

# Southgate KXLY

## Recommendation Meeting

### Staff Report

March 13, 2017



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808 W. Spokane Falls Blvd.  
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**Applicant**  
c/o Mike Stanicar  
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153 South Jefferson  
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## Meeting Goals

At the March 22, 2017 Design Review Board (DRB) Recommendation Meeting, the DRB should:

- Determine how applicable criteria including the KXLY Development Agreement, 2009; the Integrated Site Plan, May 31, 2013; Initial Design Standards for Centers and Corridors, August 11, 2002; and the City of Spokane Comprehensive Plan affect or pertain to the proposed design; and
- Identify opportunities for design modifications as appropriate to maintain consistency with applicable criteria and respond to public comment.

## Background

The Design Review Board Program Review/Collaborative Workshop was held on January 25, 2017 and the Design Review Board Recommendation Meeting is scheduled for March 22, 2017.

The following materials are supplemental to this report:

- *Design Review Board Program Review/Collaborative Workshop Guidance*, January 25, 2017;
- *Design Review Staff Report (Program Review/Collaborative Workshop)*, January 12, 2016(17);

Additional information is on file and may be viewed at City Hall. Recommendations of the Design Review Board will be forwarded to the Planning Director.

## Regulatory Analysis

The site is zoned CC2 (Type 2 CC Zone) District Center, but is required to meet the CC1 (Type I CC Zone) Design Standards, per Section 7.4 of the Development Agreements.

Code requirements applicable to the project include the following (this list is not comprehensive – applicants should contact Current Planning Staff with any questions about code requirements).

**Section 17C.200.050 Street Tree Requirements.** Street trees are required along all city streets in commercial, center and corridor, industrial zones and along arterials in residential zones. Street trees shall be planted between the curb and the walking path of the sidewalk. Trees shall be spaced so the branches will touch after ten years of growth.

Staff note: This requirement will apply along Regal and will be verified at the time of Building Permit.

### Staff assessment of consistency with CC Design Standards (2002 Initial Design Standards and Guidelines).

1. Buildings Along the Street – More than 15% of the frontage has buildings up to the street. Windows and doors face the street.

2. Sidewalk Encroachments – None proposed at this time.
3. Lighting – Using the same pallet as identified in the ISP.
4. Screening and Noise Control of Service Areas – Addressed in the latest submittal on Page 25.
5. Ancillary Site Elements – Using the same pallet as identified in the ISP.
6. Curb Cut Limitations – The proposed driveways widths exceed the standard. It's anticipated that the applicants will request a design deviation from the City Traffic Engineer and will be required to provide justification for review. This includes fire access and "Auto Turn" layouts of the largest truck projected to use the approaches for turning radii and maneuvering onto the site.
7. Pedestrian Connections in Parking Lots - Addressed in the latest submittal on Page 6.
8. Drive-Through Lanes – Drive-through is internal to the site.
9. Transition between Commercial and Residential Development – Addressed in the latest submittal on Page 25.
10. Treatment of Blank Walls – Addressed in the latest submittal on Page 25.
11. Prominent Entrances – Addressed with renderings.
12. Façade Transparency – The applicant will be proving these calculations.
13. Massing - Addressed with renderings.
14. Roof Form - Addressed with renderings.
15. Historic Context Considerations – Using the same pallet as identified in the ISP.
16. Screening of Rooftop Equipment – Appears to have been addressed, but will be verified at time of Building Permit.

#### CC1 Design Standards

17. Pedestrian Oriented Signs – Specific signage will be reviewed subject to the CC1 Design Standards.
18. Integration with Architecture – Appears to be composed of similar materials and styles.
19. Creative Graphic Design – Specific signage will be reviewed subject to the CC1 Design Standards.
20. Unique Landmark Signs – None proposed, all signage will be reviewed subject to the CC1 Design Standards.
21. Ground Signs – The proposed monument and pylon signs exceed the standard. The applicants may decide to apply for a 'Bonus Allowance for Outstanding Design' ([Section 17C.240.290](#)) and follow the procedures for a type II land use application. This process will include department and agency review and public notice with a 14 day public comment period. At the conclusion of the comment period the decision will be issued by the Planning Director.

Staff note: With the exception of 6. 'Curb Cut Limitations' and 21. 'Ground Signs,' the standards appear to have been met or will be verified at the time of permitting.

## Topics for Discussion

Staff would suggest the following points for discussion.

1. Changes to the design since the Collaborative Workshop/Program Review, including any changes made in response to recommendations offered by the Design Review Board on January 25, 2017.
2. Any suggested design modifications to the site or building facades that may be necessary to address the ISP, Development Agreement, Centers & Corridors Design Guidelines or Comprehensive Plan.
3. Pedestrian Connections. Strategies to enhance the pedestrian environment including a mid-block crossing per the DRB's Jan. 25 recommendations.
  - a. Regal. Mid-block crossing and the pedestrian environment along the property and the Sports Complex.
  - b. Coordination with Parks Department. How will grade transitions to the park property be handled? What will be the impacts to the park property including trees?
  - c. South. Proposed connection to the residential area to the south.
  - d. Internal Site Circulation. Continuous, rather than meandering, walkways immediately adjacent to the parking lots along the center east-west walkway would allow people to access walkways without crossing planting areas.

Please see the following criteria:

- Centers and Corridors Zone [Section 17C.122.010](#) Intent encourages alternative modes of transportation with a safe pedestrian environment and quality design.
- City of Spokane Comprehensive Plan Land Use Policy 3.2 Centers and Corridors. *The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.*
- Initial Design Standards and Guidelines for Centers and Corridors. "Pedestrian Connections in Parking Lots" page 10.
- Integrated Site Plan, May 31, 2013. Pages 7 & 9.
- 2009 Development Agreement 5.1 Pedestrian Connections: The Property shall contain dedicated pedestrian and bicycle connections ("path") which are designed to allow pedestrians and bicycles to access and move around and through the Integrated Properties with connection to the surrounding neighborhood. When feasible, such path shall connect to existing publicly accessible trails, sidewalks or other pathways that are adjacent and contiguous to the Integrated Properties.

4. Tree Preservation.

The development agreements recognize ponderosa pine as an important site characteristic. There are 13 existing ponderosas on the site, and the ISP requires saving 2. In response to the DRB's Jan. 25 recommendation, the applicants are proposing to plant 8 new ponderosa instead of the proposal to save 2 that are in poor condition.

- a. Because ponderosa tends to be difficult to establish, staff would suggest an establishment and replacement plan for new ponderosa plantings to help meet the requirements of the development agreement.
- b. To improve the potential for success, specify ponderosa that are container grown or containerized stock, meaning that the B&B trees are placed in a container to root-out over 6 to 12 months before sale. In addition, seed must be sourced from the Spokane area or high altitude eastern Oregon (Ponderosa installations from a Willamette Valley seed source will fail here). This information was shared by Angel Spell, Urban Forester.

Please see the following criteria:

- City of Spokane Comprehensive Plan Natural Environment Policy 15.5 Nature Themes – *Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.*
- Integrated Site Plan, May 31, 2013. Pages 7 & 11.
- 2009 Development Agreement 5.2 Tree Preservation: *Any plan for development of the Property shall provide for the preservation of trees, by leaving in place, a minimum of 10% of all Ponderosa Pine trees.*

5. Buildings.

6. Plazas. Programming or anticipated uses. How has the STA plaza been integrated per the DRB's Jan. 25 recommendations?

7. Site Details. Colors, patterns, lighting, plant palette.

For items 5-7, please see the following criteria:

- Initial Design Standards and Guidelines for Centers and Corridors.
- Integrated Site Plan, May 31, 2013. Part C Design Theme and Kit of Parts, Pages 12-16.
- 2009 Development Agreement 5.3 Design Theme: The Integrated Properties shall be developed with a consistent design theme utilizing, for example, similar or complementary construction materials, architectural characteristics, streetscapes, open spaces, fixtures, and landscaping. All buildings shall provide architectural treatment of interest on those facades visible from the street, such as color, texture, glazing, material differentiation or any other mechanism designed to lessen the impact of building mass when viewed from the street.

8. Screening. Protection of adjacent residences to the south from parking and service area impacts (applicant's submittal pgs. 25 and 31). Does the screening adequately address the DRB's Jan. 25 recommendation?

*Please see the following criteria:*

- Initial Design Standards and Guidelines for Centers and Corridors.  
Screening and Noise Control of Service Areas, page 7.  
Treatment of Blank Walls, page 13.

9. Low Impact Development (LID) Measures.

During the Jan. 25 Collaborative Workshop, the DRB requested innovative, alternative LID measures. The Development Agreement states *"Owners shall endeavor to implement Low Impact Development (LID) measures in any development of the property."*

The applicants indicated that they reviewed the [Eastern Washington Low Impact Development Guidance Manual](#). This manual describes a variety of alternatives for low impact development to reduce peak flows and notes that where infiltration-based practices are not possible, other alternatives may include reducing the amount of impervious surface, utilizing native vegetation and soils, permeable paving with an under-drain, rainwater collection systems, raised flow through planters to collect roof runoff, or bio-retention swales with an under-drain.

10. Long Term Development to an Urban District. Strategies for a successful transition to an Urban District.

*Please see the following criteria:*

- City of Spokane Comprehensive Plan, District Center: *As with a neighborhood center, buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible.*
- Centers and Corridors Zone [Section 17C.122.010](#) Intent encourages a cohesive development pattern with screened parking areas behind buildings.
- "Narrative," Integrated Site Plan Pg. 22 (this list is not complete).
  - Development must encourage buildings built to the streets and should support future infill development as market demands.
  - Locate proposed driveways to align across Regal and Palouse to allow driveways to transition to future urban style intersections; locate appropriately to provide urban scale blocks.
  - Plan street improvements to allow future on-street parking while protecting urban-scale sidewalks, streetscape and storefronts.
- 2009 Development Agreement 5.6 Long-Term Development of Urban District: *"The intent of the parties is to design and develop urban features that will facilitate integration of the Property (and surrounding area) into an urban district with a unified character that promotes pedestrian and vehicular circulation, without conflict, encourages opportunities for mixed use development and enhances the natural and built aesthetics in the area. In order to enhance connectivity and facilitate future urban development, driveways through the property shall be designed wherever possible, to facilitate connections to the properties identified in Recital D, above."*

## **Note**

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including the Current Planning Section of the Planning Dept.

## **Policy Basis**

Spokane Municipal Codes  
City of Spokane Comprehensive Plan

## DESIGN REVIEW BOARD

**Southgate KXLY Development****1 - Program Review/Collaborative Workshop**

January 25, 2017



**Design Review Board**  
Austin Dickey, DRB Chair

c/o Julie Neff, DRB Secretary  
Planning & Development  
808 W. Spokane Falls Blvd.  
Spokane, WA 99201

**Based on review of the materials submitted by the applicant and discussion during the January 25, 2017 Collaborative Workshop, the Design Review Board recommends the following:**

**GENERAL**

- The board has no concerns with the proposed alternative zoning strategies.

**NEIGHBORHOOD**

- Applicant to provide additional detail on what is proposed for the pedestrian paths between the playfields and the development site.
- Applicant to pursue a mid-block, enhanced pedestrian crossing that strives to align with the proposed grid across Regal south of the Palouse Highway intersection in order for the proposal to evolve into an urban district per Section 5.6 of the Development Agreement.
- Work with STA to determine how to best incorporate the future High Performance Transit stop into the development.

**SITE**

- The applicant shall look into opportunities to provide either additional site trees and/or provide select trees of greater size in lieu of saving the two existing ponderosa pines which are in poor health and may be difficult to save.
- The applicant will provide a landscape separation at the north end of the "ribbon park" between the curb and sidewalk at Regal.
- The applicant is requested to provide innovative, alternative LID solutions.
- The applicant to provide additional detail on hardscape throughout the project on planned pedestrian connectivity within the parking lot and along Regal, include strategies that enhance the pedestrian environment.

**BUILDING**

- We request the applicant, before the next meeting, define whether Pad "E" will be in phase I or II.
- Applicant to provide better screening of Pad "A" along the south façade.

Austin Dickey, Chair, Design Review Board

Note: Supplementary information, audio tape and meeting summary are on file with City of Spokane Design Review Board.

# Southgate KXLY

## Program Review/Collaborative Workshop

### Staff Report

January 12, 2016



Julie Neff, Associate Planner  
Urban Design, Planning & Development

Tami Palmquist, Associate Planner  
Current Planning, Development Services Center

808 W. Spokane Falls Blvd.  
Spokane, WA 99201

**Applicant**  
c/o Mike Stanicar  
Bernardo-Wills Architects  
153 South Jefferson  
Spokane, WA 99201

## Meeting Goals

The Design Review Board will hold at least two meetings to review this proposal. The first meeting, the Program Review/Collaborative Workshop will be held on January 25, 2017 and must take place prior to submittal of a building permit application. It is an opportunity for project applicants to share preliminary information about the proposal early in the design process before any major decisions have been made. Citizens are invited to offer comments to help guide design decisions that will respect and build on the positive aspects of the neighborhood. During the meeting the Board may identify opportunities for design modifications as appropriate to respond to public comment and maintain consistency with criteria including the KXLY Development Agreement, 2009; the Integrated Site Plan, May 31, 2013; and the Initial Design Standards for Centers and Corridors, August 11, 2002.

The second meeting with the DRB, the Recommendation Meeting, may be scheduled after the proposed design has been refined to respond to criteria identified during the Collaborative Workshop as well as other applicable permitting requirements. Applicants are encouraged to proceed to the Recommendation Meeting prior to submitting the building permit application. The Recommendation Meeting is another opportunity for citizen comment. At the close of the Recommendation Meeting, the DRB will prepare a recommendation to the Planning Director.

## Authority

### Chapter 04.13 Design Review Board

A. Purpose. The design review board is hereby established to:

1. improve communication and participation among developers, neighbors and the City early in the design and siting of new development subject to design review under the Spokane Municipal Code;
2. ensure that projects subject to design review under the Spokane Municipal Code are consistent with adopted design guidelines and help implement the City's Comprehensive Plan.
3. advocate for the aesthetic quality of Spokane's public realm;
4. encourage design and site planning that responds to context, enhances pedestrian characteristics, considers sustainable design practices, and helps make Spokane a desirable place to live, work and visit.
5. provide flexibility in the application of development standards as allowed through development standard departures; and
6. ensure that public facilities and projects within the City's right of way:
  - a. wisely allocate the City's resources,
  - b. serve as models of design quality

This proposal is subject to design review under SMC Section 17G.040.010 Design Review Board Authority, F. A development proposal or planning study about which the plan commission, planning director, or hearing examiner requests to have the board's advice pertaining to any design elements.

Recommendations of the Design Review Board will be forwarded to the Planning Director.

## Background

In 2009 the City Council approved Development Agreements for three sites, KXLY, Joers (Richey), and Black. The agreements were prepared in response to the developers' request for a Comprehensive Plan amendment to change the land use map from single family and multifamily residential to CC Core (District Center).

- Section 4 "Stormwater Pilot Project" of the Development Agreements, states that "owners shall endeavor to implement Low Impact Development (LID) measures in any development of the property."
- Section 5 "Integrated Site Plan" of the Development Agreements requires an Integrated Site Plan for the three sites prior to submittal of any building permit application. Section 5 of the Development Agreements is copied at the end of this report.
- Section 6 "Review of Integrated Site Plan" requires the DRB to review the Integrated Site Plan and make a recommendation to the Planning Director as to whether the proposal is consistent with the criteria identified in Section 5.

*The DRB reviewed the proposed Integrated Site Plan on August 8, 2012 and January 9, 2013. The final Integrated Site Plan is dated May 31, 2013 and is included with the applicant's submittal package.*

- Section 7 "Building Permit Review" requires that all buildings proposed for development on the properties will be subject to City of Spokane Design Review. Text in the box below is copied directly from the KXLY Development Agreement.

*The DRB reviewed the proposed plans for the Black property on March 15, 2013 and April 24, 2013.*

**7. Building Permit Review:** All buildings proposed for development on the Property shall be subject to the City of Spokane Design Review process and shall comply with the following elements:

7.1 Urban Design. The building and improvements shall be consistent with the Integrated Site Plan.

7.2 Building Treatment: The allowed one large-format retail building on the Property shall orient the building with the narrow side toward the So. Palouse Highway or toward South Regal Street, whichever is closer to the proposed large format retail building and shall promote intervening retail between the large format store and the street. In addition, the siting and design of the large format retail building shall employ site planning strategies that enhance and enliven public spaces on the Property or in the vicinity. The preferred, but not required, configuration of any retail building is multi-story. All buildings shall provide architectural treatment of interest on those façades visible from the street, such as color, texture, glazing, material differentiation or any other mechanism designed to lessen the impact of building mass when viewed from the street.

7.3 Square Footage Limitation: Any plan for development of the Property shall include no more than one large format store up to a maximum of 105,000 square feet. No other single commercial building on the Property shall exceed 55,000 square feet.

7.4 Design Standards: Any plan for development of the Property shall comply with the design standards (but not including any square footage limitations) applicable to properties in the City's CC1 zone in effect on the date of this Agreement, which standards are dated August 11, 2002, and are titled "Initial Design Standards and Guidelines for Centers and Corridors," which are attached hereto as **Exhibit "B"** and incorporated herein by this reference.

Additional information is on file and may be viewed at City Hall.

## Location & Context

The site is located within the Southgate Neighborhood. It is separated from the other two sites included as part of the Integrated Site Plan by Regal and Palouse Highway. Both of these roads are designated as minor arterials. To the south and east are multi-family residences. West of the KXLY site is an area of single family residential. The property to the north is owned by the City of Spokane Parks Department. Several blocks to the north is the City of Spokane's Hazel's Creek property designated for stormwater runoff mitigation.

STA's High Performance Transit Network includes a line on Regal. The information below was copied off the agency's HPT Network page:

-To view a map of the HPT Network Plan, as adopted by the STA Board of Directors, click [here](#).

-To view the characteristics of the various types of service that may be available in a High Performance Transit Network, click [here](#).

## Regulatory Analysis – Zoning

The site is zoned CC2 (Type 2 CC Zone) District Center, but is required to meet the CC1 (Type I CC Zone) Design Standards, per Section 7.4 of the Development Agreements.

Code requirements applicable to the project include the following (this list is not comprehensive – applicants should contact Current Planning Staff with any questions about code requirements):

### [Chapter 17C.122](#) Center and Corridor Zones.

#### **Initial Design Standards and Guidelines for Centers and Corridors, August 11, 2002.**

*The document titled "Initial Design Standards and Guidelines for Centers and Corridors" is adopted by reference as a part of the initial land use code for centers and corridors and incorporated as Attachment "A" to the initial land use code for centers and corridors. All projects must address these standards and guidelines. The applicant assumes the burden of proof to demonstrate how a proposed design addresses these standards and guidelines.*

Staff Note: The current revision of the design standards is dated Summer 2015. However, the 2002 version will apply to this proposal per the Development Agreements. In addition to standards required for all Centers and Corridors, the Design Standards pertaining to CC1 zones apply; see pages 26-30.

### [Section 17C.122.010](#) Intent

*The intent of center and corridor regulations is to implement the goals and policies of the comprehensive plan for centers and corridors. These areas are intended to bring employment, shopping, and residential activities into shared locations and encourage, through new development and rehabilitation, new areas for economic activity.*

*New development and redevelopment is encouraged in these areas that promotes a relatively cohesive development pattern with a mix of uses, higher density housing, buildings oriented to the street, screened parking areas behind buildings, alternative modes of transportation with a safe pedestrian environment, quality design, smaller blocks and relatively narrow streets with on-street parking.*

### [Section 17C.122.020](#) Types of Centers/Corridors

- A. *Type 1 (CC1): Pedestrian Emphasis/Auto Accommodating.  
The Type 1 center and corridor zone promotes the greatest pedestrian orientation of the center and corridor zones. To accomplish this, some limitations are placed on auto-oriented activities and some types and the allowable size of some uses are controlled.*
- B. *Type 2 (CC2): Pedestrian Enhanced/Auto Accommodating.  
The Type 2 center and corridor zone promotes new development and redevelopment that is pedestrian oriented while accommodating the automobile. Incentives allowing a higher floor area ratio in exchange for the provision of greater public amenities as land is developed and redeveloped are encouraged in these areas.*

[Section 17C.200.030](#) **Landscape Types.** Description of L-1: Visual Screen, L-2: See-Through Buffer and L-3: Open Area landscaping.



**Section 17C.200.040 Site Planting Standards.**

**E. Parking Lot Landscape Design.** The visual impact of parking lots shall be reduced through landscape design. The design of the parking lot shall reinforce pedestrian circulation.

**F. Parking, Outdoor Sales, and Outdoor Display Areas.**

3. Provides options for meeting required trees in parking lots.

4. Where parking lots are located between the building and a street, the amount of required interior landscaped area or tree shade cover shall be increased.

5. Requires a planting strip with L1 visual screen landscaping or a 6'-0" site-obscuring fence where a single family residential zone would have views of parking or service areas.

Staff note: This condition occurs between the SE Sports Complex (Park property) and the parking lot. The applicants are requesting a visually permeable fence and sod in order to maintain open views. Staff recommends allowing the proposed visually permeable fencing (rather than 6' site obscuring fencing) in those locations. However, to address the SMC an L-2 "see through buffer," including a 3 to 4 foot evergreen screen will be required between parking lots and the sports complex to block headlights and screen automobiles.

**Section 17C.200.050 Street Tree Requirements.** Street trees are required along all city streets in commercial, center and corridor, industrial zones and along arterials in residential zones. Street trees shall be planted between the curb and the walking path of the sidewalk. Trees shall be spaced so the branches will touch after ten years of growth.

Staff note: This requirement will also apply to the east edge of the Sports Complex along Regal so the multi-modal pathway may need to be adjusted.

**Section 17C.200.110 Water Conservation Measures** encourages methods for conserving water.

**Section 17C.230.200 Bicycle Parking.** Bicycle parking is required for any new use that requires 20 or more automobile spaces.

## **City of Spokane Comprehensive Plan**

<https://my.spokanecity.org/business/planning/>

Policies that may be especially relevant to this project are listed below.

- **City of Spokane Comprehensive Plan Land Use Policy 3.2 Centers and Corridors**  
*Designate centers and corridors (neighborhood scale, community or district scale, and regional scale) on the land use plan map that encourage a mix of uses and activities around which growth is focused.*

**Discussion:**

Suggested centers are designated where the potential for center development exists. Final determination is subject to the neighborhood planning process.

**District Center**

District centers are designated on the land use plan map. They are similar to neighborhood centers, but the density of housing is greater (up to 44 dwelling units per acre in the core area of the center) and the size and scale of schools, parks, and shopping facilities are larger because they serve a larger portion of the city. As a general rule, the size of the district center, including the higher density housing surrounding the center, should be approximately 30 to 50 square blocks.

As with a neighborhood center, buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible. A central gathering place, such as a civic green, square, or park is provided. To identify the district center as a major activity area, it is important to encourage buildings in the core area of the district center to be taller. Buildings up to five stories are encouraged in this area

The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.

- **City of Spokane Comprehensive Plan Transportation Policy 1.1 Transportation Priorities** - Make transportation decisions based on prioritizing the needs of people as follows:
  - *Design transportation systems that protect and serve the pedestrian first.*
  - *Next, consider the needs of those who use public transportation and non-motorized transportation modes;*
  - *Then consider the needs of automobile users after the two groups above.*
- **City of Spokane Comprehensive Plan Transportation Policy 2.1 Physical Features** - *Incorporate site design and other physical features into developments that encourage alternatives to driving.*
- **City of Spokane Comprehensive Plan Transportation Policy 2.7 Safe Sidewalks** – *Provide for safe pedestrian circulation within the city; wherever possible, this should be in the form of sidewalks with a pedestrian buffer strip or other separation from the street.*
- **City of Spokane Comprehensive Plan Transportation Policy 2.13 Viable Bicycling** - *Promote and provide for bicycling as a viable alternative to driving.*
- **City of Spokane Comprehensive Plan Urban Design & Historic Preservation Goal 3 Function and Appearance** – *Use design to improve how development relates to and functions within its surrounding environment.*
- **City of Spokane Comprehensive Plan Urban Design & Historic Preservation Policy 3.2 Access to Alternative Modes of Transportation** – *Ensure that commercial and public building sites provide direct and convenient access for pedestrians, bicyclists, or persons utilizing alternative modes of transportation.*
- **City of Spokane Comprehensive Plan Urban Design & Historic Preservation 6.3 Transit and Pedestrian-Oriented Development** – *Encourage attractive transit and pedestrian-oriented development.*
- **City of Spokane Comprehensive Plan Natural Environment Policy 6.1 Native and Non-Native Adaptive Plants and Trees** – *Encourage the use of and develop standards for using native and non-native adaptive plants and trees in landscape designs for public and private projects.*
- **City of Spokane Comprehensive Plan Natural Environment Policy 15.5 Nature Themes** – *Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.*
- **City of Spokane Comprehensive Plan Natural Environment Policy 13.2 Walkway and Bicycle Path Design** – *Design walkways and bicycle paths based on qualities that make them safe, functional, and separated from automobile traffic where possible.*

## **Topics for Discussion**

Staff would suggest the following points for discussion and when identifying important points for the applicants to consider during the design process. Discussion should be focused on relationships between the various existing and proposed elements, consistency with the Integrated Site Plan (ISP), and expectations for Centers and Corridors.

- 1) **Pedestrian Connections.** Please see pages 7 and 9 of the Integrated Site Plan and Page 26 of the KXLY plan.
  - a. **Regal.** The ISP shows a mid-block crossing and pathway connection feature on the NE corner of the parcel opposite the center drive entrance to the Target site. Whereas, the KXLY plan shows “Airport Parking” and a planted median in this area.
  - b. **Parklet Walkway on Regal.** Minimizing the necessity for bicyclists and pedestrians to weave by straightening out the pathway and maintaining a consistent width for street trees, would improve the function as a multi-use path and meet code requirements for a pedestrian buffer strip planted with street trees.

- c. **Connections to Park Property.** A pedestrian connection between the soccer field to the west and the plaza between buildings “F” and “G” would improve circulation and be consistent with adopted policies and circulation identified in the ISP.
- d. **South.** Designing bicycle and pedestrian circulation to maintain opportunities for connections to housing areas south of the parcel, should they be desired by the adjacent property owners now or in the future, would be consistent with adopted policies and circulation identified in the ISP.

During discussion, please consider additional adopted criteria below:

**Centers and Corridors Zone [Section 17C.122.010](#) Intent** encourages alternative modes of transportation with a safe pedestrian environment and quality design.

**City of Spokane Comprehensive Plan Land Use Policy 3.2 Centers and Corridors**

*The circulation system is designed so pedestrian access between residential areas and the district center is provided. Frequent transit service, walkways, and bicycle paths link district centers and the downtown area.*

**Initial Design Standards and Guidelines for Centers and Corridors.**

- **Pedestrian Connections in Parking Lots** page 10.

2) **Tree Preservation.** Please see pages 7 and 11 of the Integrated Site Plan and Page 27 of the KXLY plan. Per the Development Agreement, “Any plan for development of the Property shall provide for the preservation of trees, by leaving in place, a minimum of 10% of all Ponderosa Pine trees.” On the KXLY site this would require preservation of at least two trees.

- a. **Tree Selection and Protection.** In 2012, a tree inventory was performed during development of the Integrated Site Plan. The ISP (pg. 11) indicates that two trees along the north property line, selected from #1-6 would be saved. Instead, the KXLY submittal (pg. 7) proposes preserving trees # 8 and #11.

The development agreement recognizes ponderosa pine as an important site characteristic. Designing the site to showcase and protect healthy ponderosas (for example, selecting good specimens, providing adequate space, and protecting their root zones from likely pedestrian traffic between parking lots and walkways) would be consistent with the ISP.

