



2903 E. 25th Ave.  
Spokane, WA 99223  
509.536.6650  
[www.rockwoodretirement.org](http://www.rockwoodretirement.org)

November 13, 2018

RECEIVED

NOV 14 2018

PLANNING & DEVELOPMENT

Tami Palmquist, Associate Planner  
City of Spokane  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3329

Dear Ms. Palmquist:

Rockwood South Hill ("Rockwood") is a retirement community located just north of the proposed Garden District Project (the "Project"). We have been in business at our location of 2903 E. 25<sup>th</sup> Avenue for almost 60 years; we are home for almost 500 seniors and have approximately 250 employees working on the campus. We have great concern that the Project will exacerbate a very dangerous traffic situation at the intersection of 25<sup>th</sup> and Southeast Boulevard.

Most all residents and staff have to navigate this very busy intersection when leaving or returning to our campus. There is another exit, at Ray Street, but the volume of traffic there makes it even more dangerous than travelling via the 25<sup>th</sup> Ave route.

Southeast Boulevard at 25<sup>th</sup> is a very busy street. Especially during times of commute, the traffic slows and can back up for several blocks. Entering the intersection from 25<sup>th</sup> with the need to turn left and head south can be incredibly challenging. There is a turn lane that was designed to "accept" the southbound traffic turning from 25<sup>th</sup>, but the lines marking this lane are often not respected by the busy commuters.

Persons traveling south on Southeast Boulevard desiring to turn left onto 25<sup>th</sup> to enter our campus must navigate a very awkward and inappropriately placed concrete median. During busy times, most drivers who need to make this maneuver have no choice but to partially intrude into the oncoming lane of traffic in order to quickly take advantage of a small gap in the traffic. This is already a very serious, dangerous situation.

The majority of our residents are in the 80s and 90s. They are generally good drivers. But their senses and response time have slowed, as is natural, and they have learned that it is important to be cautious. Successfully navigating the intersection at 25<sup>th</sup> and Southeast Boulevard during busy times of the day requires very decisive and precise driving skills. It is already a very dangerous intersection and will get even more so with the impact of the Project.

Tami Palmquist  
City of Spokane  
November 13, 2018  
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We urge the City to require that a traffic light be installed at 25<sup>th</sup> and Southeast Boulevard to mitigate the impact of the project. The additional traffic generated by the Garden District Project will undoubtedly add to the highly increased traffic flow that we have seen develop on Southeast Boulevard over the years. We urge that the City be proactive and require that a traffic light be installed so that safety of so many vulnerable seniors and other nearby neighbors can be assured.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan B. Curryer", with a stylized flourish extending to the right.

Alan B. Curryer  
President and CEO

## Palmquist, Tami

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**From:** Amy Heppler <amyheppler@hotmail.com>  
**Sent:** Thursday, November 15, 2018 6:57 AM  
**To:** Palmquist, Tami  
**Subject:** Do not sacrifice a community for convenience

I am writing to oppose Crestline connection to southeast.

I live in the Hamblen neighborhood. I have been here for 8 years and I have 4 school aged children who regularly walk along and across Crestline. We enjoy our neighborhood. We walk, run, and ride bikes. My children currently have the ability to safely and independently walk to friends homes in the neighborhood. They can currently cross Crestline from 45th without worrying. The traffic volume as it stands allows for that. If Crestline were to connect to Southeast this would change significantly. They would no longer have the freedom to independently walk to friends home across such a busy street. Our neighborhood would be divided and their quality of life diminished. If Crestline became a commuter route, it would cut my kids off from friends both before and after school.

Kids need a neighborhood where they can explore, get outside, bike with friends and have adventures. This neighborhood was designed to be a community. Neighborhoods are for living not for the convenience of commuters. Commuters both within Hamblen area and without have options of using Pittsburg or Regal. Please keep it that way. Do not sacrifice a community for convenience.

Also consider the 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. It keeps the community intact.

Also remember that 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.

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## Palmquist, Tami

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**From:** Leonard Butters <LEONARD\_49@msn.com>  
**Sent:** Thursday, November 15, 2018 12:13 AM  
**To:** Palmquist, Tami  
**Subject:** Comment on the Garden District Project / Crestline Extension

Dear Planning Commission,

14 Nov 2018

I have lived in the same house at 2006 E 64th Ave for 40 years and have watched the area grow from 57th and Regal being a 2-way stop sign to the major intersection it is today. I think that Crestline should definitely be extended north to 29th.

Hatch/Grand and Regal are the two arterials serving the Moran Prairie area to 29th. Perry and Freya serve as mini-arterials but Freya is a bit too far east if you're headed for shopping and it is very steep north of 29th. Regal is now often so clogged many times of the week, that many drivers are already taking Crestline to 37th. There are relatively few residential homes north of 57th Ave with driveways right on Crestline. Crestline needs to be extended to 29th to take pressure off Regal. (Paving 44th Ave to Regal wouldn't hurt either.)

Curiously, an old undated Gousha/Chek-Chart Spokane Street Map (bar code 4728 00940) already shows Crestline running thru to 29th and also connecting with 31st, 32d, 33d, 34th, 35th, and 36th Avenues. The map shows Crestline turning NNE at 32d and reaching 29th about 2 blocks west of SE Blvd. Evidently extending Crestline has been the logical thought for decades.

Walking paths and open spaces are all fine and dandy but the project chokes off accessibility to everything south of 37th Ave.

Best regards,

Leonard Butters 2006 E 64th Ave Spokane, WA 99223 land line 509 448 9688

<https://my.spokanecity.org/projects/garden-district-pud/>



### Garden District PUD - City of Spokane, Washington

A preliminary plat and a planned unit development on approximately 24.59 acres of land in the Lincoln Heights neighborhood on Spokane's South Hill.

