

Exhibit 4 – Application Documents:

- a. General Application
- b. Type III Long Plat Application
- c. Project Narrative



General Application

Rev.20240311E

Description of Proposal

The project is for a 142-lot subdivision over 39.29 acres, with ¹⁶~~14~~ open space tracts. The open space with common areas within the project will amount to approximately 13 acres, which accounts to 28% of total open space. The zoning designation of our parcel lies in the Residential Single Family (R1) zone. The Comprehensive Plan Designation is Residential Low. Access is proposed off S Inland Empire Way for its primary access, and S Marshall Rd for secondary access. Utilities are proposed within a 10' easement adjacent to the sidewalk, on the lot side of the sidewalk. Water and sewer are proposed to be served by the City of Spokane, and Will Serve letters for all utilities will be provided in the preliminary plat application.

Address of Site Proposal

(if not yet assigned, obtain address from Development Services Center [509-625-6300] before submitting application):

Applicant

Name: _____

Address: _____

Phone: _____ Email: _____

Property Owner

Name: _____

Address: _____

Phone: _____ Email: _____

Agent

Name: _____

Address: _____

Phone: _____ Email: _____

Assessor's Parcel Numbers: 25364.0001

Legal Description of Site: See attached sheet with Legal Description

Size of Property: 39.29 acres

List Specific Permits Requested in this Application:

Preliminary Plat Entitlement

Submitted By:

Clifton Trimble

☒ Applicant ☐ Property Owner ☐ Property Purchaser ☐ Agent

In the case of discretionary permits (administrative, hearing examiner, landmarks commission or plan commission), if the applicant is not the property owner, the owner must provide the following acknowledgement:

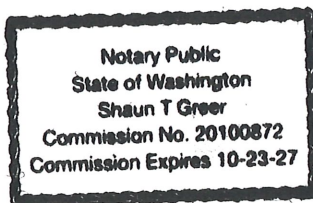
I, Guilherme Nascimento, owner of the above-described property, do hereby authorize Storhaug Engineering to represent me and my interests in all matters regarding this application.

Acknowledgment

STATE OF WASHINGTON)
) ss.
COUNTY OF SPOKANE)

On this 9th day of May, 2025, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Guilherme Nascimento to me known to be the individual that executed the foregoing instrument and acknowledged the said instrument to be free and his/her free and voluntary act and deed, for the uses and purposes therein mentioned.

Witness my hand and official seal hereto affixed the day and year first above written.



[Signature]

Notary Public in and for the State of Washington, residing at

Spokane County, WA



Preliminary Long Plat Application

Rev.20180102

1. List the provisions of the land use code that allows the proposal.
In the Spokane Municipal Code (SMC), Section 17G.080.050 provides the guidelines for the preliminary long plat process. SMC 17G.080.025 details the approval criteria.
2. Please explain how the proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property.
See attached sheet for 'question #2'.
3. Please explain how the proposal meets the concurrency requirements of SMC Chapter 17D.010.
Our project falls under the close review of the Building and Planning Department of the City, most notably Planning and Public Works. After the pre-application meeting, the completed application will be circulated to all applicable agencies of jurisdiction for their comments or concurrency. A complete application has been submitted with all checklist items accounted for. Subsequent agency review is requested by the applicant.
4. If approval of a site plan is required, demonstrate how the property is suitable for the proposed use and site plan. Consider the following: physical characteristics of the property, including but not limited to size, shape, location, topography, soils, slope, drainage characteristics, the existence of ground or surface water and the existence of natural, historic or cultural features.
The zoning designation of our parcel lies in the Residential Single Family (R1) zone. The Comprehensive Plan Designation is Residential Low, which works perfectly with our single-family residential programming with the conservation of open space respective to trees, steep slopes, and associated ecological functions. The minimum lot size is 1,200 sf, of which our typical lot size is approximately 4,000 sf to 7,000 sf (typically). Preserving existing trees and vegetation where possible, especially along slopes to the south and west perimeter of the site creates an increased sense of exposure with a panorama of treelines; this is a naturalistic approach to community development, and our site design. The existing trees along the north and east will be preserved to aid in buffering to S HWY 195, as well as to the development to the north. Our project protects and improves upon the character of the area by replacing its previous use as an auto salvage yard with a community that reflects the existing neighborhood aesthetic, as well as provides housing. It also complies perfectly with the current zoning code. Is a vast improvement of land use.
5. Please explain any significant adverse impact on the environment or the surrounding properties the proposal will have, and any necessary conditions that can be placed on the proposal to avoid significant effects or interference with the use of neighboring property or the surrounding area, considering the design and intensity of the proposed use.
The project seeks no variances, Conditional Uses, and is not proposing a Planned Unit Development outside of what is allowed within the R1 zoning district. Density allows for between 4 – 10 DU/acre, and we are proposing 4.2. This was found to be more in concert with surrounding area. IE, the project conforms perfectly with the area and the zoning designation. Upon the Department's Application review and agency concurrences and comments, all Conditions within the final Order of Decision will be complied with to address any outstanding development issues and/or concerns.

