

**From:** [Cheri Loveland](#)  
**To:** [deBit, Donna](#)  
**Subject:** File # Z23-099PSP  
**Date:** Monday, March 20, 2023 1:25:10 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

I am submitting my comments concerning the proposed subdivision on less than 2 acres that is being considered on the Five Mile Prairie.

When The Ledge condos were under consideration by the city, I attended meetings and stayed in contact with a city official about my concerns and happily my those were addressed and for the most part settled.

This new subdivision proposal has me concerned for a some of the same reasons.

One of my chief concerns is the number of people in that small area and the amount of space allowed for parking. I understand that the bus stop is located 1 mile away at the bottom of Five Mile (south), however I have lived here 15 years and I can tell you there are not many residents who can climb that hill in pleasant weather let alone winter or hot weather carrying anything in there hands.

We need bus service on Five Mile Prairie if you are going to add higher density housing. For this new proposed housing - this is a no brainer.

Still speaking on the issue of availability of parking, if these homeowners who have cars can't fit them in the space allocated to them , where will they park those cars? Will they be then parking in front of homeowners homes that have been unlucky enough to have these 4plexes built on their street? I see unhappy people and imagine their house value won't be the same after this subdivision is built as it was before.

The population in Spokane has been rising so fast that our essential services are understaffed. With all the new schools we have on the File Mile Prairie, is there any talk about a new fire station being situated nearer us? How long is the response time to Five Mile now? The city has this info.

It's unfortunate that the allegation is frequently made that high density housing brings in the less than favorable side of society. The Five Mile Prairie has a very low crime area compared to the rest of the city. We watch out for each other and we care. I volunteer at the local COP shop. If this proposed development is going to change that way of life, I don't see me staying in this city (or state) any longer.

I hope my thoughts are read and taken in the honest tone I have I have intended. No arguing, no arm twisting just heartfelt concerns.

Please do think about what's best for everyone. Bring a bus if you bring people.

Donna de Bit,

My husband and I live up on 5 mile. We have many concerns about the following development

Project Name: 7601 Development Permit No: B22M0105PDEV

Parcel No: 26252.0064

The current property has access (2 curb cuts) off of 5 mile Road.

The idea of higher density in Single Family Zones should be chosen for arears near the centers and corridors of the city. If the city does not have the capacity to accommodate services such as bus, schools and emergency services then the citizens would not be served.

Examples of problems with the increase and the building of 4Plexes on Single Family lots in the 5 Mile area are:

- 1) Blasting of Basalt. 5 Mile is on Basalt. In the past Lawsuits have occurred due to damage done by blasting by construction.
- 2) Fire and Police Emergency response. It now take 12 minutes for response.
- 3) Schools have waiting lists.
- 4) No services on 5 mile, bus, grocery etc.
- 5) Water pressure
- 6) Parking for the additional 50-60 cars?
- 7) Safety for our families. The plan for the entrance is on a non-arterial where people walk and children ride bikes.
- 8) Insufficient time to respond to this project.

We have concerns for our safety. Please respond

Mary Ann Corman 7602 N. Audubon, 509-327-2667



Donna deBit,

I am concerned by the consideration the city is giving to a project 7601 Development, to be placed in a residential area of 5 Mile. The proposed use of Audubon and Allison streets are not arterials. The proposed subdividing 2 acres into 8 lots and placing a 4-Plex on each would increase traffic flow on these streets incredibly.

The stated plan of the city council's emergency plan to deal with the housing shortage indicated a desire to increase population density in areas of town that had access to services. 5 Mile has no bus service, one of the worst emergency response time (12 Min.) in Spokane. There are no stores up here, no gas stations or any other services that are located along the city's core that would conform to the council's stated intention.

This short plat did not allow time for the residents of 5 Mile to offer their input and how it would affect us as was stated in the City's emergency plan.

Audubon Street has a number of small children who take advantage of the streets to ride bikes. The increased traffic associated with a proposed 28 unit will create real safety concern and also a concern for the very limited parking shown on the project plan.

The residents of 5 Mile have chosen this area because of its larger lots and quality of life that growing families can enjoy. Many have willingly paid substantially more for houses up here so they can enjoy this. To suddenly put 28 units on 2 acres would destroy the neighborhood feeling and de-value the houses they have purchased.

Please respond. Thank you Kenneth J. Corman 7602 N. Audubon 509-327-2667/

**From:** [Mirna Tohmeh](#)  
**To:** [deBit, Donna](#)  
**Subject:** Letter from the city/ Comments  
**Date:** Saturday, March 25, 2023 8:52:12 PM

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

From Mirna Tohmeh

Dear Donna:

Thank you for the clarification. I would still like my letter to be inserted and considered. I trust that the city is working on behalf of the citizens of Spokane to ensure their safety and to protect their assets.

My concerns about the proposed development and the Emergency pilot program are similar to all the neighbors: access, traffic, service, harmful to existing neighborhoods etc. I feel, and as much as all of us commoners, that emergency pilot program is not needed in all neighborhoods and that it is better served to put multifamily in and near centers and corridors. Services are already there (centers and corridors), sewer and water pipes are larger, fire response is better, transit and streets etc..

For the time being and since this project is still under review I would like to insert my comments on design and accessibility as follows:

1. The current property draws access from 5 Mile, it should remain the same.
2. The preliminary plat doesn't show set backs from the newly dedicated right of way. Lot 1, 2 and 3 don't meet the set back requirements.
3. Tract A seems to be 1/2 acre of empty land, this could be a designated parking space if the building footprint is designed properly and if the density is reduced. Dedicating the space for parking will solve the parking requirements. What would solve this whole problem is changing the mindset and respecting the current landscape of 5 MILE Prairie: Single family affordable homes.
4. With that said we ask the city to engage a traffic engineer to study and discuss the Connectivity and Circulation of traffic from 5 Mile Road.  
Channeling traffic through a residential neighborhood negatively impact the safety and well being of current residents.
5. We need the city to study construction impacts: bigger sewer lines, water usage, etc.

Acknowledging those design flaws and working on remedies (i.e reducing density to accommodate access for a dedicated parking spot within the property, drawing access straight from an arterial) will reduce the negative impact on the established neighborhoods and the families that live here.

Thank you for your attention to this matter,

Mirna Tohmeh  
509-220-7284

On Mar 24, 2023, at 10:21 PM, 5 Mile Neighborhood Council  
<[5mile.neighborhood.council@gmail.com](mailto:5mile.neighborhood.council@gmail.com)> wrote:

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**From:** deBit, Donna <[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)>  
**Sent:** Friday, March 24, 2023 11:31 AM  
**To:** [reesereese33@gmail.com](mailto:reesereese33@gmail.com) <[reesereese33@gmail.com](mailto:reesereese33@gmail.com)>; [raeleent@hotmail.com](mailto:raeleent@hotmail.com) <[raeleent@hotmail.com](mailto:raeleent@hotmail.com)>

**Cc:** Gardner, Spencer <[sgardner@spokanecity.org](mailto:sgardner@spokanecity.org)>

**Subject:** FW: 7601 Development 5 Mile

Hi Aaron and Raeleen,

I just wanted to reach out and provide some quick info about the short plat process, as I think there's some misunderstandings. I've received multiple comments about this project that indicates that the public has only been given two weeks to comment.

This project is currently in the Department and Agency comment period. The neighborhood council is notified during this period, which is why you were sent the Request for Comments email for this project on 3/14/23. That is meant for you to share with your neighborhood and provide comments collaboratively. While this is not the formal public comment period, it's still an opportunity for the neighborhood councils to comment on a project.

An actual public comment period follows the Department and Agency comment period if all departments and agencies can determine concurrency has been met. Agencies/Departments that are routed this project include STA, School districts, the traffic department, etc.

If you could share this information with your neighborhood members, that would be great. I just want everyone to know that this is not the actual public comment period that we're in right now, and there will be another opportunity in the process to comment.

If you have any other questions about the process, please don't hesitate to reach out!

Thank you,

**Donna deBit** | Associate Planner | City of Spokane Development Services Center  
Desk [509.625.6637](tel:509.625.6637) | Cell [509.530.0814](tel:509.530.0814) | [spokanecity.org](http://spokanecity.org)

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**Development Services Center is open Monday-Friday 8 am – 5 pm in person, [online](#) or over the phone at 509.625.6300**

<image005.jpg>

**From:** [Ginny Beadle](#)  
**To:** [deBit, Donna](#)  
**Subject:** Four-plex development as well as development on Panorama Drive and Strong Rd.  
**Date:** Thursday, April 20, 2023 7:05:13 AM

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

This is an amazing place to live. My family homestead on Five Mile.

Since it's so amazing why are people working hard to destroy the way it is and has been so they can get one more house and one more dollar?

Why is the city allowing this when they won't let some people have water on land the family has had for nearly 65 years?

Would you call that discrimination and disregard for some in favor of rich developers?

Sent from my iPhone

**From:** [Terri Olson](#)  
**To:** [deBit, Donna](#)  
**Subject:** Notice of Application File No. Z23-099PSP  
**Date:** Sunday, April 23, 2023 2:37:37 PM

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

I am writing to advise I strongly appose the proposal to allow (7) 4-plexes to be build in my neighborhood on 5 Mile. I can't believe the City of Spokane would even consider allowing this to happen in a beautiful neighborhood that is full of million dollar homes...This is not the location that you should build low cost apartments or even expensive apartments...this area should be kept as is with beautiful neighborhoods, farms, and expensive homes. I do not want the added crime this will bring to a current safe area. I know Spokane is in need of more housing but if you allow this it will certainly ruin an incredible area and cause our property value to tank. You'd think if you raised property taxes by a huge amount as the city had, you wouldn't want to then have to lower them due to apartments being built in our neighborhoods. I stand with all my 5 mile neighbors and appose this beautiful area going to shit due to Andrew Spelman wanting to ruin one of the best areas to live in, in Spokane. Please do not allow this to happen in my neighborhood that I love.

Sincerely Terri Nowland  
2705 W. Ashley Cir

Sent from my iPhone



**From:** [Gabriela Garcia](#)  
**To:** [deBit, Donna](#)  
**Subject:** Comments Z23-099PSP  
**Date:** Thursday, May 4, 2023 6:22:16 AM

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

**Planning and Development Services**

Attn: Donna deBit

*Associate Planner*

[808 W. Spokane Falls Blvd.](#)

[Spokane, WA 99201-3329](#)

[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)

[509.625.6637](tel:509.625.6637)

May 4<sup>th</sup>, 2023

Dear Associate Planner,

As a resident of the Five Mile neighborhood, I am writing to express my opposition to Application/Permit Number: Z23-099PSP, the proposed division of one parcel in a Residential Single-family (RSF) zone into 8 parcels for the purpose of constructing seven (7) 4-plexes with shared access and parking at 7601 N Five Mile Road – parcel no. 26252.0064, and the consequent rezoning to comply with the Building Opportunity and Choices for All that is only a Pilot program.

The addition of these seven 4-plexes can create even more problems with traffic and safety problems and potentially lower the property values of the existing Five Mile community. Not to mention that multi-family residences are inconsistent with the neighborhood develops in the area.

There are still a lot of undeveloped lots, that people still use to farm in our beautiful neighborhood, and the approval of this construction by applying a Pilot program will open the door to change the current zoning to build more duplexes, triplexes, and fourplexes in the area, causing even more traffic, safety, and schooling problems.

I am not opposed to new developments in the neighborhood if the current and correct zoning is applied. Therefore, if the lot is planned to be divided in eight parcels, then only eight RSF houses ought to be built.

So, I politely urge you to disapprove the proposed rezoning and the building of these seven 4-plexes in the area.

Thank you for your continued service and support of our communities.

Best regards,

Gabriela Garcia

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This email has been scanned for email related threats.

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**From:** [Delores Ames](#)  
**To:** [deBit, Donna](#)  
**Subject:** Z23-099PSP  
**Date:** Wednesday, May 3, 2023 11:38:55 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

May 5, 2023

Planning and Development  
Attn: Donna debit, Associate Planner  
808 West Spokane Falls Boulevard  
Spokane, Wa 99201-3329  
Phone (509) 652-6637  
Email: [ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)

Now to my concerns; Preliminary Short Plat Z23-099PSP, seven two Story four triplexes

I live on the corner of Five Mile and Audubon and it looks like this proposed multiple housing project Preliminary Short Plat Z23-099PSP, seven two Story four triplexes will be right behind my house and property.

This proposed multiple housing project with seven two story four triplexes shows that traffic from this project that could have about 50 additional vehicles going from "A" Street to Alison Avenue to Audubon, then onto Five Mile Road taking this additional traffic through this residential neighborhood that has people walking, woman pushing baby stroller, walking their dogs and during nice weather we have families riding their bicycles and young people riding their skateboards.

We also have a community pool on Audubon very close (about a half a block) to the proposed multiple housing project, so during the summer months we have additional foot traffic on Audubon. The kids at the pool can be very noisy while they are having fun. You have to be a member of the community pool which is expensive and memberships are hard to obtain. I say this because it can cause the people in the proposed multiple housing project to be very unhappy listening to other kids having fun in the pool on hot summer days.

We have a underground stream that runs under at least three properties that I know of that are right beside the project. Where that underground stream goes after it leaves my property I do not know, but it might be heading south under the proposed multiple housing project.

There is no city bus service up here on Five Mile, the closest is at the bottom of Five Mile by Rosauers. If one would have to walk to the bottom of the hill to catch the city bus, they would be out of luck during the winter months. We only have a sidewalk on one side of the Five Mile Street part of the way down the hill. Some parts of that sidewalk does not get cleared of snow, so it can be dangerous to walk down the hill. Also, during the snow Five Mile hill has numerous vehicle accidents, I hear them and see them every winter.

Since moving to my house on the corner of Five Mile and Audubon in 2003, remember the proposed multiple housing project is right behind my property, I have had two cars in my yard that took down my fence and our neighbor's fence, a motorcycle that also took down part of my fence. The neighbor on the northside of Five Mile intersection had her brick wall hit by a car and had to be replaced. I was told after moving into my house that there was other motor vehicle in my yard that did damage. Some of these accidents happened on foggy nights, and we get lots of fog up here.

The corner of Five Mile and Audubon is a dangerous intersection. Drivers coming up Five Mile hill are accelerating and continue to speed through that intersection. When coming up the hill on Five Mile there is a curve in the road before you get to the Audubon intersection, this curve makes pulling out on Five Mile a quite dangerous, us neighbors have seen accidents and many near misses, plus dead animals near the intersection and someday it might be a child. One of the other dangerous intersections is Audubon and Trinity, cars speed through that intersection and do not bother to check for other traffic, this is one of the intersections that will be used by possible 50 additional cars from this proposed multiple housing project. (Again "A" Street to Alison Avenue to Audubon pass Trinity intersection to Five Mile intersection).

When the two schools start or get out, plus churches we have a lot of additional vehicle traffic making getting out on the intersection more difficult.

I have a friend that had her foundation of her house was damaged by blasting up here on Five Mile, so that too is a big concern.

The old farm house on the property that would be taken down is part of the history of Five Mile, you would be destroying what made Five Mile Five Mile.

When I first moved into my house on the corner of Five Mile and Audubon I could see Mount Spokane from my house, now with the houses across the street I have to stand on my tiptoes on my front porch to see the top of the mountain. Now you want to take my last good view away. If the proposed multiple housing gets built, I will lose my south side view, I will only see buildings. These views added value to my property, I will lose that value. Now that Spokane County has raised my property taxes it is not fair that with this proposed multiple housing project, it will make it harder to sell my house and property in the future and I most likely will get less money.

It seems we Five Mile residence that live near this proposed multiple housing project will lose all the way around. Why are our City Council Representatives Zack Zappone ([zzappone@spokanecity.org](mailto:zzappone@spokanecity.org)) and City Council Representatives Karen Stratton ([kstratton@SpokaneCity.org](mailto:kstratton@SpokaneCity.org)) not helping us to preserve our residential neighborhood here on Five Mile?

DeeDee Ames  
7706 N. Audubon  
Spokane, WA 99208

**From:** [St. Raphael Counseling](#)  
**To:** [deBit, Donna](#)  
**Subject:** Five Mile Spokane Preliminary Short Plat  
**Date:** Wednesday, May 3, 2023 7:26:08 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Good morning Donna,

this is regarding

## **Five Mile Spokane Preliminary Short Plat**

**Application/Permit Number:** Z23-099PSP

I know many people have been expressing concerns on this project. I am not sure how nuanced these comments have been, but I think the primary concern is with the type of housing option being proposed. Five Mile Prairie has a very specific neighborhood layout which is intentionally kept with a more rural feel. 4-plexes just do not fit with that. My concern is it would open the door to apartments and continue to complicate traffic management on the prairie. I think duplex is maximum size, but even more ideal would be single family homes. Lastly, please do not let them destroy the lovely farmhouse on site. I have guys I know who can move the house if it comes down to they still want to get rid of it. I would appreciate the opportunity to preserve it.

Respectfully,  
Michael d'Esterre  
3404 W Vel View Dr

Sent with [Proton Mail](#) secure email.

**From:** [donnie owen](#)  
**To:** [deBit, Donna](#)  
**Subject:** RE: File No. Z23-099PSP 7601 N Five Mile Rd  
**Date:** Tuesday, May 2, 2023 2:51:04 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Donna deBit,

I received the notice of application information from your office in the mail today. I am very disappointed to hear that the development is going to happen directly across from our property. This will undoubtedly have a reduction in value of the nearby homes and create a lot more traffic where there is already too much traffic. We purchased the property because of the size of the properties. Most of the properties along that strip of Five Mile Rd are 1/2 acre or bigger with single family residences. It softens the idea of it being on such a busy street but now that is going away with the development of 7 four plex's directly across the street. This would have been a major consideration to us purchasing the property had we known that this would be a possibility in the coming years.

Additionally, I find it very frustrating that we have such a narrow egress to enter our property and when we contacted the city, we were told that nothing in the way of adding or expanding what we have would be allowed due to the amount of current building and things effecting storm water run off. How does that make any sense. We can't have our driveway entrance expanded by a few feet to avoid smacking the curb with our tires on a daily basis but we can cut up the other side of the road to add 28 additional dwellings? This is really not ok.

I think this is a very poor choice in building for our particular area and I seriously hope you reconsider approving this plan.

Sincerely,

Donald and Loan Owen  
7602 N Five Mile Rd  
360-635-3653  
owenwsu14@yahoo.com

**From:** [ELIZABETH DAVEY](#)  
**To:** [deBit, Donna](#)  
**Subject:** Parcel no.26252.0064  
**Date:** Tuesday, May 2, 2023 2:06:26 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

I live a block from this area and look out my kitchen window everyday and see the farm house. #1 it is already dangerous to drive on Five mile road and getting on from a side street is getting worse and worse ♀ I have lived up here for 34 years. I love the area but the over development is not safe,

I have picked up dead cats and dogs from the road and I DO NOT WANT to see someone get hurt will walking, running, biking, pushing a baby stroller, walking your dog or trying to cross the street! We have sooooo many people out everyday enjoying our area. It is not safe to add this many more living developments and there isn't enough space. The roads in and out one or two.? The roads aren't wide from most vehicles and fire trucks. There is not enough room for parking for 28 or more cars.

My main concern again is safety. Everyday as I sit at my Kitchen window I see several to close for comfort almost collisions like I said before, I am concerned for safety! The area you are looking at is not right for four pieces! It won't be safe for families living there or any of us you use Five Mile road. Myself and several neighbors have had at least two different times having cars roll through the fences into our backyards. I have watched cars roll over off of Five mile into the farmhouse . 80% of vehicles are speeding . I have talked to several people about speed sighs telling people to slow down. we need this road to be safer for all of us! I was told that the road going into the 4 plexus would be Audubon. Well, getting out of the area on Audubon is already bad. Cars are speeding, coming around the corner going north on Five mile road is crazy. I watched a car do a 360 circle as it came around the corner ♀ Please make the right decisions on this matter to keep us safe. Thankyou Elizabeth A. Davey 7711 N. Audubon St.

[Sent from the all new AOL app for iOS](#)

**From:** [deBit, Donna](#)  
**To:** [Lisa Hairston](#)  
**Subject:** RE: Comments for File No: Z23-099PSP Due May 12  
**Date:** Friday, May 5, 2023 8:08:00 AM

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Good Morning Lisa,

Thank you for your comments, they have been added to the record.

I did want to let you know that the structures will be required to go through SEPA review, but the plat itself (a subdivision of 8 lots) does not trigger SEPA. The applicant is aware that SEPA will need to be completed prior to actual construction.

