

Exhibit 9: Request for Agency Comments - 2nd Review

Owen, Melissa

From: Benzie, Ryan
Sent: Tuesday, January 18, 2022 11:40 AM
To: Abrahamson, Randy; Development Services Center Addressing; Allenton, Steven; Anderson, Cindy; Barlow, Lori; Basinger, Mike; Becker, Kris; Becker, Zachary; Bekkedahl, Robin; Brecto, Jason; Brown, Eldon; Buller, Dan; Byus, Dave; Chanse, Andrew; Coster, Michael; David Moore; Davis, Marcia; Dept. of Archaeology and Historic Preservation; distrate (dcistrate@spokanecounty.org); DNR Aquatics; Duvall, Megan; Eliason, Joellie; Engineering Admin; Environmental Review; Eveland, Marcus; Feist, Marlene; Figg, Greg; Gennett, Raylene; Graff, Joel; Greene, Barry; Gunderson, Dean; Halbig, Bobby; Hanson, Rich; Hanson, Tonilee; Harris, Clint E.; Harsh, Dave; Harshman, Shauna; Hughes, Rick; Jeff Lawlor; John Conklin; Johnson, Candy; Johnson, Erik D.; Johnson, Jeffrey; Jones, Garrett; Jones, Tammy; Jordan, Jess; Kay, Char; Keller, Kevin; Kells, Patty; Kincheloe, Melanie; Kokot, Dave; KOWALSKI, JAMIE K GS-12 USAF AMC 92 CES/CENME; Leslie King; Limon, Tara; Lisa Corcoran; Main, Steve; Marsh, Denise; Martin, Greg; McCann, Jacob; McClure, Jeff; Melvin, Val; Meyer, Eric; Miller, Katherine E; Moore, Michael; Morris, Mike; Murphy, Dermott G.; Neighborhood Services; Nilsson, Mike; Note, Inga; Nyberg, Gary; Okihara, Gerald; Palmquist, Tami; Pruitt, Larissa; Quinn-Hurst, Colin; Raymond, Amanda; Rehfeldt, Melissa; Renee Kinnick; Richman, James; Robertson, Renee; Ryan Sheehan, COO Spokane Airports; Sakamoto, James; Saywers, John; Searl, Loren; SEPA Center; Steele, David; Stewart, Ryan; Studer, Duane; Tagnani, Angela; Taylor, Dannette; Taylor, Joel; Trautman, Heather; Treasury Accounting; Weinand, Kathleen; Weingart, LuAnn; Wendle, Ned; Westby, April; White, Jerry; Williams, Kristine; Wright, Phil
Cc: Owen, Melissa; Kai Huschke; pj davidson02@gmail.com; msariel@hotmail.com
Subject: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - 2nd Request for Comments due 1/31/22
Attachments: RFC_No2_Crystal Ridge PPLT_18Jan2022.pdf; Crystal Ridge South Prelim Plat revised 1-3-22.pdf; Crystal Ridge South Prem Utility Plan 1-6-22.pdf; G19903 Kosta Plat Geohazard - Rev 1.pdf; Crystal Ridge South SEPA_w staff notes_updated for one phase.pdf

Good morning,

Please find attached the Request for Comments (**2nd Request for Comments**), Revised Preliminary Plat Map, Revised Conceptual Utility Plan, and Geohazard Evaluation for the following project:

Project Name: Crystal Ridge South Preliminary Long Plat (56-lot long plat)

File/Application Number: Z21-223PPLT

Location: 2500 W 17th Avenue (parcel 25252.0032), NE ¼ Section 25, Township 25N, Range 42E, W.M.

Please note that additional documents including those provided during the first request for agency review (General Application/Narrative/Preliminary Long Plat Application, SEPA checklist (updated 01/14/2022 for one phase of development), Critical Areas Checklist, Trip Generation/Threshold Analysis, Geotechnical Report, Conceptual Drainage Report, and Engineering Design Variance) are available on the project website at <https://my.spokanecity.org/projects/crystal-ridge-south-preliminary-long-plat/>.

Please send all comments to Melissa Owen, Assistant Planner II at mowen@spokanecity.org by **January 31, 2022 at 5PM.**

Thank you,



Ryan Benzie | Clerk II | Development Services Center
509.625.6705 | my.spokanecity.org





PLANNING & DEVELOPMENT

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SPOKANE, WASHINGTON 99201-3329

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REQUEST FOR COMMENTS

2nd Review

Crystal Ridge South Preliminary Long Plat FILE NO. Z21-223PPLT

Date: January 18, 2022

To: Interested Parties, City Departments
and Agencies with Jurisdiction.
(Distribution list on reverse side)

From: Melissa Owen, Assistant Planner II
808 West Spokane Falls Boulevard
Spokane, WA 99201 or call (509) 625-6063
mowen@spokanecity.org

Subject: **Crystal Ridge South Preliminary Long Plat (type III) – *2nd Review***

Applicant/Owner: Spokane Townhomes LLC – Konstantin Vasilenko
19914 N Hazard Rd.
Spokane, WA, 99208

File Number: Z21-223PPLT

Location Description: The proposal is located at 2500 W 17th Avenue (parcel 25252.0032); NE ¼ Section 25, Township 25N, Range 42E, W.M.

Description of Proposal: The applicant is proposing to subdivide a 14.25 acre property addressed as 2500 W 17th Avenue (parcel 25252.0032) into 56 lots for development of single family homes. *The project is being proposed in one phase due to comments received during the first agency review period.* This proposal is a type III application requiring a hearing before the hearing examiner.

Legal Description: NE ¼ Section 25, Township 25N, Range 42E, W.M. (The full legal description is available by request from the planning department)

SEPA: This proposal will be reviewed under the State Environmental Policy Act (SEPA). Checklist attached. The lead agency is likely to issue a Determination of Non-Significance for this project. Please note that this may be the only opportunity to comment on the environmental impacts of the project. The lead agency is using the optional DNS process for this project as outlined in WAC 197-11-355.

Current Zoning: Residential Single-Family (RSF)

REPORT NEEDED BY: 5 P.M. January 31, 2022. If additional information is required in order for your department or agency to comment on this proposal, please notify Planning and Development as soon as possible so that the application processing can be suspended while the necessary information is being prepared. Under the procedures of SMC 17G.060, this referral to affected departments and agencies is for the following:

- 1) The determination of a complete application. If there are materials that the reviewing departments and agencies need to comment on this proposal, notice of such must be provided to the applicant;
- 2) Provides notice of application;
- 3) Concurrency Testing, **please note one of the following:**
 - a) () This application is subject to concurrency and agency is required to notify this department that applicant meets/fails currency; OR
 - b) () This application is exempt from concurrency testing, but will use capacity of existing facilities.

Under the revised procedures of SMC 17G.060, this referral to affected Departments and Agencies is to provide notice of a pending application. **THIS WILL BE THE LAST NOTICE PROVIDED TO REFERRAL DEPARTMENTS AND AGENCIES UNLESS WARRANTED.** If there are materials that the reviewing Departments and Agencies need to comment on this proposal, notice of such must be provided to the Applicant. The lack of comment by any referral agency will be considered to be acceptance of this application as Technically Complete.

* - The lack of comment including concurrency by any referral agency will be considered acceptance of this application as technically complete and meeting concurrency requirements.

** - Please forward your comments to Patty Kells, Planning and Development at least 2 working days before the "Report needed by" date shown on the front page.

DISTRIBUTION LIST FOR COMMENTS
PROJECT NAME: "Crystal Ridge Preliminary Long Plat"
FILE No.: Z21-223PPLT

E-mail Copies

City Departments

- Asset Management, Attn: Dave Steele
- Building Department, Attn: Dermott Murphy
- City Attorney, Attn: James Richman
- City Treasurer: Jake Hensley
- Code Enforcement, Attn: Luis Garcia
- Construction Management, Attn: Joel Graff* **
- Engineering Services, Attn: Dan Buller* **
- Fire Dept., Attn: Dave Kokot *
- GIS, Attn: Steven Allenton
- Historic Preservation, Attn: Megan Duvall
- Integrated Capital Management, Attn: Marcia Davis* **
- Integrated Capital Management, Attn: Katherine Miller * **
- Library Services, Attn: Dana Dalrymple*
- Neighborhood Services, Attn: ONS Team
- Parks Dept., Attn: Garrett Jones*
- PCED, Attn: Theresa Sanders
- Planning & Development, Attn: Kris Becker
- Planning & Development, Attn: Eldon Brown**
- Planning & Development, Attn: Patty Kells*
- Planning & Development, Attn: Louis Meuler
- Planning & Development, Attn: Dean Gundersen
- Planning & Development, Attn: Mike Nilsson**
- Planning & Development, Attn: Tami Palmquist
- Planning & Development, Attn: Erik Johnson
- Planning & Development, Attn: Joelle Eliason
- Police Department, Attn: Sgt Chuck Reisenauer*
- Public Works, Attn: Marlene Feist
- Solid Waste, Attn: Scott Windsor
- Solid Waste, Attn: Rick Hughes*
- Street Operations, Attn: Inga Note**
- Wastewater Management, Attn: Mike Morris**
- Wastewater Management, Attn: William Peacock**
- Wastewater AWWTP, Attn: Mike Costner**
- Water Department, Attn: Dan Kegley**
- Water Department, Attn: Jim Sakamoto**

