

## Exhibit 11: Technically Complete Letter

May 17, 2022

Konstantin Vasilenko  
19914 N Hazard  
Spokane, WA 99208

RE: Review File # Z21-223PPLT – Crystal Ridge South Type III Preliminary Long Plat

Dear Mr. Vasilenko,

This letter is to inform you that the application materials for the above mentioned Type III Preliminary Long Plat Applications were found to be technically complete, 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 through the agency review process. Comments associated with the 3<sup>rd</sup> agency review (WSDOT review of revised TIA) and any clarifying comments are highlighted in yellow in order that they stand out. All other comments have been identified in prior comment letters.

**Planning:**

The following comments been provided based on the applicant's response letter(s) and revised materials intended to address planning and other agency comments. The below includes standard comments/conditions that city staff have been adding to comments/decision/staff recommendation reports for land use actions in order to provide clarify for all parties now and into the future. **Please note that the below comments include recommended conditions of approval and SEPA mitigation identified during the agency review period:**

1. SEPA status is anticipated as a Mitigated Determination of Non-significance. The following were identified as SEPA mitigation during the agency review process:

Per the traffic analysis, 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."

2. Conditions of Approval Associated with Geologically Hazardous Areas:

We understand, based on the additional information from the geotechnical expert, that additional detail such as providing recommended setbacks from steep slopes on the

plat map will be identified and address during future, more detailed work associated with engineering/civil plans for the site. Prior comments associated with geologically hazardous zones have been updated to indicate that verification of and compliance with Geologically Hazardous Areas, general performance standards found in [17E.040.100](#) will be completed during the engineering/civil plan and final plat review and approval process.

a. 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.

b. 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](#).

c. 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. As evaluation of the site progresses, 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.

Additional Application requirements are found in 17E.040.080.

d. Submittals for construction activities will need to demonstrate how requirements under 17E.040.100 - Geologically Hazardous Areas, general performance standards are being met for those elements placed in geologically hazardous areas and associated buffers.

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.
- 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.

- i. Show building setback lines 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 and engineering/civil documents.
  - ii. If retaining walls will be required for development of this site, please provide additional information about retaining walls proposed for this development.
- e. 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.
- f. If grading is proposed that will alter the site from the natural grade, please note that:
  - i. 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
  - ii. Unless otherwise provided or as part of an approved alteration, removal of vegetation from an erosion or landslide hazard area 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.
- 3. 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.
- 4. 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.
- 5. Separated Sidewalk and Street Trees are required for all new streets.
  - a. We recommend that a landscape/street tree plan be submitted for review and approval by planning, urban forestry and streets at time of engineering/civil plan review and final plat application submittal process.
  - b. Landscape plans are required for developments of more than seven thousand square feet of lot area. Landscape plans shall be prepared and stamped by a licensed landscape architect, registered in the state of Washington as per 17C.200.020. Requirements for landscaping are stated in chapter 17C.200 SMC, Landscaping and Screening.

6. 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.
7. 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.
8. 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 and include prior content/comments associated with the Geohazard Evaluation:

9. 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.

10. final plat map requirements are found in 17G.080.050

11. The final plat procedures are the same in form as the short plat review procedures as provided in 17G.080.040.

12. The final plat shall include the signatory statements as prescribed in [SMC 17G.080.040\(G\)\(2\)](#) including, but not limited to 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”

13. Please include the following in the dedication on the final plat materials:

*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:

14. None

Comments to be address at Final Plat:

15. Centerline survey monuments will be required to be installed in the locations identified in Section 3.7-13 of the Design Standards.

16. 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.

17. WSDOT is looking into potential traffic mitigation measures and will comment separately.
18. 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.
19. 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.
20. 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.
21. 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:

22. 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.
23. All parking areas and driveways shall be hard surfaced.
24. 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.
25. 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.
26. GFC charges and Transportation Impact Fees will be collected prior to the issuance of a building permit for the affected lot.
27. 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.
28. 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.

29. 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.
30. The lots to be sold shall be connected to a functioning public sanitary sewer system complying with the requirements of the Engineering Department.
31. 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.
32. 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.
33. 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.
34. 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.
35. 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:**

**SEPA mitigation and conditions of approval from WSDOT regarding US-195 are outlined in email correspondence received during the 3<sup>rd</sup> agency review (WSDOT review of revised TIA).**

36. Please refer to email from Greg Figg dated 05/03/2022 (enclosed) for SEPA mitigation and conditions of approval associated with US 195/TIA (SEPA mitigation identified in planning comment no. 1 above).

**Conditions of approval from Inga Note – City of Spokane Integrated Capital Management.**

37. Construct a paved 10' wide shared-use pathway connection between Chrystal Ridge South and the Fish Lake Trail. The paved shared-use path should be located in approximately the middle of the subdivision if that works for the topography. See email from Inga Note dated 05/03/2022 (enclosed). Please note that this condition will be reviewed and verified during the engineering/civil plan review and final plat process.

**Additional comments received to be conditions of approval:**

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



38. 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.

39. 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):

40. 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):

41. 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:

42. Fairchild Air Force Base – no issues (see email dated 11/03/2021)
43. 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). *Note: Due to additional review that is required to develop engineering/civil plans for construction of streets, utilities, etc.; this condition will be reviewed and verified at the time of engineering/civil plan submittal and final plat approval.*

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

As previously noted, public comments received during the agency comment period will be included in the record for Hearing Examiner review. No additional public comments were received during the 3<sup>rd</sup> Agency Review (WSDOT TIA review).

Please note that Type III Preliminary Long Plat Applications will be noticed as a combined Notice of Application, SEPA, and Notice of Public Hearing per WAC 197-11-355 and SMC 17G.060.100. Instructions on the Notice of Application, SEPA, and Public Hearing as well as the notice letter with map are included in a separate letter.

If you have any questions regarding these requirements, feel free to contact me by email or phone.

Sincerely,



Melissa Owen  
Assistant Planner II  
Development Services Center

**Attachments:**

City of Spokane – Integrated Capital Management, Inga Note (05/03/2022)

WSDOT, Greg Figg (05/03/2022)

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

Prior comment packages (RFC no. 1 & 2 comment packages included for continued reference)

**From:** [Note, Inga](#)  
**To:** [Owen, Melissa](#); [Figg, Greg](#)  
**Subject:** RE: [EXTERNAL] RE: Request for Agency Review - 3rd review of Crystal Ridge South PPLT - WSDOT review of revised TIA - comments due 05/03/2022  
**Date:** Tuesday, May 3, 2022 4:42:52 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Melissa,

Other than the US 195 conditions, I'd like a requirement to build a 10' paved shared-use path connection between Crystal Ridge and the Fish Lake Trail. It should be located in approximately the middle of the subdivision if that works for the topography.