TREE INVENTORY						
NO.	SPECIES	HEIGHT	DBH	CALIPER	CONDITION	COMMENTS
1	PONDEROSA PINE	73'-0"	32"		GOOD	PERIMETER TREE / BUFFER
2	PONDEROSA PINE	73'-0"	29"		GOOD	PERIMETER TREE / BUFFER
3	PONDEROSA PINE	70'-0"	30"		GOOD	PERIMETER TREE / BUFFER
4	PONDEROSA PINE	70'-0"	19"		GOOD	PERIMETER TREE / BUFFER
5	PONDEROSA PINE	70'-0"	19"		GOOD	PERIMETER TREE / BUFFER
6	PONDEROSA PINE	70'-0"	25" & 20"		GOOD	DOUBLE TRUNK / BUFFER
7	PONDEROSA PINE	44'-0"	16"		FAIR	
8	PONDEROSA PINE	22'-0"	11"		POOR	SUPPRESSED
9	PONDEROSA PINE	45' & 60'	15" & 22"		POOR	LEANING AND EXPOSED ROOTS
10	PONDEROSA PINE	35'-0"	11"		FAIR	POOR SHAPE AND CANOPY
11	PONDEROSA PINE	17'-0"	14"		POOR	NO LEADER
12	PONDEROSA PINE	52'-0"	19"		GOOD	
13	PONDEROSA PINE	47'-0"	23"		FAIR	EXPOSED ROOTS
14	BLACK LOCUST	15'-0"	17"		POOR	SCARRED TRUNK
15	BLACK LOCUST	15'-0"	10"		POOR	SCARRED TRUNK

During discussion, please consider additional adopted criteria below:

**City of Spokane Comprehensive Plan Natural Environment Policy 15.5 Nature Themes –**  
*Identify and use nature themes in large scale public and private landscape projects that reflect the natural character of the Spokane region.*

- 3) **Design Theme.** Please see pages 7 and 12-16 of the Integrated Site Plan and Pages 19 and 28-44 of the KXLY plan. It's anticipated that additional information on how the elements outlined in the Kit of Parts, including tree and plant selection, will be presented at the Recommendation Meeting. In addition, the applicants are encouraged to continue working with the Parks Department to successfully integrate the site with surrounding park properties.
- 4) **Viewscape.** Please see pages 8 and 18 of the Integrated Site Plan and Page 46 of the KXLY plan. Are there opportunities for the design to respond to, and frame, desirable views?
- 5) **Long Term Development to an Urban District.** Please see pages 8 and 22 of the Integrated Site Plan and Page 47 of the KXLY Plan.
  - a. **How does the proposal address the "Narrative" on page 22 of the ISP?** Including strategies for a successful transition to an Urban District.
  - b. **Proposed Simulated Streetscape, KXLY Plan, Page 23.** The applicants are requesting a recommendation in favor of this proposal.

*During discussion, please consider additional adopted criteria below:*

**City of Spokane Comprehensive Plan, District Center:** *As with a neighborhood center, buildings are oriented to the street and parking lots are located behind or on the side of buildings whenever possible.*

**Centers and Corridors Zone [Section 17C.122.010 Intent](#)** encourages a cohesive development pattern with screened parking areas behind buildings.

**"Narrative," Integrated Site Plan Pg. 22 (this list is not complete).**

- Development must encourage buildings built to the streets and should support future infill development as market demands.
- Locate proposed driveways to align across Regal and Palouse to allow driveways to transition to future urban style intersections; locate appropriately to provide urban scale blocks.
- Plan street improvements to allow future on-street parking while protecting urban-scale sidewalks, streetscape and storefronts.

*Staff notes:*

- Urban blocks in downtown Spokane range from 250' to 350'.
- The urban grid shown on page 47 of the KXLY submittal is generally consistent with these dimensions.
- The distance between buildings at "Pad B" and "Pad C" may preclude evolution to an urban grid.
- Some lifestyle centers in other cities successfully simulate traditional streetscapes, including on-street parking, within the development.

6) **Low Impact Development (LID) Measures.** What LID measures will be included on the site? The Development Agreement states "Owners shall endeavor to implement Low Impact Development (LID) measures in any development of the property."

7) **Screening.** Please address how adjacent residences to the south will be protected from service area impacts.

*During discussion, please consider additional adopted criteria below:*

**Initial Design Standards and Guidelines for Centers and Corridors.**

- **Screening and Noise Control of Service Areas,** page 7.

## **Note**

The recommendation of the Design Review Board does not alleviate any requirements that may be imposed on this project by other City Departments including the Current Planning Section of the Planning Dept.

## **Policy Basis**

Spokane Municipal Codes  
City of Spokane Comprehensive Plan

## **2009 Development Agreement**

**Section 5. Integrated Site Plan:** An integrated site plan, containing the elements in this subsection, shall be completed prior to the issuance of a building permit. The following elements shall apply to the Integrated Site Plan which shall include the Property and the properties included in Ordinance C3426 (“Richey”) and Ordinances C34256 (“Black”) and C34257 (“KXLY”), hereinafter the “Integrated Properties.”

**5.1 Pedestrian Connections:** The Property shall contain dedicated pedestrian and bicycle connections (“path”) which are designed to allow pedestrians and bicycles to access and move around and through the Integrated Properties with connection to the surrounding neighborhood. When feasible, such path shall connect to existing publicly accessible trails, sidewalks or other pathways that are adjacent and contiguous to the Integrated Properties.

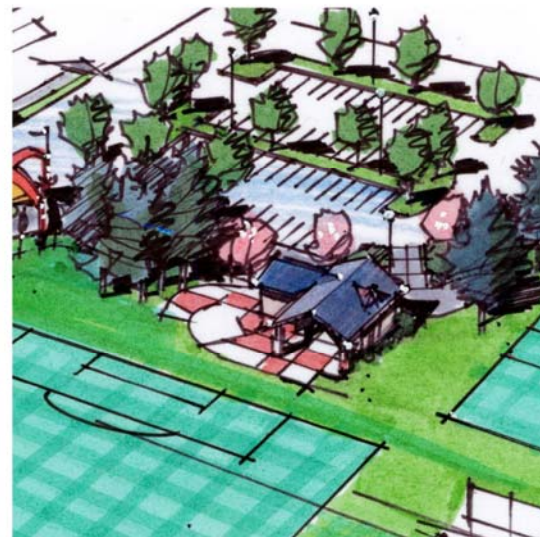
**5.2 Tree Preservation:** Any plan for development of the Property shall provide for the preservation of trees, by leaving in place, a minimum of 10% of all Ponderosa Pine trees.

**5.3 Design Theme:** The Integrated Properties shall be developed with a consistent design theme utilizing, for example, similar or complementary construction materials, architectural characteristics, streetscapes, open spaces, fixtures, and landscaping. All buildings shall provide architectural treatment of interest on those facades visible from the street, such as color, texture, glazing, material differentiation or any other mechanism designed to lessen the impact of building mass when viewed from the street.

**5.4 Community Plaza:** A community plaza shall be designated that serves as a central gathering place on one of the Integrated Properties and, if not located on the Property, Owners shall provide satisfactory evidence of the Owners’ contractual and financial commitment to participate in the development of the community plaza.

**5.5 Viewscape:** The Owners shall determine and map view corridors that allow persons on the property from common or public areas to view Mt. Spokane and Browne’s Mountain. Owners shall consult with the City’s Planning Service staff and designated representative of the Southgate Neighborhood Council in scoping and determining view corridors. The identified views corridors shall be protected by site and architectural design strategies, if necessary, such as, co-location of important view corridors with public spaces between buildings and with public gathering spaces(s). In the event of a conflict between this element and elements 5.2, 5.4, 5.6, 7.2 or 7.4, this provision shall yield to those elements(s).

**5.6 Long-Term Development of Urban District:** “The intent of the parties is to design and develop urban features that will facilitate integration of the Property (and surrounding area) into an urban district with a unified character that promotes pedestrian and vehicular circulation, without conflict, encourages opportunities for mixed use development and enhances the natural and built aesthetics in the area. In order to enhance connectivity and facilitate future urban development, driveways through the property shall be designed wherever possible, to facilitate connections to the properties identified in Recital D, above.”



# Southgate KXLY Development

SWC Regal Street & Palouse Highway

Design Review Board – Recommendations  
March 01, 2017

## Narrative & Summary

*January 25, 2017, the applicant presented and discussed the project with the Design Review Board during the Collaborative Workshop. Following the workshop, the Board prepared a guidance memo outlining how elements of the design could better implement the guidelines and requirements found in the Development Agreement in addition to additional detail of internal pedestrian systems and circulation.*

*In response to the guidance memo, we have added detail, met with City agencies, and made revisions where suggested by the Board. Changes to the project since the Collaborative Workshop include:*

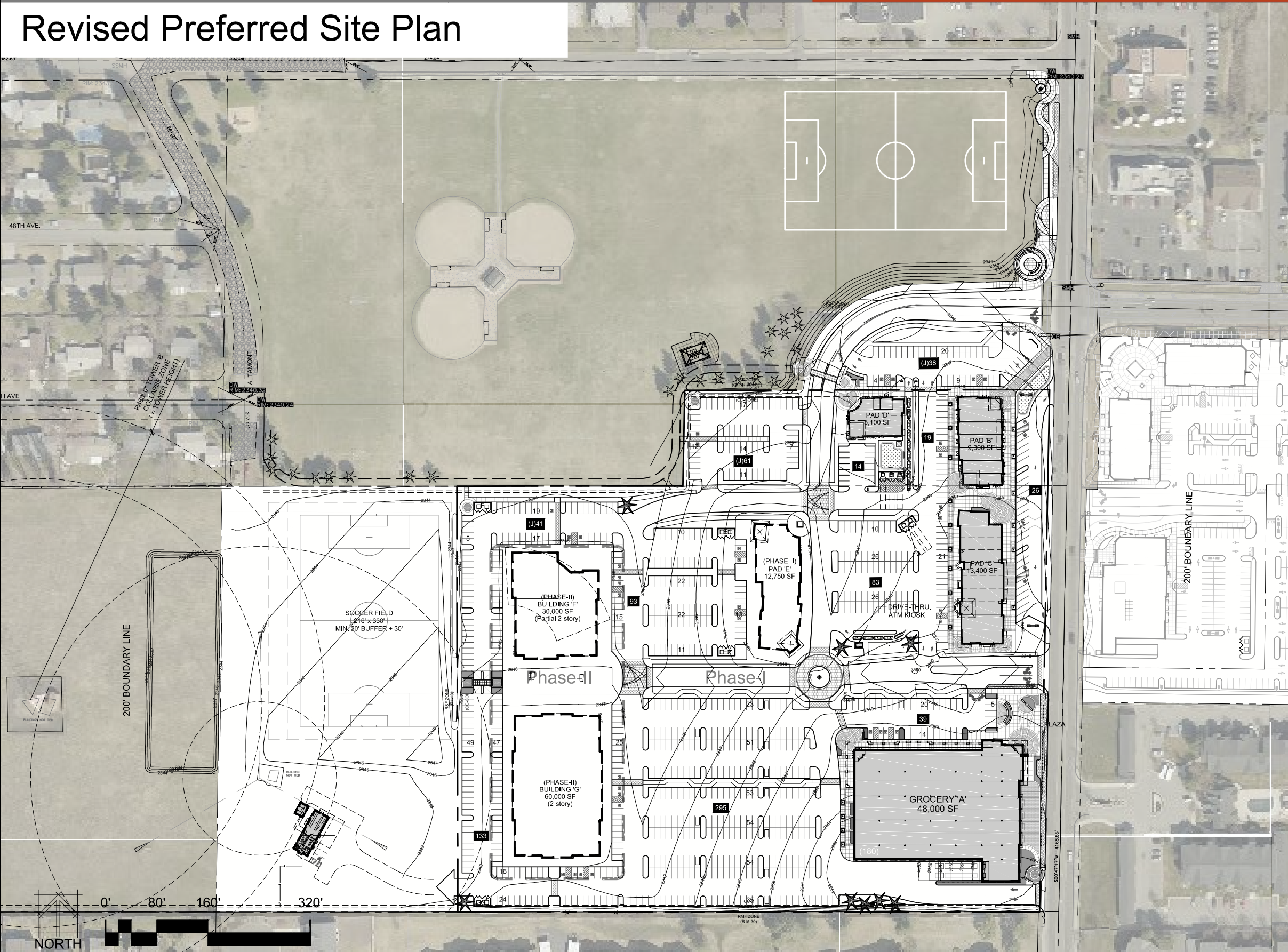
- *Minor changes to curb layout around the north side of Retail A to improve pedestrian circulation from the Retail A plaza
 
  - *A result of the revised curb lines and pedestrian features is the reduction of supporting parking from 849 to 842; reducing the parking ration to 3.39 stalls per 1,000 SF.**
- *Changes to the curb alignment along the south property line to allow for increased vegetative screening, including use of Ponderosa Pines*
- *Changes to the Ribbon Park alignment and separation from Regal St.*
- *STA HPT integration*
- *Concept detail at plaza spaces*
- *Concept detail at pedestrian connections to the park*
- *Revisions to the south elevation to better break up the mass of the building in addition to enhanced screening of the loading area*

*Since the Collaborative Workshop, the Development team the has met with STA concerning integration of a Higher Performance Transit stop into the development, started an on-going dialog regarding a potential mid-block crossing and made evaluations of potential “innovative, alternative” LID opportunities.*

*In response to the DRB Guidance, that Retail-E is not a part of the application.*

*The following pages detail how the project addresses remaining guidance items given by the DRB.*

# Revised Preferred Site Plan



## A. SUBJECT PROPERTY(S) DATA

PARCEL ADDRESS	PARCEL NUMBER	ZONING & LAND USE	PARCEL AREA
5222 S. REGAL ST.	34041.9077	CC-2 DC (CC-1) CC CORE	609,840 SF
2651 E. 49th AVENUE	34041.0038	RSF OPEN SPACE	85,378 SF
ASSEMBLED PROPERTY AREA (ASSESSED):			695,218 SF
			15.96 ACRES

## B. Required BLDG Setbacks & Landscaping

YARD / SITE LOCATION	REQ'D MIN. BUILDING SETBACK	SETBACK ADJACENT TO R-ZONE	REQ'D MIN. LANDSCAPING
FRONT	0-FEET	10-FEET	5-FEET
SIDES	0-FEET	10-FEET	5-FEET
REAR	0-FEET	10-FEET	5-FEET
STREETS	12-FEET BACK OF CURB	12-FEET BACK OF CURB	6-FEET
USE BUFFER	-	-	6-FEET + FENCE
INTERIOR	-	-	10% PARKING AREA

## C. BUILDING(S) AREA & REQUIRED PARKING

BLDG NAME	BLDG AREA	REQUIRED PARKING	
		MINIMUM (1/1000 SF)	MAXIMUM (1/250 SF)
GROCERY 'A'	48,000 SF	48.0 STALLS	192.0 STALLS
PAD 'B'	9,300 SF	9.3 STALLS	37.2 STALLS
PAD-C	13,400 SF	13.4 STALLS	53.6 STALLS
PAD-'D'	5,100 SF	5.1 STALLS	20.4 STALLS
PAD-'E'	12,750 SF	12.8 STALLS	51.0 STALLS
BUILDING -'F' (PARTIAL 2-STORY)	30,000 SF	30.0 STALLS	120.0 STALLS
BUILDING -'G' (2-STORY)	60,000 SF	60.0 STALLS	240.0 STALLS
<b>TOTALS:</b>	<b>178,550 SF</b>	<b>179 Stalls</b>	<b>714 Stalls</b>
PROVIDED PARKING:		842 Stalls	
LESS 140 SOCCER COMPLEX PARKING STALLS:		702 Stalls	
		3.93 STALLS / 1,000 SF	
DEVELOPMENT PARKING RATIO:			
REQUIRED ADA PARKING (5%):		42 ADA Stalls	
PARKING LOT TREES (1 INTERIOR TREE PER 6 STALLS PER 'SMC' 17C.200.040(F)a):		140 TREES	

## D. PROJECT DATA

DATA	EXISTING	PROPOSED
OCCUPANCY GROUP	-	M, B, A2 & A3
CONSTRUCTION TYPE	-	TYPE-II & V-N
MAX. BLDG HEIGHT	-	55-FEET
MAX. FLOOR AREA RATIO (F.A.R.)	-	0.5
BLDG(S) SPRINKLED	-	YES
SEPA REQUIRED	-	YES
ESTIMATED PROJECT VALUE	-	\$0
ESTIMATED START DATE	-	TBD



## DRB Guidance

During the January 25, 2017 DRB Collaborative Workshop, the DRB set forth the following guidance for revisions and action to be taken by the Development:

### NEIGHBORHOOD

- Applicant to provide additional detail on what is proposed for the pedestrian paths between the playfields and the development site
- Applicant to pursue a mid-block, enhanced pedestrian crossing that strives to align with the proposed grid across Regal south of the Palouse Highway intersection in order for the proposal to evolve into an urban district per Section 5.6 of the Development Agreement.
- Work with STA to determine how to best incorporate the future High Performance Transit stop into the development.

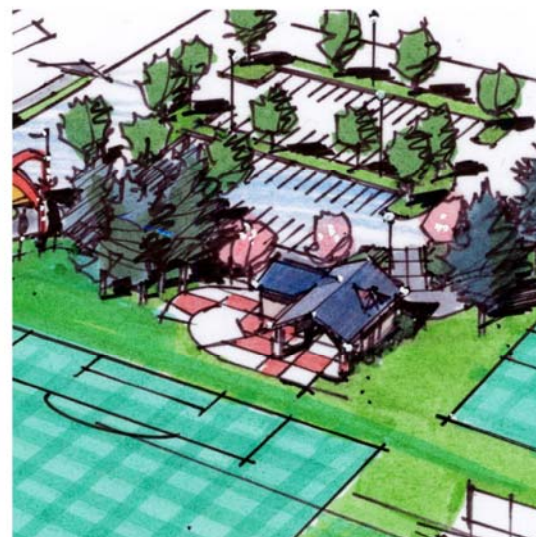
### SITE

- The applicant shall look into opportunities to provide either additional site trees and/or provide select trees of greater size in lieu of saving the two existing ponderosa pines which are in poor health and may be difficult to save.
- The applicant will provide a landscape separation at the north end of the “ribbon park” between the curb and sidewalk at Regal.

- The applicant is requested to provide innovative, alternative LID solutions.
- The applicant to provide additional detail on hardscape throughout the project on planned pedestrian connectivity within the parking lot and along Regal. Include strategies that enhance the pedestrian environment.

### BUILDING

- We request the applicant, before the next meeting, define whether Pad “E” will be in phase I or II.
- Applicant to provide better screening of Pad “A” along the south façade.



## DRB GUIDANCE NEIGHBORHOOD

- *“Applicant to provide additional detail on what is proposed for the pedestrian paths between the playfields and the development site.”*
- *“Applicant to pursue a mid-block, enhanced pedestrian crossing that strives to align with the proposed grid across Regal south of the Palouse Highway intersection in order for the proposal to evolve into an urban district per Section 5.6 of the Development Agreement.”*
- *“Work with STA to determine how to best incorporate the future High Performance Transit stop into the development.”*

# Enhanced Compliance

## DA Criterion 5.1: Pedestrian Connections

"The Property shall contain dedicated pedestrian and bicycle connections ("path") which are designed to allow pedestrians and bicycles to access and move around and through the Integrated Properties with connection to the surrounding neighborhood. When feasible, such path shall connect to existing publicly accessible trails, sidewalks or other pathways that are adjacent and contiguous to the Integrated Properties."

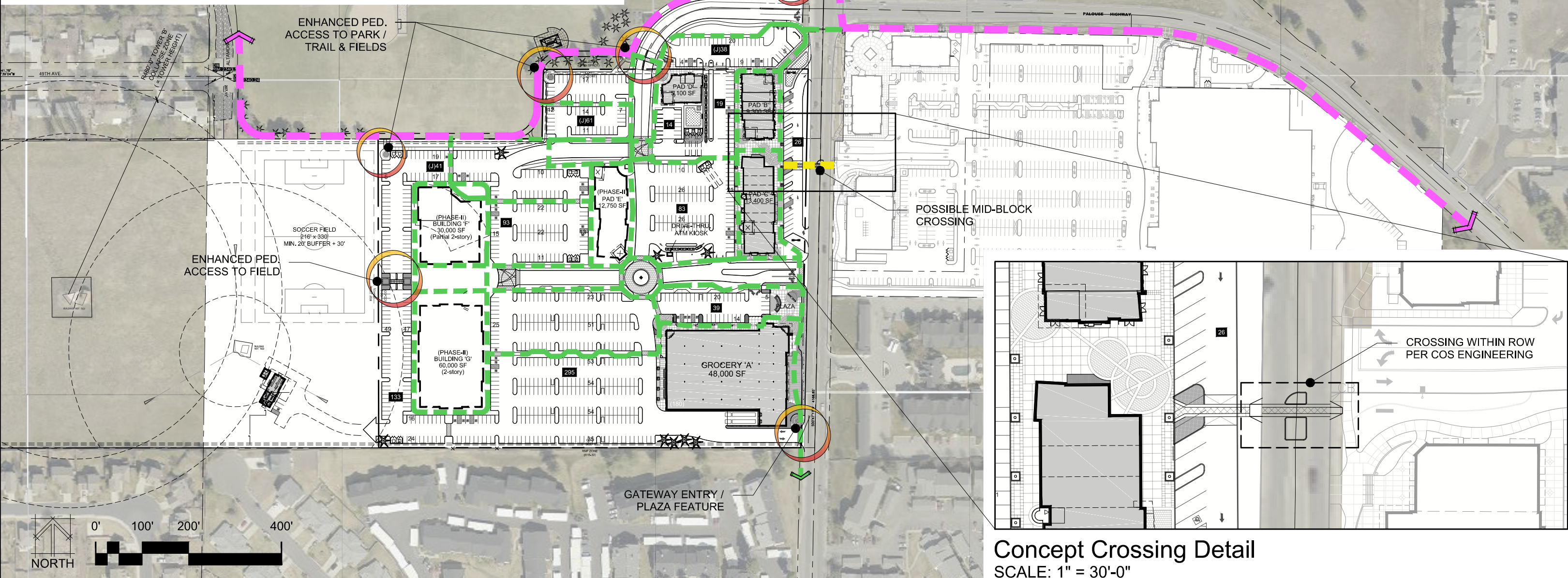
**DRB Guidance:**  
Applicant to provide additional detail on what is proposed for the pedestrian paths between the playfields and the development site.

PEDESTRIAN CONNECTION TO PARK,  
BETWEEN BUILDINGS AND WITHIN PROJECT

CONTINUATION OF  
MULTIMODAL PATHWAY

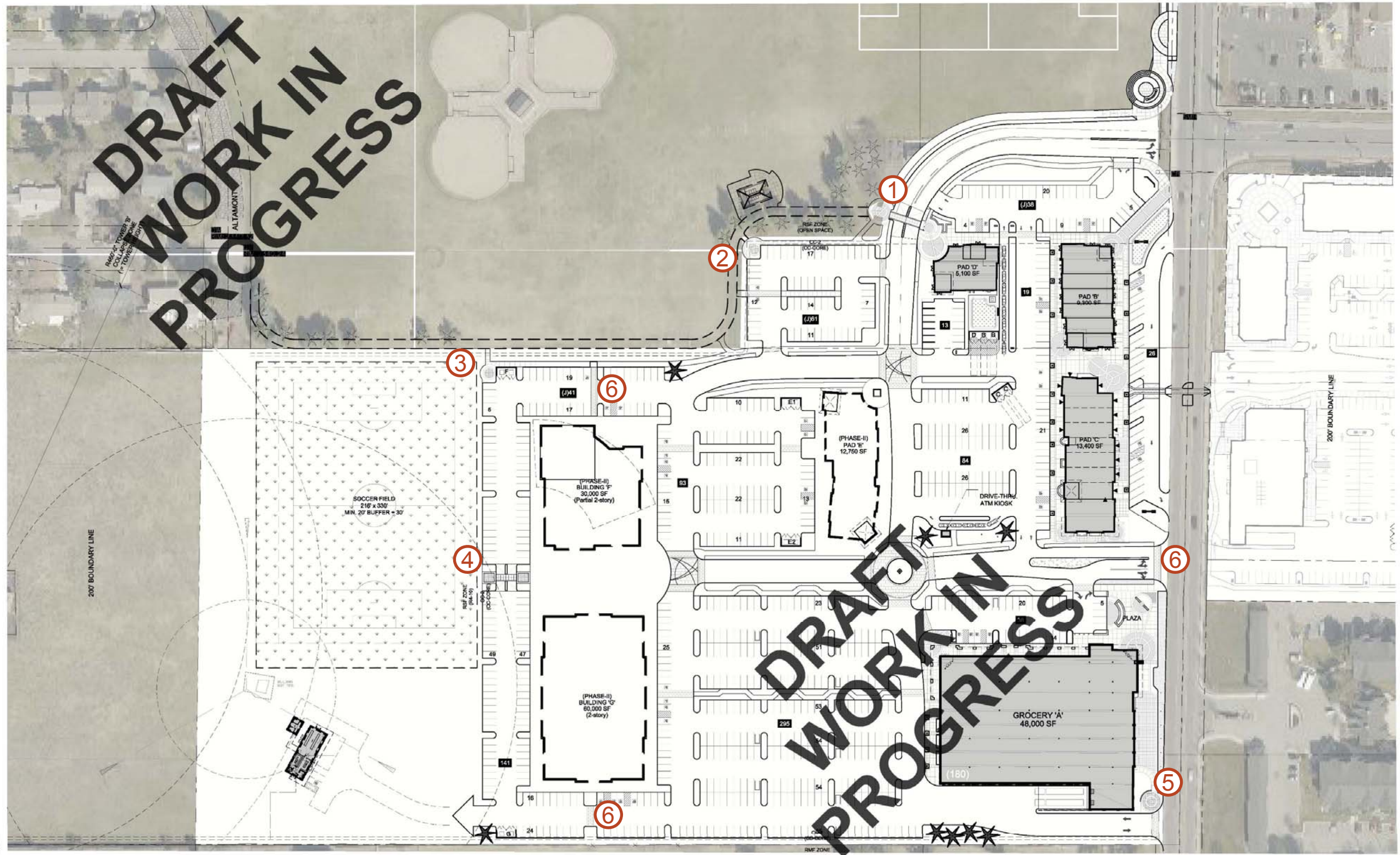
POSSIBLE MID-BLOCK  
CROSSING

INDICATES MAJOR PATHWAY  
CONNECTION OR FEATURE



Concept Crossing Detail  
SCALE: 1" = 30'-0"

# Neighborhood: Development of Pedestrian Connections



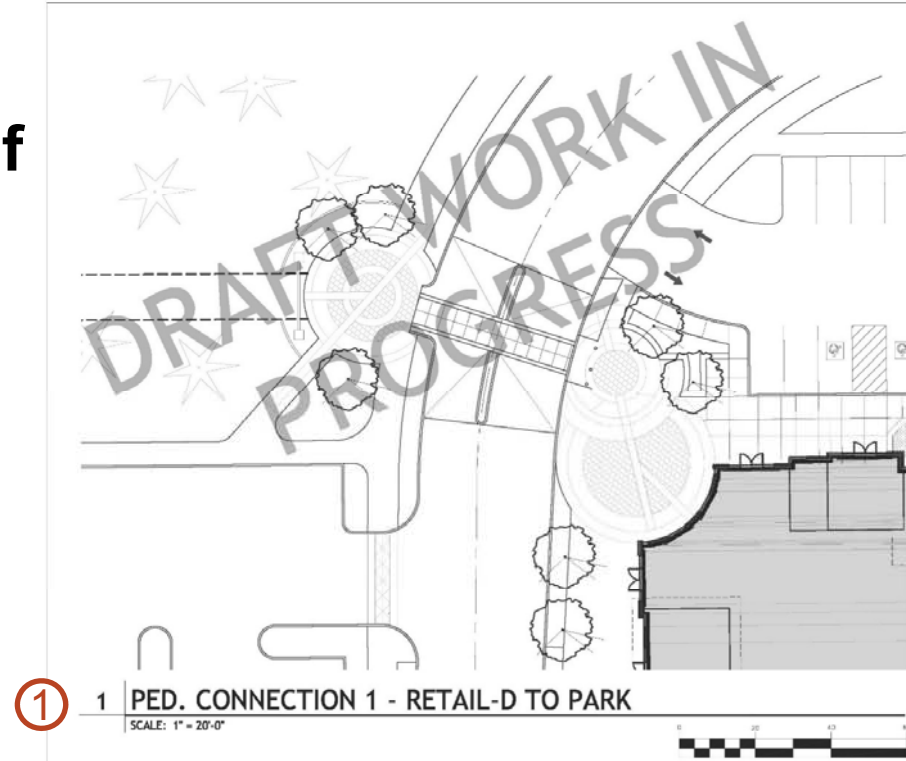
SCALE:  
1"=120'-0" @ 11x17  
1"=60'-0" @ 22x34



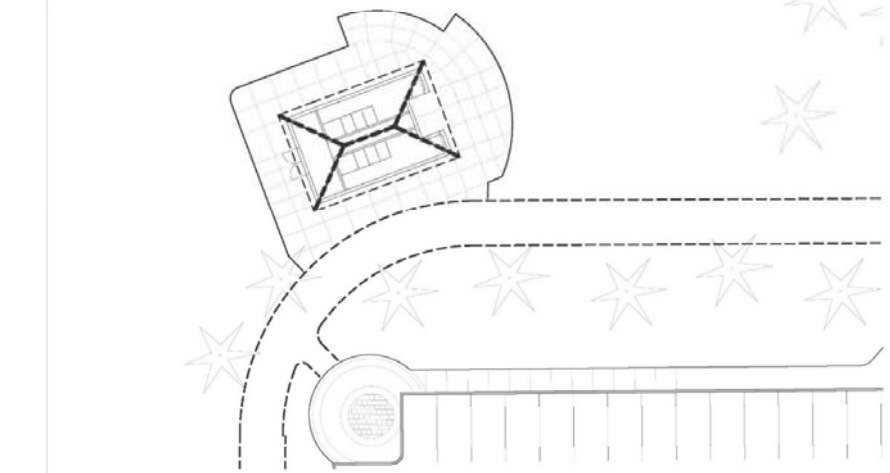
## Development Site Plan Southgate - KXLY

