

The following comments concern the proposed Greenstone development south of 29th Ave:

I used to live in that area and would often walk there. The area bordered by Perry Street on the west and Southeast Blvd. on the east had three large wetland areas. The only one left is the one referred to as the Sonneland Marsh in the Lincoln Heights Specific Plan. And it has been severely degraded.

The marsh was a spring fed wetland with a 600 foot long stream leading into it.

In springtime, after 32nd Avenue in the area was paved, the spring water would flow over the road and into the marsh.

Biodiversity was abundant. Hawks and owls. Deer. I once saw a ferret-like animal sneak up behind a line of quail chicks and snatch the last one in line. In the evenings the frogs sang in their chorus. I often told my kids we were going to "The Refrigerator" because the area, in addition to being a natural water basin, was also a natural basin for cold air. It could be 5 to 10° colder than the surrounding area even in summer. And the perfume from those blooming marsh plants was intoxicating.

In the late 1980s or early 1990s something happened to the spring. The water no longer flowed. The marsh got drier. I believe the spring was somehow stopped up or redirected or piped away. I am not a geologist or a hydrologist or any kind of ologist so I don't know how these things work. There is a plumbing structure near the west side of Parcel Number 35332.1501. It is 3" pipe in an inverted 3 foot tall "U" shape with a couple of shutoffs and it's next to a blue manhole cover marked "WATER". And it is located about 40 feet upstream from where the Sonneland spring emerged from the ground. Related? I don't know. But someone should be able to explain why the Sonneland spring no longer flows.

I want to stress this point. Someone should be able to explain why the Sonneland spring no longer flows.

I believe careful consideration should be given to the advice in the Lincoln Heights specific plan which can be seen here:

<https://static.spokanecity.org/documents/business/resources/neighborhoodplanning/escindedplans/lincoln-heights-plan-1990.pdf>

Page 6 of that document recommends incorporating this wetland into the site's development as open space and a stormwater retention area.

This wetland should be restored, not filled in and forgotten as the other two large wetlands in the area were.

Stuart Hart
4123 S. Sherman
Spokane WA 99203

P.S. - I have emailed this letter and am including it here with highlighted selections from the Lincoln Heights specific Plan.

LINCOLN HEIGHTS

SPECIFIC PLAN

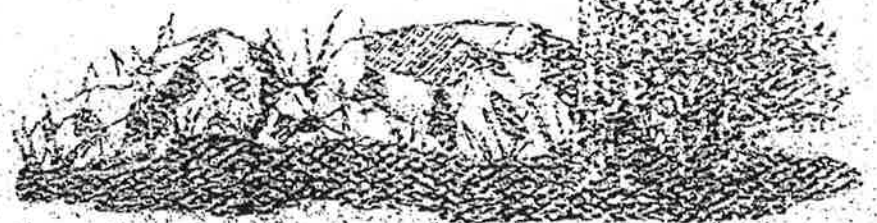
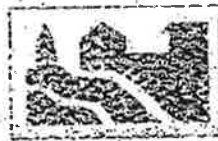




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INTRODUCTION

This "Specific Plan" for the Lincoln Heights area is the tenth neighborhood plan to be undertaken by the City of Spokane. These plans (called "design plans" in the past) provide greater detail to the more general elements of the City-wide Comprehensive Plan. Formed with substantial public input, neighborhood plans provide an opportunity for grass-roots involvement of citizens in those decisions which effect the natural and built environment in which they live. Once adopted by City Council resolution, a Specific Plan becomes an element of the City's Comprehensive Plan and serves as the guide for private and public decision-making at the neighborhood level. Any policies contained within this document which are at variance with those found in City-wide plans (such as the Land Use Plan and Arterial Street Plan) are considered to supercede and amend those earlier adopted. This plan should thus be consulted for all development proposals being considered within the neighborhood boundaries.

In the past, the neighborhood planning program has almost exclusively addressed Community Development Neighborhoods — areas of the City which are eligible to receive federal community development funds. The Lincoln Heights Plan is the first to significantly expand beyond the boundaries of a Community Development neighborhood to include adjacent non-eligible lands. (See map for neighborhood boundaries). For the Community Development portion of the planning area, this plan is the first step of a three-phase process. The Specific Plan will provide overall policy guidance which will relate to the second phase of the planning program, the formulation of a Neighborhood Improvement Program to guide the expenditure of an estimated \$144,000 of Community Development funds. The third phase of the process will oversee the expenditure of these monies on identified improvements to be carried out within the boundaries of the Community Development neighborhood.

PLANNING PROCESS

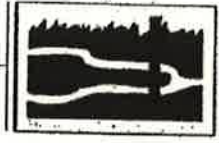
In 1987, the Lincoln Heights Steering Committee made the decision to embark upon a planning program for the Community Development neighborhood by allocating some of its annual distributive share of Community Development funds. Due to the expanded area covered by this plan, the City of Spokane has provided the majority of funding for this project from its general fund revenues.

During the fall of 1987, the Lincoln Heights Task Force was formed for the purpose of formulating this plan for the neighborhood. The names of potential members were solicited from the community and in December, nineteen individuals were appointed by the City Plan Commission to serve on the Task Force. This group of people represented a wide range of neighborhood, city-wide and special interests.

In late spring 1988, the Task Force hosted four neighborhood workshops to solicit input on the desired direction and focus of the plan. The Task Force also met with numerous special interest groups such business owners to hear their concerns about the development of the area.

Overall, more than 250 people participated in this portion of the planning process. Their input was used to guide the Task Force in the development of the first draft of the plan. After this draft was published in September 1989, the Task Force held three public meetings to present the plan to the neighborhood. Over 140 people attended these meetings, providing numerous comments on the proposed plan. The Task Force then utilized these comments to make final modifications to the draft, which was presented to the City Plan Commission in December 1989.

The Plan Commission subsequently held three workshop sessions to study the Plan and evaluate its consistency with other elements of the City's Comprehensive Plan, community needs and sound planning principles. Public hearings were held in March and April 1990 to obtain additional input on the Plan and its specific elements. The Commission concluded its "fine tuning" of the plan and voted to recommend its adoption by the City Council on May 23, 1990. After conducting its own public hearing, the Council subsequently amended and adopted the Plan on September 24, 1990.



Area 3: Manor Pond (to the east of Rockcliffe Pond). Vegetation within the wetland include horsetail, Oregon grape, ninebark, honeysuckle, dogwood, serviceberry, and mock orange. The adjacent over-story is a pine forest. The diversity of the site makes it ideal for wildlife. A salt lick for deer is found near the wetland's edge.

This wetland is probably connected to the Rockcliffe pond, so disturbance to either one of these areas will affect the other. This property is owned by Rockwood Manor, which has shown a sensitivity to the surrounding wildlife. The property owners should be approached about their willingness to retain the area for the Manor residents.

Area 4: Ben Burr Trail Spring. This area was once a railroad bed and is now City-owned right-of-way. It is currently used as dumping ground by area residents. This area may be connected to the wetlands at 29th and Havana.

The wetland inlet is a stream. The vegetation consists of a mixture of box elder, red alder, roses, blackberry, western red cedar, and raspberries. The variety of vegetation and woodland setting make this a rich and diverse area for wildlife habitat. Snags, rock outcrops, logs, and perches also add to its value as wildlife habitat. The primary functions of the wetland include ground water discharge, wildlife habitat, and recreation. The mix of vegetation is rare to the Spokane area and the educational potential is very high.

There is a strong interest and potential for this site to be included in a local "adopt a stream" program. A high school class or similar group could adopt the stream, clean it, and use it for educational purposes. This stream also provides a unique opportunity for water quality testing and interpretive trail development. The Ben Burr trail provides access to the area.

Area 5: Pond at 29th and Havana. Like other Lincoln Heights wetlands, this pond and surrounding area can be classified as a channeled scabland, consisting of shallow soils and numerous rock outcroppings.

The water in this situation is "perched" on top of the basalt rock. This wetland may be connected to the Ferris area through an intermittent stream.

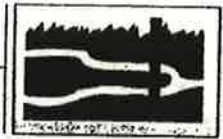
There is no visible inlet to this area. Vegetation consists of grasses, shrubs, and pine trees. Specific vegetation includes: teasel, tansy, loosestrife, knapweed, reed canary grass, hawthorn, cottonwood, aspen, willow, cherry, rose, dogwood, and pine. Adjacent landforms include rock outcroppings and a large bluff to the east of the pond. The wide variety of vegetation, habitat features habitat such as snags, rock outcrops, and perches, and the area's close proximity to agricultural lands, make it excellent for wildlife.

Quail, flycatchers, gold finches, raccoons, skunk, goshawk, mallards, killdeer, and crows can all be found in this area. This wetland provides a unique opportunity for appreciation of wildlife through exploration and discovery. High school students have noted that they find many insects for their class collections in this area. The primary functions of this wetland are recreation and wildlife habitat. The wetland is easily accessible from 29th Ave. and provides a good view of Browne's Mountain to the east. This area would be ideal for establishing a public land trust, in which part of the property could be developed to support the protection of the rest of the site.

Should Havana St. be extended south of 29th Avenue, care must be taken to ensure sensitive treatment of this wetland area.

Area 6: Sonneland Marsh. This area was once a dairy and tree farm. Grazing has caused degradation of the site, with exotic forbs and grasses invading prior existing vegetation.

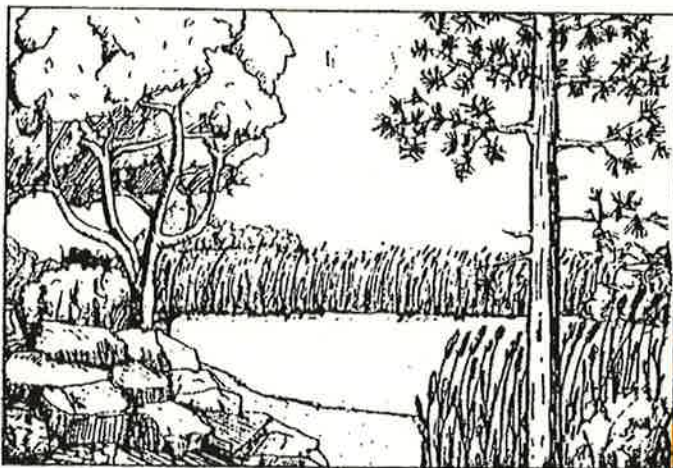
This wetland has a seep or spring inlet. The vegetation within the wetland consists of a mixture of grasses and shrubs. Adjacent vegetation is a ponderosa, snowberry, and wildrose association. Adjacent land forms include rock outcroppings and a bluff area. These features can be characterized as a



"scabland". The wide variety of vegetation and landforms makes the structural diversity of this wetland high and excellent for wildlife.

Other features associated with the wetland which provide good wildlife habitat are snags, perches, and rock outcroppings. Frogs, ducks, swallows, deer, coyote, owls, and marmots have been known to frequent this area. This area provides a good opportunity for education about different types of animals and insects.

Functions of this wetland include flood water storage and wildlife habitat. This area probably also functions to recharge ground water, and as a recreational area for adjacent residents. It has a high value because it provides significant open space in an otherwise urban setting. Residents access the site through a series of paved roads or paths. While there is some open space adjacent to the wetland, nearby commercial and residential uses may inhibit the potential of this wetland.



Residential development has been proposed for this area. The wetland could be incorporated into the site plan as an open space and storm water retention area.

