



May 31, 2018

Omar Akkari  
Urban Designer  
City of Spokane  
808 W Spokane Falls Boulevard  
Spokane, WA 99201

**RE: GARDEN DISTRICT**

Dear Mr. Akkari:

Spokane Transit would like to thank the City of Spokane for ensuring that transit improvements are included in the design of the proposed Garden District project by Greenstone. The subject site is located in the Monroe-Regal High Performance Transit Corridor in which Spokane Transit on behalf of the region will be making significant investments. The design of the Garden District project has the potential to impact the success of Spokane Transit's Monroe-Regal High Performance Transit Line.

As the Garden District project moves forward, Spokane Transit requests that we continue to be involved in the design of the transit stop and associated amenities. In particular, the stop and amenities should be planned to support the implementation of High Performance Transit elements, with planned improvements on the 29<sup>th</sup> Avenue corridor beginning in 2019. Specifically, we are interested in improving (and/or slightly relocating) the existing eastbound stops at Martin Street and Southeast Boulevard. Such improvements should accommodate raised boarding platforms and power/communication conduits to support High Performance Transit infrastructure. Please see the attached concept rendering as a reference.

Additionally, in order to promote efficient connectivity for all modes of transportation Spokane Transit requests that the street network be continued through the subject site. A disconnected street system results in additional travel required for all modes to reach destinations, concentrates traffic onto fewer streets, and creates barriers to non-motorized travel. The network should not only be connected but be intuitive and easily navigated especially for pedestrians. Grid systems are typically the most intuitive.

Spokane Transit further requests that pedestrian crossing improvements at the intersection of E. 31st Avenue and S. Southeast Blvd. be included as part of the project.

We look forward to working with the City of Spokane and Greenstone on this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathleen Weinand', followed by a horizontal line.

Kathleen Weinand  
Principal Transit Planner

Attachment



## Monroe-Regal Line

High Performance Transit

Concept Station Design

\*Actual amenities may vary

Karl Otterstrom  
1811 E. 34<sup>th</sup> Ave  
Spokane, WA 99203

May 30, 2018

Spokane City Design Review Board  
c/o Omar Akkari  
808 W. Spokane Falls Blvd  
Spokane, WA 99201

Re: Garden District PUD

Members of the Spokane City Design Review Board:

Thank you for the opportunity to comment on the proposed Garden District project and related design considerations.

My family and I reside on 34<sup>th</sup> Avenue not far from the project site. While the project will re-define our neighborhood, I am supportive of infill development, increasing potential customers for the Lincoln Heights commercial area, making better use of existing infrastructure and reducing urban growth's impact on our region's ecosystem and natural resources.

I am pleased to see design plans respect the topography of the site and the inclusion of abundant open space. I support the diversity of uses and housing types. I am optimistic that final designs will improve upon these intentions.

I strongly urge the City of Spokane, the developer and DRB to ensure the unification of the street grid occurs in this location by connecting Crestline Street to Southeast Boulevard via a new 31<sup>st</sup> Avenue connection, consistent with the policy intent of the city's comprehensive plan and as depicted in the original conceptual site plan.

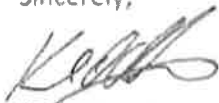
It has been suggested that an intention of the project design is to reduce automobile dependence. To put it in more quantifiable terms, I believe the developer wishes to reduce vehicle miles traveled and total automobile ownership on the site (as compared to similarly situated development), both in voluntary ways. To that end, I encourage the city and the developer consider the following:

- A well-connected street grid reduces out-of-direction travel for current and future residents of the neighborhood, thus reducing vehicle miles traveled and unnecessary wear and tear on city streets.
- Network density for pedestrians, along with higher density, good design and a mix of uses, is key for walkability. This includes trails and connections in addition to a well-connected street grid.
- Frequent transit with improved waiting areas and stop access improvements, especially across busy arterials, support alternatives to the automobile and helps to extend the reach of pedestrian activity from the site to other parts of the community.

- Municipal requirements for on-site parking only reinforce car ownership. The presumably free parking for residents could be revised to offer discounts on rent for residents who don't require roughly 200 square feet of land dedicated to parking their personal automobile. This could increase available land reserved for open space and trails on the site
- The bicycle is a very energy-efficient mode of travel. While not always practical for everyone in our climate and topography, it can still form a meaningful component of site design that encourages its use and reduce over-reliance on the car for those who choose to cycle to homes and business on the project site.

Thank you for your consideration of my feedback, along with other comments from my neighbors and other community members.

Sincerely,



Karl Otterstrom

**Return to Agenda**

## The Garden District Recommendation Meeting Public Comments Summary

Name	Concerns					
	Crestline Connection	Lack of Crestline Connection	Transitions / Tree Preservation	Traffic	Land Use	Bike / Ped Amenities
Karl Otterstrom		1				1
Vicki Clancy   Spokane Transit Authority		1				1
Heather Stewner	1			1		1
Kevin Edwards   Hawkins Edwards, Inc.	1			1		
Richard Sola	1			1		
Laine Lambarth	1		1	1	1	1
Carol Rankin	1			1		
Deborah Walker	1			1		
Andrew Hoyer   Southgate Neighborhood Council		1		1		
Rick Boal	1		1	1		1
Addy Rigsby	1			1		
Richard and Diane Van Orden	1			1	1	1
Charlene Tkach	1		1	1	1	
Marcia and Charles Milani	1					
Robert W. Tkach		1	1	1		
William F. Bidowski	1		1			1
Tammy Caruthers	1					
Jeff Overholser	1					
Amy Heppler	1					
Theresa Bidowski	1		1			1
Andy Wittwer	1					
Marilyn Reimann	1		1	1		
Ron and Brenda Cord			1			
Drew & Lisa Repp	1		1			1
Unknown   emalia9@comcast.net	1			1		
Marilyn and Douglas Lloyd	1		1	1		1
Carol Tomsic	1		1	1		1
Joseph & Molly Bozo	1		1	1		
Kirk Jackson			1			1

### Concern Totals

23

4

13

17

3

12

Karl Otterstrom  
1811 E. 34<sup>th</sup> Ave  
Spokane, WA 99203

May 30, 2018

Spokane City Design Review Board  
c/o Omar Akkari  
808 W. Spokane Falls Blvd  
Spokane, WA 99201

Re: Garden District PUD

Members of the Spokane City Design Review Board:

Thank you for the opportunity to comment on the proposed Garden District project and related design considerations.