5222 S REGAL ST, Spokane - WA | BWA: 13-175 | Design Development | Date: February 27, 2017

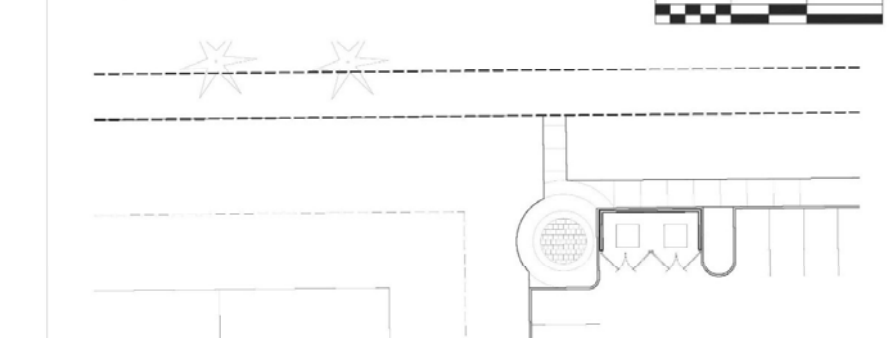
# Neighborhood: Development of Pedestrian Connections - Enlarged



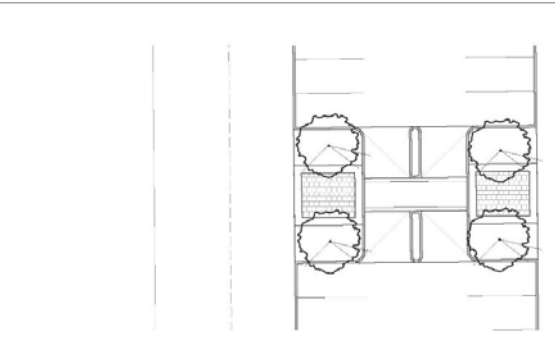
① 1 PED. CONNECTION 1 - RETAIL-D TO PARK  
SCALE: 1" = 20'-0"



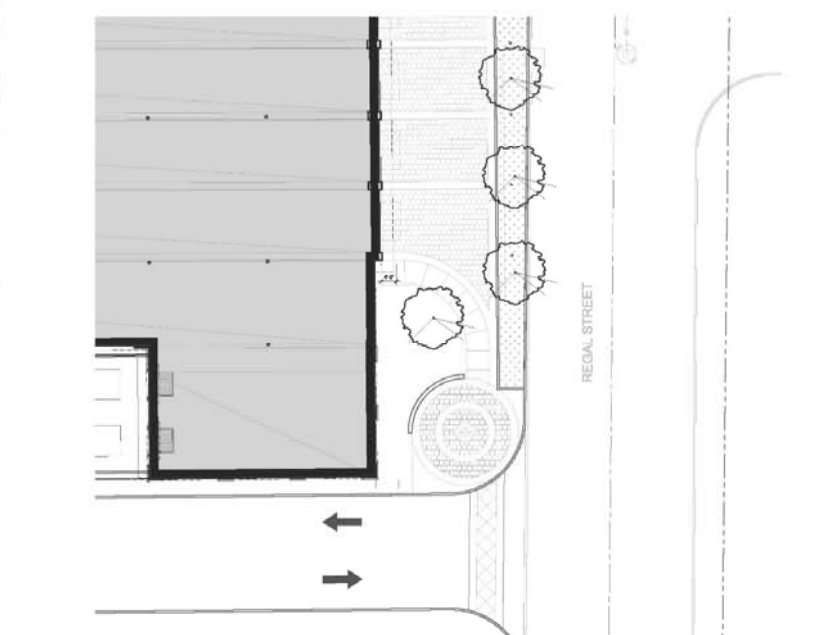
② 2 PED. CONNECTION 2 - NORTH CENTRAL PARKING TO PARK  
SCALE: 1" = 20'-0"



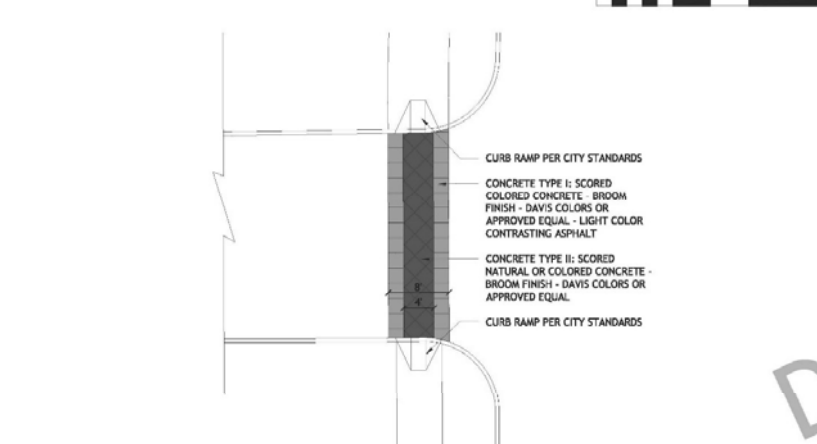
③ 3 PED. CONNECTION 3 - NORTH WEST PARKING TO PARK  
SCALE: 1" = 20'-0"



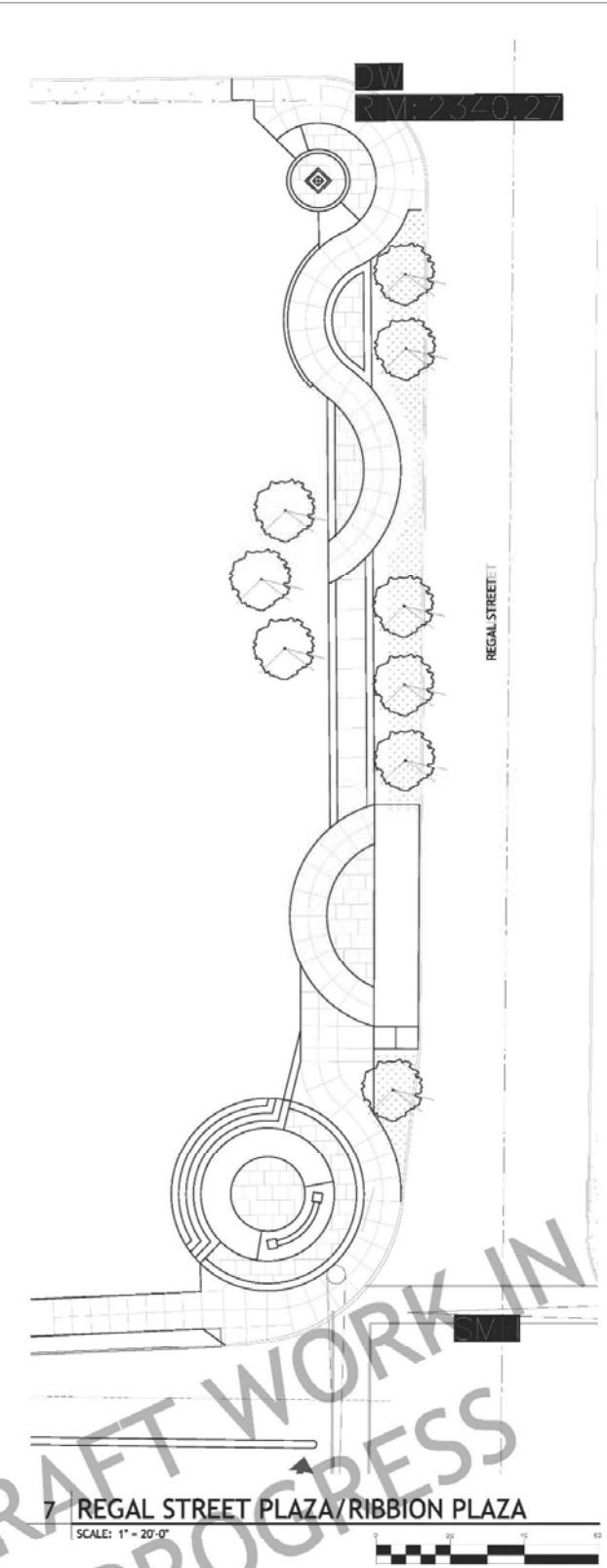
④ 4 PED. CONNECTION 4 - BLDG-F/G PLAZA TO PARK  
SCALE: 1" = 20'-0"



⑤ 5 PED. CONNECTION 5 - SOUTH CONNECTION TO RETAIL A  
SCALE: 1" = 20'-0"



⑥ 6 TYPICAL PEDESTRIAN CROSSING  
SCALE: 1" = 10'-0"



7 REGAL STREET PLAZA/RIBBION PLAZA  
SCALE: 1" = 20'-0"



B W A BERNARDO WILLS ARCHITECTS PC

Project No: 13-175  
 Drawn by: JLC  
 Date: 2/23/17  
**EX 1**

Southgate / KXLY  
 5222 S. Regal St.  
 Spokane, Washington 99236

SCHEMATIC DESIGN  
 PEDESTRIAN CONNECTIONS  
 DRB EXHIBIT

153 SOUTH JEFFERSON SPOKANE WASHINGTON 99201  
 509.838.4511  
 509.838.4515  
 WWW.BERNARDOWILLS.COM  
 COPYRIGHT BERNARDO WILLS ARCHITECTS, PC 2017

# 1 Neighborhood: Ped. Connection 1 Retail-D to Park



Pedestrian Access to Park: Looking NNE to Retail-D & Access Road



Pedestrian Access to Park: Looking ESE to Retail-D Plaza



Ped. Access to Park: Looking SE at Park Entry Feature



Ped. Access: Looking SW from Access Road



Ped. Access: Birds Eye Looking W

## ② Neighborhood: Pedestrian Connection 2 From North Central Parking to Park



② Pedestrian Access to Park: Looking East From Park/Trail



② Pedestrian Access to Park: Looking North to Park & Trail Access



## 4 Neighborhood: Pedestrian Connection 4 - Bldg-F/G Plaza to Park



Pedestrian Access to Park: Looking West From Plaza Between Bldg. F/G to New Soccer Field



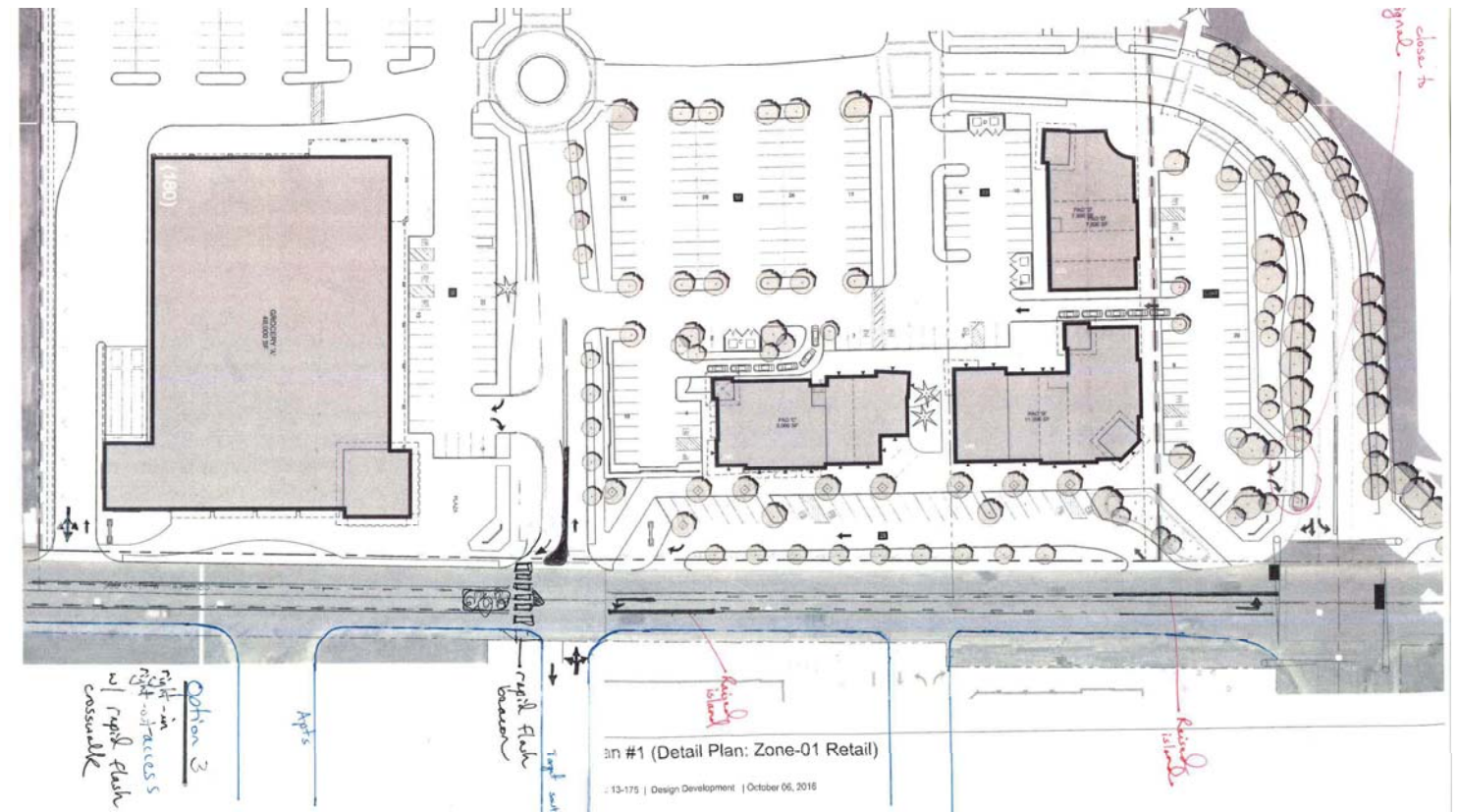
## Neighborhood: Mid-Block Crossing

DRB Guidance: *“Applicant to pursue a mid-block, enhanced pedestrian crossing that strives to align with the proposed grid across Regal south of the Palouse Highway intersection in order for the proposal to evolve into an urban district per Section 5.6 of the Development Agreement.”*

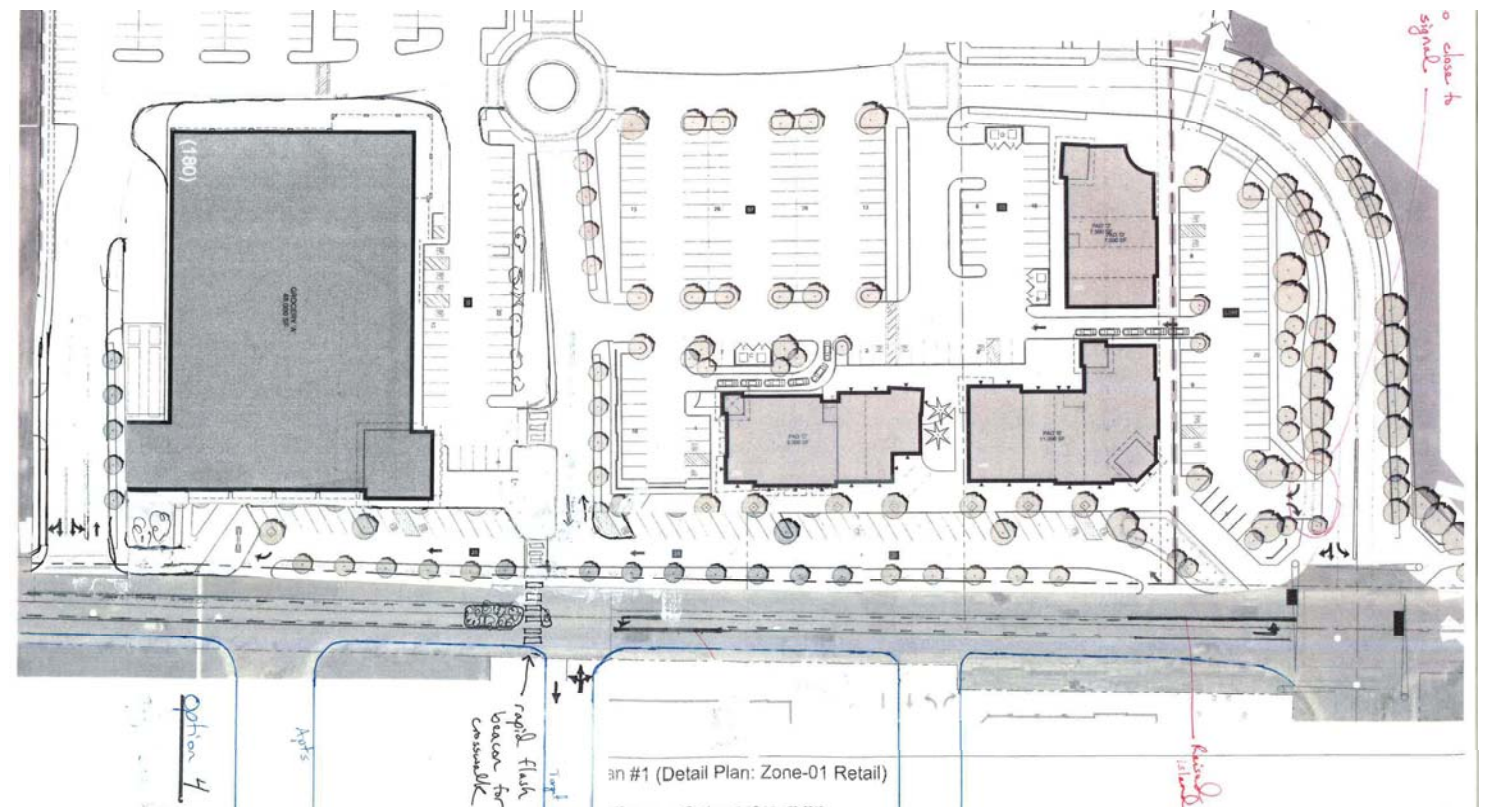
The development team engaged the City Planning and Engineering departments in discussions concerning a crossing warrant and location of a mid-block crossing if found to be warranted. The City of Spokane Engineering department was helpful in identifying a preferred location and configuration options from an engineering perspective - shown on this page as Options 3 & 4.

The DRB guidance charged the development to “pursue” a mid-block crossing. Discussions surrounding the feasibility and location of a mid-block crossing are proceeding ahead with City departments in good faith. For the purpose of the DRB’s role in this matter, the development team considers to have fulfilled this requirement.

A conceptual detail showing the potential Regal St. mid-block pedestrian crossing is shown on Page 036 .



City proposed mid-block crossing – Option 3



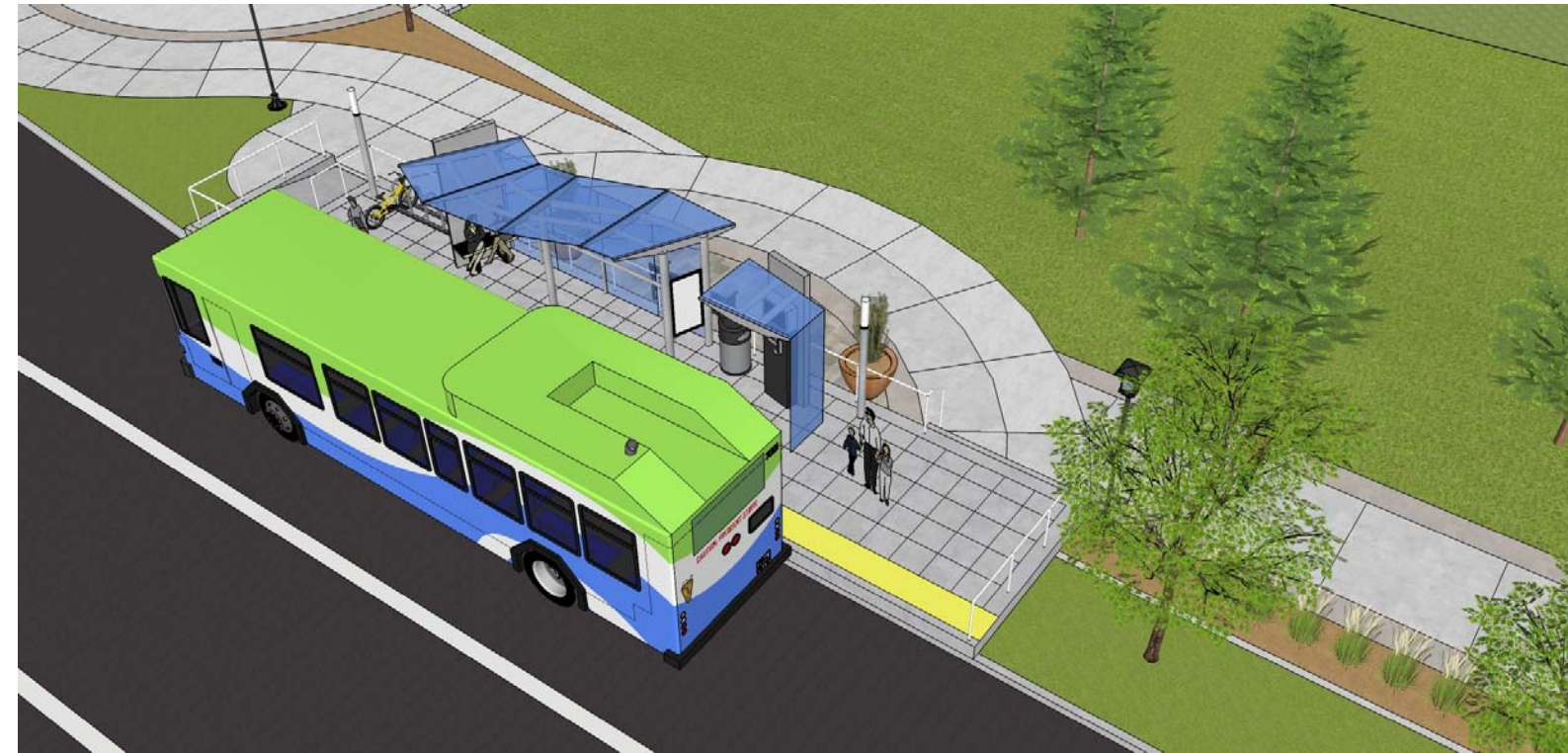
City proposed mid-block crossing – Option 4

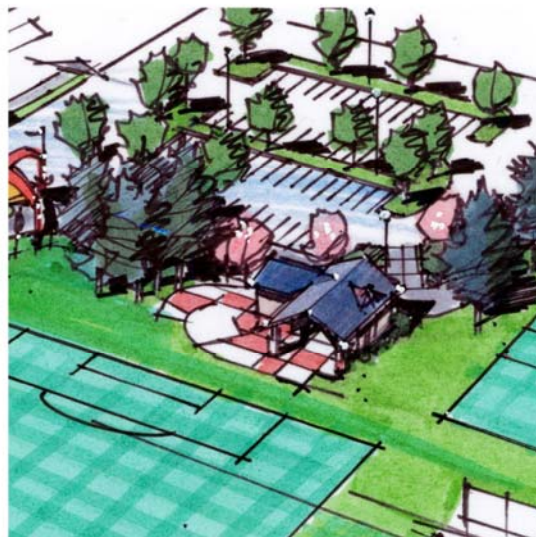
## Neighborhood: STA HPA

DRB Guidance: *“Work with STA to determine how to best incorporate the future High Performance Transit stop into the development.”*

The development team met with representatives from the Spokane Transit Authority to discuss integrating a future HPT stop into the project. Several locations were discussed. In the end it was decided that a location nearest the northwest corner of the Regal and Palouse intersection would centrally service both the shopping center and sports complex in addition to offering the most direct, convenient and safest access to the crossing of the controlled intersection.

STA requested a 12-foot x 60-foot long reserved area adjacent to the curb on Regal for their future improvements. It was also requested that no permanent improvements be placed within the reservation area. The adjacent concept renderings show how STA’s future HPT can be integrated into the project.





## DRB GUIDANCE

### SITE

- *“The applicant shall look into opportunities to provide either additional site trees and/or provide select trees of greater size in lieu of saving the two existing ponderosa pines which are in poor health and may be difficult to save.”*
- *“The applicant will provide a landscape separation at the north end of the “ribbon park” between the curb and sidewalk at Regal.”*
- *“The applicant is requested to provide innovative, alternative LID solutions.”*
- *“The applicant to provide additional detail on hardscape throughout the project on planned pedestrian connectivity within the parking lot and along Regal, include strategies that enhance the pedestrian environment.”*

# Enhance Compliance DA Criterion 5.2: Tree Preservation

*"Any plan for development of the Property shall provide for the preservation of trees, by leaving in place, a minimum of 10% of all Ponderosa Pine trees."*

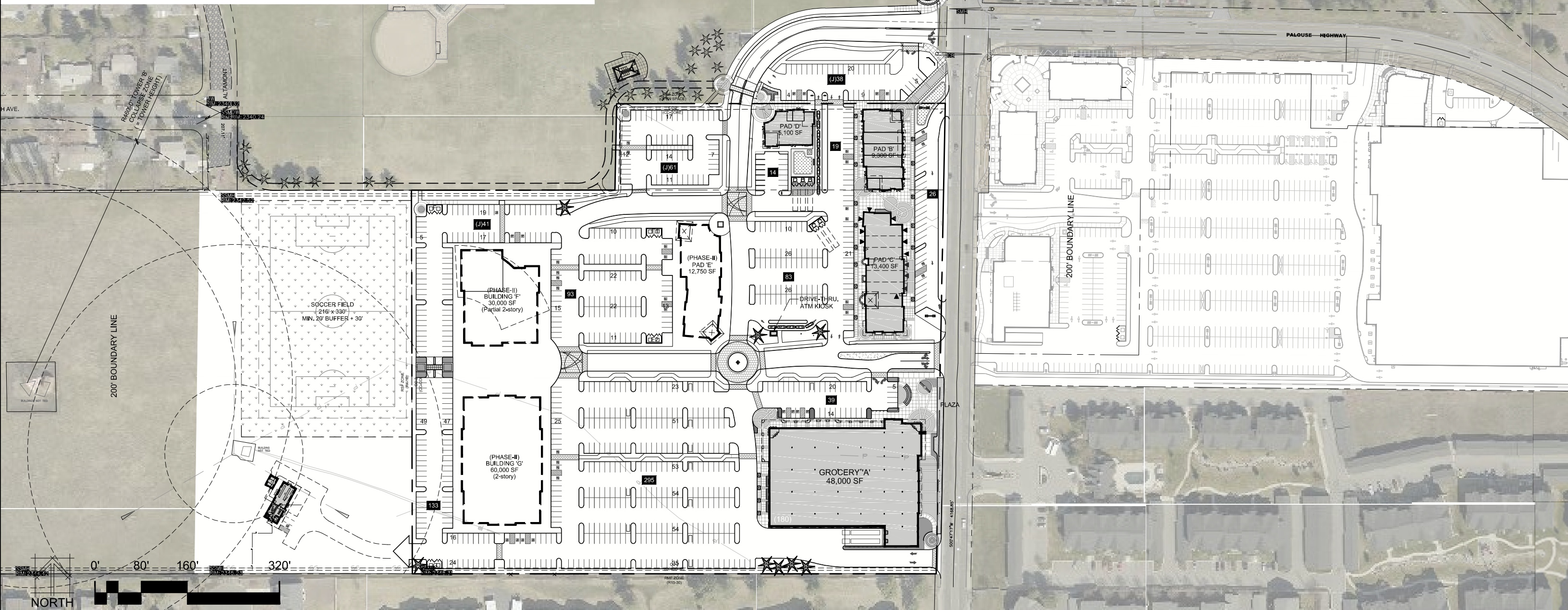
**DRB Guidance:**

*"The applicant shall look into opportunities to provide either additional site trees and/or provide select trees of greater size in lieu of saving the two existing ponderosa pines which are in poor health and may be difficult to save."*

**Applicant Response:**

As discussed during the Collaborative Workshop, the probability of a high mortality rate of existing Ponderosa Pines is exceedingly high. As alternative compliance the DA 5.2, and in keeping with the guidance of the DRB, new Ponderosa Pines are proposed at a rate of 4 to 1 above the DA mandate for preserved trees. A minimum of eight Ponderosa Pines will be planted on site. These pines are also be incorporated in the enhanced landscape buffer to provide year-round screening of the back of Retail-A.

