

Bluff road building will be the main topic at this month's Comstock Neighborhood Council meeting. Wednesday April 19<sup>th</sup> in the Sacajawea Middle School cafeteria (access at 33<sup>rd</sup> and Lamonte – West side of building). We have invited Friends of the Bluff, Parks, Urban Forestry, Avista, First Tee of the Inland Northwest, Swedberg Contracting, Mayor Condon, Council president Stuckart and council reps Beggs and Kinnear. Our goal is to have a forum for each entity to fully explain the issue from their perspective and communicate more fully the remediation plans. The below is a beginning list of questions that the public has not been told so far and would be helpful to know in order to proceed. All members of the public are welcome within building capacity constraints. Feel free to bring your own questions to ask during the public forum time.

## **Questions related to the recent bluff road bulldozing**

### **Friends of the Bluff- Jim Wilson**

When were you first aware of the advance of First Tee's proposal to the City of Spokane/Parks to build a Par 3 course on city designated conservation land?

Were you in favor of or opposed to the development and why?

What, if any, official action did you take as you learned of this proposal and who did you communicate it to.

Has your official position been modified since these recent developments?

Were there any agreements with First Tee for trail rerouting at the proposed course site?

What follow through did Friends of the Bluff make to track the proposal and in your opinion, why was your group seemingly left out of the process?

What follow up from First Tee and Parks did you receive if any?

What is your plan of action at this point on both the proposed development and the remediation of the damage?

Anything else to add?

### **Parks- Leroy Eadie**

At what point was Parks involved in a discussion with First Tee to develop a Par 3 course?

Who was involved to get the project up to the point of being in front of the Golf subcommittee and on the agenda to be voted on/approved by the Parks board in mid April?

By progressing down the path this far in approval there is a presumption of agreement that city conservation land was deemed acceptable for use for this project. Tell us about the thought process of how it became acceptable to convert conservation land into a golf course.

Were any notifications provided to in advance of or after the project approval to any neighborhoods or interest groups (Friends of the Bluff etc.). Were any public hearings held?

At some point the Qualchan golf course manager refused to allow construction equipment across golf course property. Were you in the loop on that?

Refusal to grant access by the golf course manager obviously sent Steve Prugh with First Tee down the path of looking for other construction access alternatives. Were you or any other decision makers at Parks part of that process?

Why, in your mind would Steve Prugh seek Avista access rather than simply go to higher ups in Parks to get construction access approval for a significantly shorter access distance through Qualchan golf course?

Was Steve Prugh somehow appointed the de facto project manager for Par 3 effort? If not, then why in your opinion was he seemingly considered the point person for all additional discussions regarding the road?

What is your plan of action at this point on the remediation of the damage? What is the outcome that the public and private landowners can expect 3, 6, 12 months from now?

What is your proposed plan of action at this point on the future of the Par 3 course? Are you for it going forward or against it? What will be your recommendation to the Parks board?

Anything else to add?

### **Avista - Mary Tyrie**

At what point did Steve Prugh contact Avista to begin discussions regarding access to the proposed First Tee golf course?

Under what circumstances did Steve Prugh present to Avista the need to piggyback on an Avista easement and road access project?

Did Avista believe that Steve Prugh had the backing authority of anyone at the City of Spokane or Parks? If so under what authority and by whom and why?

While it might be understandable that Avista would want to share the cost of a proposed access road upgrade, why would the road project coordination be left to Steve Prugh/First Tee even if you did consider him a delegate of the City or Parks? Why was the access road coordination outside of the full and complete scope of Avista coordination?

Did Avista ever consider this road project to be within their jurisdiction? If not, Why? If so, why was Avista essentially a bystander to this project in allowing Steve Prugh/First Tee to coordinate most of the important aspects?

Under what legal authority does Avista have to grant access to others under their easement that is outside of their scope of legal need for Avista access?

Was the private property owner (JPR) of the land on which Avista has easement access to the bluff substation and lower bluff power line ever notified of non Avista access (Steve Prugh/First Tee)?

Was JPR, to your knowledge, ever notified of the intent of First Tee to have voluminous construction equipment access across their property to build the par 3 course? If not, why not?

Was the City of Spokane/Parks ever notified of the intent of First Tee to have voluminous construction equipment access across their conservation property to build the par 3 course? If not, why not?

Was the private parcel owner (R. Bracher), located midway through the road access, ever notified of the intent of First Tee to have voluminous construction equipment access across their property to build the par 3 course? If not, why not?

Was the road mapping and construction done within strict legal confines of Avista's easement? If not, why not?

Were any local, county, State or Federal agencies ever contacted by Avista regarding this project. If so, what agencies and to what results? If not, why not?

What assistance did Avista give to Steve Prugh/First Tee in site development and coordination of resources in preparing for road construction?

Were any other local, county, State or Federal agencies (Ecology etc.), to your knowledge, ever contacted by Steve Prugh/First Tee, the City of Spokane, Parks or Avista regarding this project. If so, what agencies and to what results?