My family and I reside on 34<sup>th</sup> Avenue not far from the project site. While the project will re-define our neighborhood, I am supportive of infill development, increasing potential customers for the Lincoln Heights commercial area, making better use of existing infrastructure and reducing urban growth's impact on our region's ecosystem and natural resources.

I am pleased to see design plans respect the topography of the site and the inclusion of abundant open space. I support the diversity of uses and housing types. I am optimistic that final designs will improve upon these intentions.

I strongly urge the City of Spokane, the developer and DRB to ensure the unification of the street grid occurs in this location by connecting Crestline Street to Southeast Boulevard via a new 31<sup>st</sup> Avenue connection, consistent with the policy intent of the city's comprehensive plan and as depicted in the original conceptual site plan.

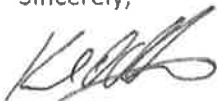
It has been suggested that an intention of the project design is to reduce automobile dependence. To put it in more quantifiable terms, I believe the developer wishes to reduce vehicle miles traveled and total automobile ownership on the site (as compared to similarly situated development), both in voluntary ways. To that end, I encourage the city and the developer consider the following:

- A well-connected street grid reduces out-of-direction travel for current and future residents of the neighborhood, thus reducing vehicle miles traveled and unnecessary wear and tear on city streets.
- Network density for pedestrians, along with higher density, good design and a mix of uses, is key for walkability. This includes trails and connections in addition to a well-connected street grid.
- Frequent transit with improved waiting areas and stop access improvements, especially across busy arterials, support alternatives to the automobile and helps to extend the reach of pedestrian activity from the site to other parts of the community.

- Municipal requirements for on-site parking only reinforce car ownership. The presumably free parking for residents could be revised to offer discounts on rent for residents who don't require roughly 200 square feet of land dedicated to parking their personal automobile. This could increase available land reserved for open space and trails on the site
- The bicycle is a very energy-efficient mode of travel. While not always practical for everyone in our climate and topography, it can still form a meaningful component of site design that encourages its use and reduce over-reliance on the car for those who choose to cycle to homes and business on the project site.

Thank you for your consideration of my feedback, along with other comments from my neighbors and other community members.

Sincerely,



Karl Otterstrom



May 31, 2018

Omar Akkari  
Urban Designer  
City of Spokane  
808 W Spokane Falls Boulevard  
Spokane, WA 99201

**RE: GARDEN DISTRICT**

Dear Mr. Akkari:

Spokane Transit would like to thank the City of Spokane for ensuring that transit improvements are included in the design of the proposed Garden District project by Greenstone. The subject site is located in the Monroe-Regal High Performance Transit Corridor in which Spokane Transit on behalf of the region will be making significant investments. The design of the Garden District project has the potential to impact the success of Spokane Transit's Monroe-Regal High Performance Transit Line.

As the Garden District project moves forward, Spokane Transit requests that we continue to be involved in the design of the transit stop and associated amenities. In particular, the stop and amenities should be planned to support the implementation of High Performance Transit elements, with planned improvements on the 29<sup>th</sup> Avenue corridor beginning in 2019. Specifically, we are interested in improving (and/or slightly relocating) the existing eastbound stops at Martin Street and Southeast Boulevard. Such improvements should accommodate raised boarding platforms and power/communication conduits to support High Performance Transit infrastructure. Please see the attached concept rendering as a reference.

Additionally, in order to promote efficient connectivity for all modes of transportation Spokane Transit requests that the street network be continued through the subject site. A disconnected street system results in additional travel required for all modes to reach destinations, concentrates traffic onto fewer streets, and creates barriers to non-motorized travel. The network should not only be connected but be intuitive and easily navigated especially for pedestrians. Grid systems are typically the most intuitive.

Spokane Transit further requests that pedestrian crossing improvements at the intersection of E. 31st Avenue and S. Southeast Blvd. be included as part of the project.

We look forward to working with the City of Spokane and Greenstone on this project.