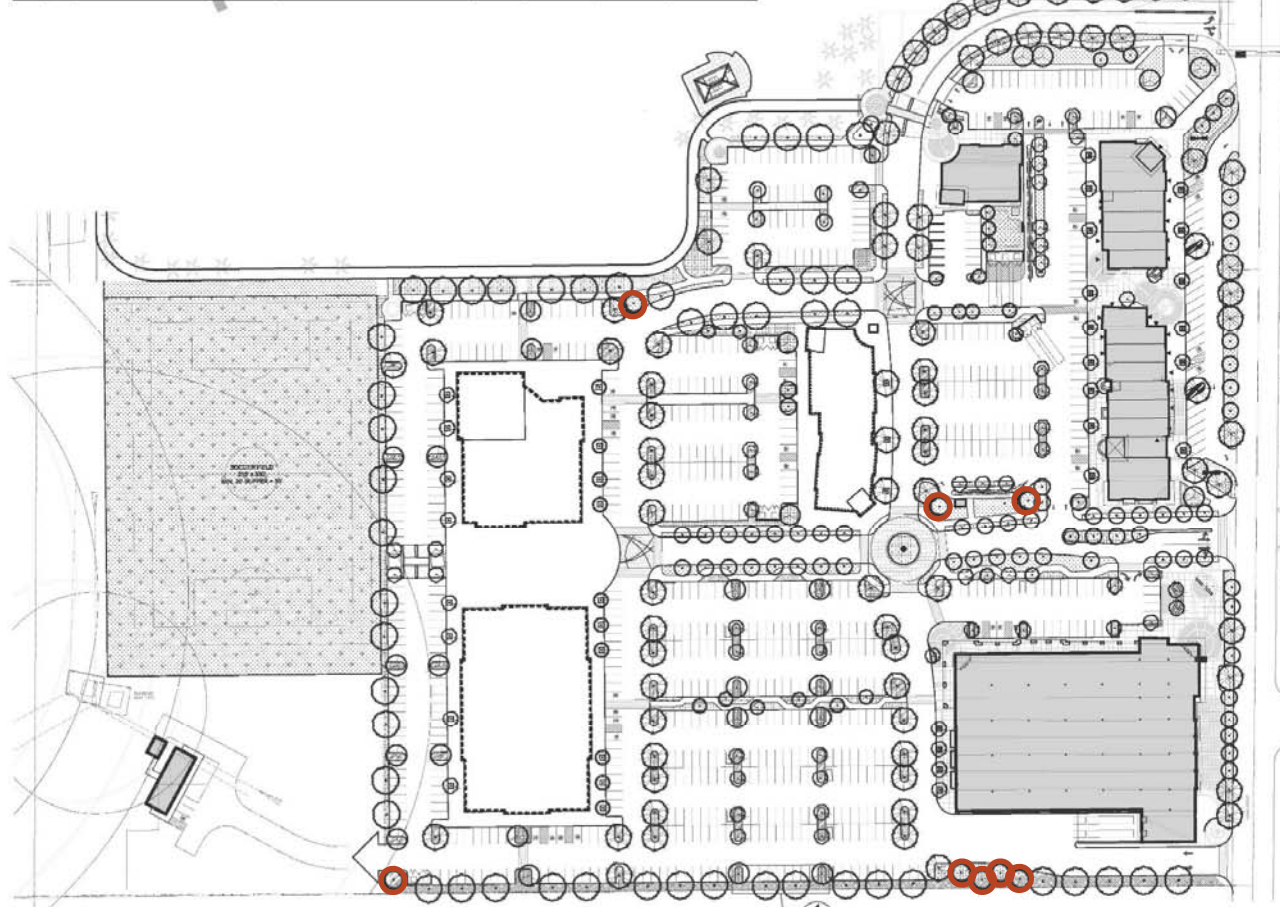
Replacement Ponderosa Pines are marked on this plan by the symbol: ★



# Site: Trees

DRB Guidance: "The applicant shall look into opportunities to provide either additional site trees and/or provide select trees of greater size in lieu of saving the two existing ponderosa pines which are in poor health and may be difficult to save."

KEY	BOTANICAL NAME	COMMON NAME	SIZE	TYPE	NOTES	USDA ZONE
<b>LARGE DECIDUOUS SHADE TREES</b>						
AP	ACER PLATANOIDES 'DEBORAH'	DEBORAH NORWAY MAPLE	2" CAL.	90B	45' X 40' W	ZONE 3
CJ	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	2" CAL.	90B	50H X 30W	ZONE 4
TC	TILIA CORDATA 'CHANCELE'	CHANCELLOR LITTLELEAF LINDEN	2" CAL.	90B	35H X 20W	ZONE 3
<b>SMALL DECIDUOUS AND FLOWERING TREES</b>						
PC	PRUNUS SARGENTII 'COLLUNARIS'	COLLUNAR SARGENT CHERRY	2" CAL.	90B	30H X 15W	ZONE 4
PU	PYRUS USSURIENSIS 'MORDAK'	PRAIRIE GEM FLOWERING PEAR	2" CAL.	90B	25H X 20W	ZONE 3
QR	QUERCUS ROBUR X Q. ALBA	CRIMSON SPIRE OAK	2" CAL.	90B	40H X 15W	ZONE 4
ZS	ZELKOVA SERRATA 'JFS-KW1'	CITY SPIRIT ZELKOVA	2" CAL.	90B	24H X 18W	ZONE 5
<b>EVERGREEN TREES</b>						
PP	PINUS PONDEROSA	PONDEROSA PINE	6" TALL	90B	40H X 30W	ZONE 3
PV	PINUS FLEXILIS 'VANDERWOLF'S'	VANDERWOLF'S LIMBER PINE	6" TALL	90B	25H X 15W	ZONE 4



1 SCHEMATIC LANDSCAPE PLAN  
SCALE: 1" = 80'-0"

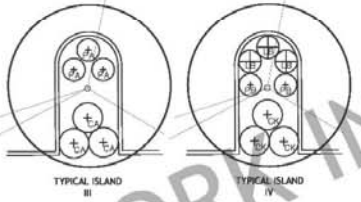
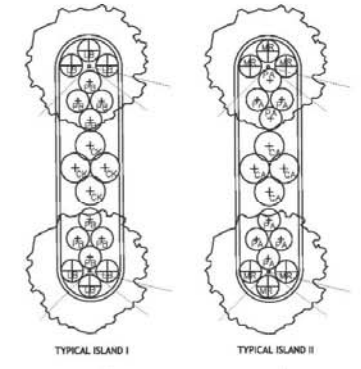
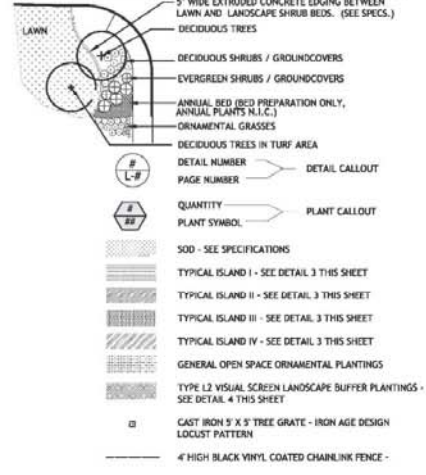
- LANDSCAPE NOTES**
- CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
  - COORDINATE ALL WORK WITH ALL OTHER SITE RELATED DEVELOPMENT DRAWINGS.
  - COORDINATE WORK SCHEDULE AND OBSERVATIONS WITH LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION START-UP.
  - ALL PLANT MATERIAL SHALL BE PROVIDED AS PER THESE SPECIFICATIONS.
  - ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.
  - IN THE EVENT OF A PLANT COUNT DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE SCHEDULE QUANTITIES AND CALL OUT SYMBOL NUMBERS.
  - ALL PLANTING BEDS SHALL BE COVERED WITH A MINIMUM OF 3" DEPTH OF SMALL (1" MINUS) TAN PERMA-BARK MULCH. SUBMIT SAMPLE FOR APPROVAL. RE-MULCH ANY AREAS THAT ARE NOT 3" IN DEPTH AT THE END OF THE WARRANTY PERIOD AT NO COST TO THE OWNER.
  - ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF TWO YEARS BEGINNING AT THE DATE OF ACCEPTANCE BY THE OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
  - FINISH GRADES SHALL PROVIDE A SMOOTH TRANSITION WITH ADJACENT SURFACES AND ENSURE POSITIVE DRAINAGE IN ACCORDANCE WITH THE SITE GRADING PLAN.

- FERTILIZE ALL TREES AND SHRUBS WITH AGRIFORM PLANTING TABLETS. QUANTITY PER MANUFACTURERS RECOMMENDATIONS.
- ALL PLANTING BEDS SHALL HAVE A MINIMUM 18" DEPTH OF TOPSOIL. LAWN AREAS SHALL HAVE A MINIMUM 12" DEPTH OF TOPSOIL. SPREAD, COMPACT, AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE 3" BELOW ADJACENT SURFACES OF PLANTING BEDS, 1-1/2" BELOW ADJACENT SURFACES OF TURF SOED AREAS, AND 1" BELOW ADJACENT SURFACES OF TURF SEED AREAS.
- IF IMPORTED TOPSOIL FROM OFF-SITE SOURCES IS REQUIRED, ENSURE IT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
- A) OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THOSE FOUND ON THE PROJECT SITE. OBTAIN TOPSOIL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOPSOIL OCCURS AT A DEPTH OF NOT LESS THAN 4 INCHES.
- IMMEDIATELY CLEAN UP ANY TOPSOIL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-0" CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS AND OTHER STORM DRAINAGE FACILITIES MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- IN THE EVENT OF A DISCREPANCY, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

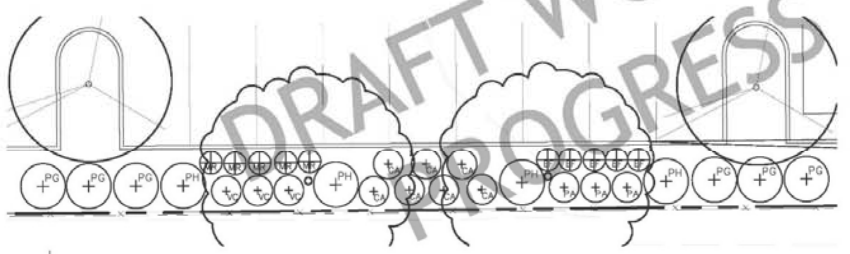
PLANT SCHEDULE - PERENNIALS AND GRASSES

KEY	BOTANICAL NAME	COMMON NAME	SIZE
CA	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	1 GAL.
CK	CORNUS SERICEA 'KELSEY'	KELSEY RED OSIER DOGWOOD	3 GAL.
EF	EUONYMUS FORTUNEI 'EMERALD GAIEY'	EMERALD GAIEY WINTERCREEPER	3 GAL.
LB	PENNSETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL.
MR	MAHONIA REPENS	CREeping MAHONIA	3 GAL.
PA	POTENTILLA FRUTICOSA 'ABBOTTSWOOD'	ABBOTTSWOOD POTENTILLA	3 GAL.
PB	POTENTILLA FRUTICOSA 'PINK BEAUTY'	PINK BEAUTY POTENTILLA	3 GAL.
PH	PHYSOCARPUS OPIULIFOLIUS 'SEAWARD'	SUMMER WINE HIBEBARK	5 GAL.
PG	PINUS SYLVESTRIS 'GLAUCOA NANA'	DWARF SCOTCH PINE	5 GAL.
VC	VIBURNUM CARLESII	KOREAN SPICE VIBURNUM	3 GAL.

LANDSCAPE LEGEND



2 TYPICAL LANDSCAPE ISLANDS  
SCALE: 1" = 10'-0"



3 TYPICAL L2 VISUAL SCREEN BUFFER  
SCALE: 1" = 10'-0"

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 B W A BERNARDO WILLS ARCHITECTS PC  
 SCHEMATIC DESIGN  
 DRB SUBMITTAL  
 LANDSCAPE PLAN - OVERALL  
 Project No: 13-175  
 Drawn by: JLC  
 Date: 2/23/17  
 L-1

# Site: Hardscape Detail

DRB Guidance:

"The applicant to provide additional detail on hardscape throughout the project on planned pedestrian connectivity within the parking lot and along Regal, include strategies that enhance the pedestrian environment."

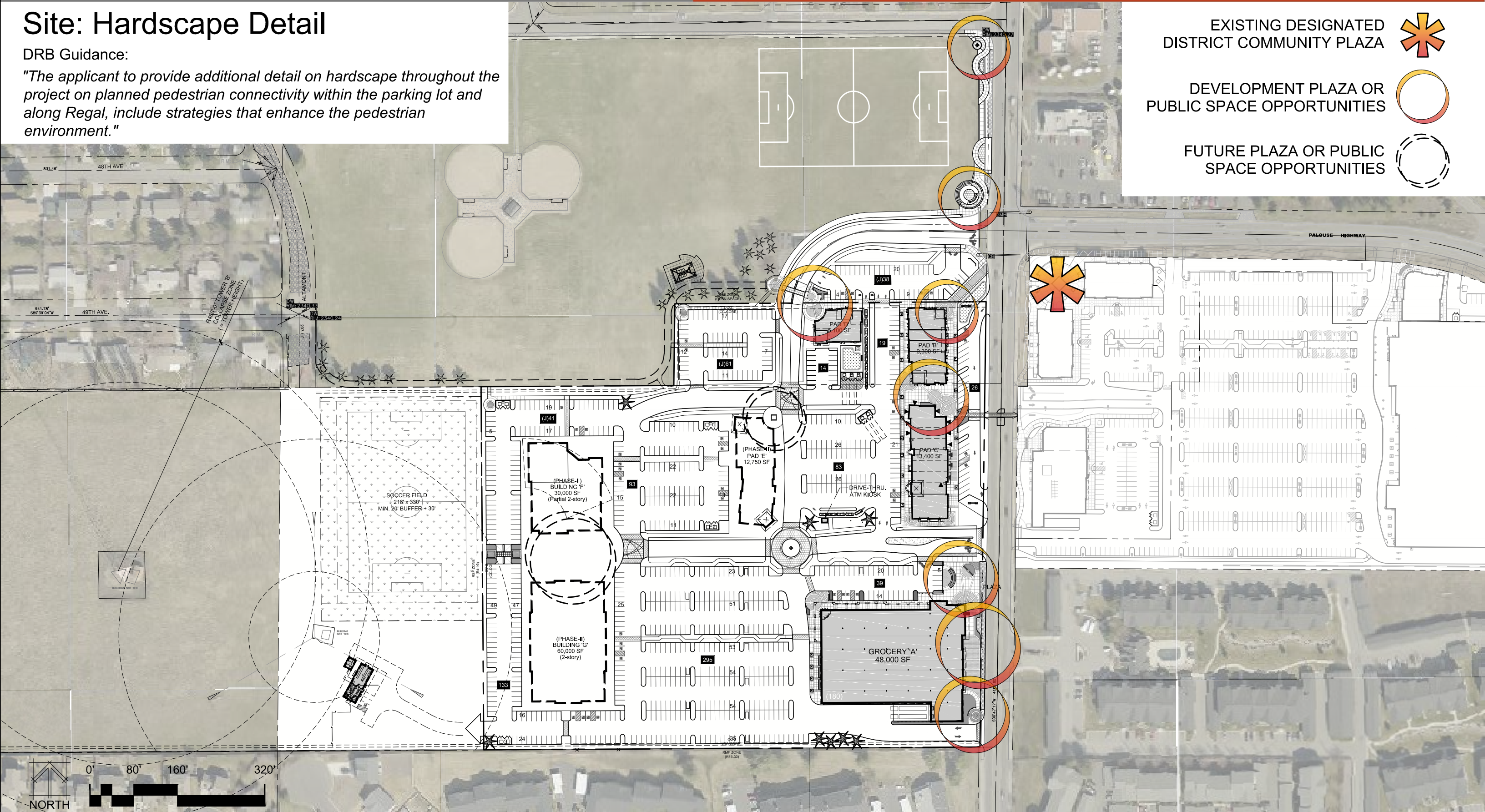
EXISTING DESIGNATED DISTRICT COMMUNITY PLAZA



DEVELOPMENT PLAZA OR PUBLIC SPACE OPPORTUNITIES



FUTURE PLAZA OR PUBLIC SPACE OPPORTUNITIES



## Site: Ribbon Park Separation

DRB Guidance: *“The applicant will provide a landscape separation at the north end of the “ribbon park” between the curb and sidewalk at Regal.”*



## Site: LID

DRB Guidance: *“The applicant is requested to provide innovative, alternative LID solutions.”*

### *Applicant Response:*

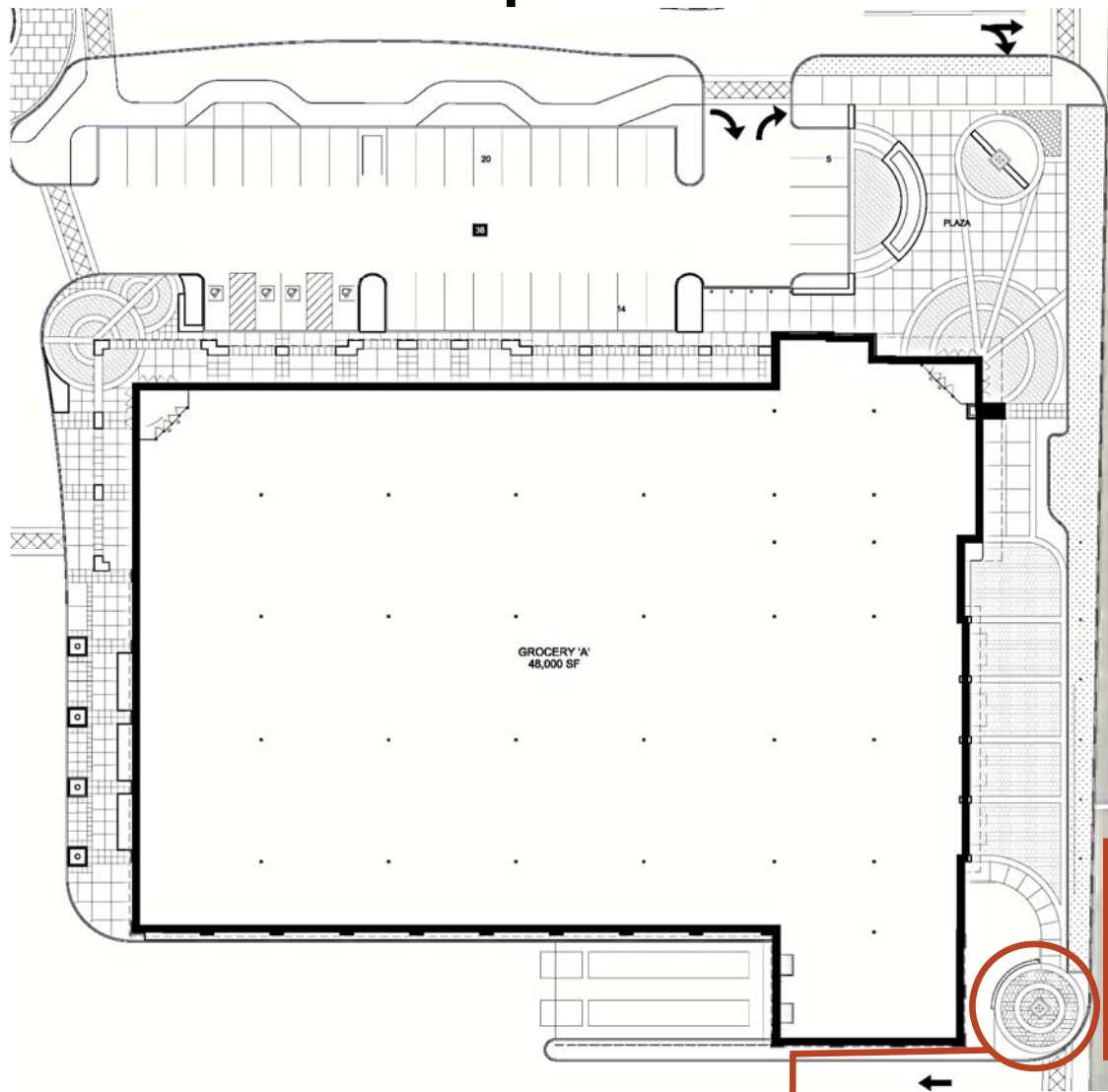
The development team reviewed opportunities found within the DOE Eastern Washington Low Impact Development Guidance Manual; which we understand is the guiding document for LID development adopted by the City of Spokane. Most LID opportunities concern alternative strategies for the infiltration of storm water. As discussed during the Collaborative Workshop, due to subsurface geologic and hydrologic conditions, infiltration of development storm water is not feasible. Other opportunities, such as vegetative roofs, were considered and were found to be cost prohibitive.



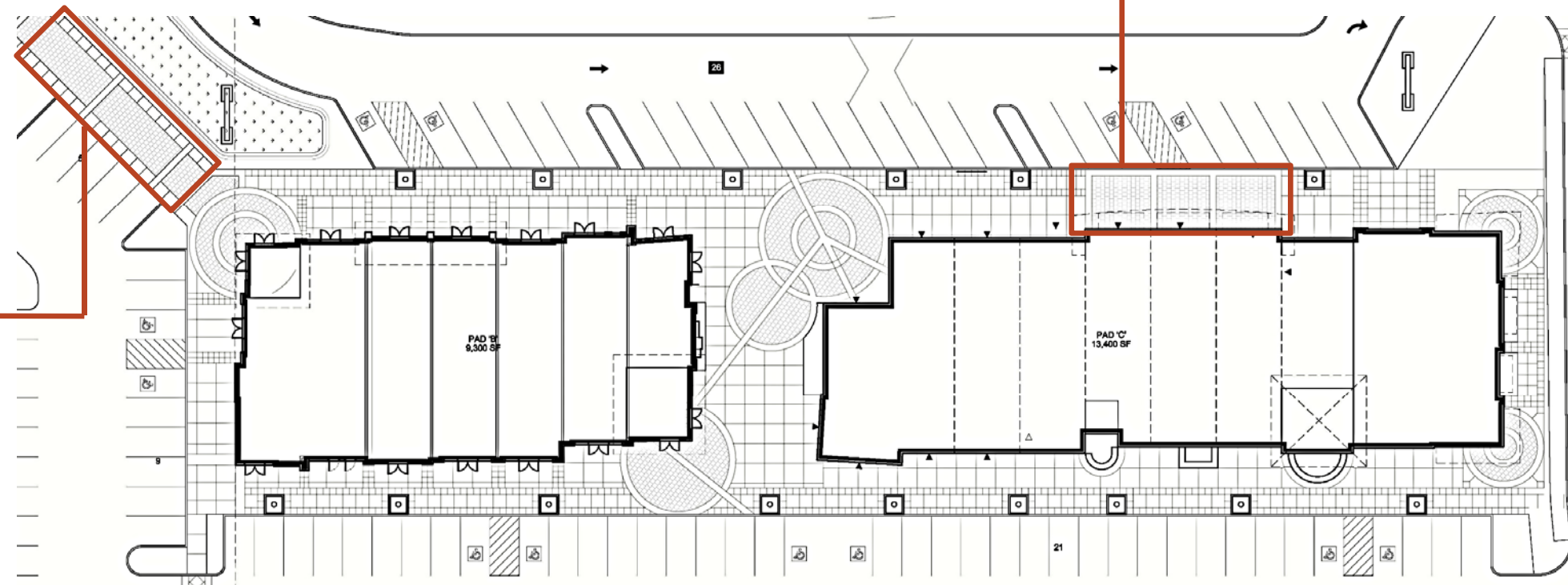
# Site: Hardscape Detail – Ribbon Park



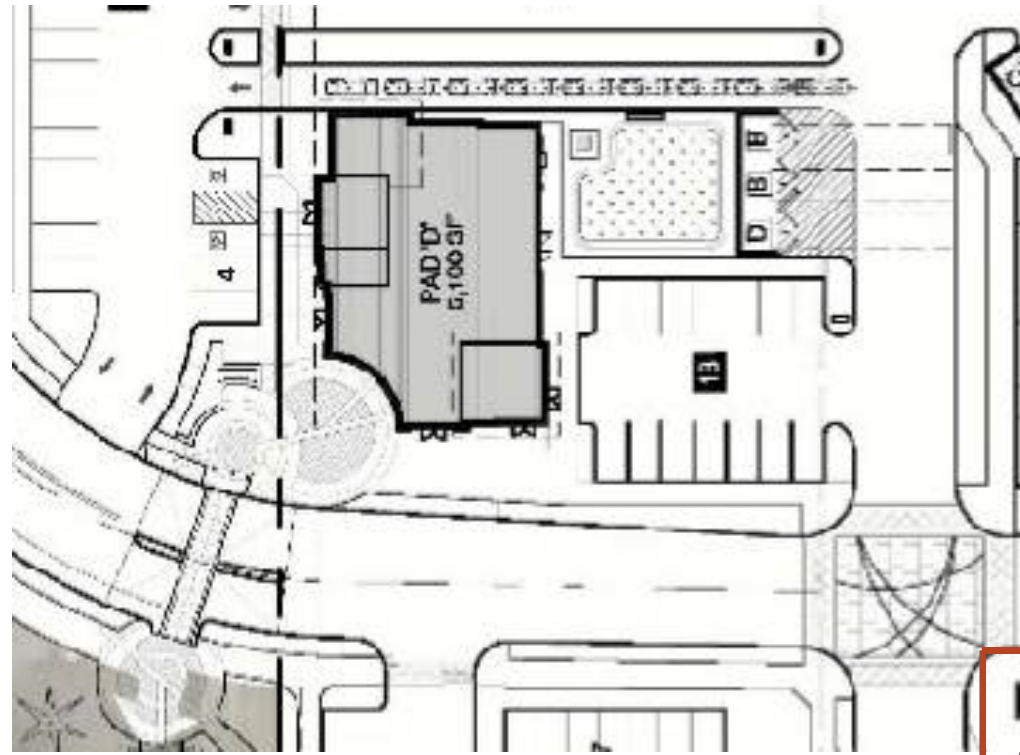
# Site: Hardscape Detail Retail-A

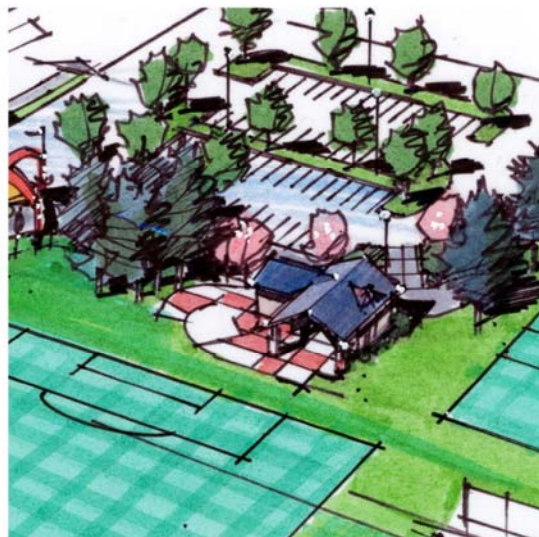


# Site: Hardscape Detail Retails - B & C



# Site: Hardscape Detail Retails - D





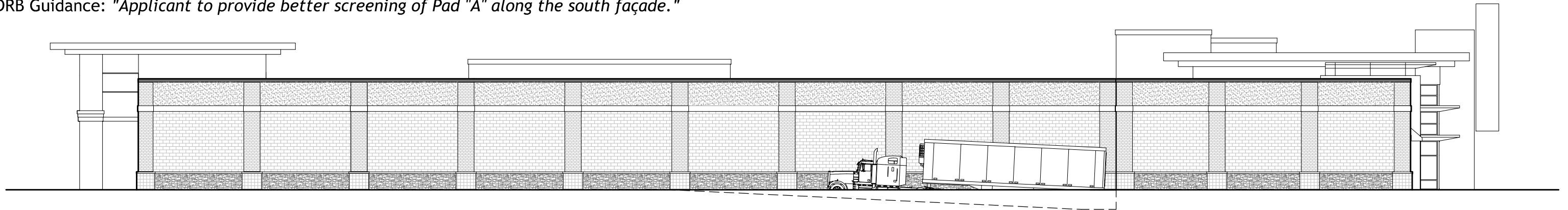
## DRB GUIDANCE

### BUILDING

- *“We request the applicant, before the next meeting, define whether Pad “E” will be in phase I or II.”*
- *“Applicant to provide better screening of Pad “A” along the south façade.”*

# Building: Retail-A

DRB Guidance: "Applicant to provide better screening of Pad "A" along the south façade."



## 1 Retail-A South Elevation (Presented at Collaborative Workshop)

SCALE: 1" = 40'-0"

### Applicant Response:

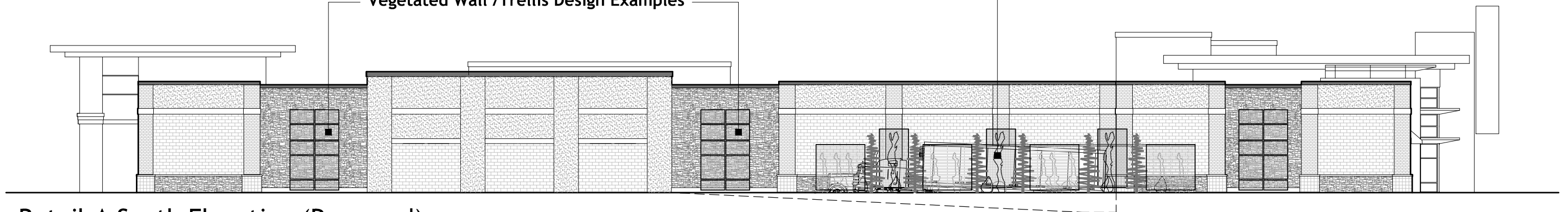
In addition to incorporating Ponderosa Pine into select areas of the landscape buffer screen, the south facade' has been enhance with vegetative screen walls located between the Retail-A service area and the property line. Parapet articulation and changes in materials and textures are also used to reduce mass and visual impact.



