

Exhibit 13 - Community Meeting Documents:

- a. Notification Map Application
- b. Public notice sign/posting/mailling instructions (including map, parcel list, notice letter and affidavits)
- c. Applicant Community Meeting Package including:
 - i. Affidavits – individual, public, sign removal
 - ii. Public Notice Letter
 - iii. Meeting Audio Recording Link
 - iv. Meeting Sign in sheet
 - v. Preliminary Plat Map Pages presented at Community Meeting
 - vi. Notification Map
 - vii. Community Meeting Sign images
 - viii. Community Meeting Audio Transcript
- d. Public Comment submitted to City

Exhibit 13.a. - Notification Map Application



Notification Map Application

Rev.... 80102

DESCRIPTION OF PROPOSAL:

142 lot Long Plat over 39.29 acres. Within the project, there will be approx.
13 acres of open space and common space, for approx 28% of open area preserved.

ADDRESS SITE OF PROPOSAL: (if not assigned yet, obtain address from Development Services Center [625-6300] before submitting application)

Parcel 25364.0001 Address: 1925 W 36TH, 99224

APPLICANT

Name: Clifton Trimble; Storhaug Engineering

Address: 510 E Third Ave, Spokane, WA. 99202

Email Address: clifton.trimble@storhaug.com Phone: 509-242-1000

PROPERTY OWNER

Name: Latah Glen, LLC

Address: 6914 S Pheasant Ridge Dr, Spokane, WA, 99224

Email Address: William@lagunacg.com Phone: 949-357-9015

AGENT

Name: Same as Applicant

Address: _____

Email Address: _____ Phone: _____

ASSESSOR'S PARCEL NUMBERS: 25364.0001

LEGAL DESCRIPTION OF SITE: See Legal Description on attached Plat Map

SIZE OF PROPERTY: 39.29 acres

LIST SPECIFIC PERMITS REQUESTED IN THIS APPLICATION:

Preliminary Plat Approval

DOES OWNER/APPLICANT OWN PROPERTY ADJACENT TO SUBJECT PROPERTY? If yes, provide all parcel numbers.

Yes, parcel 25361.0004

I acknowledge, as a part of this application, that I am responsible for all notification requirements as described in SMC 17G.060. for public hearing and community meeting. Copies of these instructions are available from the Development Services Department or on www.spokaneplanning.org.

SUBMITTED BY:

Clifton Trimble

☒ Applicant ☐ Property Owner ☐ Property Purchaser ☐ Agent

Exhibit 13.b. - Public notice sign/posting/mailling instructions including map, parcel list, notice letter and affidavits

April 16, 2024

Clifton Trimble
Storhaug Engineering
510 E. 3rd Ave.
Spokane, WA 99202



DEVELOPMENT SERVICES CENTER
808 W. SPOKANE FALLS BLVD.
SPOKANE, WASHINGTON 99201-3329
509.625.6300
MY.SPOKANECITY.ORG

Subject: Community Meeting Instructions

Dear Mr. Trimble,

Please use the “Notification District Map” and tax parcel list with property, owner’s, and taxpayer’s addresses provided to you for the public notification process. In addition, there is a letter of notification entitled “Notice of Community Meeting” that is required to be mailed with the map. This notice must be provided 15 days prior to the date of the community meeting. As the applicant you are required to complete the following methods of public notice for this meeting prior to application.

1. Post the property with a minimum of **two (X2) 4’ X 4’ signs (facing S. Inland Empire Way and facing S. Marhsall Rd.** or another appropriate and visible area as outlined in the Spokane Municipal Code Section 17G.061.210) **at least 15 days before the community meeting date.** *Please fill out the date, time and place of this meeting.* The posted sign should read:

NOTICE OF COMMUNITY MEETING
PROPOSED LONG PLAT
MEETING DATE: Month, Day, 2025 – Time AM/PM
LOCATION:
Proposal: 142-Lot Preliminary Long Plat
Applicant: Storhaug Engineering
Phone: 509-242-1000
Email: clifton.trimble@storhaug.com
SEPA: MDNS issued 06/14/22
FOR INFORMATION CALL PLANNING AT 625-6063
or email mowen@spokanecity.org

Please note that all text must be in **red**. The first line of text on the sign “NOTICE OF APPLICATION AND PUBLIC HEARING” must be in four-inch letters. All subsequent line(s) of text may be in three-inch letters.

2. Post the enclosed “**Notice of Community Meeting**” and the “**Notification Map**” in public posting locations including City Hall, Downtown Public Library, and local libraries **at least 15 days before the community meeting date.**
3. **At least 15 days before the community meeting date**, send the “**Notice of Community Meeting**” and the “**Notification Map**” to **property owners, taxpayers and occupants**

within a four-hundred-foot radius of any portion of the boundary of the subject property, including any property that is contiguous and under the same or common ownership and control as identified in the SMC Section 17G.061.210.

Please note that taxpayer notice is required when the taxpayer address is different than the owner. Occupant notice is required when neither owner nor taxpayer address is the parcel site address.

4. The applicant is responsible for notifying the Neighborhood Council as part of the notification procedures. Please send a copy of the Notice of Community Meeting to the Latah/Hangman and Grandview/Thorp neighborhoods **at least 15 days before the community meeting date** at:

Latah/Hangman

Interim Chair: Stephanie Watson, latahvalleync@gmail.com

Vice Chair: Joe Lenti, latahangmanncc@gmail.com

Grandview/Thorpe

Chair: Joy Sheikh, grandviewthorpe@hotmail.com

Vice Chair: None

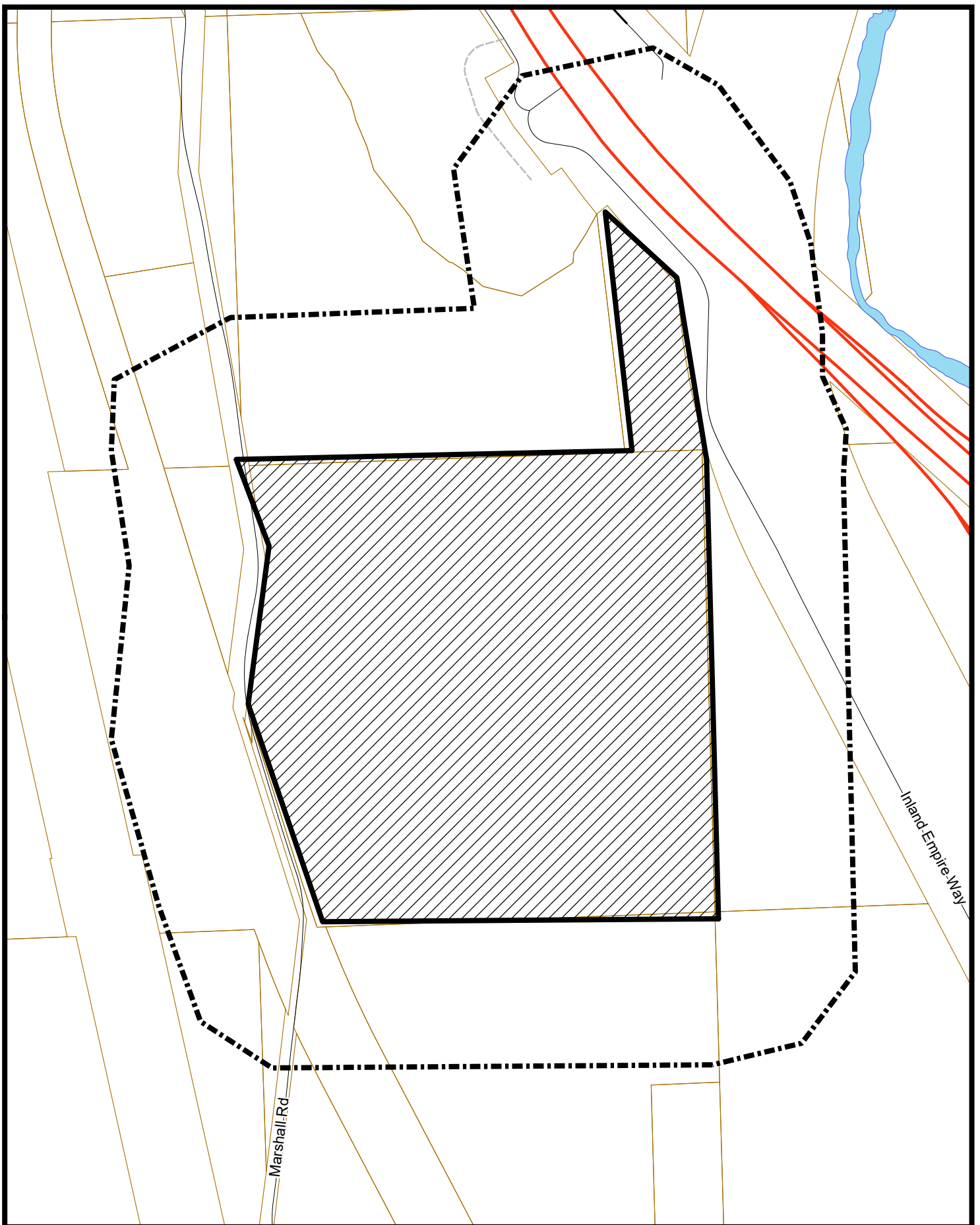
As a reminder, you must submit an affidavit of posting/mailing and sign removal with your land use application. Affidavits have been included as enclosures.

If you have any questions, please contact me at 625-6063 or mowen@spokanecity.org.

Sincerely,
Melissa Owen
City of Spokane
Planning and Development

Attachments:

- District Notification Map
- Parcel List
- Notice of Community Meeting Letter
- Public Notice Affidavit
- Individual Notice Affidavit
- Removal of Sign Affidavit



Legend
Parcels
Notification district
Project Site



APPLICANT: Storhaug Engineering
PROPOSAL: 142 lot Long plat

36-25-42

Prepared by: DKd
Date prepared: 4/10/25

Latah Glen Project Parcels

25361.0004	LATAH GLEN, LLC	6914 S PHEASANT F	SPOKANE	WA
25364.0001	LATAH GLEN, LLC	6914 S PHEASANT F	SPOKANE	WA

Notification District Parcels

Parcel No.	Owner Name	Owner Address	Owner City	Owner State
25361.0014	STATE OF WASHING	2714 N MAYFAIR ST	SPOKANE	WA
25361.0047	GIRTZ, PATRICK M/M	206 W NEBRASKA	SPOKANE	WA
25361.0048	GIRTZ, PATRICK M/M	206 W NEBRASKA	SPOKANE	WA
25362.0027	CORRICK, ROBERT	3500 S MARSHALL F	SPOKANE	WA
25362.0028	CORRICK, CHRIS &	1816 E 64TH AVE	SPOKANE	WA
25363.0002	ELLISON, DIANA L/C	3600 S MARSHALL F	SPOKANE	WA
25363.0016	WASH STATE DEPT (	1111 WASHINGTON	OLYMPIA	WA
25364.0003	CRIDER, JUSTIN T	4305 S MARSHALL F	SPOKANE	WA
25364.0004	WILKE, JEFF & JOLEI	1825 W 44TH	SPOKANE	WA
25364.0017	STATE OF WASHING	7150 CLEARWATER	OLYMPIA	WA
25364.0018	STATE OF WASHING	7150 CLEARWATER	OLYMPIA	WA
25365.0019	SPOKANE, CITY OF	808 W SPOKANE FA	SPOKANE	WA

99224	LATAH GLEN LLC	6914 S PHEASANT F SPOKANE	WA
99224	LATAH GLEN LLC	6914 S PHEASANT F SPOKANE	WA

Owner Zip	Taxpayer name	Taxpayer Address	Taxpayer City	Taxpayer State
99207-2090	WSDOT RES PARCE	2714 N MAYFAIR ST	SPOKANE	WA
99218	GIRTZ, PATRICK M/M	206 W NEBRASKA	SPOKANE	WA
99218	GIRTZ, PATRICK M/M	206 W NEBRASKA	SPOKANE	WA
99224-4616	CORRICK, ROBERT I	3500 S MARSHALL F	SPOKANE	WA
99223	CORRICK, CHRIS &	1816 E 64TH AVE	SPOKANE	WA
99224	ELLISON, DIANA L/C	3600 S MARSHALL F	SPOKANE	WA
98504	WA STATE DEPT OF	1111 WASHINGTON	OLYMPIA	WA
99224	CRIDER, JUSTIN T	4305 S MARSHALL F	SPOKANE	WA
99224	WILKE, JEFF & JOLEI	1825 W 44TH	SPOKANE	WA
98504	STATE OF WASHING	7150 CLEARWATER	OLYMPIA	WA
98504	WA STATE PARKS &	PO BOX 42650	OLYMPIA	WA
99201-3333	CITY OF SPOKANE	808 W SPOKANE FA	SPOKANE	WA

99224	3504 S INLAND EMF SPOKANE	WA	99224
99224	1925 W 36TH SPOKANE	WA	99224

Taxpayer Zip	Site Address	Site City	Site State	Site Zip
99207-2090	3501 S INLAND EMF SPOKANE		WA	99224
99218	3418 S SPRING CRE SPOKANE		WA	99224
99218	3303 S INLAND EMF SPOKANE		WA	99224
99224-4616	3500 S MARSHALL F SPOKANE		WA	99224
99223	3456 S MARSHALL F SPOKANE		WA	99224
99224-4600	3600 S MARSHALL F SPOKANE		WA	99224
98504	Unassigned Addres: Spokane		WA	99224
99224	4305 S MARSHALL F SPOKANE		WA	99224
99224	1800 W 44TH AVE SPOKANE		WA	99224
98504	3902 S MARSHALL F SPOKANE		WA	99224
98504-2650	0 .UNKNOWN SPOKANE		WA	99224
99256-0001	Unassigned Addres: Spokane		WA	99224

NOTICE OF COMMUNITY MEETING

Proposed Long Plat – “Latah Glen” Preliminary Long Plat

Notice is hereby given that Storhaug Engineering, on behalf of Latah Glen LLC, will conduct a community meeting to discuss the proposal for a 142-Lot Preliminary Subdivision (Long Plat) for future residential development. This preliminary long plat application will be processed as a Type III application and will require a public hearing before the City Hearing Examiner.