County Departments

- Spokane County Public Works, Attn: Scott Engelhard
- Spokane County Planning Department, Attn: Scott Chesney
- Spokane County Engineering Dept., Attn: Gary Nyberg
- Spokane Regional Health District, Attn: Jon Sherve
- Spokane Regional Health District, Attn: Eric Meyer
- SRCAA, Attn: April Westby

Washington State Agencies

- Department of Natural Resources, Attn: Dave Harsh
- Department of Natural Resources Aquatics
- Department of Natural Resources, Attn: SEPA Center
- Department of Commerce, Attn: Ben Serr
- Department of Archaeology & Historic Preservation, Attn: Gretchen Kaehler
- Department of Ecology, Attn: Environmental Review Section
- Department of Ecology, Attn: Jacob McCann
- Department of Ecology, Eastern Region, Attn: David Moore, Wetlands/Shoreline
- Department of Transportation, Attn: Char Kay
- Department of Transportation, Attn: Greg Figg
- Department of Fish & Wildlife, Attn: Habitat Program

Other Agencies

- American Medical Response, Attn: Lori Koch
- U.S. Army corps of Engineers, Attn: Jess Jordan
- Avista Utilities, Attn: Dave Chambers
- Avista Utilities, Attn: Lu Ann Weingart
- Avista Utilities, Attn: Eric Grainger
- Avista Utilities, Randy Myhre
- City of Spokane Valley Planning, Attn: Lori Barlow
- City of Spokane Valley Planning, Attn: Mike Basinger
- District 81 Capital Projects, Attn: Candy Johnson
- Mead School District Facilities & Planning, Attn: Ned Wendle
- Spokane Aquifer Joint Board, Attn: Erin Casci
- Spokane Aquifer Joint Board, Attn: Tonilee Hanson
- Spokane Transit Authority, Attn: Gordon Howell
- Spokane Transit Authority, Attn: Mike Hynes
- Spokane Transit Authority, Attn: Kathleen Weinand
- Spokane Tribe of Indians, Attn: Jacki Corley
- Spokane Regional Transportation Council, Attn: Kevin Wallace
- Williams Northwest Pipeline, Attn: Michael Moore

Hard Copies

Other Agencies

- U.S. Postal Service, Attn: Postmaster
- Spokane Tribe of Indians, Attn: Randy Abrahamson (NE ¼ Section 25, Township 25N, Range 42E.W.M.)

REQUEST FOR COMMENTS
File No.: Z21-223PPLT

COMMENTS: (Use additional sheets if necessary)

Authorized Signature

Department or Agency

Date

Concurrency Passed/Failed

February 8, 2022

Konstantin Vasilenko
19914 N Hazard St
Spokane WA, 99208

RE: Review of File # Z21-223PPLT

Dear Mr. Vasilenko:

This letter is to inform you that the application materials for the above mentioned Preliminary Plat were found to be technically incomplete, based on a review required under Spokane Municipal Code (SMC) 17G.060.090, Determination of a Complete Application. The following comments were received from various departments and agencies that require addressing before this application can be considered technically complete and proceed to Notice of Application and Public Hearing.

Planning:

THE FOLLOWING COMMENTS *MUST* BE ADDRESSED PRIOR TO MOVING FORWARD IN THE PRELIMINARY PLAT PROCESS:

1. Thank you for submitting additional detail regarding the geological hazard evaluation. Please add the recommended setbacks from steep slopes on the preliminary plat map. These setbacks will need to be shown on the plat map throughout the platting process and has been added as a condition of approval below. Please also see memo from the City's Streets Dept. requesting this addition (noted below and attached). Please also see general comments below regarding continued evaluation associated with slope setbacks, steep slopes, soil erosion, etc.
2. It has come to our attention via comments submitted by residents in the area that the description of the nearest transit stop is in error. Please clarify the location of the nearest transit stop so that application materials identifying this service may be updated.
3. Geohazard Evaluation, Preliminary report (17C.040.090).

This land proposed for development includes areas of steep slopes which require a preliminary evaluation/report and mitigation plan as necessary in compliance with Geologically Hazardous Areas, general performance standards found in [17E.040.100](#).

- a. The geological evaluation completed appears to address stormwater and stormwater mitigation; however, the report should also document the extent and nature of geohazards on the subject and shall provide mitigating measures and an assessment of geohazards associated with the proposal. Please update the report to include additional information regarding:
 - i. Vegetation, including trees, shrubs and forbs in the project area and all critical areas addressed in the report shall be documented and evaluated for relation to slope integrity, stability, erosion control. Vegetation management plans shall adhere to best management practices and should identify opportunities to retain or augment existing native vegetation for slope stability, erosion and sedimentation control.

ii. Additional Application requirements are found in 17E.040.080.

Please note that when the director determines that the significant adverse impact of a use or activity located in a geologically hazardous area cannot be mitigated through standards identified in [SMC 17E.040.100](#), the project proponent shall prepare a geohazard mitigation plan to identify construction standards for the proposal.

Please also note that per [Section 17E.040.120](#) Subdivision and Dedication Notice, the division of land in landslide hazard areas is subject to the following:

- Land that is located wholly within a landslide hazard area or its buffer may not be subdivided. Land that is located partially within a landslide hazard area may be subdivided provided that each resulting lot has sufficient buildable area outside of, and will not affect, the landslide hazard.
 - Access roads and utilities may be permitted within the landslide hazard area if the City of Spokane determines that no feasible alternative exists.
 - Final subdivisions located within geologically hazardous areas shall contain language in the plat dedication to indicate lots or portions of lots that are affected by geologic hazards. In addition, building setback lines may be drawn on lots, parcels and tracts so as to indicate suitable areas for construction of structures or improvements.
- iii. If retaining walls will be required for development of this site, please provide additional information about retaining walls proposed for this development.

THE FOLLOWING COMMENTS WILL BE RECOMMENDED AS CONDITIONS OF APPROVAL OF THE PRELIMINARY PLAT BASED ON THE REVIEW OF THE PRELIMINARY LONG PLAT:

1. Erosion Hazard Areas As listed by the NRCS onsite soils pose severe erosion potential and are susceptible to sheet and rill erosion. Erosion control plans should include applicable standard Best Management Practices (BMPs) for cuts, fills, roads, and building areas. Vegetation should be retained in areas that do not require grading.
2. The remainder parcel that is not intended for use as a building lot, stormwater treatment, etc. can be identified as a "tract," but this land will also need to be owned and managed by a home owner's association or other similar entity. Verification of this requirement will be completed at time of final plat submission.
3. Separated Sidewalk and Street Trees are required for all new streets.
4. Compliance with Geologically Hazardous Areas, general performance standards found in [17E.040.100](#).
5. The International Building Code chapter 16, Structural Design, chapter 18, Soils and Foundations, and Appendix J, Grading, as now or hereafter amended, shall be used when activities and uses are proposed within or partly within geologically hazardous areas.
6. Dedication Notice: Final subdivisions located within geologically hazardous areas shall contain language in the plat dedication to indicate lots or portions of lots that are

affected by geologic hazards. In addition, building setback lines may be drawn on lots, parcels and tracts so as to indicate suitable areas for construction of structures or improvements. Please continue to show the setbacks recommended in the geologically evaluation of the property on the face of the final plat map.

7. If grading is proposed that will alter the site from the natural grade, please note that:
 - a. Structures and improvements shall minimize alterations to the natural contour of the slope and the foundation shall be tiered where possible to conform to existing topography. Terracing of the land shall be kept to a minimum to preserve natural topography where possible. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation. All development should be designed to minimize impervious lot coverage
 - b. Unless otherwise provided or as part of an approved alteration, removal of vegetation from an erosion or landslide hazard are or related buffer shall be prohibited. Removal of vegetation, including trees, shrubs, grasses and forbs shall be the minimum required for construction. Any replanting that occurs shall consist of trees, shrubs and ground cover that is compatible with the existing surrounding vegetation, meets objectives of erosion prevention and site stabilization and does not require permanent irrigation for long term survival.
8. Setbacks: for lots with sidewalks in easements a minimum 15' FY setback to living space from the back of walk is required instead of a 15' setback from the property line.
9. Retaining Walls:
 - a. Retaining Walls require a separate permit (fence permit for walls 4' tall or less; building permit for walls more than 4' tall. Note: height of walls are measured from the bottom of the base on which the walls are set to the top of the soil being retained.
 - b. Retaining walls will count toward lot coverage if over 2.5' in height.