[my.spokanecity.org](https://my.spokanecity.org)

## **Palmquist, Tami**

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**From:** Beggs, Breean  
**Sent:** Wednesday, November 14, 2018 10:25 PM  
**To:** Heather Stewner; Palmquist, Tami; Kinnear, Lori  
**Subject:** RE: Crestline, Garden District project

Thanks Heather,

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

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**From:** Heather Stewner [heather.stewner@icloud.com]  
**Sent:** Wednesday, November 14, 2018 9:56 PM  
**To:** Palmquist, Tami; Beggs, Breean; Kinnear, Lori  
**Subject:** Crestline, Garden District project

Dear City Planning Department

My name is Heather Stewner I have lived at 1926 E 36 th Ave for 9 years now. I enjoy the having the open space that is now being made into the Garden District project. I have always walked to my local shopping, my dentist, banking. I have also been active in attending all the city planning projects over the past 5 years. Which I thought was the Design Review Board. Including all the meetings that talked about the 29th Ave and the development of Lincoln Heights shopping. All the talk of creating a walking community, slowing traffic to 2 lanes and beautification. Which looked promising to me for forward thinking. Getting people out of their cars and getting exercising.

Now the Greenston's Garden District Project taking up the land that I biked, walked and exercised through. Greenstone has worked with our neighbors and created a space to offer continued walking, biking so I can shop and not use my car. The City Planning Department is now trying to make Crestline connect to Southeast which seems counterproductive to having our neighborhood continue to be the wholesome walking, biking and offering a decent buffer between new development and existing neighborhood. Having additional traffic going next to Hamblen School also troubles me. Children don't need the added traffic while walking to school. Added car, truck exhaust are not a healthy alternative for our youngsters.

With all the added traffic that is now on 37 th you will need a traffic light for Crestline crossing 37 th.  
The Crestline connection is a NO vote from me,

Sent from Heather's iPad

## Palmquist, Tami

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**From:** Heather Stewner <heather.stewner@icloud.com>  
**Sent:** Wednesday, November 14, 2018 9:56 PM  
**To:** Palmquist, Tami; Beggs, Breean; Kinnear, Lori  
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Sent from Heather's iPad

## **Palmquist, Tami**

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**From:** DIANA ROBERTS <dianaroberts21@comcast.net>  
**Sent:** Wednesday, November 14, 2018 9:27 PM  
**To:** Palmquist, Tami  
**Subject:** Greenstone on 29th

Dear Tami Palmquist:

I do not support Greenstone development on 29th.

We need more planned parks and public green space. What happened to the vision of the Olmsted Brothers that Spokane boasts about? Everyone needs a park within walking distance, not only the people living near Manito Park!

Sincerely,

Diana Roberts, PhD

## Palmquist, Tami

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**From:** Addy Rigsby <addyandchad@yahoo.com>  
**Sent:** Thursday, November 15, 2018 8:28 AM  
**To:** Palmquist, Tami  
**Subject:** Garden District Comments

Hi,

I am a member of the Southgate neighborhood and would like you to consider my comments below when evaluating the Garden District project.

Greenstone's site plan does not extend Crestline to Southeast. Please DO NOT require this road extension.

I live in the neighborhood and the vehicle connectivity is good. If I need to go north, I travel two blocks to Regal or Pittsburgh. My daughter walks and bikes to the store and through the neighborhood using the existing Greenstone land. The existing roads are dangerous and do not have sidewalks. Connecting Crestline would create those same problems on a larger scale making my neighborhood more dangerous for my children! We need better walking and biking communities.

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.

I live in the Southgate neighborhood. The Southgate neighborhood council does not reflect my opinion.

Thank you,  
Adrian Rigsby  
2214 E. 35th



## **Palmquist, Tami**

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**From:** Lisa St. John <lisa.st.john@me.com>  
**Sent:** Wednesday, November 14, 2018 3:28 PM  
**To:** Palmquist, Tami  
**Subject:** Development proposal for 25 acres SW of SE Blvd & 29th

Dear Tammy

I'm expressing concern over the proposed development as described above.

While I understand that development is going to happen, residents of this area and residents who frequent businesses in the area, have serious concerns about what steps will be taken to ensure the new building will come with a plan to alleviate traffic congestion. Anyone who lives or shops in the area knows the frustration of trying to navigate Lincoln Heights during high traffic times.

It seems that far too often, developers over build an area with no concerns regarding esthetics or impact on the current residents, and just skip away from the problem they've created with their pockets full of cash.

The traffic problems will be made even worse with the sports complex proposed for the corner of 37th and Glenrose. This area has no services, so participants will undoubtedly travel to the Lincoln Heights area to meet their needs. That complex has a plan to park 500 cars.....Glenrose is a two lane road with no traffic lights. The impact on the folks who live there, including me, is unacceptable.

Respectfully,  
Jean Simmons  
5407 E Corkery Rd. 99223

Sent from my iPad

## Palmquist, Tami

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**From:** Amy McCaffree <amy8wildtree@gmail.com>  
**Sent:** Wednesday, November 14, 2018 2:55 PM  
**To:** Palmquist, Tami  
**Subject:** Garden District project - comments

My husband and I have resided in the Southgate neighborhood, at 49th Ave/Altamont since June 2006. In that time, we've had 2 children who now attend Hamblen Elementary School and have enjoyed the improved pedestrian sidewalk along Crestline Ave, which we have relied on for walking our children to preschool and now to Hamblen.

Biking along Crestline does not feel too safe -- our children are ages 8 and 7 -- so we plan routes on side streets to reach Hamblen. But more often, we have opted to drive to school in the morning and walk home in the afternoon, because biking to/from school is too risky at this point. (The Hamblen students I do see biking ride on the Crestline sidewalk, which isn't that safe for pedestrians.)