Area 7: Wetland area south of Ferris High School. This wetland has the lowest value of any of the wetlands within the neighborhood. While the area does function as an open swale for storm water retention, it is in a state of severe degradation. The

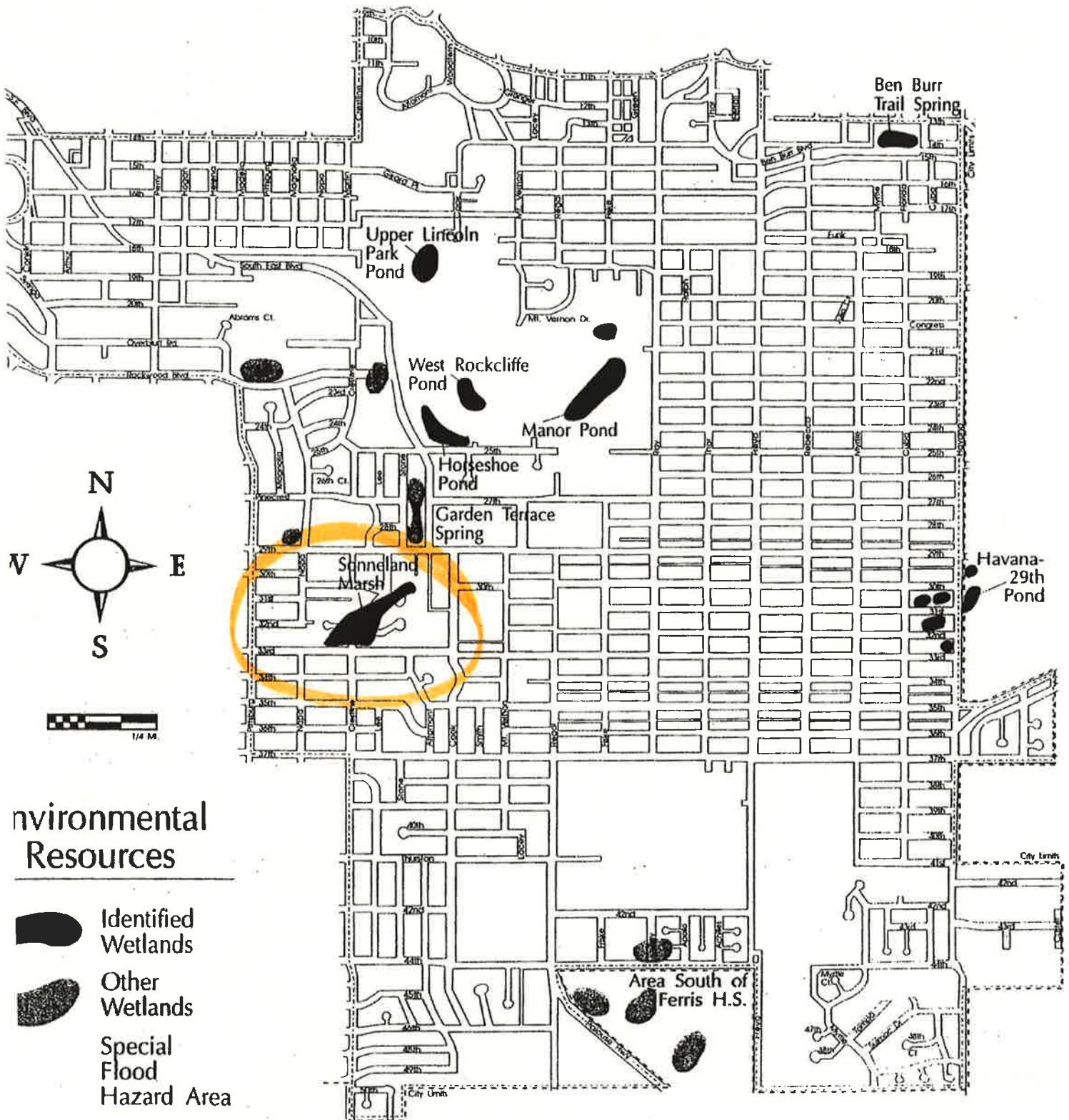
wetland area has a seep or spring inlet. Vegetation consists of a variety of grasses. Adjacent vegetation is a mixture of grasses and pine trees. The lack of structural diversity makes this area's wildlife habitat potential limited. California quail, owls, and red-tailed hawks make their home in this area.

The primary functions of this wetland are flood water storage, ground water recharge, and wildlife habitat. This area also currently functions as an educational area for high school classes. Access to this area is severely limited due to adjacent private property owners.

Some interest in retaining this area for a nature conservancy has been expressed by adjacent property owners. These interested property owners should be contacted and informed about state and federal conservancy programs.

Area 8: Garden Terrace Spring. The stream has some value for urban wildlife habitat but is severely invaded with exotic plants, principally purple loosestrife. It does, however, play an important role in the overall wetland functions of the area. The stream is fed from an underground culvert which comes from the south side of 29th. It goes back underground at the northeast corner of the property. This stream may very well be connected to some of the other wetland areas mentioned above. The residents of the Garden Terrace Apartments have spent time to improve the edges of the stream, and enjoy the sounds of the running water. If the apartments are removed, the stream should be retained as a site amenity in any future development of the area.

Area 9: Upper Lincoln Park Pond. This pond is within the Lincoln Park boundaries, so it is very accessible to the public. Rock outcrops and logs within the pond provide areas for ducks and other birds to loaf. Adjacent bull rushes and cattails provide a good "edge" for cover and nesting. Turtles and frogs are among the animals found in the pond. This pond provides the focus for Upper Lincoln Park and is a popular spot for kids to "muck around".





LAND USE

The Lincoln Heights neighborhood is one of the most rapidly developing areas within the Greater Spokane area. Residential subdivisions continue to spring up in the southern portions of the neighborhood and in the unincorporated areas in Spokane County further south. A larger residential population has brought with it an increased demand for retail and service businesses within limited space. The result has often been controversial development proposals which seek to expand beyond the existing limitations of established commercial areas. This plan seeks to minimize that controversy by providing a clear direction for growth of both commercial and residential properties.

The neighborhood does not presently feature any industrial or office-park type uses. Although the plan does not anticipate nor encourage industries to locate here, it does foresee the development of additional office uses which wish to take advantage of the unique amenities the area has to offer. The plan also provides space for additional multi-family housing projects in order to maintain a mix of living opportunities and a healthy social mix. In addition, the plan provides clear direction on where future commercial developments should be located and encourages integrated, attractive site design.

LAND USE GOAL: Maintain quality residential neighborhood environments supported by compatible commercial districts which complement the City's Central Business District.

The Lincoln Heights Neighborhood is primarily residential in character, with neighborhood supporting retail and service businesses. There are no industries or major office employers located within the area. Businesses are oriented to serving the everyday needs of the neighborhood or South Hill population; there are few "destination point" uses which tend to attract consumers from outside the South Hill.

Major purchase needs of neighborhood residents are met within the Central Business District or other major shopping areas in North Spokane or the Spokane Valley. The area's proximity and convenient access to the Central Business District limits the need for neighborhood businesses which replicate many of the shopping and business services located there. Future commercial developments must be sensitive to not only the surrounding area, but also to the role of the Central Business District as the primary shopping area for the region.

Natural features such as rock outcrops, wetlands and mature pine trees and other vegetation are important elements for the neighborhood. The plan recognizes the need to protect and enhance the natural environment as the area continues to develop. Both residential and

commercial development proposals should be designed to avoid adverse impacts to these natural features, and landscaping regulations should allow for natural features to be accepted to meet minimum requirements, when appropriate.

■ POLICY 1

Provide a full range of housing opportunities to accommodate the needs and capabilities of a diverse citizenry.

Discussion: The demographics of society are changing, and with these, tastes in housing. Although housing in the neighborhood is primarily single family residential, a wide variety of housing types are available, including apartments, retirement housing and planned unit developments. This area of the City continues to be a strong market for residential growth. The Plan recognizes that a diversity in housing types should be provided in response to changing demands.

■ POLICY 2

Protect & enhance existing single family residential areas.

Discussion: The neighborhood should continue to be primarily single family residential in character. New

Palmquist, Tami

From: BDS Admin
Sent: Monday, November 19, 2018 7:58 AM
To: Palmquist, Tami
Subject: FW: Regarding Z18-598PPUD

From: Danny O'Dell [mailto:explosivelyfit@gmail.com]
Sent: Saturday, November 17, 2018 1:32 PM
To: Planning & Development Services Inbox
Subject: Regarding Z18-598PPUD

Do we really need more office space and concrete? I don't think so. Please rethink your development plans.

Palmquist, Tami

From: BDS Admin
Sent: Monday, November 19, 2018 7:58 AM
To: Palmquist, Tami
Subject: FW: Green Space

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

From: TERRY O'DELL [mailto:odelltj@icloud.com]
Sent: Saturday, November 17, 2018 9:18 PM
To: Planning & Development Services Inbox
Subject: Green Space

We are slowly losing whatever green space we have surrounding our Spokane community as we continue to grow in population. More people are moving to Spokane because they realize what a wonderful place it is and how beautiful it still manages to be. Please help save the space that you're looking out for future development so that our children and grandchildren can enjoy what we have had as we have grown up in the Pacific Northwest.

TJ O'Dell
Odelltj@me.com

Palmquist, Tami

From: stschirgi@comcast.net
Sent: Friday, November 16, 2018 6:40 PM
To: Palmquist, Tami
Cc: Scott
Subject: Garden District PUD

Tami,

I am writing this to tell you that I am against the Garden District PUD project. Developers are overcrowding the South Hill with different projects, whether they are apartments, commercial or retail space. The existing roads on the South Hill can no longer be modified to accommodate for the increase in traffic. I briefly read the traffic impact by Whipple Engineering, and understand that he claims there will be a minimal impact to the traffic patterns. However, what it looks like on paper will differ greatly than what it would be like if this project is allowed to continue. This particular project may have a small impact on the traffic, but I believe that you have to look at the total sum of all of the projects slated for the South Hill. You have the still unfinished KXLY Tower project, the Cyrus Vaughn project at 55th and Regal and the potential sports complex near 37th and Glenrose among others that are inevitably in the planning phase. If you combine all of the traffic that will increase because of these projects, it will have a significant impact on our already overcrowded streets. This in turn will force drivers to look for shortcuts or alternate routes to reach their destination, and they will drive down what was once a quiet residential street, and turn it into busier roads. These new homes will also cause a burden to our local schools, police and fire department resources. I believe that with the additional building of recent apartments near Shopko and Target, it has caused there to be an uptick in property crimes and cars being prowled.

I created an informal poll on the app, Nextdoor, about the upcoming Garden District project. After 72 hours there were 249 votes. 67% (167 people) voted no for this project. 27% (67 people) voted yes for this project and 4% (10) said they didn't care.

In addition, I'm not sure who is responsible for picking the day and time of the public hearing for this project, but a Wednesday at 1:30pm is obviously inconvenient for working people. If the day and time are able to be chosen by the developer, it's obvious what they are doing. They purposefully create an inconvenient day and time, so that there won't be any public opposition on public record.

Just so we're clear. As a 44 year long resident of the South Hill, I am adamantly opposed to this and future developments on the South Hill.

Thanks for your time and attention.

Scott Tschirgi

Palmquist, Tami

From: fmf@theofficenet.com
Sent: Friday, November 16, 2018 6:01 PM
To: Palmquist, Tami
Cc: Kinnear, Lori
Subject: Crestline Connection

Hello,

My Husband and I live at 2111 E 34th ave in Spokane WA and back up to the new development (Garden District). We would like to express our hope that the new development is built to follow the guidelines that were unanimously approved by the Design Review Board with input from the developer and the neighborhood residents. We think they are a forward thinking group who listened to the input and are not stuck in the past where plowing through great neighborhoods, so drivers can get home 5 minutes faster wins out. As the Mayor proved, with his scooter ride, we are heading into a new era where transportation will be different with electric bikes, scooters, Segways and driverless shared cars.

We walk to Lincoln Heights stores often and a pedestrian crossing would be nice, but another car traffic road would destroy the quality of living in this neighborhood.

We have a garden on SE boulevard and are there to observe the traffic at all times of the day, all summer. That cut through was suppose to be the savior for traffic problems when it was put through, taking away people's quality of life in that area. The noise is so loud that people standing next to each other cannot hear each other talk. I have never observed drivers on SE blvd needing to set through more than one traffic light even in rush hour traffic. The bottle neck at the SE blvd and Regal ave corner is the terrible condition of Regal ave. No matter what time of the year it is full

of potholes and everyone needs to drive very slow past 35th ave. Repair of Regal would help the traffic move much smoother than it does now. And, if you would take the block out of the road at Pittsburg, that would allow people to turn south off of 29th.

We believe putting an arterial through a pedestrian oriented development destroys the concept.

Brenda and Ron Cord

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 4:49 PM
To: Palmquist, Tami
Subject: FW: Z18-598PPUD

From: Justin McNamara [mailto:justintylermcnamara@gmail.com]
Sent: Friday, November 16, 2018 4:02 PM
To: Planning & Development Services Inbox
Subject: Z18-598PPUD

To whom it may concern,

I have been a Spokane resident on the South Hill my entire life. One of the things I love about Spokane is how close to nature it is, so close that the motto of my beloved City is "Near nature, near perfect. Being able to see the natural wildlife and wilderness from my own backyard, makes Spokane a unique landscape for a city. Growth is also important. Being able to accommodate shelter and amenities for the community is important, but we can't keep building over all the greenery. Aubrey L. White's vision of Spokane has a park within walking distance of every neighborhood. He appreciated nature, and realized what makes Spokane beautiful is how entangled with nature we are, and how important it is to be able to connect with nature.

I do not agree that the development, and more stores and housing, is more important than maintaining what natural green spaces we have. Please keep our city near nature, so we can stay near perfect.