THE FOLLOWING ARE GENERAL NOTES FOR THE PRELIMINARY AND FINAL PLAT PROCESS:

1. The Geohazard Evaluation Report dated December 29, 2021 (revised date) Prepared by Budinger & Associates includes the following Conclusions and Recommendations that should be considered and built upon the project progresses. As noted by the author, the report has limitations: the author should be contacted for specific evaluation and recommendations and specific geotechnical evaluation and design for construction is beyond the scope of the report.

CONCLUSION

Various slopes exist on and around the site. Based upon the soil and rock components comprising the slopes, specific recommendations will apply. Vertical rock cuts should be left undisturbed as described below. Signs of rockfall from basalt bluffs and unraveling of soil were observed on steep slopes. A scope of geotechnical exploration and analysis needs to be completed as a basis for geotechnical design of the project. Alterations to slope configurations during development should be expected to accelerate erosion of soil/rock if not properly mitigated with proper grading, drainage, and erosion control methods. The erosion hazard for the site soils is considered moderate for the slope inclinations and lengths observed at the site. Clay and silt soils

present off-site tracking issues when exposed in wet weather. Standard BMPs should include placement of rock at points of egress.

Latah Formation is generally limited to the lower margins of the plateau where talus has obscured its exposure. Excavations for roadways, utilities, and residences may encounter the Latah clay, silt, and sand.

RECOMMENDATIONS

Slope Setbacks

Code required building setback from top of slope is at least the smaller of H/3 or 40 feet (IRC, Figure R403.1.7.1). A scope of geotechnical exploration and analysis must be completed to provide a basis for design of earthwork including slopes for this project, particularly existing vertical rock cuts due to the underlying Latah Formation.

Slopes

Permanent constructed slopes should be limited to a maximum inclination of 2H:1V unless designed by an engineer registered in the State of Washington. Vertical rock cuts exist which pose risks from falling rock. Ice wedging continuously causes highly fractured basalt to spall from rock faces which accumulate as talus. Talus slopes should be left undisturbed or inclined to maximum slopes of 1.75H:1V.

Soil Erosion

Soil erosion potential is moderate and typical BMP measures should be employed to mitigate transport of soils on and off site. These BMPs should be included in a grading and erosion plan for the site. Standard BMPs should include placement of rock at points of egress. Re-vegetation of disturbed soils should be incorporated into the grading and erosion control plan.

Latah Formation

If Latah is exposed or encountered in development areas, a geotechnical engineering evaluation is recommended.

Alluvium

Alluvial soils were exposed in TP-1901, TP-1902, and TP-1906 during our previous subsurface exploration. Alluvial sands should be graded to a maximum of 27 degrees (50 percent or 2H:1V) for permanent conditions. If exposed, completed surfaces should be protected as soon as possible with mechanical or bio-technical erosion control.

2. We recommend that the final plat application materials be submitted at the same time as the engineering plan submittals to ensure coordination and consistency with the conditions of approval for this plat.
3. As a follow-up to the street tree requirement noted in the conditions of approval above, we recommend that a street tree plan be submitted for review and approval by planning, urban forestry and streets at time of engineering and final plat application submission.
4. The final plat shall include the signatory statements as prescribed in [SMC 17G.080.040\(G\)\(2\)](#) including the following:
 - a. the certification of the hearing examiner, on behalf of the city council, as follows:

"This plat has been reviewed on this _____ day of _____, 20__ and is found to be in full compliance with all the conditions of approval stipulated in the Hearing Examiner's approval of preliminary plat # -PP.

Hearing Examiner"

- b. If any archaeological resources, including sites, objects, structures, artifacts, and/or implements, are discovered on the project site, all construction and/or site disturbing activities shall cease until appropriate authorities, agencies, and/or entities have been notified in accordance with Chapters 27.44 and 27.53 RCW.

Engineering:

COMMENTS SPECIFIC TO THE SEPA SUBMITTED FOR THE PRELIMINARY PLAT

5. None

COMMENTS TO BE ADDRESSED AT FINAL PLAT

6. Centerline survey monuments will be required to be installed in the locations identified in Section 3.7-13 of the Design Standards.
7. A design variance has been granted allowing 50' right-of-ways with sidewalks located on easements. These narrower streets will require further analysis during Engineering plan review and may require an auto-turn maneuverability analysis showing the effect of the streets on fire response vehicles. No parking on one side of the street may also be required.
8. WSDOT is looking into potential traffic mitigation measures and will comment separately.
9. All easements, existing or proposed, must be shown on the face of the final plat. If blanket in nature they must be referenced in a Surveyor's Note.
10. Lot plans, following the criteria outlined in the Spokane Regional Stormwater Manual Appendix 3C, must be submitted for review after infrastructure plans have been approved for construction.
11. In accordance with the City's Financial Guarantee Policy, a financial guarantee will be required for all street, drainage, and erosion / sediment control improvements not constructed prior to approval of the final plat. Water and sewer improvements cannot be bonded for.
12. Both streets are necessary for fire access to this plat and the following statement must be added to the plat dedication, "*Gates or fencing cannot be constructed across any streets in this plat without prior approval from the City Engineer.*"

STATEMENTS TO BE INCLUDED IN THE FINAL PLAT DEDICATION

13. Sidewalk easements, as platted and shown hereon, which are for the purpose of installing, operating, and maintaining pedestrian walkways, are hereby granted for public use.
14. All parking areas and driveways shall be hard surfaced.
15. The development of any below-grade structures, including basements, is subject to review of a Geotechnical Evaluation for foundation design to determine suitability and the effects from Stormwater and/or subsurface runoff. The Geotechnical Evaluation is required to be performed for each lot with below grade-level structures and submitted for

review and acceptance by Developer Service prior to the issuance of a building permit. An overall or phase-by-phase Geotechnical Analysis may be performed in light of individual lot analysis to determine appropriate construction designs.

16. Slope easements for cut and fill, as deemed necessary by Developer Services in accordance with City Design Standards, are granted along all public right of ways.
17. GFC charges and Transportation Impact Fees will be collected prior to the issuance of a building permit for the affected lot.
18. Utility easements, including cable television, shown on the herein described plat are hereby granted to the City of Spokane, its permittees and the serving utility companies for the construction, reconstruction, maintenance, protection, inspection, and operation of their respective facilities, together with the right to prohibit changes in grade that will reduce the existing coverage over installed underground facilities and the right to trim and/or remove trees, bushes, landscaping and to prohibit structures that may interfere with the construction., reconstruction, reliability, maintenance, and safe operation of same. Serving utility companies are granted the right to install utilities across sidewalk and drainage easement as needed to access utility easements from the road right-of-way.
19. This plat will be served by the City of Spokane sanitary sewer and water systems only. Individual on-site sewage systems and private water wells are prohibited.
20. The lots to be sold shall be connected to a functioning public water system complying with the requirements of the Engineering Department and having adequate pressure for domestic and fire uses as determined by the Water/hydro Services Department.
21. The lots to be sold shall be connected to a functioning public sanitary sewer system complying with the requirements of the Engineering Department.
22. The lots to be sold shall be served by a fire hydrant and appropriate access to streets as determined by the requirements of the City of Spokane Fire Department and City Transportation Department.
23. All improvements, including street improvements, required by City of Spokane Hearing Examiner Findings, Conclusions and Decision File No. Z21-223PPLT shall be installed to serve the residential unit for which the certificate of occupancy is sought in accordance with the plans approved by the City of Spokane.
24. All stormwater and surface drainage generated on-site shall be disposed of on-site in accordance with SMC 17D.060 "Storm water Facilities", the Regional Stormwater Manual, Special Drainage Districts, City Design Standards, and, per the Project Engineer's recommendations, based on the drainage plan accepted for the final plat. Pre-development flow of off-site runoff passing through the plat shall not be increased (rate or volume) or concentrated due to development of the plat, based on a 50-year design storm. An escape route for a 100-year design storm shall be provided.
25. Development of the subject property, including grading and filling, are required to follow an erosion/sediment control plan that has been submitted to and accepted by the Development Services Center prior to the issuance of any building and/or grading permits.
26. The City of Spokane does not accept responsibility to inspect, and/or maintain the private drainage easements, nor does the City of Spokane accept any liability for and failure by the lot owner(s) to properly maintain such areas. The City of Spokane is responsible for maintaining storm water facilities located within the public right-of-way as shown in the

final plat documents. Maintenance shall include cleaning the structures and pipes.

Transportation:

THE FOLLOWING COMMENTS MUST BE ADDRESSED PRIOR TO MOVING FORWARD IN THE PRELIMINARY PLAT PROCESS INCLUDING SEPA DETERMINATION:

The below comments are preliminary and will be updated as necessary upon receipt of required modification from TO engineering.