The major reason why Crestline Ave between 57th Ave and Thurston Ave is risky for cycling is speeding cars. It's fairly typical that cars are going 5-10 miles over the speed limit, and the slight bend in the road by the white Baptist church is especially tricky for pedestrians trying to cross there.

I support better connectivity for Crestline so that it becomes safer for bikers and pedestrians -- with sidewalks, bike lanes, and roundabout traffic circles at intersections for traffic calming. The intersection at Crestline & 49th Ave would be a great spot for a roundabout, as well as the intersection at Crestline & 37th Ave.

Currently, the traffic congestion along the Regal Ave corridor between 29th and 57th avenues is horrible. It hurts the livability of the upper South Hill neighborhoods. If Southgate residents could access Lincoln Heights via a Crestline arterial, that would be an improvement. Furthermore, the intersection of 57th Ave and Crestline Ave is also problematic. Commonly, 57th Ave appears like a small highway on weekday afternoons. It's difficult for me to access 57th Ave heading east, when I want to go to the Moran Prairie County Library and retail and banks in that district center. But the other option to take a side street east to Regal is also problematic because of the congested traffic on that route. And if I need to travel north on Regal, the only safe way to do so is to use one of the light-controlled intersections, of which there are only 2 -- at 37th Ave and 44th Ave. I usually choose the 37th access route because to get from my home to 44th requires a circuitous route along poorly maintained residential streets, whereas Crestline to 37th is a direct route on smooth roads.

When I drive to Target, turning south from 46th Ave onto Regal is also congested beyond reason. To turn right just to then get into the left turn lane onto Palouse Highway is challenging as the southbound traffic going straight backs up and blocks the turn lane to the highway.

Ultimately, what I need the hearing examiner, Design Review Board, and City Planning Commission to all know is that more needs to be done to improvement residential traffic flow in the South Hill neighborhood streets between Regal and Perry avenues. The explosive growth outside the city limits that Spokane County has allowed in terms of residential housing has created these traffic problems, and it is long-time city residents who are experiencing consequences to our neighborhood livability and pedestrian/bike access. As housing grows, the local job opportunities have not expanded on the South Hill except for in the retail and hospitality industry, since there is limited employee turnover at schools and other professional workplaces that require advanced education and pay more than minimum wage.

There are no easy solutions to these issues, but I hope that the City of Spokane planning department and City Council can improve its relationship with Spokane County commissioners and developers, especially Dave Black (who personally seems more interested in profits over neighborhood quality of life), so that all stakeholder interests are considered equally valid and worthy of recognition and understanding.

Thank you for considering my comments on this important topic.

Best,  
Amy McCaffree

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Amy McCaffree

"Put your ear down close to your soul and listen hard." - Anne Sexton

"Never lose an opportunity of seeing anything beautiful, for beauty is God's handwriting." - Ralph Waldo Emerson

## **Palmquist, Tami**

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**From:** Linda Warner <23pines@gmail.com>  
**Sent:** Wednesday, November 14, 2018 2:44 PM  
**To:** Palmquist, Tami  
**Subject:** Garden District Comments

Neighborhood connectivity: a light needs to be installed at 29th and Pittsburgh to allow for better traffic flow and less congestion. If I want to go north or west have to drive down to Perry using 34th Street which is always a mess after you pass Pittsburgh with cars parked up on sidewalks and many times without much passing room. Its frustrating to get out of here now when Pittsburgh and 29th force you east. I hate to think of it with yet more added traffic needing to get in and out from west and north directions,

I do not favor any extension of Crestline. I know it isn't part of the development but it's part of the big picture for our community. Far too many children of various ages need Crestline as a safe walking area. There are too many schools and day cares on that end.

Proposed development: I think Greenstone is as responsible a builder as we will find for our area. I support it.

Linda Y Warner  
3416 S Napa St.

## **Palmquist, Tami**

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**From:** Douglas Hagood <hrem.drh@gmail.com>  
**Sent:** Wednesday, November 14, 2018 1:17 PM  
**To:** Palmquist, Tami  
**Subject:** Garden District PUD

**Follow Up Flag:** FollowUp  
**Flag Status:** Completed

Ms. Palmquist;

As a resident of the city of Spokane from 1993 to 2009 and a city property owner from 1992 to present and as a Spokane County resident from 1993 to present I vehemently oppose this development based on the sole factor of inadequate traffic infrastructure. The South Hill can not and will not handle this kind of additional traffic not to mention the negative traffic impact it will have on the rest of the city. Until Spokane chooses to adequately deal with the current level of traffic by improving our infrastructure we must oppose adding vehicles to the overcrowded roadways.

Sincerely and Respectfully,

**Douglas R Hagood**

**NMLS 118299 WA STATE DOL 10634**

**HAGOOD REAL ESTATE & MORTGAGE**

**NMLS 1273892 WA STATE DOL 20023**

**11724 S Player Dr**

**Spokane, WA 99223**

**(509) 218-2320 Cell & text**

**(509) 458-5626 Office**

**(888) 239-7651 fax**

## **Palmquist, Tami**

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**From:** Malika Oudes <moudesall@gmail.com>  
**Sent:** Wednesday, November 14, 2018 10:37 AM  
**To:** Palmquist, Tami  
**Subject:** Development on 29th and SE Blvd.