Thank you,
Justin McNamara

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 4:50 PM
To: Palmquist, Tami
Subject: FW: Save the green areas

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

From: Suzanne Janes [mailto:suzannejanes@me.com]
Sent: Friday, November 16, 2018 3:47 PM
To: Planning & Development Services Inbox
Subject: Save the green areas

Sent from my iPhone Please save the green areas. Don't pave over everything. Just for profit Birds butterflies and squirrels need some space on our planet too. And humans

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 4:50 PM
To: Palmquist, Tami
Subject: FW: Green Space

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

From: Ann Hough [mailto:gma2455@icloud.com]
Sent: Friday, November 16, 2018 3:44 PM
To: Planning & Development Services Inbox
Subject: Green Space

The Green Space benefits all of us, especially those that live in the area of this Green Space. It also provides a habitat for all the animals that are living there.

A Great place for Nature Walks with the Kids. It provides a Learning Experience for the Children. How everything interacts & benefits each other.

A Good Eco system for the area. The Trees & Bushes provide help in producing clean Oxygen (which we all need). Oxygen needs to be replaced.

PLEASE KEEP THE GREEN SPACE!!!

THANK YOU FOR YOUR ATTENTION TO THIS MATTER!

Sent from my iPhone

Palmquist, Tami

From: Erin Rushworth <earushworth@yahoo.com>
Sent: Friday, November 16, 2018 4:29 PM
To: Palmquist, Tami
Subject: Garden District Project

Hearing Examiner,

I am writing to express my strong support for the Garden District Project as proposed -- without Crestline connecting to Southeast Boulevard.

As a Physical Therapist, I regularly treat Spokane patients who are so obese and unfit that they cannot walk 100 yards or even tie their shoes. The design of our cities, which heavily prioritizes the movement of cars over walking and biking, is partly to blame for the obesity epidemic. According to the National Institutes of Health, 28% of the people in Spokane are obese. **We need to make cities that support, encourage, and inspire walking and biking. The Garden District project (without Crestline) will be a move in the right direction.**

Better walking paths. I have lived in the neighborhood south of the proposed Garden District Project for 6.5 years. My family chose this neighborhood because of its proximity to shops and restaurants. However, there are no sidewalks between my home and the project site. While I would like to walk to Trader Joes or Rosauers, I often drive because there are no good walking paths there. By providing a really beautiful place to walk and bike, the project as proposed (without Crestline) will support more walking and biking in the neighborhood.

PUD Ordinance. **Not extending Crestline is more consistent with the design guidelines in the PUD ordinance.** The PUD ordinance prioritizes pedestrian and bicycle connectivity over vehicle connectivity. In addition, the PUD ordinance and the Spokane Comprehensive Plan clearly states that existing neighborhoods should not be bisected with arterials.

The Design Review Board unanimously voted in favor of the site design without Crestline. Among other things, this design will preserve the urban forest and create a better buffer between the existing neighborhood and new development.

Lastly, Jim Frank and Greenstone are working hard to build a project that is consistent with the neighborhood. He has met with folks in the neighborhood many times to find out how to make the project more consistent with the community. In contrast, the Spokane Planning Department is trying to pursue their own ends and goals regardless

Best wishes,
Erin Rushworth

--
Erin Rushworth, DPT
3525 S. Crestline
Spokane, WA
99203

Palmquist, Tami

From: Kelly Puzio <kgpuzio@gmail.com>
Sent: Friday, November 16, 2018 3:57 PM
To: Palmquist, Tami
Subject: Garden District - Hearing Examiner

Spokane Hearing Examiner,

I am writing to express my support for the Garden District Project as proposed -- without Crestline bisecting the project and the neighborhood.

Better Walking and Biking Connectivity. I have lived in the neighborhood south of the proposed Garden District Project for 6 years. Vehicle traffic circulation is fine. What the neighborhood really lacks is safe pedestrian and bicycle connections. While there are vehicle roads almost everywhere, most of the neighborhood roads do not have sidewalks, which makes it difficult for me to walk or bike to the supermarket even though it's relatively close. By providing a really beautiful place to walk and bike, the project as proposed (without Crestline) will support more walking and biking in the neighborhood. The current vehicle connectivity is fine; when I need to go north or downtown, I drive to Regal or Pittsburgh and connect to 29th.

PUD Ordinance. Not extending Crestline is more consistent with the design guidelines in the PUD ordinance. The PUD ordinance prioritizes pedestrian and bicycle connectivity over vehicle connectivity. In addition, the PUD ordinance and the Spokane Comprehensive Plan clearly state that existing neighborhoods should not be bisected with arterials.

Design Review Board. The Design Review Board unanimously voted in favor of the site design without Crestline. Among other things, this design will preserve the urban forest and create a better buffer between the existing neighborhood and new development.

Best wishes,
Kelly Puzio

--

Kelly Puzio, PhD
Associate Professor
Washington State University
kelly.puzio@wsu.edu

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 1:54 PM
To: Brast, Ali; Compton, David; deBit, Donna; Palmquist, Tami; Owen, Melissa
Subject: FW: Z18-598PPUD Comments on Proposed Development- AGAINST

Not sure who should get this?

Thanks!



Kristi Flannery | Customer Service Specialist | Development Services Center
509.625.6312 | fax 509.625.6013 | kflannery@spokanecity.org | my.spokanecity.org



From: Jocelyn Caton [mailto:jocelyncaton@gmail.com]
Sent: Friday, November 16, 2018 1:39 PM
To: Planning & Development Services Inbox
Subject: Z18-598PPUD Comments on Proposed Development- AGAINST

Please do not allow this build!

We have so few wild spaces left within walking distance in the city for people to enjoy, and so many new housing and commercial developments being built. We need to preserve what we still have for future generations and what little wildlife we have left.

There are turkeys, dragonflies, marmots, coyotes, and so many other creatures who will be displaced if this goes through.

I will be at the public hearing.

Thank you,

Jocelyn Caton
508.270.8878

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 3:22 PM
To: Palmquist, Tami
Subject: FW: Don't destroy the wildlife.

Another one for you.

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

From: Kaitlin Re [mailto:kaitlinre2007@icloud.com]
Sent: Friday, November 16, 2018 3:21 PM
To: Planning & Development Services Inbox
Subject: Don't destroy the wildlife.

I strongly hope that you decide not to demolish this beautiful green area for some new building to be built. Please consider this message.

Palmquist, Tami

From: Ted Teske <southgatecouncil@gmail.com>
Sent: Friday, November 16, 2018 3:20 PM
To: Palmquist, Tami
Subject: Southgate Neighborhood Council Comments on Garden District PUD
Attachments: SNC_Garden_District_Comments_Nov2018_FINAL.pdf

Tami,

Here are the comments from the Southgate Neighborhood Council regarding the Garden District PUD. Please take a look and let us know if you have any questions.

Thank you,
Ted Teske, Co-Chair
Southgate Neighborhood Council

Southgate Neighborhood Council Land Use Committee Comments on the Garden District Development

November 14, 2018

Overview

The Southgate Neighborhood Council (SNC) Land Use Committee (LUC) reviewed the two alternative site plans presented by the developer based on our Southgate Neighborhood Connectivity Plan, the City of Spokane Comprehensive Plan, Spokane Municipal Code, and in addition wish to acknowledge the comments and concerns of neighbors who live near the development.

The consensus of the Southgate Neighborhood Council Land Use Committee remains the same as it was back in April when the site plans were first released. That is to favor the original site plan for the Garden District with full multi-modal connectivity from Crestline Street to Southeast Boulevard via 31st Avenue in accordance with the City of Spokane Comprehensive Plan, Lincoln Heights District Center Master Plan, Southgate Neighborhood Connectivity Plan, Spokane Bike Master Plan, and Spokane Municipal Code. We have included relevant and supportive policies from the Comprehensive Plan in Appendix A. Supporting ordinances from the Spokane Municipal Code are listed in Appendix B. The alternative plan without the Crestline connection is inconsistent with these guiding documents, policies, and codes.

The Committee still believes traffic calming should be maximized to the greatest extent possible on this new road to mitigate automobile traffic impacts south of the development regardless of which site plan is ultimately approved. We understand the developer is seeking an emergency Comp Plan amendment to change Crestline's designation through the subject property, but regardless of the road's final designation, we believe it should be connected to Southeast Boulevard in support of the plans, policies, and codes referenced above and explained in more detail below.

Comments from Nearby Neighbors living in Lincoln Heights and Southgate

Many comments received by the Southgate Neighborhood Council prior to the initial Design Review of this PUD expressed concern about potential traffic and pedestrian impacts of this new development, especially regarding Crestline Street south of the development. The City Comp Plan currently includes Crestline as a Major Collector Arterial through the property connecting to Southeast Boulevard. This designation, while criticized by some residents and the developer, is an extension of Crestline's designation as Collector Arterial from 37th south to the City limits in the Spokane. Crestline has had this designation in the Municipal Code since at least 2008 (SMC 12.08.040). This designation is also reflected in the Southgate Neighborhood Connectivity Plan adopted by the City in 2012 that notes the street is a Collector Arterial to the Southgate Neighborhood border at 37th Avenue and shows the neighborhood's desire to enhance it with bike/pedestrian facilities heading north into Lincoln Heights.

Some neighbors support the connection of Crestline through the development, recognizing the earlier Garden District concepts' support for the plans, policies, and codes mentioned above and the development's potential to increase residential density and add much-needed housing to the city. All of the City and neighborhood planning documents discussed here support increasing full multi-modal connectivity through and between developments in Spokane with the additional caveat that these connections should foster a sense of safety for all users.

Support for connectivity can be found in the City Comprehensive Plan and Municipal Code from the City's Complete Street Ordinance (2011) to the Comprehensive Plan (updated in 2017). City-adopted code and policies require, or at minimum strongly encourage, development of traffic-calmed, pedestrian-friendly connections that support all modes of transportation. The Spokane Comprehensive Plan discusses good connectivity in its Land Use (Chapter 3) and Transportation

(Chapter 4) portions, including multiple references to developing a grid of connected streets to foster good urban design. No less than 12 goals and 12 key actions support the concept of connectivity with maximized traffic calming. These goals and key actions are listed in Appendix A, below.

The Connection in History

The idea of Crestline as a through-street has been part of every land plat of this area since at least 1970 (and probably before that). The original Estate Development Plat created by Dr. Sonneland and his partners showed the completion of Crestline between 29th and 34th Avenues. The binding site plan that created the Quail Run office park in the mid-90s maintained the connection along what was deemed the “future Stone Street” alignment. The creation of Southeast Boulevard in the late-90s created connected right-of-way from Crestline to Southeast Boulevard via 31st Avenue. The City went so far as to install the intersection outlet of 31st along Southeast Boulevard when that road was completed. In fact, the Garden District PUD is the first development plan for this site that *doesn't* include the connection of Crestline to other parts of the City road grid.

The Spokane Bicycle Master Plan

The Crestline connection also appears in the Spokane Bicycle Master Plan. The Proposed Bike Network Map (Map TR 5 in the Spokane Comprehensive Plan Chapter 4) shows this connection as a Neighborhood Greenway. The Spokane Bike Master Plan and Spokane City Comprehensive Plan (pg. 4-39) defines Neighborhood Greenways as, “low-volume and low-speed streets that have been optimized for bicycle and pedestrian travel. Neighborhood Greenway treatments can be applied at several different intensities, which should be identified in detail during project design. Wayfinding signs, pavement markings, traffic calming and intersection treatments are potential elements of these facilities. Neighborhood Greenways are designed to attract bicyclists of all ages and abilities, especially those in the ‘Interested but Concerned’ category. The design of the neighborhood greenway is flexible and will be tailored to meet the specific needs of the roadway.” Prior to the 2015 update of the Spokane Bike Master Plan, this Crestline connection was shown as a “shared roadway” in the Bike Master Plan. This indicates that the connection has been considered a potential *vehicular* route since at least the last iteration of the Bike Master Plan.

Crestline Street as an Arterial

Many comments received by the SNC discussed concern about making Crestline Street south of the project an “arterial.” Crestline south of 37th is already designated an “Urban Major Collector” based on the Comprehensive Plan Proposed Arterial Map (TR12). This is the 3rd highest designation of arterial and the same designation as 44th Avenue between Regal and Freya Streets. Regardless of its official designation (arterial, collector, local access), the intent of the plats and plans is clear, that Crestline north of 34th Avenue has always been intended to be connected to the surrounding streets. The Lincoln Heights District Center Master Plan adopted in 2017 also calls for the Crestline connection to be made. The connection is included on page 4.9 where it says, “This plan [the Lincoln Heights Master Plan] - concurrent with those of the developer - envisions an east-west connection to Southeast Boulevard, introducing another entry point into the District Center near the current STA Park & Ride.”