Comments that need to be addressed from WSDOT (Greg Figg).

27. WSDOT is not collecting a pro-rata share for the improvement of the intersection of 16th Ave. and US 195. The prior developments are conditioned that the developer or developers working in conjunction with each other will provide the needed improvements to ensure the US 195 EB On Ramp is not further affected by development. Without the needed improvements adequate facilities will not exist for this development.
28. The conclusion of the traffic analysis should reference a similar condition of approval that was imposed upon adjacent projects regarding the US 195/I-90 Eastbound On Ramp and 16th Ave. An example of this condition is as shown below:
 - a. Per the MDNS, vehicular traffic from this project is expected to add 7 AM trips and 3 PM trips to the NB US 195 to EB I-90 ramp. WSDOT has commented that no additional peak hour trips may be added to the ramp due to safety concerns. Crystal Ridge is required to complete an improvement to the US 195 corridor that will reduce the impact of its traffic on NB US 195 to EB I-90 ramp ("Mitigation Project"). Crystal Ridge may not final plat any lots until a financial commitment is in place (secured by a letter of credit or bond), which has been approved by the City, providing for the design and construction for the Mitigation Project, which shall be under contract for construction within one year from recording of the final plat. The details of the mitigation project will be agreed upon by the developers, City, and WSDOT. The applicant's contributions to funding the design and construction of the mitigation project will qualify for a credit against transportation impact fees per SMC 17D.075.070.

Comments/conditions from Inga Note – City of Spokane Integrated Capital Management.

29. Construct a paved 10' wide pathway between Nettleton Lane and the Fish Lake Trail.

ADDITIONAL COMMENTS RECEIVED TO BE CONDITIONS OF APPROVAL:

State of Washington Dept. of Archaeology & Historic Preservation (see DAHP letter dated 10/25/2021):

30. A professional archaeological survey meeting DAHP's standards for Cultural Resource Reporting of the project area be conducted prior to ground disturbing activities.
Note: Submittal of the survey report to DAHP for review and assessment prior to ground disturbing activities is required.
31. That any historic buildings or structures (45 years in age or older) located within the project area are evaluated for eligibility for listing in the National Register of Historic Places on Historic Property Inventory (HPI) forms. We highly encourage the SEPA lead agency to ensure that these evaluations are written by a cultural resource professional meeting the [SOI Professional Qualification Standards in Architectural History](#).

Spokane Tribe of Indians (see Tribal historic Preservation Officer Letter dated 10/26/2021):

32. Cultural survey completed by professional archaeologist in the respect of cultural resources.

Note: Submittal of survey report for review and assessment prior to ground disturbing activities is required.

Department of Ecology (see letter dated 11/03/2021):

33. Compliance with Department of Ecology Comments will be included as a condition of approval for preliminary plat. The enclosed letter addresses Ecologies Hazardous Waste and Toxics Reduction and Water Quality Programs specifically.

Other Comments received from agencies – for reference only:

34. Fairchild Air Force Base – no issues (see email dated 11/03/2021)

35. City of Spokane Streets Dept, Bobby Halbig – the street department has reviewed the documents and has requested that setbacks be added to the preliminary plat related to the geological hazard evaluation (see email dated 01/28/2022)

Other Comments received from the public prior to the public comment period:

Please note that public comments received during the agency comments will be included in the record for Hearing Examiner review. Twelve emails/comments received as of the date of this letter have been included in the enclosures for your reference.

Considering the need for additional information, the timeline for this application is on hold until the additional information is provided. In accordance with SMC 17G.060.090, the required information must be provided within sixty days from the notification by the department. The applicant may submit a written request for additional time to the director, any time extensions shall be in writing. If the information is not received within 60 days the application and a portion of the fees shall be returned to the applicant in accordance with SMC 08.02.0692.

If you have any questions regarding these requirements, feel free to contact me by email or phone. Please make an appointment with me to submit the revised and additional materials.

Sincerely,



Melissa Owen
Assistant Planner
Development Services Center

Enclosures (include those submitted during second review only):

City of Spokane – Engineering (email dated 01/21/2022)

City of Spokane Street Dept. (email dated 01/28/2022)

City of Spokane – Integrated Capital Management, Inga Note (follow-up email chain ending 01/17/2022)

WSDOT, Greg Figg (follow-up email chain ending 01/31/2022)

City of Spokane Planning – comments incorporated into this letter for additional information.

Resident Comments prior to notice of Application (a total of twelve emails/comments enclosed)

1. Adam Marshall
2. Claudia Lobb
3. Dave Compton
4. Don and Lynne Pammler
5. Greg Presley
6. Jeremy Roewe
7. Allen Schmelzer
8. Molly Marshall
9. Nikki Hyché
10. Ron Reimer
11. Diane Riser
12. Karen Carlberg

Owen, Melissa

From: Johnson, Erik D.
Sent: Friday, January 21, 2022 9:59 AM
To: Owen, Melissa
Subject: RE: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - 2nd Request for Comments due 1/31/22

Good morning,

No more comments/concerns from Engineering with the Preliminary Plat.

Thanks,
Erik

From: Benzie, Ryan <rbenzie@spokanecity.org>
Sent: Tuesday, January 18, 2022 11:40 AM
To: Abrahamson, Randy <randya@spokanetribe.com>; Development Services Center Addressing <eradsca@spokanecity.org>; Allenton, Steven <sallenton@spokanecity.org>; Anderson, Cindy <CYAN461@ECY.WA.GOV>; Barlow, Lori <lbarlow@spokanevalley.org>; Basinger, Mike <mbasinger@spokanevalley.org>; Becker, Kris <kbecker@spokanecity.org>; Becker, Zachary <zbecker@cawh.org>; Bekkedahl, Robin <robin.bekkedahl@avistacorp.com>; Brecto, Jason <jason.brecto@us.af.mil>; Brown, Eldon <ebrown@spokanecity.org>; Buller, Dan <dbuller@spokanecity.org>; Byus, Dave <dave.byus@avistacorp.com>; Chanse, Andrew <achanse@spokanelibrary.org>; Coster, Michael <XXXmcoster@spokanecity.org>; David Moore <David.J.Moore@usace.army.mil>; Davis, Marcia <mdavis@spokanecity.org>; Dept. of Archaeology and Historic Preservation <sepa@dahp.wa.gov>; distrate (dcistrate@spokanecounty.org) <dcistrate@spokanecounty.org>; DNR Aquatics <dnrreaqleasingrivers@dnr.wa.gov>; Duvall, Megan <mduvall@spokanecity.org>; Eliason, Joelle <jeliason@spokanecity.org>; Engineering Admin <eraea@spokanecity.org>; Environmental Review <SEPAUNIT@ECY.WA.GOV>; Eveland, Marcus <meveland@spokanecity.org>; Feist, Marlene <mfeist@spokanecity.org>; Figg, Greg <FiggG@wsdot.wa.gov>; Gennett, Raylene <rgennett@spokanecity.org>; Graff, Joel <jgraff@spokanecity.org>; Greene, Barry <BGreene@spokanecounty.org>; Gunderson, Dean <dgunderson@spokanecity.org>; Halbig, Bobby <bhalbig@spokanecity.org>; Hanson, Rich <rahanson@spokanecity.org>; Hanson, Tonilee <sajbinfo@gmail.com>; Harris, Clint E. <ceharris@spokanecity.org>; Harsh, Dave <dave.harsh@dnr.wa.gov>; Harshman, Shauna <sharshman@spokanecity.org>; Hughes, Rick <rhughes@spokanecity.org>; Jeff Lawlor <jjeffrey.lawlor@dfw.wa.gov>; John Conklin <jconklin@spokanecleanair.org>; Johnson, Candy <CandyJ@spokaneschools.org>; Johnson, Erik D. <edjohnson@spokanecity.org>; Johnson, Jeffrey <jjeffrey.johnson.64@us.af.mil>; Jones, Garrett <gjones@spokanecity.org>; Jones, Tammy <TMJones@spokanecounty.org>; Jordan, Jess <dale.j.jordan@usace.army.mil>; Kay, Char <kayc@wsdot.wa.gov>; Keller, Kevin <kkeller@spokanepolice.org>; Kells, Patty <pkells@spokanecity.org>; Kincheloe, Melanie <meki461@ecy.wa.gov>; Kokot, Dave <dkokot@spokanecity.org>; KOWALSKI, JAMIE K GS-12 USAF AMC 92 CES/CENME <jamie.kowalski@us.af.mil>; Leslie King <leslie.king@dfw.wa.gov>; Limon, Tara <tlimon@spokanetransit.com>; Lisa Corcoran <lcorcoran@spokaneairports.net>; Main, Steve <smain@srhd.org>; Marsh, Denise <Denise.Marsh@avistacorp.com>; Martin, Greg <gmartin@spokanecity.org>; McCann, Jacob <jmca461@ecy.wa.gov>; McClure, Jeff <Jmclure@cheney.s.d.org>; Melvin, Val <vmelvin@spokanecity.org>; Meyer, Eric <emeyer@srhd.org>; Miller, Katherine E <kemiller@spokanecity.org>; Moore, Michael <michael.s.moore@williams.com>; Morris, Mike <mmorris@spokanecity.org>; Murphy, Dermott G. <dgmurphy@spokanecity.org>; Neighborhood Services <Neigh.Svcs@SpokaneCity.org>; Nilsson, Mike <mnilsson@spokanecity.org>; Note, Inga <inote@spokanecity.org>; Nyberg, Gary <GNYBERG@spokanecounty.org>; Okihara, Gerald <gokihara@spokanecity.org>; Palmquist, Tami <tpalmquist@spokanecity.org>; Pruitt, Larissa <larissa.pruitt@avistacorp.com>; Quinn-Hurst, Colin <cquinnhurst@spokanecity.org>; Raymond, Amanda <arraymond@bpa.gov>; Rehfeldt, Melissa