Thanks

Inga

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**From:** Owen, Melissa <mowen@spokanecity.org>  
**Sent:** Tuesday, May 3, 2022 4:37 PM  
**To:** Figg, Greg <FiggG@wsdot.wa.gov>  
**Cc:** Note, Inga <inote@spokanecity.org>  
**Subject:** RE: [EXTERNAL] RE: Request for Agency Review - 3rd review of Crystal Ridge South PPLT - WSDOT review of revised TIA - comments due 05/03/2022

Greg,

Yes, the due date was listed as today. Do you think you can have these over to us by the end of the week? Thanks.

*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](mailto:mowen@spokanecity.org)



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**From:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Sent:** Tuesday, May 3, 2022 4:35 PM  
**To:** Owen, Melissa <[mowen@spokanecity.org](mailto:mowen@spokanecity.org)>  
**Cc:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>  
**Subject:** RE: [EXTERNAL] RE: Request for Agency Review - 3rd review of Crystal Ridge South PPLT - WSDOT review of revised TIA - comments due 05/03/2022

**From:** [Figg, Greg](#)  
**To:** [Owen, Melissa](#)  
**Cc:** [Note, Inga](#); [White, Bill](#); [Kay, Charlene](#)  
**Subject:** RE: [EXTERNAL] RE: Request for Agency Review - 3rd review of Crystal Ridge South PPLT - WSDOT review of revised TIA - comments due 05/03/2022  
**Date:** Tuesday, May 3, 2022 4:45:30 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

Good Afternoon Melissa,

Thank you for the opportunity to review the above development proposal and the revised traffic impact analysis. In reviewing this material WSDOT recommends that the following mitigations be included in the projects SEPA determination, this is consistent with the traffic impact analysis prepared by TO Engineers.

- Per the traffic analysis, 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 the above requested mitigations.

Thanks,

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

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**From:** Owen, Melissa  
**Sent:** Wednesday, April 20, 2022 9:42 AM

Comments (Agency and Public) received during 2nd Agency Request for Comments

## Owen, Melissa

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**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

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**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@spokanecity.org>; Coster, Michael <XXXmccoster@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 (dcistrat@spokanecounty.org) <dcistrat@spokanecounty.org>; DNR Aquatics <dnrreaqualeasingrivers@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 <jeffrey.lawlor@dfw.wa.gov>; John Conklin <jconklin@spokanecleanair.org>; Johnson, Candy <CandyJ@spokaneschools.org>; Johnson, Erik D. <edjohnson@spokanecity.org>; Johnson, Jeffrey <jeffrey.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 <Jmccclure@cheneysd.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 28<sup>th</sup>, 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

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**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 16<sup>th</sup> 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 16<sup>th</sup> 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](mailto:mowen@spokanecity.org)



## Owen, Melissa

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**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 16<sup>th</sup>, 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

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**[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

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**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 1<sup>st</sup> 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

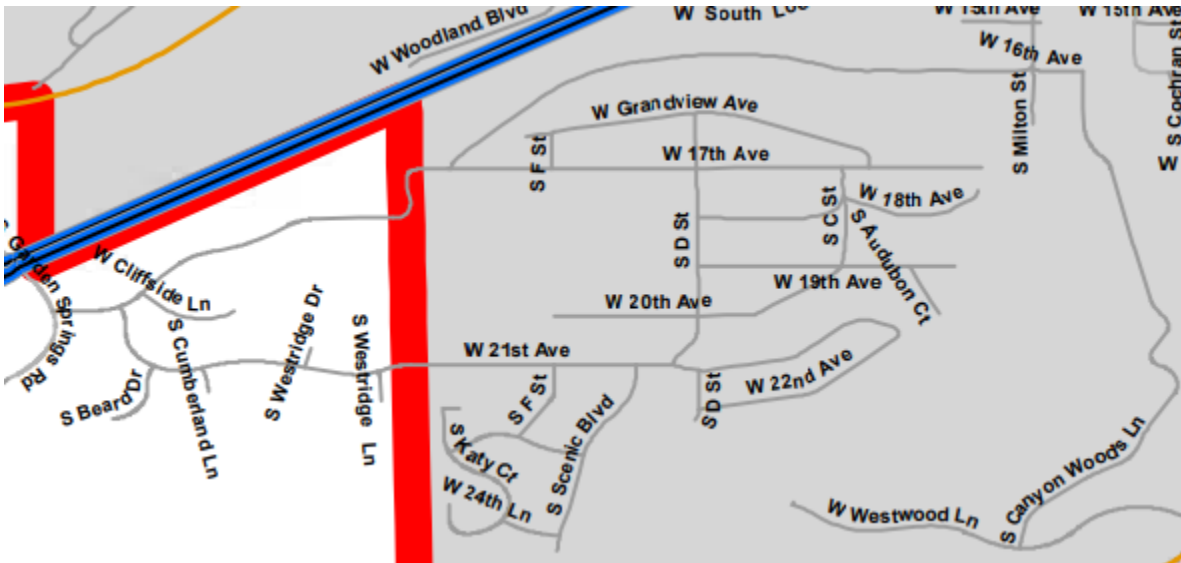
**Road infrastructure** in Latah Valley is unable to safely handle the current traffic loads; increasing car and truck traffic that will come with increased housing development will only increase congestion, accidents, and the potential for serious injury or death. **Crystal Ridge will add another ~100 vehicles entering and leaving US-195 from W 16<sup>th</sup> Ave every day, and then trying to make an immediate entry/exit from W 16<sup>th</sup> 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 17<sup>th</sup> & “D” street to 21<sup>st</sup> into our development. Then the same streets are used for the egress. If there was a fire blocking 17<sup>th</sup> & “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 21<sup>st</sup> Ave going on out west joining 17th at Garden Springs Rd. The street of 21<sup>st</sup> 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 17<sup>th</sup> continues to wind over to Garden Springs Rd. No roads connect back except 17<sup>th</sup>.