Total agreement with the opinion that this development will change the character of the neighborhood because of traffic and just population density. Bad choice for developer Greenstone, who did a good job with Kendall Yard, because the community/city council forced them to. Unless traffic situation can be improved, and schools can accommodate the added population, it will not benefit Spokane. I dislike the idea that if you stuff people into small spaces, and it's good for anyone. That's what makes Spokane a livable city: space, greenery, not overwhelming density. Why not redevelop an area of the city that would benefit from that? The spot described will just make the south hill and Rockwood and Glenrose far less pleasant. There are plenty of apartment units up here already. Malika Oudes

**Palmquist, Tami**

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**From:** Mark VanDam <mrk.vandam@gmail.com>  
**Sent:** Wednesday, November 14, 2018 10:38 AM  
**To:** Palmquist, Tami  
**Subject:** Crestline extension

Dear Ms. Palmquist,

I'm writing to express my dissatisfaction with the proposed extension linking Crestline and Southeast Boulevard. I live in the Southgate neighborhood, and it is my understanding that the Southgate neighborhood council does not reflect my opinion.

I have lived in the neighborhood since 2012, I'm active in the neighborhood and community, and my children attend Hamblen Elementary School. I walk and/or bike every day of the year in my neighborhood, and I am familiar with the neighborhood and its movement of people and vehicles from my own perspective.

I support preserving the urban foliage and the buffer between the commercial district near Southeast Blvd and 29th and the residential neighborhood surrounding Hamblen Elementary.

--  
-Mark VanDam

## Palmquist, Tami

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**From:** Chris Barton <chrisjbarton@gmail.com>  
**Sent:** Wednesday, November 14, 2018 7:55 AM  
**To:** Palmquist, Tami  
**Subject:** Garden District PUD (comments)

Good morning,

This email is to express my opposition to the proposed development in the Garden District of Spokane's South Hill located at: SW Corner of 29th Avenue and Southeast Blvd, continuing south to 32nd / 33rd and west to Napa.

While I understand the need to for additional housing in the current real estate market, I don't believe this is the best solution as it likely will not create additional housing that is affordable (e.g. sub \$200,000 range) and currently in demand. My primary concern is how this additional housing and retail space will impact local traffic on the South Hill as well as north-south traffic. As it is now, there are only a few major north-south roads and all of them are overtaxed because they are not configured to handle the increased traffic flows (Cedar/High Drive, Bernard, Grand, SE Blvd, Regal/Ray, Thor, Freya). In addition, there are other development plans that have yet to begin that will further impact traffic in the immediate area. Impacting traffic in this way will not only increase general frustration and dissatisfaction, but will exponentially increase risk of accidents and increase emergency response times. The emergency response services are already hampered by reduced staff, and if residential and commercial development continues without an increase in emergency response staff, it inherently puts the general public at risk. Lastly, the increased residential and commercial development and population will likely negatively impact natural resources including water, natural gas, the aquifer, and sewage and waste systems. This development and increased population will also have a negative impact on the carbon footprint of the area by increasing pollution and waste.

Best Regards,  
Chris

Chris Barton  
715 E. Thurston  
Spokane, WA 99203  
509-389-1331  
[chrisjbarton@gmail.com](mailto:chrisjbarton@gmail.com)



## **Palmquist, Tami**

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**From:** Sharon Kelly <sharksunfun@gmail.com>  
**Sent:** Tuesday, November 13, 2018 9:44 PM  
**To:** Palmquist, Tami  
**Subject:** Development 25 acres SW 29th & SE Blvd

Absolutely - NO. Builders are gobbling up all the free, beautiful land with no planning and conscience attached to it (ex: traffic flow, water flow, parking, or esthetics) It is a testament to GREED. We need to maintain our trees, green grass, flowers, ponds and places of peace-- like -- a park would be nice?, But no, we get more concrete, empty buildings and horrible traffic jams! There was once wildlife here and so enjoyable to see but it has dwindled to zero due to the uncontrolled building. No more concrete!! We have empty office buildings all around. Let the "business community" use those offices and stop building.

Sharon Christoph-Kelly  
Prairie View

## **Palmquist, Tami**

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**From:** R.A.L . <Ralhope@msn.com>  
**Sent:** Tuesday, November 13, 2018 6:44 PM  
**To:** Palmquist, Tami  
**Subject:** Crestline Connection

We have lived at 1508 E 34<sup>th</sup> Ave since 2001 and it started out as a quiet neighborhood but traffic has increased dramatically in the last several years with all the development south of us. Crestline is already very busy going south from 34<sup>th</sup> and trying to cross 37<sup>th</sup> street in the afternoon to get to Hamblen to pick up our grandson is difficult and dangerous. Extending Crestline and turning it into a connector street all the way to Southeast Blvd would flood our neighborhood area with vehicles and it would be dangerous without building new sidewalks and a light at 37<sup>th</sup> Ave.

The roads in our neighborhood would not support more vehicle traffic without major infrastructure improvement. Making our area more walkable with sidewalks would be a way to improve our neighborhood and provide a buffer to the new major housing and Commercial development.

As you know, the Garden District Planned PUD does NOT even include the Crestline connection. It's designed without the connection with planned natural landscapes, walking paths with original boulders being left.

Please do not make the mistake of pushing Crestline thru the new development. We're unable to attend the meeting on Dec 12<sup>th</sup> so please, please listen to all of us! Our neighborhood is not setup for the traffic overflow this would generate. We already have a Church and school (All Saints) directly across from our home and this alone creates huge traffic issues along with the South Hill Library on 34<sup>th</sup> and Perry.

Please contact us for an interview or further information.

Tim and Rachel Devlin  
1508 E 34<sup>th</sup> Ave  
509-624-0198

Sent from [Mail](#) for Windows 10

## **Palmquist, Tami**

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Sent from Mail for Windows 10

## **Palmquist, Tami**

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**From:** Elaine Snouwaert <lainey28@earthlink.net>  
**Sent:** Tuesday, November 13, 2018 6:19 PM  
**To:** Palmquist, Tami  
**Subject:** Garden District PUD

Dear Ms. Palmquist,

As a resident of the Comstock Neighborhood, I am submitting comments opposing the Garden District PUD proposed by Greenstone at the SW Corner of 29th Avenue and Southeast Blvd. During the 20 years I have lived in the neighborhood, I have watched traffic and congestion increase. Much of the increase has come from the apartments and shopping complexes developed on county land on Moran Prairie. Even though it's outside the City, this development has negatively affected the residents of the Spokane. Now a large development is proposed within the City adding significantly to the population and shopping on the south hill. The hill is like an island with limited arterials on and off. So I do not believe the impact for increased density and traffic can be mitigated.