Vegetated Wall /Trellis Design Examples

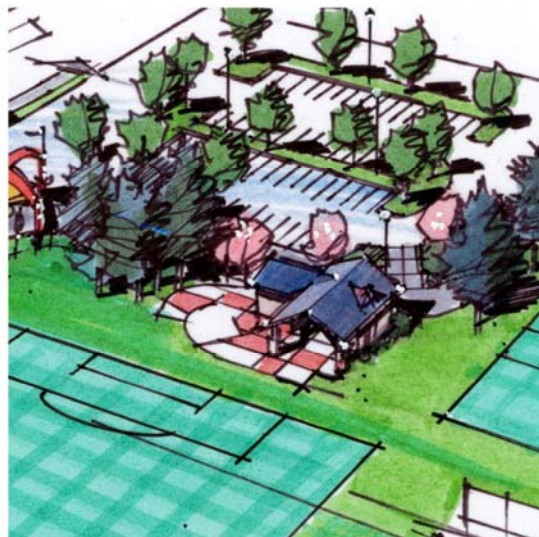


Screen Wall Trellis Design Examples



## 2 Retail-A South Elevation (Proposed)

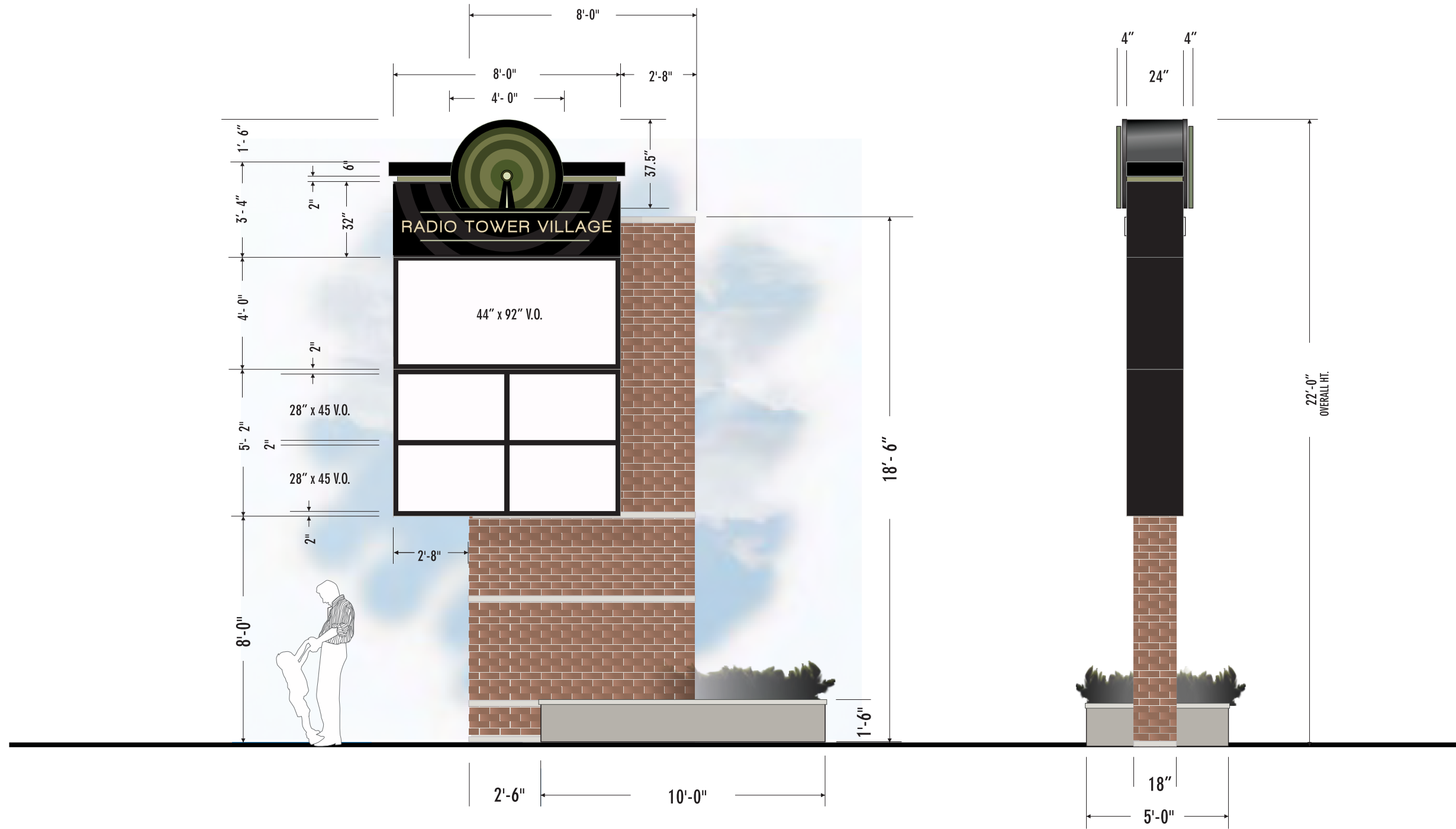
SCALE: 1" = 40'-0"



# Site Signs

**1 SOUTHGATE KXLY DEVELOPMENT - TWO D/S ILLUMINATED PYLON SIGNS**  
 SCALE: 1/4" = 1'-0"

TWO SIGNS - **1A** **1B** 112 SQ. FT. PER DISPLAY



ENDICOTT BRICK  
 MEDIUM IRONSPOT 77  
**27**

Client:  
**Southgate KXLY Development**  
 SWC Regal St. / Palouse Hwy  
 Spokane, WA

Date:  
**14 Feb. 2017**

File Name:  
**RTV 1 R1**

Project Manager:  
**John L. Johnston**  
 john@signcorpokane.com

Drawn by:  
**TEA**  
 design@signcorpokane.com

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Revision:  
**R1 - 18>22ft 2/14**

[ ] Approved  
 [ ] Approved With Changes Noted

Customer Signature \_\_\_\_\_

Date \_\_\_\_\_

Landlord Signature \_\_\_\_\_

Date \_\_\_\_\_



*Inland Sign & Lighting*  
 www.SignCorpSpokane.com

Spokane Office  
 131 N. Altamont  
 Spokane, Wa. 99202

509-535-2913  
 FAX 509-535-6522



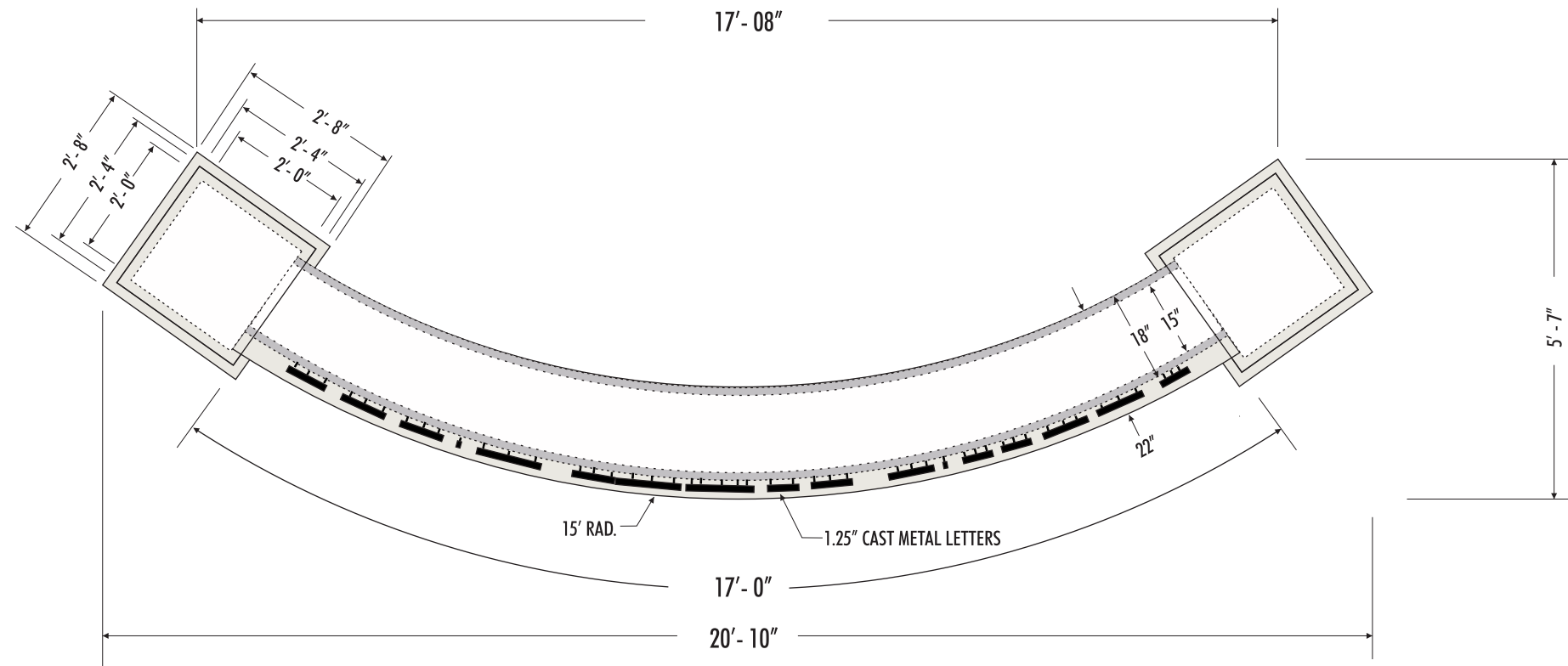
**SUITABLE FOR WET LOCATIONS**  
 This sign is intended to be installed  
 in accordance with the requirements of  
 Article 600 of the National Electrical Code  
 and/or other applicable local codes.  
 This includes proper grounding and  
 bonding of the sign.



**2 SOUTHGATE KXLY DEVELOPMENT - CONCRETE MONUMENT W/ CAST METAL LETTERS**

SCALE: 3/8" = 1' - 0"

68 SQ. FT.



12" CAST METAL LETTERS  
 PAINTED ALUMINUM 1.25" DEEP  
 FONT: RIBBON,  
 COLOR: DURANODIC BROZE (SATIN)



Client:  
 Southgate KXLY Development  
 SWC Regal St. / Palouse Hwy  
 Spokane, WA

Date:  
 14 Feb. 2017

File Name:  
 RTV 1 R1

Project Manager:  
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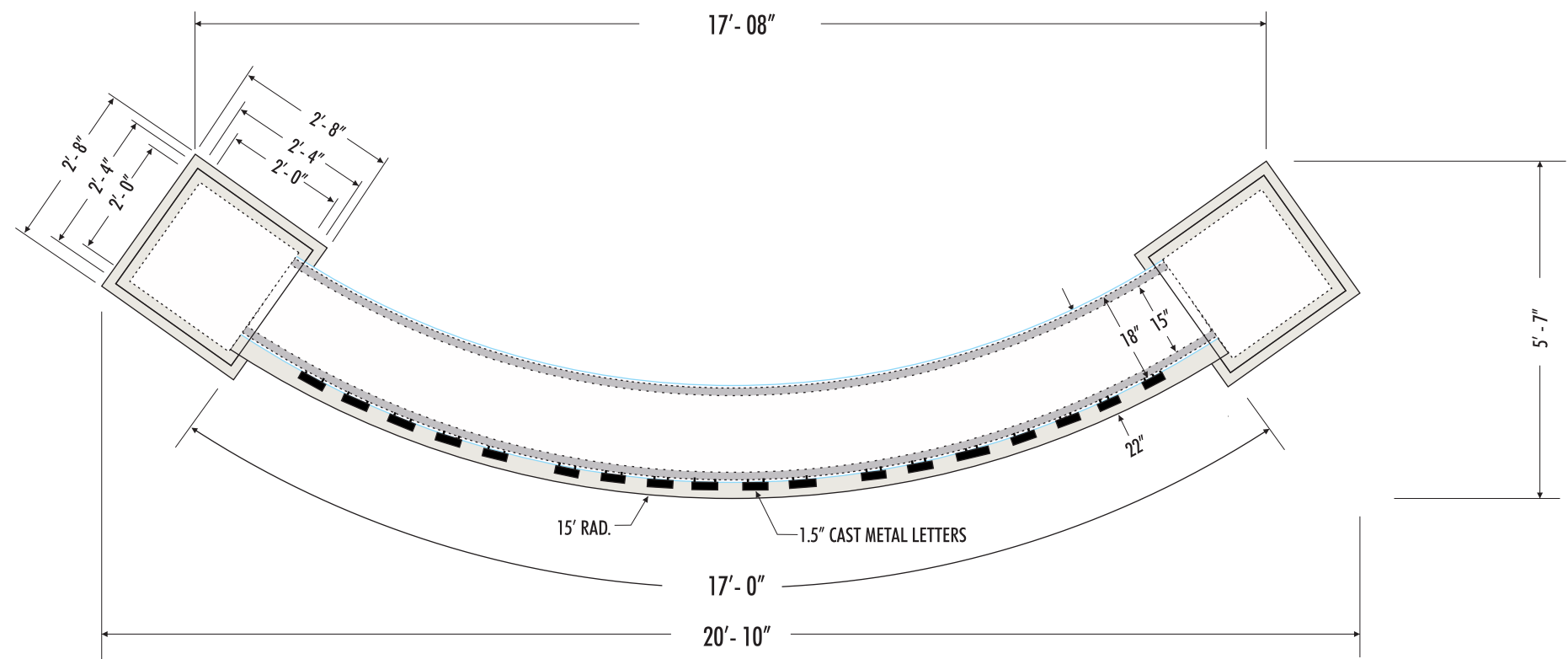


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**3 SOUTHGATE KXLY DEVELOPMENT - MONUMENT W/ CAST METAL LETTERS**

SCALE: 3/8" = 1' - 0"

68 SQ. FT.



Client:  
**Southgate KXLY Development**  
SWC Regal St. / Palouse Hwy  
Spokane, WA

Date:  
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Revision:  
**R1 - 18>22ft 2/14**

Approved  
 Approved With Changes Noted

Customer Signature \_\_\_\_\_

Date \_\_\_\_\_

Landlord Signature \_\_\_\_\_

Date \_\_\_\_\_



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**SUITABLE FOR WET LOCATIONS**  
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**4 SOUTHGATE KXLY DEVELOPMENT - MONUMENT W/ CAST METAL LETTERS**  
SCALE: MTS

Client:  
**Southgate KXLY Development**  
SWC Regal St. / Palouse Hwy  
Spokane, WA

Date:  
**14 Feb. 2017**

File Name:  
**RTV 1 R1**

Project Manager:  
**John L. Johnston**  
john@signcorpokane.com

Drawn by:  
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Revision:  
**R1 - 18>22ft 2/14**

Approved  
 Approved With Changes Noted

Customer Signature \_\_\_\_\_

Date \_\_\_\_\_

Landlord Signature \_\_\_\_\_

Date \_\_\_\_\_



*Inland Sign & Lighting*  
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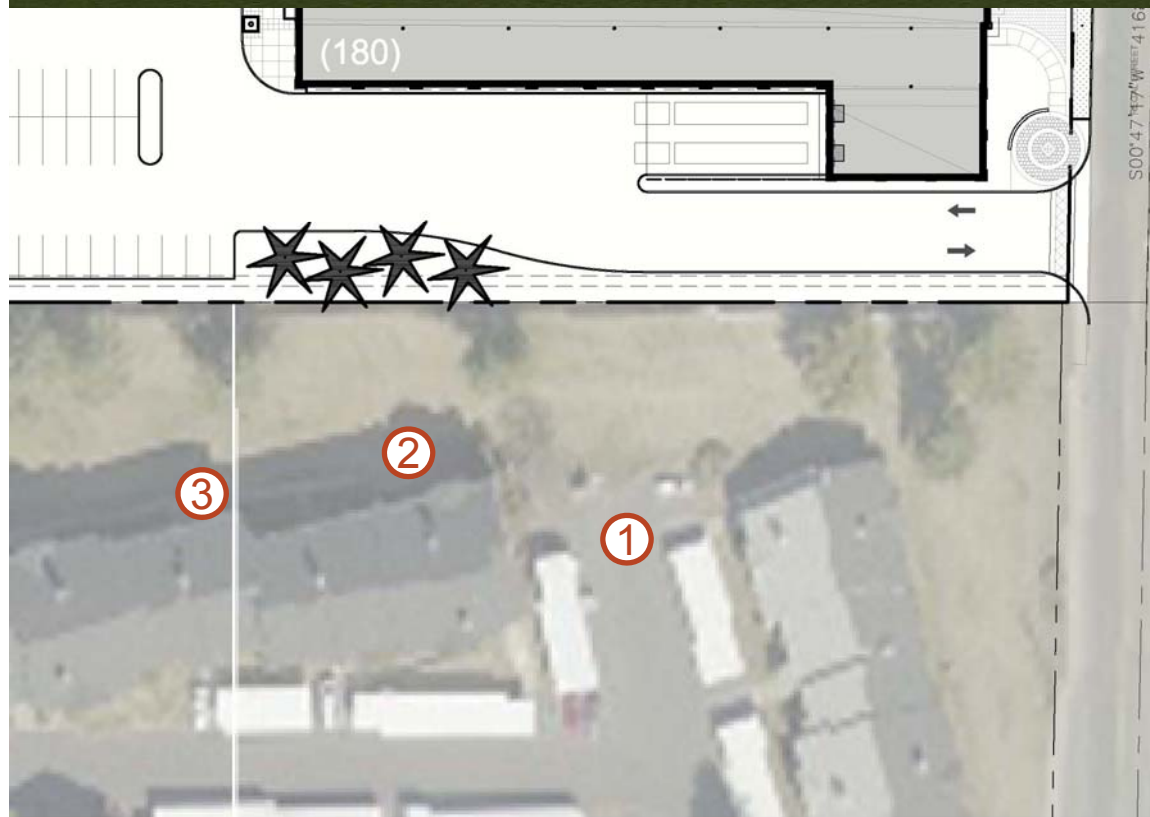
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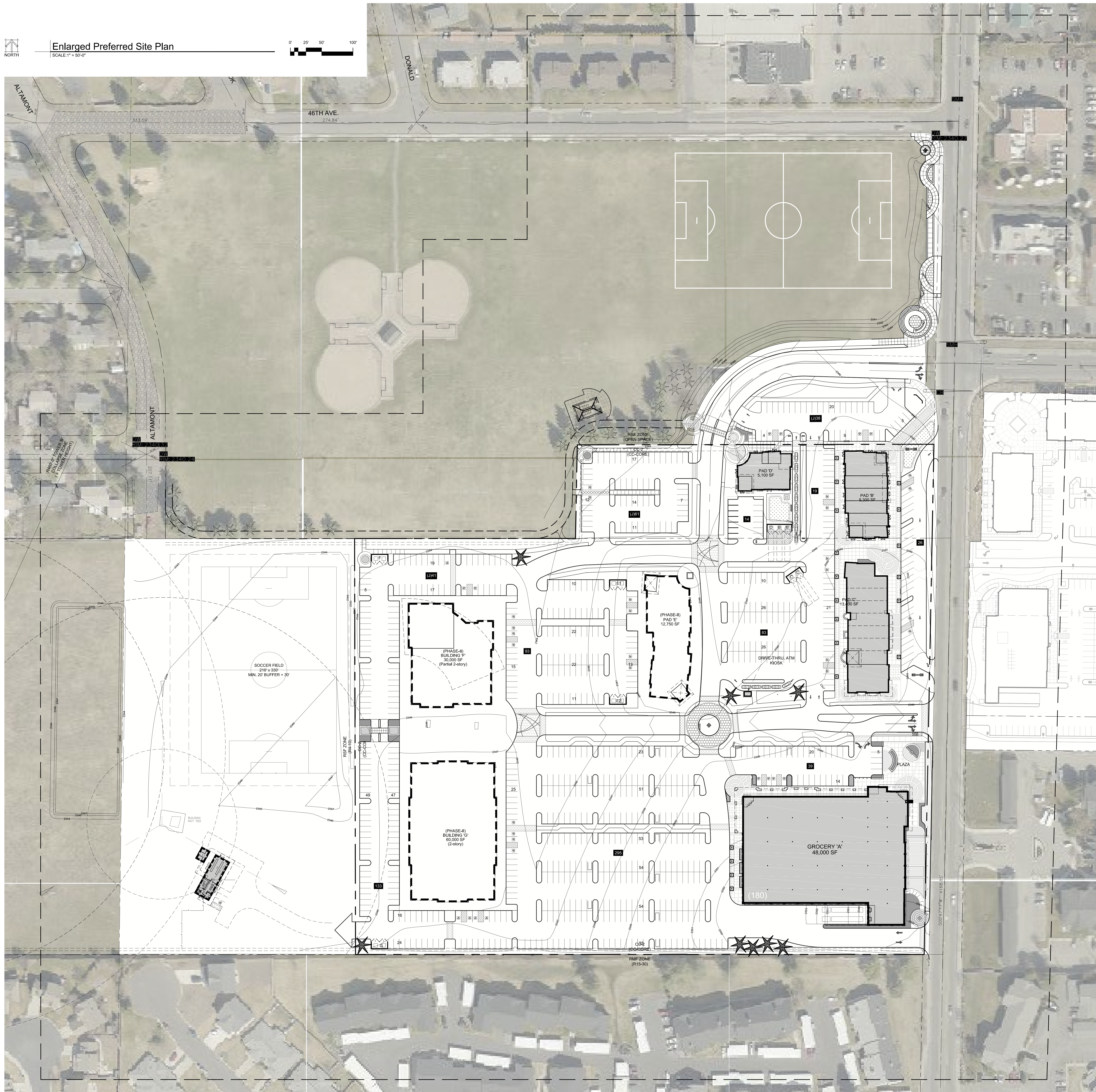
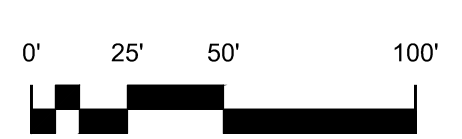


## Building: Retail-A (Views from Adjacent Multi-Family)





Enlarged Preferred Site Plan  
SCALE: 1" = 50'-0"



PLANT SCHEDULE - TREES

KEY	BOTANICAL NAME	COMMON NAME	SIZE	TYPE	NOTES	USDA ZONE
<b>LARGE DECIDUOUS SHADE TREES</b>						
AP	ACER PLATANOIDES 'DEBORAH'	DEBORHA NORWAY MAPLE	2" CAL.	B&B	45' X 40' W	ZONE 3
CJ	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	2" CAL.	B&B	50H X 30W	ZONE 4
TC	TILIA CORDATA 'CHANCOLE'	CHANCELLOR LITTLELEAF LINDEN	2" CAL.	B&B	35H X 20W	ZONE 3
<b>SMALL DECIDUOUS AND FLOWERING TREES</b>						
MA	MAACKIA AMURENSIS	AMUR MAACKIA	2" CAL.	B&B	25H X 20W	ZONE 4
PC	PRUNUS SARGENTII 'COLUMNARIS'	COLUMNAR SARGENT CHERRY	2" CAL.	B&B	30H X 15W	ZONE 4
PU	PYRUS USSURIENSIS 'MORDAK'	PRAIRIE GEM FLOWERING PEAR	2" CAL.	B&B	25H X 20W	ZONE 3
QR	QUERCUS ROBUR X Q. ALBA	CRIMSON SPIRE OAK	2" CAL.	B&B	40H X 15W	ZONE 4
ZS	ZELKOVA SERRATA 'JFS-KW1'	CITY SPRITE ZELKOVA	2" CAL.	B&B	24H X 18W	ZONE 5
<b>EVERGREEN TREES</b>						
PP	PINUS PONDEROSA	PONDEROSA PINE	6' TALL	B&B	40H X 30W	ZONE 3
PV	PINUS FLEXILIS 'VANDERWOLFS'	VANDERWOLF'S LIMBER PINE	6' TALL	B&B	25H X 15W	ZONE 4

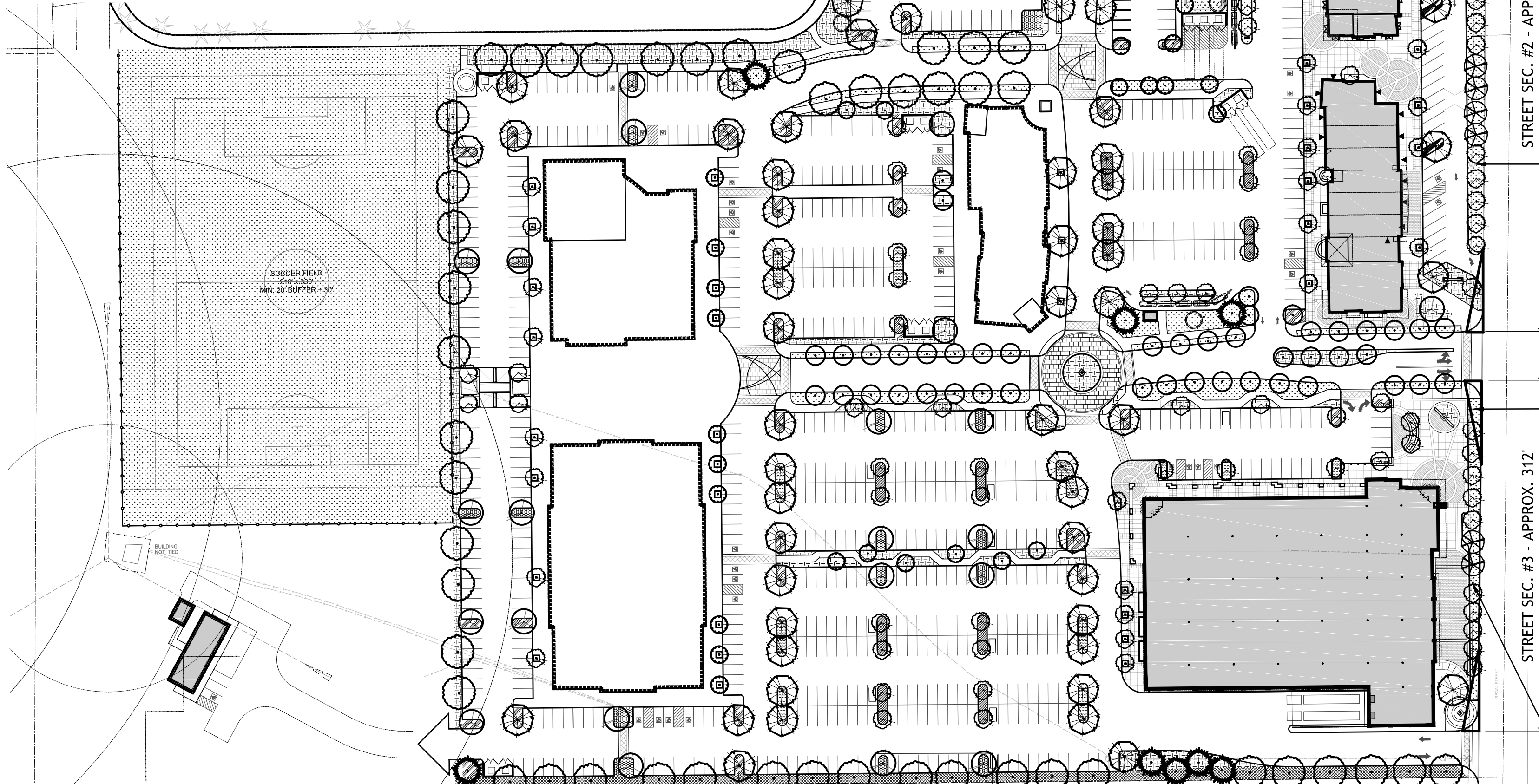
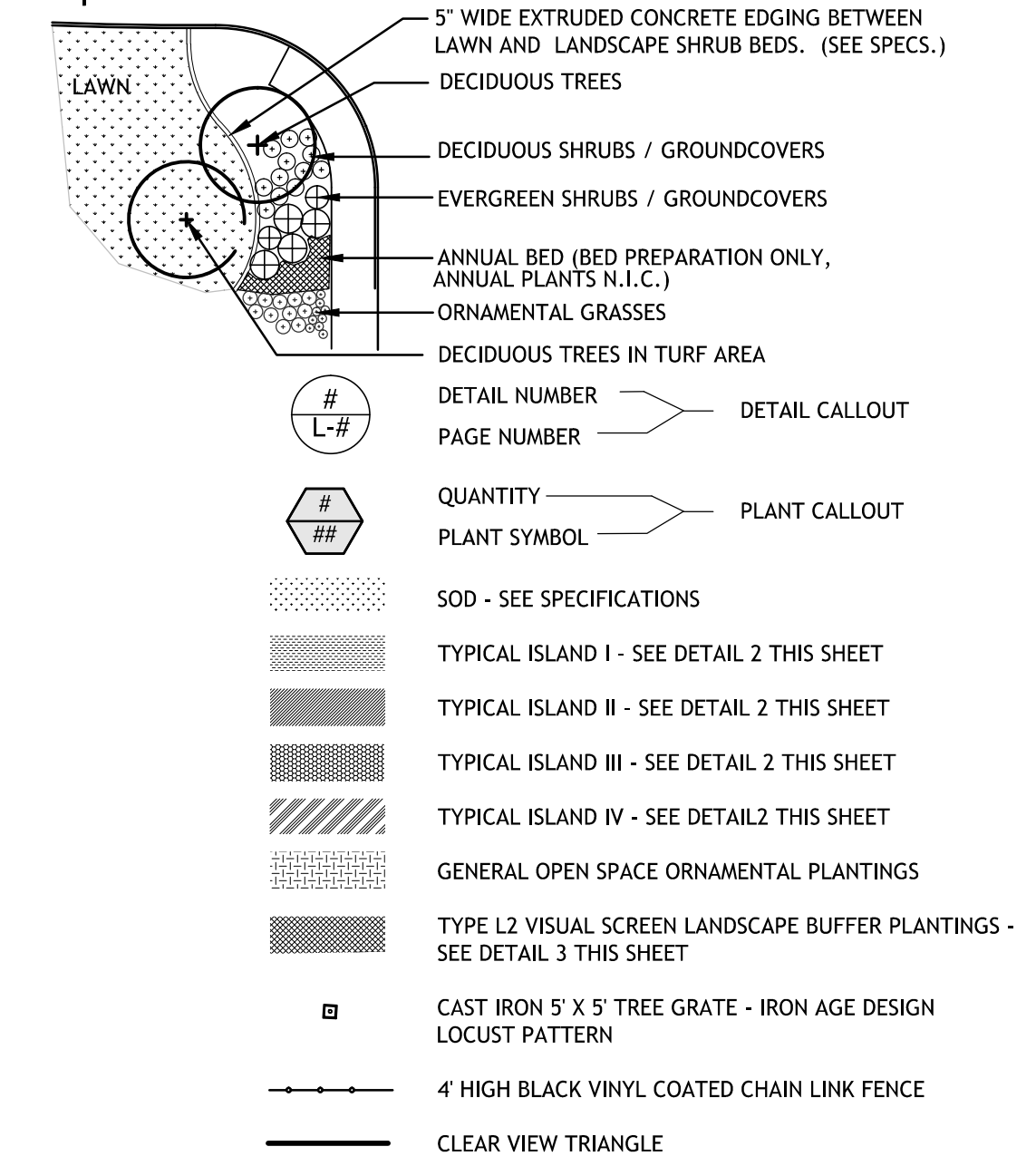
STREET TREE CALCULATIONS