Thank you!



**Donna deBit** | Associate Planner | City of Spokane Development Services Center  
Desk [509.625.6637](tel:509.625.6637) | Cell [509.530.0814](tel:509.530.0814) | [spokanecity.org](http://spokanecity.org)

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***I will be on maternity leave beginning May 15<sup>th</sup>, 2023***

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**From:** Lisa Hairston <[hairstonea@gmail.com](mailto:hairstonea@gmail.com)>  
**Sent:** Friday, May 5, 2023 7:55 AM  
**To:** deBit, Donna <[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)>  
**Subject:** Comments for File No: Z23-099PSP Due May 12

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Good Morning,

Please see the attached comments for the following project.

Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064  
File No: Z23-099PSP

Thank you,

Lisa Hairston  
7512 N Audubon Street  
Spokane, WA 99208



**From:** [deBit, Donna](#)  
**To:** [nc1ss@aol.com](mailto:nc1ss@aol.com); [5mile.neighborhood.council@gmail.com](mailto:5mile.neighborhood.council@gmail.com); [kmacorman@gmail.com](mailto:kmacorman@gmail.com); [dave@sourcerealestate.com](mailto:dave@sourcerealestate.com)  
**Subject:** RE: Comments for File No: Z23-099PSP Due May 12  
**Date:** Friday, May 5, 2023 10:28:00 AM

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Hi Kenneth,

Thank you for your comments, I have added them to the record.

I also noticed you reference a lot of Spokane County Code sections, but not City of Spokane. I just want to point out that we use the City of Spokane Municipal Code, and not the County's. I wanted to point that out for you so there wasn't any confusion when our decision letter is issued on this project and there's reference to the SMC.

Thank you!



**Donna deBit** | Associate Planner | City of Spokane Development Services Center  
Desk [509.625.6637](tel:509.625.6637) | Cell [509.530.0814](tel:509.530.0814) | [spokanecity.org](http://spokanecity.org)

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***I will be on maternity leave beginning May 15<sup>th</sup>, 2023***

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**From:** nc1ss@aol.com <nc1ss@aol.com>  
**Sent:** Friday, May 5, 2023 9:46 AM  
**To:** deBit, Donna <ddebit@spokanecity.org>; [5mile.neighborhood.council@gmail.com](mailto:5mile.neighborhood.council@gmail.com); [kmacorman@gmail.com](mailto:kmacorman@gmail.com); [dave@sourcerealestate.com](mailto:dave@sourcerealestate.com)  
**Subject:** Comments for File No: Z23-099PSP Due May 12

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Good Morning,

Please see the attached comments for the following project.

Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064  
File No: Z23-099PSP

Thank you,

Kenneth **R. Hairston**  
7512 N Audubon Street  
Spokane, WA 99208

From: Kenneth R. Hairston  
7512 N Audubon Street  
Spokane, WA 99208

05-05-2023

Project Name: 7601 Development

Permit No: B22M0105PDEV

Site Address: 7601 N. Five Mile Rd

Parcel No: 26252.0064

File No: Z23-099PSP

Summary of county access road standards derived from the International Fire Code as adopted in Section 3.06.050 of Title 3 of the Spokane County Code.

Discussion:

Spokane City Council and the Mayor have the responsibility to meet the needs of the city of Spokane for growth, infrastructure, housing and safety. Spokane is a growing and vibrant city and desirable as a place for families to move to and to raise their children.

The problem with their current decision to allow multiplex housing in a single-family neighborhood is that they take away all those benefits given to current residents in solid, established neighborhoods by stacking the newcomers in a box of the builders making, thereby extenuating the very differences of rural living in a single-family neighborhood. The currently proposed project to subdivide a single family home lot into a 28 family unit / 7 plats of 4 homes does in NO WAY conform with the intent of the emergency housing ordinance.

1. Fire access must be provided for every building located more than 150 feet from an approved public way. Fire access may be provided by a driveway when providing vehicular access to structures on no more than three parcels (Unit has 2 existing driveways, why reroute all traffic through a neighborhood with small children for the convenience of a builder to erect a complex that in no way meets the needs of Spokane or our residents?) (refer to Brochure BP-17 - Driveways).
2. For four or more parcels the fire apparatus access road standards apply. Access roads serving more than 30 residential units/parcels must connect to a public road at two independent locations. (So 28 is to get around fire access from 2 locations????)

3. Are permits required? In most cases grading permits are required for the construction of a Fire Apparatus Access Road. Given the scope of these road projects, compliance with State Environmental Policy Act (SEPA), the Spokane County Critical Areas Ordinance and Shoreline Ordinance must be demonstrated. (See Brochure BP-49 - Environmental Review). (You are removing almost 2 acres of water drainage on a basalt plateau, covering it with concrete and asphalt, forcing a substantial amount of runoff that COULD have returned to the aquifer instead be put down drains and sent directly to the Spokane river.)
  
4. Easement Width: A dedicated easement of at least 50 feet. (If parking is intended or permitted, then easement width shall be increased by 6 feet.) (Where does this exist? Now many homes in the neighborhood require loss of their property to make this work? Compensation to the neighbors for stealing their property?)
  
5. Surface: Provide all-weather driving capabilities. The surface must be designed to support imposed loads of fire apparatus" (gross vehicular weight) as determined by the fire district.  
  
(No provisions to do this with a turn around that will meet the needs for fire vehicles based upon submitted drawing.)
  
6. Maintenance Agreement & Final Acceptance Maintenance: A recorded road maintenance agreement. Agreement with financial provisions is required. It must demonstrate that upkeep is provided for the entire length of road being used as access to improved properties. The agreement must state that Spokane County is not responsible for building, improving, maintaining, surveying, constructing, repairing, providing drainage or snow removal on the private road(s). Acceptance: Permits for structures will not be issued prior to the receipt of certified "as-built" road plans, copies of recorded covenants, title notices, maintenance agreements and acceptance of the road by the local fire district. The as-built access road must be certified by a civil engineer.
  
7. If determined by the fire district that an existing access road constitutes a hazard to life or property, improvements may be required. The district's findings will be in writing and will include minimum improvements necessary to mitigate any distinct hazard(s). Similar improvements may also be required when an extension or increased loading is being proposed on an existing private access road.  
  
(\*\*\*Road must be then considered a private road as it is maintained by the complex, not the city. Does this supersede the rights of the neighbors to use this road for access to their property? Do they require an easement to be issued? How about the neighborhood pool?)
  
8. Turn-arounds: Access roads in excess of 150 feet in length which dead-end shall have a minimum 50 foot radius cul-de-sac. An approved "hammerhead" not less than the required road width is an acceptable option. Private roads must terminate at, or within the last parcel they serve.  
  
(No 50ft radius identified, road access is greater than 150 feet.)

9. Drainage: Driveway cross pipes at approaches to the fire apparatus access roads shall be a minimum of 12" diameter corrugated metal pipe (CMP). All cross pipes on fire apparatus access roads shall be a minimum of 12" diameter. Drainage of surface water shall be away from access roads. **(Spokane County Stormwater Management Program Plan 2022 Due to Spokane County regulations, water run off is NOT ALLOWED on this property. It is required to remain on this property, which is impossible due to the footprint of the number of buildings projected, and the required pavement for parking of 28 to 56 vehicles.)**  
Spokane County's Stormwater Management Program is designed to uphold the County's long-term commitment to minimizing pollutants discharged to Waters of Washington State.

10. **1.6 Required Stormwater Management Program Components:**

The EPA's NPDES Program, which is encompassed by Title 40 of Federal Regulations, establishes six essential SWMP components.

1. Public Education and Outreach
2. Public Involvement and Participation
3. Illicit Discharge Detection and Elimination (IDDE)
4. Construction Site Stormwater Runoff Control
5. Post-Construction Stormwater Management for New Development and Redevelopment
6. Municipal Operations and Maintenance (O&M)

11. Per \_Spokane County, Washington - Code of Ordinances Title 12 - SUBDIVISIONS Chapter 12.400 - SUBDIVISIONS 12.400.102 - General provisions. Preliminary Plat Data (To Be Illustrated on the Preliminary Plat).(A)

Name, address and telephone number of the owner and the person with whom official contact should be made regarding the plat.

12. Per 12.400.116 - Public use and interest. Public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds, and shall consider all other relevant fact including sidewalks and other planning features; and whether the public interest will be served by the subdivision and dedication.

(Exactly NONE of the above requirements have been taken into consideration with the development of a 28 unit complex in a single family neighborhood.

Public health, safety and general welfare:

open spaces- Nonexistent unless you count a very small parking lot with either 28 to 56 vehicles, if 2 per family. Street parking is NOT allowed.

Drainage ways, Required to allow water that lands on the property to be absorbed by the property. Because of the number of buildings and paved surfaces, all rainwater will become runoff. There is no room for the required green space required for this number of dwellings.

Streets or roads, alleys, other public ways, Do not meet the requirements for service for fire department, for garbage due to weight restrictions, nor do they take into account up to 56 trash and recycle containers. There is no place to put them out either on 5 mile road or in the alley behind the buildings. They will have to use dumpsters in a single family neighborhood.

Transit stops, **THERE ARE NONE. SPOKANE BUS SERVICE DOES NOT SERVE ON FIVE MILE. THE CLOSEST LOCATION IS AT THE BOTTOM OF THE HILL, WITH LITTLE TO NO ACCESS FOR 4 MONTHS OUT OF THE YEAR DUE TO SNOW PLOWS CLEARING 5 MILE AND PUSHING IT ONTO THE ONLY SIDEWALK DOWN THE HILL.**

Potable water supplies. Water pressure for existing homes meets standards, but adding 28 additional families into an area that is the size of a small parking lot will decrease pressure for all on the hill.

Sanitary wastes, See above. **56 trash and recycling cans or dumpsters.... Servicing 28 units in a single family designated neighborhood.**

Parks and recreation, The nearest park is almost a mile away, across 5 mile road, which is a 30MPH road with multiple curves in the road at this location. Five mile has traffic so heavy for 4 to 6 hours a day that it may currently take 5 to 10 minutes for a car to be able to access, as people travel it at almost freeway speeds at times. Anyone attempting to cross this freeway is taking their lives in their own hands. Children attempting to cross this road will be in danger. Period.

Playgrounds, Any children moving to these 28 units will have to utilize the alley as their playground. The only other place to play will be either in the parking lot with 28 to 56 cars OR at the park a mile away.

Schools and schoolgrounds, Mead schools are at capacity or close to it. The special needs classrooms in the schools on 5 mile are over full, and have a waiting list.

and shall consider all other relevant fact including sidewalks. There are none. Adding sidewalks to the proposed entry way will take from existing home owners. There are no sidewalks down the alley. Sidewalks going down the hill to any and all services (there are NONE on 5 mile hill) are not maintained by either the city or the homeowners and city plows push removed snow over them for 4 months out of the year making them impassible.

and other planning features; This plan to put 28 units to ease a housing shortage is a failure if allowed to take place at this location. There are NO services. NONE. There is the longest response time in the entire city for emergency services. It will increase crime to the neighborhood during building and is a statistical fact that this type of property brings crime with it.... To single family neighborhoods.

and whether the public interest will be served by the subdivision and dedication.

This plan to not follow or reject Spokane housing code is a travesty of justice for current homeowners in the neighborhood. It is a total failure in every aspect of its intention. It does not bring affordable housing to Spokane. If the comparisons of the "Tiny Homes" down the street are any comparison, most units will rent for \$2200.00 a month. Not affordable housing. There are zero services. There is no walking either to schools, grocery or medical services. The hill to any services is impassible for 4 months of the year, and for 95% of Americans is too steep to traverse the rest of the year with a 25lb bag of groceries.... It is too steep.

13. 12.400.118 - Conformity with applicable land use controls.

Subdivisions may be approved by the hearing examiner if the hearing examiner, after a public hearing, makes a formal written finding of fact that the proposed subdivision is in conformity with Chapter 58.17 RCW, any applicable zoning ordinance, or other land use plans which are known to exist. (This unit is NOT a conforming unit, per Spokane City Counsel waiving building requirements to increase housing in the Spokane area.) It does NOTHING to relieve housing pressure in the city, as it adds pressure to roads that are already overcrowded, in single family neighborhoods that are already receiving the worse response service time to city fire and police.

14. 12.400.122 - General design.

The design of plats shall conform to the requirements of all applicable county plans and standards: They do NOT. They are only on the table due to Spokane City Counsel dropping all common-sense requirements for this type of land use in single family housing areas.

- (1) The design, shape, size, and orientation of the lots should be appropriate for the use for which the divisions are intended, and the character of the area in which they are located.
- (2) Block dimensions should reflect due regard to the needs of convenient access, public safety, emergency vehicle access, topography, road maintenance, and the provision of suitable sites for the land use planned.
- (3) Road alignments should be designed with appropriate consideration for existing and planned roads, anticipated traffic patterns, topographic and drainage conditions, public safety, and the proposed use of the land so divided.
- (4) Where a lot is platted into lots of one acre or more in size, the director may require an arrangement of the lots and roads, such as to permit a subsequent redivision in conformity with roads or plans adopted by Spokane County.

(1 through 4, above, are only being met due to Spokane City Counsel allowing zero common sense restrictions for building within the city limits.)

- (5) Lots should not be divided by the boundary of any city, county, zoning designation, or public right-of-way.

(Res. 96-1224 Attachment A (part), 1996)

15. 12.400.123 - Urban connectivity design.

Plan meets almost zero requirements for this section.

16. 12.400.126 - Sewage disposal.

28 additional units in a single-family system that was built for the existing infrastructure, not for massive apartment style living.

17. 12.400.130 - Stormwater runoff.

Provisions for stormwater runoff shall be in compliance with Spokane County guidelines for stormwater management CANNOT be met as runoff is required to be absorbed into the lot. Since the entire lot is paved or concrete, it will be forced via gravity to run down 5-mile hill, a river formed by the road coursing down a steep hill. OR, it will back up into adjoining homes, some with basements on a basalt hill, which will cause catastrophic flooding in the existing homes basements.

18. 12.400.132 - Utilities.

Underground utilities will require blasting. Blasting through basalt will require massive charges, causing catastrophic damage to adjoining homes basements and potentially home structures, as well as the neighborhood pool. We would request MULTIMILLION dollar insurance policies for just this instance, with the builders paying for that up front and a policy that is in effect for the same 10-year moratorium the builders experience from the Spokane City Council for tax relief. Prepaid in full in case of bankruptcy of the builders or a lien on the property for damages.

19. 12.400.118 - Conformity with applicable land use controls.

Subdivisions may be approved by the hearing examiner if the hearing examiner, after a public hearing, makes a formal written finding of fact that the proposed subdivision is in conformity with Chapter 58.17 RCW, any applicable zoning ordinance, or other land use plans which are known to exist. (Res. 96-1224 Attachment A (part), 1996)

They are NOT. They are only moving forward because of the Spokane City Council determination to throw out all city zoning regulations for single family dwellings.

20. 12.400.123 - Urban connectivity design.

b. The proposed development shall include street connections to any streets that abut, are adjacent, or terminate at the development site.

THIS DEVELOPMENT IS NOT USING ACCESS TO 5 MILE ROAD, BUT INSTEAD TRANSGRESSING THROUGH A RESIDENTIAL NEIGHBORHOOD DUE TO THE DANGEROUS TRAVEL ON 5 MILE AND THE INABILITY TO SAFELY ACCESS AND DEPART FROM THE PROPERTY FOR 28 HOMES. This will cause dangerous driving conditions through a residential neighborhood and will effectively block departure from this neighborhood without a stoplight being placed at the corner of 5 mile and Audubon St. Due to the increase of potential school children, speed limit should be reduced to 25MPH on the whole of 5-mile road, and the new builders of the 28-unit road should be responsible to the county and city for providing a sidewalk to all 4 schools on the 5-mile plateau as well as snow removal to those sites.

d.

D. Permanent dead-end streets or cul-de-sacs shall only be allowed when street connectivity cannot be achieved due to barriers such as topography, natural features or existing development, e.g., train tracks. Cul-de-sacs that are allowed based on the above, shall be limited to three hundred feet as measured from the centerline of the intersecting street to the radius point of the cul-de-sac. Does not meet this requirement.



### 9.75.030 - Responsibility to provide.

All development shall include provision for construction or improvement of the road according to these standards. The sponsor's engineer shall consider the following guidelines in planning transportation systems.

- (1) Adequate vehicular and pedestrian access should be provided to all parcels of land.

Access is not adequate. It requires circling through an existing single family residential neighborhood for 28 to 56 additional cars.

- (2) Local access streets should be designed to minimize through traffic movements and excessive speeds.

Does NOT minimize through traffic movements, and will impact movement leaving the residential neighborhood every day for residents because there is only 1 street available to leave this neighborhood, and that is 5 mile, the busiest street in the area, a virtual freeway twice a day from 0630 to 0930 and 1530 to 1830. You will be adding 28 to 56 more cars trying to leave the area. See map of neighborhood, attached.

- (3) Street patterns and names should be logical, consistent and understandable to satisfy the needs of emergency and delivery vehicles.

Street patterns are in no way logical, consistent or understandable. They meet no needs of emergency or delivery vehicles, as they route all traffic to a complex of 28 units through a residential neighborhood. There are many lots within the city of Spokane where the infrastructure and roads meet the needs of this complex. The location selected does not in almost every category identified by Spokane city codes.

- (4) Vehicular and pedestrian-vehicular conflict points should be minimized. The sponsor's engineer should use tee intersections on local access systems. Four-way intersections should be minimized on local access roads.

- (5) Traffic generators within the project should be considered and the street system designed appropriately.

- (6) The sponsor's engineer should consider bordering arterial routes and should provide design continuity.

(7) No direct residential lot access should be allowed to urban principal and minor arterials.

Total violation of this. It is being directed into a minor arterial

When a subdivision has the cumulative effect of creating a total number of lots, parcels or tracts served by an access road equal to or greater than the number of units shown in the following table, the sponsor shall provide an additional access road into the development to serve fire district vehicles. The location of the additional access road shall have the concurrence of the fire district. If the location and layout of a development, in the opinion of the fire district authorities, causes a concern for safety, an additional access road may be required regardless of the values shown in the following table.

From: Mary Ann Corman

Project Name 7601 Development

Permit No. B 22 MO105PDEV

Site Address 7601 N. five Mile Road

Parcel # 26252.0064

File No. Z23-099PSP

As a resident of Five Mile Prairie, we have numerous comments and concerns regarding the above project plan.

1. The design plan does not meet the BOCA goals. Building Opportunities and Choices for all.

BOCA –Goal of the proposed code changes is to encourage development on vacant land in the city particularly in locations where there is existing infrastructure.

There is NO transit service or commercial businesses on 5 mile. The nearest to this planned project is 1.5 miles down a \_\_8%\_ grade hill and then 1.5 miles up a \_\_8%\_ grade hill.

2. 17C/110.200SMC The intent is for new development adjacent to established neighborhood to be compatible with the surrounding character. This planned development borders the Locke's City View, First Addition, City of Spokane.

The Covenants for this development: Vol. 714, page 799 #9. Land Use: No lot shall be used except for single residential purpose. Vol. 714 Page 798 #8. No lots in this subdivision shall be further subdivided.

3. Lot size transition Code 17C.110.200SMC

Amending the lot size transition requirements so that lots in the transition area could not be smaller than 75% of the block average.

All the homes bordering A Street have 2 lots per home.

4. Fire. Five Mile area has limited access served by Station 13 on Wellesley which is 2.8 miles away and takes 7 minutes to TRAVEL to 5 mile. The Indian Trail Fire Station which is 3 miles away and take 6 minutes to TRAVEL to 5 mile.

The National Fire Protection Agency sets 6 minutes as a guideline. Five Mile has the worst response time for emergency fire vehicles in the city. The range is 9 to 14 minutes. The city council previously had wanted to do a study for this problem but have no plan now to correct this problem.

The access to this planned project does not show 2 access roads. This does not meet the FIRE CODE.

There is a lack of fire hydrants for this development. A fire hydrant would need to be added on 5 mile where there is no water distribution main. The planned Cul-de Sac on A Street is not adequate for a fire apparatus turn around. With 28 units on the planned proposal more than 1 truck could be needed.

5. Storm Water. It is our expectation that there will be a large tree canopy to buffer the High Density Apartment. What is the plan for storm water run-off of roofs and impervious areas such as parking?

Spokane Groundwater Quality

The Aquifer contains good to excellent water-however it is highly susceptible to contamination. Pollutant enter the aquifer from runoff of impervious surfaces.

How will the storm water be handled?