Also, there is not even a 4-way stop at the small Grandview Park where the school bus stops to load and unload, at 17<sup>th</sup> 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 16<sup>th</sup> 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 & 16<sup>th</sup>. 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 21<sup>st</sup> & "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 7<sup>th</sup> proposal here. Gary Rogers 6<sup>Th</sup> 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

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**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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- **[Democrats Are Relieved After Breyer Decision](#)**
- **['Stealth Omicron' Has Arrived in the US](#)**

## Owen, Melissa

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**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 16<sup>th</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> 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

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**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

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**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

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**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

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**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

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**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](mailto: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](mailto: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](mailto:randya@spokanetribe.com)>, Development Services Center  
Addressing <[eradsca@spokanecity.org](mailto:eradsca@spokanecity.org)>, Allenton, Steven <[sallenton@spokanecity.org](mailto:sallenton@spokanecity.org)>,  
Anderson, Cindy <[CYAN461@ecy.wa.gov](mailto:CYAN461@ecy.wa.gov)>, Barlow, Lori <[lbarlow@spokanevalley.org](mailto:lbarlow@spokanevalley.org)>,  
Basinger, Mike <[mbasinger@spokanevalley.org](mailto:mbasinger@spokanevalley.org)>, Becker, Kris <[kbecker@spokanecity.org](mailto:kbecker@spokanecity.org)>,  
Becker, Zachary <[zbecker@cawh.org](mailto:zbecker@cawh.org)>, Bekkedahl, Robin <[robin.bekkedahl@avistacorp.com](mailto:robin.bekkedahl@avistacorp.com)>,  
Brecto, Jason <[jason.brecto@us.af.mil](mailto:jason.brecto@us.af.mil)>, Brown, Eldon <[ebrown@spokanecity.org](mailto:ebrown@spokanecity.org)>, Buller, Dan  
<[dbuller@spokanecity.org](mailto:dbuller@spokanecity.org)>, Byus, Dave <[dave.byus@avistacorp.com](mailto:dave.byus@avistacorp.com)>, Chanse, Andrew  
<[achanse@spokanecity.org](mailto:achanse@spokanecity.org)>, Coster, Michael <[XXXmcoster@spokanecity.org](mailto:XXXmcoster@spokanecity.org)>, David  
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<[dnrreaqualeasingrivers@dnr.wa.gov](mailto:dnrreaqualeasingrivers@dnr.wa.gov)>, Duvall, Megan <[mduvall@spokanecity.org](mailto:mduvall@spokanecity.org)>, Eliason,  
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<[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>, Gennett, Raylene <[rgennett@spokanecity.org](mailto:rgennett@spokanecity.org)>, Graff, Joel  
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<[dgunderson@spokanecity.org](mailto:dgunderson@spokanecity.org)>, Halbig, Bobby <[bhalbig@spokanecity.org](mailto:bhalbig@spokanecity.org)>, Hanson, Rich  
<[rahanson@spokanecity.org](mailto:rahanson@spokanecity.org)>, Hanson, Tonilee <[sajbinfo@gmail.com](mailto:sajbinfo@gmail.com)>, Harris, Clint E.  
<[ceharris@spokanecity.org](mailto:ceharris@spokanecity.org)>, Harsh, Dave <[dave.harsh@dnr.wa.gov](mailto:dave.harsh@dnr.wa.gov)>, Harshman, Shauna  
<[sharshman@spokanecity.org](mailto:sharshman@spokanecity.org)>, Hughes, Rick <[rhughes@spokanecity.org](mailto:rhughes@spokanecity.org)>, Jeff Lawlor  
<[jeffrey.lawlor@dfw.wa.gov](mailto:jeffrey.lawlor@dfw.wa.gov)>, John Conklin <[jconklin@spokanecleanair.org](mailto:jconklin@spokanecleanair.org)>, Johnson, Candy  
<[CandyJ@spokaneschools.org](mailto:CandyJ@spokaneschools.org)>, Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>, Johnson,  
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Tammy <[TMJones@spokanecounty.org](mailto:TMJones@spokanecounty.org)>, Jordan, Jess <[dale.j.jordan@usace.army.mil](mailto:dale.j.jordan@usace.army.mil)>, Kay,  
Char <[kayc@wsdot.wa.gov](mailto:kayc@wsdot.wa.gov)>, Keller, Kevin <[kkeller@spokanepolice.org](mailto:kkeller@spokanepolice.org)>, Kells, Patty  
<[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>, Kincheloe, Melanie <[meki461@ecy.wa.gov](mailto:meki461@ecy.wa.gov)>, Kokot, Dave  
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<[tlimon@spokanetransit.com](mailto:tlimon@spokanetransit.com)>, Lisa Corcoran <[lcorcoran@spokaneairports.net](mailto:lcorcoran@spokaneairports.net)>, Main, Steve  
<[smain@srhd.org](mailto:smain@srhd.org)>, Marsh, Denise <[Denise.Marsh@avistacorp.com](mailto:Denise.Marsh@avistacorp.com)>, Martin, Greg  
<[gmartin@spokanecity.org](mailto:gmartin@spokanecity.org)>, McCann, Jacob <[jmca461@ecy.wa.gov](mailto:jmca461@ecy.wa.gov)>, McClure, Jeff  
<[Jmccclure@cheneyisd.org](mailto:Jmccclure@cheneyisd.org)>, Melvin, Val <[vmelvin@spokanecity.org](mailto:vmelvin@spokanecity.org)>, Meyer, Eric  
<[emeyer@srhd.org](mailto:emeyer@srhd.org)>, Miller, Katherine E <[kemiller@spokanecity.org](mailto:kemiller@spokanecity.org)>, Moore, Michael  
<[michael.s.moore@williams.com](mailto:michael.s.moore@williams.com)>, Morris, Mike <[mmorris@spokanecity.org](mailto:mmorris@spokanecity.org)>, Murphy,  
Dermott G. <[dgmurphy@spokanecity.org](mailto:dgmurphy@spokanecity.org)>, Neighborhood Services  
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Raymond, Amanda <[arraymond@bpa.gov](mailto:arraymond@bpa.gov)>, Rehfeldt, Melissa  
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James <[jrichman@spokanecity.org](mailto:jrichman@spokanecity.org)>, Robertson, Renee <[rrobertson@spokanecity.org](mailto:rrobertson@spokanecity.org)>, Ryan  
Sheehan, COO Spokane Airports <[rsheehan@spokaneairports.net](mailto:rsheehan@spokaneairports.net)>, Sakamoto, James  
<[jsakamoto@spokanecity.org](mailto:jsakamoto@spokanecity.org)>, Saywers, John <[jsaywers@spokanecity.org](mailto:jsaywers@spokanecity.org)>, Searl, Loren  
<[lsearl@spokanecity.org](mailto:lsearl@spokanecity.org)>, SEPA Center <[sepacenter@dnr.wa.gov](mailto:sepacenter@dnr.wa.gov)>, Steele, David  
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<[dstuder@spokanecity.org](mailto:dstuder@spokanecity.org)>, Tagnani, Angela <[atagnani@spokanecity.org](mailto:atagnani@spokanecity.org)>, Taylor, Dannette  
<[Dannette.a.taylor@usps.gov](mailto:Dannette.a.taylor@usps.gov)>, Taylor, Joel <[jtaylor@spokanecity.org](mailto:jtaylor@spokanecity.org)>, Trautman, Heather  
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Weinand, Kathleen <[kweinand@spokanetransit.com](mailto:kweinand@spokanetransit.com)>, Weingart, LuAnn <[luann.weingart@avistacorp.com](mailto:luann.weingart@avistacorp.com)>, Wendle, Ned <[ned.wendle@mead354.org](mailto:ned.wendle@mead354.org)>, Westby, April <[awestby@spokanecleanair.org](mailto:awestby@spokanecleanair.org)>, White, Jerry <[jerry@spokaneriverkeeper.org](mailto:jerry@spokaneriverkeeper.org)>, Williams, Kristine <[kwilliams@spokanetransit.com](mailto:kwilliams@spokanetransit.com)>, Wright, Phil <[philw@spokaneschools.org](mailto:philw@spokaneschools.org)>  
Cc: Owen, Melissa <[mowen@spokanecity.org](mailto:mowen@spokanecity.org)>, Kai Huschke <[kaihuschke@gmail.com](mailto:kaihuschke@gmail.com)>, [pj davidson02@gmail.com](mailto:pj davidson02@gmail.com) <[pj davidson02@gmail.com](mailto:pj davidson02@gmail.com)>, [msariel@hotmail.com](mailto:msariel@hotmail.com) <[msariel@hotmail.com](mailto:msariel@hotmail.com)>