STREET SECTION	LINEAR FEET/LENGTH OF STREET SECTION	REQ. TREE SPACING	# OF TREES REQ.	TREES PROVIDED
STREET SECTION 1	LENGTH: 342' - 66' BUS STOP PLACE HOLDER = 276'	DIVIDED BY 25' OC.	11 TREES (MIN)	9 TREES DUE TO POWER POLES AND LIGHTS
STREET SECTION 2	LENGTH: 519' - 84' (DRIVEWAYS) = 435'	DIVIDED BY 25' OC.	17.4 TREES (MIN)	18 TREES
STREET SECTION 3	LENGTH: 312'	DIVIDED BY 25' OC.	12.4 TREES (MIN)	12 TREES DUE TO POWER POLES

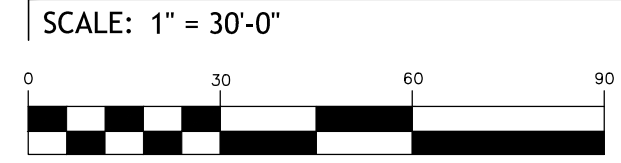
PLANT SCHEDULE - PERENNIALS AND GRASSES

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LB	PENNISSETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL.
MR	MAHONIA REPENS	CREeping MAHONIA	3 GAL.
PA	POTENTILLA FRUTICOSA 'ABBOTSWOOD'	ABBOTSWOOD POTENTILLA	3 GAL.
PB	POTENTILLA FRUTICOSA 'PINK BEAUTY'	PINK BEAUTY POTENTILLA	3 GAL.
PH	PHYSOCARPUS OPULIFOLIUS 'SEAWARD'	SUMMER WINE NINEBARK	5 GAL.
PG	PINUS SYLVESTRIS 'GLAUCA NANA'	DWARF SCOTCH PINE	5 GAL.
VC	VIBURNUM CARLESII	KOREAN SPICE VIBURNUM	3 GAL.

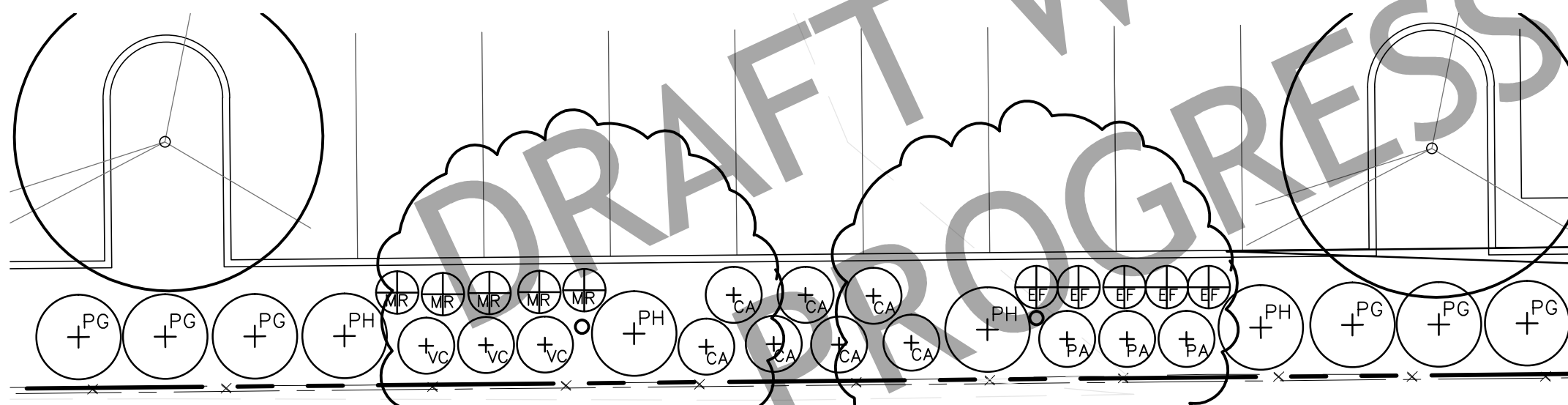
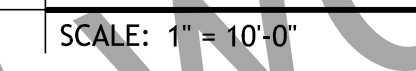
LANDSCAPE LEGEND



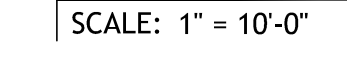
4 REGAL PLAZA ENLARGEMENT



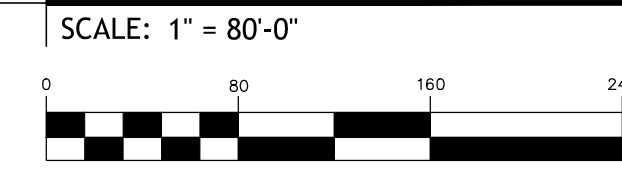
2 TYPICAL LANDSCAPE ISLANDS



3 TYPICAL L2 VISUAL SCREEN BUFFER



1 SCHEMATIC LANDSCAPE PLAN



LANDSCAPE NOTES

- CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
- COORDINATE ALL WORK WITH ALL OTHER SITE RELATED DEVELOPMENT DRAWINGS.
- COORDINATE WORK SCHEDULE AND OBSERVATIONS WITH LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION START-UP.
- ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS.
- ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.
- IN THE EVENT OF A PLANT COUNT DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE SCHEDULE QUANTITIES AND CALL OUT SYMBOL NUMBERS.
- ALL PLANTING BEDS SHALL BE COVERED WITH A MINIMUM OF 3" DEPTH OF SMALL (1" MINUS) TAN PERMA-BARK MULCH. SUBMIT SAMPLE FOR APPROVAL. RE-MULCH ANY AREAS THAT ARE NOT 3" IN DEPTH AT THE END OF THE WARRANTY PERIOD AT NO COST TO THE OWNER.
- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF TWO YEARS BEGINNING AT THE DATE OF ACCEPTANCE BY THE OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
- FINISH GRADES SHALL PROVIDE A SMOOTH TRANSITION WITH ADJACENT SURFACES AND ENSURE POSITIVE DRAINAGE IN ACCORDANCE WITH THE SITE GRADING PLAN.
- FERTILIZE ALL TREES AND SHRUBS WITH 'AGRIFORM' PLANTING TABLETS. QUANTITY PER MANUFACTURER'S RECOMMENDATIONS.
- ALL PLANTING BEDS SHALL HAVE A MINIMUM 18" DEPTH OF TOPSOIL. LAWN AREAS SHALL HAVE A MINIMUM 12" DEPTH OF TOPSOIL. SPREAD, COMPACT, AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE 3" BELOW ADJACENT SURFACES OF PLANTER BED AREAS, 1-1/2" BELOW ADJACENT SURFACES OF TURF SOD AREAS, AND 1" BELOW ADJACENT SURFACES OF TURF SEED AREAS.
- IF IMPORTED TOPSOIL FROM OFF-SITE SOURCES IS REQUIRED, ENSURE IT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEANOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
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- TREES SHALL NOT BE PLANTED WITHIN THE 10'-0" CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS AND OTHER STORM DRAINAGE FACILITIES MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- IN THE EVENT OF A DISCREPANCY, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

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 WWW.BERNARDOWILLS.COM 509.838.4605  
 COPYRIGHT BERNARDO WILLS ARCHITECTS PC 2013

SCHEMATIC DESIGN

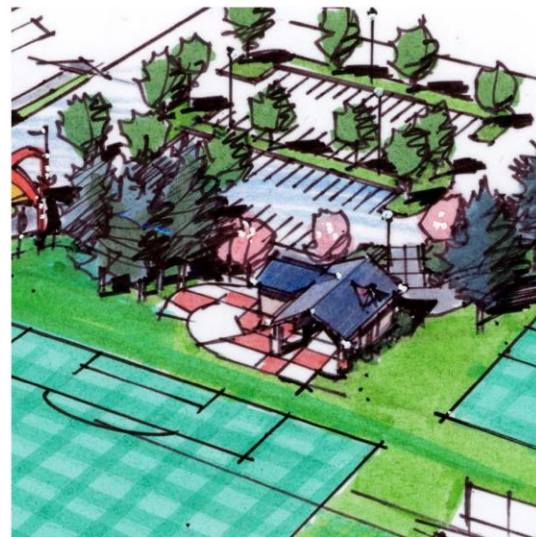
DRB SUBMITTAL - REVISED  
LANDSCAPE PLAN - OVERALL

Southgate / KXLY  
5222 S. Regal St.  
Spokane, Washington 99336

B W A BERNARDO WILLS ARCHITECTS PC

Project No: 13-175  
Drawn by: JLC  
Date: 3/13/17

L-1



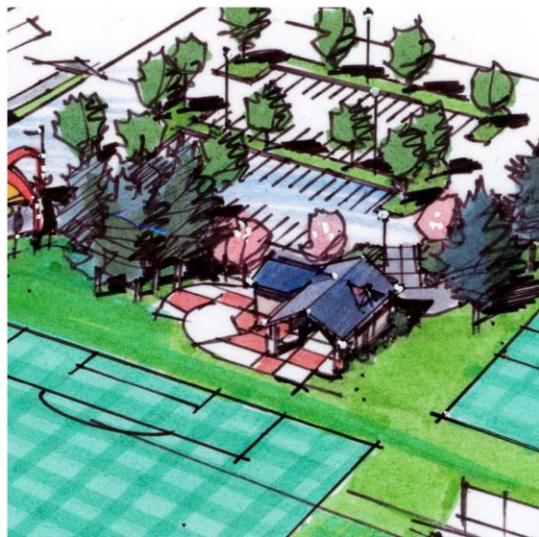
# Southgate KXLY Development

SWC Regal Street & Palouse Highway

Design Review Board – Supplemental #01

December 30, 2016

# Background & Context





# Introduction

## Narrative & Summary

### *Background:*

In 2009, as part of Comprehensive Plan map amendments, the City and Owners of the three subject properties, entered into an agreement that would provide for commercial and retail development subject to certain conditions. The guiding precept of the resulting Development Agreement (DA) is establishment of a unified commercial district, spanning each of the three properties; the epicenter of which is the intersection of Regal and Palouse. The DA required that the Developers' prepare an Integrated Site Plan (ISP) showing implementation of six planning principles which establish the unified commercial district. In addition, the ISP provides a unified theme of similar architectural styles, colors, materials, site amenities. The unified theme is embodied in the ISP "Kit of Parts." The Integrated Site Plan and Kit of Parts were processed through the Design Review Board with collaborative input from City staff and Southgate Neighborhood Council representatives. The ISP and Kit of Parts were approved by the Planning Director with conditions in May 2013.

The Black/Target Development was the first project to move forward under the ISP and Development Agreement. The "Black Specific Plan" was processed through the Design Review Board to verify consistency with the intent of the ISP, Kit of Parts, and Development Agreement and was approved by the Director in April of 2013.

### *Project Description:*

The KXLY development is the second development to proceed under the DA. The project area is +/- 14 acres and is contemplated to be anchored by a large regional grocery store, four buildings to accommodate small and medium-sized retailers, and two large future-phase buildings thought to be offices or similar uses. Future-phase buildings are not part of this application.

The KXLY Site Specific Plan incorporates the intent of the ISP's six guiding design principles and includes such features as: pedestrian and bicycle connectivity, preservation of selected Ponderosa Pine trees, unified design theme, community plaza, preservation of selected viewscales and design strategies to allow the project to evolve into an urban center over time as market forces dictate; in addition to compliance with the City's strict development standards for projects like this including landscaping, site lighting, building façade treatment, setbacks, parking standards, etc. Additionally, the project will incorporate selected features and finishes from the ISP Kit of Parts.

### *Submittal Intent*

The intent of this Design Review Submittal is to present the design work prepared to date of both a general and specific nature, discuss applicable elements of the proposal with the DRB and demonstrate proposal's consistency with the intent of the ISP, Kit of Parts, and Development Agreement. The design effort presented herein is the culmination of years of collaboration with area stakeholders, most notably the Southgate Neighborhood Council, SNG Land Use Committee, City of Spokane, and City of Spokane Parks and Recreation Department.

# Context

## Integrated Sites & City Property



## Context

Property Purchased from City of Spokane



### *PSA City Parcel*

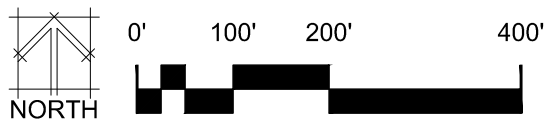
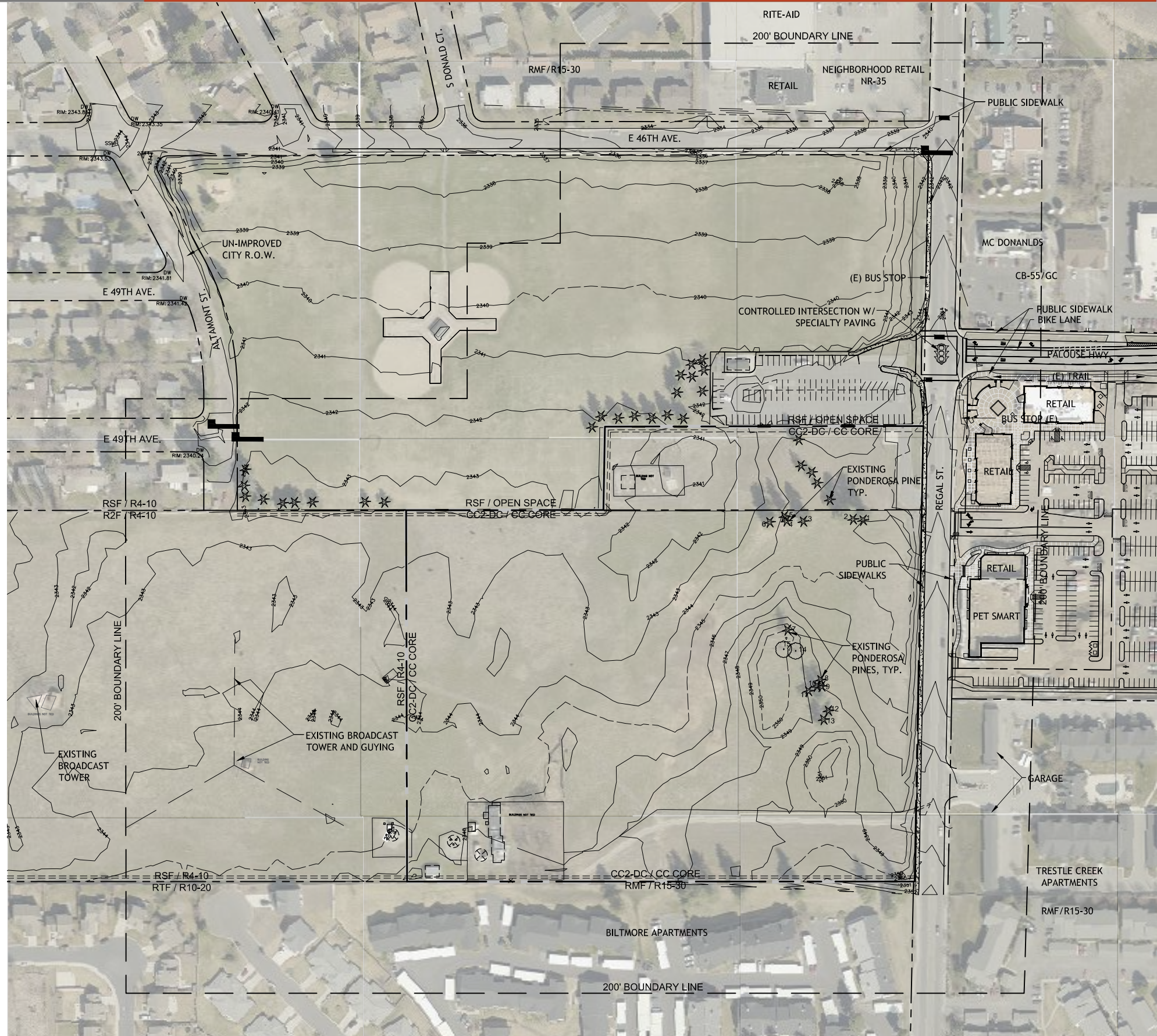
In addition to property already owned, KXLY has entered into agreement with the City of Spokane to purchase the property immediately adjacent to the north, approximately 2.7 acres, bringing the total project ownership to +/- 16.7 acres.

The purchase and sale agreement with the City sets forth requirements of both the buyer and seller. The purchased property is to be treated as an extension of the principal KXLY property and subject to the same design and development requirements established in the DA and ISP and make development subject to the implementation memo. In addition, the City will set aside \$300k from the property sale price for trail development within the greater Southgate Neighborhood (at the time of this narrative, we understand the SGN has pledged \$150k of the \$300k to develop trails associated with this project). The PSA is contingent upon several factors including a successful map amendment to the Comprehensive Plan of the purchase property to CC2-DC and securing an easement across City Park property to access the development from the fourth leg of the signalized intersection at Regal and Palouse.

# Existing Site Conditions and Context



# Context: Existing Conditions

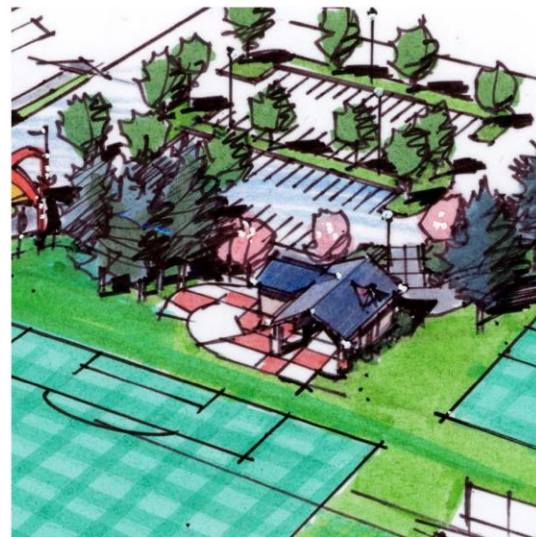


# Context: Existing Street Views



Existing Aerial View  
SCALE: 1" = 200'-0"





# City Parks Board Collaboration

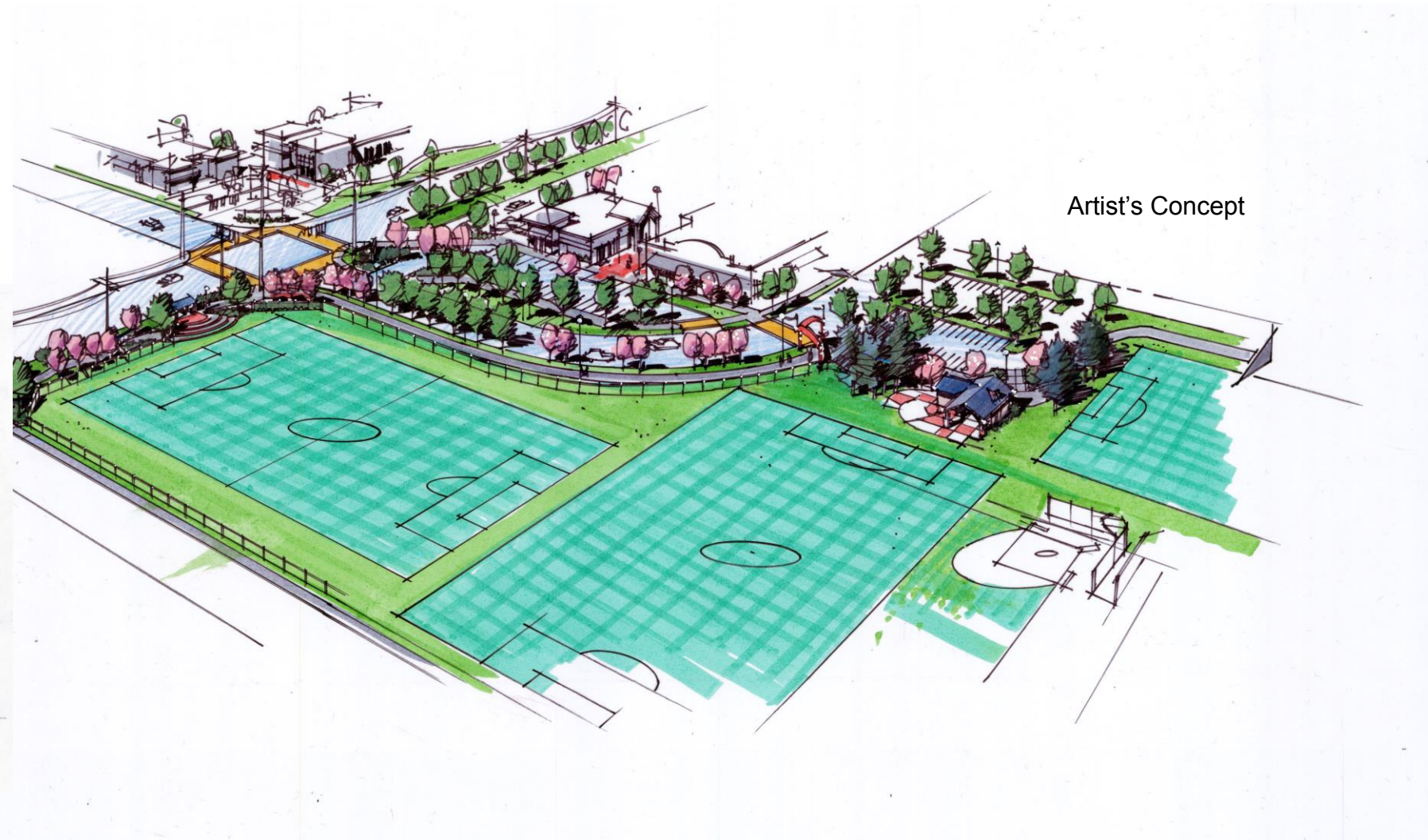
# City Parks Board Collaboration

## Southside Sports Complex

Key to the success of the KXLY development is access to the fourth-leg of the intersection at Regal and Palouse as contemplated in the ISP. The access is routed across City Park property. The effect of the access conflicts with existing park improvements including the Park's primary parking lot, two play fields and restroom kiosk.



Artist's Concept



Artist's Concept

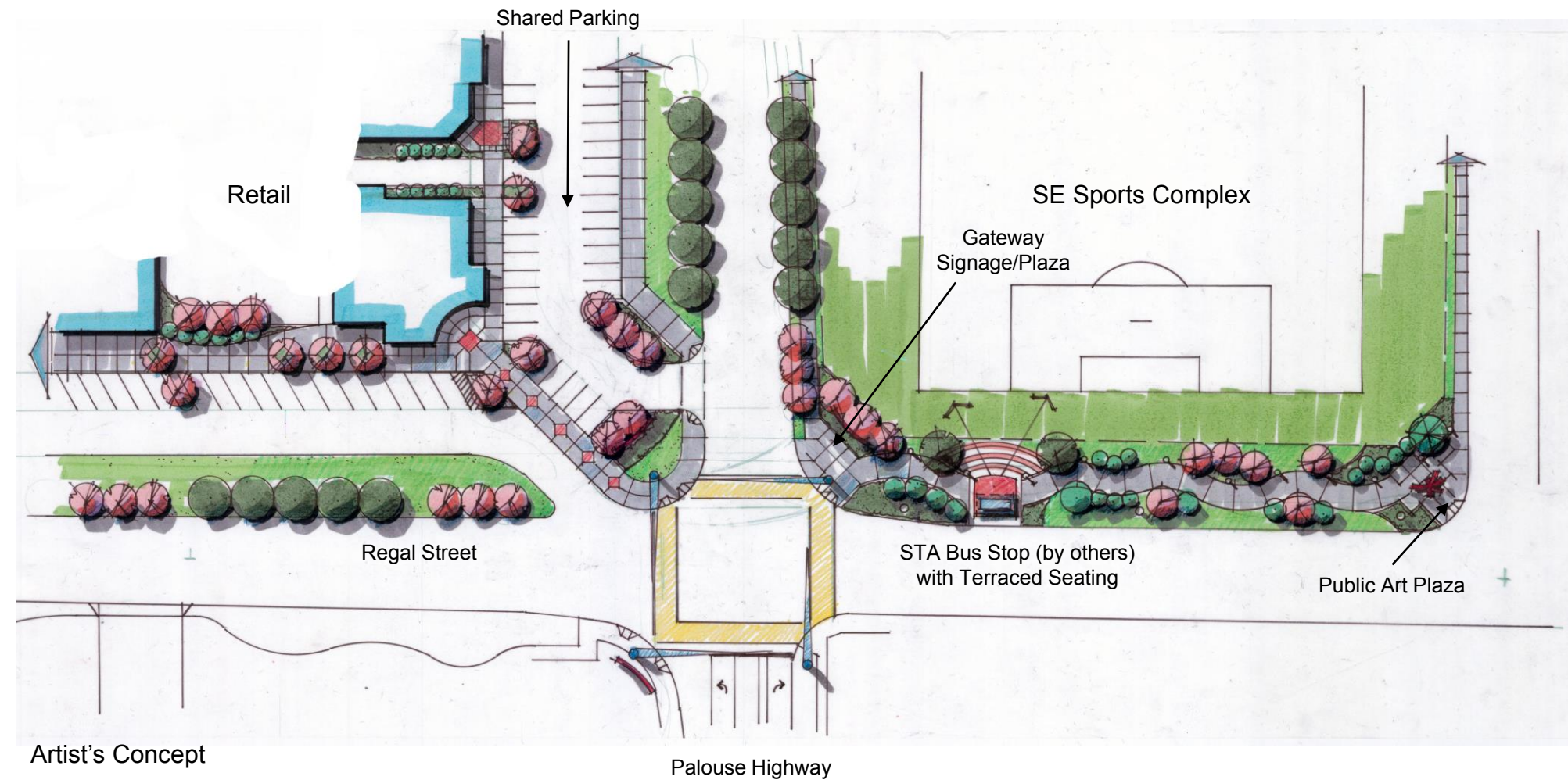


## City Parks Board Collaboration

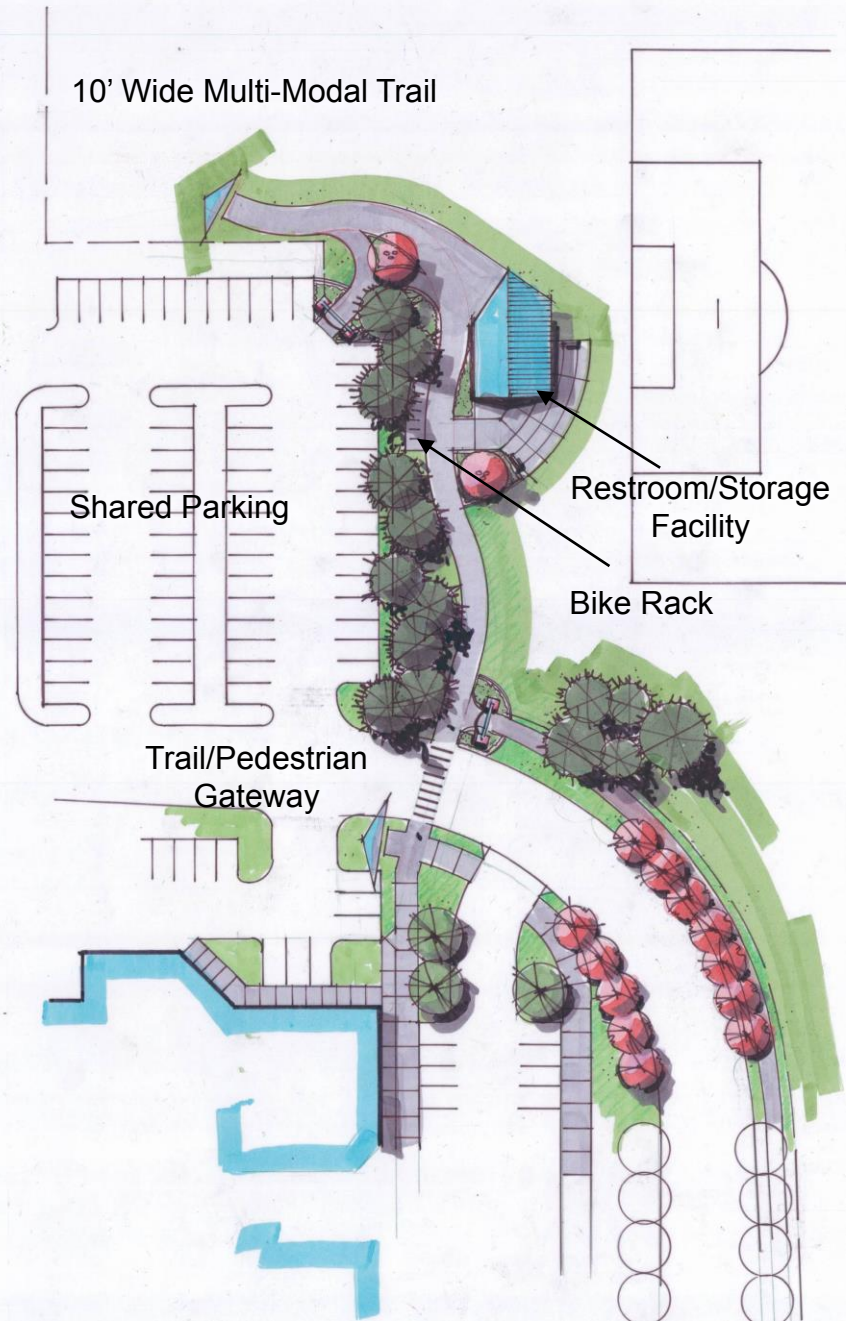
To mitigate the impacts to the park and public facilities, the City Parks Department and KXLY have entered into agreement to secure an access easement to the intersection through a development license agreement. In exchange for rights of access, KXLY, at their sole expense, will make the City and Public whole by:

- Reconfiguring the impacted soccer field in the NEC of the park (46<sup>th</sup> & Regal)
- Constructing a Ribbon Park along Parks Department property fronting Regal St.
- Constructing designated non-exclusive supporting parking for the Park including accessible parking spaces and barrier-free access from designated parking lots to the Park.
- Constructing a new replacement regulation-size turf soccer field on KXLY property directly adjacent to the park.
- Replacing existing restroom and storage kiosk.