6. Landscaping 17C.400

The standard for landscaped areas is to enhance the appearance and reduce storm water.

Where are the landscape areas and separation between the buildings? Is there a yard?

This code states that each development shall provide 48 square feet of outdoor living space within each building. Each 4 plex then need 192 feet of outdoor space. NOT met on proposed plane. Outdoor spaces should not be located adjacent to dumpster enclosures or loading services.

Where will the 56 garbage and recycling cans be? NOT met on Proposed Plan.

7. Parking

To integrate Parking facilities with the building and surrounding residential character. Parking areas other than driveways, garages and carports shall not be located between the principal structure and streets.

Where is the parking for 28 units, possibility of 56 cars?

Locke's City View Covenant states no Parking on streets.

8. Development of A and Allison Streets

Developer must pay to develop the street. The city's 2023 6 year plan shows No funding for this.

A Street and Allison have Basalt Rock underneath. NO Blasting should be allowed. Homes and a community pool is centered near the Allison and A street. If Blasting is allowed it is our expectation that a \$10 Million Bond or insurance is provided by developer.

Thank you for your time. Hopefully you will consider these issues.

Please see the attached comments for the following project.

05-05-2023

Project Name: 7601 Development

Permit No: B22M0105PDEV

Site Address: 7601 N. Five Mile Rd

Parcel No: 26252.0064

File No: Z23-099PSP

Comments to Spokane city land use Title 17C Land Use Standards

Chapter 17C.110 Residential Zones

Section 17C.110.030 Characteristics of Residential Zones

Residential Single-family (RSF).

The RSF zone is a low-density single-family residential zone. It allows a minimum of four and a maximum of ten dwelling units per acre. One- and two-story buildings characterize the allowed housing. The major type of new development will be attached and detached single-family residences. **In appropriate areas, more compact development patterns are permitted. The RSF zone is applied to areas that are designated residential 4-10 on the land use plan map of the comprehensive plan. Reasons why this is NOT an appropriate area- There is no bus system in place within a mile. There is not parking for the number of cars projected for the number of units to be built, nor any overflow area within a mile for extra cars. The units do not conform to the neighborhood norms. They follow a much more dense inner city format.**

Residential Single-family Compact (RSF-C).

The RSF-C zone is a low-density single-family residential zone that is applied to areas that are designated residential 4-10 on the land use plan map of the comprehensive plan. It allows a minimum of four and a maximum of ten dwelling units per acre. One- and two-story attached and detached single-family residences characterize the allowed housing. The RSF-C zone allows lots as small as three thousand square feet provided that the overall maximum density of the development does not exceed ten units per acre. It is the intent of this zone to allow somewhat smaller lots in appropriate locations and to allow new development to move closer to achieving the maximum density of the residential 4-10 designation. To promote compatible infill development, the design standards of SMC 17C.110.310 are applied in this zone. The RSF-C zone is **intended to be applied to parcels that are wholly or partially within one-quarter mile of a CC Core designated** on the land use plan map of the comprehensive plan. The RSF-C zone may also be implemented on parcels that are adjacent to or across a street or alley from a zoning category that allows higher density uses than the RSF zone, including the RTF, RMF, RHD, Commercial, Center and Corridor and Downtown zones.

Residential Two-family (RTF).

The RTF zone is a low-density residential zone. It allows a minimum of ten and a maximum of twenty dwelling units per acre. Allowed housing is characterized by one and two story buildings but at a slightly

larger amount of building coverage than the RSF zone. The major type of new development will be duplexes, townhouses, row houses and attached and detached single-family residences. Cottage-style and pocket residential development are allowed. The RTF zone is applied to areas that are designated residential 10-20 on the land use plan map of the comprehensive plan. Generally, the RTF zone is applied to areas in which the **predominant form of development is trending toward duplexes rather than single-family residences.**

Residential Multifamily (RMF).

The RMF is a medium-density residential zone. Allowed housing is characterized by one to four story structures and a higher percentage of building coverage than in the RTF zone. **The major types of development will include attached and detached single-family residential, condominiums, apartments, duplexes, townhouses and row houses.** The minimum and maximum densities are fifteen and thirty units per acre. **This proposed site does NOT meet neighborhood aesthetics, nor does it allow for the public transportation needs, parking needs of the average American family or entertainment needs for outdoor entertainment, playgrounds, or children safety.**

Residential High Density (RHD).

The RHD is a high-density residential zone that allows the highest density of dwelling units in the residential zones. The allowed housing developments are **characterized by high amount of building coverage.** The major types of new housing development will be attached and detached single-family residential, duplexes, medium and high-rise apartments, condominiums (often with allowed accessory uses). The minimum density is fifteen units per acre; the maximum is limited by other code provisions (i.e., setbacks, height, parking, etc.). **The proposed site will take away almost all of the greenspace of the two acre farmhouse, and turn it into pavement, with the only benefit being financial gain to the builder. There is zero gain for members of the public or neighbors to the property.**

Date Passed: Monday, January 29, 2018

Title 17C Land Use Standards

Chapter 17C.110 Residential Zones

Section 17C.110.010 Purpose

Use Standards.

- A. The use standards are intended to create, and maintain single-family and higher density residential neighborhoods. **They allow for some non house hold living uses but not to such an extent as to sacrifice the overall residential neighborhood image and character.**

Development Standards.

- B. The development standards **preserve the character of neighborhoods by providing six different zones** with different densities and development standards. The development standards work together **to promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy and recreational opportunities.** The site development standards allow for flexibility of development while maintaining compatibility within the City's various

neighborhoods. The development standards are generally written for houses on flat, regularly shaped lots. Other situations are addressed through special standards or exceptions.

<https://my.spokanecity.org/smc/?Section=17G.080.040>

\*\*\* Prior to approval of a short plat application, the director shall find the application to be in the public use and interest, conform to applicable land use controls and the comprehensive plan of the City...

Per city of Spokane regulations, this property construction **DOES NOT MEET** the needs of public use or interest. The entire intent of the variance of building policy the city council gave was to provide a suitable increase in housing USING EXISTING infrastructure and services. This property is not on a bus line, is a mile uphill from the closest bus stop, will require the construction of all required services including blasting to lay water and plumbing service, it is not laid out nor set up for garbage service nor roadway. There is not adequate service for children moving into the residences including schools, special needs, playgrounds, road safety, bus routes, the list is virtually every service that should be available is not and would have to be brought in, which DOES NOT meet the needs of the current residents nor the needs of the families attempting to find suitable housing.

Chapter 17D.060 Stormwater Facilities

#### Section 17D.060.130 **Special Drainage Districts (SDD) Designated**

The attached map (Exhibit A, page 1), incorporated herein, shows the Moran Prairie SDD. A second attached map (Exhibit A, page 2), also incorporated herein, shows the Spokane County Glenrose basin area boundaries. Exhibit A, p. 2 also includes information regarding the natural location of drainage systems.

Five-Mile Prairie SDD.

The boundaries of the Five-Mile Prairie SDD are:

Located in Sections 14, 15, 22, 23, 24, 25 & 26, Township 26 North, Range 42 East W.M.; and Sections 18, 19 & 20, Township 26 North, Range 43 East, W.M.;

Proposed property is in Section 25. It would seem that it needs to follow SSD requirements. Is this being done or being waived at the expense of our children?

Snow removal Spokane city map.

Snow removal routes show that while 5 mile road is a primary road, Audubon is usually plowed within a few days, and the snowplows move that snow down Allison, often closing off the street for months on end in the winter with berms of snow 6' to 10' high, and 20' deep. This is the entry/exit point for this proposed building complex. Where do you propose to push all this snow? On my and my neighbor's yards???? Currently Audubon may take 3 days before snow removal is accomplished.

Title 17D City-wide Standards

Chapter 17D.090 Erosion and Sediment Control



## Section 17D.090.050 Duties of Property Owners – Others – Private Rights Reserved

Every owner and occupant of premises must install, maintain, and keep in good function and order any erosion and sediment control measures established for ground disturbing activities on said property in accord with applicable requirements. Such requirements may be reflected as conditions of land use or property development in plats, building or special use permits, or other permits, or may be imposed as a consequence of other regulatory action, including code enforcement or nuisance abatement.

No party shall obstruct or interfere with the full and efficient function of any on-site erosion or sediment control facility or requirement. **(Covering the majority of the ground on this almost 2 acre lot with asphalt and concrete is contrary to good use land policy in a single family neighborhood.) (What is the plan to control and distribute the runoff water back into the soil on this parcel, as per code, and how will they do that since this area is mostly solid basalt, and an overflow of their runoff will result in flooding in all neighborhood basements?)**

### 1 Section 10.08D.150 Construction – Severability

A. If any provision of this chapter, or its application to any person or circumstances, be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this chapter or the application of the provisions to other persons or circumstances.

B. **Nothing in this chapter shall be construed as preventing the adoption of more restrictive provisions set forth in other sections of the Spokane Municipal Code.** The more restrictive provisions of the code shall be enforced.

Date Passed: Monday, May 14, 2012 Effective Date: Friday, June 22, 2012 ORD C34826 Section 1

**Per note B., above, the members of the community wish to request that all blasting or drilling or jack hammering operations be monitored at all times for violations of the city noise ordinance codes by the city. We also request a bond to be issued for issues due to cracked or disrupted foundations, windows, community pool, road surfaces, plumbing lines and any and all disruption to water and sewer lines caused by the addition of 28 family units.**

Kenneth R. Hairston

[nc1ss@aol.com](mailto:nc1ss@aol.com)

(509) 995-3694

**From:** [David Jones](#)  
**To:** [deBit, Donna](#)  
**Subject:** from David Jones/comments about the proposed development at 7601 N 5 Mile  
**Date:** Friday, May 5, 2023 11:03:41 PM  
**Attachments:** [questions for proposed development on 5 Mile Rd.docx](#)

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

Donna

I live near the proposed development at 7601 N 5 Mile. I understand that we have the option of commenting on this development. I am against it, 7 4-plexes are an apartment complex and that shouldn't be allowed in a single-family neighborhood.

See my comments below about the proposed plan.

7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064  
File No: Z23-099PSP

1. None of the lots have frontage on a public street. The front of the buildings are all accessed via a private driveway through the middle of the property. Per code: *Lot Frontage. All residential lots shall front onto a public street and meet the minimum lot frontage requirements of [Section 17C.110.200](#)*

2. The minimum rear setbacks per code is 25 feet. [Section 17C.110.200](#)

On the preliminary short plat, it looks like the buildings are only about 5 feet from the property line along A st and about 13 feet along 5 Mile Rd.

3. The code for residential parking spaces is: *1 per unit plus 1 per bedroom after 3 bedrooms. [Section 17C.230.120](#) Also: In the RA and RSF zones, no more than forty percent of the land area between the front lot line and the front building line may be paved or used for vehicle areas. In addition, on corner lots, no more than twenty percent of the land area between the side street lot line and the side street building line may be paved or used for vehicle areas. [Section 17C.230.145](#)*

In the proposed short plat, there are no parking spaces indicated. If parking spaces were included in front of the buildings, they would probably cover almost all the remaining space on the lots which would violate the code of not more than 40%

coverage in front of the buildings.

4. Per code a 6-foot continuous planting strip is required for city streets in residential areas. *When auto traffic is immediately adjacent to the curb, new street trees must be planted at least three (3) feet from the edge of the automobile travel way.* [Section 17C.200.040](#), [Section 17C.200.050](#)

On the plat map, there is no indication of a sidewalk along A street or the planting strip. Trees should be planted 25 feet apart.

5. The proposed development is located in the 5 Mile Special Drainage District. The code states: *The developer, property owner, or other responsible, authorized and designated entity acceptable to the Director of Wastewater Management (e.g., a homeowners association) shall be responsible for accepting and maintaining onsite stormwater facilities. The developer shall provide a perpetual maintenance plan, including funding mechanisms and appropriate financial security for such onsite stormwater facilities acceptable to the Director of Wastewater Management.*

*New plats shall expressly identify tracts of land devoted to the conveyance and/or disposal of stormwater flows. The location of all on-site stormwater facilities shall meet the requirements of the Spokane Regional Stormwater Manual.* [Section 17D.060.140](#)

There does not appear to be any stormwater management incorporated in the plan. With the coverage of the buildings plus additional paved parking spaces, there seems to be very little surface area to allow for water to absorb into the ground.

Thank you for reviewing these concerns.

Sincerely David Jones  
5 Mile Prairie resident  
509-990-8552

--



## DAVID JONES

Realtor® at John L. Scott

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[davidjones.johnlscott.com](http://davidjones.johnlscott.com)

***What's my home worth?***

**From:** [RaNae Healy](#)  
**To:** [deBit, Donna](#)  
**Cc:** [RaNae Healy](#)  
**Subject:** 7601 N. 5 Mile Rd., parcel no. 26252.0064  
**Date:** Saturday, May 6, 2023 5:50:16 PM

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

May 6, 2023

### Planning and Development Services

Attn: Donna deBit  
*Associate Planner*  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3329

Attention: Donna deBit, Associate Planner, and Patty Kells Planning & Development:

This letter is to address the proposed application for the Five-Mile Spokane Property development regarding: "File Number: Z23-099 PSP"

Location Description: The proposal is located at 7601 N Five Mile Road – parcel no. 26252.0064. Description of Proposal: The applicant is proposing to divide one parcel in the Residential Single-family (RSF) zone into 8 parcels for the purpose of constructing seven (7) 4-plexes with shared access and parking, as allowed by the Interim Housing Regulations (SMC 17C.400) adopted to implement RCW 36.70A.600(1). This is a Type II application."

I retired from Arizona and purchased property in Spokane eight years ago where I built my retirement home in the Vista Ridge gated community in Spokane. I have enjoyed this area off 5-mile road as it has been convenient and has served as a safe community in a diverse, middle to upper-middle class area of properties with lovely family and retirement homes. However, it is apparent to me that the 5-mile road has more traffic than is safe for the narrow road to handle all the housing in this area which has become overpopulated over the past decade or longer.

I highly request that this proposal to build a 28-rental complex on the 2 acre corner of the 5-mile prairie area **NOT be approved** as it would amount to increased hazardous traffic and reduce the value of properties nearby. The 5-mile road is inadequate to accommodate more traffic and is currently subject to problems that any civil engineer should be aware of. Furthermore, building rental units to house 28 families would deteriorate from the current values of properties and welfare of inhabitants currently living in this area on the 5-mile prairie.

I request that the departments and agencies who sit on the planning & development of the City of Spokane take a harsh look at this proposal as it violates all decency of building and would not add to the safety of the 5-mile prairie community. However, the developers could consider building one or 2, maybe 3 nice family homes on this parcel of land that would add to the area which would be less of a burden to the area regarding traffic and safety as opposed to a 28-unit rental complex.

Please use common sense in evaluating this proposal. It is clear that all the developers of the proposal want to do is make money. They have no interest, nor do they care for what this type of development would do to the surrounding area regarding safety and traffic hazards as well as to devaluing the properties and the welfare of people in this area.

This application must be denied as it would be totally inappropriate to build a 28-unit rental property at this site.

Sincerely, Dr. RaNae Healy, retired educator and family therapist

2811 W Sunset View Ln., Spokane, WA 99208

[ranhealy@gmail.com](mailto:ranhealy@gmail.com) 602-625-5189

**From:** [Erin Jennings](#)  
**To:** [deBit, Donna](#)  
**Subject:** N. Five Mile Road  
**Date:** Sunday, May 7, 2023 6:40:02 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Good morning and thank you for listening.

I have lived up on 5-mile for the past 21 years and have watched it grow.

Part of the charm is that it is not overpopulated – but it's getting there.

We live off of Lincoln Rd. which is just the second left after the site that you are proposing to build these 7 4- plexes on.

It is already hard to turn on and get down 5- Mile with all the traffic. This development is going to add more.

I watch people trying to get out and on the road at the multi family unit up the way on 5-Mile road and it is already hard, especially during the winter.

School busses travel and pick up children on this road as well.

I consider it a safety issue.

I also worry about what it is going to cost the city and the tax payers on 5-Mile Prairie when we need to repair these roads do to overuse.

Why do we need to develop every possible square inch of land?

Can we not leave some of it alone for the quality of life that people enjoy?

Sincerely,

Erin Jennings

Sent from [Mail](#) for Windows

**From:** [Dennis](#)  
**To:** [deBit, Donna](#); [Dennis Paddock](#)  
**Subject:** PROPOSED CONSRCTION OF SEVEN FOUR PLEXES ON FIVE MILE PRAIRIE  
**Date:** Sunday, May 7, 2023 10:29:58 PM

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dennis G Paddock

2816 W Weile Ave.

Spokane Wa. 99208

May 8, 2023

**Planning and Development Services**

Attn: Donna deBit

*Associate Planner*

808 W. Spokane Falls Blvd.

Spokane, WA 99201-3329

[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)

509.625.6637

I am writing to you concerning the proposed seven four plexus on five mile prairie. This is preposterous. Placing this proposed dense population in the neighbor of upscale homes is completely insane. Just assume this project was planned in your neighbor hood of fine homes. This would immediately lower the value of all nearby homes. This project would never be considered to be place on high drive or any other upscale neighborhood.

Do not allow this to happen to five mile.

Their is no parking planed for this dense population. One of the adjacent properties is a Home Owners Association with tennis, basketball volleyball courts as well as beautiful peaceful grassed area and swimming pool. They have parking space for patrons use but not for 28 new families.

The home owners association is concerned about the increase unauthorized use of their facility. There are occasions where individuals climb over the fence and cause some damage and endanger themselves because they cannot turn on the lights or my not even be able to swim. This unauthorized use is asking for trouble especially if accompanied with alcohol or drug use.



The increased traffic to this neighborhood would be horrendous. Some data shows, on average, as many as 10 vehicles visit each home each day. This includes trips to and from the home by the residents.

This is a dead end street with no turn around room. Can you image dump trucks trying to pick up 28 garbage cans and 28 recycle bins on this short dead end road. Then add to that the UPS, Fed Ex, USPS and other services such as Dish, Satellite, Comcast TDS and utilities services. Add to this repair trucks , visitors, delivery trucks, fire , ambulance , visitors, newspaper delivery, Uber, Lift and babysitters.

There is no bus service on five mile prairie to transport the increased population with no parking for cars. There is limited on street parking for residents and service vehicles. How are these residents going to get from their homes to jobs or essential services and shopping?

Do not allow this development. This lot is suited for a few upscale homes to fit into the existing upscale neighborhood.

Dennis G Paddock

**From:** [Michael Donovan](#)  
**To:** [deBit, Donna](#)  
**Subject:** Public Comments for Five Mile Spokane Preliminary Short Plat  
**Date:** Monday, May 8, 2023 7:14:39 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

From: Michael J Donovan

Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064  
File No: Z23-099PSP

As a resident of the Five Mile Prairie, I have read, and agree with the comments below regarding the notice of application for a Preliminary Short Plat for the above referenced project.

The development of a multi-family housing property consisting of 7 4-plexes is not consistent with the context of the current neighborhood and does not match the scale of its surroundings. It is not located near a transit line or in a commercial area. It is not being built as affordable housing and will not be owner occupied. The city has implemented a one-year pilot program to accelerate housing, and this project is the result. However, it is difficult to understand how this project meets the intent of the emergency housing order. It will create a 28-unit apartment complex in an area that is above an Aquifer Recharge area comprised of a basalt shelf with proposed basalt blasting, has the worst emergency response times of the entire city, is absent access to public transportation, and more than 1 mile to walk to any services.

1. In the notice of application, the section titled "SEPA" states that the proposal is exempt from SEPA. It is not clear why this property is exempt from SEPA as it is over 20 dwelling units (17E.050.070). In addition, this project should not be considered as an emergency (17E.050.230, WAC 197.11.880) as it does not address the issue of affordable emergency housing in the city of Spokane. SEPA review should be required for this project.
2. The project is located within an Aquifer Recharge Area and all applicable environmental standards should be in strict adherence. These include 17E.010 Critical Aquifer Recharge Areas and 17E.010.050 Critical Review Requirements.
3. The existing property has buildings/home over 100 years in age and any underground tanks used for heating oil, septic, wells, and/or other hazardous materials should be remediated in accordance with applicable environmental rules and regulations.
4. The site plan as provided does not include all required elements which will impact the number of parcels and parking spaces that the space can accommodate. A detailed site plan should be provided that accounts for all requirements including the following:
  - a. location and type of landscaping;
    - i. A robust landscape buffer between the single family and multi-family dwellings

should be required between the more intense zone/buildout next to the RSF zone.