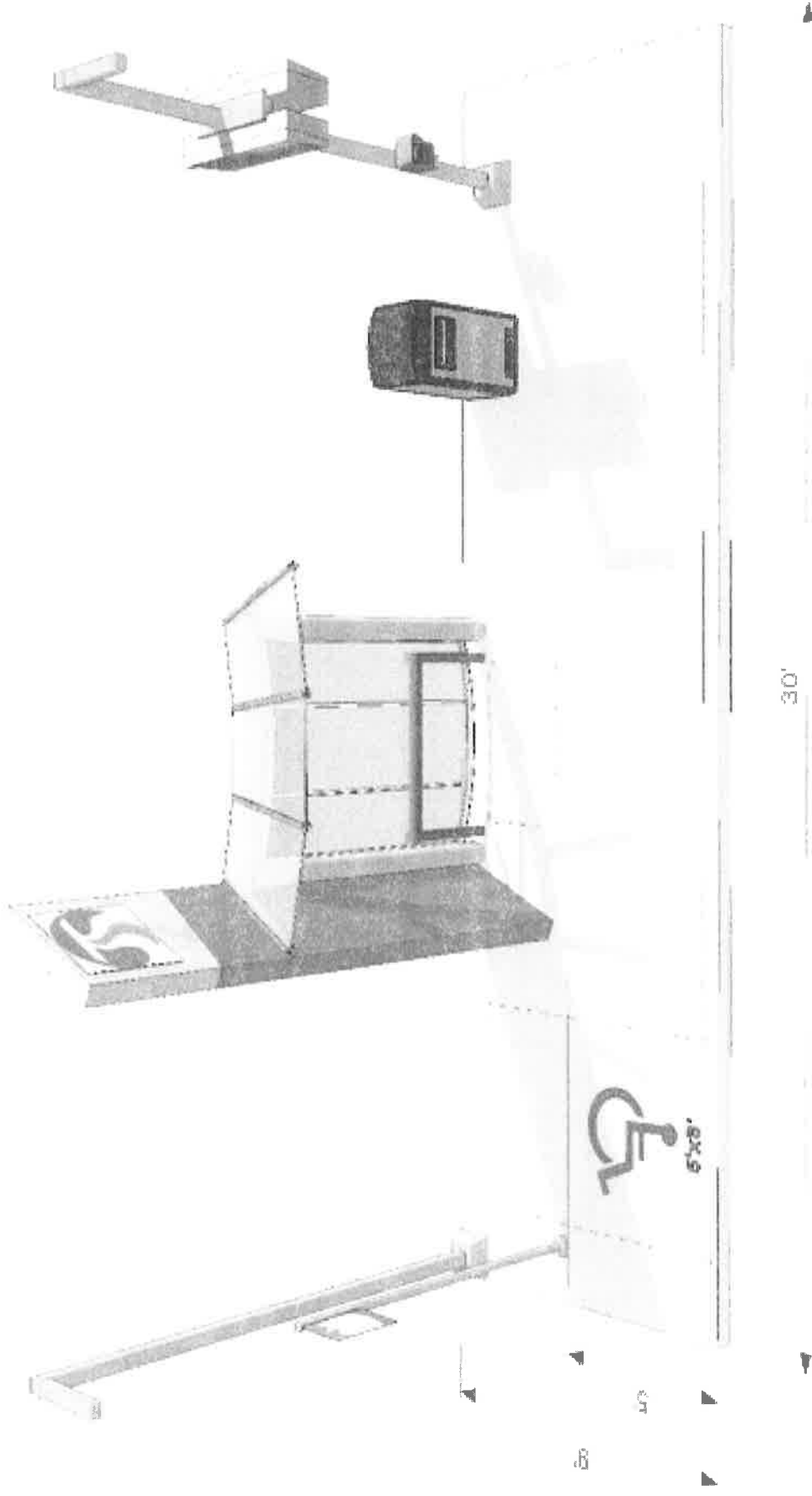
Sincerely,

A handwritten signature in black ink, appearing to read 'Kathleen Weinand', followed by a horizontal line and a small flourish.

Kathleen Weinand  
Principal Transit Planner

Attachment





## Monroe-Regal Line

High Performance Transit  
Concept Station Design

\*Actual amenities may vary

**Southgate Neighborhood Council Comment to the DRB – June 13, 2018**

RE: The Garden District proposed development

Submitted by Andy Hoye, Treasurer, Southgate Neighborhood Council

The following was approved by a majority vote of the members in good standing of the Southgate Neighborhood Council at their meeting on June 6, 2018. It should be noted that Mr. Ted Teske was not present during the discussion nor the vote on this matter.

**Regarding the Garden District, the SNC favors vehicular connection between Crestline and Southeast Boulevard, at 31<sup>st</sup> Avenue. Such a connection is consistent with many Municipal Codes, Neighborhood Plans and the Comprehensive Plan, most of which were included in the recent packet distributed for the June 13, 2018 DRB meeting. We also believe that traffic calming within the development and multi-modal transportation options are needed and important.**

Specific citations from the recent packet:

[SMC 17G.040.080] “The design review criteria reflect the policies of the Comprehensive Plan....fostering the efficient arrangement of land use.”

[SMC 17G.060.170] “...Transportation system capacity...adequate capacity by the time each phase of the development is completed....compatibility with adjacent uses – traffic management multi-modal transportation elements...mitigation of offsite impacts.

[SMC 17G.070.115]: B-3: ...shall be designed to encourage economy and efficiency in the provision and maintenance of utilities and transportation routes...”

[SMC 17G.070.140]: “...development itself must be considered as a part of a larger community fabric... impact on such elements as pedestrian and vehicular circulation.”

[SMC 17G.070.145] B-2: “...the development shall connect with the existing or planned street system of the surrounding area... B-5: “Circulation system shall be designed to enhance connectivity with adjacent developed and undeveloped properties.”

[From the Comprehensive Plan]: TR 7: Neighborhood Access – Require developments to have open accessible internal multi-modal transportation connections to adjacent properties and streets on all sides.

The map on TR-12 shows the connection between Garden District and Southeast Boulevard.

[from the South Hill Coalition Connectivity Plan] – Complete Neighborhoods, CM-1: “Improve east-west access.”

[From the Lincoln Heights neighborhood District Center Master Pla], 4.01, Chapter 4, page 9, #7: "This plan...envision[s] an east-west connection to Southeast Boulevard, introducing another entry point into the district center near the current STA Park and Ride."

[SMC 17H.010.030] C. "Adequate access shall be provided to all parcels of land." F: "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." I: "Subdivisions comprised of more than thirty lots shall include two access points acceptable to the city fire department and the director of engineering services". M: "A grid pattern featuring more street intersections...should be implemented."

[from the May 31, 2018 letter from STA] "...STA requests that the street network be continued through the subject site..."

**From:** SHERLYN  
**To:** Akkari, Omar; klang0132@gmail.com; info@preservehamblen.com; jeffsherioverholser@comcast.net  
**Subject:** 32nd and Crestline/Sonneland  
**Date:** Sunday, June 10, 2018 6:02:44 PM

---

Please do not connect Crestline Street with SE Blvd. I support the 'No Crestline' option.

I live at 4108 S. Crestline St....we have three children who attend Hamblen Elementary school. We've lived here for 10 years and love our home in this part of Spokane.

Thank you for your consideration in preserving our neighborhood!

Jeff Overholser

Sent from XFINITY Connect Application

**From:** DEBBIE WALKER  
**To:** [Akkari, Omar; klang0132@gmail.com](mailto:Akkari_Omar_klang0132@gmail.com)  
**Subject:** Connectivity planning for Crestline and 32nd  
**Date:** Thursday, June 7, 2018 8:07:35 PM

---

I have lived here for 15 years. This used to be a great neighborhood with green areas and trails for people to enjoy and to get to local businesses by walking and biking. The last couple of years there has been such an increase of vehicle traffic that it is difficult and unsafe to cross Southeast Blvd. Allowing Crestline to cut through to Southeast Blvd. would negatively impact our quality of life even more.

There are already more than enough arterial roads to allow commuters from this area to get downtown. Please consider those of us who have bought homes and made our lives here. My neighbors and I are united in opposing more traffic through our neighborhood.

Deborah Walker

2024 E. 30th Ave.

Spokane, WA 99203

**From:** Tammy Caruthers  
**To:** Akkari, Omar  
**Subject:** Crest line  
**Date:** Sunday, June 10, 2018 6:02:39 PM

---

I am writing regarding my opposition to expand Crestline. Losing the green space is devastating as is the neighborhood becoming a "freeway" instead of quiet neighborhood we have become accustomed to. So many children live in this neighborhood and walk to school so the increased traffic will be dangerous. Please reconsider expanding to 29th as losing trees and destroying our current neighborhood is not why we moved to this neighborhood.

Dr. Tammy Caruthers

**From:** Kevin Edwards  
**To:** Akkari, Omar; klang0132@gmail.com  
**Subject:** Crestline Extension  
**Date:** Tuesday, June 5, 2018 3:56:52 PM

---

To whom it may concern:

This was an article that was sent to me from Jim Frank, the developer of the Garden District. Being a home owner in the neighborhood, Jim sat down with us and explained his vision for the neighborhood and development. What his idea and plans were totally inline with what I envisioned for the neighborhood and future developments within the city.