STREET DEPARTMENT
901 N. NELSON ST.
SPOKANE, WASHINGTON
99202-3769
509.232.8800
FAX 509.232.8830

DATE: January 28th, 2022
TO: Melissa Owens, Development Services
FROM: Bobby Halbig, Street Department
SUBJECT: Plan Review
PROJECT #: **Z21-223PPLT Crystal Ridge South**

We have reviewed the design plans and have the following comment(s).

General

- 1 Comment to 12c: Geotechnical report describes a slope stability issue and recommends a building set back from the cliff that is not shown on the preliminary Plat. Set back necessary to prevent trail from rock slide hazard and closure. (GTO)

Val Melvin, P.E.

Gerald Okihara, P.E.

Ken Knutson, P.E.

Marcus Eveland

Owen, Melissa

From: Figg, Greg <FiggG@wsdot.wa.gov>
Sent: Monday, January 31, 2022 4:41 PM
To: Owen, Melissa
Cc: Kay, Charlene; Note, Inga
Subject: RE: [EXTERNAL] Z21-223PPLT Crystal Ridge South Preliminary Long Plat - 2nd Request for Comments due 1/31/22

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Afternoon Melissa,

Thank you for the opportunity to comment on the above development proposal traffic analysis. WSDOT has reviewed the TO Engineers traffic analysis and has the following comments:

1. WSDOT is not collecting a pro-rata share for the improvement of the intersection of 16th Ave. and US 195. The prior developments are conditioned that the developer or developers working in conjunction with each other will provide the needed improvements to ensure the US 195 EB On Ramp is not further affected by development. Without the needed improvements adequate facilities will not exist for this development.
2. The conclusion of the traffic analysis should reference a similar condition of approval that was imposed upon adjacent projects regarding the US 195/I-90 Eastbound On Ramp and 16th Ave. An example of this condition is as shown below:
 - Per the MDNS, vehicular traffic from this project is expected to add 7 AM trips and 3 PM trips to the NB US 195 to EB I-90 ramp. WSDOT has commented that no additional peak hour trips may be added to the ramp due to safety concerns. Crystal Ridge is required to complete an improvement to the US 195 corridor that will reduce the impact of its traffic on NB US 195 to EB I-90 ramp ("Mitigation Project"). Crystal Ridge may not final plat any lots until a financial commitment is in place (secured by a letter of credit or bond), which has been approved by the City, providing for the design and construction for the Mitigation Project, which shall be under contract for construction within one year from recording of the final plat . The details of the mitigation project will be agreed upon by the developers, City, and WSDOT. The applicant's contributions to funding the design and construction of the mitigation project will qualify for a credit against transportation impact fees per SMC 17D.075.070.

Please let me know if you should have any questions regarding these comments.

Best Regards,

Greg Figg
Development Services Manager
WSDOT Eastern Region
(509) 324-6199

From: Benzie, Ryan <rbenzie@spokanecity.org>
Sent: Tuesday, January 18, 2022 11:40 AM

From: [Note, Inga](#)
To: [Owen, Melissa](#); [Kells, Patty](#)
Subject: RE: The Crystal Ridge south project is going to be one phase does the traffic analysis need to be updated
Date: Monday, January 17, 2022 7:37:58 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

No it doesn't matter. The conditions will be the same.

From: Owen, Melissa <mowen@spokanecity.org>
Sent: Friday, January 14, 2022 3:28 PM
To: Kells, Patty <pkells@spokanecity.org>; Note, Inga <inote@spokanecity.org>
Subject: The Crystal Ridge south project is going to be one phase does the traffic analysis need to be updated

Patty and Inga,
The Crystal Ridge south project is going to be one phase instead of two phases as originally identified. Does the traffic analysis need to be updated in any way. It currently does note the phased approach. If an note needs to be added, may I add a staff note to the section where the phase is described and identify that the development will not be completed in one phase with my initials and the date?

Thank you.

I will be working remotely until further notice and will respond to emails as quickly as possible. Thank you for your patience!



Melissa Owen | City of Spokane | Planning & Development Services
509.625.6063 | mowen@spokanecity.org



Owen, Melissa

From: Adam Marshall <adam.marshall4747@gmail.com>
Sent: Sunday, January 30, 2022 12:51 PM
To: Owen, Melissa
Subject: Comments for Crystal Ridge

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Here are my comments,

Citizens of the Grandview/Thorpe neighborhood, including myself, OPPOSE the permitting of this development in the strongest terms! Business as usual is NOT working and adding developments along SR-195, exactly such as this proposed Crystal Ridge, have created and are worsening known problems. Important information is incorrect in the plan assessment including public transportation which is not in fact readily accessible (stated as 1-2 blocks away, actual distance to nearest bus stop is no less than .9 miles to the closest stop on Sunset Blvd, with access only along a long stretch of the busy S Lindeke St arterial which has NO sidewalks). This is but one example of the lacking and/or absent infrastructure the Latah Valley/195 corridor requiring comprehensive planning and infrastructure improvements PRIOR to adding any more housing. As stated by the Washington State DOT, there is already a "crisis in management of safety within the corridor", which will 100% be negatively impacted through the development of Crystal Ridge in its proposed location. As a resident of this Grandview/Thorpe neighborhood, I can provide a first-person account to vehicles already backed up Mon-Fri on W 16th, often all the way up to the proposed entry/exit for Crystal Ridge at S. Nettleton Ln. Infrastructure must be improved and in place before further development occurs in this area.

Sincerely,
Adam Marshall
(719)291-4747
Grandview/Thorpe Neighborhood

From: [Claudia Lobb](#)
To: [Owen, Melissa](#)
Subject: Crystal Ridge development on W 17th
Date: Wednesday, February 2, 2022 9:41:34 PM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

As a property owner in this area, I wanted to comment on the developer's submission. Having just read the email from our neighborhood association, I understand that the comment period ended Monday. If it is not too late, I would like to call attention to the developer's claim that there are no animal habitat issues at this site. That is NOT correct information. It is well-documented that this entire area is a wildlife migration path between Tower Mountain and the Turnbull Refuge. Moose are frequent visitors to this neighborhood along with many other species. My second concern is traffic congestion on W. 16th Avenue and the intersection where it meets Highway 195. More houses and more cars will only increase the chances of traffic accidents. This is a mantra we property owners have been verbalizing for many many years. There has been NO update of infrastructure between I-90 and W.16th Avenue so streets are already carrying volumes more traffic than original designers ever imagined with two (2) different developments proposed for our area. PLEASE consider these concerns.

Thank you,
Claudia Lobb
3328 W 21st Avenue
509-385-7959

Owen, Melissa

From: DAVID COMPTON <planboy@comcast.net>
Sent: Thursday, January 27, 2022 7:00 PM
To: Owen, Melissa
Subject: Crystal Ridge South PP

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hello. I wholeheartedly support this development.

Attached comment letter from Don and Lynne Pammler

January 29, 2022

City of Spokane Planning Dept.

Melissa Owen, Assistant Planner II

RE: Comments for Crystal Ridge and additional developments Latah Valley (Grandview/Thorpe and Latah/Hangman neighborhoods) are projected to have.

Ms. Owen,

We built our home in the Westwood Hills 1st addition 30 yrs. ago and have seen many failed attempts by developers to this area. Beginning with the next “developer” after the original addition. He was allowed to clear-cut all timber and wildlife habitat below our homes in an area approx. 100 acres, never starting any construction, and then reselling the property. Following that with the next developer who went bankrupt leaving random piles of concrete slabs and storm drain drywells below us. Now we even have a huge 3-story, block long rockpile mountain that we didn’t have before. It sets in the middle of a ¾ mile wide bare patch visible from High Drive on the opposite side of the Latah Valley. Not a very scenic look.

The fact is that this (Crystal Ridge) review process does not limit the list of infrastructure problems to this specific project. These are the same things that affect the addition of all of the developments waiting for your review/approval along the Hwy 195/Latah Valley/ and I-90 intersection corridor.