- 0. walkways and pedestrian areas;
- 1. off-street parking areas and access drives;
  - i. RSF does not allow parking lots according to the city matrix. Tract A cannot be used as a parking lot and each unit must have a minimum one parking place located on the site of the use (17C.230.100) which is 4 per lot/28 for the project. The site plan does not account for the required parking spaces.
  - ii. The site should be designed so that access is maintained via Five Mile Rd and not via the established neighborhood across from the parcel.
- 0. refuse facilities; and
  - i. A garbage management plan should be required. Planned access to the project will need to be able to accommodate refuse collection and needs to be addressed in the site plot. How will the 96 garbage, recycling and clean green waste cans be placed on 'A' street without blocking traffic on garbage/recycling days? They will not fit on the 40-foot access driveway to Tract A and cannot be placed on the cul-de-sac or street in front of other people's lots.
  - ii. If dumpsters are required for each lot, they must be accessible for heavy City Waste management trucks which need circulation access into the property and have a thick enough surface area to manage the weight of the trucks and the dumpsters.
- 0. significant natural features, such as slopes, trees, rock outcrops including critical areas.
- 0. The interim city code references Spokane Municipal Code 17C.110.205 requiring that housing density be controlled to match the availability of public services. There are currently no public services available on the Five Mile Prairie. This area is absent of any city services to enhance the quality of the community. There is no library, public transportation, connected bike/walking paths.
- 1. The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. The nearest bus stop is located at the bottom of a hill that is over a mile long and does not have sidewalks that are maintained year-round.
- 2. The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. The nearest bus stop is located at the bottom of a hill that is over a mile long and does not have sidewalks that are maintained year-round.
- 3. Blasting should be prohibited as it shifts the fragile basalt infrastructure and could ruin the foundations of nearby structures and negatively impact the Aquifer Recharge Area. Any blasting that is allowed by the city should require a VERY large bond to cover any damage to surrounding infrastructure.

Your consideration of these comments is appreciated.

Michael J Donovan

3006 W Alison  
Spokane WA 99208

**From:** [drstrasser@juno.com](mailto:drstrasser@juno.com)  
**To:** [deBit, Donna](#)  
**Subject:** 7601 N Five Mile Rd Project  
**Date:** Monday, May 8, 2023 9:59:07 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

I live on Five Mile Rd and the road is already maxed out on traffic. Mornings and afternoons are really bad and at times it takes us 10 minutes to get out of our driveway. Adding more high density housing makes the problems worse. That piece of property is on a curve which will be dangerous for traffic trying to absorb the vehicles entering and exiting Five Mile Rd. That curve gets very slick in winter with the snow and ice and slide offs are a common event. Growth has its challenges and we need to be smart about development. Please veto this ill conceived project. Thank you.

Diana Strasser 509-464-0903

**From:** [KAREN PADDOCK](#)  
**To:** [deBit, Donna](#)  
**Subject:** PROPOSED MULTI DEWLING DEVELOPMENT ON FIVE MILE PRARIE  
**Date:** Monday, May 8, 2023 7:44:14 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Karen L Paddock  
2816 W. Weile Ave.  
Spokane, WA 99208  
May 8, 2023  
**Planning and Development Services**  
Attn: Donna deBit  
*Associate Planner*  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3329  
[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)  
RE: Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064  
File No: Z23-099PSP

Dear Ms. deBit:

I am a resident of Five Mile Prairie, living in close proximity of the above-referenced proposed development. I object to the development of multi-family housing on Five Mile Prairie, which is currently zoned for single-family dwellings only, but particularly object to the development as it is currently proposed. My objections include, but are not limited to the following concerns:

- Multi-family housing would fundamentally change the character and use of the Five Mile Prairie area, which is not designed for the needs typically associated with multi-family housing. The prairie does not have any immediate access to public transportation, shopping, etc. The sidewalks used to access these services are not maintained year-round and are often covered with gravel and snow during the winter months.
- - The streets in Five Mile are not equipped to deal with this influx of traffic, particularly given the currently proposed route. The current plan is to route traffic through a residential neighborhood, specifically through "A" and Allison streets, which are currently unpaved. These are extremely quiet alley streets, and not practical access points for emergency response vehicles, garbage trucks or other utility vehicles.
  - The proposed traffic route through A street poses routing traffic through a very quiet neighborhood. These streets are used by neighborhood children and families who bike to the private HOA recreational property located on Audubon (with parking and an entrance on A street). The increase in traffic creates a totally unnecessary safety hazard, that could

be avoided by exiting traffic onto Five Mile Road.

- The plan does not include adequate parking for the number of units. Parking is likely to spill out onto neighboring streets. The covenants in Locke's Addition, which surrounds this project, prohibited extended street parking, which further complicates the issue of parking, and will force more parking onto A street.

In conclusion, we strongly urge the City to reconsider the proposed development at 7601 N. Five Mile Road. This development would not only negatively impact neighborhood traffic safety, and the character and quality of life in our neighborhood but could also have long-lasting effects on our property values and investments. Thank you for your attention to this important matter.

Sincerely,

Karen Paddock

Nichole Dahl Ryan  
7417 North Rye Street  
Spokane, WA 99208

May 9<sup>th</sup>, 2023

**Planning and Development Services**

Attn: Donna deBit  
*Associate Planner*  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3329  
[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)

RE: Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064  
File No: Z23-099PSP

Dear Ms. deBit:

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- The proposed traffic route through A street poses routing traffic through a very quiet neighborhood. These streets are used by neighborhood children and families who bike to the private HOA recreational property located on Audubon (with parking and an entrance



May 9th, 2023

Page 2

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- The plan does not include adequate parking for the number of units. Parking is likely to spill out onto neighboring streets. The covenants in Locke's Addition, which surrounds this project, prohibited extended street parking, which further complicates the issue of parking, and will force more parking onto A street.

In conclusion, we strongly urge the City to reconsider the proposed development at 7601 N. Five Mile Road. This development would not only negatively impact neighborhood traffic safety, and the character and quality of life in our neighborhood but could also have long-lasting effects on our property values and investments. Thank you for your attention to this important matter.

Sincerely,

*Nichole Dahl Ryan*

Nichole Dahl Ryan

**From:** [Chris Loiseau](#)  
**To:** [deBit, Donna](#)  
**Subject:** Project Name: 7601 Development  
**Date:** Tuesday, May 9, 2023 1:52:43 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

From: Chris Loiseau

Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064

As a resident of the Five Mile Prairie, 3103 W Horizon Ave.. I am writing to voice my concerns regarding the proposed multifamily development referenced above.

It is my understanding that this development is being considered under an interim emergency housing ordinance that does not rely on current city planning and zoning rules. This interim ordinance has suspended many of the planning and engineering standards that are in place to ensure that sound building and zoning practices are observed. In addition, this interim emergency housing order does not meet in either intent or practice the requirements set forth in RCW 36.70A.600, sections 1b and subsection (1)(5) which call for developments to be within access to frequent public transportation.

Concerns:

- The area under consideration is zoned as Residential Single Family (RSF). It is located within the Five Mile Prairie Special Drainage District in an area that has erodible soil. Spokane Municipal Code 17E.010.010 known as the "Aquifer Recharge Area Protection Code" is intended to protect public health, safety and welfare when development in critical aquifer recharge areas is planned. This development is in a critical aquifer recharge area and this code needs to be addressed.
- The interim city code also references Spokane Municipal Code 17C.110.205 requiring that housing density be controlled to match the availability of public services. There are currently no public services available on the Five Mile Prairie. This area is absent of any city services to enhance the quality of the community. There is no library, public transportation, or connected bike/walking paths.
- There are limited access points to the neighborhood which becomes critical during bad weather and impacts the availability of emergency services. This portion of the city has the slowest emergency response times.
- The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. The nearest bus stop is located at the bottom of a hill that is over a mile long and

does not have sidewalks that are maintained year-round.

- The planned access to the development is via an established neighborhood instead of the current access via Five Mile Rd. The increase in traffic and safety and street parking is of concern. Covenants in the current neighborhood do not allow for on-street parking which is also of concern due to the limited number of planned parking spaces.
- There is no planned space for children to play and yard space is limited. Sky Prairie community park, is a 20 minute walk each way....across the busiest road on Five Mile Prairie. A road that has traffic moving at highway speeds at times and is bumper to bumper several times a day not allowing side streets to enter for 5 to 10 minutes at times.
- Design flaws in the development plans that do not account for the accuracy of the footprint available when proper setbacks and right of way requirements are observed. This impacts the number of parcels and parking spaces that the space can accommodate.

Respectfully,  
Chris Loiseau

--



Chris Loiseau  
Independent Sales Director  
(509)464-0114  
shop with ease at [www.marykay.com/cloiseau](http://www.marykay.com/cloiseau)

## Brast, Ali

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**From:** Palmquist, Tami  
**Sent:** Thursday, May 11, 2023 2:56 PM  
**To:** Brast, Ali  
**Subject:** FW: Proposed "Building Opportunity and Choices for All" development at 7601 N. Five Mile Rd, Parcel No 26252.0064  
**Attachments:** Planned development of the property at 7601 N. Five Mile Rd.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Dan Moss <dannomoss@comcast.net>  
**Sent:** Thursday, May 11, 2023 1:18 PM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Cc:** Beggs, Breean <bbeggs@spokanecity.org>; Zappone, Zack <zzappone@spokanecity.org>; Stratton, Karen <kstratton@spokanecity.org>; Duvall, Megan <mduvall@spokanecity.org>  
**Subject:** Proposed "Building Opportunity and Choices for All" development at 7601 N. Five Mile Rd, Parcel No 26252.0064

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hi Donna,

My name is Dan Moss, I am a resident of the 5-Mile Prairie in Spokane and live nearby 7601 N. Five Mile Rd, Parcel No 26252.0064. This is a proposed "Building Opportunity and Choices for All" development site.

I am opposed to this development and provide my assessment in the attached file. I did not include my references as they are documents provided by the city. I extracted a summary of my reasons for opposing the development below in case you are unable to open the file.

Thank you for your consideration of my concerns.

Best Regards,  
Dan

Reasons for opposing the development at 7601 N. Five Mile Rd, Parcel No 26252.0064.

1. Demolition of a 117-year-old iconic American farmhouse
2. A complex of seven 4-plexes changes the character of an otherwise single-family home neighborhood
3. There is no objective information supporting that the 4-plexes will enhance the neighborhood (e.g. no building renderings)
4. Seven 4-plexes seem to contradict the BOCA intention of not seeking large-scale residential development.
5. The development without attached covered parking is not optimal for retirees/seniors
6. The developer is not addressing the impacts of additional traffic on Audubon St and Alison Ave. In particular, the impacts of additional speeding vehicles.

7. The developer does not address parking in detail. There is no indication there will be enough parking spaces for 2 vehicles per unit and for an unknown number of visitors.
8. The developer does not address the total number of vehicles allowed per unit.
9. The developer does not address the impact on the neighbor that will likely be facing a parking lot.
10. There is no statement about impacts to neighborhood assessed valuations.
11. There is no statement on who is responsible or how to maintain the appearance of the 4-plex campus year-in and year-out for the life of the campus.
12. There is no clear statement on what happens to "A" Street. Is it developed between Alison Ave to W Horizon Ave? What mitigations will be implemented to prevent speeding up and down this street?
13. There is no statement about electric vehicle charging points (This may be covered by a separate ordinance).

Dan Moss  
2815 W Horizon Ridge Ct, Spokane, WA 99208

Dear Donna DeBit,  
Associate Planner  
City of Spokane Planning & Development

The purpose of this letter is to inform you that I oppose the planned development of the property at 7601 N. Five Mile Rd, Parcel No 26252.0064.

Let me preface this by saying I don't have all the information on this development. As a result, I may have some leading assumptions that you can validate or refute.

For example, I don't know the following:

- Will the old farmhouse be demolished. I assume it will be demolished
- Will the new units be for rent or for sale
- Will the proposed building renderings be made available for review
- Do the new units offer enclosed attached parking and enough parking
- Will the entirety of "A" Street be developed both north and south of Alison Ave
- Will the development negatively impact neighborhood home values
- Who maintains the new development

My rationale for opposition is based on 1) Historical Perspective; 2) Neighborhood character; 3) Surrounding single-family home impacts; 4) Developer responses in the "short plat" application; 5) BOCA growing pains

#### Historical Perspective

I contacted the Historic Preservation Office to see if this structure has any historical recognition. They said that this property is not on the Spokane Register of Historic Places and that only the property owner can recommend the property for listing on the register.

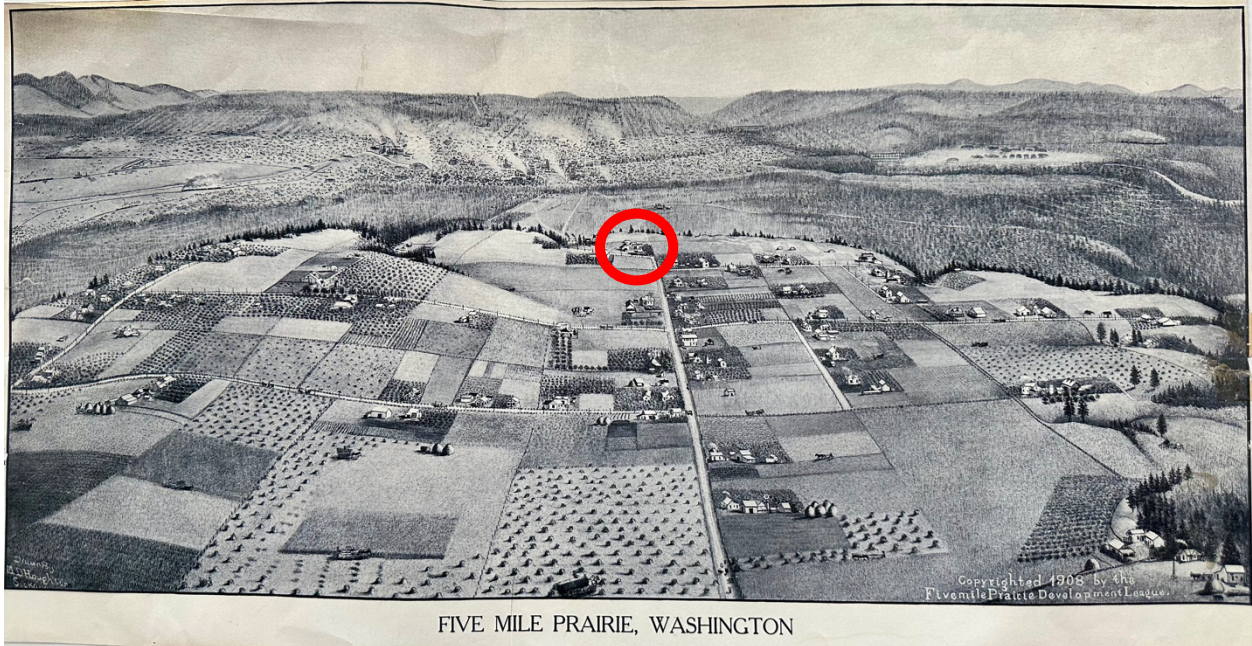
Based on a SCOUT map/data review, the existing dwelling was built about 117 years ago in 1906. I completed a cursory review of a copy of a 1908 print of the 5-Mile Prairie that is looking south across the prairie towards the city center. Like now, the print shows 5-Mile Road turn to the east where it would otherwise continue into "A" street. This is the approximate location of the current farmhouse. I believe the farmhouse, planned for demolition due to this development, is shown in this print in its present location. Arguably, this gives a meaningful historical context to the old farmhouse.

The print has a good bit of detail. I magnified what I believe is the farmhouse in the print and it looks very similar to the current farmhouse. Incredibly, I see the porch and the two windows

above the porch roof. The magnified image of the farmhouse is included below along with its location in the overview print. The farmhouse is circled in red.

I don't know the condition of the structure. It does not appear to be dilapidated. I have not done an exhaustive search, but similarity to the print indicates this may be a near-original structure from a time when this area was very much an agricultural area.

When I look at the actual structure, the photo and print below, I can't see how the demolition of the old farmhouse and replacement by seven 4-plexes is intended to enhance the local neighborhood. Assuming the structure is sound, it is a shame to destroy the old farmhouse.



Neighborhood Character

The immediate neighborhood on either side of 5-mile road encompassing Parcel No 26252.0064 is all single-family homes. People bought their homes with an implied expectation that they will live in a single-family home neighborhood. Most of the neighborhood homes are well kept and there is generally a common sense of pride of home ownership. That is, homeowners have a vested interest and desire to maintain their property's physical appearance and associated maintenance.



It is unknown if the BOCA development offers units for sale or for rent. Consequently, it is unknown whether the property will be kept up and maintained by owners with a vested interest and desire to maintain the property or if it is left to the developer. In either case, the pursuit of BOCA developments can't allow the proposed development to decay and become an eyesore on the neighborhood over the years.

The Building Opportunity for Housing "Questions and Answers" briefly talks about "How will this project affect my neighborhood?" It says that the development is intended to complement the residential nature of the neighborhood. It goes on to say "Building Opportunity for Housing does NOT seek increased development of apartment buildings or large-scale residential development. When you imagine the impact of this project, don't envision apartment buildings. Instead imagine small residential development that looks like the single-family homes already in your neighborhood, but with two or three units inside."

However, when I look at the short plat, I see four buildings facing 5 Mile Road. I see 3 buildings facing "A" Street. Apparently, there will be a parking lot facing one of the neighbor's homes. I have not seen any renderings of the proposed buildings, but I am concerned they will all look the same or nearly the same. Additionally, I doubt the homeowner wants to walk out their front door or look out their front window or bedroom window at a parking lot. I don't see how this meets the intended goal to complement the residential nature of the neighborhood. By packing seven 4-plexes into this small parcel, this development arguably conflicts with another BOCA intention of not seeking large-scale residential development. Finally, I don't see how demolition of a 117-year-old iconic American farmhouse will enhance this neighborhood.

#### Surrounding single-family home impacts

One impact I heard from a neighbor on Audubon (between 5\_Mile Rd and Alison Ave), is a concern about additional traffic. They have young children and worry about speeding cars that already drive down Audubon. If you assume two cars per unit, then that is an additional 56 vehicles driving down Audubon. This increases the chance that more cars will speed down Audubon and increase the risk to children and pets.

There is no information about traffic-control to help traffic flow at the Audubon and Alison Ave intersection.

Another concern is parking. Does the development have two parking spaces for each unit? Will there be a limit of two vehicles per unit? How many spaces will be available for occupants and how many spaces will be available for visitors? The development should not assume overflow parking will be accommodated by "A" Street, Alison Ave or N Audubon Street. Rather than enhancing the neighborhood, overflow parking would be a burden imposed on the neighborhood. Additionally, the streets are not that wide and emergency services response could be impeded with choked streets.

Another concern is adjacent property valuations. What will happen to valuations when essentially a 28 unit apartment campus is built next to their properties?

By using the SCOUT map, I found the assessed values of the homes adjoining Parcel No 26252.0064. All the properties except one have a “buffer” lot between the residence on Audubon and the proposed development. Here is a list of these “adjacent” single family home parcels and assessed valuation:

- Parcel No 26252.0093, value \$784,940
- Parcel No 26261.1609, value \$581,500
- Parcel No 26261.1406, value \$654,100
- Parcel No 26261.1405, value \$544,600
- Parcel No 26261.1404, value \$578,900
- Parcel No 26261.1403, value \$578,100
- Parcel No 26261.1402, value \$532,100
- Parcel No 26261.1401, value \$304,200

Will the proposed development have the appearance, quality of materials and assessed valuation to complement the adjacent properties? Additionally, as stated earlier, these homeowners have an interest and desire to maintain their properties and appearance. Once the developer completes construction, who will maintain the 4-plexes and make sure they don't become an eye sore to the neighborhood over the years? Will this development operate like an HOA with requirements established for noise, odor, pets, appearance, maintenance, etc?

I walk in this neighborhood and can attest that all the adjacent properties are in very good shape. In fact, one property owner completed quite a bit of improvement last year. It is a pleasant place to walk. Will it be a nice place to walk in the future? I have not seen the evidence from the developer that the proposed buildings will complement the neighborhood and that they will be maintained to assure the development does not degrade neighborhood appearance and valuations over time.

What is the planned scope for “A” Street development? Will it be paved all the way to W Horizon Ave? Whether or not it is paved, it is relatively straight and will be hard to resist for some drivers to race down in their cars. How will the developer and city prevent racing up and down “A” street? From my observations during the day, “A” Street is a very quiet street.