6. Demonstrate how the proposed subdivision makes appropriate (in terms of capacity and concurrence) provisions for:
- a. Public health, safety and welfare
There are no health, safety or environmental problems with the development. The Project contains no potentially hazardous areas, no streams, ponds or wetlands, no identified unstable rock formation or landslide areas, and no unstable soils. Finally. There are no areas of critical concern or interest on the Property. This Property is a prime candidate for residential development.
 - b. Open spaces
The 142-lot subdivision over 39.29 acres has ¹⁶~~14~~ open space tracts. The open space with common areas within the project will amount to approximately 13 acres, which accounts to 28% of total open space. In addition to the sidewalks within the plan, there is a 10' asphalt path planned on the north side of Saratoga Ave. This path will connect down to the southern boundary of the plat at the southernmost point of Hartford.
 - c. Drainage ways
A drainage plan has been included with the Application. See attached Drainage Plan details.
 - d. Streets, roads, alleys and other public ways
The project proposes public roads throughout, internally as Latham St, Saratoga Ave, Kingston St, Walden St, Albany Ave, Hudson St, and Hartford St. A 33-foot-wide roadway width is detailed within our plans, shown in our Public Road Section on our Preliminary Plat exhibit. The East Empire way road section, which provides primary access, is proposed as a 27' road within a 60' ROW with a sidewalk on one side.
 - e. Transit stops
There are no public transit stops near the site
 - f. Potable water supplies
Potable water is proposed to be connected to and served by the City of Spokane
 - g. Sanitary wastes
Sanitary Sewer is proposed to be connected to and served by the City of Spokane
7. Parks, recreation and playgrounds
No 'parks' or 'playgrounds' are proposed on site. We see an opportunity for future residents to access these public rights-of-way as well as the S inland Empire Way public right-of-way via the interconnected system of sidewalks and pathways, as this form of recreation. The Fish Lake Trail offers an array of recreational opportunities such as hiking, bicycling. Roller blading, running, dog walks, etc.
8. Schools and school grounds
N/A
9. Sidewalks, pathways and other features that assure safe walking conditions
See h., above, RE proposed sidewalks connecting to Fish Lake Trail, and those associated amenities.

Question #2 on Long Plat Application *(Please explain how the proposal is consistent with the comprehensive plan designation and goals, objectives and policies for the property).*

City of Spokane Comprehensive Plan elements, goals, and/or policies:

LU1 – Citywide Land Use

Goal: Offer a harmonious blend of opportunities for living, working, recreation, education, shopping, and cultural activities by protecting natural amenities, providing coordinated, efficient, and cost-effective public facilities and utility services, carefully managing both residential and non-residential development and design, and proactively reinforcing downtown Spokane’s role as a vibrant urban center.

- **The project expands single-family living options in the City, at a location less than a 5-minute drive from downtown merging urban living with a more rural character.**
- **The project preserves natural vegetation where possible on site.**
- **The project will utilize and improve upon existing public infrastructure.**

LU 1.3 Single-Family Residential Areas

Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.

- **Our project protects and improves upon the character of this *near center* neighborhood by replacing auto salvage activities with a community that reflects the existing neighborhood aesthetic, as well as provides housing.**

LU2 – Public Realm Enhancement

LU 2.1 Public Realm Features

Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

- **The project capitalizes on its unique topography and natural beauty by emphasizing pedestrian connectivity as an amenity, which encourages social interaction in this natural environment; this type of environment heightens the sense of community and optimizes opportunity for neighboring and neighborhood interaction.**

LU 3 EFFICIENT LAND USE

Goal: Promote the efficient use of land by the use of incentives, density and mixed-use development in proximity to retail businesses, public services, places of work, and transportation systems.