COMMUNITY MEETING INFORMATION: A Community Meeting will be held on **May ____**, **2025** at _____ PM at the _____, Spokane.

The applicant and/or their agent will make a presentation of the proposal. Any person may submit questions and comments at this meeting. For additional information, please contact the applicant at:

Applicant/Agent: Storhaug Engineering
510 E 3rd Ave.
Spokane, WA 99202
509-242-1000 or clifton.trimble@storhaug.com

Property Owner: LATAH GLEN, LLC
6914 S Pheasant Ridge Dr.
Spokane, WA 99224

File Number: None Assigned Yet

Location Description: 1925 W 36TH Ave – Parcel No. 25364.0001

Description of Proposal: The applicant is proposing to subdivide the above project parcel (approximately 39.29 acres) into 142-lots for future residential development. The development proposal includes 13 acres of open/common space. Please note that this site received preliminary approval for a Planned Unit Development/Manufactured Home Park with 157 leased spaces under Z20-184PPUD on July 22, 2022. This new application is for development of fee simple lots for residential development. This is a Type III application and there will be a Public Hearing in front of the City Hearing Examiner.

SEPA: A MDNS was issued on 06/14/22 for a previous proposal. This proposal is within the scope of the original SEPA review, therefore this project will adopt that MDNS by reference.

Current Zoning: Residential 1 (R1)

Community Meeting: A Community Meeting is an informal public meeting, in which the applicant and/or their agents present the proposed project to the public. The purpose of the meeting is to give an opportunity for the public to learn about the proposal, ask questions, and to exchange ideas about the proposal with the developer. A Community Meeting is the first step in the application process; it takes place before the applicant submits his/her application to the City of Spokane. City Planning staff does not attend these meetings, except in the case of a combined Traffic Scoping and Community Meeting. In such cases, a member

of the City Traffic Section will attend the meeting to take comments on possible transportation related issues. Such combined meetings will be noted on the header of this notice.

The Community Meeting is not a hearing, and no testimony is taken. The meeting is informational, though the meeting is recorded pursuant to requirements of the Spokane Municipal Code. Written comments are not required, and if any are submitted to the Planning and Development Department, the letters will be forwarded to the Hearing Examiner when the application is forwarded for public hearing. However, such letters, if received before an application is submitted (i.e., Community Meeting), would need to be resubmitted prior to the closing of the public record (usually the date of the Public Hearing), in order to vest a person as a party of record.

Public Hearing Process: Once a Community Meeting has been completed, the applicant is authorized to make application to the City of Spokane for the review of the application and public hearing. A Notice of Application will be posted on the property and mailed to property owners, taxpayers and occupants within four hundred feet of the subject property. This Notice of Application will initiate a 15-day public comment period, in which interested persons may submit written comments to the address of the City Staff, which appears at the beginning of this document. At the time of public comment, the applicant will also provide Notice of Public Hearing. This combined notice of application and public hearing will contain the date, time and location of the public hearing. Written comments and oral testimony at the subsequent public hearing for this proposed action will be made part of the public record. Comments will be considered on this application and any environmental issues including SEPA or documents related to it. A public hearing will be held, and the Hearing Examiner will make their decision in writing within 10 days after the hearing.

Staff Contact:

Planning and Development Services
Attn: Melissa Owen, Planner II
808 West Spokane Falls Boulevard
Spokane, WA 99201-3329
Phone: (509) 625-6063
Email: mowen@spokanecity.org



Individual Notice Affidavit

Rev.20240816

State of Washington

County of Spokane

_____, being first duly sworn, deposes and says:

At all times mentioned herein, I was and now am, a citizen of the United States of America over the age of eighteen years.

On the _____ day of _____, 20____, I [CIRCLE ONE] **hand delivered** or **deposited in the United States mail, with sufficient postage prepaid**, a true and correct copy of the individual public notice of [CIRCLE ALL THAT APPLY] **community meeting, traffic study meeting, application, or public hearing** to the recorded real property owners, taxpayers and occupants, as shown on the Spokane County Assessor's records as of the _____ day of _____, 20____, who have been found to own property within four hundred feet, not counting the width of right of ways, of the property that is the subject of the application and any property that is contiguous and under the same or common ownership as the subject property. The notices were addressed and sent or delivered to those addresses. Sufficient means were used to obtain valid addresses for all properties within the notification boundary. A copy of the individual notice is attached and incorporated by reference.

Signature of Applicant or Agent

Date

Signed and sworn to before me this _____ day of _____, 20_____.

Notary Public in and for the State of Washington

Appointment expiration date



Public Notice

Affidavit

State of Washington
County of Spokane

_____, being first duly sworn, deposes and says:

At all times mentioned herein, I was and now am, a citizen of the United States of America over the age of eighteen years.

On the _____ day of _____, 20____, I personally posted a sign(s) as required in the City of Spokane Municipal Code at the following locations:

I also posted notice, identical in form and content to the individual written notice at the required official public notice posting locations, including:

- ☐ Main City public library
- ☐ Branch library, closest to subject property, which is located at: _____
- ☐ City Hall space officially designated for posting notices
- ☐ Any other public building or space which the City Council formally designates as an official public notice posting location, including electronic locations.

Signature of Applicant or Agent

Date

Signed and sworn to before me this _____ day of _____, 20_____.

Notary Public in and for the State of Washington

Appointment expiration date

Updated: September 2020

City of Spokane | Development Services Center | 808 W. Spokane Falls Blvd. | Spokane, WA 99201

Website: www.my.spokanecity.org | Phone: (509) 625-6300



Removal of Public Sign

Affidavit

State of Washington
County of Spokane

_____, being first duly sworn, deposes and say:

At all times mentioned herein, I was and now am, a citizen of the United States of America over the age of eighteen years.

On the _____ day of _____, 20____, I personally removed the sign(s) that were posted on the subject property for the purpose of providing notice of public hearing or application for an administrative permit and that said signs were removed no more than seven days after the public hearing date or the close of the public comment period in the case of an administrative permit.

Signature of Applicant or Agent

Date

Signed and sworn to before me this _____ day of _____, 20_____.

Notary Public in and for the State of Washington

Appointment expiration date

Updated: September 2020

City of Spokane | Development Services Center | 808 W. Spokane Falls Blvd. | Spokane, WA 99201

Website: www.my.spokanecity.org | Phone: (509) 625-6300



Individual Notice Affidavit

Rev.20240816

State of Washington

County of Spokane

Clifton Trimble

, being first duly sworn, deposes and says:

At all times mentioned herein, I was and now am, a citizen of the United States of America over the age of eighteen years.

On the 22 day of April, 2025, I [CIRCLE ONE] hand delivered or deposited in the United States mail, with sufficient postage prepaid, a true and correct copy of the individual public notice of [CIRCLE ALL THAT APPLY] community meeting, traffic study meeting, application, or public hearing to the recorded real property owners, taxpayers and occupants, as shown on the Spokane County Assessor's records as of the day of 4-16-2025

, 2025, who have been found to own property within four hundred feet, not counting the width of right of ways, of the property that is the subject of the application and any property that is contiguous and under the same or common ownership as the subject property. The notices were addressed and sent or delivered to those addresses. Sufficient means were used to obtain valid addresses for all properties within the notification boundary. A copy of the individual notice is attached and incorporated by reference.

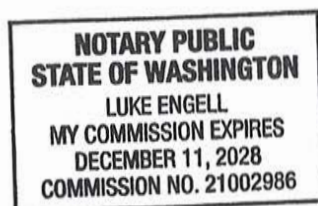
Signature of Applicant or Agent

5-1-2025

Date

Signed and sworn to before me this 1st day of May, 2025.

Notary Public in and for the State of Washington



12/11/2028

Appointment expiration date



Public Notice

Affidavit

State of Washington
County of Spokane

Clifton Trimble, being first duly sworn, deposes and says:

At all times mentioned herein, I was and now am, a citizen of the United States of America over the age of eighteen years.

On the 22 day of April, 2025, I personally posted a sign(s) as required in the City of Spokane Municipal Code at the following locations:

I also posted notice, identical in form and content to the individual written notice at the required official public notice posting locations, including:

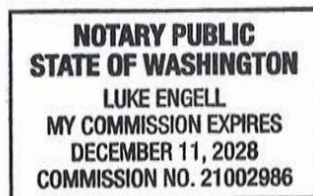
- ☒ Main City public library
- ☒ Branch library, closest to subject property, which is located at: (Downtown Branch)
- ☒ City Hall space officially designated for posting notices
- ☒ Any other public building or space which the City Council formally designates as an official public notice posting location, including electronic locations.

Signature of Applicant or Agent

5.1.2025

Date

Signed and sworn to before me this 1st day of May, 2025.



Notary Public in and for the State of Washington

12/11/2028

Appointment expiration date

Updated: September 2020

City of Spokane | Development Services Center | 808 W. Spokane Falls Blvd. | Spokane, WA 99201

Website: www.my.spokanecity.org | Phone: (509) 625-6300



Removal of Public Sign

Affidavit

State of Washington
County of Spokane

Clifton Trumble, being first duly sworn, deposes and say:

At all times mentioned herein, I was and now am, a citizen of the United States of America over the age of eighteen years.

On the 13 day of May, 20 25, I personally removed the sign(s) that were posted on the subject property for the purpose of providing notice of ☐ public hearing or ☐ application for an administrative permit and that said signs were removed no more than seven days after the public hearing date or the close of the public comment period in the case of an administrative permit. *(for community meeting)*

Clifton Trumble

Signature of Applicant or Agent

5.13.2025

Date

Signed and sworn to before me this 13th day of May, 20 25.

**NOTARY PUBLIC
STATE OF WASHINGTON**
CRYSTAL WALKUP
MY COMMISSION EXPIRES
FEBRUARY 15, 2027
COMMISSION NO. 206059

Crystal Walkup
Notary Public in and for the State of Washington

02/15/2027

Appointment expiration date

NOTICE OF COMMUNITY MEETING

Proposed Long Plat – “Latah Glen” Preliminary Long Plat

Notice is hereby given that Storhaug Engineering, on behalf of Latah Glen LLC, will conduct a community meeting to discuss the proposal for a 142-Lot Preliminary Subdivision (Long Plat) for future residential development. This preliminary long plat application will be processed as a Type III application and will require a public hearing before the City Hearing Examiner.

COMMUNITY MEETING INFORMATION: A Community Meeting will be held on **May 8th, 2025 at 6:30 PM** at **502 E 3rd Ave, Spokane, WA 99202**.

The applicant and/or their agent will make a presentation of the proposal. Any person may submit questions and comments at this meeting. For additional information, please contact the applicant at:

Applicant/Agent: Storhaug Engineering
510 E 3rd Ave.
Spokane, WA 99202
509-242-1000 or clifton.trimble@storhaug.com

Property Owner: LATAH GLEN, LLC
6914 S Pheasant Ridge Dr.
Spokane, WA 99224

File Number: None Assigned Yet

Location Description: 1925 W 36TH Ave – Parcel No. 25364.0001

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SEPA: A MDNS was issued on 06/14/22 for a previous proposal. This proposal is within the scope of the original SEPA review, therefore this project will adopt that MDNS by reference.