In summary, the notion of connecting Crestline to SE Blvd will only create more cars on the road and diminishes the walking and biking connectivity. My house is on the corner of 32nd & Crestline and I cannot tell you how many people walk on Crestline to the forest area and take their dogs, kids, etc. thru the field. His vision is "WALKING CONNECTIVEY" not car connectivity.

ARTICLE: [https://ggwash.org/view/amp/67358?\\_\\_twitter\\_impression=true](https://ggwash.org/view/amp/67358?__twitter_impression=true)

If the people and home owners of SouthGate & Lincoln Heights, etc. want to mitigate and drive traffic to Crestline and ease congestion off of Regal I get that. However, what they don't realize is by doing this, it will only increase the dependency of cars on the south hill to get to the grocery store, etc. only further increasing traffic on Regal, etc. create more of an issue. The theory that Jim explained is called "Induced Demand" - [https://en.wikipedia.org/wiki/Induced\\_demand](https://en.wikipedia.org/wiki/Induced_demand) . It increases car traffic by people relying on cars for transpiration and effectively will only make the issue worse for the very people that want to solve the issue. I know Jim is in favor of having walking and biking connectivity, but not car. Americans rely too much on the car and by creating another arterial will just enhance the problem.

**"City planner Jeff Speck has called induced demand "the great intellectual black hole in city planning, the one professional certainty that everyone thoughtful seems to acknowledge, yet almost no one is willing to act upon."**

**"An aphorism among some traffic engineers is "Trying to cure traffic congestion by adding more capacity is like trying to cure obesity by loosening your belt."**

I firmly believe that Jim Frank understands this and has executed this in Kendall Yards and other development to revolve around walking and biking, not cars.

If planners and the city understood this, I think you would have less traffic and more pedestrian connectivity. If people don't have to get in a vehicle to go to the store or grab coffee, this benefits everyone!

Just my two sense, but I would rely on Jim's expertise as he has more knowledge on the subject than anyone. Last note, if you research INDUCED DEMAND, please keep this in mind as Jim brought it to my attention and it "Clicked" for me.

**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)



June 11, 2018

Design Review Board,

Thank you for your service to the Spokane community. We recognize that this is a volunteer board and appreciate your time and efforts to help shape Spokane in a positive way.

We live near 36<sup>th</sup> & Crestline in the Lincoln Heights neighborhood, roughly three blocks from the proposed Garden District PUD. It is our understanding that Greenstone Development has submitted a supplemental design for Garden District which does not include Crestline connecting to Southeast Boulevard. We feel this component (the exclusion or inclusion of an arterial) of the PUD is the most important design element of the project and will largely determine its success. For this reason, we strongly support the alternative design *without* a Crestline connector.

We feel this is a superior design for the following reasons:

1. More natural land forms, mature trees and urban forest will be preserved by not extending Crestline. This urban forest is one of the truly unique aspects of the Lincoln Heights neighborhood, and every effort should be made to preserve it.
2. The PUD is designed to integrate into the neighborhood and improve the neighborhood's connections and safety. Placing an arterial through the project will isolate the neighborhoods on either side and reduce neighborhood safety. Not including an arterial in the design will make Garden District more congruent with the existing neighborhood.
3. The focus on providing pedestrian and bicycle connectivity as a priority over automobile traffic. This is consistent with PUD guidelines. And as a family with three young children (one, three, and five years old), we will be far more likely to access the commercial areas, visit our neighbors, and enjoy the open spaces of Garden District if we feel we can safely do so. We will feel far safer walking or bicycling on a pedestrian/bicycle path in the Garden District than on an arterial.
4. Placing a new arterial through the neighborhood is not necessary for traffic circulation, as other circulation routes are available. Furthermore, a new arterial will simply encourage more vehicle traffic, as opposed to encouraging alternative forms of neighborhood connectivity such as walking and biking.

With the Garden District PUD the City has the opportunity to take a huge step forward in creating the type of neighborhood it wants to see more of: neighborhoods which are safe, inclusive, and focused on people, not cars. A Design Review Board recommendation of the Garden District design *without* the Crestline arterial bisecting the project will greatly help in taking this step.

Thank you,

Drew & Lisa Repp  
Lauten (5), Brady (3), Taylor (1)  
2024 E. 36<sup>th</sup> Ave.  
Spokane, WA 99203

**From:** Richard Sola  
**To:** [Akkari, Omar](#)  
**Cc:** [klang0132@gmail.com](#); Carol Tomsic; Kinnear, Lori; Beggs, Breean  
**Subject:** Design Review Board - Garden District  
**Date:** Wednesday, June 6, 2018 9:53:00 AM  
**Attachments:** [Design Review letter.docx](#)

---

Dar Mr. Okkari,

Attached is my letter supporting the Garden District P.U.D. proposal that does not include the extension of South Crestline Street.

I will be out of town on business on June 13 and will be unable to attend the Design Review Board hearing on this matter.

Please provide this letter to the Design Review Board members in advance of that hearing.

Thank you,

Richard Sola

Sent from [Mail](#) for Windows 10

**From:** WILLIAM BIDOWSKI  
**To:** [klang0132@gmail.com](mailto:klang0132@gmail.com); [Akkari, Omar](#)  
**Cc:** [Kinnear, Lori](#); [Beggs, Breean](#)  
**Subject:** Design Review Board meeting 6/13/2018 - Garden District PUD / Greenstone Options  
**Date:** Sunday, June 10, 2018 4:12:21 PM

---

I would like to express my views on the two options that will be reviewed for development of the Sonneland property by Greenstone as the "Garden District".

My primary concern is that the Garden District PUD option needs to be the one that is most complimentary to all the existing, surrounding neighborhoods. This includes the following features:

- Maximum open, green spaces.
- Enhanced pedestrian and bicycle accessibility and safety.
- Minimal motor vehicle intrusion. (Termination of Crestline at 32nd Ave.)
- Preservation of mature trees, especially Aspens and Ponderosa Pines.
- Preservation of existing water features, wildlife habitats, natural land forms, and pedestrian trails.

It is critical that the right choice be made here because to destroy or stifle development of any of these features will bring irreversible damage and loss to all parties, including current and future residents of all affected neighborhoods, land owners, developers and government taxing authorities. (In other words, no one will want to live in a blighted, sterile, overpopulated dump.)