Good morning,

Please find attached the Request for Comments (\*\*\*2<sup>nd</sup> 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](mailto:mowen@spokanecity.org) by **January 31, 2022 at 5PM.**

Thank you,



**Ryan Benzie** | Clerk II | Development Services Center

509.625.6705 | [my.spokanecity.org](http://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

Comments (Agency and Public) recieved during 1st Agency Request for Comments



Allyson Brooks Ph.D., Director  
State Historic Preservation Officer

October 25, 2021

Melissa Owen  
Assistant Planner II  
City of Spokane  
808 West Spokane Falls Boulevard  
Spokane, WA 99201

In future correspondence please refer to:  
Project Tracking Code: 2021-10-07344  
Property: City of Spokane\_Crystal Ridge South Subdivision (Z21-223PPLT)  
Re: Survey Requested

Dear Melissa Owen:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing documentation regarding the above referenced project. These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance Washington State law. If any federal or state capital funds are associated with this proposal, Section 106 of the National Historic Preservation Act and Governor's Executive Order 21-02 respectively apply. Should additional information become available, our assessment may be revised.

Our statewide predictive model indicates that there is a high probability of encountering cultural resources within the proposed project area. This is due, in part, to the proximity of the proposed project area to Latah Creek and a natural spring. Further, the scale of the proposed ground disturbing actions would destroy any archaeological resources present. Identification during construction is not a recommended detection method because inadvertent discoveries often result in costly construction delays and damage to the resource. Therefore, we recommend a professional archaeological survey of the project area be conducted and a report be produced prior to ground disturbing activities. This report should meet DAHP's [Standards for Cultural Resource Reporting](#).

We also recommend 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](#).

Please note that the recommendations provided in this letter reflect only the opinions of DAHP. Any interested Tribes may have different recommendations. We appreciate receiving any correspondence or comments from Tribes or other parties concerning cultural resource issues that you receive.





Thank you for the opportunity to comment on this project. Please ensure that the DAHP Project Tracking Number is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Please also ensure that any reports, site forms, and/or historic property inventory (HPI) forms are uploaded to WISAARD by the consultant(s).

Should you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Sydney Hanson". The signature is fluid and cursive, with a long horizontal line extending from the end.

Sydney Hanson  
Transportation Archaeologist  
(360) 280-7563  
[Sydney.Hanson@dahp.wa.gov](mailto:Sydney.Hanson@dahp.wa.gov)



**From:** [Note, Inga](#)  
**To:** [Owen, Melissa](#)  
**Cc:** [Kells, Patty](#); [Figg, Greg](#)  
**Subject:** RE: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - Request for Comments Due 11/04/2021  
**Date:** Monday, October 25, 2021 7:56:40 AM  
**Attachments:** [RE Crystal Ridge Threshold Analysis Sept 2021 Final.pdf.msg](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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Hi Melissa,

A few weeks ago I sent comments to Bill White about the trip generation letter. I haven't seen a revision yet. And I don't know if WSDOT sent anything to them.

Thanks

Inga

---

**From:** Benzie, Ryan <rbenzie@spokanecity.org>  
**Sent:** Friday, October 22, 2021 12:42 PM  
**To:** Abrahamson, Randy <randya@spokanetribe.com>; Development Services Center Addressing <eradsca@spokanecity.org>; Allenton, Steven  
**Subject:** Z21-223PPLT Crystal Ridge South Preliminary Long Plat - Request for Comments Due 11/04/2021

Good afternoon,

Please find attached the Request for Comments, General Application/Narrative/Preliminary Long Plat Application, Proposed Plat Map, SEPA checklist and Title Report/Subdivision Guarantee 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 a Critical Areas Checklist, Trip Generation/Threshold Analysis, Geotechnical Report, Preliminary Utility Plan, Conceptual Drainage Report, and Engineering Design Variance are available on the project website shortly. Visit <https://my.spokanecity.org/projects/>; search "Crystal Ridge South" to link to the project-specific page.

Please send all comments to Melissa Owen, Assistant Planner II at [mowen@spokanecity.org](mailto:mowen@spokanecity.org) by **November 4, 2021 at 5PM.**

Thank you,

**From:** [KOWALSKI, JAMIE K GS-12 USAF AMC 92 CES/CENP](#)  
**To:** [Owen, Melissa](#)  
**Subject:** RE: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - Request for Comments Due 11/04/2021  
**Date:** Monday, October 25, 2021 10:21:26 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)

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[CAUTION - EXTERNAL EMAIL - Verify Sender]

Thanks for the opportunity to review, Fairchild has no issues.  
Thanks,  
jkk

Jamie K. Kowalski

Community Planner

92 CES/CENP

Fairchild AFB

DSN:657-3937

Phone: (509) 247-3937

Cell: (509) 710-9222

..........