- **The project meets minimum net density requirements for the Residential Single-Family Zone.**

LU 3.1 Coordinated and Efficient Land Use

Encourage coordinated and efficient growth and development through infrastructure financing and construction programs, tax and regulatory incentives, and by focusing growth in areas where adequate services and facilities exist or can be economically extended.

- **The project will help efficiently expand City infrastructure through dedication of the S Inland Empire Way ROW. The Project will provide impact fees to help facilitate additional service capacity which increase for police, fire and parks. And, most importantly for this section of the LU Code, will improve City tax revenues. The Project will provide tax revenue for the City to enhance public safety services and other City objectives through property taxes, and systemic economic growth via new community and economic development. In addition, there are no health, safety, or environmental issues with the development. The Project contains no potentially hazardous areas, no streams, ponds or unstable soils. There is a wetland to the north of the site, and the applicant has submitted a Wetland Delineation Report by Davis Armes, dated June of 2021, as well as April of 2025. There are no other areas of critical concern or interest on the Property. This Property is a prime candidate for residential development.**

LU 4.4 Connections

Form a well-connected network which provides safe, direct and convenient access for all users, including pedestrians, bicycles, and automobiles, through site design for new development and redevelopment.

- **The project includes a reserved area for potential dedication and expansion of the S Inland Empire Way ROW. And, as underscored above and throughout, will connect pedestrians to the highly valued Fish Lake Trail, which is a City recreational amenity supporting bicycle mobility and circulation. Sidewalks are proposed on both sides of the street, and a 10' asphalt trail is proposed on the north/east side of Saratoga, down to Hartford.**

LU 5 DEVELOPMENT CHARACTER

Goal: Promote development in a manner that is attractive, complementary, and compatible with other land uses.

- **Though currently vacant, the proposed project would replace the previous use of an auto parts salvage yard with a single-family development that compliments the neighborhood character. This neighborhood will be complimentary to the surrounding wooded landscape, with trees preserved where possible, most notably lining the boundary of the site as a buffer and framing the development.**

LU 5.4 Natural Features and Habitat Protection

Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

- **The proposed project retains steep slope, naturally treed areas in lieu of a more manicured landscape buffer wherever possible.**

H 1 HOUSING CHOICE AND DIVERSITY

Goal: Provide opportunities for a variety of housing types that is safe and affordable for all income levels to meet the diverse housing needs of current and future residents.

- **The project represents a median target market, for needed housing, that increases housing stock diversity in the City of Spokane.**

1. *Describe any departures from design standards and note how the proposed alternatives are equal to or better than standard*

None

2. *Description of Design Evolution. Describe what design alternatives have been explored, why choices have been made, and any limiting factors. This description can be written and/or graphic.*

The design evolution for this project began with a manufactured home park with a clubhouse area, 157 manufactured home lease spaces, and roadways in the same general configuration as our current single family home layout. Due to various factors regarding land use compatibility, aesthetics, and market conditions, the project moved to a single family detached program.

The site design went through multiple iterations in layout; there were a few early versions with internal trails in between the lots which have been since removed in the more pushed final draft; this has been updated to a 10' asphalt external trail along Saratoga. The change with the internal trail was a decision aimed at a more accessible and pragmatic path with a focus on the connection to the greater surrounding areas, specifically the Fish Lake Trail and those nature areas.

The lot sizes, frontages, setbacks, and other performance standards are code compliant. Compatibility with surrounding land uses were driven by zoning regulations, which our project aligns with.

May 12, 2025

Melissa Owen, Planner
City of Spokane
808 W. Spokane Falls Blvd.
Spokane, WA 99201

RE: Latah Glen Long Plat, Type III Application **Project Narrative**

Dear Melissa,

The intent of this Narrative is to frame the programming of our subdivision and present our project's consistency with City policies, regulations, and those criteria for approvals which align with the City of Spokane's Land Development Code.