Regarding bike and pedestrian enhancements, the design of this road should be guided by the Comprehensive Plan as well. Greenstone originally stated a desire to create the connection with marked bike lanes, a design feature that is a step up from a Neighborhood Greenway. The Comp Plan states that “The actual design of the street is determined by two primary factors: context and street type. In terms of context, for example, sidewalks must be wider on downtown streets to accommodate higher pedestrian volumes. In terms of street type, bicycle facilities on arterial roads in any context require physical separation of vehicles for safety and comfort.”

This is a more critical point than the designation of the road. For context (and possible character comparison) Crestline currently has the same arterial designation as 44th Avenue between Regal Street and Freya Street in Southgate. That road is a 2-lane, 25mph road with a curvilinear design and separated bike/pedestrian facilities along both sides of the road. While designated an arterial, it's design is more of a traffic-calmed local access street providing a much needed east-west connection in the Southgate Neighborhood. An option may be to consider connecting Crestline to Southeast Boulevard as originally proposed, but end the arterial designation at 37th Avenue designating Crestline north of that point to Southeast Boulevard as a residential street. This is done in other neighborhoods around Spokane providing full multi-modal connectivity, but providing street calming by diverting traffic to designated arterials.

Regardless of Crestline's designation, the street's design inside the development as well as south of the development between 32nd Avenue and 37th Avenue needs to be updated in a similar fashion using the City's policy of prioritizing pedestrians first, transit users second, and autos third. Neighbors to the south of the project have valid concerns about traffic impacts and lack of multi-modal bike/pedestrian facilities along Crestline whether Crestline connects to Southeast Boulevard or not. The developer has an opportunity and the City a responsibility to provide those missing links as mitigation for the impact created by the development of the Garden District. This addition of missing multi-modal infrastructure will provide better connectivity for residents of the new development, better safety for the existing residents (especially school children who walk to Hamblen Elementary), and fulfills an envisioned bike/pedestrian link from the Southgate Neighborhood Connectivity Plan between Southgate and the Lincoln Heights shopping and transit amenities across Southeast Boulevard.

Connectivity in the Spokane Municipal Code

The Spokane Municipal Code (SMC) also calls for maximized connectivity and accommodation of all modes of transportation. SMC 17H.010.030 deals with Street Design Standards and there are multiple parts of that section that support creating multi-modal, fully connected street systems (See Appendix B of this document for a listing of those sections). In summary, they say that developments are required to connect to the adjacent street systems (SMC 17H.010.030(F)) and create a grid-stye street system instead of disconnected, isolated areas of development (SMC 17H.010.030(M)).

Additionally, the SMC forbids the creation of new dead end streets and cul-de-sacs, which the non-connecting PUD site plan would do. SMC 17H.010.080(A) states, "New, permanent dead-end or cul-de-sac streets require the approval of the director of engineering services. Dead-end and cul-de-sac streets are *only allowed* when street connectivity is unachievable, such as property that is isolated by topography or the configuration of existing lots and streets." The cul-de-sac at 32nd Avenue will likely be grandfathered in (hopefully with some new bike/pedestrian connectivity on the east end) due to the fact it dead ends into adjacent private property. However, the current right-of-way designations on the property provide a connection to Southeast Boulevard and as such, a connection should be made per the requirements in SMC 17H.010.030 and 17H.010.080.

Finally, the City's 2011 Complete Street ordinance as implemented under SMC 17H.020.040 supports the development of a full, multi-modal connection through the Garden District property. It states, "All street projects *shall include* Complete Streets elements as called for in the Master Bike Plan and Pedestrian Plan." That same chapter defines a complete street as one, "that is designed to be safe for drivers; bicyclists; transit vehicles and riders; and pedestrians of all ages and abilities." (SMC. 17H.020.020) As previously noted, the Bike Master Plan includes this connection as a "Neighborhood Greenway" which primarily supports bike and pedestrian traffic and accommodates vehicles as well.

When taken together, the Comprehensive Plan policies and Spokane Municipal Code regulations point to development of a full-multi-modal connection with maximized traffic calming both within the development and to the south towards Hamblen Elementary School to meet the guiding principles of connectivity and safety for all users. Many people have been alarmed by the misconception or

misinformation regarding the character of Crestline as a Collector Arterial. While the Comprehensive Plan and Municipal Code call for this connection to be made, it also emphasizes in multiple places that the connection should accommodate vehicles, but primarily support biking and walking.

There is much room for discussion about how this road can be designed to slow traffic and deter cut-through trips from Southeast Boulevard to the south while providing a necessary exit to the north for new residents and business users on the Garden District property. Greenstone's vision for a pedestrian-oriented mixed-use development is generally compatible with and enhanced by the City's "complete streets" code sections. However, dead-ending Crestline into 32nd Avenue is not consistent with City code or policy and violates the basic tenets of good urban design. Having a disconnected road system through the property actually perpetuates the suburban development style already prevalent (and much denounced by planners) in many areas of Spokane including Southgate, Eagle Ridge, and Five Mile Prairie.

Conclusion - Mitigation Essential

While we are advocating for the connection of Crestline to the street grid to the north, we are also calling for mitigation of traffic impacts to the adjacent areas. In addition to the mitigations already proposed by Greenstone, the City and developer should consider further traffic calming measures such as speed tables at pedestrian crossings and intersections, roundabouts at intersections to slow traffic, and on-street parking along Crestline and 31st Avenue to further narrow the road and slow vehicular traffic and implement the intent of Crestline's designation in the Bike Master Plan as a Greenway. All of these concepts are supported by the Comp Plan and Municipal Code.

The SNC Land Use Committee also believes the City and developer should add traffic calming features along Crestline to the south between the edge of the development and at least Thurston Avenue. The lack of pedestrian and bike accommodations along this section of Crestline does require attention and would help the development and the City further to achieve Comp Plan and Neighborhood Plan goals by providing Complete Streets, improving safety along routes to school, and improving active transportation modes between residences to the south of the development and the Lincoln Heights District Center.

Southgate looks forward to further discussions with the developer, city staff, and Lincoln Heights Neighborhood Council about how to realize the goals and vision of our plans as they relate to this development opportunity.

Appendix A - Spokane Comprehensive Plan Policies Supporting Connectivity and

Appropriate Mitigation of Traffic Impacts

LU 4.4 (pg. 3-26) - Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

LU 4.5 (pg. 3-26) - Create a network of streets that is generally laid out in a grid pattern that features more street intersections and shorter block lengths in order to increase street connectivity and access...A grid pattern featuring more street intersections and shorter blocks provides more alternative routes for pedestrian and vehicle travel and tends to slow traffic.

LU 5.1 (pg. 3-26) - Provide adequate impact mitigation to maintain and enhance quality of life.

LU 5.5 (pg. 3-27) - Ensure that infill and redevelopment projects are well-designed and compatible with surrounding uses and building types.

LU 6.4 (pg. 3-29) - Through good planning, the city can ensure that the environments around existing and future school sites are conducive to their needs. The safety needs of school children and the need for school buildings to be appropriately accessible to their service areas should be considered.

The Comprehensive Plan goes on to discuss Transportation in Chapter 4 which includes the following connectivity-related goals:

Introduction, Section 4.1 - Key Themes (pg. 4-5)

- Making Spokane a City of Transportation Choices
- Provide viable transportation choices.
- Continue creating active transportation infrastructure (Bicycle and Pedestrian).
- Health and Safety
- Promote health through transportation choices.
- Leverage investments to enhance public safety and promote positive health outcomes.
- Right size appropriate streets to enhance safety.
- Build active transportation choices back into our daily lives.
- Livable Streets
- Match street design to the adjacent land use.
- Enhance neighborhood livability and mobility.
- Livable streets are:
 - safe and convenient for all users;
 - economically active in centers and along corridors;
 - designed for live, work, play; and
 - multi-purpose and multi-functional.

TR 1 Transportation Network for All Users (pg. 4-19)

Design the transportation system to provide a complete transportation network for all users, maximizing innovation, access, choice, and options throughout the four seasons.

Key Action A: Make transportation decisions based upon the adopted policies, plans, design standards and guidelines

TR 2 Transportation Supporting Land Use (pg. 4-20)

Maintain an interconnected system of facilities that allows travel on multiple routes by multiple modes, balancing access, mobility and place-making functions with consideration and alignment with the existing and planned land use context of each corridor and major street segment.

Key Action A: Establish and maintain Street Design Standards and Guidelines reflecting best practices to implement designs that effectively support multi-modal transportation while supporting local context and existing and planned land uses.

TR 6 (pg. 4-23 & 4-24)

Improve multi-modal transportation options to and within designated district centers, neighborhood centers, employment centers, corridors, and downtown as the regional center.

Key Action B: Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow within designated Centers and Corridors while ensuring designs correspond to and support local context.

Key Action C: Designate and develop neighborhood greenways and low vehicle volume bicycle routes that parallel major arterials through designated Centers and Corridors.

TR 7 - Neighborhood Access

Require developments to have open, accessible, internal multi-modal transportation connections to adjacent properties and streets on all sides.

Key Actions A - Increase connectivity by providing walking and biking pathways where roadways do not connect.

Key Action B - Ensure future connectivity to adjacent future development on vacant and/or underutilized parcels.

TR 13 - Infrastructure Design

Maintain and follow design guidelines...reflecting best practices that provide for a connected infrastructure... (pg. 4-26)

Key Action A - Require that Urban Context streets be designed to provide a pleasant environment for walking and other uses of public space, including such elements as shade trees; plantings; well-designed benches, trash receptacles, news racks, and other furniture; pedestrian-scaled lighting fixtures as appropriate; wayfinding signage; integrated transit shelters; public art; and other amenities.

Key Action B - Maintain street design guidelines reflecting best practices to implement designs that effectively manage traffic flow, reduce the need for street expansions, and make roadways safe for all road users, while ensuring designs correspond with local context.

Key Action C - Collaborate with key agencies to plan the locations of arterials, ensuring compatibility with and satisfy the needs of existing and future land uses.

TR 15 - Activation (pg. 4-27)

Build great streetscapes and activate public spaces in the right-of-way to promote economic vitality and a sense of place, with a focus on the designated Centers and Corridors identified in the Land Use chapter.

Key Action A: Maintain ability for businesses to utilize excess sidewalk capacity for seating as long as an accessible walk route is provided and the sidewalk's use and design in in conformance with the neighborhood plan. (pg. 4-27)

TR 20 - Bicycle/Pedestrian Coordination (pg. 4-30)

Coordinate bicycle and pedestrian planning to ensure that projects are developed to meet the safety and access needs of all users.

Key Action D - Maintain Street Design Standards and Guidelines to ensure that public and private developments meet a variety of transportation needs. Refer to national references (such as NACTO) for facilities design when updating the standards and guidelines.

Key Action F - Consistently update and implement the pedestrian and bicycle master plans for active transportation users.

TR 23 - Effective and Enhanced Public Outreach (pg. 4-32)

Assess the effect of potential transportation projects on gathering places or destinations such as schools, community centers, businesses, neighborhoods, and other community bodies by consulting with stakeholders and leaders that represent them. These effects are to be mitigated as possible in collaboration with stakeholders.

Appendix B - Spokane Municipal Code Regulations Supporting Connectivity

SMC 17H.010.030 - Street Design Standards

This chapter of the SMC has many parts that support the concept of multi-modal connectivity in the development of Spokane's street system. Statements include:

- "Street design is governed by the comprehensive plan and street design standards." (SMC 17H.010.030(A))
- "Streets shall be designed in light of topography and existing and planned street patterns." (SMC 17H.010.030(B))
- "The street system shall facilitate all forms of transportation including pedestrians, bicycles, vehicles and emergency services." (SMC 17H.010.030(C))
- "The layout of new streets shall provide for the continuation of existing streets in adjoining subdivisions. If a public street or right-of-way terminates at a plat boundary, provisions shall be made for the extension of the public street to the adjacent property or to another public street in a manner consistent with public mobility and utility infrastructure needs." (SMC 17H.010.030(F))
- "Street layout shall provide for future extension of streets into areas which are presently not subdivided." (SMC 17H.010.030(G))
- "Bordering arterial routes should be considered and design continuity provided." (SMC 17H.010.030(H))
- "Subdivisions comprised of more than thirty lots shall include two access points acceptable to the city fire department and the director of engineering services." (SMC 17H.010.030(I))
- "A grid pattern featuring more street intersections and shorter block lengths should be implemented wherever possible." (SMC 17H.010.030(M))
- "Permanent dead-end or cul-de-sac streets may be allowed when the property is isolated by topography or the configuration of existing platted lots and streets. Dead-ends and cul-de-sacs will be reviewed in every case for connectivity" (SMC 17H.010.030(P))

Palmquist, Tami

From: Ted Teske <southgatecouncil@gmail.com>
Sent: Friday, November 16, 2018 3:20 PM
To: Palmquist, Tami
Subject: Southgate Neighborhood Council Comments on Garden District PUD
Attachments: SNC_Garden_District_Comments_Nov2018_FINAL.pdf

Tami,

Here are the comments from the Southgate Neighborhood Council regarding the Garden District PUD. Please take a look and let us know if you have any questions.