---

**From:** Benzie, Ryan <rbenzie@spokanecity.org>  
**Sent:** Friday, October 22, 2021 12:42 PM  
**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 GS-13 USAF AMC 92 CES/CEN <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 <mcoster@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 <dnrreaqualeasingrivers@dnr.wa.gov>; Duvall, Megan <mduvall@spokanecity.org>; Eliason, Joeline <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



**Spokane Tribe of Indian  
Tribal Historic Preservation Office**

P.O. Box 100 Wellpinit WA 99040

October 26, 2021

**To:** Melissa Owen, Planner

**RE: File No. Z21-223PPLT**

Ms. Owen,

Thank you for contacting the Tribe's Historic Preservation Office, we appreciate the opportunity to provide a cultural consent for your project, the intent of this process is to preserve and protect all cultural resources whenever protection is feasible.

We have reviewed your permit for the project mentioned above; the APE is considered to be in a *high-risk* area which would be impacted by the proposed ground disturbing action, whenever working around rivers or wetlands there is a high impact for cultural resources this is due in part to proximity of Latah Creek.

**Recommendation:** Cultural Survey completed by professional archaeologist.

However, if any artifacts or human remains are found upon excavation activity this office is to be notified and the immediate area cease. Should additional information become available or scope of work changes our assessment may be revised.

Again, thank you for this opportunity to comment and consider this a positive action that will assist us in protecting our shared heritage.

If questions arise, please contact me at (509) 258 – 4222.

Sincerely,

Randy Abrahamson  
Tribal Historic Preservation Officer

**From:** [Kells, Patty](#)  
**To:** [Owen, Melissa](#)  
**Subject:** FW: [EXTERNAL] RE: Crystal Ridge South  
**Date:** Tuesday, November 2, 2021 11:09:37 AM  
**Attachments:** [image001.png](#)  
[image002.jpg](#)

---

**From:** Figg, Greg <FiggG@wsdot.wa.gov>  
**Sent:** Tuesday, November 02, 2021 11:01 AM  
**To:** Johnson, Erik D. <edjohnson@spokanecity.org>; Note, Inga <inote@spokanecity.org>; Kells, Patty <pkells@spokanecity.org>  
**Subject:** RE: [EXTERNAL] RE: Crystal Ridge South

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

As Inga mentioned we had a conversation with Bill White of TO Engineers this morning on the traffic study. Bill is going back to look at the mitigations. I will send him the work that WCE Engineers have done on it. More to follow when we hear back from TO Engineers.

Thanks,

Greg

---

**From:** Johnson, Erik D. <edjohnson@spokanecity.org>  
**Sent:** Tuesday, November 2, 2021 9:03 AM  
**To:** Note, Inga <inote@spokanecity.org>; Kells, Patty <pkells@spokanecity.org>  
**Cc:** Figg, Greg <FiggG@wsdot.wa.gov>  
**Subject:** [EXTERNAL] RE: Crystal Ridge South

**WARNING:** This email originated from outside of WSDOT. Please use caution with links and attachments.

You got it

---

**From:** Note, Inga <inote@spokanecity.org>  
**Sent:** Tuesday, November 2, 2021 9:02 AM  
**To:** Johnson, Erik D. <edjohnson@spokanecity.org>; Kells, Patty <pkells@spokanecity.org>  
**Cc:** Figg, Greg <FiggG@wsdot.wa.gov>  
**Subject:** RE: Crystal Ridge South

Can you add "paved" and to "Nettleton Lane"?

---

**From:** Johnson, Erik D. <edjohnson@spokanecity.org>  
**Sent:** Tuesday, November 2, 2021 8:52 AM  
**To:** Note, Inga <inote@spokanecity.org>; Kells, Patty <pkells@spokanecity.org>  
**Cc:** Figg, Greg <FiggG@wsdot.wa.gov>  
**Subject:** RE: Crystal Ridge South

Ok sounds good. So here is the pathway comment that I am adding to my memo

1. A connection to the Fish Lake Trail from this plat is required. Please clearly show the proposed connection location on the preliminary plat resubmittal. This pathway must be 10' wide and must be constructed prior to the final plat being recorded.

---

**From:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>

**Sent:** Tuesday, November 2, 2021 8:48 AM

**To:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>

**Cc:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>

**Subject:** RE: Crystal Ridge South

We will have more specific comments from WSDOT on the US 195/16<sup>th</sup> intersection, which will come from Greg Figg. Greg and I just talked to their traffic consultant this morning.

I would to have this one as a condition.

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

---

**From:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>

**Sent:** Tuesday, November 2, 2021 8:42 AM

**To:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>

**Subject:** Crystal Ridge South

Good morning,

Working on preparing comments for Crystal Ridge South Preliminary Plat. (Attached)

Can you tell me if the attached traffic analysis satisfies the below comments from pre-dev?

Thanks,

212121



**Erik Johnson** | City of Spokane | Engineering Technician IV

📞 Office 509.625.6445 | Cell 509.995.0870 | [edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)



STATE OF WASHINGTON  
DEPARTMENT OF ECOLOGY

4601 N Monroe Street • Spokane, Washington 99205-1295 • (509)329-3400

November 3, 2021

Melissa Owen  
Assistant Planner  
City of Spokane Planning & Development  
808 West Spokane Falls Boulevard  
Spokane, WA 99201-3329

Re: Crystal Ridge South, File: Z21-223PPLT

Dear Melissa Owen:

Thank you for the opportunity to provide comments regarding the proposal to subdivide 14.25-acres into 56 lots for development of single-family homes. The project include construction of utilities, roads, curbs, drainage swale and sidewalks (Proponent: Spokane Townhomes LLC). After reviewing the documents, the Department of Ecology (Ecology) submits the following comments:

**Hazardous Waste and Toxics Reduction Program-Andrew Maher (509) 329-3612**

Please keep in mind that during the construction activities associated with the Crystal Ridge South project, some construction-related wastes produced may qualify as dangerous wastes in Washington State. Some of these wastes include:

- Absorbent material
- Aerosol cans
- Asbestos-containing materials
- Lead-containing materials
- PCB-containing light ballasts
- Waste paint
- Waste paint thinner
- Sanding dust
- Treated wood

You may find a more comprehensive list, as well as a link to identify and designate your wastes on the Common Construction and Demolition Wastes website at <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Common-dangerous-waste/Construction-and-demolition>.

Responsibility for construction waste generated at a facility is the responsibility of the facility that generates the waste. The waste generator is the person who owns the site. Even if you hire a contractor to conduct the demolition or a waste service provider to designate your waste, the site owner is ultimately liable. This is why it is important to research reputable and reliable contractors.



In order to adequately identify some of your construction and remodel debris, you may need to sample and test the wastes generated to determine whether they are dangerous waste.