[From pg.2 of WSDOT Study on Hwy 195 Corridor done in 3/19/2018](#)

What needs to change?

- Roughly 12% of surveyed pavements on this corridor are in poor to very poor condition.
- Merging issues on ramps at northbound US 195 to eastbound I-90 interchange.
- Residential areas along the corridor are highly dependent on US 195 due to a deficient local roadway network.
- Increasing trips from developments are impacting the US 195/ I-90 ramp connection.
- There are high priority habitat connectivity issues present along the corridor

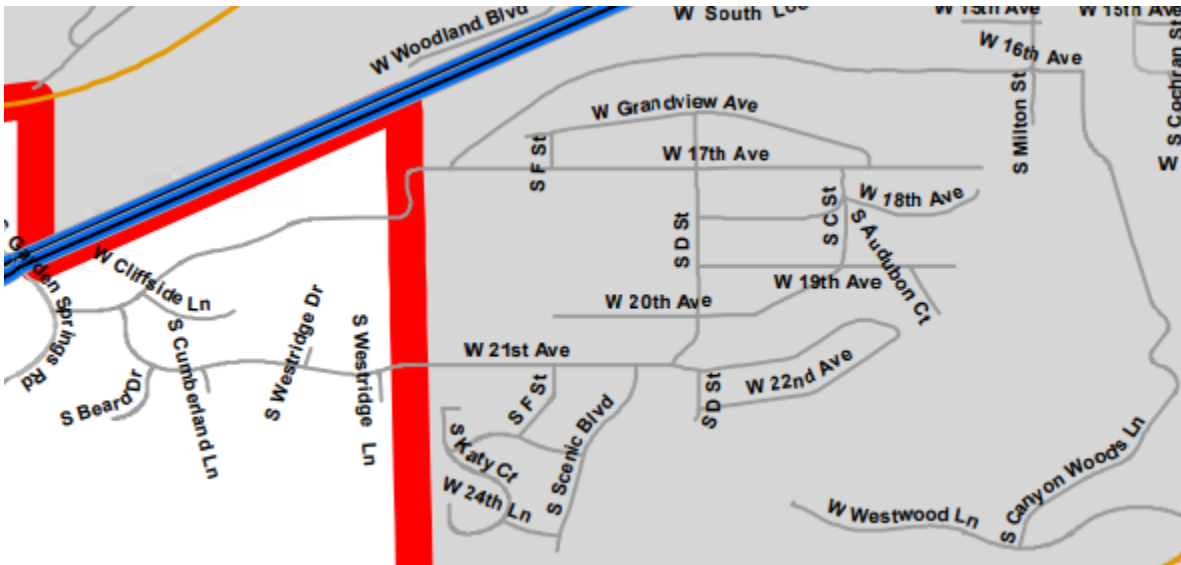
Road infrastructure in Latah Valley is unable to safely handle the current traffic loads; increasing car and truck traffic that will come with increased housing development will only increase congestion, accidents, and the potential for serious injury or death. **Crystal Ridge will add another ~100 vehicles entering and leaving US-195 from W 16th Ave every day, and then trying to make an immediate entry/exit from W 16th further congesting the arterial.**

Starting with access / egress:

From Spokane Municipal Code 17H010.030 Passed Nov. 30, 2020, Effective Jan. 3, 2021

L. Subdivisions comprised of more than thirty lots shall include two access points acceptable to the city fire department and the director of engineering services.

This should also include future additions to Westwood Hills where there is only an access from 17th & “D” street to 21st into our development. Then the same streets are used for the egress. If there was a fire blocking 17th & “D” street there would be no way out for an entire neighborhood. *Several online maps including the latest school district boundary map for our neighborhood falsely shows 21st Ave going on out west joining 17th at Garden Springs Rd. The street of 21st stops at the red line on the map which is in the middle of a springtime wetlands meadow . It is not an exit road at all!! It and all the streets attached to it on the map do not exist beyond that red boundary line to the west. Only 17th continues to wind over to Garden Springs Rd. No roads connect back except 17th.*



Also, there is not even a 4-way stop at the small Grandview Park where the school bus stops to load and unload, at 17th and “D” St. If this becomes the only arterial intersection after another added development that is a safety problem for the neighborhood.

The WSDOT has sent the City Council multiple “Studies” and letters for a “wake-up call” on US 195 traffic flow to either take steps to deal with the traffic safety issues or have a temporary moratorium on development and put forth a plan to address it.

The Latah Valley currently has **inadequate to zero community services** needed to be a functional and intact region of the city. Deficiencies range from public transportation, fire response, police response, library services, schools, and a community center. The closest bus stop to this development is 1 mile away on Sunset Blvd. Adding more commercial and housing development will only amplify those inadequacies and disparity in this part of the city.

The next thing the WSDOT will do is block off the median at 16th so the traffic will be unable to make a left turn toward downtown. Then it will require a right turn only and back to a "J turn" south of the intersection if you want to go north. That will make more congestion on the highway because it will be back-to-back with the next "J turn" at Thorpe Rd.

We need infrastructure updates before these developments can proceed.

The Water Tower for this neighborhood is the sole source of water supply to all the homes and I would like to know what the capacity is capable of serving for how many more added homes and the required added fire hydrants. We already get low water pressure during summer months.

[This is a copied portion from an article in the Spokesman-Review Nov. 30, 2020, about the City Council's decision to reject the proposal to approve developing a 10 – acre parcel at Southgate because of lack of proper infrastructure.](#)

City Council rejects rezoning of 10-acre Southgate parcel for apartments despite need for new housing

UPDATED: Mon., Nov. 30, 2020 Spokesman-Review newspaper

In a 5-2 vote, the council turned back [a plan that would have allowed for construction of multifamily housing](#) on two parcels located between what is now the eastern dead end of 53rd Avenue and the Palouse Highway. The land currently contains just a single home and some radio-broadcasting equipment, though it is bordered on three sides by apartment complexes.

As the zoning-change proposal made its way toward council, it received pushback from some neighbors but endorsements from city staff and from the city's Plan Commission, which recommended the proposal on an 8-1 vote last month.

At the heart of those endorsements was an argument that the project adhered to the city's Comprehensive Plan emphasis on focusing growth on "centers and corridors."

Two such district centers – one known as the Southgate District Center, which includes several properties near the intersection of Regal Street and Palouse Highway, and another just south on Regal at 57th Avenue – lie on either side of the land up for rezoning.

As the city report notes, the Comprehensive Plan “calls for greater density of residential (development) within the vicinity of Centers. ... As the proposal would increase the residential density of land adjacent to and in close proximity to two District Centers, the proposal appears consistent with the containment and density requirements of these Comprehensive Plan policies.”

But Councilwoman Lori Kinnear, whose district includes the Southgate neighborhood where the land exists, argued to her fellow council members at their Nov. 23 meeting that the truth is more complex.

“On the surface, it seems like a reasonable change to the comp plan,” Kinnear said of the proposed rezoning. “However, it’s based on the false premise that South Regal Street is a legitimate neighborhood center.”

According to Kinnear, a 2009 proposal to designate a neighborhood center on Regal “violated the comp plan.” And, she claimed, the developer of the site “did not honor the agreement requiring that they adhere to centers and corridors design guidelines.”

“So here we are 10 years later, continuing to develop along South Regal without thought to long-term impacts on this area of the city,” Kinnear continued. “And this particular (zoning) request does not include a traffic study and continues to build on the supposition that South Regal is a designated corridor and therefore should accommodate density. We can’t undo what has been done, but we can require further infrastructure to mitigate congestion before any additional development is approved.”

“Now that’s not to say that, forever and ever, no more development,” Kinnear continued. “But we have to look at what is happening up in that area, at the congestion that is being generated and mitigate that before we can move forward.”

Councilwoman Betsy Wilkerson, who also represents the South Hill, agreed with Kinnear about the need to address traffic and infrastructure issues before moving forward.

Councilmembers Karen Stratton and Candace Mumm joined them in opposition to the measure, as did Council President Breean Beggs.

“We desperately need housing,” Beggs said, “but we need to put it closer to the downtown core and redevelop neighborhoods and put density in there, so that we don’t have to drive people miles and miles over roads that don’t have capacity and schools that are bursting at the seams.”

STA Bus Service:

The Bus service in this neighborhood is also limited because of the 11ft height of the RR viaduct at the bottom of the hill at Milton & 16th. They would only allow access into this area by coming up the Sunset Hill to Grandview.

More Development Coming:

As I am writing this, I saw another sign installed 2 days ago at 21st & "F" St. for public "Notice of Meeting for comments on a 96 home development on top of the bluff above Westwood Hills. This would be the 7th proposal here. Gary Rogers 6Th Addition of 44 homes to Westwood Hills hasn't started yet.