Background

On 5/1/2025, the Applicant met with City of Spokane staff for a Pre-Development Conference regarding the Latah Glen Long plat on parcel 25364.0001. As discussed in the meeting, the project is for a 142-lot subdivision over 39.29 acres, with ~~14~~^{19 Tract (updated MDO 10/20/25)} open space tracts. The open space with common areas within the project will amount to approximately 13 acres, which accounts for approximately 28% of the project area. The zoning designation of our parcel lies in the Residential Single Family (R1) zone. The Comprehensive Plan Designation is Residential Low, which works perfectly with our single-family residential programming with the conservation of open space respective to trees, steep slopes, and associated ecological functions.

Access

The project proposes access off S Inland Empire Way for its primary access, and S Marshall Rd for secondary access. The project proposes public roads throughout, internally as Latham St, Saratoga Ave, Kingston St, Walden St, Albany Ave, Hudson St, and Hartford St. A 33-foot-wide roadway width is detailed within our plans, shown in our Public Road Section on our Preliminary Plat exhibit. The East Empire way road section, which provides primary access, is proposed as a 27' road within a 60' ROW. Our internal road sections are also proposed as public, with a 33' road section inside of a 54' ROW, with sidewalks included on both sides of the road (except for the small stretch of road along upper Saratoga Ave on the west side against the slope). In addition to the sidewalks within the plan, there is 10' asphalt path planned on the north side of Saratoga Ave. This path will connect down to the southern boundary of the plat at the southernmost point of Hartford.

Utilities

Dry utilities are proposed within a 10' easement adjacent to the sidewalk, on the lot side of the sidewalk. Water and sewer are proposed to be served by the City of Spokane, and will be under the road. Will serve letters for all wet and dry utilities will be provided in the preliminary plat application.

General Information

The below items relate to City Code and detail project programming and scope in support of Type III Long Plat Applications:

1. *Statement of development objectives. For example, include building square footage and approximate number of residential units (if applicable).*

The Latah Glen Single-Family Residential Development falls within the targeted 4-10 dwelling units per acre density range for the R1 zoning district. Our project proposes 4.63 DU/acre. The minimum lot size in this zone is 1,200 sf; the typical lot size for *this* project is between 4,000 and 7,000 sf. The project meets all performance standards and setback requirements, etc., with development objectives focused on working with the natural environment, topography, vegetation, and vistas.

Describe design goals, site opportunities and constraints, site character, architectural character, and how the project fits within the local context.

Design goals:

- **Meet the minimum net density requirements of 4 units per acre, with a balance towards larger lot sizes in order to maintain the character of the neighborhood, and surrounding area.**
- **Provide primary vehicle access from S Inland Empire Way.**
- **Provide secondary vehicle access to/from S. Marshall Road**
- **Include interconnected system of sidewalks and trails connecting to and within the project (along Latham St, Saratoga Ave, Kingston St, Walden St, Albany Ave, Hudson St, and Hartford St.) up in and around the site to the Fish Lake Trail.**
- **Preserve existing trees and vegetation where possible, especially along slopes in the south and west perimeter of the site creating an increased sense of exposure with a panorama of treelines. The existing trees along the north and east will also be preserved to aid in buffering to S HWY 195, as well as to the development to the north.**

Site Character, Opportunities and Constraints:

The neighborhood is isolated from the overall City roadway system by US 195 to the northeast, Burlington Northern Santa Fe (BNSF) railroad Right-of-Way to the east southeast, and steep slopes along with west and south perimeter of the site.

The BNSF Right-of-Way currently allows for limited access to some of the properties south of the site via S inland Empire Way. In recent years, there had been discussion of the City extending Inland Empire Way to the south-southeast.

Approximately one third of the site consists of steep slopes, largely populated with trees and other vegetation. The slopes with vegetation naturally buffer the site from the west along much of the S Marshall Road frontage, the south, and a portion of

the RV Village property to the north. We see an opportunity to retain the existing topography and vegetation as a natural buffer in these areas.

Approximately two-thirds of the site contains low to moderate slopes suitable for building. In the recent past, the area was littered with wrecked automobiles and RVs, salvaged for parts from the sites previous use as a salvage yard. Much of the site has now been graded where there was a pole building shop/garage and an attached mobile home unit/office for the auto salvage business; It has since been removed. We see an opportunity to provide housing for the Spokane community and improve area's aesthetic to be more complimentary to the existing neighborhood character.