In the last 5 to 7 years, it has been increasingly difficult to pull into traffic on major arterials like 29<sup>th</sup> Avenue or for pedestrians to safely cross the street. Drivers often have to wait for multiple stoplight cycles just to get through an intersection.

We are also seeing more and more coyote activity on the South Hill putting pets in jeopardy. There have been many reports of coyote sightings and cat mutilations and attacks on Nextdoor. A development the size of the Garden District PUD will decrease coyote habitat driving more of them into residential areas putting pets and potentially children at risk.

This development should not be allowed if the traffic congestion and coyote habitat loss cannot be mitigated to keep these at the present condition. The quality of life in Spokane has been declining in recent years.

Thank you for your consideration.

Elaine Snouwaert  
27 E 31<sup>st</sup> Ave  
Spokane, WA 99203  
[Lainey28@earthlink.net](mailto:Lainey28@earthlink.net)

Sent from Mail for Windows 10

## **Palmquist, Tami**

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Spokane, WA 99203  
[Lainey28@earthlink.net](mailto:Lainey28@earthlink.net)

Sent from [Mail](#) for Windows 10

## **Palmquist, Tami**

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**From:** Kevin Edwards <k.edwards@me.com>  
**Sent:** Tuesday, November 13, 2018 5:07 PM  
**To:** Palmquist, Tami  
**Subject:** Garden District Project

Tami & Others,

As you may well know, I live on the corner of 32nd & Crestline and purchased this home about 14 months ago. When we bought this house, we thought it was to be developed someday, so it is not a shocker that Greenstone is planning a new project. However, what was surprising is the amount of foot & bicycle traffic that we have seen pass thru the field in front of our house. I would use my best guess that approx 20-25 people per day on average walk Crestline thru the field to go for a walk, walk their dog, walk to grocery store, etc. There will be a great pedestrian and bicycle corridor accessible to the entire neighborhood under Greenstone's plan. This is what makes Kendall Yards so appealing is they don't have an arterial street running thru their homes.

To punch Crestline thru to SE Blvd will only create more traffic as people will rely more on their cars to travel places vs walking or biking. In turn, creating even more vehicle traffic. If anything, they need to remove the median on Pittsburg to allow connection to Rockwood Blvd. and 37th Ave. Why the city does not remove this is beyond me.

As a father of 3, I watch my wife pick up and drop off my kids at Hamblen School almost every day in the early fall and spring. It seems as if almost no one stops at 37th & Crestline for them to cross and to turn Crestline into a major arterial will only make the problem worse. There are 3 bus stops currently on Crestline (36th, Thurston -both corners) for kids. To say that Crestline will not be as busy as Perry Street would be flat out false. I think it would be the same or even worse. There is a reason there are no schools on Perry St, bus stops. Crestline runs directly in the middle of a very walkable neighborhood and to add cars to the street is the wrong thing to do. We need more walking and biking paths instead of more roads!

1. The design guidelines prioritize pedestrian and bicycle connectivity over car and vehicle connectivity. Think induced demand. Easier it is for walking = less cars on road = less need for road connectivity.

2. I live in the Southgate neighborhood as you know. The Southgate neighborhood council does not reflect my opinion." I am opposed to connecting Crestline thru to SE Blvd. I am in favor of Greenstone developing the project and creating Spokane a safer and better community.

Should you have any questions or need me to voice my opinion to the hearing examiner happy to do so.

Sincerely,

**Kevin Edwards**  
**Hawkins Edwards, Inc.**

225 W. Main Ste. 200  
Spokane, WA 99201  
C: 509-939-8828  
[k.edwards@me.com](mailto:k.edwards@me.com)  
[www.HawkinsEdwardsInc.com](http://www.HawkinsEdwardsInc.com)

## **Palmquist, Tami**

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**From:** Leanne Ozaine-Smith <lozaine@ascendlive.com>  
**Sent:** Tuesday, November 13, 2018 4:16 PM  
**To:** Palmquist, Tami  
**Subject:** Greenstone - South Hill  
**Attachments:** image002.png

Dear Sir,

I hope you will take seriously the comments you receive about this project. As a homeowner on the South Hill, I am writing to ask the committee to consider very seriously the traffic and economic impact of this development.

I am aghast as I watch one large apartment complex after another approved by the city and/or county commissioners. South Hill home owners pay the highest property tax in the city, and yet our neighborhood is becoming over run with Section 8 (and with it, vandalism, crime) and multi-family housing. It doesn't feel like my neighborhood any more, it feels like the over-developed Northside. People buy houses on the South Hill because they do not want to live in an over-developed area void of charm and community.

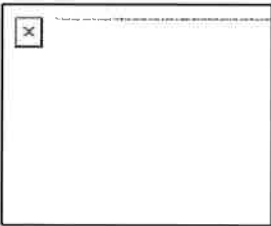
Have traffic studies been completely ignored before pursuing this? Regal and Southeast Blvd cannot handle any more traffic, nor is there room for expansion.

What about our schools? How crowded are we going to make Moran Prairie, Chase, and Ferris? Most which currently require expansion for the existing from all the new multi-family housing units built over the last 4 years.

I would appreciate it if our City and County commissioners would pay better attention to approve permitting for single family units who would be permanent, invested, tax-paying home owners in a community.