#### Developer responses in the “short plat” application

In the response to question 2, the developer says that their development is consistent with the provisions of BOCA. The BOCA “questions and answers” says “When you imagine the impact of this project, don't envision apartment buildings. Instead imagine small residential development that looks like the single-family homes already in your neighborhood, but with two or three units inside.”

However, I have seen no information on the appearance of the proposed building structures. What should we expect? Without knowledge of the development appearance, the project should not be approved. Also, are seven 4-plexes clustered on about 2 acres really considered a small residential development? The developer does not appear to be compliant with BOCA.

The BOCA “questions and answers” suggest that BOCA developments “...provide essential housing options to those that may not need or cannot afford a single-family home (i.e., retirees, new families, recent graduates).”

However, I don’t know the design of these buildings. I would think retirees and seniors would need an attached garage rather than walking on snow and ice to an open parking lot. This proposed development does not appear to be compliant with the objective to safely accommodate retirees and seniors. The developer does not appear to be compliant with BOCA.

In response to question 4, it asks to demonstrate how the property is suitable for the proposed use and site plan. It says there should be consideration for natural, historic, or cultural features.

However, it seems that the developer is ignoring the 117-year-old farmhouse on the property. I see a record in SCOUT that says the house was built in 1906. I see a 1908 print copy that shows this farmhouse within the greater 5-mile Prairie. This parcel is full of history. As a result, it appears they don’t comply with this demonstration.

In response to question 5, the developer does not anticipate adverse impacts to the surrounding properties.

However, on what is this based? We don’t know the building designs and whether they complement the neighborhood. We don’t know how these structures and the property will be maintained over the years to prevent decay. We don’t know whether the building designs include attached parking garages in addition to the outdoor parking lot. As a result, if you assume 2 cars per unit, there could be 56 vehicles not counting visitors. It seems that one adverse impact is overflow parking on streets in the neighborhood to accommodate all these vehicles. Potentially, some of these drivers will speed thru the neighborhood causing unknown additional risk to children and pets in the area (Audubon, Alison Ave).

Additionally, the developer fails to mention the quality-of-life degradation of the neighbor whose lot appears to be adjacent to the planned parking lot. I doubt a vinyl fence will be of much comfort to the existing homeowner.

Finally, the development of “A” Street is not clear. Will the entire length of “A” street be upgraded with pavement, or will it be upgraded only north of Alison Ave? Whether or not “A” Street is paved to W Horizon Ave, will it include speed bumps or some other physical method to prevent speeding up and down this street?

In summary, there are several areas in the short plat application where the developer did not adequately address impacts and does not appear to be compliant with BOCA.

### BOCA growing pains

Out of this assessment, there may be some improvement areas in the BOCA plan that could be considered before transitioning to a permanent plan.

1. Developers have an interest to develop properties rather than check for natural, historical, and cultural features. If not already done, I recommend that the city augments the application process to independently verify candidate BOCA properties for these features.
2. Prior to approving a BOCA development, building renderings should be readily available for comment and consensus approval by the neighborhood. For example, I can't find the proposed building renderings for Parcel No 26252.0064 on the city website.
3. The BOCA process should require the developer to document how the new development has no impact on neighboring property assessed valuations.
4. The BOCA process should require the developer to state if units will be for rent or for sale.
5. To prevent degradation and decay over time, the BOCA process should require developers to demonstrate how they will maintain the neat and clean appearance of the development. For example, will they set up an HOA with covenants and agreements that address things like property upkeep and maintenance, noise and odor pollution, pet clean up, etc.

### Summary

I am opposed to the BOCA development at 7601 N. Five Mile Rd, Parcel No 26252.0064 for the following specific reasons.

1. Demolition of a 117-year-old iconic American farmhouse
2. A complex of seven 4-plexes changes the character of an otherwise single-family home neighborhood
3. There is no objective information supporting that the 4-plexes will enhance the neighborhood (e.g. no building renderings)
4. Seven 4-plexes seem to contradict the BOCA intention of not seeking large-scale residential development.
5. The development without attached covered parking is not optimal for retirees/seniors
6. The developer is not addressing the impacts of additional traffic on Audubon St and Alison Ave. In particular, the impacts of additional speeding vehicles.
7. The developer does not address parking in detail. There is no indication there will be enough parking spaces for 2 vehicles per unit and for an unknown number of visitors.
8. The developer does not address the total number of vehicles allowed per unit.
9. The developer does not address the impact on the neighbor that will likely be facing a parking lot.
10. There is no statement about impacts to neighborhood assessed valuations.

11. There is no statement on who is responsible or how to maintain the appearance of the 4-plex campus year-in and year-out for the life of the campus.
12. There is no clear statement on what happens to "A" Street. Is it developed between Alison Ave to W Horizon Ave? What mitigations will be implemented to prevent speeding up and down this street?
13. There is no statement about electric vehicle charging points (This may be covered by a separate ordinance).

Thank you for your consideration on my comments.

Sincerely,  
Dan Moss

References (in separate files):

Reference 1\_Building Opportunity - City of Spokane, Washington

Reference 2\_Short Plat

Reference 3\_Building Opportunity and Choices for All Initiative FAQ

Reference 4\_Preliminary Short Plat Application

**Brast, Ali**

---

**From:** Palmquist, Tami  
**Sent:** Thursday, May 11, 2023 2:56 PM  
**To:** Brast, Ali  
**Subject:** FW: Public Comment: Five Mile Spokane Preliminary Short Plat

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Ben M <bdmaplethorpe@gmail.com>  
**Sent:** Wednesday, May 10, 2023 9:33 PM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Cc:** Stratton, Karen <kstratton@spokanecity.org>; Zappone, Zack <zzappone@spokanecity.org>; Beggs, Breean <bbeggs@spokanecity.org>  
**Subject:** Public Comment: Five Mile Spokane Preliminary Short Plat

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Dear Ms. DeBit,

Mr. & Mrs. [Name] [Address] [City, State, Zip] [Phone Number] [Email Address] [Subject]

**17C.110.200 - Lot Size**

Lot size for Lot 4 is diminished below the requirements set forth in [Table 17C.110-3 - Development Standards \[1\]](#) by the cul de sac. The lot depth is diminished to approximately 63 ft, which is below the required 80 ft. The lot depth is only 80 ft for approximately 17 ft.

**17C.110.220 - Required Setbacks**

Lots 1 - 3 and 5 - 7 proposed footprints are not set back from A Street 15 ft as required, affecting the rear lot line requirement  
Per email comments March 22, 2023 from Erik Johnson, Engineering Technician IV and Avista March 19, 2023, "10 ft utility easements are required along street frontages."  
Lot 4 not enough setback from cul de sac (16ft vs 25ft req).

Per SFD email comments, March 28, 2023 - "2. Access to the buildings was not indicated. The Civil Plan indicates that the cul-de-sac has a right-of-way radius of 50'. That is the minimum radius for fire apparatus. Sidewalk and curbing will be required, so the resulting radius will be less than 50', which means that the cul-de-sac would not be usable for a fire apparatus turn-around."

This will further reduce the setbacks, likely rendering Lot 4 unusable for construction.

**17G.080.020 -**

E. Plat name does not conform with requirement of Section - " \_\_\_\_\_ City Short Plat, File No. \_\_\_\_\_.

2H. No Datum plane shown as required by Section

2T. Plat does not show names/addresses of adjoining lots (Block 2, lots 7 - 9; Block 4, lots 1 and 3) as required by Section.

**A Street -**

Per SFD email comments, March 28, 2023 - "The Fire Code only allows 30 single family dwelling (IRC) units on a single fire access road. Townhouses are considered single family dwellings, where stacked dwelling units are considered multi-family (per the Building and Fire Codes). It is our understanding that access from Five Mile Road will not be allowed, so access to the buildings will be from A Street. There are 4 other properties that front Ash north of Alison that is not an improved street. This would result in a total of 32 on a single access road. A second access is required with the current proposal."

"Per our City amended Fire Code, we have to be able to get our trucks within 200' (240' for buildings with fire sprinklers) from all points around the buildings along an acceptable path of travel. We have access from Fire Mile Road (and will require maintained pathways to the buildings) that meets the requirements for the buildings facing the street. There is not an existing compliant access existing from A St. or Alison Ave. for the proposed buildings on the west side of the plat."

This requires the developer to improve (pave) A Street to Audubon.

**Water -**

Per City of Spokane email comments, March 22, 2023 - "The water system shall be designed and constructed in accordance with City standards. A pressure of 45 psi minimum at the property line is required for service connections supplying domestic flows. Pressures shall not drop below 20 psi at any point in the system during a fire situation. Pressures over 80 psi will require that pressure reducing valves be installed at developer expense." Can the water system be designed to support even seven new residences at this location?

Per SFD email comments, March 28, 2023 - "We are aware of issues in adding a fire hydrant on Five Mile as the waterline there is a transmission main and not a distribution main. The Water Department would have to approve a hydrant on Five Mile."

**Fire Access** - Per SFD email comments, March 28, 2023 - "Our minimum clear width is 20'..." This access will be required to gain access to the parking area (Tract A) and will further diminish the rear lot line of Lot 3 or Lot 5, or both, possibly making them unbuildable.

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## Brast, Ali

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**From:** Palmquist, Tami  
**Sent:** Thursday, May 11, 2023 2:56 PM  
**To:** Brast, Ali  
**Subject:** FW: Five Mile Spokane Preliminary Short Plat Application/Permit Number: Z23-099PSP

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Len Koh <kohvlen@outlook.com>  
**Sent:** Wednesday, May 10, 2023 8:06 PM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** Five Mile Spokane Preliminary Short Plat Application/Permit Number: Z23-099PSP

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Dear Ms. Debit,

I am an owner of a home living nearby to this application/permit. 7x4 = 28 unit on about 2 acres of land is quite crowded. Five-mile area has grown so much over the last five years that the elementary and middle schools are over crowded. By adding more units especially 4-plex (dense) units will only exacerbate the traffic, overcrowding of the schools, and lower the quality of life for the whole neighborhood. I would like to oppose this application. It would be more acceptable to build less single homes rather than 28 units in the 2 acres.

Thank you very much for considering my comment.

Len Koh

Sent from [Mail](#) for Windows

## Brast, Ali

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**From:** Palmquist, Tami  
**Sent:** Thursday, May 11, 2023 2:57 PM  
**To:** Brast, Ali  
**Subject:** FW: Public Comments for Five Mile Spokane Preliminary Short Plat

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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**From:** Peggy Donovan <pegdonovan47@hotmail.com>  
**Sent:** Wednesday, May 10, 2023 3:49 PM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** Public Comments for Five Mile Spokane Preliminary Short Plat

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

From: Margaret Ann Donovan

Project Name: 7601 Development

Permit No: B22M0105PDEV

Site Address: 7601 N. Five Mile Rd

Parcel No: 26252.0064

File No: Z23-099PSP

As a resident on Alison Ave, I concur with the following information that evolved out of the 5-mile neighborhood group:

As a resident of the Five Mile Prairie I am providing the following comments regarding the notice of application for a Preliminary Short Plat for the above referenced project.

The development of a multi-family housing property consisting of 7 4-plexes is not consistent with the context of the current neighborhood and does not match the scale of its surroundings. It is not located near a transit line or in a commercial area. It is not being built as affordable housing and will not be owner occupied. The

city has implemented a one-year pilot program to accelerate housing, and this project is the result. However, it is difficult to understand how this project meets the intent of the emergency housing order. It will create a 28-unit apartment complex in an area that is above an Aquifer Recharge area comprised of a basalt shelf with proposed basalt blasting, has the worst emergency response times of the entire city, is absent access to public transportation, and more than 1 mile to walk to any services.

1. In the notice of application the section titled "SEPA" states that the proposal is exempt from SEPA. It is not clear why this property is exempt from SEPA as it is over 20 dwelling units (17E.050.070). In addition, this project should not be considered as an emergency (17E.050.230, WAC 197.11.880) as it does not address the issue of affordable emergency housing in the city of Spokane. SEPA review should be required for this project.
2. The project is located within an Aquifer Recharge Area and all applicable environmental standards should be in strict adherence. These include 17E.010 Critical Aquifer Recharge Areas and 17E.010.050 Critical Review Requirements.
3. The existing property has buildings/home over 100 years in age and any underground tanks used for heating oil, septic, wells, and/or other hazardous materials should be remediated in accordance with applicable environmental rules and regulations.
4. The site plan as provided does not include all required elements which will impact the number of parcels and parking spaces that the space can accommodate. A detailed site plan should be provided that accounts for all requirements including the following:
  - a. location and type of landscaping;
    - i. A robust landscape buffer between the single family and multi-family dwellings should be required between the more intense zone/buildout next to the RSF zone.
  - b. walkways and pedestrian areas;
  - c. off-street parking areas and access drives;
    - i. RSF does not allow parking lots according to the city matrix. Tract A cannot be used as a parking lot and each unit must have a minimum one parking place located on the site of the use (17C.230.100) which is 4 per lot/28 for the project. The site plan does not account for the required parking spaces.
    - ii. The site should be designed so that access is maintained via Five Mile Rd and not via the established neighborhood across from the parcel.
  - d. refuse facilities; and
    - i. A garbage management plan should be required. Planned access to the project will need to be able to accommodate refuse collection and needs to be addressed in the site plot. How will the 96 garbage, recycling and clean green waste cans be placed on 'A' street without blocking traffic on garbage/recycling days? They will not fit on the 40 foot access driveway to Tract A and cannot be placed on the culdesac or street in front of other people's lots.
    - ii. If dumpsters are required for each lot they must be accessible for heavy City Waste management trucks which need circulation access into the property and have a thick enough surface area to manage the weight of the trucks and the dumpsters.
  - e. significant natural features, such as slopes, trees, rock outcrops including critical areas.

5. The interim city code references Spokane Municipal Code 17C.110.205 requiring that housing density be controlled to match the availability of public services. There are currently no public services available on the Five Mile Prairie. This area is absent of any city services to enhance the quality of the community. There is no library, public transportation, connected bike/walking paths.
6. The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. The nearest bus stop is located at the bottom of a hill that is over a mile long and does not have sidewalks that are maintained year-round.
7. The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. The nearest bus stop is located at the bottom of a hill that is over a mile long and does not have sidewalks that are maintained year-round.
8. Blasting should be prohibited as it shifts the fragile basalt infrastructure and could ruin the foundations of nearby structures and negatively impact the Aquifer Recharge Area. Any blasting that is allowed by the city should require a VERY large bond to cover any damage to surrounding infrastructure.

Your consideration of these comments is appreciated.

Margaret Ann Donovan

3006 West Alison

Spokane, WA 99208

## Brast, Ali

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**From:** Palmquist, Tami  
**Sent:** Thursday, May 11, 2023 2:57 PM  
**To:** Brast, Ali  
**Subject:** FW: public comments

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** stacy brown <slbrealestate@yahoo.com>  
**Sent:** Wednesday, May 10, 2023 11:54 AM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** public comments

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

7601 N Five Mile Rd  
Permit Number: B22M0105PDEV  
Parcel Number: 26252.0064

First of all I think developers are trying to take advantage of the BOCA ordinance with projects like this one. I realize the requirement for transportation was excluded from the BOCA ordinance and needs to be added back in. This development being an apartment complex is not consistent with the context of the surrounding neighborhood and does not match the scale of the surrounding properties. It is not located near any transportation lines and walking down the hill to get to the transit hub at the bottom of the hill is not feasible for many reasons, winter time the sidewalks are not maintained in any way and covered with mounds of snow, I don't believe there are very many renters that would be able to carry groceries up the hill if they had to get to the store, or home from the bus stop for that matter. There are no commercial properties or services on Five Mile and we don't want them. The Boca ordinance was suppose to protect current neighborhoods and be low density projects. This project is not protecting my neighborhood or low density.

1. This project needs to be viewed as a full PUD, containing all of the landscaping, sidewalks, a robust landscape buffer separating the single family homes, dry wells for storm water, proper easements adequate parking, the required 48 sq feet of out door space per unit, screened garbage areas. This property is located in a special draining district subject to SMC 11.09A.10 Through 11.09A.180. and SMC section 11.09.110.

This being of extreme concern of the closest homes. We have a natural underground stream that runs through these lots and is believed to go right through the proposed parcel. All of these homes in this area have basements and have had flood issues with some already. Combined with sitting on a basalt mesa I have a lot of concerns with water contamination and/or flooding of my home. Not to mention the increased traffic driving by my home.

2. I don't believe this property should be permitted for the multi-family tax exemption, it lies outside the map and will not help with the needed infrastructure the Five Mile area already bears. Our emergency response times are the longest in the county.

3. Power, water and cable easements need to be adhered to mach the neighborhood.

4. Property needs to undergo a traffic impact analysis as pursuant to the type II application. There are already stains on the intersection in question on both sides of Five Mile residents have to drive the opposite direction to get out.
5. Mead schools are just now starting to recover from being over crowded and developments like this will put us right back in issues.
6. Short plat needs to be redone to accommodate all of the details outlined in #1 plus the redraw of the cul-de-sac to make it appropriate for fire vehicle, refuse turnarounds of 150 feet to accommodate for fire and garbage vehicles. Fire hydrants need to be added. And a screened refuse enclosure of 20ft by 16 ft to account for garbage and recycling since there is no where for truck to access 56 carts. Need to pave the entire culdesac and road.
7. There needs to be adequate parking for each residence, parking lots are not permitted in residential single family neighborhoods, and in conformance with the neighborhoods surrounding there is no street parking allowed.
8. This property needs to adhere to SEPA reviews with over 20 dwellings and should not be exempt. There are deer that travel through, and a residents owl that lives on the top of the power pole back there.
9. The proposed property currently contains a landmark historic home on Five Mile and while I hate to see the landmark gone, in doing so my bigger concern is the current underground tanks for heating, wells, septic etc being properly remediated to protect or environmental resources.
10. In sticking with the plan of BOCA preserving current neighborhoods I would like consideration of a shared driveway and revamp of this layout to utilize the current Five Mile access and not through a developed sf neighborhood full of children and animals.
11. I would ask the city impose very large bonds to protect homes in my neighborhood and the City View Park/ Pool from any damage as a result of blasting/ fracking or potential water contamination if this project is approved to move forward. And please consider not allowing blasting to protect the fragile basalt mesa that we live on.

Thank you for your consideration,  
Stacy Ryser

## Brast, Ali

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**From:** Palmquist, Tami  
**Sent:** Thursday, May 11, 2023 2:58 PM  
**To:** Brast, Ali  
**Subject:** FW: Short Plat proposal for 7601 N Five Mile Rd  
**Attachments:** Comments for Short Plat File No. Z23-099PSP.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Lisa Hairston <hairstonea@gmail.com>  
**Sent:** Thursday, May 11, 2023 2:40 PM  
**To:** Feist, Marlene <mfeist@spokanecity.org>; Gardner, Spencer <sgardner@spokanecity.org>; Palmquist, Tami <tpalmquist@spokanecity.org>  
**Subject:** Short Plat proposal for 7601 N Five Mile Rd

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Good Afternoon.

Please find the enclosed letter regarding the multi-family housing proposal located at 5601 N Five Mile Rd., Parcel No: 26252.0064  
File No: Z23-099PSP. I live within 400 feet of the proposed development in the adjacent neighborhood. I have both general concerns regarding the application of the emergency ordinance in relation to this proposed development as well as specific concerns as noted in the attached letter.

Thank you for your consideration of these comments in regard to the preliminary plat application.

Sincerely,  
Lisa Hairston  
7512 N Audubon Street  
Spokane, WA 99208

Public Comment Submission on Five Mile Spokane Preliminary Short Plat File No. Z23-099PSP  
Submitted to: Donna debit  
Email: [ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)  
Date: 5/11/2023  
By: Lisa Hairston  
Address: 7512 N Audubon Street, Spokane WA. 99208

My comment is that you disapprove the proposed preliminary short plat for the reasons set forth below.

The proposed development should be viewed for what it is. For all intents and purposes, it is an apartment complex of 28 units, despite being characterized as seven individual four-plexes, which while technically accurate, this fails to capture the impact this development would have on the Five Mile Prairie community should it be approved.

It will not meet the goals of home ownership or affordable housing that the City Council aspired to address with their pilot project “Building Opportunities and Choices for All.” It is understood, at this point, that this will be a development that will be rentals, not homes to be sold. Further, from the information so far available, it is understood, that the rents will be set at around \$2,000/month, which is not an “affordable” rental rate. While this information may change, it does not alter the reality that this development does not fit into this neighborhood.