Current Zoning: Residential 1 (R1)

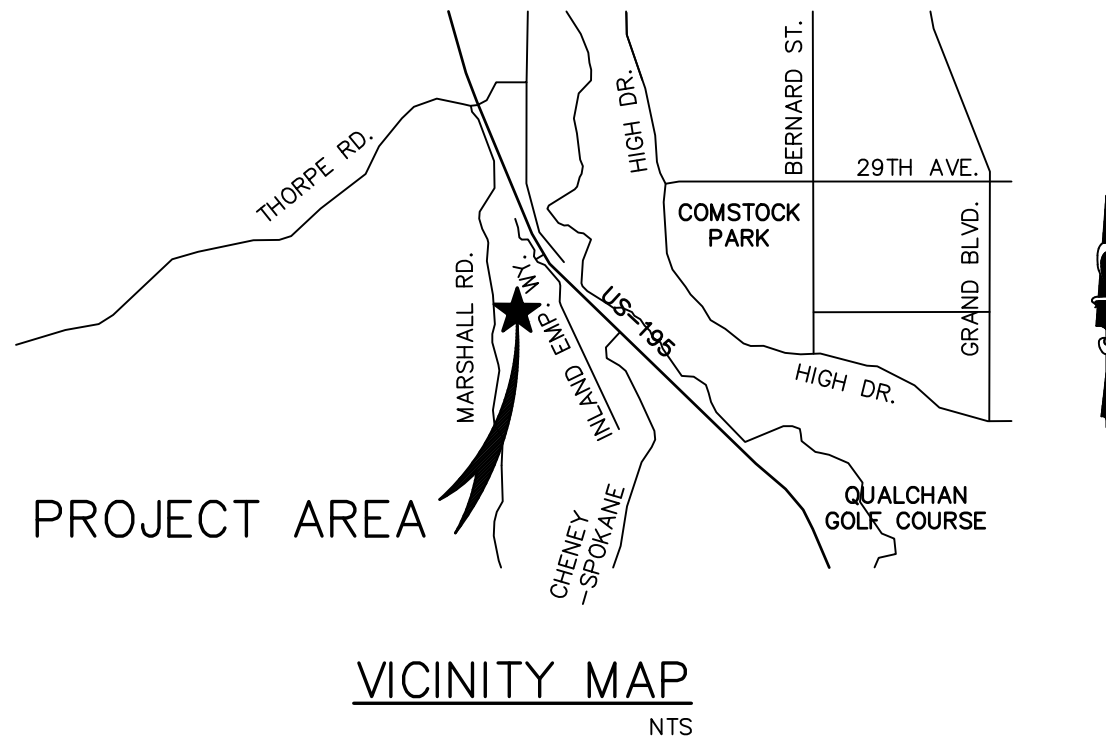
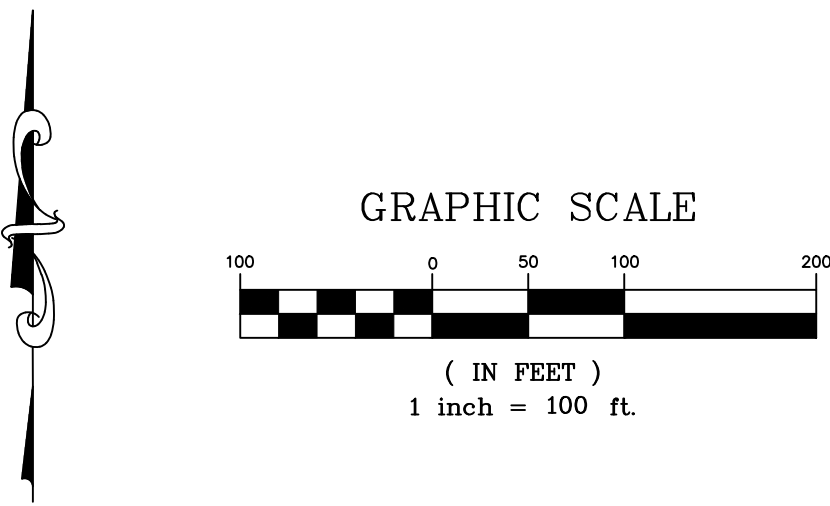
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Audio/Video Community Meeting Recording: [Recap: Recording for latah Comm Meeting Thursday, May 8](#)

Name	Address	Email
Michael D. Dutt	4521 S. Marshall	SEACOOKNAVA1434@GMAIL.COM
NANCY LEE LOKKEN	4521 S. MARSHALL	klaine7oots@icloud.com
Ken Wilke	2115 W 44th Ave Spokane	
Elaine Garcia	2115 W 44th Ave	ernie212@comcast.net
Pat & Deb Girtz	3420 S Inland Empire Hwy	dielison@comcast.net kgetty70@gmail.com
Diana Ellison + Kenneth Getty	3600 S. Marshall Rd., Spokane	g.mariette.h@gmail.com
Mariette Nascimento	6914 S. Pheasant	greg.figg@wsdot.wa.gov
Greg Figg	2714 N. Mayfair, Spokane 99207	WILLIAM@LAGUNACG.COM
William Nascimento	6914 S Pheasant	

LATAH GLEN RESIDENTIAL PRELIMINARY PLAT

A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 25 NORTH, RANGE 42 EAST, W.M., CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON



SITE DATA TABLE

PARCEL NUMBER	25364.0001
EXISTING ZONING	RESIDENTIAL SINGLE FAMILY (R1)
UNITS PER ACRE	4-10 UNITS/ACRE
MINIMUM LOT SIZE	1,200 S.F.
LOT SIZE RANGE	4,076-10,083 S.F.
TRACT SIZE RANGE	1,835-333,139 S.F.
NO. OF PROPOSED LOTS	142
NO. OF PROPOSED TRACTS	14
TOTAL AREA	39.29 ACRES
STORMWATER TRACT AREA	APPROX 1.87 ACRES
OPEN SPACE & COMMON AREAS	APPROX. 12.91 ACRES (S.W. & OPEN SPACE)
OPEN SPACE AREA PERCENT	25%
PUBLIC RIGHT OF WAY DEDICATION	8.60 ACRES
NET DENSITY AREA	30.69
PROPOSED DENSITY	4.63 UNITS/ACRE
EXISTING STRUCTURES/USES	VACANT
NATURAL FEATURES	STEEP SLOPES WITH TREES AND OTHER VEGETATION
SANITARY SEWER	CITY OF SPOKANE
WATER PURVEYOR	CITY OF SPOKANE
PROPOSED USE	SINGLE FAMILY RESIDENTIAL
BUILDING SETBACKS:	
GARAGE SETBACK	20' MINIMUM
FRONT YARD SETBACK	10' MINIMUM
SIDE YARD SETBACK	5' MINIMUM
REAR SETBACK	15' MINIMUM
STREET SIDE LOT SETBACK	5' MINIMUM
DATUM PLANE	NAVD 88

LEGEND

	SUBJECT PARCEL BOUNDARY
	PROPOSED LOT LINE
	EXISTING PROPERTY LINE
	SECTIONAL LINE
	EXISTING RIGHT-OF-WAY LINE
	DEDICATED RIGHT-OF-WAY LINE
	PRIVATE ROAD AREA
	EXISTING EASEMENT LINE

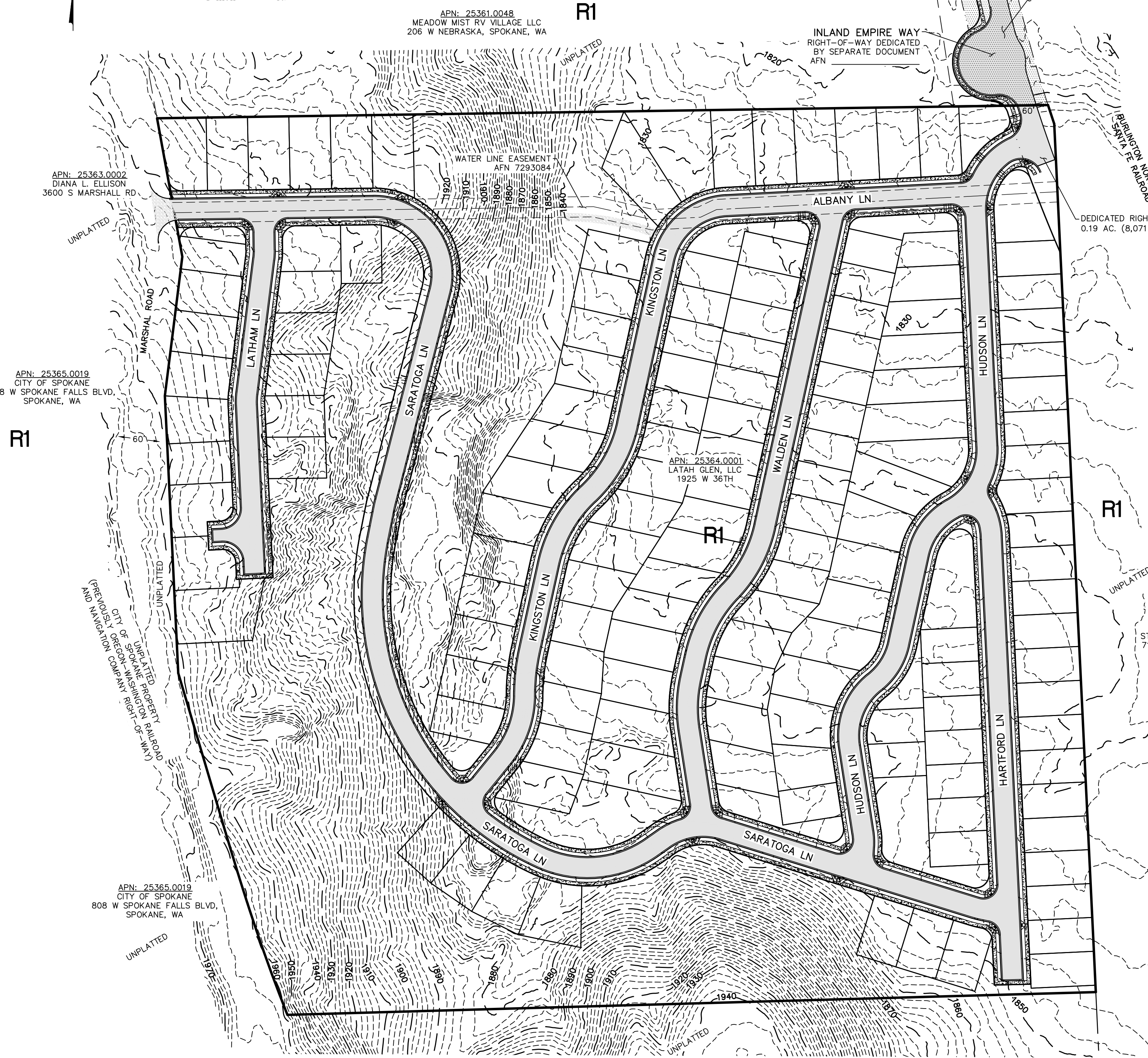
LEGAL DESCRIPTION

PER THE TITLE REPORT FROM FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO.: 4251-3895618, DATED: 11/04/2022

PARCEL A:

THAT PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 25 NORTH, RANGE 42 EAST OF THE WILLAMETTE MERIDIAN IN CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON, LYING EAST OF THE OREGON, WASHINGTON RAILWAY AND NAVIGATION RAILWAY.

PREDEVELOPMENT EXHIBIT



UTILITY STATEMENT:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION, INCLUDING PAINT MARKINGS PROVIDED FROM AN OUTSIDE UTILITY LOCATE COMPANY AND/OR EXISTING DRAWINGS AND RECORDS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ALL UNDERGROUND UTILITIES NEED TO BE VERIFIED FOR DEPTH AND ACCURACY.

ELEVATION DATUM

NAVD88 ESTABLISHED FROM GPS OBSERVATION ON LOCAL CONTROL POINTS USING THE WASHINGTON STATE REFERENCE NETWORK.