Sincerely,

William F. Bidowski  
2014 E. 35th Ave.  
Spokane, WA 99203  
(509) 487-5472  
[bidowski@yahoo.com](mailto:bidowski@yahoo.com)

**From:** Drew Repp  
**To:** [Akkari, Omar](#); [Kathy Lang](#)  
**Subject:** dgunderson@spokanecity.org; steve@stevenmeekarchitects.com  
**Date:** Monday, June 11, 2018 3:48:42 PM  
**Attachments:** [D & L Repp June 13 DRB Comments - Garden District PUD.pdf](#)

---

Omar & Kathy,

We hope to be able to attend the DRB meeting on Wednesday. But regardless, wanted to submit the attached comments to the board regarding the Garden District PUD.

Thank you,

Drew & Lisa Repp

**From:** Theresa Bidowski  
**To:** [Akkari, Omar](#)  
**Subject:** Fwd: Garden District  
**Date:** Sunday, June 10, 2018 9:16:06 PM

---

Sent from my iPhone

Begin forwarded message:

**From:** Theresa Bidowski <[tbidowski@yahoo.com](mailto:tbidowski@yahoo.com)>  
**Date:** June 10, 2018 at 9:14:27 PM PDT  
**To:** [klang0132@gmail.com](mailto:klang0132@gmail.com)  
**Subject:** Garden District

Design Review Board meeting June 13, 2018 - Garden District

I'm very concerned that the Garden District needs be complimentary to the existing neighborhood. In order to do so, it needs to take into account the following issues:

- Priority given to pedestrian accessibility and safety.
  - Permanently prohibit the possibility of an arterial. (Termination of Crestline at 32nd Ave.)
- Preservation of existing water features, wild bird habitats, rock formations and Aspen tree stands.

It is so important that the correct choices be made here because these qualities, once lost, can never be regained without great expense. Please do the right thing and do not let corporate profits and tax revenue over-ride common sense.

Thank you,

Theresa Bidowski  
2014 East 35th Avenue, Spokane, WA, 99203-4030

[Return to Agenda](#)

**From:** RICHARD VAN ORDEN Owner  
**To:** [Akkari, Omar](#)  
**Cc:** [klang0132@gmail.com](mailto:klang0132@gmail.com)  
**Subject:** Garden District Comments  
**Date:** Friday, June 8, 2018 3:01:39 PM

---

We live at 2211 E. 34th Avenue and are writing to express our concerns about the Garden District project that is being proposed by Greenstone in the Lincoln Heights neighborhood. Our primary concern revolves around the number of units Greenstone has initially identified for the project and the resulting impact on traffic, schools, and the general livability of our neighborhood. We have observed efforts in Seattle and Portland to increase density through infill and the resulting decrease in the quality of neighborhood livability.

Please keep in mind that we are not opposed to development of the 29 acre Sonneland property. Adding some light commercial and apartment units close to transportation on 29th Avenue makes good sense. Locating single family housing or duplexes at the south end of the property in a manner that is consistent with the existing neighborhood also makes sense.

What doesn't make sense is to locate a large number of apartment units at the south end of the property. The increase in traffic on E. 34th Avenue and the incompatibility with the adjacent single family houses can be avoided by either reducing the number of units at the south end or locating the apartments at the north end of the property. Frankly, our concerns about this project go away with a lower number of units or a reconfigured design that locates the high density housing at the north end of the project.

There is a specific traffic safety issue that you may not be aware of. There is a steep hill on E. 34th in front of our house that begins at Crestline. In the winter we observe on a daily basis cars sliding up and down the hill into the Crestline intersection. No traffic study will identify this geographic feature and the increased traffic safety risks that will arise with a large development adjacent to this intersection. Minimizing the increase in traffic on Crestline will be a preventive step in not adding to the safety issues with this hill.

We understand the City is considering an extension of Crestline to meet Southeast Blvd. and are concerned about the neighborhood impact. Although Regal is relatively congested at certain times of the day, it is a commercial corridor that has been planned for a heavy traffic flow. By comparison, Crestline is completely residential, south of 29th, with the exception of Hamblen Elementary School and a church. Therefore, we don't consider Crestline to be an appropriate arterial option. There are no sidewalks on Crestline north of 37th and any increase in traffic on Crestline would raise the risk for children who walk or bicycle on that street to Hamblen School. We suggest that removing the traffic barrier at 29th and Pittsburg would certainly improve connectivity south/north to downtown without a significant impact to children attending Hamblen School.

We appreciate the opportunity to comment on the proposed Garden District project and welcome your support of neighborhood livability.

Richard and Diane Van Orden  
2211 E. 34th Ave.  
Spokane, WA 99203  
(509) 535-1447

**From:** Clancy, Vicki  
**To:** [Akkari, Omar](#)  
**Subject:** Garden District Comments  
**Date:** Thursday, May 31, 2018 4:57:06 PM  
**Attachments:** [image001.jpg](#)  
[let-20180531-Akkari.pdf](#)

---

RE: Garden District Comments

Dear Mr. Akkari,

Please see the attached letter.

Thank you,

**Vicki Clancy**

Executive Assistant to the Director of Planning and Development

Spokane Transit

Office: 509.325.6071

[vclancy@spokanetransit.com](mailto:vclancy@spokanetransit.com)

STA\_logo\_GreatCity\_SMALL





**From:** Carol Tomsic  
**To:** Kathy Lang; Akkari, Omar; Beggs, Breean; Kinnear, Lori  
**Cc:** DOUGLAS & MARILYN LLOYD; Sally Phillips; Wittstruck, Melissa  
**Subject:** Garden District PUD comment for the Design Review Board  
**Date:** Monday, June 11, 2018 10:34:31 PM

---

RE: Garden District PUD June 13 Design Review Board meeting

I live, work and walk in the Lincoln Heights neighborhood.

I prefer the Garden District alternative plan that does not extend Crestline through to Southeast Boulevard.

The Lincoln Heights Neighborhood District Plan supports a pedestrian friendly and a walkable economically vibrant neighborhood. An arterial extension will divide the district center and is contrary to the district plan and the 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. The streets in the PUD will have residential traffic calming for private vehicles. The PUD is adjacent to existing homes on Crestline with an already established connectivity to the long-existing pedestrian and bicycle paths on the property.

The Garden District PUD alternative plan provides more open space. The open space will preserve long-existing pedestrian and bicycle paths the residents have used to walk to the district center and surrounding areas. It will preserve an urban forest, in particular large pines and deciduous trees, and I hope, a beautiful strand of aspen trees. The open space will have community gardens, rain gardens and pocket parks. It will reinforce a community feeling that already exists in the neighborhood. It will help deter crime and bring the neighbors together. A Crestline extension will separate neighbors and greatly reduce the open space and it's benefits.

