A.A

P.40 C. and D. – Increase setbacks along SAP boundary. Five feet is not adequate. Existing setbacks from the WFD average over 20 feet. Define setbacks now to assure reasonable transitions to existing neighborhoods. *Call these transition zones.*

Regarding height, limit structures to 40 feet or no higher than existing adjacent homes. Then start stepping up further beyond.

Limits on Use should be defined in transition zones too. Having a bar or restaurant 5 feet from an existing neighborhood should not be allowed. Are retail and commercial uses permitted in these areas? Think through this and define this well.

P.42 E.2.A – Limit rooftop terraces in neighborhood transition zones.

P.44 Figure 8-8B-5.2 – Not sure I understand line types in this graphic and how to interpret it.

P.46 I. – Expand on Residential Adjacency in regard to setbacks, height, use, density, and design in neighborhood transition zones. Encourage green space.

P.52 to 57 F. and G. – Develop a concept for Greenbelt Adjacency. The standards will likely result in a narrow corridor with limited public use.

P.60 6.B – Regarding open space/park, strike “or approved through the Regulatory Master Plan” and leave it to the City’s determination.

P.64 A.1 – Add sections to limit uses in neighborhood transition zones as previously noted.

P.66 Table 8-8B-7-1 – It looks like dwelling units, especially single-family and two-family are severely restricted or not permitted. Change this to allow these uses in neighborhood transition zones. A Conditional Use Permit is far too restrictive for property outside of the Greenbelt Adjacency. Suggest adding a column to define permitted uses in neighborhood transition zones.

P.75 C.4.a. – Modify this reference to Adams St. Bike Connection as previously described. This is restrictive and hard to understand.

P.82 – The definition and use of the Mid Urban Mixed Use is new to this draft. I’m not familiar with this standard, nor does it capture an equivalent density. Can you provide examples in this area that would qualify as Mid Urban Mixed Use? This would be very helpful for the public to understand.

I live in the adjacent Waterfront District (WFD) subdivision on Willowbar Lane across from the warehouses and ACHD land.

Thank you for your consideration of my comments. Let’s be thoughtful and take time to get this right. I recommend you get ACHD’s updated schedule for when they plan to vacate the Operation & Maintenance Yard, and then start the public process to potentially declare parcels surplus land.

I think real improvements have been made and can continue to be made to the Heron Commons SAP.

Lastly, I asked a lot of questions in this document. What is the best way for me to get answers and responses? Should I contact the city directly?

Thank you.

Sincerely,



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