SITE TBM

MAG SET IN PAVEMENT APPROX. 600 FEET NE OF NE CORNER OF SUBJECT PARCEL JUST BEHIND GUARD RAIL OFF HWY 95 ELEVATION: 1800.20

DEVELOPER

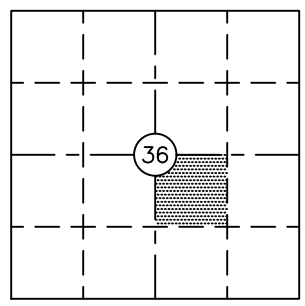
SYCAMORE GROUP, LLC
10 SYCAMORE CANYON DR
DOVE CANYON, CALIFORNIA 92679
(949) 357-9015

OWNER

SYCAMORE GROUP, LLC
10 SYCAMORE CANYON DR
DOVE CANYON, CALIFORNIA 92679
(949) 357-9015

SURVEYOR/AGENT

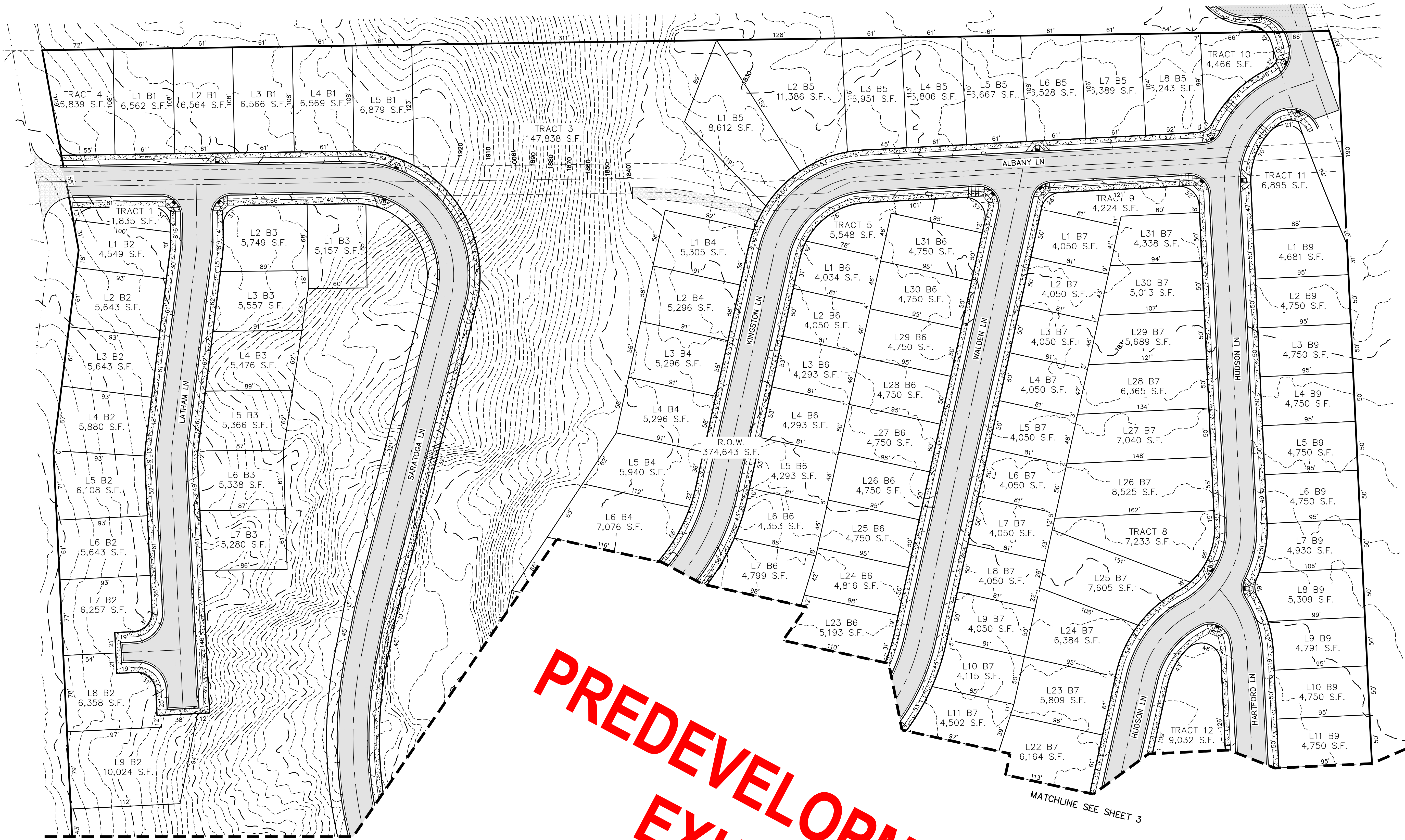
TROY CARLSON/CLIFTON TRIMBLE
STORHAUG ENGINEERING
510 EAST THIRD AVENUE
SPOKANE, WASHINGTON 99202
(509) 242-1000



DATE	03/26/2025	SCALE	1" = 100'
FIELD BOOK	19-342	DRAWN	LEE
PROJECT NUMBER	25-009	DRAWING NO.	1 OF 4

LATAH GLEN RESIDENTIAL PRELIMINARY PLAT

A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF
SECTION 36, TOWNSHIP 25 NORTH, RANGE 42 EAST, W.M.,
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON



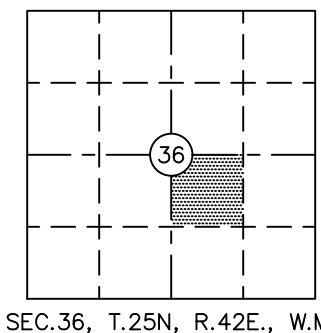
MATCHLINE SEE SHEET 3

GRAPHIC SCALE



(IN FEET)
1 inch = 50 ft.

PREDEVELOPMENT
EXHIBIT



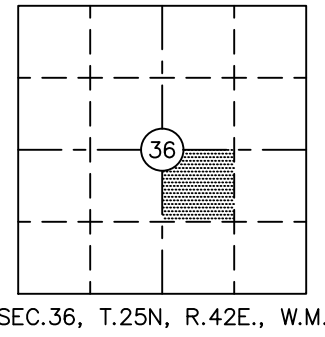
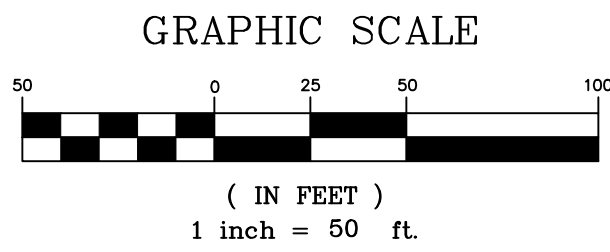
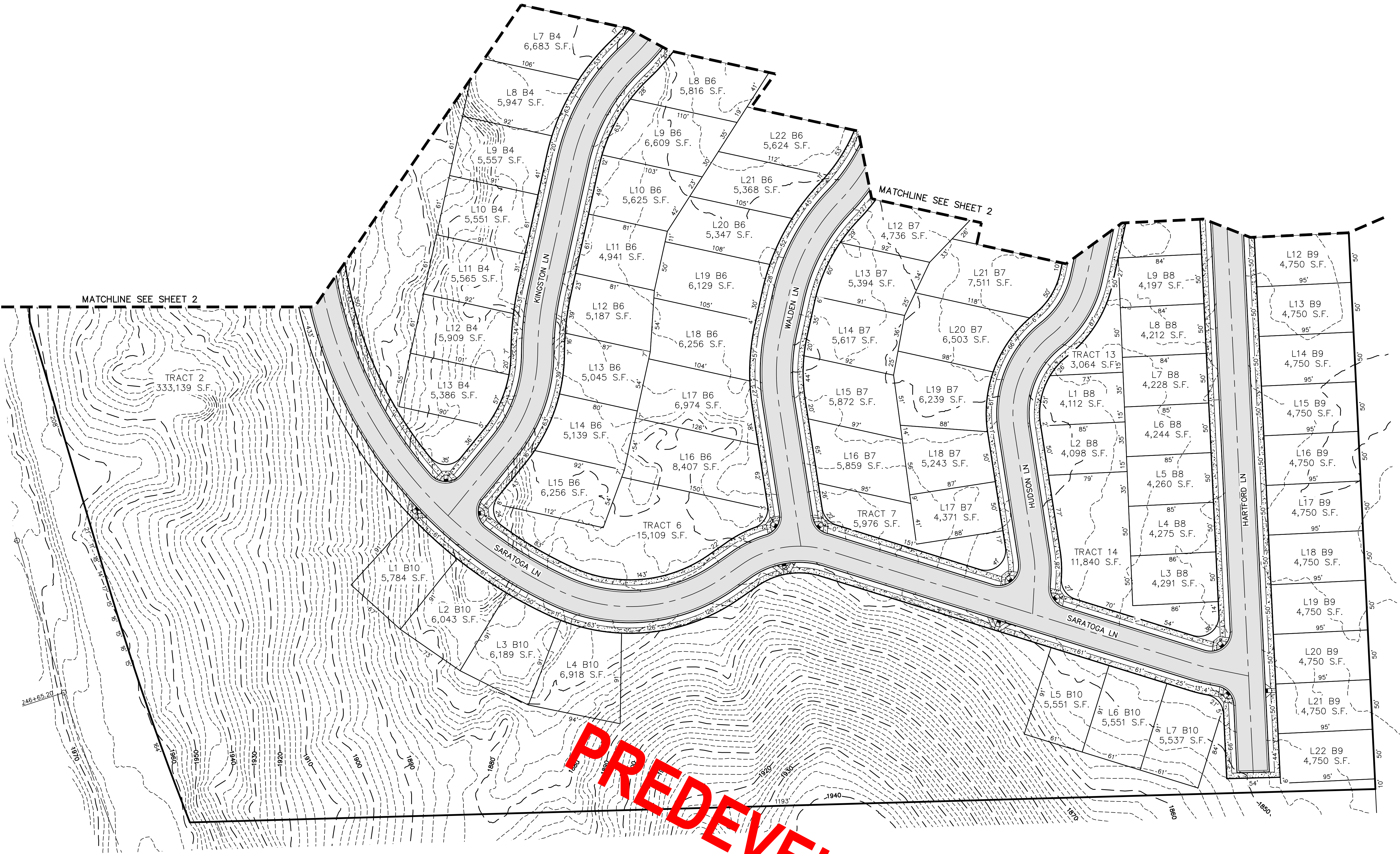
SEC. 36, T. 25N, R. 42E., W.M.

storhäug
civil engineering planning
landscape architecture surveying
510 east third avenue | spokane, wa | 99202
p 509.242.1000

DATE 03/26/2025	SCALE 1" = 50'
FIELD BOOK 19-342	DRAWN LEE
PROJECT NUMBER 25-009	DRAWING NO. 2 OF 4

LATAH GLEN RESIDENTIAL PRELIMINARY PLAT

A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF
SECTION 36, TOWNSHIP 25 NORTH, RANGE 42 EAST, W.M.,
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON

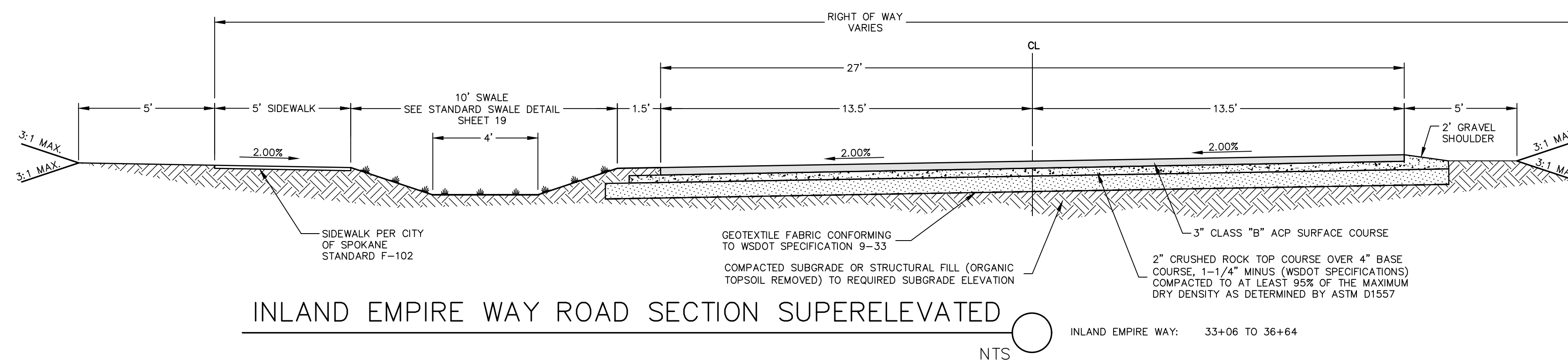
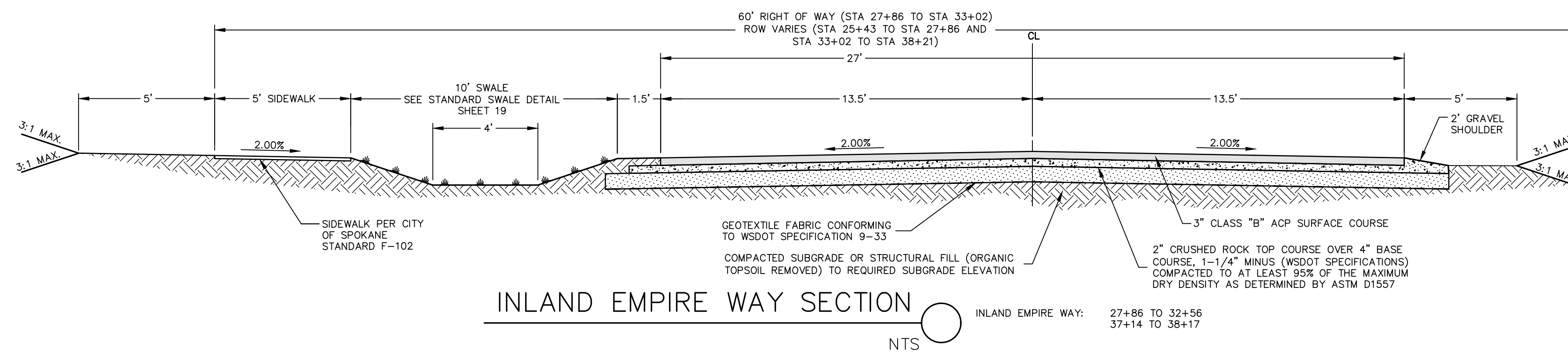
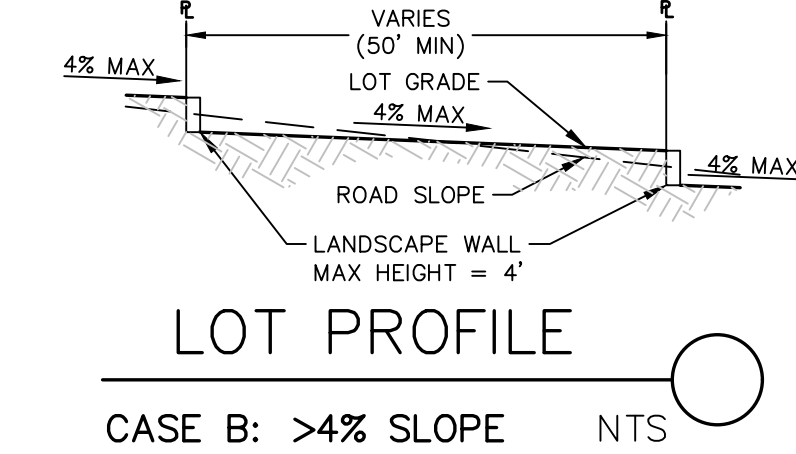
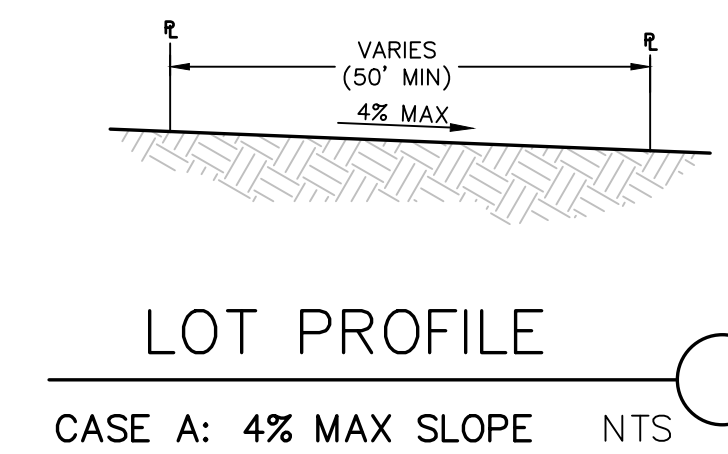
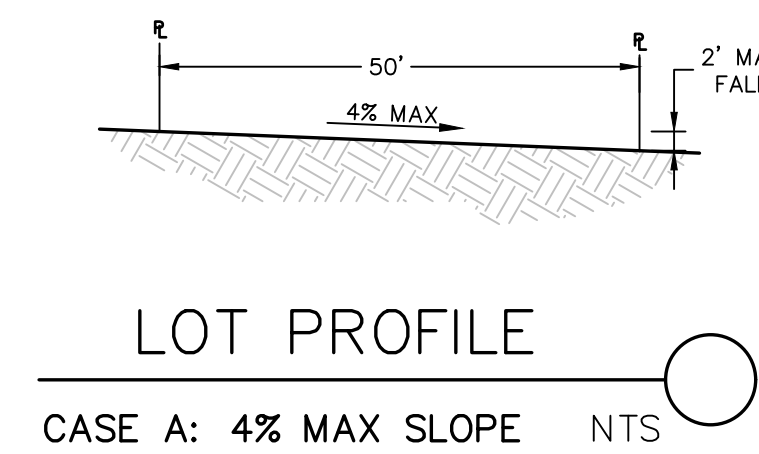


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DATE 03/26/2025	SCALE 1" = 50'
FIELD BOOK 19-342	DRAWN LEE
PROJECT NUMBER 25-009	DRAWING NO. 3 OF 4

A PORTION OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF
SECTION 36, TOWNSHIP 25 NORTH, RANGE 42 EAST, W.M.,
CITY OF SPOKANE, SPOKANE COUNTY, WASHINGTON



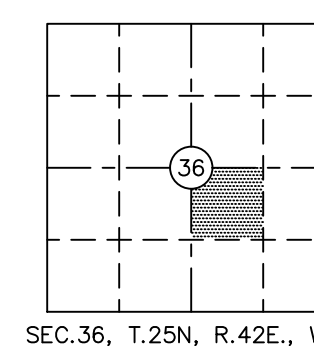
A large, diagonal red stamp reading "PREDEVELOPMENT EXHIBIT" is overlaid on the slide content.

The image shows four examples of 'NO PARKING FIRE LANE' signs, labeled Type 'A' through Type 'D'. Each sign is rectangular with a red border and white background. The text 'NO PARKING' is at the top, 'FIRE LANE' is in the middle, and a red arrow is at the bottom. Type 'A' has a right-pointing arrow, Type 'B' has a left-pointing arrow, Type 'C' has a left-pointing arrow, and Type 'D' has a left-pointing arrow.

NO PARKING FIRE LANE SIGN TYPES

NO PARKING FIRE LANE SIGN NOTE
SIGNS TO BE INSTALLED ON ONE SIDE OF ROAD AS SHOWN ON PLANS.

- 50' ON CENTER ALONG CURVES.
- 140' ON CENTER ALONG TANGENTS.

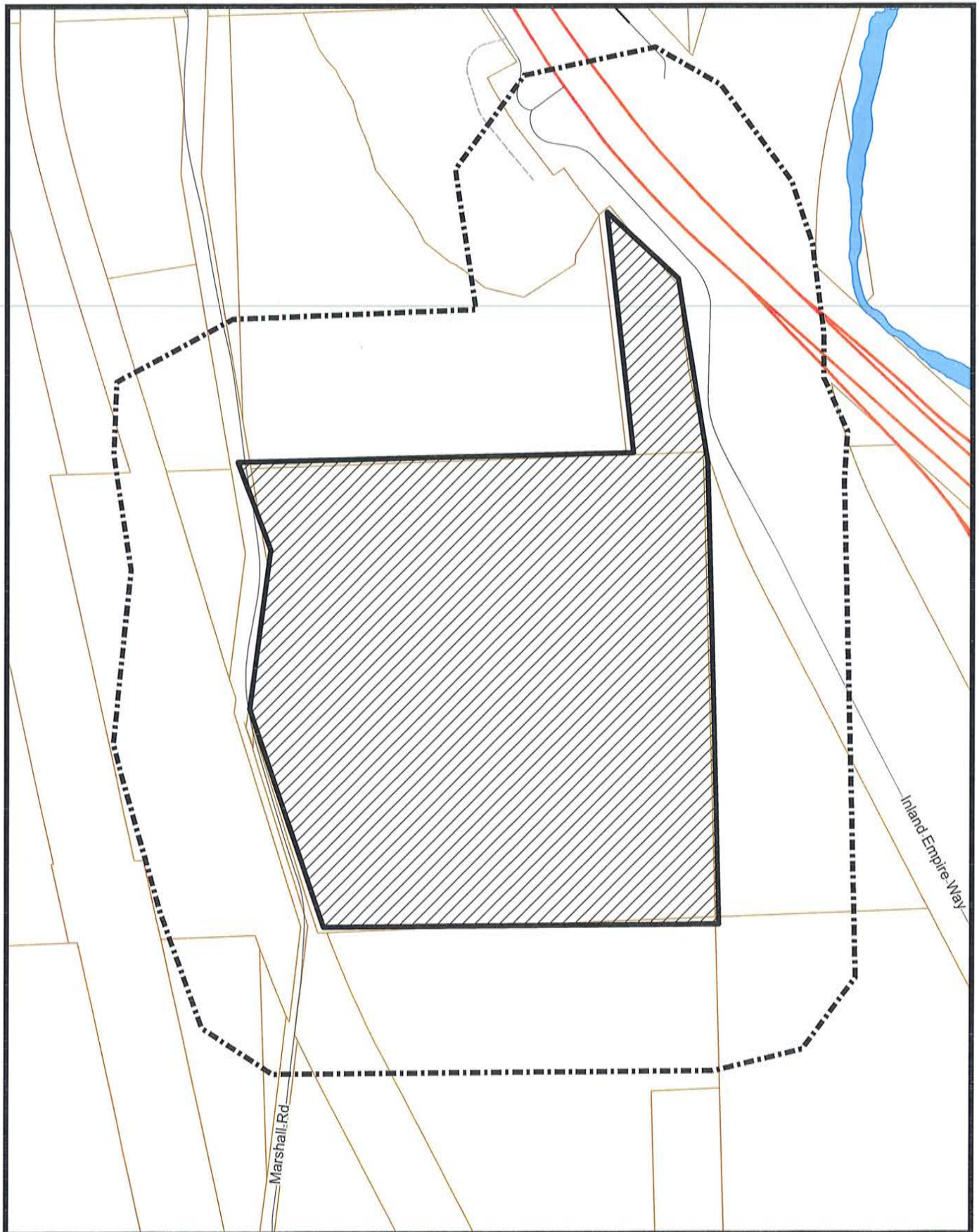


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DATE 03/26/2025	SCALE NA
FIELD BOOK 19-342	DRAWN LEE
PROJECT NUMBER 25-009	DRAWING NO. 4 OF 4



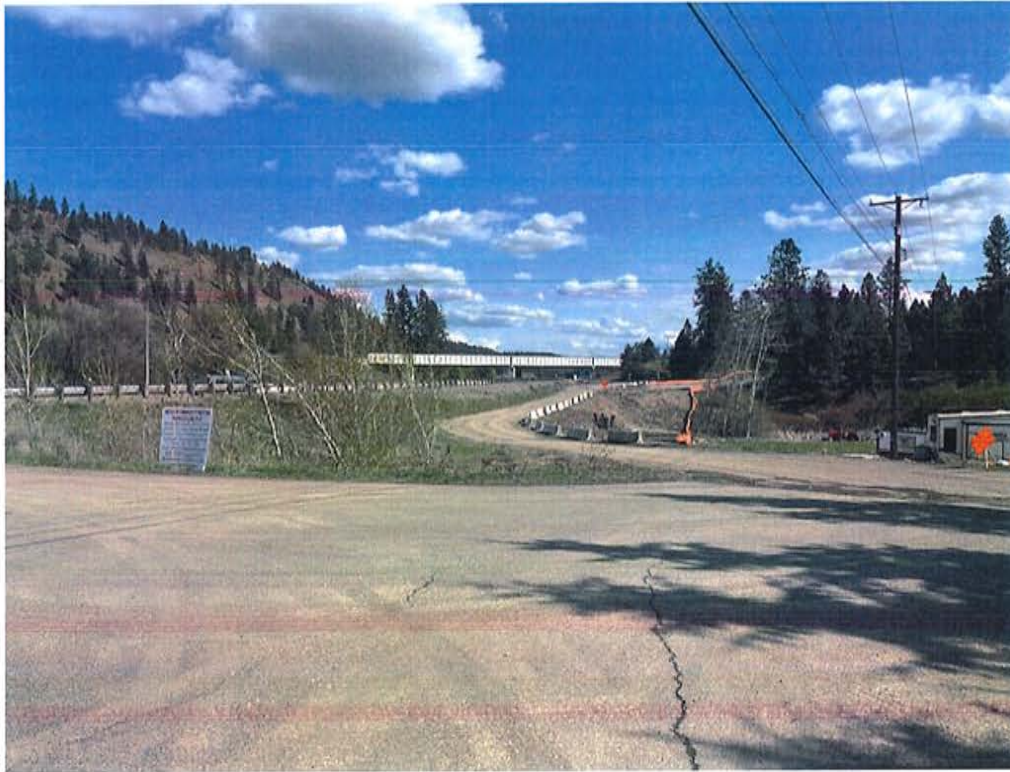
Legend
Parcels
Notification district
Project Site



APPLICANT: Storhaug Engineering
PROPOSAL: 142 lot Long plat

36-25-42

Prepared by: DKd
Date prepared: 4/10/25



Audio File Transcript:

I'm doing time to do things you want to really do. Yeah. Welcome, everyone. Thank you. stragglers. So we'll just get started. Thanks for coming.. So this is obviously the area that we're talking about. This is up here just if anybody wants to frame a reference for surrounding properties over for traffic purposes. Do you want to use this slide? But obviously, we're five minutes from downtown Spokane, and if you receive, you're probably here because you receive this in the mail, this is considered a type re application for the city of Spokaneish music required community meeting, and we're happy to be able to do so. So you're probably lives somewhere in this area. So this is the notification that you got and essentially the community meeting is to discuss 142 or 43 L project. It's still kind of in process. We're doing it at these stage just to kind of hone it in and to get your feedback on some any number of issues. It's a long plat for future residentsial development, this preliminary long plat will be processes as a type through application and will require a public hearing for the Siri Siri city hearing examiner. We kind of wanted to have this meeting as well in a district being required to kind of give you a heads up so you're not blindided. And also a lot of people don't like to go to public hearings. It's really pressurizing, it's kind of uncomfortable. So this just gives us a chance to get together and just chat and go over any of your concerns or anything that might come up. So here are some side photos that we can go to and talk to anything you might be concerned with. There's obviously some natural slope, and this kind of shows some of the contours. This is an aerial just looking straight down. As you can see, this is just a Google Earth. This is Marshall, and the road network in between is already included. And then the Inland Empireway down along here. So you're probably wondering if this project is already approved, the road's already there, and the answer is this a project was approved in 2022 for a manufactured home part. It was for 157 lots, and for various reasons, the owner, William Aimento, has decided to go another direction and propose. Typical single family residential project with 143 homes. with fee simple lots that you would own as opposed to lease with the mobile home park. Obviously, the density is down a little bit. And this zoning district, which is a residential single family, are one, this is what it's zoned for, of course, there is a density of four to 10 dwelling unison acre, so that's what the range that you have to be in between. We' about 4.64.7 could be 4.0 depending on it's going to be 40, 143 or 142 lots. But as you can see, that's the lower range of density. It could be a lot higher. But this is kind of what makes sense for this programming. It's on 40 acres, and we have about 28% open space, so some of the empetus of the design was to work with the natural landscape and preserve trees wherever possible, and kind of work with the natural environment. So you know, this is the

project that's been proposed, and that's a little bit better of the background and the story of where the project's been and some of the development between the past project that was entitled in 2022 for 157 manufactured home lots to the traditional single family home, 143 lots. So having said that, that kind of frames the project, I turn it over to traffic, if you'd like to say anything, or Jerry. Yeah. I just want to add something on so as Cliff mentioned, the project was previously approved as a manufacture of Home Park. And if there's a lot of construction going on there right now, and that all that construction that's happening is has to do with the previous approvals and construction plants that are approved as part of that other project. The the design and the infrastructure are going practically identical in terms of the street layout and water and sewer and storm drainage and offsite mitigations as what was anticipated or required as part of the manufactured home park. So that just if I mean, you' probably seeing a lot of activity out there. not necessarily under this particular project, but it's under the previous project that was entitled back in 2022 So I kind of wanted to just emphasize that point. Right, right. Yeah, this project is't technically approved because it's a different project. The manufactured home park was actually a PUD or a CEP, so different entitlement, but the same infrastructure the bones were approved, so they've got permission to do the grading and the infrastructure and all that. So this project will go to a public hearing, because it's a slightly different use, but it hasn't been approved. It's will go to a public hearing. What's your? And that we'll go for that process. What're welcome to you know, just from from a neighborhood, I mean, it was a very, very nice manufactured home park that was being proposed. The new direction that the project going is more conventional, stick built, unomes that would be built versus a manufactured home product. a little bit less density, a little bit, you know, a different type of construction. William, did you. I was just mentioning that the reason we changed strategy is this. When we look at the buyer, when he buys a mobile home and pays the lot rent, and then he or if he buys the lot and buys a home, he's paying the same payment monthly, but if he is renting for the mobile home, he's not getting the appreciation of the land. So it was a bad deal. If you're paying the same amount monthly money for the home, why not give the consumer, the person who buys the home, the ability to own his own lot and get the appreciation of the land. So when we started this project in 20, the interest rates were really low, so it was cheaper for somebody to rent a lot and buy the home. But now it's the same, about the same. So it behooves us to just convert what we had to allow people to buy their lots. So the project remains essentially the same project, but now people will own their lots about the same monthly rate. That's why we change. Sure. Go ahead, sir. Oh, the difference is the taxes are going up extremely.. Well, the. Mine. You're on the property on the property, Texas? last year. The property taxes. From the county. But you also pay on a mobile home property taxes in the land. Oh, sales. Right. And the landowner pays property taxes on the

land, which he passes to the mobile home Lee through the RAT ran. So the taxes are something that the government is going to, you't get you one way. Right. Yes, sir, yes, sir. But the inflation is really. It's hurting us here. It has 33% on my place on Marshall Road in one year. That's not Have you appealed that? Have you appealed that? Appeal. You can appeal your taxes. Oh, yeah, I'm trying to. They just kiss me all. Hopefully not. You can get assistance for that if you need. Right, but only if you don't have any income or you're a pop. Because if you have an income, you're out of luck. Okay. Yeah. It's tough. The inflation is that's what's made us also change from rental model to cy. ger, yeah.. So you're not taking this much risk, you get now.. Well, well, I mean, to be frank with you, both models are different models, financially, right? And we can have a conversation separate from this conversation about that. And I can tell you about what I've been studying this for about 10 years, and to be honest with you, it's better for people to own their own lot. Oh, yeah. Because they get the appreciation, a lot of the appreciation we get on owning a home is on the land, not on the home. The home starts getting older and old. older. especially having some modular. trailer part something. Right. Thanks for your. But anyways, and they know the traffic. Any other questions? So I work with Jerry Storhouse here at Storha, and I'm a land use planner, and William, of course, is the owner. He's also an engineer. Jerry's an engineer, and Todd, is a traffic engineer. I'm kind of an MC of the evening, and I'll be like the questions to the smarter guys. No, I' Does anybody have the engineer, sorry I't. Jerry is civil. civil engineer.? Yeah. I was a highway bridge engineer, and I retired and started developing. So I used to design freeways and interchanges, and thought, too, I used to design freeways and interchanges, and he's had a company here in Spokane for about, what, 25, 30 years? Well, since '93, two a couple different names, but yeah. So he does civil engineering as well, just like Jerry, and he does traffic engineering. Jerry does civil engineering, but he doesn't have any house traffic, right? Correct, yeah.. So I have some questions about the soils engineering on that job? Sure. And I can help you with those. Yeah. That's Sandy loam soil. How stable is that? It's It's, you know, it's the moisture's real critical. You need to have the right kind of moisture when you're putting it back down to kind of get your maximum density that you want to have for it, but it makes for good structural feel. The William is working with Liberty Ge Tech, which is a Gee Technical consultant in town here. And like the work that's going on out there right now is, you know, there's someone out there full time watching it and doing testing and determining out the correct amount of effort that you got to put into the construction to get it sound, though. They'll actually put multiple people on the job every day if there's work, you know, so they'll have two people, if needed, three, but at least one person's watching them every day to make sure the compion is. First soils, engineering. And they're dy. have water because that was that big housing project covered Seattle, that's the whole thing disappeared off the side of

the. Remember that? Hopefully that's not gonna happen here.. That's not gonna happen here.. But we have a lot of rock, too, on the hill. The hill is a lot of rock. We're actually having to remove rock, which is very expensive. There's about 12 different kinds of soils on the property. The first couple layers are the sand and silk, and then there's a clay to where it runs off a little bit, and they catch it in a French drain. So I was talking to the engineer on side. He says, none of them has been problematic so far, so it's to be okay. What precautionary measures have been taken for Marshall Road, bordering that property? There's. There's a company that's on the opposite side of the road with a bunch of rock that's right in the road, actually. I'm wondering, what's gonna happen if we get a bunch of rain or, a bunch of snow and maybe that ground starts sluffing off down to those houses. You mean Marshall Road here to this is what we're talking about. Yeah. There was this building. You want me to go ahead? Nursery situation there that's piled a bunch of rocks. actually right in the road. And that is On Marshall Road right now, there's stockpiling r. So that rock's. Yeah, that rock is going to be used to build a retaining wall along here. So there's going to be a retaining wall here. And there's a separation, a gap of about maybe 15, 20 feet, from the road and in this area. Is that on private landers is that. you see this line? This is the property line and this is city right away. So all the vegetation you see currently on the city right away is remaining. So whatever is there now, that's how it's going to stay. And so we are. I'll talk to them tomorrow morning at 8. They shouldn't be stockpiling rock in areas that. No, it's on the opposite side of the road. It's on the west side of the road. It's on the west side. So you sure it's for our project? Because there's a landscape gentleman that lives... Right across the street. This gentleman lives here. That's his rock.. Okay, so we have nothing to do with him. I can check it tomorrow the morning. I think it came. They brought it up when they were putting the water line in. Oh, maybe frogs and they came and piled it up there, because he wanted it. It's an encroaching on the road and Okay.'s a property owner here who has that landscaping, they might be able to ask you. Does that sound familiar, ma'am? So we think it's, there's a property up here that does landscaping, and he might be keeping those rocks for the landscaping on the property on the west side.. So that's separate from our property. It's separate from our project. I realize that, but that ends of the road is so close to your project, that if that ground ever started to slough, those rocks men up going down the. So that's an issue you can bring up to the city engineering staff and don't come out. from there to Thor No, we're not required to pave the road because we have access down at 195 off South End Lane. We're building South Inland Empire, down to our properties, so we're already building a road down here. But the city has plans to pave Marshall down the road. I'm not sure. I mean, they've been talking about doing it for a while, I've been talking to him for a year and I cannot convince him even put a water line down there for the houses or sewer line down for the houses or gas line down to

the houses for a mile, a mile and a quarter is that stretched. Do you live north of us or south of us? I live south. Now that's and then I own a house at 29, 21 also. I think that's going to be, you know, the city's budget and that kind of thing. I mean, you're probably more familiar than I am with it, but that's a challenge for the city doing. Well, it's a challenge for me. I've been arguing with him for a year. We have, but I just want to be respectful of Todd's time here, but Todd's here to answer any questions you might have on traffic. That's very concerning.. I was kind of hoping you were just going to pass.. I squid the door and when they came when the city came by on my road, they wiped out 300 feet of fence. They tore it out, and they never replaced it. They said it was in the right way, and that fence had been there for 45 years. and so asking them what they're going to do, and they said, nothing.. The fence is still there and rolled up on my property. Yeah. I even took out my mammalm boxs, but they did plant the mailbox back. Unfortunately, there's nobody from the city here that can respond, so it's best to take down thiss terrible. Yeah. But let's let Todd give a chance. If you guys have any questions about traffic, so we can guess.. So I just highlight it, so I don't have a presentation per se. So on the first project, which was the 157 units for the manufactured home park, was it over 55 project, we did a traffic study for that, and as a part of that traffic study going through that whole approval process for this project fits under construction now, this project and another project where the little chimp' putt was, those two projects had to go together, and so those improvements that are at 16th and 195, that new on ramp, left turn, no left turn thing. This project already has paid a great majority of that from a proportionate share based on how the two projects were aligned. So from a technical perspective, we know this project probably has to go back through SIPA. The SIA mitigation for this project is basically already done. So one of the nice things about going from 157 to 142 lots is that the first study, the first project went through the entire process. CEPA traffic study, traffic mitigation, traffic construction, and now they're changing it, but the change in from 157 to 142 basically winds up with the same generation, actually it's a little bit less. And so that means that this project, as it moves through, won't have to do any additional traffic mitigation, simply because they've already done it for the previous project, and for the previous impact. So how traffic impacts work is, is under the city, the city of Spokane is a traffic impact Fee. And so as a traffic impact Fee City, technically, as long as it's not on the 195 corridor, you would get your permit, you would get your plot approved, and then a builder would go get a permit, then he would pay a traffic impact fee at the time of his permit, then the city would get all that money and put it in a pot, then they would go do projects off of their six year road plan. in an alternative world, sometimes there will be mitigation where thou has to go build something for the city or for the state. And then at the end of the day, when they go pull their building permit, that fee has already been paid, basically due to the construction that they've already done. So essentially, if you

participated at all in the first project or paid attention to the first time they went through it, all the traffic work that was done for that is the same as this or less. And so the future mitigation for this project, there really shouldn't be any other than we have to still look at traffic as a part of CA because it's it's like a number 14 in the CPA checklist. So it's just one of those things where traffic is fairly straightforward. Now, I do what Jerry does, and you know, I'm with Whipple consulting engineers, and so we've done a lot of work on the 195 corridor. I have a lot of knowledge in the 145 the 195 corridor, unfortunately, so if you have some general questions about traffic in the area, for this project, the mitigation's basically done, but I can answer general questions about what's going on in the corridor, projects at the state and the city have coming up, things that they are going to be doing to change, things that are going to be coming out of the future. construction efforts and things that are moving forward, if you have some general questions I can help with those if you haven't. What about the intersection from 195 Well, so the intersection 19590, well, that's a conundrum. That ramp meter is going to be there, and the state, if they haven't implemented it already, they're going to do a new ramp meter timing, and they're gonna give technically less green time, which will create more of a queue. And so if you if you come down from the Cini Spokane Road and you're going north and you're going to the railroad bridge, and just as you're kind of crested up on the top of the hill, there was a new sign that was placed maybe two years ago, three years ago, the little flashing lights come on and say, ramp meter is on ahead if you want to go downtown, turn to go down Thorpe, and take the lin Empire away." That was one of the early mitigations that we did in the 195 quarter to try to take people out of the I 90, 195 interchange. That interchange is probably never going to get fixed. I think the state's probably going to have to fix the big bridge before they worry about that interchange. They've got other issues that they have to deal with. So the 19095 19590 interchange as you see it today, but we call the northbound to eastbound right on. That's probably never going to change. What you see is what you get, there'll be a ramp meter there, probably forever. The green time will, as traffic builds from Airway Heights, because airway heights continues to develop and as traffic comes down from Airway heights from highway 2, there will be fewer and fewer gaps on I 90, and so you'll see that green time at that signal get diminished. So you'll wait a little bit longer. So when you pull up to the light, maybe when it first started, you pulled up and you got a green, you pulled up and you got a green. Now, when you pull up, you got red, when 1002 1003. Oh, I can go now. And then that will then change to 1 1002 1003, 4 oh, five, I can go now. And so that's how they change it. They increase the red by that's what you diminish green time by increasing red. So the intent, I think, overall in the 195 corridor is there's some things that are going on that you may or may not be aware. The city's not very good about letting people know what they are. So right now, the city has a grant, an award to relocate Eagle Ridge