Thank you,
Ted Teske, Co-Chair
Southgate Neighborhood Council

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 3:22 PM
To: Palmquist, Tami
Subject: FW: Don't destroy the wildlife.

Another one for you.

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

From: Kaitlin Re [mailto:kaitlinre2007@icloud.com]
Sent: Friday, November 16, 2018 3:21 PM
To: Planning & Development Services Inbox
Subject: Don't destroy the wildlife.

I strongly hope that you decide not to demolish this beautiful green area for some new building to be built. Please consider this message.

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 3:35 PM
To: Palmquist, Tami
Subject: FW: Don't Destroy what little green spaces we have left in Spokane.

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

From: katetalarczyk@gmail.com [mailto:katetalarczyk@gmail.com]
Sent: Friday, November 16, 2018 3:33 PM
To: Planning & Development Services Inbox
Subject: Don't Destroy what little green spaces we have left in Spokane.

Please keep the green space behind the quail run clinic. Please do not tear this beautiful green space down to build yet another building when there are so many empty businesses and apartments/houses already built in Spokane needing use.

Kate Statz

Palmquist, Tami

From: BDS Admin
Sent: Friday, November 16, 2018 3:36 PM
To: Palmquist, Tami
Subject: FW: Z18-598PPUD

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

From: katetalarczyk@gmail.com [mailto:katetalarczyk@gmail.com]
Sent: Friday, November 16, 2018 3:35 PM
To: Planning & Development Services Inbox
Subject: Z18-598PPUD

Re: Z18-598PPUD

Please do not destroy this beautiful spot of green wild space in Spokane

So many of us love this peaceful spot

Kate Statz

T Palmquist - Planning

Greenstone Garden District Comment

Nov. 15, 2018
delivered Nov. 16

I object to the density, the design, and to the traffic patterns delineated in Greenstone's proposed Garden District on the Sonneland property.

First, the 2017 Spokane Comp Plan, 3.3 Goals & Policies, requires "residential neighborhoods remain largely unchanged" by infill. It states residential neighborhoods are "worthy of protection from the intrusion of incompatible uses" (LU 1.3.) It requires compatibility "with existing neighborhoods," using "small scale apartments."

Greenstone proposes, in phase 1, South, to site 60 apartments across from 2 single family residences on Crestline between 32nd and 33rd-34th! Not small scale! Not complimentary! A major intrusion of incompatible uses! Current zoning is single family to the south, west and east.

Also, in the South zone, traffic impact is huge for single family homes to the west, east and south. Look at traffic numbers for the South: if each apartment has 1 car (conservative) for that area we get 24 +60 cars, a total 84 cars. The Comprehensive Plan requires designs to "avoid negative impacts." Look at the negatives for All Saints School: cars going west on 34th to Pittsburgh, which Greenstone advocates, are only allowed a right turn, eastbound, due to the median at Pittsburgh, so Perry will be used most, next to All Saints' School, with 431 enrolled students.

So Crestline 34th to 37th (just north of Hamblen School) will be favored, only 3 blocks to an east/west arterial. More than 50 % of 84 cars in the south pod will use Crestline, which runs east of Hamblen School, enrollment 550 students. With a steep incline on 34th going east, and with the long distance of 6 blocks to Perry, Crestline becomes the preferred alternative for cars exiting the South Greenstone area, which is not addressed or admitted in their plan.

Now to the North: 220 apartments? Nowhere in Lincoln Heights is that density allowed in such a tight area, regardless of the adjacent business district or green space. 220 cars will turn mainly right, east, at Stone, as traffic is voluminous on 29th westbound. Likewise 31st punched through to SE Blvd will allow entry from the north but not south. The exit on 31st eastbound will only be south onto SE Blvd.

The purpose of SE Blvd for the Lincoln Heights Design Plan was to relieve congestion at 29th/Regal. The city won't put a light at 31st & SE Blvd., so traffic will turn right only from SE Blvd., and right only onto SE Blvd. I call that a disaster for residents, drivers, and emergency vehicles.

In sum I object to the incompatible density, design and traffic patterns of Greenstone's current plan. Back to the drawing board for Phase One: decrease density, add compatibility. Design to "protect" adjacent single family zoning. Address traffic problems for single family residences and schools by decreasing the proposed density. Phase 3 also proposes too high a density with huge traffic knots.

Yours truly,

Carol Ellis

Carol Ellis, 509-533-0587 carolellisspokane@hotmail.com

member of Lincoln Heights Design Plan and Growth Management Committees for City and County, 1990's

RECEIVED

NOV 16 2018

PLANNING & DEVELOPMENT

Palmquist, Tami

From: Theresa Bidowski <tbidowski@yahoo.com>
Sent: Friday, November 16, 2018 1:09 PM
To: Palmquist, Tami
Subject: Fw: Garden District Comments for December 12, 2018 Public Hearing at Spokane County Hearing Examiner

Dear Ms. Palmquist,

I will not be able to attend Spokane Hearing Examiner meeting regarding the Garden District on 12/12/2018. Here are my comments and concerns regarding this proposal.

First, I am very concerned about the pressure to make South Crestline Street from East 37th Avenue to beyond East 32nd Avenue, into an arterial for a number of reasons:

Safety of children walking to and from Hamblen Elementary School would be in jeopardy due to increased vehicle traffic on an already crowded and narrow street, especially where Crestline intersects the existing arterial of East 37th Avenue. Also, the added expense to construct sidewalks on Crestline Avenue, the flow of traffic would increase.

Everyone on the Design Review Board agrees that making Crestline an arterial is an inferior plan. Since they are the experts on these matters, I highly respect their opinion.

Making this section of Crestline an arterial would be in violation of the PUD Ordinance that prioritizes bicycle and pedestrian traffic connectivity over motor vehicle traffic connectivity.

Personally, because I reside on East 35th Avenue, less than a block from Crestline, I am concerned about losing the quiet peacefulness and relative safety of our neighborhood that would certainly occur with the intrusion of such an arterial.

Finally, To destroy this existing natural area for the sake of profit, is an violation of our environment, including the current animals and humans that currently populate this now beautiful neighborhood.

Thank you for the opportunity to state my comments.

Sincerely,

Theresa A. Bidowski
2014 East 35th Avenue
Spokane, WA 99203
(509) 434-9237
tbidowski@yahoo.com

Palmquist, Tami

From: Drew Repp <drew.repp@gmail.com>
Sent: Friday, November 16, 2018 1:39 PM
To: Palmquist, Tami
Cc: Lisa Repp
Subject: Garden District PUD comments
Attachments: Repp Garden District PUD Comments.pdf

Tami,

Please find the attached comments regarding the Garden District PUD. Please kindly confirm receipt.

Thank you,

Drew

November 16, 2018

Planning and Development
Attn: Tami Palmquist, Principal Planner
808 West Spokane Falls Boulevard

RE: Written Comments - "Garden District" Preliminary Long Plat & Planned Unit Development" File No. Z18-598PPUD

Hearing Examiner,

Our family resides in the Lincoln Heights Neighborhood, north of 37th and between Crestline and Napa. We support the creation of Garden District, but feel strongly that should Garden District result in the extension of Crestline to Southeast Boulevard, it will have a very negative impact on both the Lincoln Heights and Southgate Neighborhoods.

Garden District without a "Crestline connector" will better serve both the residents of the new Garden District and those in the existing neighborhoods. We believe this for the following reasons:

1. Garden District without the connector achieves the *right* kind of connectivity. The kind of connectivity the City highlights in multiple areas of its Comprehensive Plan:
 - a. "Establish a continuous pedestrian and bicycle network within and between all neighborhoods." (11-9 N 4.6)
 - b. "Link neighborhoods with an open space greenbelt system or pedestrian and bicycle paths." (11-10 N 5.3)

The proposed site plan by Greenstone allows for greater pedestrian and bicycle connections as well as more open/green space.

2. Garden District without the connector will result in better vehicle traffic patterns, reduce dependency on vehicles, and achieve the traffic goals in the City's Comprehensive Plan:
 - a. "Refrain, when possible, from constructing new arterials that bisect neighborhoods..." (11-7 N 4.2) Extending Crestline to Southeast Boulevard will *create a new arterial from 37th to Southeast Boulevard* which will bisect our neighborhood.
 - b. "Alter traffic patterns and redesign neighborhood streets in order to reduce non-neighborhood traffic, discourage speeding, and improve neighborhood safety." (11-8 N 4.3)
 - c. "Promote a variety of transportation options to reduce automobile dependency and neighborhood traffic." (11 N 4.5) Extending Crestline solely promotes vehicle traffic, encourages vehicle dependency, and will increase neighborhood traffic.

As an example of the importance of achieving these portions of the Comprehensive Plan: our family doctor is located at the corner of Southeast Boulevard and 29th (Columbia Medical), we are much more likely to begin walking to appointments via a walking path and greenbelt through Garden District. Conversely, extending Crestline will encourage us to drive, both out of convenience and because walking will be less safe via an arterial.

Additionally, we currently walk our kindergartener to/from Hamblen Elementary. Increased traffic on Crestline, particularly at the corner of 37th & Crestline (which is already unsafe due to speeding and sightlines on 37th), will result in us driving a very short distance to drop off and pickup our children, as walking will no longer be safe.

3. The Design Review Board unanimously voted in favor of Garden District without a Crestline connector. Among other things, this design will preserve the urban forest and create a better transition between the existing neighborhood and the new development.
4. Not extending Crestline is more consistent with the design guidelines in the PUD ordinance. The PUD ordinance prioritizes pedestrian and bicycle connectivity over vehicle connectivity. Section 17G.070.140 of the PUD ordinance states that its purpose is "To create usable and interesting open spaces, good pedestrian circulation and safety and create a sense of community that encourages neighbors to interact through the placement of buildings within a planned unit development. PUDs are often designed to somewhat function as a community in and of themselves." A road bisecting Garden District will diminish its community environment, and add the same time, diminish the community environment of the existing neighborhood.

Garden District has the potential to be a win for all parties involved: the City can achieve its infill and reduction of vehicle dependency goals, existing residents can have more retail options accessible by walking or biking, and those seeking housing can have various options available. However, extending Crestline leaves all of these parties worse off, while only benefiting vehicle commuters.

Thank you for your consideration of these comments. We again encourage the creation of Garden District without the inclusion of a Crestline arterial.

Drew & Lisa Repp
Lauten (5), Brady (3), Taylor (2)
2024 E. 36th Ave.
Spokane, WA 99203

Palmquist, Tami

From: Katie Chisholm <ktchisholm15@gmail.com>
Sent: Friday, November 16, 2018 12:46 PM
To: Palmquist, Tami
Subject: City planning

I am writing this because live in the Southgate neighborhood. I have lived here for 10 years. The Southgate neighborhood council does NOT reflect my opinion on Crestline.

I am very concerned about the idea the city has to extend Crestline. I know it is a huge mistake to even consider this. It will absolutely ruin our neighborhood. Our home values and safety of children will be sacrificed due to poor city planning and not listening to what our neighborhood needs to preserve our area. Our traffic has already increased more than Crestline can handle. By extending it, the road will become as busy as Regal. The difference will be Regal is a road with businesses. Crestline is directly through neighborhoods!!!

Please do not allow this to happen. Our whole area will be extremely disappointed if you allow extend Crestline.

From a concerned citizen,
Katie Chisholm

Palmquist, Tami

From: WAYNE STRONK <stronkwh@comcast.net>
Sent: Friday, November 16, 2018 11:57 AM
To: Palmquist, Tami
Subject: Garden District PUD Project Comments

As a long time resident of the Manito neighborhood I have seen a marked increase in traffic on Manito Blvd, 29th, Bernard, Lincoln, Southeast and Rockwood Blvds brought by new retail and high density housing south of 37th and Regal.

Upon reviewing the traffic plans for this project I feel the impact to our South Hill neighborhoods has been understated and fails to realistically portray the inevitable...more traffic in our neighborhoods. Local residents, their visitors and retail shoppers are currently trying to evade the already overloaded arterials during traffic surges by entering our neighborhood residential streets. This is an event that occurs daily and makes our residential streets less safe as it has with the arterials.

Until the City provides the appropriate infrastructure of roads to accommodate new developments on the South Hill I will stand apposed to any new development.

The current plan's stated impact is not realistic and fails to take human nature and basic common sense into account.