Thank you.

--



**LeAnne Ozaine-Smith**

President | Ascend Financials

Office [509.413.6620](tel:509.413.6620)

Mobile [509.869.6642](tel:509.869.6642)

Linked In: [lozain smith](#)



## **Palmquist, Tami**

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**From:** JIM PEARSON <ivar189@comcast.net>  
**Sent:** Tuesday, November 13, 2018 3:16 PM  
**To:** Palmquist, Tami  
**Subject:** garden district pud

Hi, We live in the Perry neighborhood on the east side of Perry. It looks like the main entrance to the proposed PUD is a road -30th or 31st- running onto Southeast Boulevard. I imagine many of the new home owners will use S. E. Boulevard to go back and forth from downtown and other northern destinations. The revised planning paper submitted to evaluate traffic impacts seems to dismiss S.E Boulevard as a "minor arterial" with no further discussion or evaluation.

Right now all the traffic on the Boulevard is funneled into a 4 way stop on a hill at 18th. From there many vehicles go up and down Perry Street. It is difficult at times to drive across Perry on the side streets going east and west and even harder to make a left turn onto Perry when coming from the east. The arterial 17th is only a block down a steep hill from the 4 way stop on 18th. The arterial 9th meets Perry at the busy school crossing and business district. We think planners should take into consideration the extra traffic that will go up and down Perry Street and not just write it off as a minor arterial.

Perhaps there should be a traffic light at 9th or at 17th so there would be occasional breaks in the lines of cars so it would be easier to get onto or across Perry. Or perhaps the proposed PUD should be designed so drivers would use Freya/Ray instead of Southeast/Perry. Or perhaps the density should be limited to mitigate the extra traffic. In any event planners should give more consideration to the effect the extra traffic would have on an already congested S.E Boulevard/Perry St route.

Thanks for your consideration of this. Jim and Anne Pearson

## **Palmquist, Tami**

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**From:** Kim and Mary Kay <kmkand@comcast.net>  
**Sent:** Tuesday, November 13, 2018 12:03 PM  
**To:** Palmquist, Tami  
**Subject:** Garden District, proposed development near 29th and Crestline

Dear Ms. Palmquist,

We lived in this area, on 34th and Napa, for 18 years when our kids were kids and enjoyed the open area owned by Dr. Senneland.

However we believe this property should be put to use as a residential area. In my estimation few would disagree that Greenstone has done an excellent job with Kendall Yards thus the current plan by Greenstone should receive extra support due to that track record.

The amenities would include proximity to shopping, banking, and medical care. Many older active folks like us and my brother and his wife would enjoy living in this area and not having to drive to the store! We would also enjoy being near younger families in a mixed development.

Crestline would not need to be "punched" through to 29th, though there might someday be an indirect route through the area from 34th to 29th. Traffic would be a non-issue in our estimation, both inside the development and south on Crestline, though general population growth will lead to increasing traffic (of all types perhaps).

We see many benefits and support this proposed project.

Thank you.

Kim and Mary Kay Anderson  
720 E. 12th Ave.  
Spokane, WA 99202  
509 533 0118, 509 998 5916

## **Palmquist, Tami**

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**From:** ROGER BRANZ <branz0914@comcast.net>  
**Sent:** Tuesday, November 13, 2018 11:40 AM  
**To:** Palmquist, Tami  
**Subject:** Garden District development by Greenstone

My name is Roger Branz and I live at Rockwood South on the south hill. The proposed construction of the Garden District by Greenstone is going to cause a tremendous increase in the traffic using Southeast Blvd, both morning and evening. There is a severe problem now trying to get out into Southeast Blvd. from the Rockwood Retirement community on 25th. The so-called suicide lane is NOT the answer. Having studied the proposal done by Whipple Consulting Engineers, Inc. there will be according to the specs too many more trips in & out of that community to allow for a safe and sensible traffic flow. There is a "quality of life" issue involved in this as well, people have moved into certain areas because it seemed like a nice place to live. The existing infrastructure( roads ) were for a different time and a much smaller population. It seems ludicrous that city hall and the developers think that the present roadways will handle the increased traffic. They are putting the cart in front of the horse! Common sense would tell us to have the connectors (roads) in place first; then the development! I would like those involved in this project to come to 25th Ave. & Southeast Blvd. to witness the backload we now have with morning and evening commuters(7:00 - 9:00 a.m.) and (3:00-5:00 p.m.). I would like to go on record saying this new development just won't work! Too bad the Park board can't purchase this parcel and leave a little Green-space for all of us. Respectfully, Roger L. Branz

## **Palmquist, Tami**

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**From:** Alan Curryer <Alan@rockwoodretirement.org>  
**Sent:** Tuesday, November 13, 2018 11:32 AM  
**To:** Palmquist, Tami  
**Subject:** Comments Re the Gardens District Project  
**Attachments:** Tami Palmquist Itr re Gardens Project.pdf

Thanks for the opportunity to share a concern we have.



*Alan Curryer*  
CEO

**Rockwood Retirement Communities**  
2903 E 25<sup>th</sup> Ave.  
Spokane, WA 99223  
T: 509-536-6845  
F: 509-536-6662  
[www.rockwoodretirement.org](http://www.rockwoodretirement.org)

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2903 E. 25th Ave.  
Spokane, WA 99223  
509.536.6650  
[www.rockwoodretirement.org](http://www.rockwoodretirement.org)

November 13, 2018

Tami Palmquist, Associate Planner  
City of Spokane  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201-3329

Dear Ms. Palmquist:

Rockwood South Hill ("Rockwood") is a retirement community located just north of the proposed Garden District Project (the "Project"). We have been in business at our location of 2903 E. 25<sup>th</sup> Avenue for almost 60 years; we are home for almost 500 seniors and have approximately 250 employees working on the campus. We have great concern that the Project will exacerbate a very dangerous traffic situation at the intersection of 25<sup>th</sup> and Southeast Boulevard.