There is a buildable area at the top of the steep slopes and adjacent to S Marshall Road in the northwest corner of the site where the Block 2 cluster of lots are located. This section is where the secondary roadway access will be located. This road will provide additional access and circulation for residents, as well as for emergency vehicles.

Neighborhood Character:

This isolated neighborhood has an established character which includes rustic, natural surroundings. This area has roadways that deviate from City Design Standards, as either they were developed with a narrower pavement section and/or they do not include sidewalks. Our project will include sidewalks.

The Fish Lake Trail intersects the public right-of-way of S Marshall Road near the southwest corner of the site. This is a major amenity to the project, and asset to the area. We see an opportunity for future residents to access these public rights-of-way as well as the S inland Empire Way public right-of-way via the interconnected system of sidewalks and pathways. The Fish Lake Trail offers an array of recreational opportunities such as hiking, bicycling. Roller blading, running, dog walks, etc.

The proposed project would replace the unsightly and incongruent character of the auto salvage yard and its refuse with a residential community, with character better suited to its naturalistic and woodsy local context.

- 2. Note how the proposal addresses issues in the Comprehensive Plan and any other applicable design plans or guidelines; i.e., The Downtown Plan and Design Guidelines.*

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design, and proactively reinforcing downtown Spokane's role as a vibrant urban center.

- **The project expands single-family living options in the City at a location less than a 5 minute drive from downtown bridging urban living with a more rural character.**
- **The project preserves vegetation within the natural contours of the site.**
- **The project will utilize and improve upon existing public infrastructure.**

LU 1.3 Single-Family Residential Areas

Protect the character of single-family residential neighborhoods by focusing higher intensity land uses in designated Centers and Corridors.

- **A more dense, multifamily living would be desired under this goal. On the other side of the coin, in the same manner, our project protects and improves upon the character of this *near center* isolated neighborhood by replacing auto salvage activities with a community that reflects the existing neighborhood aesthetic, as well as provides housing.**

LU2 – Public Realm Enhancement

LU 2.1 Public Realm Features

Encourage features that improve the appearance of development, paying attention to how projects function to encourage social interaction and relate to and enhance the surrounding urban and natural environment.

- **The project capitalizes on its unique topography and natural beauty by emphasizing pedestrian connectivity as an amenity, which encourages social interaction in this natural environment; this type of environment heightens the sense of community and optimizes opportunity for neighboring/neighborhood interaction.**

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LU 4.4 Connections

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- **The project includes a reserved area for potential dedication and expansion of the S Inland Empire Way ROW. And, as underscored above and throughout, will connect pedestrians to the highly valued Fish Lake Trail, which is a City recreational amenity supporting bicycle mobility and circulation.**

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Ensure development is accomplished in a manner that protects significant natural features and wildlife habitat.

- **The proposed project retains steep slope, naturally treed areas in lieu of a built landscape buffer wherever possible.**

H 1 HOUSING CHOICE AND DIVERSITY

Goal: Provide opportunities for a variety of housing types that is safe and

affordable for all income levels to meet the diverse housing needs of current and future residents.

- **The project represents a median target market, for needed housing, that increases housing stock diversity in the City of Spokane.**

3. *Describe any departures from design standards and note how the proposed alternatives are equal to or better than standard*

None

4. *Description of Design Evolution. Describe what design alternatives have been explored, why choices have been made, and any limiting factors. This description can be written and/or graphic.*

The design evolution for this project began with a manufactured home park with a clubhouse area, 157 manufactured home lease spaces, and roadways in the same general configuration as our current single family home layout. Due to various factors regarding land use compatibility, aesthetics, and market conditions, the project moved to a single family detached program.

The site design went through multiple iterations in layout; there were a few early versions with internal trails in between the lots which were jettisoned in the more pushed final drafts; this was a decision leant toward allowing the sidewalks to be more accessible and pragmatic, with a focus on the connection to the greater surrounding areas, specifically the Fish Lake Trail and those accessible nature areas.

The lot sizes, frontages, setbacks and other performance standards were aimed at code compliance. Compatibility with surrounding land uses were driven by zoning regulations, which we aligned our project with.

Thank you for your time in review. The applicant respectfully requests your approval of our project upon agency review, and our future hearing.

Sincerely,



Clifton Trimble, Land Use Planner; Storhaug Engineering