Wayne Stronk
30 W 17th Ave
459-0743

Sent from Xfinity Connect Application

Palmquist, Tami

From: Ramona gmail <rlpears@gmail.com>
Sent: Friday, November 16, 2018 9:36 AM
To: Palmquist, Tami
Subject: Garden District

Hi,

My name is Ramona Pearson, my husband is Brad Pearson, our address is 3410 S. Napa St. My husband and I reside in the neighborhood where the Garden District is being built. We have lived here since 2006.

Our main concern for the neighborhood is Crestline and making sure it does not become a through street to Southeast Blvd. Our neighborhood lacks walking and bike connectivity. **Not extending Crestline is more consistent with the design guidelines in the PUD ordinance. The PUD ordinance prioritizes pedestrian and bicycle connectivity over vehicle connectivity. The Design Review Board unanimously voted in favor of the site design without Crestline.** This design will preserve the urban forest and create a better buffer between the existing neighborhood and new development. Please consider keeping our neighborhood the nice quiet well cared for area it is and has been.

Thank you,

Brad and Ramona Pearson

Palmquist, Tami

From: Sharon Niblock <sharonniblock@hotmail.com>
Sent: Friday, November 16, 2018 9:34 AM
To: Palmquist, Tami
Subject: FW: Opinion re Garden District on South Hill

My "vote" is a resounding NO! The South Hill area has changed so much since my husband and I moved into our home 40 years ago. Traffic is getting worse and worse up here; streets can't accommodate the cars now. Word has it that the crime rate has increased because of all the building on the "upper" South Hill. Schools are and will be impacted with additional students...and probably more school buses on the streets. At the corner of 37th and Crestline a 4-way stop has just been added to try to help with student safety.

Kendall Yards, a Greenstone development, has, in my opinion, its share of challenges. There is not sufficient parking in the retail area. In the Spokesman it states that Kendall Yard residents are being issued bus passes! I assume that's because residents are complaining re parking. Just driving through that area I don't see any bus stop signs; I assume residents have to walk up to the entrance to catch buses. It's not impressive to me; why create the same problems on South Hill?

Greenstone obviously is a for-profit business that wants more money by building more and more development. Their vision is NOT a good concept for South Hill. STOP it before it starts.

Sharon Niblock
Sent from [Mail](#) for Windows 10

Palmquist, Tami

From: Andy Wittwer <andywittwer@gmail.com>
Sent: Friday, November 16, 2018 9:17 AM
To: Palmquist, Tami
Subject: Garden District Project

Hello Tami -

I'd like to add my voice alongside my neighbors who do not want a road punched through at Crestline. Increasing traffic on a primary dropoff and pedestrian street for Hamblen elementary is not a family forward move, a value Spokane consistently raises high. Thank you for your time!

Andy Wittwer
Father of two Hamblen kids
Four year homeowner at
3617 S Smith St
Spokane, WA 99223

Palmquist, Tami

From: Rick Boal <rcboal@gmail.com>
Sent: Friday, November 16, 2018 11:26 AM
To: Palmquist, Tami
Cc: Kinnear, Lori; Beggs, Breean
Subject: Garden District

My name is Rick Boal and I live at 2026 E 30th Ave.

My deepest reservation about this development is the increasing density of cars travelling on South Hill roads. I don't have any problems with the necessity of building more homes for our growing population, and this design appears to try to decrease car accessibility while keeping open green areas with trees as an integral part of its design.

Potential traffic issues include expanding Crestline, which I oppose. Streets without curbs should not be turned into arterial thoroughfares. The increased safety risks to families walking and riding bikes on Crestline, if it became a busy north/south arterial, are unacceptable.

29th Ave can not successfully handle a significant increase in traffic as it is currently designed. North and south roads are also not able to take more traffic, especially at peak travel times, without negatively impacting our neighborhoods, environmentally and with decreasing safety.

Toxic car exhaust, already noticeable with winter inversion layers and during summer heat, will increase on the hill due to backed-up idling traffic. Impatient drivers already speed and weave through traffic throughout the day and adding hundreds of cars, just from this one housing development, will only heighten safety risks in our neighborhood. Spokane has shown an ability to mitigate these kinds of problems in other areas of town with synchronized traffic signals and improved road designs and I request that the same attention be paid to our neighborhoods.

Martin Street, which goes from 29th Ave and dead ends on 30th Ave, needs attention due to the increased traffic that will develop since it is a main entrance to the planned Garden District. Martin is the only way in and out for residents on 30th Ave. I think the city needs to eliminate street parking, at least from 7 am to 7 pm, and add a striped left-turn lane onto 29th. This would allow room for both left and right hand turns, decreasing the back-up that is otherwise inevitable from this project.

Turning left onto 29th is already a dangerous situation, partly due to offset driveways across the street in the Appleby's shopping center and those patrons trying to turn left onto 29th. Traffic already backs up on 29th from Southeast Blvd past Martin, and it will worsen. The slope of 29th to the west limits the view of oncoming traffic, especially during dark winter conditions, creating higher potential for accidents. These all need to be improved.

I want the city to honor the PUD Ordinance, prioritizing pedestrian and bike connectivity over that of cars, in this project design. Make sure that the trails, pedestrian walkways and bike paths are connected from at least Pittsburg, by the Touchmark facilities, to Southeast Blvd and 29th Ave.

The water district would probably need to be involved to provide path links since they are planning to build a water tank that sits between the Touchmark expansion and Garden District. These paths would decrease car

access in the project and connect various neighborhoods to shopping and other services, while improving both the safety and enjoyment of our remaining natural beauty.

Sincerely,
Rick Boal

Palmquist, Tami

From: kathy bixler <outlook_F7FC868E049C6224@outlook.com>
Sent: Friday, November 16, 2018 10:41 AM
To: Palmquist, Tami
Subject: Garden District by Greenstone

To who it concerns—I have been a realtor in Spokane since 1985 and have worked with and sold many Greenstone homes in their various developments. No one does a better job of developing property and maintaining the neighborhood feel that we all want! It is my hope that this Garden district project will be approved and Greenstone will proceed to develop this wonderful plan for the south hill. Kathy Bixler Coldwell Banker Tomlinson 879 4493

Sent from Mail for Windows 10

Palmquist, Tami

From: Richard Sola <richardmsola@gmail.com>
Sent: Friday, November 16, 2018 8:44 AM
To: Palmquist, Tami
Subject: Support for the Garden District P.U.D, as Proposed

I strongly support the Garden District P.U.D. project as proposed, because:

1. It is a high quality, well designed project that will enhance the surrounding land uses, including the residential area to the south, where I have resided for 26 years.
2. As proposed, the Garden District will have no adverse impact on the surrounding residents. Instead, it will benefit the area because it is a site-appropriate transition between the residential area to the south and the Lincoln Heights commercial area to the north and east
3. The project's innovative and site-appropriate design was recognized by the Design Review Board unanimously voted in favor of the site design without the Crestline Street extension.
4. The Garden District maximizes the preservation of open space and enhances walking and bike connectivity, linking our residential neighborhood with the Lincoln Heights commercial area.
5. Extending Crestline Street through the project property would create significant traffic safety problems. Crestline Street between 37th and

32nd does not have sidewalks. The intersections, several of which are blind intersections, are uncontrolled and have no stops signs.

6. There is a steep hill at 34th east of Crestline and in winter, it is common for that hill to ice up and cars slide down it through the Crestline intersection.
7. This section of Crestline is used by school children to walk to Hamblen School and to Hamblen Park and is also a bus stop for Chase Middle School students. It is also used by residents who walk in the neighborhood. Without sides and with increased traffic, these users would be at an increased safety risk.

I am strongly in favor of this project, as proposed, and am strongly opposed to any attempt to extend Crestline Street through the project area.

Richard Sola
3605 S. Crestline St.
Spokane, WA
99203

Palmquist, Tami

From: JERRY Boyd <jkbspokane@comcast.net>
Sent: Thursday, November 15, 2018 4:46 PM
To: Palmquist, Tami
Subject: Garden District PUD Proposal (Comments)

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Palmquist

I am submitting these comments regarding the proposed Garden District PUD (GD PUD) I reside at 4133 S. Stone Street, Spokane, WA 99223. I have lived at this address for 42 years. I am a member of the Southgate Neighborhood Council (SNC). I support the comments regarding the Garden District PUD submitted by SNC and the Land Use Committee of the SNC.

The PUD street and traffic plans submitted for the Garden District PUD seem to be inconsistent with many provisions of City Code, Comp. Plan, and policies of the City regarding traffic, streets, connectivity plans, etc. I am particularly concerned that the GD PUD makes no provision to support traffic from and to the GD PUD to go north. Rather, my impression is that the GD PUD will cause more traffic to go south before it can go north to access Downtown Spokane or I-90. I urge the City to require the GD PUD to make provision for traffic from the PUD to move north as easily as possible without requiring the traffic to go south. Such provision could include connecting PUD streets to Crestline to go to SE Blvd, 29th Ave. etc. Thank you for allowing me to comment.

Jerry Boyd

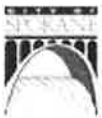
Palmquist, Tami

From: Beggs, Breean
Sent: Thursday, November 15, 2018 2:13 PM
To: Laine Pitcher; Palmquist, Tami
Cc: Kinnear, Lori; Carol Tomsic
Subject: RE: Garden District PUD comments

Laine,

Councilmember Kinnear and I both support a process for considering removal of the designation of Crestline as an arterial at that location. That process is somewhat separate from the Hearing Examiner process that is currently active and I am not sure how the Examiner is factoring that in. Council doesn't get involved in the specific approval for the development until after that decision but we will keep your thoughts in mind, especially as they are shared by many.

Breean



Breean L. Beggs | City of Spokane | City Council Member, District 2
808 W. Spokane Falls Boulevard, Spokane, WA 99201-3342
509.625.6254 | bbeggs@spokanecity.org

Subscribe to my monthly email newsletter [here](#).

From: Laine Pitcher [<mailto:laine.pitcher@gmail.com>]
Sent: Thursday, November 15, 2018 1:48 PM
To: Palmquist, Tami
Cc: Beggs, Breean; Kinnear, Lori; Carol Tomsic
Subject: Garden District PUD comments

To whom it may concern,

I am writing in response to Green Stone's recent application for their proposed Garden District of Lincoln Heights and the possible Crestline extension. As a local neighborhood resident, located at 2310 E. 34th Ave., I would like to see the PUD approved without the Crestline extension as unanimously approved by the design review board.

My number one concern with the proposed Crestline extension is the inevitable increase in traffic along Crestline north of 37th avenue where there are no sidewalks. As a mother whom walks her young children to school at Hamblen elementary everyday along this stretch of Crestline I fear the increase traffic without side walks and people parking along both sides of the streets narrowing the road and obstructing visibility would be a safety hazard. There is also a Chase Middle school bus stop located at 36th and Crestline and the kids, because of the lack of sidewalks, stand on the street while waiting for the bus and increased traffic would increase the safety hazard of this bus stop as well, in an already scary time of significant increase in children being struck by vehicles while waiting or getting off the bus. Additionally, the increased traffic on Crestline will also increase the safety hazard of the pick up and drop off of children at Hamblen elementary

school, which already has congestion problems on Crestline with the current traffic especially during winter when the road narrows even more due to snow and becomes icy and slick with a slight south facing downgrade.

Finally, the proposed extension of Crestline would negatively affect and bisect the The Garden District PUD current design which includes efforts to keep and or enhance as many of the long-existing bicycle and pedestrian paths on the Sonneland property along with the natural land forms, mature trees (including the large stand of aspen trees) and urban forest per the PUD ordinance guidelines. My family and many others love these natural spaces and use these paths frequently and will be heartbroken to see this hidden city natural oasis destroyed. We are also looking forward to new safe walking and biking access to the businesses on South East BLVD and 29th, currently I do not feel there is any pedestrian safe connectivity to these as most of the streets in this neighborhood do not have sidewalks. **This is another reason I prefer the open space plan that does not connect Crestline to South East Blvd as it will preserve more of these natural features and create a new safe pedestrian connectivity.**

In conclusion, I strongly request the hearing examiner take all these concerns into consideration and do not require the Crestline extension as part of the Greenstone Garden District PUD approval.

Sincerely,

Laine Lambarth

Palmquist, Tami

From: Laine Pitcher <laine.pitcher@gmail.com>
Sent: Thursday, November 15, 2018 1:48 PM
To: Palmquist, Tami
Cc: Beggs, Breean; Kinnear, Lori; Carol Tomsic
Subject: Garden District PUD comments

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Breean



Breean L. Beggs | City of Spokane | City Council Member, District 2
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Sincerely,

Laine Lambarth

Palmquist, Tami

From: Carol <carolellispokane@hotmail.com>
Sent: Thursday, November 15, 2018 8:09 PM
To: Palmquist, Tami
Subject: Garden District Comment
Attachments: Greenstone Crestline.docx

Greenstone Garden District Comment

I object to the density, the design, and to the traffic patterns delineated in Greenstone's proposed Garden District on the Sonneland property.