Most all residents and staff have to navigate this very busy intersection when leaving or returning to our campus. There is another exit, at Ray Street, but the volume of traffic there makes it even more dangerous than travelling via the 25<sup>th</sup> Ave route.

Southeast Boulevard at 25<sup>th</sup> is a very busy street. Especially during times of commute, the traffic slows and can back up for several blocks. Entering the intersection from 25<sup>th</sup> with the need to turn left and head south can be incredibly challenging. There is a turn lane that was designed to "accept" the southbound traffic turning from 25<sup>th</sup>, but the lines marking this lane are often not respected by the busy commuters.

Persons traveling south on Southeast Boulevard desiring to turn left onto 25<sup>th</sup> to enter our campus must navigate a very awkward and inappropriately placed concrete median. During busy times, most drivers who need to make this maneuver have no choice but to partially intrude into the oncoming lane of traffic in order to quickly take advantage of a small gap in the traffic. This is already a very serious, dangerous situation.

The majority of our residents are in the 80s and 90s. They are generally good drivers. But their senses and response time have slowed, as is natural, and they have learned that it is important to be cautious. Successfully navigating the intersection at 25<sup>th</sup> and Southeast Boulevard during busy times of the day requires very decisive and precise driving skills. It is already a very dangerous intersection and will get even more so with the impact of the Project.

Tami Palmquist  
City of Spokane  
November 13, 2018  
Page Two

We urge the City to require that a traffic light be installed at 25<sup>th</sup> and Southeast Boulevard to mitigate the impact of the project. The additional traffic generated by the Garden District Project will undoubtedly add to the highly increased traffic flow that we have seen develop on Southeast Boulevard over the years. We urge that the City be proactive and require that a traffic light be installed so that safety of so many vulnerable seniors and other nearby neighbors can be assured.

Sincerely,

A handwritten signature in dark ink, appearing to read "Alan B. Curryer", with a stylized, flowing script.

Alan B. Curryer  
President and CEO

## **Palmquist, Tami**

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**From:** CHARLES MILANI <CMMILANI@msn.com>  
**Sent:** Tuesday, November 13, 2018 11:00 AM  
**To:** Palmquist, Tami  
**Cc:** Kinnear, Lori; Beggs, Breean  
**Subject:** Garden District PUD

We live at the Southeast corner of 34<sup>th</sup> and Crestline located very close to the new proposed Garden District PUD. We have stayed involved with the process as this addition will change our neighborhood. Below is information we would like the City to have and consider when making a final decision that will affect our neighborhood.

We believe that the developer has presented a plan that would have the least impact on our neighborhood (Crestline not a through street) and as proposed would be a good addition to the neighborhood. However, it appears that the City has not made a final decision on whether Crestline should go through as a collector. We are against extending Crestline for the following reasons:

It has already been documented that 34<sup>th</sup> is a narrow street. There are places that are one-way traffic when cars are parked on the street. At this point the neighborhood is aware of this and have been good about yielding when 2 cars meet. Increasing traffic will cause more "yielding" with the possibility of impatient drivers getting into conflicts or accidents.

More important, at 34<sup>th</sup> and Crestline there is a large hill that gets very icy in the winter. We have watched many cars slide down the hill and are unable to stop at the corner. There have been many cars stuck in the snow berms across Crestline as they lost control going down the hill. To make matters worse, Crestline is also downhill to 34<sup>th</sup>. We have seen one case where neither car was able to stop and hit each other in the intersection. Luckily it was only a fender bender, and no one was hurt. Putting a stop sign on 34<sup>th</sup> will not make any difference when there is snow.

There is a middle school bus stop on 36<sup>th</sup> and Crestline. There is no sidewalk on Crestline, so kids are walking on the street to meet the bus. Again, more traffic will make it more unsafe for these kids.

Thank you for taking the time to review our issues and hopefully they will help you make the correct decision.

Marcia and Charles Milani  
2204 E. 34<sup>th</sup> Avenue  
(509) 990-4188

## **Palmquist, Tami**

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**From:** Michael McBride <9mcbride@gmail.com>  
**Sent:** Tuesday, November 13, 2018 8:45 AM  
**To:** Palmquist, Tami  
**Subject:** Garden District PUD comments

Hello Tami,

I see that the public comment period is ending soon on the Garden District PUD, and I've sent comments at various points of the proposal, but just wanted to have one lat one in. I live at 36th and Pittsburgh, so pretty close to the planned development.

I am in favor of the planned mixed use development, and feel that a smaller version of Kendall Yards would fit in nicely in my neighborhood. The sole issue I see with the plan renderings is that all of the commercial buildings appear to be up in the north east corner of the development. I would love for at least a cafe and/or a restaurant space to be located on the south western end of the project to allow the surrounding neighborhood easy walking access to shops as well. This would make the Garden District feel like more a part of the existing neighborhood to me.

As far as transportation access goes, I am in favor of extending Crestline to Southeast Blvd., and I would also like to see a new traffic configuration at 29th and Pittsburgh, to allow for westbound traffic to turn left into the neighborhood from that access point as well.

Thank you,

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Michael J. McBride, MPA  
(509) 828-9884  
[9mcbride@gmail.com](mailto:9mcbride@gmail.com)



## **Palmquist, Tami**

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**From:** Carol Tomsic <carol\_tomsic@yahoo.com>  
**Sent:** Sunday, November 11, 2018 9:42 PM  
**To:** Palmquist, Tami  
**Cc:** DOUGLAS & MARILYN LLOYD; Sally Phillips; Wittstruck, Melissa; Beggs, Breean; Kinnear, Lori; Laine Pitcher; Makaya Judge  
**Subject:** RE: Garden District PUD Written Comment

I live, work and walk in the Lincoln Heights Neighborhood. My son attended Lincoln Heights Elementary, Chase Middle School and then graduated from Ferris High School. My roots are firmly planted in the neighborhood.