For more information and technical assistance, contact Andrew Maher at (509) 329-3612 or via email at [Andrew.Maher@ecy.wa.gov](mailto:Andrew.Maher@ecy.wa.gov).

**Water Quality Program-Shannon Adams (509) 329-3610**

If all construction related stormwater is retained on site during construction and there is not discharge of turbid water or sediment tracked off site during construction, the project may not require a Construction Stormwater General Permit. Discharging without a permit is a violation of RCW 90.48.160.

For more information or technical assistance, please contact Shannon Adams at (509) 329-3610 or via email at [Shannon.Adams@ecy.wa.gov](mailto:Shannon.Adams@ecy.wa.gov).

You must register all dry wells installed to receive stormwater runoff with Ecology's Underground Injection Control Program. Registration must occur 60-days before construction of the drywell. You may access information and online registration at <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Underground-injection-control-program/UIC-registration-requirements-information>.

In addition, discharge from the well(s) must comply with the ground water quality requirement (nonendangerment standard) at the top of the ground water table.

If you have questions or need further assistance, please contact Llyn Doremus, Eastern Regional Office UIC Coordinator at (509) 329-3518 or via email at [Llyn.Doremus@ecy.wa.gov](mailto:Llyn.Doremus@ecy.wa.gov).

**State Environmental Policy Act (SEPA)**

Ecology bases comments upon information submitted for review. As such, comments made do not constitute an exhaustive list of the various authorizations you may need to obtain, nor legal requirements you may need to fulfill in order to carry out the proposed action. Applicants should remain in touch with their Local Responsible Officials or Planners for additional guidance.

To receive more guidance on or to respond to the comments made by Ecology, please contact the appropriate staff listed above at the phone number or email provided.

Department of Ecology  
Eastern Regional Office  
(Ecology File: 202105727)

**From:** [Halbig, Bobby](#)  
**To:** [Owen, Melissa](#)  
**Subject:** RE: Z21-223PPLT Crystal Ridge South Preliminary Long Plat - Request for Comments Due 11/04/2021  
**Date:** Wednesday, November 3, 2021 9:45:31 AM  
**Attachments:** [image002.png](#)  
[image007.png](#)  
[image008.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)

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Good morning Melissa,  
The Street Department has reviewed the document(s), and has no comments.  
Best regards,



**Bobby Halbig** | City of Spokane | Engineering Technician III, Traffic Operations  
509.232-8846 | fax 509.232.8830 | [bhalbig@spokanecity.org](mailto:bhalbig@spokanecity.org) | [spokanecity.org](http://spokanecity.org)



---

**From:** Benzie, Ryan <[rbenzie@spokanecity.org](mailto:rbenzie@spokanecity.org)>  
**Sent:** Friday, October 22, 2021 12:42 PM  
**Subject:** Z21-223PPLT Crystal Ridge South Preliminary Long Plat - Request for Comments Due 11/04/2021

Good afternoon,

Please find attached the Request for Comments, General Application/Narrative/Preliminary Long Plat Application, Proposed Plat Map, SEPA checklist and Title Report/Subdivision Guarantee 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 a Critical Areas Checklist, Trip Generation/Threshold Analysis, Geotechnical Report, Preliminary Utility Plan, Conceptual Drainage Report, and Engineering Design Variance are available on the project website shortly. Visit <https://my.spokanecity.org/projects/>; search "Crystal Ridge South" to link to the project-

**From:** [Note, Inga](#)  
**To:** [Owen, Melissa](#); [Figg, Greg](#)  
**Subject:** RE: [EXTERNAL] RE: Crystal Ridge South  
**Date:** Tuesday, November 9, 2021 10:07:11 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Yes please.

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**From:** Owen, Melissa <mowen@spokanecity.org>  
**Sent:** Tuesday, November 9, 2021 10:02 AM  
**To:** Note, Inga <inote@spokanecity.org>; Figg, Greg <FiggG@wsdot.wa.gov>  
**Subject:** RE: [EXTERNAL] RE: Crystal Ridge South

Inga,  
Sure – I can add this as the preliminary comment. Do you want me to also note the trail connection found below? Thanks Inga.

*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](mailto:mowen@spokanecity.org)



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**From:** Note, Inga <inote@spokanecity.org>  
**Sent:** Tuesday, November 9, 2021 9:28 AM  
**To:** Owen, Melissa <mowen@spokanecity.org>; Figg, Greg <FiggG@wsdot.wa.gov>  
**Subject:** RE: [EXTERNAL] RE: Crystal Ridge South

You could say we are waiting on a response from T-O engineers regarding traffic mitigation options.

---

**From:** Owen, Melissa <mowen@spokanecity.org>  
**Sent:** Tuesday, November 9, 2021 9:26 AM  
**To:** Figg, Greg <FiggG@wsdot.wa.gov>; Note, Inga <inote@spokanecity.org>  
**Subject:** FW: [EXTERNAL] RE: Crystal Ridge South

Greg and Inga,  
I know that you were going back to the engineering to get some updated information, but I need to get a comment letter out to the applicant. I see that there is a memo noted below, but I've not received a copy of this. Are there some preliminary comments I can add to the letter requesting more

information on this project?

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](mailto:mowen@spokanecity.org)



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**From:** Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>  
**Sent:** Tuesday, November 2, 2021 11:10 AM  
**To:** Owen, Melissa <[mowen@spokanecity.org](mailto:mowen@spokanecity.org)>  
**Subject:** FW: [EXTERNAL] RE: Crystal Ridge South

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**From:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Sent:** Tuesday, November 02, 2021 11:01 AM  
**To:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>; Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>  
**Subject:** RE: [EXTERNAL] RE: Crystal Ridge South

**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

As Inga mentioned we had a conversation with Bill White of TO Engineers this morning on the traffic study. Bill is going back to look at the mitigations. I will send him the work that WCE Engineers have done on it. More to follow when we hear back from TO Engineers.

Thanks,

Greg

---

**From:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>  
**Sent:** Tuesday, November 2, 2021 9:03 AM  
**To:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>  
**Cc:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Subject:** [EXTERNAL] RE: Crystal Ridge South

**WARNING:** This email originated from outside of WSDOT. Please use caution with links and attachments.

You got it

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**From:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>  
**Sent:** Tuesday, November 2, 2021 9:02 AM  
**To:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>  
**Cc:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Subject:** RE: Crystal Ridge South

Can you add "paved" and to "Nettleton Lane"?

---

**From:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>  
**Sent:** Tuesday, November 2, 2021 8:52 AM  
**To:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>  
**Cc:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Subject:** RE: Crystal Ridge South

Ok sounds good. So here is the pathway comment that I am adding to my memo

1. A connection to the Fish Lake Trail from this plat is required. Please clearly show the proposed connection location on the preliminary plat resubmittal. This pathway must be 10' wide and must be constructed prior to the final plat being recorded.