First, the 2017 Spokane Comp Plan, 3.3 Goals & Policies, requires "residential neighborhoods remain largely unchanged" by infill. It states residential neighborhoods are "worthy of protection from the intrusion of incompatible uses" (LU 1.3.) It requires compatibility "with existing neighborhoods," using "small scale apartments."

Greenstone proposes, in phase 1, South, to site 60 apartments across from 2 single family residences on Crestline between 32nd and 33rd-34th! Not small scale! Not complimentary! A major intrusion of incompatible uses! Current zoning is single family to the south, west and east.

Also, in the South zone, traffic impact is huge for single family homes to the west, east and south. Look at traffic numbers for the South: if each apartment has 1 car (conservative) for that area we get 24 +60 cars, a total 84 cars. The Comprehensive Plan requires designs to "avoid negative impacts." Look at the negatives for All Saints School: cars going west on 34th to Pittsburgh, which Greenstone advocates, are only allowed a right turn, eastbound, due to the median at Pittsburgh, so Perry will be used most, next to All Saints' School, with 431 enrolled students.

So Crestline 34th to 37th (just north of Hamblen School) will be favored, only 3 blocks to an east/west arterial. More than 50 % of 84 cars in the south pod will use Crestline, which runs east of Hamblen School, enrollment 550 students. With a steep incline on 34th going east, and with the long distance of 6 blocks to Perry, Crestline becomes the preferred alternative for cars exiting the South Greenstone area, which is not addressed or admitted in their plan.

Now to the North: 220 apartments? Nowhere in Lincoln Heights is that density allowed in such a tight area, regardless of the adjacent business district or green space. 220 cars will turn mainly right, east, at Stone, as traffic is voluminous on 29th westbound. Likewise 31st punched through to SE Blvd will allow entry from the north but not south. The exit on 31st eastbound will only be south onto SE Blvd.

The purpose of SE Blvd for the Lincoln Heights Design Plan was to relieve congestion at 29th/Regal. The city won't put a light at 31st & SE Blvd., so traffic will turn right only from SE Blvd., and right only onto SE Blvd. I call that a disaster for residents, drivers, and emergency vehicles.

In sum I object to the incompatible density, design and traffic patterns of Greenstone's current plan. Back to the drawing board for Phase One: decrease density, add compatibility. Design to "protect" adjacent single family zoning. Address traffic problems for single family residences and schools by decreasing the proposed density. Phase 3 also proposes too high a density with huge traffic knots.

Yours truly,

Carol Ellis, 509-533-0587 carolellisspokane@hotmail.com

member of Lincoln Heights Design Plan and Growth Management Committees for City and County, 1990's

Palmquist, Tami

From: Chad Rigsby <rigsby.chad@gmail.com>
Sent: Thursday, November 15, 2018 8:20 PM
To: Palmquist, Tami
Subject: Crestline Connector--Garden District

To the Spokane Hearing Examiner,

I am emailing to request that the Hearing Examiner rule *not* to extend Crestline to Southeast Boulevard.

I am a lifetime resident of Spokane, a regular voter, and a longtime Southgate resident. The Southgate neighborhood council does not reflect my opinion. I do not believe that the Crestline connector would improve traffic flows--it's easy to get around on the South Hill, with Regal, Pittsburgh, and Perry providing easy connections.

Although I am a fan of the Greenstone project in general, the Design Review Board voted unanimously against extending the Crestline connector. This is in accordance with the PUD ordinance, which prioritizes bicycle connectivity over vehicle connectivity. The decision to extend Crestline clearly conflicts with these stated goals, and was set in motion without much transparency in the first place.

Finally, extending Crestline to Southeast Boulevard would dramatically increase traffic flows through quiet neighborhoods, preventing safe biking and walking. As a recovering heart patient, I like to take walks through our neighborhood, and the Crestline connector would make this much more difficult to do with increased traffic flows and no sidewalks.

Thanks,

Chad Rigsby

Palmquist, Tami

From: Diane Birginal <dbirginal@comcast.net>
Sent: Thursday, November 15, 2018 8:59 PM
To: Palmquist, Tami
Subject: Garaden District PUD
Attachments: garden district hearing examiner.pdf

Hello, Tami,

I am submitting the attached comments to the Hearing Examiner for the Garden District PUD hearing on December 12.

Thank you.

Diane Birginal

Diane Birginal
2025 E 36th Avenue
Spokane, Washington 99203
June 11, 2018

Hearing Examiner
City of Spokane
808 W Spokane Falls Boulevard
Spokane, Washington 99201

RE: Garden District P.U.D., 12/12/2018

Dear Hearing Examiner:

I am writing to comment on the proposed Garden District PUD.

While I would be happy to see the space be maintained as open, green space, I recognize that it is a parcel that was always slated for development. As a neighbor, living 3 blocks south of the southernmost portion of the property, I understood it would be developed according to the Quail Run plat, as a residential neighborhood with higher end homes on large lots with residential streets. While the Garden District PUD will not bring to fruition this "promise" to the neighborhood, and I along with many others would prefer to see lower density, especially in the portion of the property south of 32nd, the Garden District PUD as presented is a good project that has my support, as long as the Crestline arterial connector is not built.

I am concerned because there are voices advocating for an arterial connection from Crestline to Southeast Boulevard. This would be wrong, and would harm the new development and the existing neighborhood. I encourage you to come and visit the area for yourself. Crestline north of 37th is a residential street, which lacks pedestrian infrastructure. It is not an arterial and should not become one.

The Southgate Neighborhood Council is a strong proponent of the Crestline connector. They have pointed, in previous communications regarding this property, to aspects of the Comprehensive Plan, in particular the Transportation chapter, which they believe support their position. I should note that their position is not supported by many of the Southgate Neighborhood's own residents. The Southgate Neighborhood Council ignores important provisions of the Comprehensive Plan. Please see Chapter 11 of the Comprehensive Plan: Neighborhoods, pages 11-7 and 11-8.

N 4 Traffic and Circulation

Provide Spokane residents with clean air, safe streets and quiet, peaceful living environments by reducing the volume of automobile traffic passing through neighborhoods and promoting alternative modes of circulation.

N 4.2 Neighborhood Streets

Refrain, when possible, from constructing new arterials that bisect neighborhoods and from widening streets within neighborhoods for the purpose of accommodating additional automobiles.

Discussion: *Though designed to increase convenience to outlying housing, the addition of major arterials is compromising older neighborhoods. In addition to increasing traffic congestion, reducing air quality, and posing safety hazards, arterials that pass through neighborhoods physically divide, disrupt, and diminish the character and social fabric of the neighborhood.*

N 4.3 Traffic Patterns

*Alter traffic patterns and redesign neighborhood streets in order to **reduce non-neighborhood traffic**, discourage speeding, and improve neighborhood safety.*

Discussion: When arterials become congested, drivers look for alternative routes and often use neighborhood streets for short-cuts. This habit has increased the volume of automobile traffic in city neighborhoods and has caused increased safety, noise, and air pollution concerns for neighborhood residents. To help deter the inappropriate use of neighborhood streets by non-neighborhood traffic, the city should take steps to alter traffic patterns and redesign neighborhood streets by implementing a program that includes large street trees, bicycle lanes, sidewalks, traffic circles, stop signs, and narrower streets.

Connecting Crestline to Southeast Boulevard would bisect the new development, as well as the established neighborhood, with an arterial, for the purpose of accommodating non-neighborhood traffic. The goals of the Transportation chapter can be met without the Crestline connector; however, the goals of the Neighborhoods chapter **cannot** be met with the Crestline connector.

Connectivity is the buzzword right now. I live on 36th between Napa and Crestline. If I need to go north (as I do for my daily commute to work), I drive to Pittsburg, go north to 29th, and go east on 29th to Southeast Boulevard to continue north. Having Crestline connect to Southeast Boulevard is not going to add convenience for me, because the road is not designed for the traffic it will be asked to carry. Currently, during the evening commute, Southeast Boulevard regularly sees a line of cars from 29th avenue north to Rockwood Boulevard. With the stop sign at 37th and Crestline, that same line of cars will extend from 37th north to 33rd. Convenience and connectivity for pedestrians, bicyclists and automobiles will not be improved for the neighborhood; they will both sharply decline.

Connectivity is multimodal. Indeed, Section 17G.070.145 Circulation B.4 states that "Circulation systems shall be designed for the pedestrian/bicyclists first, followed by public transportation, and finally for automobiles." The neighborhood wants to see pedestrian and bicycle connectivity through this site assured/enhanced; the design submitted for the Garden District PUD does just that.

The City of Spokane is inconsistent and arbitrary in its application of city codes surrounding road connections. Within the last three months, the City agreed to vacate 32nd east of Pittsburg for planned expansion by Touchmark. This was the last chance the City had to "complete the

grid” and improve east-west connectivity into the Lincoln Heights business district. The City should have objected to this vacation; it did not. Neighbors did, and pedestrian and bicycle connectivity will be preserved. Please “complete the grid” by requiring Greenstone to build and maintain a pedestrian/bicycle path that connects to the pedestrian/bike path that Touchmark will build and maintain. Please press the City on its arbitrary application of rules to what is essentially the same overall parcel of land. If Touchmark wasn’t required to “complete the grid”, then neither should Greenstone be so required.

How is Greenstone able to build high density housing in an R-1 zone? By applying for a PUD. The PUD rules allows for variances, and while gated PUDs are discouraged under current code, the PUD design process allows for greater flexibility. The Design Review Board agreed that the design without the arterial connection was the best, voting unanimously to approve that design.

The City and other parties argue that codes and the Comprehensive Plan require the arterial connection. Theirs is an interpretation, one that ignores codes and the Comprehensive Plan that actually support no arterial connection. This connection will not improve traffic circulation; it will create congestion on a street that currently has none, and decrease safety and connectivity for residents.

Diane Birginal

Palmquist, Tami

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Thursday, November 15, 2018 9:17 PM
To: Palmquist, Tami
Subject: Re: Lincoln Heights Neighborhood Council meeting

Hi Tam

Sorry you can't make it. Thank you for the information.

Did you get my comment?

Carol

On Tuesday, November 13, 2018, 2:19:51 PM PST, Palmquist, Tami <tpalmquist@spokanecity.org> wrote:

I'm sorry Carol, but I have a prior commitment on the 20th. I want to remind you that any comments received after the close of the public comment period will of course be sent to the HE, but may not be incorporated into the staff report. The staff report must be the HE 10 days prior to the public hearing.

Tami Palmquist, AICP, CFM | Principal Planner

direct 509.625.6157 | *planning line* 509.625.6188 | *main* 509.625.6300

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Monday, November 12, 2018 2:05 PM
To: Palmquist, Tami <tpalmquist@spokanecity.org>
Subject: Lincoln Heights Neighborhood Council meeting

Hi Tami

Is it possible for you to talk at our meeting on Nov 20 6-7:30. Just to update what the neighborhood should concentrate on when making comments. What to expect at the hearing?

Carol

Palmquist, Tami

From: WILLIAM BIDOWSKI <bidowski@yahoo.com>
Sent: Thursday, November 15, 2018 9:21 PM
To: Palmquist, Tami
Subject: Garden District Comments for December 12, 2018 Public Hearing at Spokane County Hearing Examiner

Dear Ms. Palmquist,

Unfortunately, I will be working in California during the week of the Spokane Hearing Examiner meeting regarding the Garden District on 12/12/2018. Thus, I am making my comments on this project to you via this e-mail.

First, I am very concerned about the pressure to make South Crestline Street from East 37th Avenue to beyond East 32nd Avenue, into an arterial for a number of reasons:

Safety of children walking to and from Hamblen Elementary School would be in jeopardy due to increased vehicle traffic on an already crowded and narrow street, especially where Crestline intersects the existing arterial of East 37th Avenue.

Everyone on the Design Review Board agrees that making Crestline an arterial is an inferior plan. Since they are the experts on these matters, I highly respect their opinion.

Making this section of Crestline an arterial would be in violation of the PUD Ordinance that prioritizes bicycle and pedestrian traffic connectivity over motor vehicle traffic connectivity.

Personally, because I reside on East 35th Avenue, less than a block from Crestline, I am concerned about losing the quiet peacefulness and relative safety of our neighborhood that would certainly occur with the intrusion of such an arterial.

Finally, I would like to state my opinion that this Garden District/Greenstone project should be aborted in its entirety. Scientific studies prove that stuffing more of any species, whether lab rats or humans, into a limited space is certain to increase conflict, violence, crime, stress and disease. To destroy this existing natural area for the sake of profit, is an egregious violation of our environment, including the current animals and humans that currently populate this now beautiful neighborhood.

Thank you for the opportunity to state my comments.