I would like the Garden District PUD to be accepted without the Crestline extension.

The Lincoln Heights Neighborhood District Plan supports a pedestrian friendly and walkable economically vibrant neighborhood. An extension of Crestline will divide the adjacent Hamblen neighborhood and is contrary to the Lincoln Heights District Plan and Garden District PUD. 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 Garden District PUD is focused on providing pedestrian and bicycle connectivity as a priority over traffic. There is already an established connectivity to the neighborhood with long-existing pedestrian and bicycle paths that will be kept intact by the open space, preservation of an urban forest and residential traffic calming in the development. Pedestrian safety and dangerous turning movements on 29th for the residents are already a concern, especially on Martin Street, and allowing the Crestline extension and drawing more traffic into the neighborhood will not solve the existing traffic problem.

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

The City's Complete Streets Program encourages healthy, active living and a reduction of traffic congestion and fossil fuel usage by providing a safe route for walking, bicycling and public transportation. An extension of Crestline does not meet that criteria. It is a minor inconvenience for adjacent neighborhoods to use the already existing arterial streets in the neighborhoods to preserve open space and provide for the safety of our neighborhood residents. There is a city traffic study of 29th in the works and I am confident it will solve the current traffic problems on the existing through-way streets. The South Hill Coalition Connectivity and Livability Strategic Plan put an emphasis on bikeways, pedestrian pathways and transit and urban forest. The City's PUD guidelines put a low priority on cars.

The Garden District PUD was reviewed by the Design Review Board. The board unanimously recommended the hearing examiner protect the mature tree canopy. It mentioned the Garden District PUD "as proposed preserves the healthy urban forest canopy and supports a pedestrian friendly environment." I wholeheartedly agree with their recommendation.

An extension of Crestline also contradicts the city's 1993 decision to allow Dr. John Sonneborn to eliminate Crestline and Stone Street with a street vacation so both streets would not run through his Quail Run development. The city should make another exception with Crestline.

I would also like to see a walking path through the development that will connect with the Touchmark walking path.

I would also like to remind the hearing examiner that STA Monroe to Regal High transit will have stops in our neighborhood so there will be an increased convenient connectivity in our neighborhood.

Carol Tomsic  
Lincoln Heights resident

## **Palmquist, Tami**

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**From:** Pat McElgunn <gunnt@live.com>  
**Sent:** Friday, November 9, 2018 11:05 AM  
**To:** Palmquist, Tami  
**Subject:** Garden District Comment

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

Tami,

The extension of S. Crestline St. to the Southeast Blvd. is imperative in terms of traffic flow out of the new development. Sending traffic south on S. Crestline St. to E. 37th will create peak hours congestion at the intersection. Additionally, the down hill grade for westbound traffic on E. 37th at S. Crestline St. will present visibility problems for southbound S. Crestline St. traffic turning or going through the intersection.

Pat McElgunn  
4227 S. Magnolia St.  
474-9600

## **Palmquist, Tami**

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**From:** Tom Kearney <tomkearne@gmail.com>  
**Sent:** Monday, November 5, 2018 11:26 PM  
**To:** Palmquist, Tami  
**Subject:** Garden District PUD, citizen input

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

As a nearby resident I have some interest in this project. Our family have been homeowners on 46th Ave between Crestline and Regal since 1981.

I'm an avid cyclist during all those years also, so have an awareness of traffic patterns and flow from that perspective.

This development, as outlined on the provided documents which I have studied, seems quite reasonable to me.

My primary comment is to ENCOURAGE inclusion of the "Crestline Connector" in the final plan. Given the rapidly expanding multiple unit residential and commercial development on Regal from 29th to 57th and beyond, that corridor is reaching saturation, at least at peak times.

The Crestline Connector would provide a parallel route west of Regal:

- alternative for north-south traffic, decreasing the load on Regal
- safer alternative for cyclists
- more direct access to the Park and Ride lot on east side of Southeast Blvd for travelers from south and west
- if designed with "traffic calming" strategies should not be burdensome to adjacent residents.

Thank you for your consideration.

Contact if desired: 509 995-0965

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Tom Kearney

## **Palmquist, Tami**

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**From:** Russell Reser <russellreser@hotmail.com>  
**Sent:** Friday, November 2, 2018 6:36 PM  
**To:** Palmquist, Tami  
**Subject:** Southgate Sonneland

**Follow Up Flag:** FollowUp  
**Flag Status:** Flagged

I reside at 5104 S Pittsburg. I have deep concerns with Crestline connecting to SE.

Please don't allow this to happen and if you would, pass on my concerns to the decision makers.

Thank you,

Russ Reser  
509-995-0835

Sent from my iPhone

**Palmquist, Tami**

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**From:** Andrew Hoyer <ahoyer@comcast.net>  
**Sent:** Monday, November 5, 2018 8:39 AM  
**To:** Palmquist, Tami  
**Subject:** Garden District

Tami -

These are my personal comments - I live near the proposed development. I support the option with a connection between 31st avenue and SE Boulevard for many reasons already presented by various parties. I would point out that driving to and from the South half of the development will be more circuitous and burn more gasoline in that it requires a southerly exit to go north, and a similarly awkward path to get home. I also support more pedestrian-friendly additions to Crestline.

**Andrew Hoyer**  
**DataTrend Services, Inc.**  
**1202 E Sprague, Suite 208**  
**Spokane, WA 99202**  
**509-536-3233**