---

**From:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>  
**Sent:** Tuesday, November 2, 2021 8:48 AM  
**To:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>  
**Cc:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Subject:** RE: Crystal Ridge South

We will have more specific comments from WSDOT on the US 195/16<sup>th</sup> intersection, which will come from Greg Figg. Greg and I just talked to their traffic consultant this morning.

I would to have this one as a condition.

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

---

**From:** Johnson, Erik D. <[edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)>  
**Sent:** Tuesday, November 2, 2021 8:42 AM  
**To:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>; Kells, Patty <[pkells@spokanecity.org](mailto:pkells@spokanecity.org)>  
**Subject:** Crystal Ridge South

Good morning,

Working on preparing comments for Crystal Ridge South Preliminary Plat. (Attached)

Can you tell me if the attached traffic analysis satisfies the below comments from pre-dev?

Thanks,

permit.

**Inga Note – Senior Traffic Planning Engineer – ICM (625-6331):**

1. You will need to make sure your project does not add traffic to the NB US 195 on-ramp to EB US I-90. You will likely need to construct the intersection modifications at US 195 and 16<sup>th</sup> Ave. Or wait to proceed with this plat addition until someone else constructs the improvements.
2. A connection to the Fish Lake Trail from this addition is required - there needs to be an easy access for residents to get to and from the trail.

**Greg Figg – Development Services Manager - WSDOT (324-6199):**

In reviewing this proposal WSDOT has the following comments:

1. The intersection of US 195/16<sup>th</sup> Ave. as well as the I-90/US 195 eastbound merge point are both operating at a poor level of service during the peak hours. This development proposal will add additional traffic to both of these areas. A traffic analysis needs to be prepared by the applicant's engineer to address this impact and propose mitigation strategies that are needed as a result of the development.
2. The above requested traffic analysis needs to be conducted in conformance with the City of Spokane and WSDOT traffic analysis procedures.



**Erik Johnson** | City of Spokane | Engineering Technician IV

☎ Office 509.625.6445 | Cell 509.995.0870 | [edjohnson@spokanecity.org](mailto:edjohnson@spokanecity.org)

**From:** [Figg, Greg](#)  
**To:** [Note, Inga](#); [Owen, Melissa](#)  
**Subject:** RE: [EXTERNAL] RE: Crystal Ridge South  
**Date:** Tuesday, November 9, 2021 5:34:50 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

I agree we are waiting on a response from TO Engineers regarding the traffic impacts to US 195.  
Thanks,

Greg

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**From:** Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>  
**Sent:** Tuesday, November 9, 2021 9:28 AM  
**To:** Owen, Melissa <[mowen@spokanecity.org](mailto:mowen@spokanecity.org)>; Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>  
**Subject:** RE: [EXTERNAL] RE: Crystal Ridge South

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**From:** Owen, Melissa <[mowen@spokanecity.org](mailto:mowen@spokanecity.org)>  
**Sent:** Tuesday, November 9, 2021 9:26 AM  
**To:** Figg, Greg <[FiggG@wsdot.wa.gov](mailto:FiggG@wsdot.wa.gov)>; Note, Inga <[inote@spokanecity.org](mailto:inote@spokanecity.org)>  
**Subject:** FW: [EXTERNAL] RE: Crystal Ridge South

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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](mailto:mowen@spokanecity.org)



Revisions required prior to deeming the application technically complete:

1. Please clarify what is proposed for the land located to the south of the area labeled phase I and phase 2: This area is not listed for any specific use or phase, but contained within the parcel 25252.0032. See also the phase clarification requested below.
2. Phasing – Pursuant to 17G.080.050(F), a master phasing plan may be approved; however, the proposal does not appear to meet the phase requirements. The requirements of a phase development are found below:
  - a. the phasing plan includes all land identified within the boundary of the plat;
  - b. the sequence of the phased development is identified on the plan;
  - c. each phase has reasonable public or private infrastructure to support the number of lots contained in that phase;
  - d. each phase constitutes an independent planning unit with facilities, adequate circulation, and any requirements established for the entire plat;
  - e. any unfinalized portion meets the minimum lot size of the underlying zone for the proposed use; and the director of engineering services approves the necessary documents so that all road improvement requirements are assured for that phase; and
  - f. blocks are wholly contained within any individual phase.
3. Minimum lot size, dimensions, and setbacks can only be modified via PUD Process. For a standard plat to be processed minimum lot width & depth, lot area, and minimum frontage upon a public street all need to conform to the underlying zone (17C.110.200). While each lot proposed meets these minimum standards, sidewalks are being proposed in easements effectively reducing the buildable lot depth. As such planning is recommending that any lot with sidewalks in easement include a minimum 15' FY setback to living space from the back of walk instead of property line. This recommendation has been included in the conditions of approval section below.
4. Pursuant to 117G.080.040(B)(2), please add the names and address of the record owners and taxpayers of each parcel adjoining the subdivision.
5. 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.

Based on the initial review of the preliminary long plat the following comments will be recommended as conditions of approval of the preliminary plat:

6. Separated Sidewalk and Street Trees are required for all new streets.
7. Compliance with Geologically Hazardous Areas, general performance standards found in [17E.040.100](#).
8. 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.
9. 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.
10. 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 area 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.

11. 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.

12. 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.

General notes for the preliminary and final plat process:

13. The final plat shall include the signatory statements as prescribed in [SMC 17G.080.040\(G\)\(2\)](#) including the following:

- a. he 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.

# MEMORANDUM



**DATE:** November 15, 2021

**TO:** Melissa Owen, Assistant Planner

**FROM:** Erik Johnson, Engineering Technician IV

**THROUGH:** Eldon Brown, P.E., City Engineer, Principal Engineer

**FILE NO:** Z21-223PPLT

**SUBJECT:** Crystal Ridge South Preliminary Long Plat

## **COMMENTS TO BE ADDRESSED PRIOR TO PRELIMINARY PLAT APPROVAL**

1. Please submit a hydraulic analysis showing that the design meets minimum standards and indicating how this project effects the City of Spokane water system. The public water main may need to be looped to connect to the private water system which would require a master meter.
2. If this is to be a public plat, Nettleton Lane must be renamed Nettleton Street. An appropriate transition must be approved by the City where Nettleton Lane connects to Nettleton Street.
3. A connection to the Fish Lake Trail from this plat is required. Please clearly show the proposed connection location on the preliminary plat resubmittal by adding a width dimension to the easement location shown on Lot 35, Block 1. This pathway must be a 10' wide paved connection between Fish Lake Trail and Nettleton Lane and it must be constructed prior to the final plat being recorded.
4. Resubmittal must include all items identified in SMC Section 17G.080.040(B)2 as mentioned in SMC 17G.080.050(C)1
5. Any street grades exceeding 8% must be shown on the face of the preliminary plat. Please verify.
6. Phase lines must be revised. Per SMC 17G.080.050 (F)6, blocks must be fully contained within any individual phase.