In closing, here we are again trying to develop in areas that have not been planned for expansion with frontage roads, school bus stops, firetruck access, arterials, egress, sidewalks, sewers, water etc. The property below our home is just one of the many areas scheduled for huge development with no thought to infrastructure with safe egress, school bus access and the like. We sincerely hope the City Council will consider the impact on the communities involved. Just putting a house on every bare piece of ground with no planning doesn't seem to be a thoughtful answer to growth for our beautiful city.

Thank you for your time and consideration,

Don and Lynne Pammler
2123 S. Scenic Blvd. Spokane, WA 99224

Owen, Melissa

From: gregpresley@netzero.net
Sent: Wednesday, January 26, 2022 8:24 PM
To: Owen, Melissa
Subject: Comment regarding Proposed Crystal Ridge South development

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Dear Melissa, I apologize if this is a duplicate. I was interrupted while writing and I'm not sure whether or not I hit send on my message:

Please include my comments in your report regarding this proposed development.

My name is Greg Presley. I'm a resident of the neighborhood. My address is 2938 W. 19th Ave. I have grave concerns regarding the proposed development. I understand that the aim of the growth management act as it applies to Spokane is to infill the city as much as possible before sprawling out into surrounding areas, and in theory, I'm not opposed to this. However, the reason that certain areas of the city were never developed previously had to do with challenging topography, (for example steep and sometimes unstable hills), preservation of water sources and resources in our semi-arid area (Latah creek and tributaries), and lack of ability to provide adequate streets and infrastructure to serve certain areas because of underinvestment of the city over decades, The city did not anticipate the current level of growth in formulating a plan for expansion over the years in regards to fire, sewer, water, police, and even road access in and out of certain areas. This development creates challenges on every front listed above (terrain, water resources, and infrastructure).

My understanding is that WSDOT has already threatened to put a moratorium on development in Hangman valley because of major concerns over access to 195 and the safety of that road corridor. The merge of 195 into I 90 is extremely unsafe even at current road usage. The intersection of 16th Ave and 195 is very unsafe during the hours of 7 am- 7 pm. It is likely that at some point WSDOT will close that intersection or at least make it impossible to turn left from 195 onto 16th going west or left from 16th going north on 195 because of the likelihood of a horrific accident at that intersection. And exactly at that unsafe intersection, this proposal is adding 54 units of housing, which means probably adding 100 more vehicles in multiple trips/day. If the intersection of 16th and 195 goes away, that means 100 more vehicles added to a side street never designed for that level of traffic headed toward Sunset Highway and Government Way.

I also have concerns about the steepness of the terrain at the proposed site. There is the risk of erosion and landslides, in one direction tumbling down onto the raliroad tracks, and in the other direction tumbling down towards Fish Lake Trail and 195. That ground is not solid basalt, but a mix of gravel, sand, and scree. It is not inherently stable.

Finally, Latah creek has a number of small and unnamed tributaries coming off the west plains and joining into the creek. Wildlife use these tributaries as feeding and watering areas. Moose and deer as well as smaller animals are pretty common and provide a danger to traffic as they migrate through these areas as they no doubt have for thousands of years. It's unreasonable to expect that they will just "go away" with development, as though they can read signs. .

Sincerely, Greg Presley (509)251-3275

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- **'Stealth Omicron' Has Arrived in the US**

Owen, Melissa

From: Jeremy Roewe <jaroewe@gmail.com>
Sent: Thursday, January 27, 2022 2:59 PM
To: Owen, Melissa; Kells, Patty
Subject: Crystal Ridge South Preliminary Long Plat FILE NO. Z21-223PPLT

[CAUTION - EXTERNAL EMAIL - Verify Sender]

I am writing to plead that the city withhold permitting for the "Crystal Ridge" development until adequate infrastructure along the SR-195 corridor from Hatch Road to i90 is in place (not just funded). J turns in the area are a help, but not adequate. Folks turning left from 16th street to northbound SR-195 are already a huge problem. As a driver who commutes to Airway Heights each weekday in the left northbound lane of SR-195, entirely too often drivers from 16th turn left into the left northbound SR-195 lane and stop while waiting for the right northbound SR-195 lane to open. I personally have nearly rear-ended these drivers and had cars behind me swerve not to rear end me. This is an accident waiting to happen and something that could be mitigated by requiring these drivers from the west side of 16th street to turn right onto SR-195 and proceed to the J-turn past Thorpe road to access northbound SR-195.

I support closing left turns for east/west bound 16th street traffic, but recognize that this should be addressed without adding additional traffic via the Crystal Ridge development to an already overburdened SR-195. The Crystal Ridge project is off SR-195 & 16th Avenue where a developer wants to build 56 new homes. Phase 2 of this project is most likely to be of equal size - a total of 100+ new homes at one of Latah Valley's most dangerous intersections along the SR-195 corridor. Infrastructure is not adequate to handle existing traffic there much less 56 or 100+ new homes. More development of this scale will only contribute to the magnitude of issues currently unaddressed in this area.

Other observations supporting not allowing this development include:

- The transportation impact fee generated by this development would be a maximum of \$66,269.84(paid by developer). This money would go towards median improvements on SR-195(blocking east/westbound left turns). The recently released SR-195 corridor study states temporary improvements to alleviate current traffic problems will cost \$100,000,000! Increased traffic means more congestion and potential for accidents/injury for a dollar amount that wouldn't pay for replacing two totaled vehicles.
- In the development application for Crystal Ridge, it states the 56 homes will need public services to include water, sewer, electric that will be paid for by "new property taxes collected and allocated accordingly." This is tax money that should be going to the ever-growing pot of money needed to play catch up on all the unattended / under attended infrastructure in the Latah Valley. The developers need to pay the cost for the buildout of these public services, not the citizens.
- The permit application mentions an STA bus stop 1-2 blocks NW of the proposed Crystal Ridge development. The actual bus stop is 1 mile from there and with limited to no sidewalks. If allowed to proceed, the developers need to fund sidewalks at least to the bus stop to encourage less use of SR-195.

The critical area checklist for the development application states there is no wildlife on site or within 300ft....that simply is not true! As someone who lives in the area, I can attest that there is ample wildlife in the area.

Owen, Melissa

From: Allen Schmelzer <aschmelzer@outlook.com>
Sent: Wednesday, January 26, 2022 2:19 PM
To: Owen, Melissa
Subject: Crystal Ridge

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi Melissa;

Mr. Vasilenko has established an excellent reputation in Spokane for doing high quality developments and building very good homes. This is a good use for this vacant property.

Allen Schmelzer

Sent from [Mail](#) for Windows

Owen, Melissa

From: Molly Marshall <molly.marshall475@gmail.com>
Sent: Sunday, January 30, 2022 12:46 PM
To: Owen, Melissa
Subject: Comments for Crystal Ridge

Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Please include my comments on this development.

Latah Valley (Grandview/Thorpe, Vinegar Flats, Eagle Ridge, Qualchan Hills, West Hills) does not have adequate infrastructure to support any development at this time. The roads are in disrepair and access to US195 and I90 is congested and dangerous. There is no public transportation and no schools throughout this corridor. Fire stations 4 and 5 cover this area and with more development and congestion on US 195, this protection is threatened. I am very concerned about this development for many reasons:

1. The transportation threshold study states they will collect a maximum of \$66,269.84 from this developer to go towards median improvements on 195. This amount does not address the condition of 16th Ave or Lindeke where the traffic will flow if the left turn onto 195 is blocked. This road is in great disrepair and there are no sidewalks making it very dangerous for pedestrians. The study only included Wheatland Estates into the planning factor but looking on the city's website, there are proposals for close to 1000 single family homes in the permit process with the city in this area. Not addressing these other developments is negligent and will only make the driving conditions on and around US 195 and I90 more dangerous. The conditions for approval include creating a J turn south of 16th Ave and 195 but is this funded? Certainly the money collected from the developer will not cover the complete cost of this road project. Finally, if 16th Ave is modified as suggested, did the traffic study consider the residents of Grandview/Thorpe which will now have to use Lindeke to Sunset Blvd to access downtown?
2. This area is in the Critical Aquifer Recharge Area and designated "High"...not sure what that means but wondering with the continued development, how will this affect our water supply?
3. The SEPA checklist only mentions "songbirds" in this area but deer, moose, hawks, eagles, ect are seen here frequently. Not sure if this is part of a wildlife corridor but certainly close.
4. In the critical area checklist it states there is no wildlife on site or within 300ft....that simply is not true! This is a wooded, dense area that supports the habitat of many animals.
5. In the application, they mention an STA bus stop 1-2 blocks NW of the site. The actual bus stop is 1 mile from the site on Sunset Blvd and Lindeke/Govt Way. There are no sidewalks on parts of Lindeke only after the bridge. There is no public transportation in the whole Latah Valley!
6. In the application it states the 56 homes will need public services to include water, sewer, electricity that will be paid for by "new property taxes collected and allocated accordingly". I'm assuming the developer will put in sewer and water which may require blasting. Again, I'm concerned that the developers are not contributing

enough money to ensure infrastructure is in place before these houses are built. The burden will then fall to the taxpayer.