The only suggestion I have are solar-powered, cell phone chargers in the open space.

Thank you  
Carol Tomsic  
Resident

**From:** DOUGLAS & MARILYN LLOYD  
**To:** [Akkari, Omar](#)  
**Cc:** [Beggs, Breean](#); [Kinnear, Lori](#)  
**Subject:** Garden District PUD  
**Date:** Monday, June 11, 2018 9:27:21 PM

---

As longtime residents of Lincoln Heights we strongly support the open-space plan as proposed by Greenstone. We prefer that Crestline St. not be connected to SE Boulevard. The Sonneland property has unique natural land formations which many of us enjoy. These are taken into account with the Greenstone proposal.

The Lincoln Heights Neighborhood has been a drive-through neighborhood for years and this problem has only increased with development south and east of Lincoln Heights. Greatly increased traffic threatens automobile, pedestrian and bicycle safety. We encourage an in-depth study be undertaken to find a resolution for our traffic problems.

Please accept our full support for the Greenstone Garden District PUD.

Marilyn and Douglas Lloyd

3620 E 35th Avenue

**From:** fmf@theofficenet.com  
**To:** [Akkari, Omar; klang0132@gmail.com](mailto:Akkari, Omar; klang0132@gmail.com)  
**Subject:** garden district  
**Date:** Monday, June 11, 2018 3:00:11 PM

---

Dear Planning Committee,

We live on 34th ave along side the future apartments planned by Greenstone. We have always had a walk through gate accessing the property. Since there will be an alley behind our property, we would like to have a legal access to our property from that alley. I spoke to Jim Frank and Andy Sonneland and they both verbally agreed to that access. Two adjoining neighbors to the east of us also expressed interest to their property.

At this time, to take advantage of the excavation that will be going on, it seems to make sense to move the above ground utility lines underground to avoid future vegetation problems. Because of the power lines, we have had to remove a maple tree and the top of our cherry and Hawthorne, which would have blocked the view and sound of the development, have been topped twice by avista in the last 10 years. Because of this project, we have spent over \$800 on trees to create a screen to help insulate our property from the new development. If the utilities were put underground these new trees would not have to be topped and avista would save money in the long run.

We appreciate the idea that Jim Frank is trying to save as many old growth trees as possible, but in our area, it will either be parking or trees, so I bet the parking or the alley will win out.

We would prefer to not have the SE connection to Crestline.

Ron and Brenda Cord  
2111 E 34th Ave

**From:** Laine Pitcher  
**To:** [Kinnear, Lori](#); [Beggs, Breean](#); [klang0132@gmail.com](mailto:klang0132@gmail.com); [Akkari, Omar](#)  
**Subject:** Green Stone Garden District PUD Comments  
**Date:** Wednesday, June 6, 2018 1:55:51 PM

---

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 correlating rezoning to a Planned Development Unit (PUD) changing it from the current CC1 and RSF zoning. As a local neighborhood resident, located at 2310 E. 34<sup>th</sup> Ave., my main concern with the project is regarding the proposed density of 233 family units and the effects such density will have on the local neighborhood.

My number one concern about the proposed density is the inevitable increase in traffic along Crestline north of 37<sup>th</sup> avenue where there are no sidewalks. There would be an increase in traffic whether they connected Crestline to South East Blvd. or not due to the fact that the units located on the south side of the development would be accessing their parking from Crestline. That being said **I do prefer the open space plan that does not connect Crestline to South East Blvd** because the cut through traffic would increase even more with this option. 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 the streets would be a safety hazard. There is also a Chase Middle school bus stop located at 36<sup>th</sup> and Crestline and the kids, because of the lack of sidewalks, stand on the street while waiting for the bus and I believe the increased traffic would also be a safety hazard for them as well.

The proposed density would also cause a strain on our already overcrowded elementary schools. If only half of the 233 units had 2 children each in the school that would be an additional 233 children that the schools currently cannot accommodate. District 81 does have a long-term plan to address the elementary school overcrowding by building 3 additional middle schools and reconfiguring the middle schools to include 6<sup>th</sup> grade, but this will not be complete for approximately 5-10 years. The Green Stone development potentially will be complete in 2 years.

I am also concerned with this increased density our neighborhood will see an increase in crime, as statistics show that these two factors are correlated. That being the case any **additional crime prevention through environmental design themes** Green Stone can implement will be greatly appreciated.

Finally, The Garden District PUD will affect 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. 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. Coming from Portland, Or I cannot tell you how precious these natural spaces are in a city and once they are gone it is impossible to completely restore them. **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.** Anything additional that Greenstone can do to preserve these, including reconsidering the proposed density would be priceless

and appreciated by generations to come.

In conclusion, I strongly request the design board take all these concerns into consideration and reconsider allowing this re-zoning and proposed density. If this development is to move forward we sincerely hope our neighborhood's preferences are taken into consideration and that the open space plan that terminates Crestline at 32<sup>nd</sup> is chosen. Thank you for your time and attention to our concerns

Sincerely,

Laine Lambarth

June 9, 2018

To whom it may concern,

My name is Bob Tkach. I live at 2115 E 34th Ave which borders the Greenstone Development. When we bought this house there were certain issues we wanted to avoid such as a busy street and an apartment house next door. Our house was built (in 1959) with the living room and dining room in the back of the house with the windows looking out unto a beautiful grove of aspen trees. Next year we will look out at a row of plastic apartment houses.

My other issue is increased traffic. If there is not an outlet developed to 29th S or SE Boulevard for these 233 new residences, They must all go south on crestline and then turn west on 34th to get to downtown. The traffic is already bad with cars flying off the Altamont hill doing 40 or 50 mph in front of our house.

I believe that no comment or suggestion is going to impede the progress of this development. I just wanted to express my frustration. I'm 74 and was hoping we wouldn't have to move again but we are living with uncertainty and anxiety.

Sincerely,

Robert W. Tkach

**From:** Addy Rigsby  
**To:** [Akkari, Omar](#)  
**Subject:** Greenstone: No Crestline Connection  
**Date:** Friday, June 8, 2018 12:31:19 PM

---

Hi, I understand that on Wednesday, June 13th, the Design Review Board will be reviewing two options for the Sonneland Property (32nd and Crestline). One option includes Crestline connecting to Southeast Blvd; the other design does not. I am writing to urge you to vote for the option that **DOES NOT** connect Crestline to Southeast Blvd!