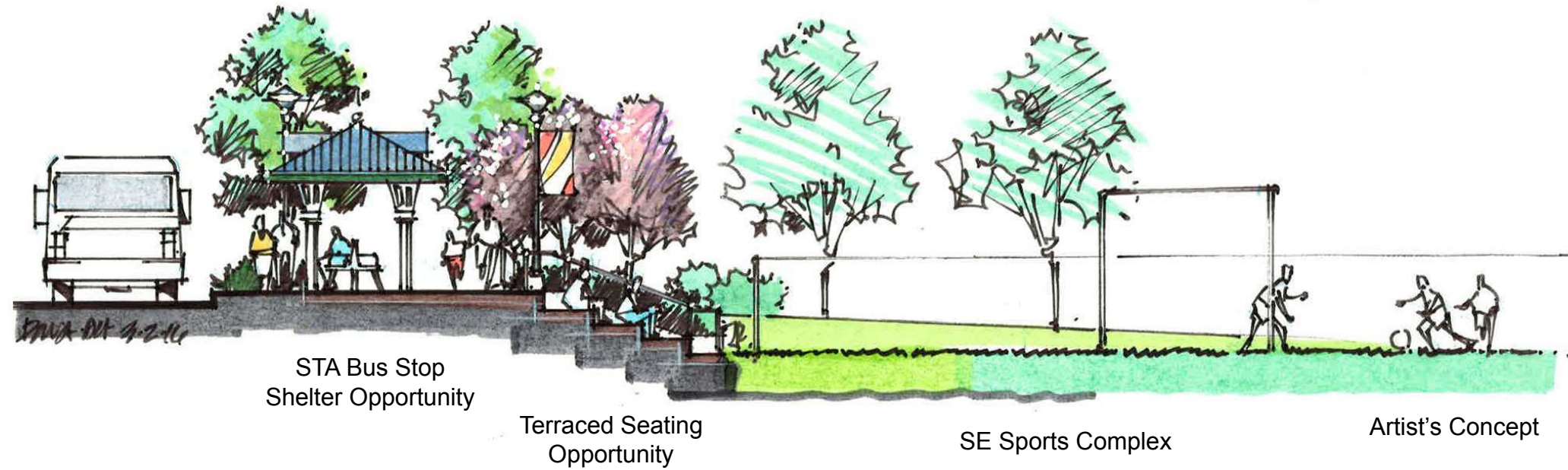
In addition to constructing the improvements, KXLY will maintain the parking lots, ribbon park and other improvements within the described easement area as set forth in the development license agreement. This allows the City to retain the same number of public recreational facilities while relieving the City Parks Department of the burdensome maintenance of parking lots, sidewalks and other non-recreational related facilities. The proposed development license agreement easement has been approved by the Park Board and final details are being worked out with the KXLY design team and Parks Department representatives.



# City Parks Board Collaboration



Artist's Concept

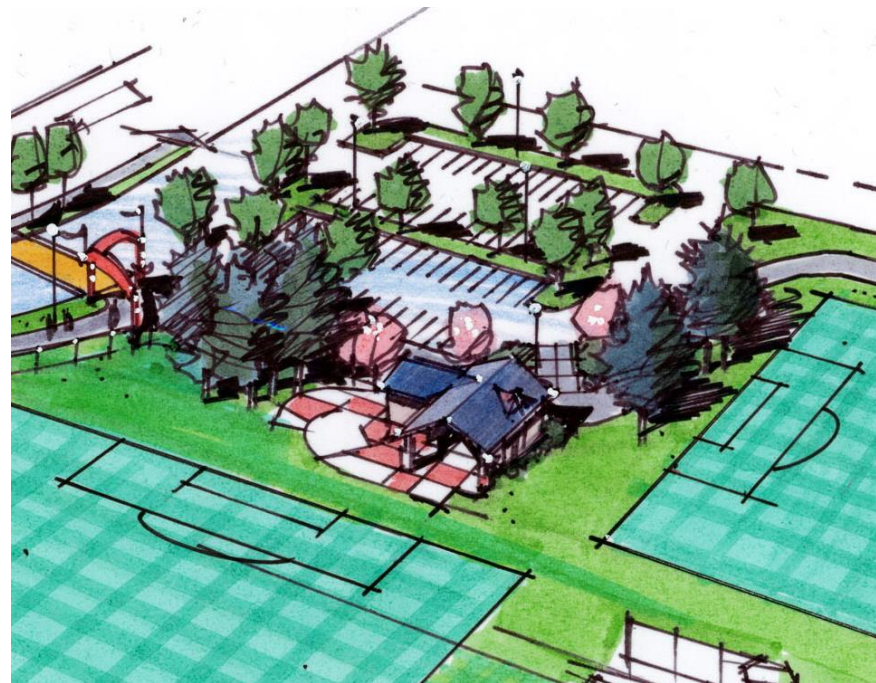


STA Bus Stop Shelter Opportunity

Terraced Seating Opportunity

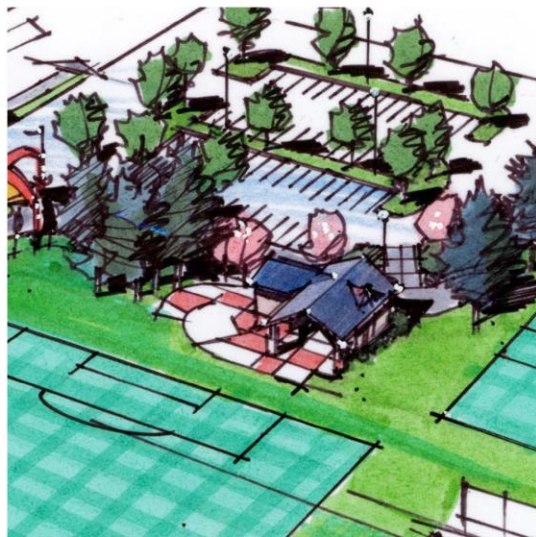
SE Sports Complex

Artist's Concept



Artist's Concept

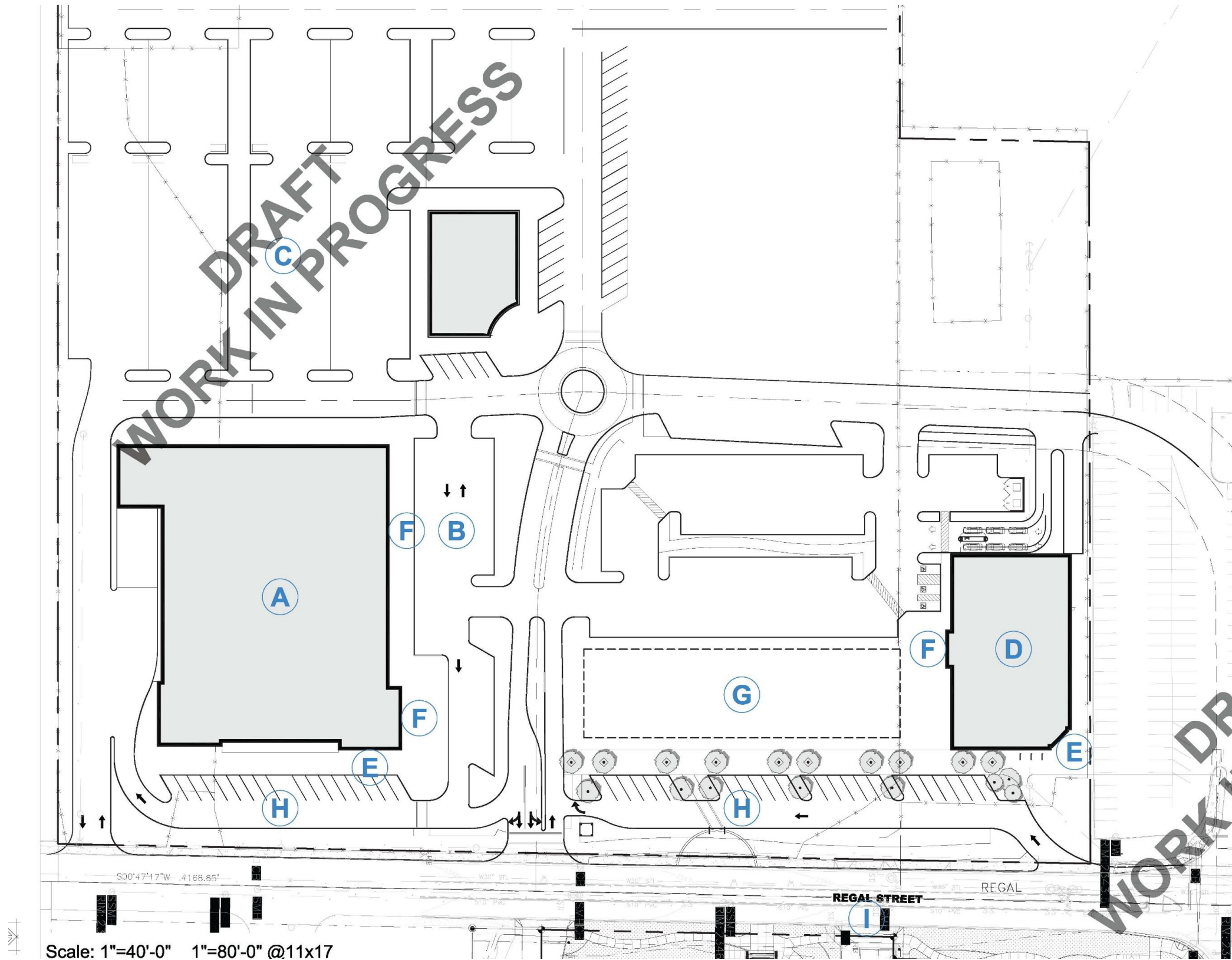
# Site Plan



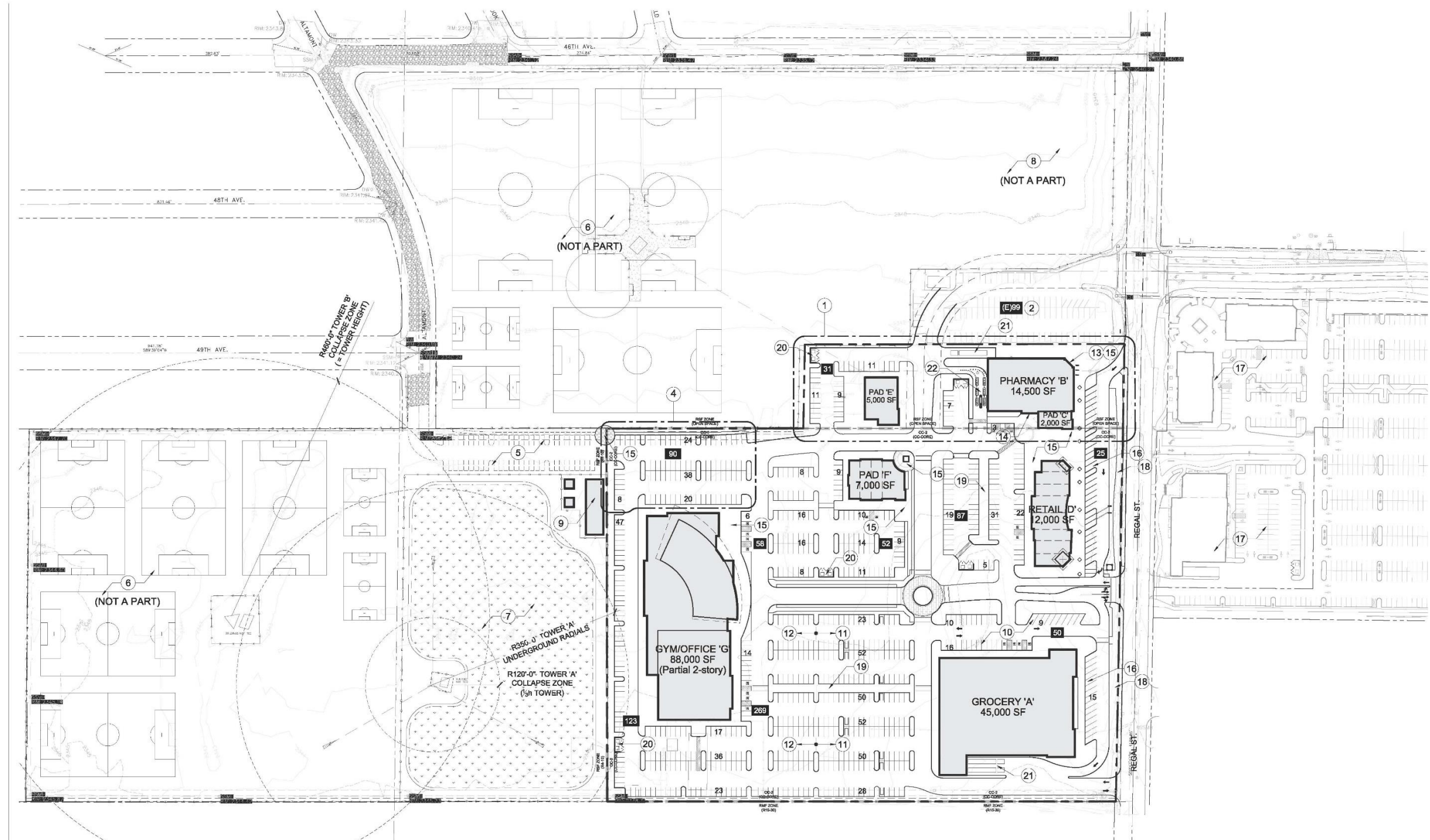
# Site Evolution: 01



# Site Evolution: 02



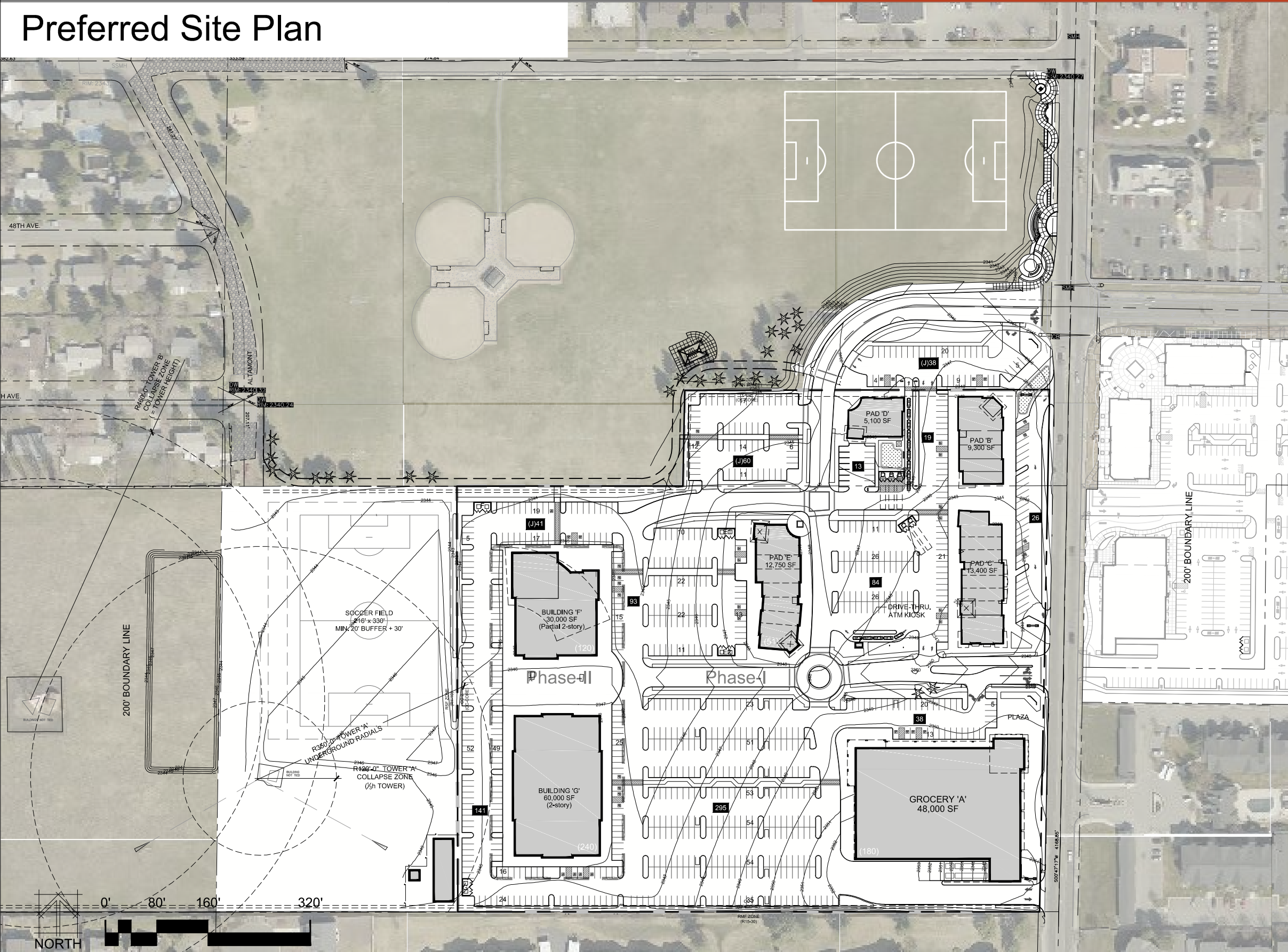
# Site Evolution: 03



## Site Evolution: Early Massing



# Preferred Site Plan



**A. SUBJECT PROPERTY(S) DATA**

PARCEL ADDRESS	PARCEL NUMBER	ZONING & LAND USE	PARCEL AREA
5222 S. REGAL ST.	34041.9077	CC-2 DC (CC-1) CC CORE	609,840 SF
2651 E. 49th AVENUE	34041.0038	RSF OPEN SPACE	85,378 SF
ASSEMBLED PROPERTY AREA (ASSESSED):			695,218 SF
			15.96 ACRES

**B. Required BLDG Setbacks & Landscaping**

YARD / SITE LOCATION	REQ'D MIN. BUILDING SETBACK	SETBACK ADJACENT TO R-ZONE	REQ'D MIN. LANDSCAPING
FRONT	0-FEET	10-FEET	5-FEET
SIDES	0-FEET	10-FEET	5-FEET
REAR	0-FEET	10-FEET	5-FEET
STREETS	12-FEET BACK OF CURB	12-FEET BACK OF CURB	6-FEET
USE BUFFER	-	-	6-FEET + FENCE
INTERIOR	-	-	10% PARKING AREA

**C. BUILDING(S) AREA & REQUIRED PARKING**

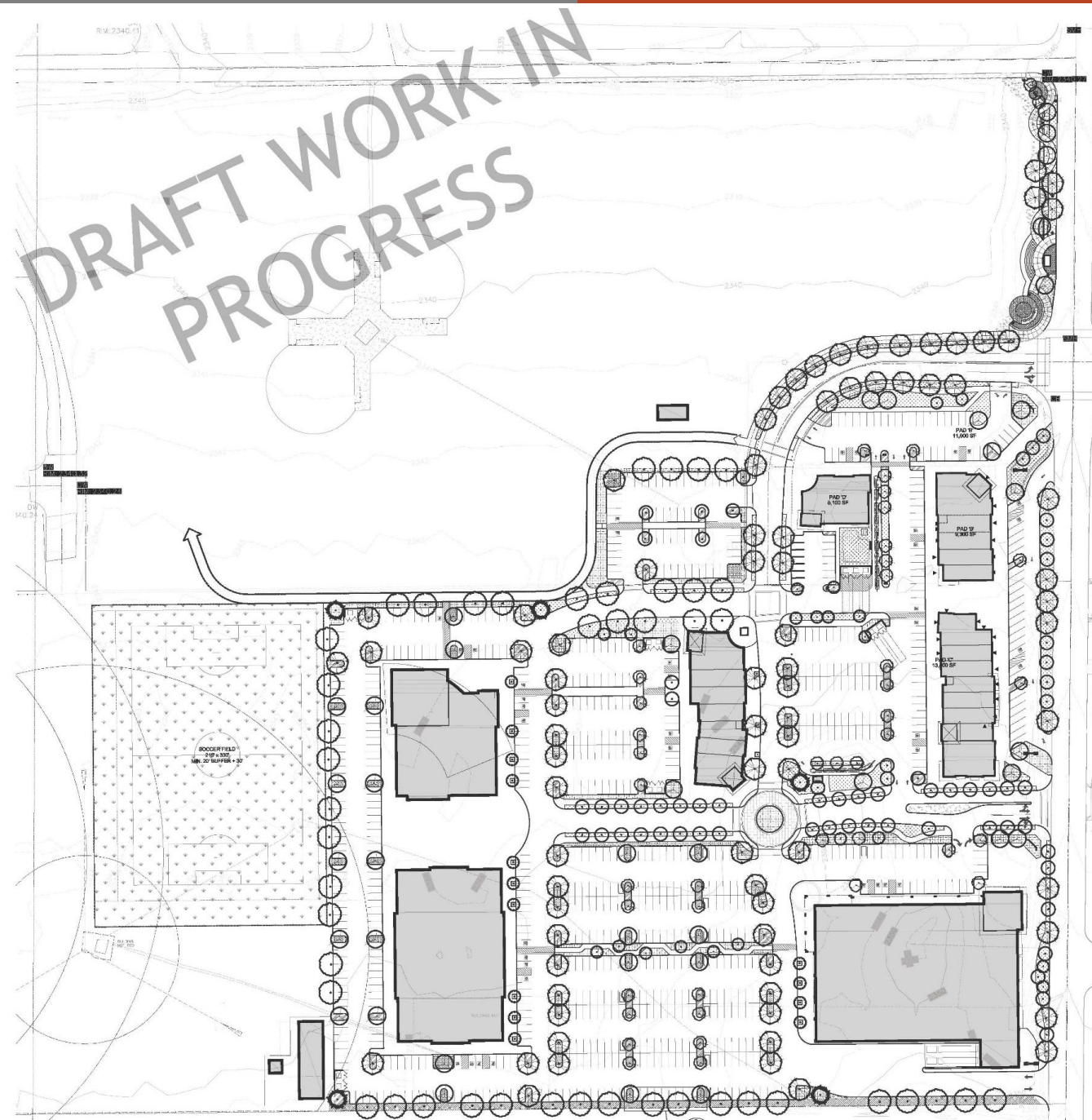
BUILDING INFORMATION		REQUIRED PARKING	
BLDG NAME	BLDG AREA	MINIMUM (1/1000 SF)	MAXIMUM (1/250 SF)
GROCERY 'A'	48,000 SF	48.0 STALLS	192.0 STALLS
PAD 'B'	9,300 SF	9.3 STALLS	37.2 STALLS
PAD-C	13,400 SF	13.4 STALLS	53.6 STALLS
PAD-'D'	5,100 SF	5.1 STALLS	20.4 STALLS
PAD-'E'	12,750 SF	12.8 STALLS	51.0 STALLS
BUILDING -'F' (PARTIAL 2-STORY)	30,000 SF	30.0 STALLS	120.0 STALLS
BUILDING -'G' (2-STORY)	60,000 SF	60.0 STALLS	240.0 STALLS
<b>TOTALS:</b>	<b>178,550 SF</b>	<b>179 Stalls</b>	<b>714 Stalls</b>
PROVIDED PARKING:		849 Stalls	
LESS 139 SOCCER COMPLEX PARKING STALLS:		710 Stalls	
		3.98 STALLS / 1,000 SF	
DEVELOPMENT PARKING RATIO:			
REQUIRED ADA PARKING (5%):		42 ADA Stalls	
PARKING LOT TREES (1 INTERIOR TREE PER 6 STALLS PER 'SMC' 17C.200.040(F)a):		142 TREES	

**D. PROJECT DATA**

DATA	EXISTING	PROPOSED
OCCUPANCY GROUP	-	M, B, A2 & A3
CONSTRUCTION TYPE	-	TYPE-II & V-N
MAX. BLDG HEIGHT	-	55-FEET
MAX. FLOOR AREA RATIO (F.A.R.)	-	0.5
BLDG(S) SPRINKLED	-	YES
SEPA REQUIRED	-	YES
ESTIMATED PROJECT VALUE	-	\$0
ESTIMATED START DATE	-	TBD