7. Finally this site is on or near the Latah Formation, a geological hazard that is addressed in the geological report.....will there be blasting for new sewer and water? Will there be trouble with drainage and erosion, potential slide hazard? There is an outcropping of the formation visible from the Fish Lake trail just next to this development. This area has been used to teach and gather research, will it be protected?

Sincerely,
Molly Marshall (509)475-5703
Grandview/Thorpe Neighborhood

Owen, Melissa

From: Nikki Hyche <nikkita1813@yahoo.com>
Sent: Friday, January 28, 2022 12:39 PM
To: Owen, Melissa
Subject: New housing project along 195 in the grandview Thorpe

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Hi

I live in the grandview Thorpe neighborhood up above on 19th. There has been talk to fix the traffic problems along 195 before adding anymore houses along 195 is my first concern.

This has not been fixed and therefore there shouldn't be anymore houses built along 195 or traffic that feeds into 195 until that concern is addressed. I know there is a lot of land that could be developed. Therefore a lot of extra traffic will be added to the area. There already are developers trying to add houses up higher above the canyon ridge apartment complex and not address the neighborhood issue of traffic. Let alone adding more traffic to 195. Eagle ridge keeps adding houses and still no improvement to 195. The 195 exchange onto I90 is very dangerous to any incoming traffic and it's only getting worse. The light helps with slowing traffic coming onto the highway but the ramp to get onto I95 is incredibly short to merge into 60mph traffic safely. Accidents happen all the time in that area.

I hope any further housing developments can be put onto hold until the traffic issue is resolved.

Nikki Hyche
2922 w 19th Ave

[Sent from Yahoo Mail for iPhone](#)

Owen, Melissa

From: RON REIMER <krreimer@comcast.net>
Sent: Thursday, January 27, 2022 8:45 AM
To: Owen, Melissa
Subject: Crystal Ridge

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good morning Ms. Owen:

We would like to submit our concerns regarding this proposed development.

While there is a need for additional housing in the Spokane area, development should not be approved in areas that have known traffic concerns. The US-195/W. 16th and Thorpe areas are documented, high risk traffic transportation/congestion areas.

Currently, the Latah Valley/Westwood Hills area is deficient in most community services and increasing the population density without addressing public transportation school impacts etc. is not progress. There is essentially zero bus service in this area and there are very limited ingress/egress points for emergency response in situations like fire events.

Finally, this area is a known wildlife corridor with moose, deer, other mammals and multiple raptors. It is also part of the hunting corridor for peregrine falcons.

Thank you for your consideration.

Ron & Kathy Reimer

Owen, Melissa

From: Diane Riser <driser1996@gmail.com>
Sent: Sunday, January 23, 2022 2:30 PM
To: Owen, Melissa
Subject: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - 2nd Request for Comments due 1/31/22
Attachments: RFC_No2_Crystal Ridge PPLT_18Jan2022.pdf; Crystal Ridge South Prelim Plat revised 1-3-22.pdf; Crystal Ridge South Prem Utility Plan 1-6-22.pdf; G19903 Kosta Plat Geohazard - Rev 1.pdf; Crystal Ridge South SEPA_w staff notes_updated for one phase.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Greetings Ms. Owens,

The I-90 / 195 corridor cannot not afford more traffic until a permanent solution to that no-merge-area onramp is in place. That metered onramp is quite an expensive bandaid.

There is plenty of vacant, underdeveloped, under utilized, and/or ugly plots of land in the same area, why does the city continue to contemplate approving developments that remove acres of mature pines?

Please consider not approving developments such as Crystal Ridge South for the sake of the forested lands it will wipe out and because it will push the vagrants that occupy it further and further into pre-existing nearby neighborhoods.

Respectfully,
Diane & Sam Riser
homeowners in Eagle Ridge

Begin forwarded message:

From: Kai Huschke <kaihuschke@gmail.com>
Subject: Fwd: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - 2nd Request for Comments due 1/31/22
Date: January 19, 2022 at 9:13:58 AM PST
To: undisclosed-recipients;;

----- Forwarded message -----

From: Benzie, Ryan <rbenzie@spokanecity.org>
Date: Tue, Jan 18, 2022 at 11:40 AM
Subject: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - 2nd Request for Comments

due 1/31/22

To: Abrahamson, Randy <randya@spokanetribe.com>, Development Services Center
Addressing <eradsca@spokanecity.org>, Allenton, Steven <sallenton@spokanecity.org>,
Anderson, Cindy <CYAN461@ecy.wa.gov>, Barlow, Lori <lbarlow@spokanevalley.org>,
Basinger, Mike <mbasinger@spokanevalley.org>, Becker, Kris <kbecker@spokanecity.org>,
Becker, Zachary <zbecker@cawh.org>, Bekkedahl, Robin <robin.bekkedahl@avistacorp.com>,
Brecto, Jason <jason.brecto@us.af.mil>, Brown, Eldon <ebrown@spokanecity.org>, Buller, Dan
<dbuller@spokanecity.org>, Byus, Dave <dave.byus@avistacorp.com>, Chanse, Andrew
<achanse@spokanecity.org>, Coster, Michael <XXXmcooster@spokanecity.org>, David
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Raymond, Amanda <arraymond@bpa.gov>, Rehfeldt, Melissa
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Weinand, Kathleen <kweinand@spokanetransit.com>, Weingart, LuAnn <luann.weingart@avistacorp.com>, Wendle, Ned <ned.wendle@mead354.org>, Westby, April <awestby@spokanecleanair.org>, White, Jerry <jerry@spokaneriverkeeper.org>, Williams, Kristine <kwilliams@spokanetransit.com>, Wright, Phil <philw@spokaneschools.org>
Cc: Owen, Melissa <mowen@spokanecity.org>, Kai Huschke <kaihuschke@gmail.com>, pj davidson02@gmail.com <pj davidson02@gmail.com>, msariel@hotmail.com <msariel@hotmail.com>

Good morning,

Please find attached the Request for Comments (**2nd Request for Comments**), Revised Preliminary Plat Map, Revised Conceptual Utility Plan, and Geohazard Evaluation for the following project:

Project Name: Crystal Ridge South Preliminary Long Plat (56-lot long plat)

File/Application Number: Z21-223PPLT

Location: 2500 W 17th Avenue (parcel 25252.0032), NE ¼ Section 25, Township 25N, Range 42E, W.M.

Please note that additional documents including those provided during the first request for agency review (General Application/Narrative/Preliminary Long Plat Application, SEPA checklist (updated 01/14/2022 for one phase of development), Critical Areas Checklist, Trip Generation/Threshold Analysis, Geotechnical Report, Conceptual Drainage Report, and Engineering Design Variance) are available on the project website at <https://my.spokanecity.org/projects/crystal-ridge-south-preliminary-long-plat/>.

Please send all comments to Melissa Owen, Assistant Planner II at mowen@spokanecity.org by **January 31, 2022 at 5PM.**

Thank you,



Ryan Benzie | Clerk II | Development Services Center

509.625.6705 | my.spokanecity.org



Owen, Melissa

From: Karen Carlberg <karencarlberg@comcast.net>
Sent: Wednesday, January 26, 2022 7:53 PM
To: Owen, Melissa
Subject: Z21-223PPLT Crystal Ridge South Preliminary Long Plat

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Ms. Owen,

These are my comments on the proposed Crystal Ridge development in the Grandview/Thorpe neighborhood:

I lived in the Grandview/Thorpe neighborhood for 21 yr, just up the bluff from the proposed development. For the last 8 yr I have lived in the West Hills neighborhood. I have served as chair of both neighborhood councils. I am a frequent and passionate user of the Fish Lake Trail.

I realize that our city desperately needs new housing, especially at lower price levels, as appears to be the case for Crystal Ridge.

No one disputes that transportation infrastructure in the Latah Valley is woefully inadequate to serve the residents already there. The city of Spokane (and adjacent county) SHOULD NOT APPROVE any more housing in that valley until the infrastructure has been upgraded enough to serve the additional residents who will move there. Instead, the city should look to other areas of the city that DO HAVE adequate transportation infrastructure to handle new residents.

The Fish Lake Trail is a precious gem enjoyed by many in our community. It's park-like quality is one of its important assets. If and when Crystal Ridge is built, there must be a barrier of trees and shrubs that shields the trail from the houses, as well as protects the privacy of the homeowners. That section of trail is heavily used by families and their dogs, as well as serious cyclists and runners. If there is not enough space between the trail and the property lines, then the property lines should be adjusted to allow sufficient space. If that makes the lots too small, then redesign that part of the development.

Karen Carlberg