**Date:** November 15, 2021

**Comments:** Crystal Ridge South Preliminary Long Plat

(Continuation)

7. Cochran St. is a necessary secondary fire access for Phase 1 and the Fire Department must approve any temporary measure between phases. It may be that phase 2 roads need to be constructed with 8" of gravel 20 feet wide at a minimum prior to phase 1 being finalized.

**COMMENTS SPECIFIC TO THE SEPA SUBMITTED FOR THE PRELIMINARY PLAT**

8. None

**COMMENTS TO BE ADDRESSED AT FINAL PLAT**

9. Centerline survey monuments will be required to be installed in the locations identified in Section 3.7-13 of the Design Standards.
10. 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.
11. WSDOT is looking into potential traffic mitigation measures and will comment separately.
12. 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.
13. 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.
14. 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.
15. 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**

16. 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.

**Date:** November 15, 2021

**Comments:** Crystal Ridge South Preliminary Long Plat

(Continuation)

17. All parking areas and driveways shall be hard surfaced.
18. 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.
19. 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.
20. GFC charges and Transportation Impact Fees will be collected prior to the issuance of a building permit for the affected lot.
21. 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.
22. 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.
23. 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.
24. The lots to be sold shall be connected to a functioning public sanitary sewer system complying with the requirements of the Engineering Department.
25. 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.
26. 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.

**Date:** November 15, 2021

**Comments:** Crystal Ridge South Preliminary Long Plat

(Continuation)

27. 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.
28. 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.
29. 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.

cc: Development Services Center File  
Kris Becker, P.E., Manager, Development Services  
Eldon Brown, P.E. Principal Engineer, Development Services  
John Saywers, P.E., Principal Engineer, Development Services  
Mike Nilsson, P.E., Senior Engineer, Development Services  
Inga Note, P.E., Integrated Capital Management  
Patty Kells, Traffic Engineering Assistant, Development Services  
Joelie Eliason, Engineering Technician IV, Development Services

**From:** [Sue Luppert](#)  
**To:** [Owen, Melissa](#); [deBit, Donna](#); [Wilkerson, Betsy](#); [Kinnear, Lori](#); [Beggs, Breean](#)  
**Subject:** NO to the new development in Grandview area!!!  
**Date:** Tuesday, November 2, 2021 7:02:35 AM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

*I am NOT in support of this development.* Comprehensive planning for the whole of the Latah Valley and I-195 must be completed prior, and funding sources need to be marked for needed infrastructure.

Because:

- The current roadway infrastructure is dangerous (I-90/195/16th Ave) and currently is incapable of handling current traffic loads safely or effectively through this part of the city
- Near term projected roadway improvements will likely take years to implement and are not designed to be long term solutions
- This part of the city lacks adequate fire department services
- This part of the city lacks adequate police department services
- This part of the city has NO public transportation - this is very important to me
- This part of the city has NO public library
- This part of the city has NO schools (public or private)
- This part of the city has NO community center
- This proposed development is NOT affordable (to most people in Spokane) or low income
- This development will harm the wildlife corridors of this part of the city - very important to me

Due to lack of planning decades ago and monitoring by the city, any level of major development CAN NOT be adequately, responsibly, or safely absorbed by this part of the city until comprehensive planning is undertaken with funding provided for needed infrastructure.

**From:** [Diane McDaniel](#)  
**To:** [Owen, Melissa](#)  
**Subject:** Grandview Thorpe neighborhood  
**Date:** Tuesday, November 2, 2021 3:48:52 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

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Due to lack of planning decades ago and monitoring by the city, any level of major development CAN NOT be adequately, responsibly, or safely absorbed by this part of the city until comprehensive planning is undertaken with funding provided for needed infrastructure.

Thank you for the consideration

Diane Sorensen

3328 w 17th Avenue Spokane 99224



**From:** [Claudia Lobb](#)  
**To:** [Owen, Melissa](#)  
**Subject:** Westwood Hills development concerns  
**Date:** Friday, November 12, 2021 1:53:40 PM

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**[CAUTION - EXTERNAL EMAIL - Verify Sender]**

As long-time residents of the Westwood Hills neighborhood, we are in firm OPPOSITION to further development in our area and the entire Latah Valley corridor. Comprehensive planning for the whole of the Latah Valley, I-90 and State Hwy 195 must be completed prior and funding sources need to be secured. Can we PLEASE plan the infrastructure and then build the developments?

For twenty-one (21) years we, personally, have lived with infrastructure that has never been adequate to safely move residents into and out of the area. Here are just a few of our concerns:

1. The current roadway infrastructure is dangerous (I-90, 195, 16th Ave., W. 21st and "D" St.) and currently is incapable of handling current traffic loads safely or effectively through this part of the city
2. As a retired city employee, I am well aware of the issues with fire protection "at the top of the hill"....think house fire with the Sunset Hill and I-90 blocked by stranded vehicles
3. Our area lacks adequate police department services with increased crime from homeless individuals who camp, unabated, in and around the trail which we neighbors refer to as "The Transient Trail"
4. Our area has NO public transportation, the closest bus stop is at the top of the Sunset Hill, dark, unsafe and plagued with crime from neighboring motels
5. Our area has NO public library
6. Our area has NO nearby public or private schools, students are bused to Hutton, Sacajawea and Lewis and Clark
8. This development is NOT affordable to the average home buyer in Spokane but well poised for the out-of-town, cash flush buyers who in turn contribute to increased property taxes, increased traffic, along with roads and infrastructure issues
9. This development WILL harm the historical wildlife corridors that stretch from Tower Mountain to Turnbull Wildlife Refuge

Builders have been allowed to make money in our neighborhood but we residents are the ones who pay the price with unsafe intersections, streets and downright dangerous driving situations. We challenge you to stand at the corner of W.16th Avenue and Grandview or W. 21st Ave and South "D" Street or Sunset Highway and Rustle St. on a snowy commute.

It has been 90 days since we last sent correspondence to city employees and to date, we have received not one reply. We hope to have a different outcome with you.

Claudia and Dan Lobb  
3328 W 21st Avenue