There are several reasons you should not connect Crestline to SE Blvd:

1. Preserve more trees and green space
2. Be more complementary to the neighborhood
3. Focus on pedestrian and bike movement (connectivity) -- not cars
4. Provide ample vehicle connectivity
5. It will be safer for children in the existing neighborhood when walking and biking.
6. It will be least disruptive to existing property values.

I live in this neighborhood and love it. Please help preserve what we have while still making room for development. Please do not connect Crestline to Southeast Blvd.

Thanks, Addy Rigsby  
2214 E 35th Ave

**From:** Kirk  
**To:** [Akkari, Omar](#)  
**Subject:** Hamblen Neighborhood  
**Date:** Tuesday, June 12, 2018 10:52:51 AM

---

I'm writing in hopes the proposed Greenstone project at the old Sonnenland property near Crestline and 32nd will preserve as many trees and as much green space as possible.

My children and now grandchildren have enjoyed recreation in this nature area since we moved here in almost 20 years ago. I understand it's private property and agree with infilling unbuilt land rather than more sprawl. I just hope growth can be tempered with some green-space and a pedestrian and bicycle friendly development in keeping with the current Hamblen neighborhood.

Thank you for your consideration,

Kirk Jackson  
4302 S. Crestline St.  
[Ddgcmc@comcast.net](mailto:Ddgcmc@comcast.net)  
509 448-3766

Sent from my iPad



**From:** emalia9  
**To:** Akkari, Omar  
**Subject:** HAMBLEN  
**Date:** Monday, June 11, 2018 9:01:32 PM

---

I am adamantly opposed to the idea of linking Crestline to Southeast Bv. This neighborhood (and I have lived here fo 60 years) has a wonderful feel that this traffic change would destroy. Find another way.

Why would you want to increase the traffic in an entirely residential area, thereby deleteriously affect house values (and by exrension, property taxes.) Lastly, I think making Crestline an arterial will endanger children who go to the grade school. Please fond another way.

Sent from my Verizon, Samsung Galaxy smartphone

**From:** Molly Bozo  
**To:** [Akkari, Omar; klang0132@gmail.com](mailto:Akkari_Omar_klang0132@gmail.com)  
**Subject:** No Crestline  
**Date:** Tuesday, June 12, 2018 10:40:24 AM

---

To Whom it May Concern:

We lived in this neighborhood for the past 45 years. My parents built our home and we bought it from them. This is a quiet family neighborhood. We have small children riding their bikes and trikes up and down Crestline. We do not want Crestline to be opened up to Southeast Blvd. or 29th Avenue. The amount of traffic that would filter through would ruin the neighborhood. It would be unsafe. There is already too much traffic on 37th Avenue and the added traffic would make it dangerous for children walking to Hamblen school. Traffic would also filter down 34th Avenue to Perry Street and make it unsafe for children walking to All Saints School. Dr. Sonneland held on to this property and wet lands for the enjoyment of all. It is a shame that upon his death all his wishes have been ignored. Please do not ruin our neighborhood setting.

Very Truly Yours,

Joseph & Molly Bozo  
East 2104 35th Avenue  
Spokane, WA 99203  
509-535-0689  
[bozo@comcast.net](mailto:bozo@comcast.net)

**From:** Amy Heppler  
**To:** [Akkari, Omar](#)  
**Subject:** Opposed to Crestline connection  
**Date:** Sunday, June 10, 2018 8:34:11 PM

---

I am a resident in the Hamblen neighborhood. I love my neighborhood. I love knowing my neighbors and having my children walk to school along Crestline. I care about their safety. I do not wish for Crestline to extend and connect into the new development. Traffic will increase and not just from residents of the new development but from commuters racing to and from work and other places. The connector will change the neighborhood and not for the better. Please preserve the neighborhood. Protect our right to be in a suburb away from busy traffic, for our kids to walk safely to and from school and to the park. Let people walk with their dog and jog and bike in peace. Let us have the sanctity and safety a neighborhood is meant to provide. I do not want the area to turn into other places I see where busy roads divide neighborhoods and crowd right along side schools. Please do not allow the Crestline connector.

Amy Heppler

Get [Outlook for Android](#)

**From:** Heather Stewner  
**To:** [Akkari, Omar; klang0132@gmail.com](mailto:Akkari_Omar; klang0132@gmail.com)  
**Subject:** Preserving Hamblen  
**Date:** Tuesday, June 5, 2018 9:31:43 AM

---

I am writing to ask that you please consider an alternative to connecting Crestline. I was hoping to see the results of traffic pattern as many counting devices were up around our area. I would still like to find out how to get the statistics. The Reagel problem of traffic needs a better solution than opening Crestline. I would like to hear the discussion to alternatives. I think keeping it closed for more connectivity to walking riding bikes, scooters and safety of family's. This city has a problem with pedestrians getting hit. As I go to Hamblen park every morning crossing 37 th and Napa. There is a School crosswalk there. Most people do not stop for pedestrians (me) and if one does the other lane does not stop making the crosswalk ineffective. More public safety adds to educate people on street, pedestrian laws. Back to the SAFETY of my neighborhood. Please look at cars using the major throughfaers that are existing. Please have citizens in neighborhoods considered.  
Heather Stewner

Sent from Heather's iPad

**From:** CHARLES MILANI  
**To:** [klang0132@gmail.com](mailto:klang0132@gmail.com); Akkari, Omar  
**Cc:** [Kinnear, Lori](#); [Beggs, Breean](#)  
**Subject:** Proposed Garden District PUD  
**Date:** Saturday, June 9, 2018 1:39:07 PM

---

Dear Kathy and Omar:

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 attempted to stay involved with the process as this addition will change our neighborhood. Below is information we would like the Design Review Board to have and consider when making a final decision that will change our neighborhood.

We attended the City's Design Review Board meeting on April 25<sup>th</sup> and heard from the board and the Developer.

We understand that the property is private, and that the seller has the right to sell, that the developer has the right to develop the property and the city has the right to approve and or change existing zoning. The developer presented 2 plans because the preferred plan (by neighbors and the developer) does not comply with the city's Comprehensive Plan. The preferred design does not allow through traffic in the new neighborhood using Crestline as a connector to Southeast Blvd.

The city is considering zoning changes to allow this to be developed as a PUD – instead of a standard development. This change does affect our neighborhood as it allows 2 story apartments to be built next to existing homes. That is the one thing that we don't really like about the PUD, however it does appear that the developer has taken steps to reduce that effect on our neighborhood. We believe that their preferred plan is the best one for our area.