Boulevard, so that Eagle Ridge Boulevard, you know, how it comes down and it makes the left and then comes back into 195. They're going to be relocating that to a brand new intersection on Eagle Ridge Boulevard straight down into 195. They're going to close that intersection to left turns like they've done pretty much everywhere. But they're going to build two more J turns or U turns or whatever. Everybody kind of hates them, but, you know, they're necessary evil. They accomplish a lot, they're a lot safer. You're only, you're only dealing them with traffic in one specific direction, you don't have to worry about any other cars. So, they're going to be doing that, and then long term, there's going to be Hatch Road, is going to also be closed, probably in the next two years to left turn. So if you know anybody that comes down, Hatch and wants to go to Spangle, they're going to have to turn right and go to one of the J turns to come back to go to Spangle. And then I think there's just other things that other projects are required to do and things that are going to happen is the state continues to or the city continues to allow development in the 195 Corridor. Sooner or later, there'll be some significant changes at Thorpe and 195 I don't know what they're going to pick. I know what I would recommend, but I'm like, William, I would make a heavy civil recommendation, which is not necessarily developed a recommendation. I'd fall back on my highway design stuff and make a heavy civil change, but that's neither here nor there, but so probably for the next five to ten years, I think you'll continue to see changes of the 195 corridor or sunlight, some you'll hate, some you'll just put up with. So I know I don't know how many years ago it was, they made that third right hand lane coming down Sunset Hill and exit only lane. Right. And we have no problems getting on the freeway. And then as soon as they project goes over, they let everybody drive down. Well, everybody thinks they have to drive in the right hand lane. Well, that's not the lane to be driving in when you have all these people trying to get off. So if they changed it to x of it only lane, you'd mitigate a lot of your problems from here till forever. Well, you know, the problem ultimately, I think, with I 90, is that there had been some significant changes in the overall transportation system. And so when I 90 was originally envisioned, we didn't build stuff in China, and in everything that we built didn't come across the ocean to Seattle, Tacoma, wherever, on the West Coast and didn't get put into the container or put on a train and driven into the middle of the country. When the North South Freeway was envisioned, the intent of the North South Freeway back in the day in 1950 years ago, whenever it was envisioned, which isn't really that long. That was in the '70s. And we think that like that was the 70s. Oh, my God. For us, it's not that long. That was have to remember that 80% of all truck traffic came from the middle of. That was where our manufacturing hub was. And so the intent was by putting the Norwouth Freeway there, you would take trucks off the highway before they got to downtown. What's happened, though, is because now the majority of our truck traffic for the container traffic comes from the west. And so what's

really happened on I 90, as it relates from Highway 2 down through the downtown cus, Drug traffic is up about 20% from what I can tell. And it occurs at the wrong time. The trucks, I think the trucks have figured out, they really don't, the signs say, no big trucks in the left lane, they realize that if they're in the right lane, that's a problem because cars have to accelerate them. But what happens is, is they kind of create a center remote down the middle of the highway during certain times at bay. But as it relates to the 195 I 90 interchange, we've, over the years have proposed that I think they should have gone back to a right turn only lane, they should have closed that lane, they should have allowed 195 to enter onto I 90 unfettered. But the problem is the traffic and the number of vehicles on I 90 now, it would completely diminish the level of service on I 90 down to where it would probably not function if they took that lane back away. So they basically have said, well, the state's good at this the greatest good for the greatest number. There's more cars than I 90, fewer cars than 195. The penalty will either be penalty is always on the ramps. So that's why they' ramp metered throughout downtown is to allow mainline to function better, keep speeds up, move cars through, don't have big backups downtown, and then put the penalty on the side streets in this case, 195. Well, I'm not proposing that you keep people off of them lane, but all you have to do is mitigate some of the traffic over to the next two lengths.

Well, you got to big signs up through traffic, you have two lanes. But so many people are educated to use the right hand lane. And that's where the problem is. So if you oh, you have to do is put exit only lane, don't change anything, let them use it if they want to. I think the problem is, if you did that, they'd realize after the first time they drove by, well, that lane still open. I'm going to occupy that lane, because they're going to get off at, you're going to get off somewhere. It's still going to cut down the amount of traffic on that lane. I don't care what to say. You're not gonna convince me otherwise. Stay on those left two lanes and you out, go right on through. There is a sign that says, through traffic. Left through two..

Well, and then there's also a sign that says, no vehicles over 15 or 20,000 Gross vehic, you' waiting in the left lane. So everybody has to move to the left, but only cars can be in the left lane or supposed to be I don't think it's in force, but there's a sign. And then the big trucks wind up in the middle, and sometimes that isn't of itself is a problem. All I know is you're taking your life in your hands every time you get I don't want to do for 30 years and it's scary. They need to build some new bridges and some new access. That's what I've been telling the state. I'm a bridge engineer. I'll design it for that know that bridge they just built off the South hill, a hatch row. They should have doubled the size of that bridge. They should have built another bridge right next to it and then down the one there and put that one four lane. And then, we're pretty pretty you I just want to ask you question about the the you first, you know, we'veera a lot about the local home part, you would call it. And they said that entrance that's right across the street from our house, it's going to be just an emergency. Right. But

that's changed. That's changed. So originally, these streets were going to be private, it was going to be a gated community. And what we propose right now is to open it up. The city wants to prefer it to be public streets so that folks like you can come down the park, the streets and go. Well, they're going to put up more traffic on to Marshall Road. They got to payment there. They got to make it wider, yes. No. Yeah, they got a wider. They're not gonna put more traffic on Marshall Road, but they're gonna do is allow you to use it to come down. But they'll be coming in off of. People people that live here are not going to come. They're gonna use it in. What makes you think they won't? Because it's quickest way out. You can look on Google Maps right now. Yeah, we'll make it it packed up for two or three miles on. 195 trying to get on the freeway. They're going to go out the other way. From fires.

They're going to go out to Thor and turn left end and go around to 900. I don't think so. Well, no, they'll come back, go south on Mara Road, get off Spokane and then we got the arm right. People will come out here onto 195 come to Cini, Spokane. Who are you turn and go back up? That's. Try to be in here.. You just wait're fire. They're gonna come out on there and go down Maria Road, Cocantini. When there's a fire, you can't even get out of there. You can't get off of Marshall Road. You can't get off the Spokaneini road. It's all blocked hundreds of cars on it. We've had four fires in the last two years. So one of the things you guys don't have in the Marshall Road is a long road with no access other than the Thor when you get all the way back down, where it crosses at Marshall. And so I'm all the way down there. And so the advantage that this project will have, and I think, William is correct, what you'll find is, is that it'll be more expeditious for you. So you want to go to Yoke. So the way for you to go to Yok and go through this neighborhood, turn right, go down, get off in Can Road, go Yokes, come back.. You to all the way past Thor could come back and get on board that. So that you more w route. Most of the people who live now on Marshall. I think that once it's built and you understand the advantage it'll provide to you for an access that you you have never had, that you'll be like, oh, wow, it is convenient. We don't really like the development maybe. It is convenient. And so it's just, you know, traffic is it ism, I know, you know, first of all, everybody is a driver's license. Everybody in here is a traffic engineer, so everybody has a driver's license and a traffic engineer because everybody drives, but we're all time. so we all drive based on how quickly does it take us to go somewhere? And if there's a problem in that route, how much does that delay add? Or if there's a change in my route, how much delay does that add? I've never met anybody who truly doesn't try to pick a quickest way to go somewhere. Now, some people will pick my wife, of course, will pick up the safest, slowest way to go somewhere. Absolutely unequivocally. But there I said, turn left here. Anyway, that's how she drives. But generally, we all, we drive based on how long it takes us to get somewhere, as long as it's safe. And that's the most important thing.. I think it has more to do with traffic than

anything. Does anybody have a question? Sorry, I didn't mean to. What? I thought you were finished. I didn't mean to interrupt you. down and not back. Marshall for the coming back No, it's a two street. Okay, it's two away. Of course. So cars will be coming up from there to get on to Marshall Road to go down to Thor or go down to Spokane, is that correct? They can go that way if they want to, yeah. Okay. Do you have the row... That road is not white enough for that much traffic. on the you for a pass.. Right now, it's not wide enough. You know, for us, I've been up and down market where I used to have my where. Right? I mean, I've been up and down. for me, you've got my meat. So I used to have anybody. See you,? It's. He's done. I bought a couple big at the auction years and I have a. It's really Especially in winter time. They're not going to try to get up that hill in the wintertime. I had a pointer for you., she got heated on the streets. Yeah, we's That's a steep p. There' always be someone, I suppose, but, you know, I think that I like the point God made us most of us are built to try to find the traffic. They're the shortest distance to get someplace and I don't that doesn't feel like the shortest distance to get up on the Marshall Road to come through this project. Now, if I'm living up on Marshall, I take a lot of you are. All of a sudden, you're going to be thinking, well, rather than going to the north, this is a shorter route for you to get out. So we would expect, you know, traffic from Mont home. And I think that's the way in the city city realizes that, and that's why they support wanting to have this be a public street system to try to. They're all about connectivity. They want to try to get provide, you know other ways to in and out for people. So think about it. So if you wanted to go north and and drove to Fortork, or when you get on 195, you got to walk back down to that city turn and do the J turn and continue north. It's actually shorter to get a 195 here at this new engine. just improved ent entrance, go down in cheeks, Bokane Road and put your volume. It'll go quicker. And when you're coming home at night, you can either get off at Thorpe and then drive down Marshall, which you say you don't like the road, or you can come all the way down to this exit, driving the subdivision to be home probably. One second to four minutes quicker. How about that? But it would be quicker in in the end. minute how you drive it. Marcia Road is not w enough, to one to get it driving on or off to that place. It's not wet enough now. When they' in that water line, pass my house down that 2521, they wind the road out and ripped my fence out, they put the road six feet wider on my property. Set down Trees and sky. So that's the drive down. With their equipment and then have passenger cars go by when they' work. But it's worse up there going up by years. It's much nower and you're up against the Centennial Trail or the fish like Trail, and on your side, you only have like 10 or 15 feet so somebody goes right off the bank and down in the hole. So if you're gonna put barricades in there, they're gonna have to be one peck of strong barricade that stop somebody one down over the hill. I don't think there was any. So traffic is a weird thing, so because the city is an impact the city, Marshall Road would for the developer to have to

do anything on Marshall Road, Marshall would have to be on their six-year plan, and it's really not on their six year plan. It's not on any plan.'s I's true. That's. We don't. The road's not wide enough, it doesn't have enough. excess room to make it wider, especially being that you guys cut that box. There is only about 10 feet from the edge of the road. So if somebody slides off that in the wintertime, and they' gonna go right down in that hole. and they're going to fly with the snow. This was All I know wasulated in a dustk for 28 years so.. You're tired of it. That's my complaint about Mart. I wasn't don't expect you paying or whatever, you know, and you, "W. This city rep. We pay the d thing, fix it to be a normal road. Y there are just drainage. It's hot coral. There's potholes every other day, but that's because you guys are there. That's the way it's been on those there. But I noticed that the traffic has increased, and going to be a lot worse.'t know if it's going to be that much worse. It's my opinion that if I don't think people are going to want to drive away and do.. a nice pave. First, they got to get the utilities before they can pay them. They don't have any utilities except that one pipe that they put in. Todd, I would guess it like the peak hour trips are just in. I mean, the highest percentage is going to be using Empire Way and would be, you know, in and out right there that really wouldn't impact Marshall is all that much proportionally. So that's correct, so for this project people are we always tell in meetings like this, we always remind people that when a project is being developed it's one thing when you build a roads, but when it's finally being sold, nobody, builders are building houses, people become pattern. Traffic's all about patternning, and so how are they market this? I doubt they're going to market it off of marshall road, they're going to market it off of \$15. And so when people look at the flyer, or they get online, they're going to come down 195 They're going to come in here, and then they're going to leave, and they realize, oh, I can't go across 195, so if I want to head back north.. I've got to go down to the Chees, Spokane Road, turn back to the north. And so in the end, most of the traffic, if not, I mean, I would say I can't say all the traffic, because there maybe the one crazy guy. But at the end of the day, most of the traffic from this summer region is going to go back on to 195 in the morning. They have to go right, so they're going to go down to either cheese or 10 road or continue on down the hatch if they want to go to the top of the south. They would like other people who are on this area. And so they'll go to Chin Spokane, they'll turn and they'll head north. Now, one of the projects that I'm involved with, actually, two projects and I'm involved with down here, we are conditioning to reconnect inland Empire way to the Chase Bokane Road on it. and the city right now is trying to get funding for that. And so what will happen to these folks from this subision and you all, if you do this is if you go down and get on the Chimney Spokane Road interchange and you were to go northbound again, the intent of that project is you literally will be taken off the ramp and put on in the Empire Way. And then from there, there'll be a roundabout, which you have to make a decision if you