If no outside agencies were contacted regarding a planned road construction in coordination with your easement, why not, when this is a normal course of business for this type of project.

What steps towards remediation will be taken by Avista and who will be coordinated with?

Will First Tee ever be allowed to use any Avista easement road access across private or public lands in the future?

If, after remediation, there remains the need for additional powerline maintenance and upgrade road access, what should the public expect from that effort in terms of notices, hearings etc.?

Anything else to add?

### **Urban Forestry- Angel Spell**

At what point were you brought into the First Tee proposal discussions and what involvement did you have as to input into the proposed project?

Who requested that you issue a permit for the clearing of trees for the First Tee Par 3 course and if different, who authorized you to issue the permit?

Knowing that the Parks board had not yet approved of this project, why was the permit issued ahead of this approval. Is this in or outside of the normal course of planning a project and prior to approval?

By issuing a permit, does that in any way indicate the legality or right to proceed with a project? If not, under what circumstances, if any, would a project manager or contractor be led to believe that it did?

Anything else to add?

### **Urban Forestry – Jeff Perry**

Under what circumstances were you called to flag trees for this road project?

Were you under the impression that Steve Prugh was a de facto project manager or delegate of Avista or Parks?

Were you basing the flagging upon your own plan or were you given a path in which to flag trees for removal? If so, by whom and under what authority did you believe them to operate?

Were you aware of the Avista easement boundaries on the Bracher property and Parks property?

Was the flagging done completely within the Avista easement?

Is the flagging of trees considered in any way an approval for a project to commence?

Anything else to add?

### **Steve Prugh – First Tee**

What interaction have you had with The Friends of the Bluff and did you believe that they were in agreement to build the Par 3 and/or to cut an access road in concert with Avista?

Why, when you were denied permission to use golf course land for construction access by the golf course manager, did you not escalate the access issue to a higher decision making authority in Parks rather than going to Avista directly?

Under who's authority did you operate and communicate in the coordination with Avista for the road project?

Were you aware that two parcels of private property were to be accessed in order to not only build the road but to have voluminous construction traffic across them in order to build the Par 3?

Were those landowners ever contacted by you for permission to access for non Avista purposes? If so what were their responses? If not, why not?

Were you aware that there may have been the need to contact outside agencies (Ecology etc.) in order to assure all rules were followed to properly construct the road?

Did you contact any of those agencies or receive assurances that they had been contacted? If yes, what was the response and if no, why not?

Was a contract for road work ever executed with the contractor by you, First Tee, Avista, or Parks to your knowledge?

Who was to be responsible for the payment to the contractor for road construction and in what amounts? Was this communicated to the contractor?

Was the contractor aware of private property access and that permission may be needed. Did you communicate that permission was needed or not and if so, had been granted by the landowners?

Did you believe that having a permit to cut trees only on the Par 3 course gave any permission for cutting trees for the road project?

Was the contractor also destined to clear the proposed Par 3 land?

Why was the contractor given a copy of a permit that was not in the scope of the road project?

What was the process of determining the road path to be cut. Whose design was it?

Were you aware that the road design was potentially outside of the boundaries of Avista's easement?

What was your process of communicating a timeline (Park board approval or not) for work to begin to the contractor?

Anything else to add?

#### **First Tee- Kelsey Parker, Exec Director**

What was the ongoing communication you received from Steve Prugh as he navigated this project. Were you aware of the Avista partnership to share in road costs and were you in agreement?

Why was a higher Parks authority not contacted to resolve the refusal of Qualchan golf course access?

Did you authorize Steve Prugh to coordinate with Parks and Avista and how closely did you monitor the interactions?

Did you approve of and authorize Steve to proceed with non-golf course access to the proposed Par 3 construction site.

Will you continue to pursue approval for the proposed Par 3 course?

Anything else to add?

#### **Adam Swedberg -Swedberg Contracting**

Were you in discussion with Steve Prugh at First Tee for any work to be completed on the proposed Par 3 course property? If so in what capacity?

At what point were you brought into the discussion of the proposed road construction?

Was the receipt of the permit for tree removal in conjunction with the Par 3 discussions or was it only in discussions regarding the road construction?

In what capacity were you involved with Avista? Were you led to believe that the project was a First Tee project, Avista access project or a combination?

Were your inquiries to Steve Prugh regarding permission of landowner access and outside agency involvement (Ecology) ever responded to? If so what was that response?

Did you have a signed contract from First Tee, Avista, or Parks for either the proposed Par 3 course work or the road work?

Who were you expecting to get paid from and who communicated this to you?

Were you led to believe by Avista and/or Steve Prugh that they had the authority to direct your work?

In what way were you led to believe that you had permission to begin work on the road project? Who made the decision as to what day to start the project and how was that communicated to you?

What involvement did you have, if any, in the design of the road project and its path?

Anything else to add?