The applicant’s proposal, to divide one parcel in the Residential Single Family zone into eight parcels in order to develop seven four-plexes with shared parking, is wholly incompatible with the foundational goals and policies of the City of Spokane’s Comprehensive Plan as listed in section 3.3:

1. *...Much of the future growth will occur within concentrated areas in Neighborhood Centers, District Centers, Employment Centers and Corridors designated on the Land Use Plan Map. While this growth occurs in Centers and Corridors, **established single-family residential neighborhoods will remain largely unchanged.***

*The Centers and Corridors contain a mix of uses, including **higher density housing centered around or above retail and commercial establishments, office space and public and semi-public activities** (parks, government and schools).*

*...Other important directives of the land use goals and policies include:*

- ***limiting commercial and higher density development outside Centers and Corridors to support growth and development of Centers and Corridors;***
- ***directing new higher density housing to Centers and Corridors and **restricting this type of development in single-family areas;** and***



- *using design guidelines to ensure that commercial buildings and **higher density housing are compatible with existing neighborhood character** in and around Centers and Corridors. [Emphasis Added]*

Comprehensive Plan, Amended Jan. 17, 2020, 3-5 - 3-6

What will occur if this proposed project is approved is changing the character of the existing neighborhood of Five Mile Prairie forever. The neighborhood now is made up of spacious single family lots situated on two lots predominantly, due to restrictions on subdivision and use beyond single residential use from binding covenants for Locke’s City, First Addition. Allowing development of a 28-unit apartment complex, without any services nearby, will disrupt the existing neighborhood character and forever change the look and feel of the existing Five Mile Prairie community with significant increased traffic congestion, overflow parking issues, noise, air pollution, and coping with potential storm water issues.

The type of development proposed by the applicant is suited for Centers and Corridors, not for established single family neighborhoods without any services and non-existent public transportation.

See also:

*LU 1.3 Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.*

*LU 1.4 Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map.*

*LU 4.1 Land Use and Transportation Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.*

*LU 5.5 Compatible Development Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.*

Comprehensive Plan, Amended Jan. 17, 2020, 3-8, 3-25, 3-28

The proposed development is not located in a designated Center and Corridor, in fact, is approximately 1.5 miles away from the designated Center and Corridor on the Land Use map. This proposal is at odds with Land Use goals 1.3 and 1.4 and if approved would destroy, not protect, the character of the Five Mile Prairie single family residential neighborhood. Further, the proposal would not support alternative transportation modes consistent with the Transportation Chapter and will lead to sprawl, traffic congestion and increased air pollution by adding so many additional trips in and out of the neighborhood since there is no public transportation available in the area. In addition, this proposed development would not be compatible with the surrounding building types. Currently, there are only single family residences, with most located upon two

lots, with large yards, trees and gardens. What is proposed is a series of seven four-plexes with shared parking - an apartment building in essence. There are unclear plans for landscaping, separation between the buildings, setbacks, location for garbage and recycling containers, proper screening, and yards. While I don't disagree with the need for additional housing in Spokane, disrupting the character of an existing neighborhood by placing a high density apartment in the middle of it without regard to existing services runs counter to the comprehensive plan and common sense.

Thank you for your consideration of these comments in opposition of to preliminary plat application.

Public Comment Submission on Five Mile Spokane Preliminary Short Plat File No. Z23-099PSP  
Submitted to: Donna deBit, Marlene Feist, Spencer Gardner, Tami Palmquist, Zack Zappone,  
Karen Stratton, Nadine Woodward

Emails: [ddebit@spokanecity.org](mailto:ddebit@spokanecity.org), [mfeist@spokanecity.org](mailto:mfeist@spokanecity.org), [sgardner@spokanecity.org](mailto:sgardner@spokanecity.org),  
[tpalmquist@spokanecity.org](mailto:tpalmquist@spokanecity.org), [zzappone@spokanecity.org](mailto:zzappone@spokanecity.org), [kstratton@spokanecity.org](mailto:kstratton@spokanecity.org),  
[mayor@spokanecity.org](mailto:mayor@spokanecity.org)

Date: 5/11/2023

By: Theodore McGregor Sr

Address: 4504 S. St. Andrews Lane, Spokane WA 99223

My comment is that you disapprove the proposed preliminary short plat for the reasons set forth below.

The proposed development should be viewed for what it is. For all intents and purposes, it is an apartment complex of 28 units, despite being characterized as seven individual four-plexes, which while technically accurate, fails to capture the impact this development would have on the Five Mile Prairie community should it be approved.

It will not meet the goals of home ownership or affordable housing that the City Council aspired to address with their pilot project “Building Opportunities and Choices for All.” It is understood, at this point, that this will be a development that will be rentals, not homes to be sold. Further, from the information so far available, it is understood, that the rents will be set at around \$2,000/month, which is not an “affordable” rental rate. While this information may change, it does not alter the reality that this development does not fit into this neighborhood.

The applicant’s proposal, to divide one parcel in the Residential Single Family zone into eight parcels in order to develop seven four-plexes with shared parking, is wholly incompatible with the foundational goals and policies of the City of Spokane’s Comprehensive Plan as listed in section 3.3:

1. *...Much of the future growth will occur within concentrated areas in Neighborhood Centers, District Centers, Employment Centers and Corridors designated on the Land Use Plan Map. While this growth occurs in Centers and Corridors, **established single-family residential neighborhoods will remain largely unchanged.***

*The Centers and Corridors contain a mix of uses, including **higher density housing centered around or above retail and commercial establishments, office space and public and semi-public activities** (parks, government and schools).*

*...Other important directives of the land use goals and policies include:*

- ***limiting commercial and higher density development outside Centers and Corridors to support growth and development of Centers and Corridors;***

- *directing new higher density housing to Centers and Corridors and **restricting this type of development in single-family areas**; and*
- *using design guidelines to ensure that commercial buildings and **higher density housing are compatible with existing neighborhood character** in and around Centers and Corridors. [Emphasis Added]*

Comprehensive Plan, Amended Jan. 17, 2020, 3-5 - 3-6

What will occur if this proposed project is approved is changing the character of the existing neighborhood of Five Mile Prairie forever. The neighborhood now is made up of spacious single family lots situated on two lots predominantly, due to restrictions on subdivision and use beyond single residential use from binding covenants for Locke's City, First Addition. Allowing development of a 28-unit apartment complex, without any services nearby, will disrupt the existing neighborhood character and forever change the look and feel of the existing Five Mile Prairie community with significant increased traffic congestion, overflow parking issues, noise, air pollution, and coping with potential storm water issues.

The type of development proposed by the applicant is suited for Centers and Corridors, not for established single family neighborhoods without any services and non-existent public transportation.

See also:

*LU 1.3 Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.*

*LU 1.4 Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map.*

*LU 4.1 Land Use and Transportation Coordinate land use and transportation planning to result in an efficient pattern of development that supports alternative transportation modes consistent with the Transportation Chapter and makes significant progress toward reducing sprawl, traffic congestion, and air pollution.*

*LU 5.5 Compatible Development Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.*

Comprehensive Plan, Amended Jan. 17, 2020, 3-8, 3-25, 3-28

The proposed development is not located in a designated Center and Corridor, in fact, is approximately 1.5 miles away from the designated Center and Corridor on the Land Use map. This proposal is at odds with Land Use goals 1.3 and 1.4 and if approved would destroy, not protect, the character of the Five Mile Prairie single family residential neighborhood. Further, the proposal would not support alternative transportation modes consistent with the Transportation Chapter and will lead to sprawl, traffic congestion and increased air pollution by adding so many additional trips in and out of the neighborhood since there is no public transportation available in

the area. In addition, this proposed development would not be compatible with the surrounding building types. Currently, there are only single family residences, with most located upon two lots, with large yards, trees and gardens. What is proposed is a series of seven four-plexes with shared parking - an apartment building in essence. There are unclear plans for landscaping, separation between the buildings, setbacks, location for garbage and recycling containers, proper screening, and yards. While I don't disagree with the need for additional housing in Spokane, disrupting the character of an existing neighborhood by placing a high density apartment in the middle of it without regard to existing services runs counter to the comprehensive plan and common sense.

Thank you for your consideration of these comments in opposition of to preliminary plat application.

Theodore McGregor Sr

May 11, 2023

Planning and Development  
Attn: Donna Debit, Associate Planner  
808 West Spokane Falls Boulevard  
Spokane, WA 99201-3329

*Re: Concerns Regarding Development – 7601 N Five Mile Rd (File #z23-099PSP)*

Dear Donna,

I hope this letter finds you well. I am writing to express my deep concerns regarding the proposed development project in our beloved residential neighborhood. As a resident, I feel compelled to voice my apprehension and advocate for the preservation of our community's unique character and quality of life.

Our residential neighborhood has been a tranquil haven for families, offering a close-knit community and a safe environment for our children. The proposed 28 home development, as outlined in the project plans, raises SIGNIFICANT concerns about the potential negative impact it could have on our community. I respectfully request that you reconsider proceeding with this project for the following reasons:

- **Increased Traffic Congestion:** The additional influx of residents and vehicles that this development would bring may exacerbate traffic congestion in our neighborhood. This could lead to safety issues for pedestrians, compromise the tranquility of our streets, and create inconvenience for existing residents.
- **Overburdened Infrastructure:** Our neighborhood's infrastructure, including roads, utilities, and public services, may not be adequately equipped to handle the demands of a larger population. Straining our already limited resources could negatively impact the quality of services and the maintenance of essential facilities.
- **Environmental Concerns:** The proposed development could potentially harm the natural environment and local ecosystems. It is crucial to consider the ecological impact, including the preservation of green spaces, wildlife habitats, and the overall balance of our ecosystem.
- **Loss of Community Character:** Our neighborhood is cherished for its unique charm, character, and architectural heritage. Introducing a large-scale development that does not harmonize with the existing aesthetics and design of the area may irreversibly alter the character and spirit of our community.
- **Negative Effects on Property Values:** The potential consequences of this development, such as increased noise levels, diminished privacy, and overcrowding, may negatively affect property values for existing homeowners in the neighborhood. This prospect is concerning to all of us who have invested in our homes and value the stability of our property values.

I kindly request that you take these concerns into serious consideration and engage in open dialogue with the residents of our neighborhood. Our community should have the opportunity to express our perspectives, propose alternative solutions, and collaborate on a development plan that better aligns with our shared values and vision for the future.

Preserving the integrity and quality of life in our residential neighborhood should be a priority for all parties involved.

Thank you for your attention to this matter. I hope that we can work together to find a solution that benefits both the developer and our community. I look forward to your response.

Sincerely,

*Christopher J. Mercado*

Christopher & Nicole Mercado  
7509 N Five Mile Rd  
Spokane, WA 99208  
[cjmercado@gmail.com](mailto:cjmercado@gmail.com)  
(206) 898-2336

**From:** [Palmquist, Tami](#) on behalf of [deBit, Donna](#)  
**To:** [Brast, Ali](#)  
**Subject:** FW: 7601 N Five Mile Proposed Short Plat/Seven 4-Plexes - Public Comment from Julie Moyer  
**Date:** Thursday, May 11, 2023 4:41:44 PM

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**From:** WILLIAM NESBITT <william.nesbitt@comcast.net>  
**Sent:** Thursday, May 11, 2023 4:31 PM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** 7601 N Five Mile Proposed Short Plat/Seven 4-Plexes - Public Comment from Julie Moyer

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Donna DeBit

City of Spokane

May 11, 2023

Dear Donna,

As a 20+ year resident of Five Mile and homeowner on the proposed access street for this new development , I am writing regarding the 7601 Five Mile Proposed Short Plat/Seven-4 Plexes – Issues for Public Comment

Five Mile is a beautiful neighborhood. Our home is located on the corner of Trinity and Audubon and our yard and garden have been featured in the Inland Empire Gardeners. “Spokane in Bloom” garden tour twice. Our garden is also a designated Nature Habitat as indicated by the sign in our yard.

I love seeing the new Five Mile faces and new and current neighbors walking on our neighborhood sidewalks and soaking in nature’s beauty. From our yard and garden’s variety of deciduous to pine trees, tulip maple and Japanese lilac trees planted by the City’s Urban Reforestation program to hydrangeas, roses, hollyhocks our garden is buzzing with bees, butterflies, quail, mourning doves, yellow finch, robins, sparrows, hawks. The habitat for this wildlife is shrinking due to the removal of trees, increased street traffic and speeding, neighborhood noise and pollution from vehicles.

With this new development, I shudder to imagine the environmental impact. Each tree cut, earth removed for streets killing wildflower areas and habitats for quail, birds, squirrel and even field mice, nature’s cycle will be permanently damaged. What legacy is this for our Five Mile children and future generations?

In addition, these new neighbors living in this Platt are entitled to public transportation. Bus service is not available in this area of Five Mile and walking or biking to the nearest store involves traveling down a steep incline...even more challenging in the winter months.



Plus, these same families are entitled to emergency services, however this plat does not allow enough traffic space for firetrucks to move through the designated traffic area as designed in this plat. As Spokaneites know, fire spread quickly and our Five Mile pine trees, rocky plains with field grass will burn. Is this a safe environment for these new families?

And these new faces and new neighbors are entitled to a quality public school education. Five Mile Schools, staff and teachers are outstanding. However, the schools are overcrowded at this point and many families are facing having their children bussed to other schools. Is this fair to the students moving onto this proposed plat?

I applaud the city council for seeking housing solutions for all those desiring to call Spokane home. But this plat is not the answer for these new faces and families living in the 7601 Five Mile Proposed Short/Plat.

Sincerely,

Julie A. Moyer

3002 W. Trinity Avenue

Spokane, WA 99208

(509) 954.8227

[Julie.nesbitt@comcast.net](mailto:Julie.nesbitt@comcast.net)

## Brast, Ali

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**From:** Palmquist, Tami on behalf of deBit, Donna  
**Sent:** Friday, May 12, 2023 8:40 AM  
**To:** Brast, Ali  
**Subject:** FW: Comments Regarding Five Mile Spokane Preliminary Short Plat  
**Attachments:** Five Mile Development Comments.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** kbryanspokane@comcast.net <kbryanspokane@comcast.net>  
**Sent:** Thursday, May 11, 2023 8:41 PM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Cc:** Beggs, Breean <bbeggs@spokanecity.org>; Bingle, Jonathan <jbingle@spokanecity.org>; Cathcart, Michael <mcathcart@spokanecity.org>; Wilkerson, Betsy <bwilkerson@spokanecity.org>; Kinneer, Lori <lkinneer@spokanecity.org>; Zappone, Zack <zzappone@spokanecity.org>; Stratton, Karen <kstratton@spokanecity.org>; 5mile.neighborhood.council@gmail.com  
**Subject:** Comments Regarding Five Mile Spokane Preliminary Short Plat

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Ms. deBit,

I have questions and concerns regarding the Five Mile Spokane Preliminary Short Plat application.

I am copying members of the city council and the Five Mile Community Association.

Thank you for your consideration and for the work you do to preserve and enhance quality of life in our fair city.

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We are Kenneth and Ellen Bryan and reside at 7610 N Five Mile Rd.

We have specific concerns regarding the Five Mile Spokane Preliminary Short Plat Z2x-xxxFSP proposal. First, let me state that we are not opposed to the division of the property, and the building of multiple houses along Five Mile and the A street cul-de-sac. The Five Mile frontage on that side is similar to the frontage of our 3 houses on the opposite side of the street and could easily support 3 or 4 houses with Five Mile Road frontage. But the elephant in the room is that they are not planning to build housing comparable to the rest of the neighborhood, but effectively an apartment complex of 28 units, conveniently disguised under the cloak of an interim regulation.

There are obvious concerns with packing 28 units into residential space historically suited for perhaps 7 or 8, namely the traffic entering the major roadway with limited visibility, as well as fire, police and garbage services and more.

But I have one area of some experience that the “distributed apartments” conveniently avoid discussing. I would like to know how they are going to meet rules that have been repeatedly enforced on our side. Let me explain.

We are one of 3 newer houses on Five Mile and are the ones most affected by this proposal, as we are directly across the street. Our three properties were built consecutively and completed in 2020 and 2021. Ours was the last occupied house, purchased in April 2021.

The letter we were sent says that there will be “shared access to parking.” As drawn, the only vehicle access to these properties appears to be either through Five Mile Road or A Street. If the driveways enter anywhere onto the property from Five Mile, that is a major problem, and may be for A Street as well.

We lived on Five Mile for 15 years previously, but when we purchased this home, we discovered there were several more restrictions associated with this particular area.

One of the awkward restrictions of our lot has a very narrow city-maintained entry point, bounded by a curb on both sides. It is so narrow that a car must slow down dramatically in order to enter without going over the curb. So right after we moved in, I contacted the city to see how I could widen the driveway, since it would involve removing a section of curbing.

I was informed that this was not possible, because water runoff was such an issue on Five Mile Road. I was told that I could apply for an exemption. But in reviewing the records, the person in the planning department advised me that the owner of one of the adjoining lots had already made such an application and had been denied. They asked for a second driveway, and that was denied. The planning person told me they appealed denial, and the original decision was upheld. I was frustrated but accepted that city planners had a duty to protect our environment and I dropped my request.

Between the city-maintained entry point and my house driveway was a gravel section which I wanted to cover with asphalt. I planned to have this asphalt extend to a shed on a back corner, so I contacted the city again to determine what the rules were for building a shed and laying asphalt. Once again, the water runoff issue raised its head. I was told that, as measured from the front of my house out to the street, only a specified percentage of the property could be in hard surfaces, which were defined as concrete or asphalt. I believe the number was 50%. The remaining property had to allow rainwater to penetrate, i.e., be either grass, dirt or gravel. Once again, I changed my plans and we used less asphalt than originally planned in order to comply with city rules.

Along the way, we had a conversation with our builder about our house. He indicated that they originally wanted to split our lot in half and build two houses here. Since our lot is .37 acres, the two lots would be comparable to many on Five Mile, including those that are immediately behind us. But this request was refused. I don't have details as to why it was rejected, but assume it had to do with the same water runoff issues.

So between us, the current owners of the three lots on our side of the street have been denied relatively minor (when compared to this proposal) requests not once (original driveway widening), not twice (appeal), not three times (second driveway query), not four times (asphalt surface), but FIVE times (lot subdivision). Unless all the cars on the lots under discussion are going to be parked off the site, or another road is added, they need to go somewhere. And if they come directly off Five Mile onto a driveway, that many cars will never be able to pass the rules. If we struggle with the effect of the rules for 3 houses, how could you possibly do it with 16 along Five Mile and 28 altogether?

Again, four houses along Five Mile Rd., with attendant lawns and soft surfaces would not be an issue. But ***if the city wouldn't allow this side of the street to move from 3 housing units to 4, it seems unbelievable that they would allow the other side of the street to go from 1 to 16.*** But the information supplied so far simply glosses over automotive access altogether. I'd like a detailed answer as to how they handle parking. And as we continue to peel back the onion, I'm sure we will find many more comparable difficulties.

Respectfully submitted,  
Kenneth Bryan

## Brast, Ali

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**From:** Palmquist, Tami on behalf of deBit, Donna  
**Sent:** Friday, May 12, 2023 8:41 AM  
**To:** Brast, Ali  
**Subject:** FW: Public Comment for Five Mile Spokane Preliminary Short Plat File No: 4200  
**Attachments:** Public Comment Submission on Five Mile Spokane Preliminary Short Plat File No[4200]- Rebecca O'Bryan .docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Rebecca O'Bryan <[obryan.rebecca@gmail.com](mailto:obryan.rebecca@gmail.com)>  
**Sent:** Friday, May 12, 2023 1:26 AM  
**To:** deBit, Donna <[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)>  
**Subject:** Public Comment for Five Mile Spokane Preliminary Short Plat File No: 4200

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Dear Ms. deBit,

Please see attached comments regarding the short plat application referenced in the title of this email.

Thank you,

Rebecca O'Bryan  
[obryan.rebecca@gmail.com](mailto:obryan.rebecca@gmail.com)  
602-460-4855

From: Rebecca O'Bryan

2906 W. Ezra

Spokane, WA 99208

Obryan.rebecca@gmail.com

To: City of Spokane- ATTN: Donna Debit

Associate Planner

808 W. Spokane Falls Blvd.

Spokane, WA 99201-3329

[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)

May 11, 2023

RE: Project Name: 7601 Development

Permit No: B22M0105PDEV

Site Address: 7601 N. Five Mile Rd.

Parcel No: 26252.0064

File No. Z23-099PSP

Dear City Planners:

I am writing this letter as a member of both the Vista Ridge Homeowners Association and the City View Homeowners Association to express my deep concerns over the proposed development referenced above at 7601 N. Five Mile Road. I know I am joined by many others in my community in my vehement opposition to this project.