Sincerely,

William F. Bidowski
2014 East 35th Avenue
Spokane, WA 99203
(509) 487-5472
bidowski@yahoo.com

Palmquist, Tami

From: Summer Beers <summer.beers@gmail.com>
Sent: Thursday, November 15, 2018 10:23 PM
To: Palmquist, Tami
Subject: Garden District PUD Comments

Dear Tami,

My name is Summer Beers and I reside at 4003 E Sumac Dr, Spokane, WA 99223. Please consider the following comments regarding the Garden District PUD proposal.

I am concerned about the proposal to eliminate Crestline as an arterial (the City Comp Plan includes Crestline at a Major Collector Arterial) and remove the planned street connection between Crestline to Southeast Blvd via 31st Ave. These plans are inconsistent with the City Comp Plan and will result in poor connectivity for the South Hill. Residents of the new community of 300+ homes will all have to head south out of the neighborhood before heading north to reach downtown or I-90. There is no provision in this plan to support additional traffic or connect our neighborhoods in a way that is accommodating to pedestrians, bikes, and vehicles and allows traffic to easily flow to downtown.

Please consider retaining the previously planned connection between Crestline and Southeast in some fashion, and consider adding sidewalks to Crestline to increase pedestrian connectivity and provide children in the area a safe route Hamblen Elementary School.

Summer Beers

Palmquist, Tami

From: Carol Tomsic <carol_tomsic@yahoo.com>
Sent: Thursday, November 15, 2018 11:44 PM
To: Palmquist, Tami
Cc: Beggs, Breean; Kinnear, Lori; Stuckart, Ben; Wittstruck, Melissa; DOUGLAS & MARILYN LLOYD; Sally Phillips; Laine Pitcher; Makaya Judge
Subject: Lincoln Heights Neighborhood Council official comments on Garden District PUD

Official Comments of the
Lincoln Heights Neighborhood Council
On the Garden District PUD

The Lincoln Heights Neighborhood Council supports the Garden District PUD as recommended to the City by the Design Review Board.

Our residents have expressed confidence in the Greenstone developer's willingness to construct a quality project and their plan to set aside land for a common, publicly accessible natural area.

The Lincoln Heights Neighborhood Council executive board met to provide this response, which is based on remarks made at Council meetings by council members and concerned neighbors. A vote by the neighborhood council is not possible before the open comment deadline. Per Council bylaws, this response will be presented at the next Council meeting.

At several of our Council meetings attendees have expressed concerns about project aspects. Most of the neighborhood concerns were focused on an extension of Crestline to SE Blvd.

The Lincoln Heights Neighborhood Council is concerned about an increase of volume and speed of traffic on Crestline, especially north of 37th where it is currently a residential street without sidewalks. The safety of residents and school children walking to Hamblen elementary would be endangered by the Crestline extension because of the lack of sidewalks and increased traffic. In addition, side roads with noticeable downgrades and limited visibility, especially in the snow and ice, will become dangerous with the increased traffic.

The Lincoln Heights Neighborhood Council is concerned about the safety of the intersection at SE Blvd with the Crestline extension. An increase in car turning movements along with existing bus turning movements will congest an already overburdened intersection. The STA Monroe to Regal High Transit will increase connectivity in our neighborhood, but not if traffic deters it.

The Lincoln Heights Neighborhood Council is concerned about the density of the PUD. Our residents have voiced concerns about crime, multi-family housing and apartments rather than owner-occupied homes. The PUD should continuously address the safety of the residents.

The Lincoln Heights Neighborhood District Plan supports a pedestrian friendly and walkable economically vibrant neighborhood. The Garden District PUD is designed to integrate into the neighborhood and improve connectivity and safety in a manner that complements the existing area. The long-existing pedestrian and bicycle paths on the development will be kept intact by the preservation of an urban forest, open space and residential traffic calming in the development. The Garden District PUD was reviewed by the Design Review Board. The board unanimously recommended the hearing examiner protect the mature tree canopy and stated the PUD preserves the healthy urban forest canopy and supports a pedestrian friendly environment.

The Lincoln Heights Neighborhood Council also notes a reversal of the arterial designation of Crestline was unanimously passed by city council vote to the Comp Plan amendment docket.

The Lincoln Heights Neighborhood Council also notes it does not want an arterial to split its district center. The development will play a strong role in establishing the districts character and long-term success, as cited by our district plan.

The Lincoln Heights Neighborhood Council also supports a walking path through the PUD that connects with the Touchmark walking trail.

The Lincoln Heights Neighborhood Council believes the Garden District PUD provides a non-motorized connectivity to the neighborhood and harmonizes with the South Hill Coalition and Lincoln Heights District Plan.

Thank you

Carol Tomsic

Lincoln Heights Neighborhood Chair

Tami - Please send email confirmation of the comments.

Palmquist, Tami

From: Henry Reimann <mhreimann@q.com>
Sent: Friday, November 16, 2018 7:48 AM
To: Palmquist, Tami
Cc: kinnear@spokanecity.org; Beggs, Breean; carol tomsic
Subject: Preventing the extension of Crestline

Dear Council folk Beggs and Kinnear,

We so appreciate how you have worked for us in the Garden District.

We also appreciate that there must and will be "fill-in", but spending money on extending and expanding a street that has been and still is just a neighborhood street to make it an arterial would be a gross error and injustice and totally UNNECESSARY.

We've attended meetings and written reasons and explanations in the past months explaining why this extension should NEVER be allowed.

1. We already have a perfectly good mixed business/apartment/public school corridor from 29th Ave, south on REGAL. THE SPACE AND USE ARE ALREADY THERE. IT JUST NEEDS BETTER LANE DESIGNATION AND TOTAL RESURFACING.

It is already a mixed use corridor, definitely NOT a quiet neighborhood (where people bought their homes believing/trusting that their neighborhood would REMAIN NON-Commercial!

The 4-lanes are already there.

It is, however, in ongoing need of better designation of and use of the 4-lane possibilities all the way south to 57th.

2. Again, the reasons for NOT extending Crestline are:

- turning the Crestline corridor into a HUGE danger zone for children walking to school
- creating a traffic nightmare at school arrival and departure hours
- it doesn't really connect up easily with Southeast Blvd.
- there is already a Greenstone condo/apartment development with a fully functioning, ONE- entrance/exit (way in and out) at 44th and just west of Regal.

That is the proof that entering the proposed Garden district off of S.E Blvd at 31st/32nd could work just as well AND not disrupt any homes or businesses!

- not to mention the cost of widening, undoubtedly taking part of residents's property and maintaining a new street.
- not to mention that the city barely maintains all the feeders into Crestline for the 41 years that we have lived on 35 Avenue (just take a drive East on 35th west from Altamont to Regal!)

3. We are perplexed and disturbed that the planning commission would sacrifice the peace of mind, quiet neighborhood for the convenience of a contractor's building project.

4. We write in the hopes that this proposal will never come up again.

PLEASE HELP US TO NEVER EXTEND AND TURN CRESTLINE INTO AN ARTERIAL EVER, EVER, EVER, P-L-E-A-S-E.

Very sincerely,

Marilyn and Henry Reimann

41-year residents in the same house in the Garden District.

We have history, which we wonder if a "traffic study" could ever have.

Palmquist, Tami

From: Merri Hartse <hartsem@hotmail.com>
Sent: Thursday, November 15, 2018 8:55 AM
To: Palmquist, Tami
Subject: Greenstone Garden District Project

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Spokane Hearing Examiner,

I am a resident of the city of Spokane, and have lived at 2020 E. 36th Avenue since 1994. I know this neighborhood, having raised children who attended Hamblen Elementary and Ferris High School. I am writing to voice my concerns about the Garden District Project, and to urge removal of the Crestline connector designation from the City Comprehensive Plan.

The Lincoln Heights neighborhood council never received information that Crestline was changed in the Comprehensive Plan to become a main connector. In fact, the Lincoln Heights council voted on a new neighborhood plan the year before the city changed the designation. It was only during the process of looking at the Sonneland development by Greenstone that this change in the Comprehensive Plan was uncovered. Nobody in the Lincoln Heights neighborhood had an opportunity to review and comment on this plan to extend Crestline. No public process existed for citizens to weigh in on how such a change would dramatically and negatively affect the health and safety of their neighborhood. Furthermore, it's my understanding that the Design Review Board unanimously voted in favor of the Greenstone Garden District site plan WITHOUT Crestline extended.

This is a neighborhood. People walk. They walk for their health, they take their children out in strollers, they walk their pets, and all ages ride bikes. Turning Crestline into a thoroughfare/connector has harmful consequences for the health and safety of the residents of the neighborhood. The inevitable increase in car, truck, and large truck traffic (along with increased speeds as drivers feel they are no longer in a neighborhood, but on a thoroughfare) means compromised safety to all of us residing in this neighborhood.

In addition, I am especially concerned about student safety around Hamblen Elementary as connecting Crestline will increase vehicle load and increase speeds of those vehicles as they zoom past a busy neighborhood school. My children walked to Hamblen, my neighbors' children walk to Hamblen. Increasing traffic will force more parents to give in and drive their children to school, adding to traffic congestion, pollution, and depriving children of the health benefits of walking to school.

Why degrade a neighborhood by catering to more vehicle traffic? In this time when our planet is in peril from human-caused climate disturbance, we should all focus on pedestrian and bike movement, not look for ways to increase vehicle traffic and speed. And, as you know all too well, increased traffic means increased emissions adding pollution to the air we breath. Furthermore, I believe the PUD Ordinance (upon which Greenstone is basing it's project) prioritizes pedestrian and bicycle connectivity over vehicle connectivity.

The Sonneland development will reduce green space (trees) in our neighborhood, leaving less of a filter from traffic on 29th ave. Along, with the increased traffic from the more than 230 housing units proposed by

Greenstone, the connection of Crestline is heart-breaking to residents who are trying to raise families in what they thought would be a neighborhood where residents could walk about and connect with each other. As you probably also know, there are few sidewalks in our neighborhood (a horrific oversight by developers of the past).

Pittsburgh is already a designated corridor which produced its own set of problems. Please do not contribute to the compromised safety and health of your residents struggling to maintain neighborhoods in Spokane. We do not need to connect Crestline to Southeast Boulevard, adding to the safety concerns, health concerns, and degrading the quality of life for ordinary citizens.

Please remove the Crestline connector as part of your yearly Comprehensive Plan amendments. The addition of Crestline as a connector to the plan was not an open public process, and was not based on, from what I know, any legitimate traffic study. Do not bisect an intact residential neighborhood with more arterials!

Due to the increased daily vehicle traffic through my neighborhood and past our local elementary school, the density of housing units proposed, and the distinct possibility that the city will ignore its citizens and make Crestline a connector as a requirement of this project, I am opposed to the Garden District project.

Thank you,

Merri Hartse
Spokane Citizen

Palmquist, Tami

From: Maxine G Lammers <mlammers@whitworth.edu>
Sent: Thursday, November 15, 2018 11:45 AM
To: Palmquist, Tami
Cc: Preserve Hamblen
Subject: Garden District Project

Importance: Low

Dear Ms. Palmquist,

My purpose in writing is to **respectfully request that the City does not extend Crestline to Southeast Blvd.** We have lived in the neighborhood for 28 years and sent three children through nearby public schools. We walk and bike the neighborhood – and even x-country ski following winter storms. It is and has been an oasis of peace in the heart of a growing city.

Extending Crestline would change the character of the surrounding neighborhoods, diminish safety for schoolchildren, walkers and bikers, and bring unwanted traffic to a residential area.

These are quality of life issues. Although I live in the Hamblen neighborhood, I commute daily to Whitworth University for my work, frequently changing routes for no particular reason – five routes total. Sad to say, many drivers disregard the speed limit; some completely disregard school speed zones and yes, I've seen near-misses. These experiences heighten my concern for our neighborhood.

Additional points:

- ▶ When driving, we use major existing corridors including Pittsburg, Perry, 29th and Regal so connectivity is good.
- ▶ The current Crestline arrangement is consistent with the design guidelines in the PUD ordinance, which gives priority to pedestrian and bicycle connectivity *above* vehicle connectivity. This is a quality of life issue that also supports our home values.
- ▶ The Design Review Board unanimously voted in favor of the site design without Crestline. They recognized that the existing design preserves an urban forest and creates a buffer from the Greenstone development (a project that we do not oppose).

While I live in the Hamblen neighborhood, I commute daily to Whitworth University for my work, frequently changing routes for no particular reason – five routes total. Sad to say, many drivers do not drive close to the speed limit; some disregard the school speed zones altogether. These experiences heighten my concern for our beloved Hamblen neighborhood and the many residents/children who reside there.

Please do not make any changes to Crestline!

Respectfully,
Maxine

Maxine G. Lammers
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