want to get back on 195, and when you get back on 195, there's supposed to be another rant here there. So if you were to get on the cheese Spokane Road in the future, you, the lucky citizens of this area, will get to drive through two meters. One, and at C Spokane Road, and then one again at I 90. The intent is to frustrate people, and I'm 100% for it, to keep them on inland umpire wave, because if you're going downtown, the quickest way from this area given the ramp meters actually will be on staying on inland Empire Way until you get the maple and 3rd. That's technically the quickest way. And so that was one of those things is that there's a lot of changes coming, and that's one of those changes. And an Empire way. Is that where the dead end is now? So they're going to open that back up like they read in the paper. And so are they going to have two lanes of traffic on and on, so they're going to be getting on 195 that way and getting on that way. Yeah, the Empire will be too late. Well, they'll still get off at Chi'sane. They'll still get off at Chi's Spokane, right? If they want to get off for an an Empire. The only thing will be a non.. Okay, so here's Chenini Spokane, here's 195. So we're's up there. It's up there. So there. In line is right here, right? So when you get on here, you'll be taken under the to here and then you can do a roundabout go back on the freeway or you can go in. But if you want to get off somewhere here, you still have to get off here.. Is it true that Washington State was going cl through rock to this development? I don't know. I can't speak to that. I've heard that. I saw it in this development. No, there's. That's, you thinking of Take. You're thinking of my otherictory Heights. Victory Heights. That was the great thing. That's the one off four. Yeah. That's the only project. So they were going to. The access off to them, they were I don't. I don't know how they're going to get them on. They shut them off the road. They on the other place they go is that the other end and the strangers own the property at the end of that property, they're, what they gonna go across the strangers to get on the marshall? That's going to be another 500 houses on the Marshall Road. It's too narrow for the houses that they're now, so they can't even put sewer water and gas. Right now, I'm just going to say that was another project that I did. Serh didn't have to do it. So I'm going to leave it at that. That one's been to the hearing examiner. Got approved. There was a deal made between the developer and the state, and we're all going to live with it. And so that's, I'm not going to no reason to talk about it for here. It's just one of those things that happen. We do have about five minutes left with the room. I wanted to make sure that anybody who didn't get a chance to speak could ask a question. Yes Is this still a 55? No. No. So it was always proof as an all. So we just have school district or cheese cheese.. So the school bus is going to access it. It currently does there in the school bus. There the school bus that comes here and picks up kids here. So they'll come in, pick them up. So it'll come down off \$95, not off a Marshall. Right. That's how they do it right now. Okay. And then I would challenge you guys to take pickups, one go one way, and one go to the other, and drive the full lengs.

Marshall. Marshall Road. Yeah, I do that too. Oh, you know what? I have a car and I have a quarter pickup and I would never drive on Marshall R unless I was picking up meat. Exactly.

That would be really. Let's if you? I know. Well, going north is okay from where you live, but going south, you got to go to the railroad and Nero, little thing. That's tough. That's you know, as well. And there's a couple of your spots. You can't go next to each other if somebody has to stop. Even though or get run over, we can start running people. Really? And let somebody That's not where it's. You find that road. I'm the beach at least. I will underscore that, you know, I've been on Marshall Road several times. I came up there to the sign, which you guys probably all saw as well as the mailer. And, you know, for this, just for everyone to get exposure to it, and I would underscore what Todd said, for this project, for people accessing, you know, a high percentage are gonna come off of Inland Empire, and then, you know, reside, and then they're, you know, going from work is going to be primarily this access, the Marshall Road to be the secondary, and, you know, not only does it provide, you know, egress for anybody up here to, you, have a quick romp down to yolks, etc., which is convenient. It opens up connectivity for EMS, for ambulances to get up. Through this area quickly, if there was, you know, any issue, so, you know, there's Marshall has its own, you, issues, which are a little bit separate, but it's really.. With the traffic patterns, it's not going to be coming up through there, you know, as much as. up on top the hill, we're going to use road. aren't gonna drive down. Every one of them. They're going to get out and go up Marshall Road, but they're not going to go in front of your house. Well, why don't they have to payave it from there to Thor? Because we're paying, we're paying for each home. We \$800 bucks more, right? The traffic impact. That's like 74. What is that? 4200,200 per. What is that? And by the way, we spent a million dollars on that inn on 16th Avenue. So George Paris and I both sponsored that project. I led that project myself personally. I hired a contractor, I did everything on that project on behalf of the city and the state. And we spent \$980,000 to do that. So we've already paid like for our part, is something like \$500,000, towards that. I mean, we've already paid our fair share, right? And we're going to be paying that for. to lower the traffic on to \$195 and \$90. Right. 16th Avenue right turn lower DM. The people that live on the west side could go off there. Now they go over to 90 directly and they don't take this to reduce the number of trips northbound on 195 to 90. So it improved the traffic because you't turn left at 16th anymore. And the thought being if you were going downtown and you were on 16th when you had to come down off Lindke, you might as well takei up to 13th and get on. Sunset Boulevard crossed the bridge that where you go downtown. It was quickly. All this congestion that they have and all these roads.ity, and it's going to get worse unless they handle some of these problems now, not six months or two years or five years from now, the county needs to get on them and get them straightened up, just like the tunnels on four Road, that's ridiculous

to have two trucks pass in there, and you have to stop to get through the tunnel. It's ridiculous. The infrastructure was designed for a different time and a different level of traffic. We Spokane is a very attractive place. It's growing a lot, people are coming in, and, you know, the budgets are not keeping up, but I think the state and the city are definitely addressing the problem. They're doing the best they can right now. Well, there's going to be a lot of fires. Hopefully not. Just like there was last year and the year before, I was in the middle of them, so was he, so was my neighbors down the street both ways. We all supposed to have had to leave. I didn't leave. My wife didn't leave. We stayed there and hosed down her property and hosed down our houses, but it was bad. There was a lot of stuff that was damaged, lot of property. And then two months later, there was another one, right down at the end of the road. And there was no place to go so they closed the Oaks parking lot. Yeah, and then the other, you couldn't even get on Spokane Valley Road and when you did get on, you couldn't get off of it. It was so lined up, it was backed up for two miles. But now you're gonna be able to just drive down here and go down the hill and get out. Seriously. This is gonna provide you with a third. We will see that our't believe it. I've been there since 1979 and there's been absolutely no problems except the J turn, and I think the J turn was a piece of crap. It didn't work. It improves safety, right? I mean, you got to admit that.. But it stole the traffic. People coming off the Thorpe Bridge back underneath the bridges, the tunnels, and the people on Marcel Road can't even get on Thorpe Road. That's the wait, wait, wait because of the delay, right, yeah. Right. And if you put, well, I'm looking at another thousand cars on that project that you're on, and then the project. Our project doesn't generate 1,000 cars, for sure. I think, I don't know if you have the numbers, 1,000.. How many hours? There's 142 of them. So that would be probably double, but they're two car family. So the total traffic is, the total traffic on a daily basis is about the 13,300 car hours. In the PMP, it's only 133 cars in the PM. 84 in, 49 out. And in the morning, it's 99, 25 in, 74 out. But out at Inland and 195. Yeah Out of 195, right? But then you got to talk about the truck traffic, too, the delivery. That's included in that. The semi trucks, the delivery trucks, Semi. Weight traffic Well, you can't even get the semi truck up Marshall Road. I don't. Well, they built a brand new bridge. It was several million dollars in the semistructure further that because of the river, they can't go through it. It's up to turn around, go back, and the same way, when you're coming from Thorpe, you can't go when you're that. Right. So I think the most important thing, you know, is, this is a long process. We still have to go to hearing this is the point where I say, we've got your comments, we've heard them, and you, we'll we'll talk to the city about how to address them. There's things here that are beyond the scope of 142 locks. Right, I understand that. In the city's responsible for.. It's also traffic jams, there is in that area because they've never done anything. So's all we can do is talk to the city, Jerry and we'll talk to the city and let them know the concerns that we heard

here today. need. We talk louder. Let the the state know what's I'll go with you. And that's you know, part of the. I think it's it's a great idea. This city wants us to have meetings like this. It's good for all of us to be talking and sharing what we're thinking. one thing I think you've got one question, maybe we left we probably need to be close to the meeting, but I left my cards up on the table, there, please grab one. Call me anytime. the process. We're just. Have a cell phone if you want to climb a ti, let me. And we're you know, the process is we haven't formally submitted an application yet. We're this is step one. We talk to the public, and we're looking at submitting an application within the next month. The city reviews the application, they look to see that it's complete. They circulate it within all their departments and the state and so everyone, you know, everyone that's of a jurisdiction of interest has a chance to comment on it. And But one of the steps, as we get a walk halfway through is we start looking at a future public hearing, and that's a formal public hearing that has to work that you'll be notified of, then that's, again, another opportunity to get on record with concerns and that you might have in front of a hearing examiner, which is the body that that besides, you know, what conditions and they have approval should be given. But you guys that have to step in, and you have to tell the city that that Marshall Road is not wide enough. to keep traffic, you can't pass, to pickups in places on Marshall Road. So one of the things I asked to happen is when they make application, they have to turn in a summary, this community meeting. And so in that community, in that summary, which goes goes to the planning department and then goes to the engineering department, they'll include in their summary. You know, the citizens have concern about them. Hey, how you know Marshall and they're concerned about the state of Marshall Road and they're concerned that it's too narrow and the the city needs to know what up on their consultation plan that be considered. But that's one concern on Road where you come off of Spokane Road and that way where they built a new bridge, just down the way that there's only 400 feet down the way and they got a new lot for sale there, but they have a by the correct, they have a big washout. and they've never done anything with it. If somebody hits that hole, it's going to flip that vehicle right down in the hole with Marshall Chris. I don't know if you've ever noticed it. I have and I tried to miss it. Yeah. One of these days, somebody's just going to end up in the crib because there's no barriers, there's no nothing. No warnings at all. I guess there is a cone there that the city or the county puts in. there's, ma' stairs.. Well, grab a card up there, please, grab a. The other thing you can do, I don't know if you do Ma'am, did your question get addressed Did you have another question? Did anybody have another question before we close? And we're not going to solve all the problems in Spokane here tonight. Go ahead. Eston Green was going to put in six new homes down east of my house, and the city told him he had to put in, Pave streets, curves and sidewalks. So why are these guys getting out? And they had to go

from pavement to pavement? So why are these guys not have the money pave Marshal Row? Because Jay has signed us.. You have your answer? But he went bankrupt for \$1,680,000 just because of that. Yeah, I mean, I think we can agree that traffic is wonky. ubiquitously throughout Spokane. I completely agree. We can't solve all those tonight. We will though. It's been a fun discussion. this because the neighborhood problems and they need to be addressed and you guys need. Well, what affects you? affects the development, it affects everything. So we're gonna take this information and give it to the city. We're gonna We've been recording it and we're going to present it to them, and then we're going to have a write up as well, so it's going to be a couple layers of addressing all these concerns. Yeah, they're not playing with nailed out

Sent from my iPhone

From: [Spring Creek Apartments](#)
To: [Owen, Melissa](#)
Subject: Proposed Long Plot Along 195
Date: Thursday, May 8, 2025 10:43:02 AM

[CAUTION - EXTERNAL EMAIL - Verify Sender]

Good Morning,

My name is Tiffany and I am the manager of the gated community on Spring Creek Lane along HWY 195. I am unable to come to the meeting tonight due to not being in town, however I would like to voice some concerns.

I am extremely concerned about adding at least 250 more vehicles to our area. We have had many fire concerns over the last several years and leaving only our exit to 195 is worrisome. I have been made aware that there will be an exit for them to Thorpe, but in my opinion most of the traffic is going to exit from our small uncontrolled outlet. I spoke with someone from Storhaug regarding this, and they agreed that that would most likely be the case. We are on a little dead end road and if fire is imminent it will be coming from the Thorpe area. I do not see the housing community exiting towards the fire.

I am all for adding the houses, however I do believe there needs to be another outlet added to HWY 195. I do not believe it is safe or reasonable for all of this traffic to exit here.

Thank you for your time.



Tiffany Rogers

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