There are a great many reasons I oppose this application for a Preliminary Short Plat for the above referenced project and I will detail some below.

First off, I believe this development is a blatant manipulation of the Building Opportunities and Choices for All interim ordinance. While I appreciate the housing shortage we are facing as a greater community, this development will essentially become a mega-plex with very limited resources, inadequate space for residents, and negative impacts to the surrounding community.

- A guiding tenant of the BOCA pilot project was providing home ownership and affordable housing opportunities; this development will accomplish neither of these goals as this development will provide rental units that are understood to rent for upwards of \$2000 per month.

- This development will not be owner occupied and will not provide opportunities for lower income households to build wealth.
- This development will not fit the “Walkable Infill” intention of the BOCA program in that residents will not be living near services, and this will not create a walkable neighborhood or responsible use of resources.
- This development is not a small-scale development that compliments the residential nature of the Five Mile neighborhood. In fact, it will greatly change the nature of the Five Mile neighborhood as this will be in stark contrast to all other homes in the vicinity.
- This development will not fit the context of the adjacent neighborhoods by matching the scale of its surroundings.
- This is not a “Transit Oriented Development” in that the nearest public transit stop is more than 1.5 miles away along steep terrain that discourages walking or biking.

Secondly, the roads surrounding this site are not equipped to handle the regulations of the development without extreme disruption to the surrounding community and the future inhabitants of the development itself:

- The plans call for A street to be developed and paved and to extend 60 feet, but there appears to be no more than 37 feet of available land to even potentially be paved.
- Per code a 6-foot continuous planting strip is required for city streets in residential areas. When auto traffic is immediately adjacent to the curb, new street trees must be planted at least three (3) feet from the edge of the automobile travel way. [Section 17C.200.040](#), [Section 17C.200.050](#)
- On the plat map there is no indication of a sidewalk along A street, or the planting strip. Given the limited space on A street, I see no way that this could possibly be developed according to code.
- The logistics required to fully pave A street (i.e. blasting the basalt) has the potential to damage homes in the immediate vicinity and encroach on property lines.
- The developer must pay to develop the street; the city’s 2023 6-year plan shows no funding for this, and the expense of the blasting required to adequately pave this road would be immense given the fragile basalt shelf and the large bond that would be necessary to cover damage to surrounding homes over a significant period of time.
- Only one of the proposed lots- lot 5- may have grandfather rights to a driveway.
- Current access to the property for emergency response vehicles, garbage trucks or other utility vehicles is not adequate and A street is no more than a quiet alley that, even if paved, is not a practical access point.
- Given that the Five Mile area already has the poorest response time for emergency fire vehicles in the city of Spokane and is far above the National Fire Agency’s guideline of 6 minutes at a range of 9-14 minutes, the addition of a congested 28 unit complex along an already very busy thoroughfare with questionable access will create unnecessary safety risks to residents all throughout Five Mile.

These are just some of the reasons I urge the city to reconsider the approval of this project. Thank you for your time and consideration.

## Brast, Ali

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**From:** Palmquist, Tami on behalf of deBit, Donna  
**Sent:** Friday, May 12, 2023 8:41 AM  
**To:** Brast, Ali  
**Subject:** FW: FILE NO Z23-099PSP  
**Attachments:** FIVE MILE RESPONSE.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** stevenwaite@aol.com <stevenwaite@aol.com>  
**Sent:** Friday, May 12, 2023 7:27 AM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** FILE NO Z23-099PSP

[CAUTION - EXTERNAL EMAIL - Verify Sender]

To Planning and Development:

File Z23-099PSP  
Parcel No. 26252.0064

Enclosed attachment letter details our concerns and comments on the zoning and development changes to above property.

Concerned,

Steven Waite

Dear Sirs,

Planning and Development:

I am concerned about Five Mile Preliminary Short Plat (File no. Z23-099PSP). The proposal is located at 7601 N. Five Mile Road and Parcel No. 26252.0064. I am located very close to this property and development, and my home borders on the property. I feel that this is not an appropriate development for this peaceful zone. The property was zoned for single home residences (RSF). This is more appropriate for the area. I do not feel this property should not be converted into 4-plexes. This will be a nuisance and damage the property values in the area. Not to mention these 4-plexes being an eye sore. This sector will be too congested and the area will not qualify with the zoning or engineering requirements. There are too many problems with engineering of the land.

There will be too much traffic down Audubon and a hazard to the children and residents.

The road that is being proposed down A Street will be too narrow to handle fire situations. This property is landlocked. There will not be adequate access to emergency vehicles. There should be 2 access routes for fire trucks. This is not shown. Again this development does not meet the codes.

Parking is huge issue around area. If there is not adequate parking (One driveway for each lot, not shared), then the many residents will be parking down narrow A Street further blocking fire or emergency vehicles. Many will be forced to park down on 5 Mile Road. This is a main street and will cause traffic problems hamper the bicycle lanes. Snow removal up 5 Mile Road is a priority during winter. If this main road is blocked with cars, this will hamper snow removal in critical areas.

The water table will be altered. There are underground water streams and can cause flooding of the basements for homes. The aquifer is in a critical area. There is potential for contamination. A study should be done on impact to the aquifer.

Lighting of the zone is not considered, but an important issue of the neighborhood as astronomy is done. If improper street lighting is placed, this will add to light pollution and cut off 1/3 of sky for observing and astrophotography.

Again, I want to emphasize that this area is zoned for single home residences. This is appropriate and should not change on the whims of the city. The city placed these zoning rules to protect 5 Mile and make living peaceful and tranquil. It also protects the region, wild life and water aquifer from spoilage.

Concerned,

Steven and Janet Waite

7702 N Audubon St



## Brast, Ali

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**From:** Palmquist, Tami on behalf of deBit, Donna  
**Sent:** Friday, May 12, 2023 9:40 AM  
**To:** Brast, Ali  
**Subject:** FW: Proposed four-plex on Five mile

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Matthew Dexter <md2469@gmail.com>  
**Sent:** Friday, May 12, 2023 9:06 AM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** Proposed four-plex on Five mile

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Donna,

I'm writing in regards to the proposed 4-plex on Five mile.

Five mile has been established as a single family owned community. Building seven 4-plexes not only will add to the already congested area but building it on that corner will be a huge safety issue. That corner is a nightmare in the winter with numerous slide offs. Adding 28 family's with an average 2 vehicles per household will no doubt cause several more accidents at that corner. My understanding with code is that those have to be built at least one half mile from a bus stop. Those will be 1.2 miles. Therefore it should be dead in the water. If they plan on making a bus stop on 5 mile, then they have never driven that road in the winter. It has been closed several times due to multiple slide offs and wrecks in the winter.

Those 4-plexes will also decrease the value of the homes around the area. The schools are also pushing capacity as it is. Adding 28 more families with most having at least a couple kids will force Mead to change there boundaries yet again. Which is totally unfair to families already established in the district.

Please do not let this proposal go through.

Thank you,  
Matthew Dexter

## Brast, Ali

---

**From:** Palmquist, Tami on behalf of deBit, Donna  
**Sent:** Friday, May 12, 2023 12:48 PM  
**To:** Brast, Ali  
**Subject:** FW: Project Name: 7601 Development Permit No: B22M0105PDEV  
**Attachments:** Five Mile Development Response.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Walt Takisaki <wtakisaki@gmail.com>  
**Sent:** Friday, May 12, 2023 10:15 AM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** Re: Project Name: 7601 Development Permit No: B22M0105PDEV

[CAUTION - EXTERNAL EMAIL - Verify Sender]

City of Spokane – ATTN Donna deBit Associate Planner  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3329  
ddebit@spokanecity.org

May 12, 2023

RE: Project Name: 7601 Development Permit No: B22M0105PDEV

Site Address: 7601 N. Five Mile Rd Parcel No: 26252.0064

Dear Ms. deBit:

We would like to comment on the proposed multifamily dwellings in the form of six fourplexes in a single-family home neighborhood on Five Mile Road. While we understand the need for more community housing, it appears to not be considering sufficient parking and traffic impact in a single-family neighborhood.

We are members of the adjacent City View Homeowners Association that contains a swimming pool, tennis courts, basketball court and volleyball court, used by us as well as nearby homeowners who belong to the Association. This Association consists of fifty homeowners, who often walk or ride bikes with their children to use the facilities. Most families enter through the gate on “A” Street, which has a parking area adjacent to “A” street as well.

We are concerned that the addition of twenty-four new residences in a small area, with traffic routed through “A” street directly behind the pool will cause traffic congestion and potential safety hazards for families using the facilities, in what has historically been a very quiet and peaceful area.

The Five Mile area simply lacks the infrastructure to support multifamily housing. It is not an area that is walkable to retail or public transportation. It is not served by Spokane Transit Authority, nor are there grocery stores or other retail shopping, without walking to the bottom of the hill. Finally, we are concerned about the impact that this development could have on property values in our neighborhood. Single family homes are highly valued in our community, and the addition of multi-family housing would decrease the value of the homes in the surrounding area.

In conclusion, we strongly urge the City to reconsider the proposed development at 7601 N. Five Mile Road. This development would not only negatively impact neighborhood traffic safety, and the character and quality of life in our neighborhood but could also have long-lasting effects on our property values and investments. Thank you for your attention to this important matter.

Best Regards,

Walt and Pam Takisaki

[wtakisaki@gmail.com](mailto:wtakisaki@gmail.com)

[pamtakisaki@gmail.com](mailto:pamtakisaki@gmail.com)

## Brast, Ali

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**From:** Palmquist, Tami on behalf of deBit, Donna  
**Sent:** Friday, May 12, 2023 12:49 PM  
**To:** Brast, Ali  
**Subject:** FW: Attn Donna deBit. Associate planner 5 mile prairie development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** SARAH DEXTER <sarahmac7@msn.com>  
**Sent:** Friday, May 12, 2023 11:58 AM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** Attn Donna deBit. Associate planner 5 mile prairie development

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Hi. My name is Sarah Dexter and I have been a 5 mile prairie resident for almost 20 years. The Proposed development on 5 mile road It's truly frightening to me... The Roads up here are not ready for that much more traffic and that is the hardest corner all year round but especially in the Winter! putting that many more people there would be dangerous. I also feel like the water table would be Affected... Is there input yet from the school districts? ..There is no public transportation and the closest bus is over a mile away.. This is a developer in Just looking to make money there is no care or concern for the Neighborhood. I truly hope you do not approve this. Please put into consideration all of the things that matter including safety.

Thank you for your time,  
Sarah Dexter  
8302 N Kyle st  
509-953-7969

Sent from my Verizon, Samsung Galaxy smartphone

May 12, 2023

Donna DeBit, Associate Planner for Planning and Development Services , City of Spokame

Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064

Dear Ms DeBit,

As a 50+ year resident of the Five Mile Prairie I am writing to voice my concerns regarding the proposed multifamily development referenced above.

It is my understanding that this development is being considered under an interim emergency housing ordinance that does not rely on current city planning and zoning rules. This interim ordinance has suspended many of the planning and engineering standards that are in place to ensure that sound building and zoning practices are observed. In addition, this interim emergency housing order does not meet in either intent or practice the requirements set forth in RCW 36.70A.600, sections 1b and subsection (1)(5) which call for developments to be within access to frequent public transportation.

My Concerns:

- The area under consideration is zoned as Residential Single Family (RSF). It is located within the Five Mile Prairie Special Drainage District in an area that has erodible soil. Spokane Municipal Code 17E.010.010 known as the "Aquifer Recharge Area Protection Code" is intended to protect public health, safety and welfare when development in **critical aquifer recharge** areas is planned. This development is in a critical aquifer recharge area and this code needs to be addressed.
- The interim city code also references Spokane Municipal Code 17C.110.205 requiring that housing

density be controlled to match the availability of public services. **There are currently no public services available on the Five Mile Prairie.** This area is absent of any city services to enhance the quality of the community. There is no library, public transportation, connected bike/walking paths.

- There are limited access points to the neighborhood which becomes critical during bad weather and impacts the availability of emergency services. **This portion of the city has the slowest emergency response times.**
- The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. **The nearest bus stop is located at the bottom of a hill that is over a mile long and does not have sidewalks that are maintained year-round.** Homeowners nor the city clear the sidewalks of snow and ice in the winter!
- The planned access to the development is via an established neighborhood instead of the current access via Five Mile Rd. The increase in traffic and safety and street parking is of concern. **Covenants in the current neighborhood do not allow for on-street parking which is also of concern due to the limited number of planned parking spaces. The current property draws access from 5 mile road. It should stay the same. We ask the city to engage a traffic engineer to study and discuss the CONNECTIVITY and CIRCULATION of traffic from 5 Mile road.** Channeling traffic through residential neighborhood negatively impact the safety and well being of the current residents. Tract A seems to be about 1/2 an acre of empty land, this could be a designated parking space if the building footprint is designed properly. **Dedicating that space for parking will solve the parking requirements 'issue.**

- There is no planned space for children to play and yard space is limited. Sky Prairie community park, is a 20 minute walk each way....across the busiest road on Five Mile Prairie. A road that has traffic moving at highway speeds at times and is bumper to bumper several times a day not allowing side streets to enter for 5 to 10 minutes at times.
- Design flaws in the development plans that do not account for the accuracy of the footprint available when proper setbacks and right of way requirements are observed. This impacts the number of parcels and parking spaces that the space can accommodate.
- The preliminary plat doesn't show set backs from the newly dedicated right of way (25 feet off property line). The current owner doesn't have a dedicated right of way on A Street. It is my understanding that the process is to dedicate a right of way to the city first and then develop 25 feet from the new,y dedicated right of way. Lots 1, 2, and 3 DON'T meet those requirements.

Thank you for your consideration of taking another look at the proposed 7 fourplexes at 7601 N Five Mile Road. More thought and serious consideration needs to be done before approving the current preliminary plat to help ensure the safety of all Five Mile Prairie residents and keeping the integrity of the current property owners.

Sincerely yours,

Pat and Jim Lynass  
7508 N F Street  
Spokane WA 99208

## Brast, Ali

---

**From:** Mirna Tohmeh <tohmeh@comcast.net>  
**Sent:** Friday, May 12, 2023 1:58 PM  
**To:** Brast, Ali  
**Cc:** deBit, Donna  
**Subject:** Re: Further comments-7601

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Here you go, Thanks. Mirna

From: Mirna Tohmeh  
2902 W. Horizon Ave  
Spokane, WA 92208

Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 N. Five Mile Rd  
Parcel No: 26252.0064  
File No: Z23-099PSP

Date: May 11, 2023

Dear Donna:

I like to add some additional comments to my previously sent message. I have expressed my concerns regarding the lay out of the project, frontage, access, dedication of right of way with appropriate set backs. I would like to add the general concerns regarding the application of the emergency ordinance in relation to this proposed development as well as specific concerns as noted below. Please keep in mind when reviewing the request to sub-divide this plat that:

- a. The proposed multi-family units are not being built as affordable housing,
- b. They are not located in a targeted area near transit lines and busier commercial areas,
- c. They will not be owner occupied, and they will not use the established access to the parcel which will negatively impact the adjacent neighborhood.
- d. In addition, the location and number of lots in the proposed plat map do not account for some of the necessary items needed to support 28 households. These things include emergency access to the property, garbage collection of up to 56 refuse and recycling cans, snow removal, stormwater collection, parking spaces, and bicycle and walking paths. In brief, services are not in place to support such a proposal.

Specific concerns are as follows:

1. In the notice of application, the section titled "SEPA" states that the proposal is exempt from SEPA. It is not clear why this property is exempt from SEPA as it is over 20 dwelling units (17E.050.070). In addition, this project should not be considered as an emergency (17E.050.230, WAC 197.11.880) as it does not address the issue of affordable emergency housing in the city of Spokane. SEPA review should be required for this project.
2. The project is located within an Aquifer Recharge Area and all applicable environmental standards should be in strict adherence. These include 17E.010 Critical Aquifer Recharge Areas and 17E.010.050 Critical Review Requirements.
3. The site plan as provided does not include all required elements which will impact the number of parcels and parking spaces that the space can accommodate. A detailed site plan should be provided that accounts for all requirements including the following:
  - a. location and type of landscaping;
    - i. A robust landscape buffer between the single family and multi-family dwellings should be required between the more intense zone/buildout next to the RSF zone.
  - b. walkways and pedestrian areas;
  - c. off-street parking areas and access drives;
    - i. RSF does not allow parking lots according to the city matrix. Tract A cannot be used as a parking lot and each unit must have a minimum one parking place located on the site of the use (17C.230.100) which is 4 per lot/28 for the project. The site plan does not account for the required parking spaces.
    - ii. The site should be designed so that access is maintained via Five Mile Rd and not via the established neighborhood access from the parcel.
  - d. refuse facilities; and



- i. A garbage management plan should be required. Planned access to the project will need to be able to accommodate refuse collection and needs to be addressed in the site plot. How will the 96 garbage, recycling and clean green waste cans be placed on 'A' street without blocking traffic on garbage/recycling days? They will not fit on the 40 foot access driveway to Tract A and cannot be placed on the culdesac or street in front of other people's lots.
  - ii. If dumpsters are required for each lot they must be accessible for heavy City Waste management trucks which need circulation access into the property and have a thick enough surface area to manage the weight of the trucks and the dumpsters.
4. The interim city code references Spokane Municipal Code 17C.110.205 requiring that housing density be controlled to match the availability of public services. There are currently no public services available on the Five Mile Prairie. This area is absent of any city services. There is no library, public transportation, connected bike/walking paths.
5. The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. The nearest bus stop is located at the bottom of a hill that is over a mile long and does not have sidewalks that are maintained year-round.
6. The interim city code references Spokane Municipal Code 17H.020.010 which is the Complete Streets Program. This purpose of which is to provide safe, convenient and comfortable routes for walking, bicycling, and public transportation. These currently do not exist on the Five Mile Prairie. The nearest bus stop is located at the bottom of a hill that is over a mile long and does not have sidewalks that are maintained year-round.
7. The minimum rear setbacks per code is 25 feet from the dedicated line to the city. The preliminary plat doesn't show the setbacks required by city code Section 17C.110.200.

It is difficult to understand how this project meets the intent of the emergency housing order. The most difficult part to understand is the routing of the traffic through a different neighborhood. The current property draws access directly from 5-Mile, it should remain the same. In addition, the same reasons that don't allow the developer to access his project from 5-Mile road should be applicable one block or 2 blocks of the site.

Thank you to your attention to this matter. Mirna Tohmeh

On May 12, 2023, at 8:53 AM, Brast, Ali <[abrast@spokanecity.org](mailto:abrast@spokanecity.org)> wrote:

Mirna,

The file type of the document you attached is unable to be opened by our system. If you'd like to submit these comments, please send them in either the body of the email, as a word document, or as a pdf.

Thank you,  
Ali

<image001.jpg>

Ali Brast | City of Spokane | Associate Planner

office 509.625-6638 | cell 509.276.0771 | [abrast@spokanecity.org](mailto:abrast@spokanecity.org) | [spokanecity.org](http://spokanecity.org)

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**Development Services Center is open Monday-Friday 8 am – 5 pm in person, [online](#) or over the phone at 509.625.6300!**

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**From:** Palmquist, Tami <[tpalmquist@spokanecity.org](mailto:tpalmquist@spokanecity.org)> **On Behalf Of** deBit, Donna

**Sent:** Friday, May 12, 2023 8:41 AM

**To:** Brast, Ali <[abrast@spokanecity.org](mailto:abrast@spokanecity.org)>

**Subject:** FW: Further comments-7601

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**From:** Mirna Tohmeh <[tohme@comcast.net](mailto:tohme@comcast.net)>

**Sent:** Thursday, May 11, 2023 9:27 PM

**To:** deBit, Donna <[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)>

**Subject:** Further comments-7601

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello Donna:

Can you please include this letter for project 7601 Development, Permit NO: B22m0105PDEV. File No: Z23-099PSP.

Thank you for your assistance,

Mirna Tohmeh  
2902 W. Horizon Ave  
509-220-7284

<MirnaComments File No Z23-099PSP Permit No B22M0105PDEV.pages>



**Jared Schatz**

7401 North Ethan Lane  
Spokane, WA 99208  
(509) 220-9532  
May 12, 2023

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City of Spokane  
Attn: Donna deBit  
808 West Spokane Falls Blvd  
Spokane WA 99201-3329  
ddebit@spokanecity.org

Project Name: 7601 Development  
Permit No: B22M0105PDEV  
Site Address: 7601 North Five Mile Road  
Parcel No: 26252.0064

Dear Ms. deBit

I've just recently become aware of a proposed development to be placed at 7601 North Five Mile Road and have concerns about the size and nature of the proposal. My understanding is that the proposal separates one current parcel with one single-family house into 8 parcels containing a total of 7 each 4-plex units. I have been synthesizing available information and have the following concerns.