It preserves natural green space which enhances the area. We also appreciate that the design keeps the pedestrian friendly atmosphere of our area.

We hope that the Design Review Board will consider the above so that the addition to our neighborhood will enhance our area instead of reducing our quality of living and possibility our property values.

Thank you for your help.

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



**From:** Andy Wittwer  
**To:** [Akkari, Omar; klang0132@gmail.com](mailto:Akkari_Omar; klang0132@gmail.com)  
**Subject:** Removing the Crestline Connection  
**Date:** Monday, June 11, 2018 9:02:38 AM

---

Good Morning -

I understand you're each part of the review board regarding the Crestline connection? Please add my name to the list of people requesting no connection; between 37th and Thurston, Crestline does not have the capacity to handle Hamblen school traffic as well as general arterial traffic.

Thank you!

Andy Wittwer  
3617 S Smith

**From:** Henry Reimann  
**To:** Kinnear, Lori; Beggs, Breean; Akkari, Omar; klang0132@gmail.com  
**Subject:** Saving the Garden District unnecessary added congestion  
**Date:** Monday, June 11, 2018 10:03:55 AM

---

To all council members and other involved decision makers. (Please share these comments with any others you CAN!)

Here are some design reasons the "no Crestline" option is better.

1. Preserve more trees and green space
2. Be more complementary to the neighborhood
3. Focus on pedestrian and bike movement (connectivity) -- not cars (see below about CARS)
4. Provide ample vehicle connectivity
5. Provide Realistic FOCUS on better arterial flow

We would hope the council and any other decision makers in this process would consider the economic, practical and logical solution of

1. connecting Southeast Blvd to the Sonneland/Greenstone property on an interior loop, ONLY. (One way in and One way out)

(For FIRE, and other Emergency reasons, there could be an EXIT-ONLY onto 29th, with (MARKED tire damage grates for any who would try to enter)

NOT TURNING CRESTLINE (historically RESIDENTIAL Street) INTO AN ARTERIAL

- \*\*\*which would add +/- 1,000 cars per day,
- \*\*\*endanger school children on their way to and from Hamblen
- \*\*\* overload a school already at or beyond maximum capacity, leading to construction of still another school.
- \*\*\*require a COST of and maintenance level of Crestline and surrounding feeder streets that has not been apparent for the 40 years we have lived here.

2. Instead of turning a residential street into an arterial, better tax expenditure should be placed on improving, widening and maintaining existing arterials.

Also, PLEASE STOP or better yet, undo the idea of "traffic calming" by reducing the number of lanes available, --placing planter beds which SQUEEZE traffic into less space and hold drivers up whenever there is any kind of blockage in THAT ONE LANE!

Making more lanes available would facilitate smoother, better traffic movement, especially at rush hours.

Please email your comments: [oakkari@spokanecity.org](mailto:oakkari@spokanecity.org); [klang0132@gmail.com](mailto:klang0132@gmail.com)

Thank you very much for seriously considering ALL of these points,

Marilyn Reimann



June 9, 2018

Re: Greenstone Garden District Development

My name is Charlene Tkach and I live at 2115 E. 34th Ave. We will be directly impacted by this development as our property borders it on the south. I am not in favor of the proposed apartment complex that will back up to our fence line. I would rather see quality homes on a cul-de-sac be placed here instead and the apartment complex closer to 29th and the busier streets. This is an idea that is shared by many in the neighborhood and so far has fallen on deaf ears. We bought our house in February 2017 knowing full well to expect development. We never expected an apartment complex was under consideration. We have attended most of the meetings and have heard comments that these apartments are being "hidden" behind the houses for more neighborhood appeal. Why not just eliminate them in this area and place them closer to the busier areas where they will fit in better?

Another concern I have are the trees that will be sacrificed. Namely the aspen stand and the large evergreens that have been apart of this area for ages.

In all these meetings we are told we can not discuss traffic and school issues as the Design Review Board has no authority over them. I am concerned about how the traffic is going to flow in and out of the development. My concern is all the traffic will go in and out on Crestline, which will increase traffic on 34th. At the first meeting I asked if the roads were going to be put in first and was told "no, they would be put in as you went along." With your first phase being the apartment that must mean all equipment and traffic will be going south on Crestline. Seems like traffic and school concerns should be worked out ahead of the design or at least at the same time.

Lastly, I would like to address the possibility of a gate to gain access to our backyard. This is something we would be interested in and I have heard it being discussed.

Thank you for your consideration.

Respectfully,

Charlene Tkach

**From:** Rick Boal  
**To:** [klang0132@gmail.com](mailto:klang0132@gmail.com); Akkari, Omar  
**Cc:** [Kinnear, Lori](#); [Beggs, Breean](#)  
**Subject:** Touchstone Design Review  
**Date:** Friday, June 8, 2018 11:57:23 AM

---

To Members of the Design Review Board:

I spoke at the first design review and have stayed involved with this process. Concern was raised then that the City's master plan may have necessitated the continuance of Crestline where it currently dead-ends at this proposed construction site. Since the City Council is questioning how that was included in the plan and is considering its removal, I believe this Board must give equal consideration to the design that does not include Crestline as a connector to Southeast Blvd.

The Council is also considering, based on the City's desire to have more connectivity via bike and pedestrian pathways, ways to make the entire Sonneland property an important interconnected series of paths, from 29th Ave to 32th Ave, Southeast Blvd to Pittsburg St and including connector streets that abut them. Because of this, it's important that this Board consider the greater good of connectivity and safety for surrounding neighborhoods when deciding upon the two designs for the Garden District.

Based on these issues, in addition to the aesthetics of what Greenstone is hoping to accomplish, I support the design that keeps Crestline out of this project. In addition to the connectivity issues, it will preserve more mature trees and open green space; be a more complimentary design to the surrounding neighborhoods; and will still allow automobile traffic flow in and out of Garden District via Southeast, 32nd Ave and 29th Ave.

Sincerely,  
Rick Boal  
2026 E 30th Ave

**From:** Carol Rankin  
**To:** Akkari, Omar  
**Subject:** Traffic  
**Date:** Wednesday, June 6, 2018 3:22:41 PM

---

Please pay extra attention to the traffic congestion on SE Blvd already. More streets leading into the congestion on Regal will bind traffic even more.

Sincerely,

Carol Phillips Rankin

2004 E 30th.....for 33 years.

Sent from my iPad

[Return to Agenda](#)