From what I have read, the intent is to utilize some of the freedoms of the Building Opportunity and Choices for All legislation. My understanding that this is intended to support existing single-family lots to add units to the existing lots to allow for increased affordable housing. I'm seeing no reference to affordable housing and the existing infrastructure does not facilitate the production of high-density housing on the Five Mile Prairie. This proposal seems to be manipulating the intent of that law and is leveraging the ability to obtain a tax exemption. That does not seem compatible with the legislation as it was intended and is pushing multi-family units into an area that was designed to accommodate single family homes.

The infrastructure for this area does not seem to support this level of development. It is not walkable and is not served by STA. The nearest bus stop is approximately one mile away and down an 8% graded hill. Although there is a sidewalk, it is not maintained in the winter. This is a car dependent area.

One of the impacts that is referenced is to develop A Street as a 60-foot wide street. That level of development has a significant effect to the houses along Ethan Lane, Horizon Avenue and Audubon Street. Will that level of development mean that those homeowners will lose space from their lots? How will blasting damage from the development process be mitigated? This will affect property values a great deal. How will neighbors be insulated from those effects?

Parking seems to be planned to be in Tract A, however there is no access. How will parking for 28 living units be provided?

There does not appear to be an area planned for children in the complex. The nearest park is almost one mile away and is across Five Mile Road which is a very busy street. What can be done to allow for the needs of the children living in the units? Additionally, there are concerns about the impact to school busing. One issue is the lack of needed busing capacity and the second issue is the location for buses to pick up students. How will those needs be met?

After reading a number of comments, there seem to be issues with the lot sizes being insufficient with changes needing to be made to adhere to current building standards. How will those be mitigated? How will solid waste be addressed. There is currently no space set aside for either dumpsters nor all of the bins that would be needed.

After reviewing all of the information which has been available, I strongly encourage the City to reconsider this proposed development and deny the zoning change. This development would impact the character of the neighborhood and could have a long-lasting impact on property values. Thank you for your time.

Sincerely

A handwritten signature in black ink, appearing to read "Jared W. Schatz". The signature is written in a cursive, flowing style.

Jared W. Schatz

## Brast, Ali

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**From:** Cameronferre <cameronferre@yahoo.com>  
**Sent:** Friday, May 12, 2023 6:27 PM  
**To:** Brast, Ali  
**Subject:** Re: Proposed 7601 Development

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thank you for letting me know. Please see below.

Cameron Ferre

2407 W. Walker Ct.  
Spokane, WA 99208

May 11, 2023

Planning and Development Services  
Attn: Donna deBit  
Associate Planner  
808 W. Spokane Falls Blvd. Spokane, WA 99201-3329 ddebit@spokanecity.org

RE: Project Name: 7601 Development  
Permit No: B22M0105PDEV Site Address: 7601 N. Five Mile Rd Parcel No: 26252.0064  
File No: Z23-099PSP

Dear Ms. deBit:

I've been a resident of Five Mile Prairie since 2009, and I live in close proximity to the above-referenced proposed development. I strongly object to the development of multi-family housing on Five Mile Prairie, which is currently zoned for single-family dwellings only, but particularly object to the development as it is currently proposed. My objections include, but are not limited to the following:

- 

Multi-family housing would fundamentally change the character and use of the Five Mile Prairie area, which is not designed for the needs typically associated with multi-family housing. The prairie simply does not have enough or adequate road traffic space in this particular area for what could potentially be up to 60 more vehicles.

The sidewalks used in this area are not maintained year-round and are often covered with gravel and snow during the winter months.

The streets in Five Mile are not equipped to deal with this influx of traffic, particularly given the currently proposed route. The current plan is to route traffic through a residential neighborhood, specifically through "A" and Allison streets, which are currently unpaved. These are extremely quiet alley streets, and not practical access points for emergency response vehicles, garbage trucks or other utility vehicles.

The proposed traffic route through A street proposes routing traffic through a very quiet neighborhood. These streets are used by neighborhood children and families who bike to the private HOA recreational property located on Audubon (with parking and an entrance on A street). The increase in traffic creates a totally unnecessary safety hazard, as well as concerns for parking for those playing at the recreational property.

The plan does not include adequate parking for the number of units. Parking is likely to spill out onto neighboring streets. The covenants in Locke's Addition, which surrounds this project, prohibited extended street parking, which further complicates the issue of parking, and will force more parking onto A street.

Date

Page 2

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In conclusion, I strongly urge the City to reconsider the proposed development at 7601 N. Five Mile Road. This development would not only negatively impact neighborhood traffic safety, and the character and quality of life in our neighborhood but could also have long- lasting effects on our property values and investments. Thank you for your attention to this important matter.

Sincerely,

Cameron Ferre

Sent from my iPhone

On May 12, 2023, at 8:54 AM, Brast, Ali <[abrast@spokanecity.org](mailto:abrast@spokanecity.org)> wrote:

Cameron,

The file type of the document you attached is unable to be opened by our system. If you'd like to submit these comments, please send them in either the body of the email, as a word document, or as a pdf.

Thank you,  
Ali

<[image001.jpg](#)>

**Ali Brast** | City of Spokane | Associate Planner

office 509.625-6638 | cell 509.276.0771 | [abrast@spokanecity.org](mailto:abrast@spokanecity.org) | [spokanecity.org](http://spokanecity.org)

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<[image004.png](#)>

**Development Services Center is open Monday-Friday 8 am – 5 pm in person, [online](#) or over the phone at 509.625.6300!**

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**From:** Palmquist, Tami <tpalmquist@spokanecity.org> **On Behalf Of** deBit, Donna  
**Sent:** Friday, May 12, 2023 8:41 AM  
**To:** Brast, Ali <abrast@spokanecity.org>  
**Subject:** FW: Proposed 7601 Development

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**From:** Cameron Ferre <[cameronferre@yahoo.com](mailto:cameronferre@yahoo.com)>  
**Sent:** Thursday, May 11, 2023 10:33 PM  
**To:** deBit, Donna <[ddebit@spokanecity.org](mailto:ddebit@spokanecity.org)>  
**Subject:** Proposed 7601 Development

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Dear Donna deBit

Please find attached my letter of disapproval for the proposed development at 7601 Five Mile Road.

Regards,

Cameron Ferre  
<7601 Proposed Development Public Comment Letter.pages>

## Brast, Ali

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**From:** Palmquist, Tami on behalf of deBit, Donna  
**Sent:** Monday, May 15, 2023 10:45 AM  
**To:** Brast, Ali  
**Subject:** FW: Comments on File#Z23099PSP 7601 N Five Mile Rd  
**Attachments:** SearsHouseComments.pdf

-----Original Message-----

**From:** Kathy Miotke <prairiepyrs@fastmail.com>  
**Sent:** Friday, May 12, 2023 7:53 PM  
**To:** deBit, Donna <ddebit@spokanecity.org>  
**Subject:** Comments on File#Z23099PSP 7601 N Five Mile Rd

[CAUTION - EXTERNAL EMAIL - Verify Sender]

My comment letter is attached. Thank you. Kathy Miotke



May 12, 2023

ATT: Donna Debit, Planner

RE: 7601 N. Five Mile Rd  
File # Z23-099PSP  
Parcel # 26252.0064

FROM: Kathy Miotke  
Resident of Five Mile Prairie

Thank you for accepting my comments.

**Stormwater** is a major concern on the Prairie. We are a Special Drainage District, subject to SMC 11.09A.010 through 11.09A.180. We are also a CARA, “Critical Aquifer Recharge Area. We are a basalt mesa with underground springs and ground water running close to the surface which is why for many years we were a farming community that didn't need irrigation. Fields naturally ponded in Winter and early Spring. It is also why we have frequent erosion on our slopes. Since Stormwater Facilities are not allowed in RSF zone within a Special Drainage District and this is not a PUD, each lot with a 4-Plex would have swales, buffers and minimum impervious surface so storm water can stay onsite within its lot boundary. I would like to see a Comprehensive Drainage Plan and Down Gradient Impact Study.

**Blasting** is something we dread on the Prairie. We are a basalt mesa and blasting through basalt rock can create unacceptable instability and permanent damage not just to the rock you are blasting but to structures, utilities, interior and exterior walls, foundation cracks, underground springs and ground water across the Prairie. It is called the “far field affects”.

It is one of the reasons why we had a moratorium on basements when the City annexed part of the Prairie and why 86 wells went dry while other homes suddenly had creeks running through their yards. Several residents lost their basements and others had to install sump pumps. We have had erosion on our slopes and a swimming pool leaking and sinking away from the house. Right down the street from this development you have a neighborhood swimming pool and club. I hope the City will ask the developer for a large bond to pay for any damages the neighbors incur because of blasting. We would also like to have a Water Quality Assessment post blast to be sure there is no contamination.

**Transportation** is an important part of this development and I will just list some of the suggestions and concerns we have after looking at the proposed plat.

Pave entirety of A Street. Make sure that it has the paving, length and width needed for Fire Trucks, Garbage Trucks, Bicycle Facility and Pedestrian Pathway to Five Mile Road. This also applies to the Culdesac which should be fully paved with separated sidewalks and street trees, (think snow plows turning around in there).

I am getting some documentation from WSDOT on the safe number of access points on primary streets but it appears that Five Mile is full. If you use the existing driveway for one lot – lot 5, that gives you 4 or more cars using just that access. This is on a curve and not the best place to exit.

We do not have public transportation and we are approximately one mile to the park and ride at the bottom of the hill. Five Mile Road is not safe to walk down the hill most winter mornings with ice or snow, sidewalks on one side and hard to cross the street as there is only one cross walk as you come up to top of the hill. We are car dependent with a low walk score of 18.

We would like to see a traffic study along with a SEPA.

Thank you for listening.

Respectfully,

Kathy Miotke

May 12, 2023

Application Comments for Five Mile Spokane Preliminary Short Plat Z23-099PSP

Located at 7601 N Five Mile Rd, Spokane, WA

Dear City of Spokane Planning Department:

Please accept the following comments and requests in regard to the above Short Plat Application on Five Mile Prairie.

Hereby request a full SEPA, traffic study, erodible soils study, stormwater and wildlife management plans and EIS due to the impacts of the potentiality of 32 units on 8 lots per diagram on 2 acres of land. Even though application states intention of 28 units, subdividing into 8 lots would potentially allow for 32 individual dwelling units. These lots have to stand alone by themselves and should be viewed as such, since once subdivided by this action, each subdivided lot can be at a minimum sold individually and free-standing for a single family home now or in the future.

1. RSF –

A. . Land Division 17C.110.200- All new lots created through subdivision must comply with the standards for the base zone listed in Table 17C.110-3. The development does not meet the required lot sizes/dimensions:

(1) Tract A is 20,621 feet per submittal Sandis Land Surveying Proposed Lot details which states Tract A is over the 11,000 sq foot maximum prescribed by 17C.110.200 B 1 and C1

(2) Tract A does not meet the minimum width requirement of 40 feet per 17A.020.010 at the narrowest portion of the irregular lot which appears to be less than 15 feet.

(3) Tract A does not meet the minimum requirement front lot line requirement of 40 feet per 17A.020.010. Length is shown at 38'. Side yard is shown at 23'. Neither meets the requirement and they do not appear combinable.

(4) Lots 1, 2, 3, 5, 6, 7 do not appear to meet setback requirements for front and rear yards under RSF. Many are under 15 feet for front and Lot 4 does not appear to have 25 feet for the rear.

(5) Lots do not appear to meet required RSF open space are of 250 sq feet per unit, thereby 1,000 sq feet of open space per lot. 17C.110.223

B. Lot dimension - 17C.110.208

(1) A 7- Each lot does not have adequate access to a public street; Lots 6 and 7 are landlocked as driveway access is only allowed to the grandfathered location on lot 5.

(2) A - 8 Each lot does not have access for utilities and services such as garbage collection, package and other deliveries, fire access, safe emergency access; specifically, lots 5, 6 & 7 and Tract A.

(3) A- 9 Lots 5, 6 and 7 are landlocked

C. Common Wall- 17C.110.310

- (1) Under this section only 2 units may have a common wall in RSF. Therefore, the proposed 4-plexes would not be allowed, only a duplex. Applicant did not apply for the required Planned Unit Development in order to have 3 + common walls. A maximum of two houses may be with a common wall. Structures made up of three or more attached houses are prohibited unless approved as a planned unit development

2. Short Subdivision Requirements-

Tract A is proposed as an 8<sup>th</sup> buildable lot and should be treated for a single family dwelling and meet all RSF requirements as such since this is a request for a short plat. By code, each individual lot will be responsible for its own parking spaces per unit on its specific parcel, along with street access, driveway, stormwater management.

A. Parking Lots and aggregate collective stormwater facilities which were shown on a previous draft diagram of this submittal drawn by Storhaug are not an allowed use in RSF per 17C.110T.001

B. Required individual driveway accesses for each lot are not shown on the Sandis diagram.

C. 17G.080.040 2 B v – Missing the location of the Avista Power Pole, historic septic systems, well locations and heritage foundation from the original homestead which may contain water transmission or an unfilled abyss. At least one heritage well was the cause of a collapse on the prairie where a resident in a new development fell into an unmarked well while mowing the grass and could have been killed. *(The location and, where ascertainable, sizes of all permanent buildings, wells, wellhead protection areas, sewage disposal systems, water courses, bodies of water, flood zones, culverts, bridges, structures, overhead and underground utilities, railroad lines, and other features existing upon, over or under the land proposed to be subdivided, and identifying any which are to be retained or removed)*

D. Stormwater generated on each lot must be maintained on that specific lot and not dumped or collected onto adjoining or neighboring lots or city infrastructure per 17D.060.050 and .060.

3. Transportation-

- A. Traffic study needed with the potential of 32 units on 2 acres. Need to include not just internal circulation of the neighborhood, but impacts at the intersections of Audubon and Five Mile Road, Five Mile Road and Ash/Maple and Ash/Maple and Francis/Highway 291 due to the LOS F and air quality issues at these critical intersections that feed into. Highway 291.
- B. Culdesac radius requirement of 50' per the Fire Department does not show a connected sidewalk walkway to the new pedestrian transportation system. Lot size/configuration of Tract A and Lot 4 may need to be adjusted as complete streets are required with full sidewalk, planting strip and street trees.

- C. Proposed partial development of A street (strip of asphalt) does not meet requirements of the Fire Department (see comments in the record) for needs of Fire and Emergency Services, along with Solid Waste, Street Cleaning and Snow removal.
- D. “A” Street will need to be extended south to Horizon Avenue to allow a secondary access for Fire per Fire comments.
- E. Disruption on Five Mile road and multiple pavement disturbances for access to proposed sewer tie-ins while convenient for the developer are disruptive to the function of Five Mile Road and tie-ins may not be allowed at that location due to capacities and performance needs already dedicated to other users.
- F. Bicycle facility connection needs to be conditioned on the plat from the northern extension of A street to Five Mile Road’s designated bike lane.
- G. Support no extra lot access on Five Mile Road other than one dwelling unit have one grandfathered access. (even though there is an ingress and an egress it functions as one access coming and going and should not be construed to allow a new access for a new dwelling on this dangerous and busy curve)
- H. No apparent parking plan is evident on this application utilizing impervious surface or garages as required for parking for cars at lots that are not using street parking for their minimum requirement.

#### 4. Environmental Review-

Please do not allow any movement of the soils, grading or otherwise until a soils management plan is in place or issue a grading permit.

- A. Soils in nearby developments have been tested and classified as USDA Prime Ag soils which are to be protected under the FPPA requirements. They do not have to be currently used for cropland. USDA/NRCS regulations contained at 7 CFR Part 658.2 define “committed to urban development” as land with a density of 30 structures per 40-acre area; lands identified as “urbanized area” (UA) on the Census Bureau Map or as urban area mapped with a “tint overprint” on USGS topographical maps; or as “urban-built-up” on the USDA Important Farmland Maps. Note that land “zoned” for development, i.e. non-agricultural use, does not exempt a project from compliance with the FPPA.
- B. Critical Area and geo-hazardous Area Review-Likely highly erodible soils per the Sandis diagram Sidenote 1. Disturbances of the soils, basalt features, surface and subsurface geology and water channels, especially with the expected blasting/underground geologic disturbance have been substantiated as the cause of damage to neighboring homes, basements, in ground pools, sewer connections, causing expensive insurance litigation in nearby developments. Performance bonding should be placed high for replacement values and repairs of adjoining properties, including the City View recreation facility. Pre- and post-development inspections should be conditioned on the developer.
- C. No mention of Special Drainage District Review—Because of flooding history, threat and retention pond design necessity. Drywells are not feasible in the SDD-17D.060.130 . and this does not appear to fall under the “minor” review category.

- D. Aquifer Recharge area—Must be reviewed in a SEPA and EIS for potential groundwater contamination from stormwater and channel disturbance/relocation in the Critical Area, mentioned in the Sandis site notes #2.
  - E. Underground and surface springs onsite and on adjacent lots need to be mapped and identified under 17D.060.150 Natural location of drainage systems. One adjoining neighbor, Delores Ames, reports there is an underground spring on her property and at least three others near her.
  - F. Wildlife management plans have been required of nearby developments. Please review all environmental maps in the Comprehensive Plan for guidance
2. Basements or sub-surface level living/use should not be allowed due underground springs and high potential for flooding Front Yards Implementation.
  3. Pilot Low Intensity Residential Design Standards-BOCA Interim Ordinance Requirements need to be applied under 17C.400.030 including:
    - A. B 2-Attached houses, duplexes, and low-intensity residential buildings of three or four units shall incorporate a residential front yard between the primary structure and the back of sidewalk that do not appear on the Sandis Diagram as the distance appears to be only 5 feet and not the required 15 feet.

Other Requests:

- (A) Request an historical Review by the City of Spokane’s historic preservation office- per 17G.080.040 2 b z- An historic home (“Sears” home over 100 years of pioneer Stratton family) and’ an historic homestead foundation is believed to be on the property.
- (B) Request that multi-family design standards be imposed per 17C.110.400
- (C ) Provide a neutral Comprehensive Plan Review-

The following information is supplied in regard to non-conformance of this specific application with the Comprehensive Plan and the BOCA enabling interim ordinance itself. When conflicts arise between governing documents the superior documents should prevail. This project should be held to RSF requirements and BOCA does not exempt this project of conforming to the underlying zone, nor does it exempt it from the adopted Comprehensive Plan.

While well intentioned City Councilmembers passed the interim ordinance, C36232, they did so without conforming to the community’s adopted Comprehensive Plan, Chapters 3, 4 & 5 specifically. This type of development, and the BOCA ordinance attracted this application which is an apartment complex in single family sheep’s clothing. It will be placing renters, who typically rely on walking and transit for services on a deserted island 400 feet in the air. This proposal is in direct opposition to LU 1.4 of Chapter 3 which says “*Direct new higher density residential uses to Centers and Corridors designated on the Land Use Plan Map*” This development is clearly outside of a designated center.

Furthermore, the interim emergency BOCA ordinance was done without an analysis to the Capital Facilities Plan. By essentially upzoning overnight the number of possible dwelling units in all RSF zones in the City of Spokane the action quadrupled the demand on all public services without showing how to pay for it or adding to the budget to accommodate the extra police, fire, city maintenance, water and sewer, library and parks delivery of services.

This puts the City Budget at great risk and seems to create an unfunded liability for Capital Facilities. I would like to incorporate into my comments by reference, the Washington State Court of Appeals ruling last year *Futurewise vs. Spokane County*, No. 38657-1-III, where a government performed similarly by allowing expansion of development without planning how to pay for servicing it as required under the Growth Management Act.

*The act requires a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.*

Also, RCW 36.70A.020(12) lists the following as one of the GMA's 13 planning goals: *"Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standard.*

By not timely amending the Capital Facilities plans to accommodate the increased density allowed by the BOCA action, it puts the city out of compliance with GMA, the Revised Code of Washington, the Spokane County Planning Policies, OFM's population forecasting and allocations, and the City of Spokane's Comprehensive Plan, its RSF zoning code and its Capital Facilities Plans. Therefore, the assertion can be made that the BOCA ordinance should not allowed to be issued permits for building higher density in the RSF until the City is in compliance with its own Comprehensive Plan, Capital Facilities Plan and the Growth Management Act.

Sincerely,  
Candace Mumm  
Five Mile Prairie Resident