# Concept Landscape Plan



**1 SCHEMATIC LANDSCAPE PLAN**  
SCALE: 1" = 80'-0"  
NORTH

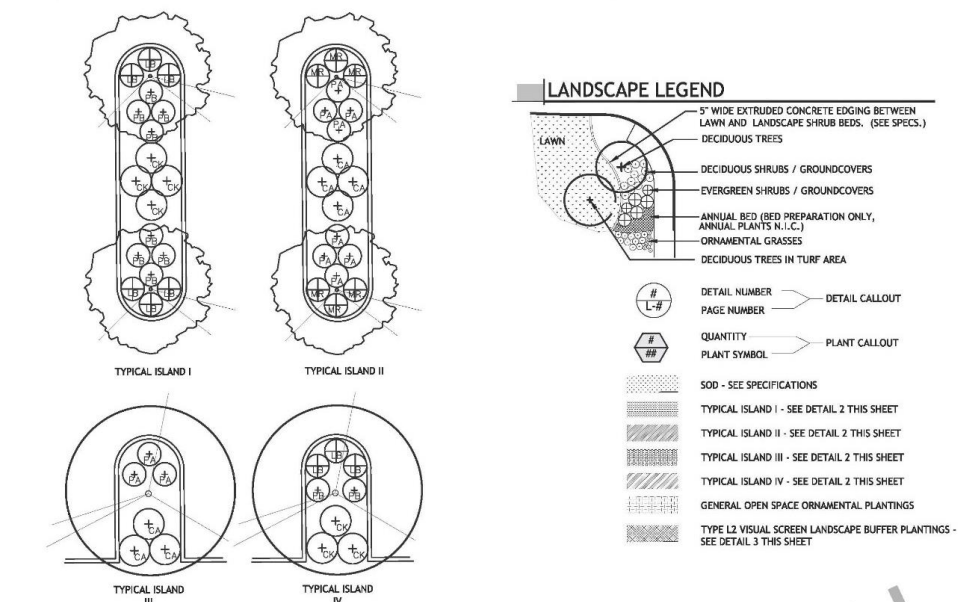
- LANDSCAPE NOTES**
- CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
  - COORDINATE ALL WORK WITH ALL OTHER SITE RELATED DEVELOPMENT DRAWINGS.
  - COORDINATE WORK SCHEDULE AND OBSERVATIONS WITH LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION START-UP.
  - ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS.
  - ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.
  - IN THE EVENT OF A PLANT COUNT DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE SCHEDULE QUANTITIES AND CALL OUT SYMBOL NUMBERS.
  - ALL PLANTING BEDS SHALL BE COVERED WITH A MINIMUM OF 3" DEPTH OF SMALL (1" MINUS) TAN PERMA-BARK MULCH. SUBMIT SAMPLE FOR APPROVAL. RE-MULCH ANY AREAS THAT ARE NOT 3" IN DEPTH AT THE END OF THE WARRANTY PERIOD AT NO COST TO THE OWNER.
  - ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF TWO YEARS BEGINNING AT THE DATE OF ACCEPTANCE BY THE OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY CONDITION IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
  - FINISH GRADES SHALL PROVIDE A SMOOTH TRANSITION WITH ADJACENT SURFACES AND ENSURE POSITIVE DRAINAGE IN ACCORDANCE WITH THE SITE GRADING PLAN.
  - FERTILIZE ALL TREES AND SHRUBS WITH 'AGRIFORM' PLANTING TABLETS. QUANTITY PER MANUFACTURERS RECOMMENDATIONS.
  - ALL PLANTING BEDS SHALL HAVE A MINIMUM 18" DEPTH OF TOPSOIL. LAWN AREAS SHALL HAVE A MINIMUM 12" DEPTH OF TOPSOIL. SPREAD, COMPACT, AND FINE GRADE TOPSOIL TO A SMOOTH AND UNIFORM GRADE 3" BELOW ADJACENT SURFACES OF PLANTER BED AREAS, 1-1/2" BELOW ADJACENT SURFACES OF TURF SOO AREAS, AND 1" BELOW ADJACENT SURFACES OF TURF SEED AREAS.
  - IF IMPORTED TOPSOIL FROM OFF-SITE SOURCES IS REQUIRED, ENSURE IT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUMPS, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEIOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
  - OBTAIN TOPSOIL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THOSE FOUND ON THE PROJECT SITE. OBTAIN TOPSOIL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOPSOIL OCCURS AT A DEPTH OF NOT LESS THAN 4 INCHES.
  - IMMEDIATELY CLEAN UP ANY TOPSOIL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
  - TREES SHALL NOT BE PLANTED WITHIN THE 10'-0" CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES.
  - SEEPAGE BEDS AND OTHER STORM DRAINAGE FACILITIES MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
  - IN THE EVENT OF A DISCREPANCY, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

**PLANT SCHEDULE - TREES**

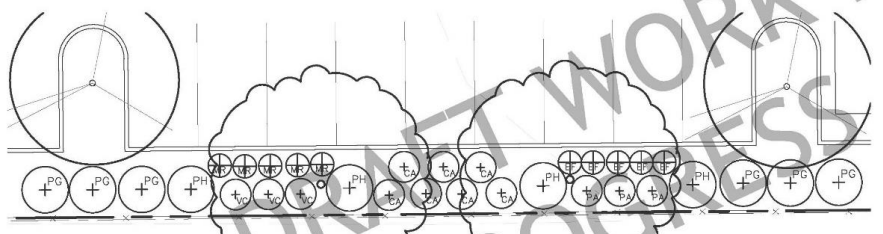
KEY	BOTANICAL NAME	COMMON NAME	SIZE	TYPE	NOTES	USDA ZONE
<b>LARGE DECIDUOUS SHADE TREES</b>						
AP	ACER PLATANOIDES 'DEBORAH'	DEBORHA NORWAY MAPLE	2" CAL.	B&B	45' X 40' W	ZONE 3
CJ	CERCIDIPHYLLUM JAPONICUM	KATSURA TREE	2" CAL.	B&B	50H X 30W	ZONE 4
TC	TILIA CORDATA 'CHANCOLE'	CHANCELLOR LITTLELEAF LINDEN	2" CAL.	B&B	35H X 20W	ZONE 3
<b>SMALL DECIDUOUS AND FLOWERING TREES</b>						
PC	PRUNUS SARGENTII 'COLUMNARIS'	COLUMNAR SARGENT CHERRY	2" CAL.	B&B	30H X 15W	ZONE 4
PU	PYRUS USSURIENSIS 'MORDAK'	PRAIRIE GEM FLOWERING PEAR	2" CAL.	B&B	25H X 20W	ZONE 3
QR	QUERCUS ROBUR X Q. ALBA	CRIMSON SPIRE OAK	2" CAL.	B&B	40H X 15W	ZONE 4
ZS	ZELKOVA SERRATA 'JFS-KW1'	CITY SPIRIT ZELKOVA	2" CAL.	B&B	24H X 18W	ZONE 5
<b>EVERGREEN TREES</b>						
PS	PINUS SYLVESTRIS	SCOTCH PINE	6" TALL	B&B	40H X 30W	ZONE 3
PV	PINUS FLEXILIS 'VANDERWOLF'S'	VANDERWOLF'S LIMBER PINE	6" TALL	B&B	25H X 15W	ZONE 4

**PLANT SCHEDULE - PERENNIALS AND GRASSES**

KEY	BOTANICAL NAME	COMMON NAME	SIZE
CA	CALAMAGROSTIS X ACUTIFLORA KARL FOERSTER	FEATHER REED GRASS	1 GAL.
CK	CORNUS SEBECIA 'KEELSEY'	KEELSEY RED OSIER DOGWOOD	3 GAL.
EF	EUPHYMIS FORTUNEI 'EMERALD GAIEY'	EMERALD GAIEY WINTERCREEPER	3 GAL.
LB	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	1 GAL.
MR	MAHONIA REPENS	CREeping MAHONIA	3 GAL.
PA	POTENTILLA FRUTICOSA 'ABBOTSWOOD'	ABBOTSWOOD POTENTILLA	3 GAL.
PB	POTENTILLA FRUTICOSA 'PINK BEAUTY'	PINK BEAUTY POTENTILLA	3 GAL.
PH	PHYSOCARPUS OPIULIFOLIUS 'SEAWARD'	SUMMER WINE NINEBARK	5 GAL.
PG	PINUS SYLVESTRIS 'GLAUCOA NANA'	DWARF SCOTCH PINE	5 GAL.
VC	VIBURNUM CARLESII	KOREAN SPICE VIBURNUM	3 GAL.



**2 TYPICAL LANDSCAPE ISLANDS**  
SCALE: 1" = 10'-0"

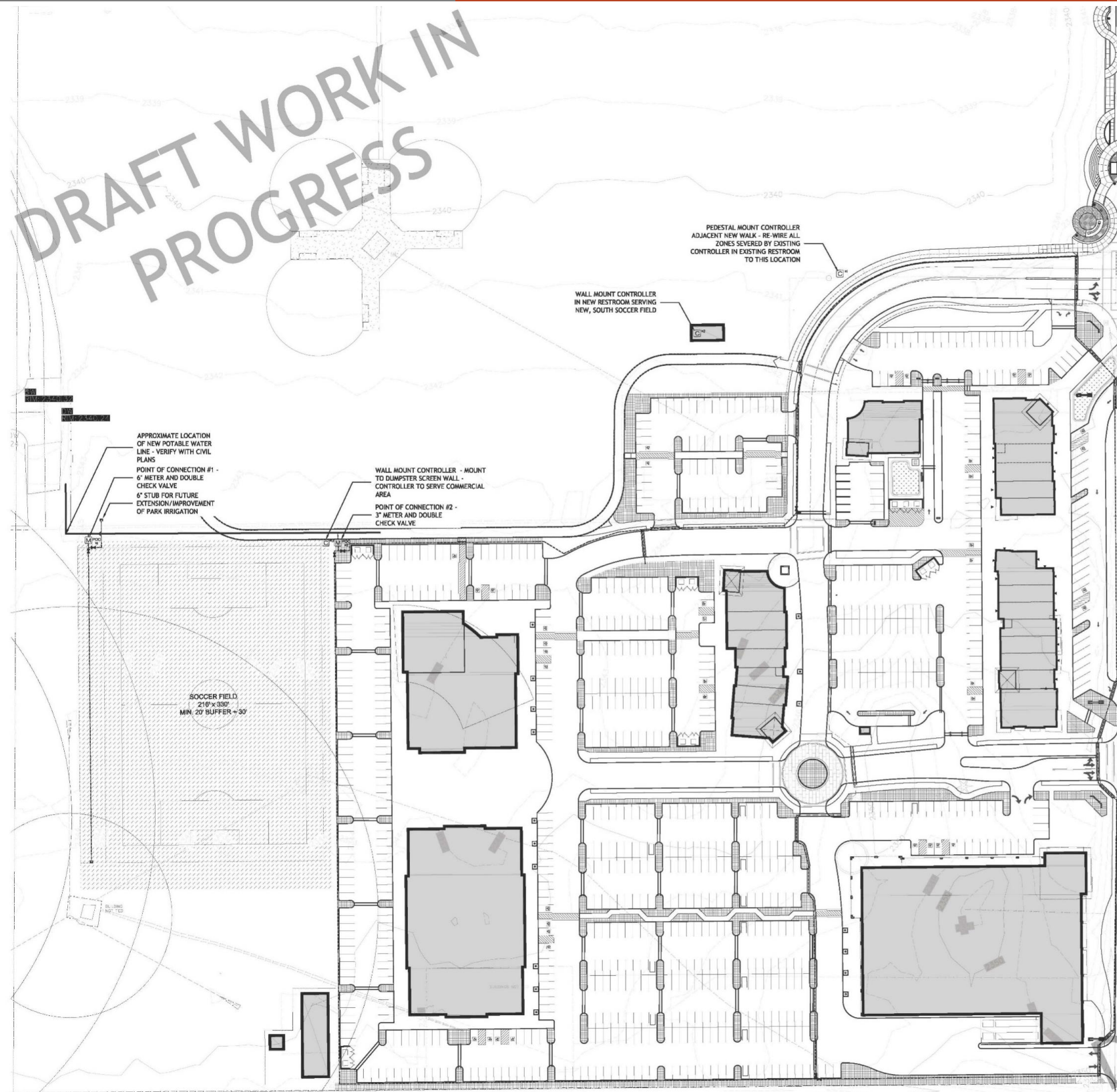


**3 TYPICAL L2 VISUAL SCREEN BUFFER**  
SCALE: 1" = 10'-0"

**UTILITY STATEMENT**  
LOCATION OF EXISTING UNDERGROUND UTILITIES HAVE BEEN TAKEN FROM DRAWINGS AND FIELD LOCATES SUPPLIED BY THE APPROPRIATE UTILITY COMPANIES. UTILITY LOCATIONS SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EACH UTILITY.

**UNDERGROUND SERVICE ALERT**  
ONE-CALL NUMBER  
811  
CALL TWO BUSINESS DAYS BEFORE YOU DIG

# Concept Irrigation Plan



## IRRIGATION LEGEND

- IRRIGATION TYPE**
- DRIP LINE AREA AREA - SHRUB BED AREAS: TO BE LAID OUT ACCORDING TO MANUFACTURER'S RECOMMENDATIONS 'RAIN BIRD' XFS SUB-SURFACE DRIPLENE WITH COPPER SHIELD, XFS-06-18 (18" LINE SPACING AND 18" EMITTER SPACING) (0.6 GPH EMITTERS)
  - TURF SPRAY AREA - NARROW TURF AREAS: SHORT RADIUS RAINBIRD (NPR OR VAN SERIES) SPRAYS - TO BE LAID OUT ACCORDING TO HEAD LAYOUT SHOWN ON IRRIGATION PLANS (TBD).
  - ROTOR AREA - SPORTS FIELD TURF AREAS: LARGE RADIUS HUNTER ROTORS - TO BE LAID OUT ACCORDING TO HEAD LAYOUT SHOWN ON IRRIGATION PLANS (TBD).

**EQUIPMENT**

SYMBOL	MFG	DESCRIPTION	MODEL NO.	DETAIL NO.
⊙	P.O.C. #1	POINT OF CONNECTION TO POTABLE WATER LINE - 6" METER		
⊙	P.O.C. #2	POINT OF CONNECTION TO POTABLE WATER LINE - 3" METER		
⊙	RAINBIRD	CONTROLLER #1	ESP-LXME/F	
⊙	RAINBIRD	CONTROLLER #2	ESP-LXME/F	
⊙	RAINBIRD	CONTROLLER #3	ESP-LXME/F	
⊙	RAINBIRD	RAIN SENSOR - WIRELESS	WR2-RFC	
⊙	RAINBIRD	CONTROL VALVE	PEB	
⊙	RAINBIRD	MODULAR PRESSURE REGULATOR	PRS-DIAL	
⊙	WATTS	ISOLATION VALVE	WGV-X	
⊙	RAINBIRD	QUICK COUPLER	44NP	
---		PHASE I - 3" SCH. 40 PVC MAINLINE, UNLESS OTHERWISE NOTED		
---		PHASE II - 3" SCH. 40 PVC MAINLINE, UNLESS OTHERWISE NOTED		
---	ISV	6" SCH. 40 PVC SLEEVING - UNLESS NOTED IN SPECS.		
		* THE NUMBER IN FRONT OF THE SV INDICATES THE QUANTITY OF SLEEVES IN THAT AREA		

## IRRIGATION NOTES

- ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH THIS TYPE OF WORK AND UNDER THE SUPERVISION OF A QUALIFIED FOREMAN. THE FOREMAN SHALL REMAIN ON-SITE DURING ALL LANDSCAPE SOIL PREPARATION, IRRIGATION AND PLANTING INSTALLATIONS.
- CONTRACTOR SHALL COMPLY WITH ALL LOCAL CODES AND ORDINANCES.
- CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTOR'S RESPONSIBILITY TO REPAIR.
- COORDINATE ALL IRRIGATION INSTALLATION OPERATIONS WITH CIVIL AND ELECTRICAL ENGINEERING SHEETS.
- IN THE EVENT OF A DISCREPANCY, IMMEDIATELY NOTIFY THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO NEW OR EXISTING CONCRETE FLATWORK, ASPHALT, OR LANDSCAPE AND TURF AREAS AS A RESULT OF CONSTRUCTION ACTIVITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR INITIAL ANNUAL IRRIGATION SCHEDULE AND SHALL AFFIX THE SCHEDULE INSIDE THE CONTROLLER CABINET DOOR.
- LOCATIONS OF EQUIPMENT SHALL BE APPROVED IN THE FIELD WITH OWNER AND LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- CONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO THE OWNER PRIOR TO FINAL ACCEPTANCE. AS BUILTS SHALL BE IN BOTH PAPER FORM AND AUTOCAD DRAWING FORMAT SUBMITTED ON A CD.
- CONTRACTOR SHALL FURNISH ALL LABOR, TOOLS, EQUIPMENT AND HARDWARE NECESSARY FOR PRODUCTION, EXECUTION AND COMPLETION OF ALL IRRIGATION WORK.
- CONTRACTOR TO OBTAIN AND PAY FOR ALL PERMITS AND FEES REQUIRED FOR THIS WORK.
- CONTRACTOR SHALL VERIFY WORKING PSI AT MAXIMUM OPERATING FLOW PRIOR TO CONSTRUCTION OF SYSTEM AND NOTIFY OWNERS REPRESENTATIVE OF ANY FINDINGS. (+/- 77 HIGH, 50 LOW PSI REPORTED).
- CONTRACTOR SHALL PERFORM WATER COVERAGE TEST PRIOR TO SEEDING/SODDING TURF. IF NECESSARY ADJUST IRRIGATION SO 100% COVERAGE IS MET.
- ALL DISTURBED AREAS SHALL BE SOODED AND RECEIVE TEMPORARILY IRRIGATION THROUGHOUT THE WARRANTY PERIOD UNLESS OTHERWISE INDICATED.
- ALL EXISTING GRASS REMOVED FOR TRENCHING SHALL BE SAVED FOR REPLACEMENT. IF, AT THE DISCRETION OF THE OWNERS REPRESENTATIVE, THE SAVED GRASS DOES NOT SEEM ALIVE THEN NEW SOG SHALL BE INSTALLED IN ITS PLACE AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING EXISTING LAWNS AND LANDSCAPE ALIVE AND THRIVING DURING ALL PHASES OF CONSTRUCTION. ANY LANDSCAPE AND TURF GRASS AREAS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO OWNERS SATISFACTION AT NO ADDITIONAL COST.
- CONTRACTOR SHALL PATCH AND REPAIR EXISTING IRRIGATION SYSTEM AS REQUIRED FROM DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES.
- USE KING BROTHERS (KB) VALVE OR IN HEAD DRAIN CHECK VALVES TO PREVENT LOW HEAD DRAINAGE WHERE IT OCCURS.
- CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ROCK AND DEBRIS BROUGHT TO THE SURFACE AS A RESULT OF TRENCHING OPERATIONS.
- IRRIGATION CONTROL WIRE SHALL BE 12 GAUGE INSULATED DIRECT BURIAL SINGLE CONDUCTOR PE IRRIGATION WIRE. 2 SPARE WIRES SHALL BE INSTALLED THROUGHOUT THE ENTIRE IRRIGATION SYSTEM AND BE OF A UNIQUE COLOR (ORANGE).
- ALL 24V. WIRING UNDER PATHWAYS, PAVING AND ROADWAYS SHALL BE IN A SEPARATE 2" SLEEVE, UNLESS OTHERWISE NOTED ON PLAN, AT DEPTH & TYPE PER SPECIFICATIONS.
- ALL WIRE SPLICES TO BE DONE WITH SPECIFIED DBR-6 WIRE SPLICE SNAP CONNECTOR AND SEALER OR APPROVED EQUAL.
- CONTROL WIRES NOT FOLLOWING MAINLINE TRENCH SHALL BE IN SCH. 40 PVC CONDUIT. SIZE TO FIT.
- TERMINATION OF UNUSED CONTROL WIRE SHALL BE COVERED WITH A WIRE NUT AND PLACED WITHIN SPECIFIED DBR-6 WIRE SPLICE SNAP CONNECTOR AND SEALER, AND PLACED IN A CONTROL VALVE BOX.
- ALL TRENCHING REQUIRED WITHIN PAVED AREAS SHALL BE BACKFILLED IN 4" LIFTS AND COMPACTED TO 95% ABOVE OPTIMUM MOISTURE CONTENT AT TIME OF PLACEMENT. ALL COMPACTATION SHALL BE COMPLETED WITH SPECIFIC EQUIPMENT THAT CAN COMPACT NARROW TRENCHES. THIS COMPACTATION REQUIREMENT SHALL EXTEND INSIDE THE LANDSCAPE AREAS BEHIND BACK OF CURB.
- ALL PIPE LINES SHALL BE PLACED SO THAT DESCRIPTIONS FACE UP.
- PLACE NON-POTABLE PURPLE LOCATOR RIBBON 3" ABOVE PROTECTIVE LAYER OF SOIL ON MAINLINE ONLY.
- ONE TEE OR ELBOW OFF OF MAINLINE PER REMOTE CONTROL VALVE. ONE REMOTE CONTROL VALVE PER VALVE BOX. NO MANIFOLD SYSTEMS.
- THE MAINLINE PIPE CONNECTION TO THE CONTROL VALVE SHALL BE THE SAME SIZE PIPE AS EXITING THE CONTROL VALVE.
- CONTRACTOR SHALL LOCATE CONTROL VALVES AND ISOLATION VALVES WITHIN 1' OF SIDEWALKS OR CURB EDGES IN A CLEAN ORDERLY MANNER WHENEVER POSSIBLE.
- ALL VALVE BOXES (VB) LOCATED ON A SLOPE SHALL BE PLACED SO THAT ALL 4 CORNERS OF THE VALVE BOX ARE FLUSH WITH THE SLOPE.
- CONTRACTOR SHALL COORDINATE AND VERIFY THE INSTALLATION OF SLEEVES, WITH RESPECTIVE CONTRACTORS, IN ALL NECESSARY LOCATIONS FOR THE PROPOSED IRRIGATION DESIGN, PRIOR TO HARDSCAPE BEING INSTALLED THAT WOULD PREVENT IRRIGATION ACCESS TO ADJACENT LANDSCAPE AREAS. FAILURE TO VERIFY ALL NECESSARY IRRIGATION IS INSTALLED TO LANDSCAPE AREAS PRIOR TO HARDSCAPE BEING INSTALLED SHALL RESULT IN THE CONTRACTOR BEING RESPONSIBLE FOR ALL COSTS ASSOCIATED WITH EXTENDING THE IRRIGATION AND ANY HARDSCAPE/SOFTSCAPE REMOVAL AND REPAIR/REPLACEMENT.
- INSTALL THE PRESSURE REGULATOR WHERE INDICATED WITH AN (") NEXT TO THE CONTROL VALVE SYMBOL AND SET SO THAT ALL IRRIGATION HEADS ON CONTROL VALVE RECEIVE STATED PSI PER LEGEND.
- IRRIGATION SHALL BE ADJUSTED SO THAT NO OVERSPRAY HITS THE BUILDING, AND MINIMUM TO NO OVERSPRAY HITS SIDEWALKS, AND PAVEMENT.
- POWER SHALL BE SUPPLIED TO CONTROLLER LOCATION BY GENERAL CONTRACTOR. LANDSCAPE CONTRACTOR SHALL INFORM GENERAL OF THE NEED FOR 110V POWER AT THE REQUIRED LOCATION.
- NO CONTROL WIRES TO BE PLACED IN THRUST BLOCKS. LOCATE WIRES ON OPPOSITE SIDE OF THRUST BLOCK. CONTROL WIRES NOT FOLLOWING MAINLINE TRENCH SHALL BE IN CONDUIT.
- RAIN SENSOR SHALL BE LOCATED IN THE BEST POSITION TO RECEIVE RAINFALL. SUBMIT LOCATION OF RAIN SENSOR FOR APPROVAL PRIOR TO INSTALLATION.
- CONTRACTOR SHALL COORDINATE WINTERIZATION OF THE SYSTEM WITH THE MAINTENANCE STAFF. THE CONTRACTOR SHALL INSPECT, ADJUST & MAKE ANY NECESSARY REPAIRS TO THE SYSTEM THE SPRING FOLLOWING INSTALLATION.

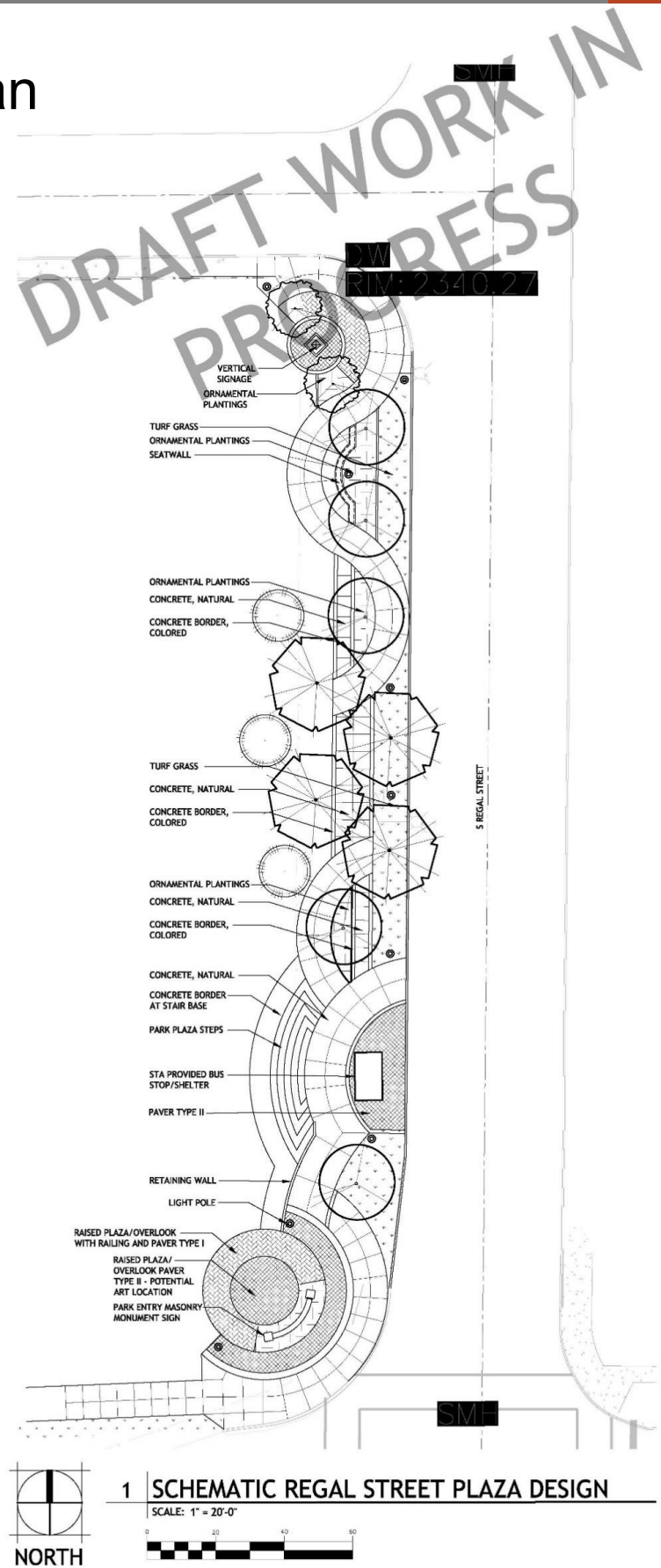
**1 SCHEMATIC IRRIGATION PLAN**  
SCALE: 1" = 60'-0"



**UTILITY STATEMENT**  
LOCATION OF EXISTING UNDERGROUND UTILITIES HAVE BEEN TAKEN FROM DRAWINGS AND FIELD LOCATES SUPPLIED BY THE APPROPRIATE UTILITY COMPANIES. UTILITY LOCATIONS SHOWN ON THIS DRAWING ARE APPROXIMATE ONLY. PRIOR TO BEGINNING ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EACH UTILITY.

**UNDERGROUND SERVICE ALERT**  
ONE-CALL NUMBER  
**811**  
CALL TWO BUSINESS DAYS BEFORE YOU DIG

# Concept 'Ribbon Park' Plan



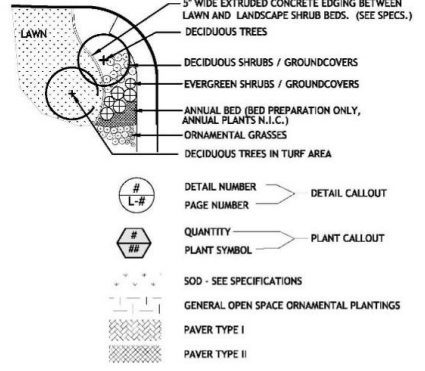
## PLAZA MODEL IMAGES



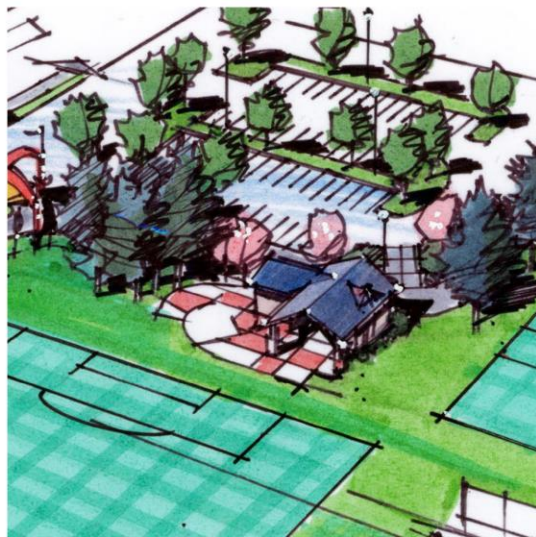
## PLAZA MATERIAL CHARACTER IMAGES



## LANDSCAPE LEGEND



# Design Deviations

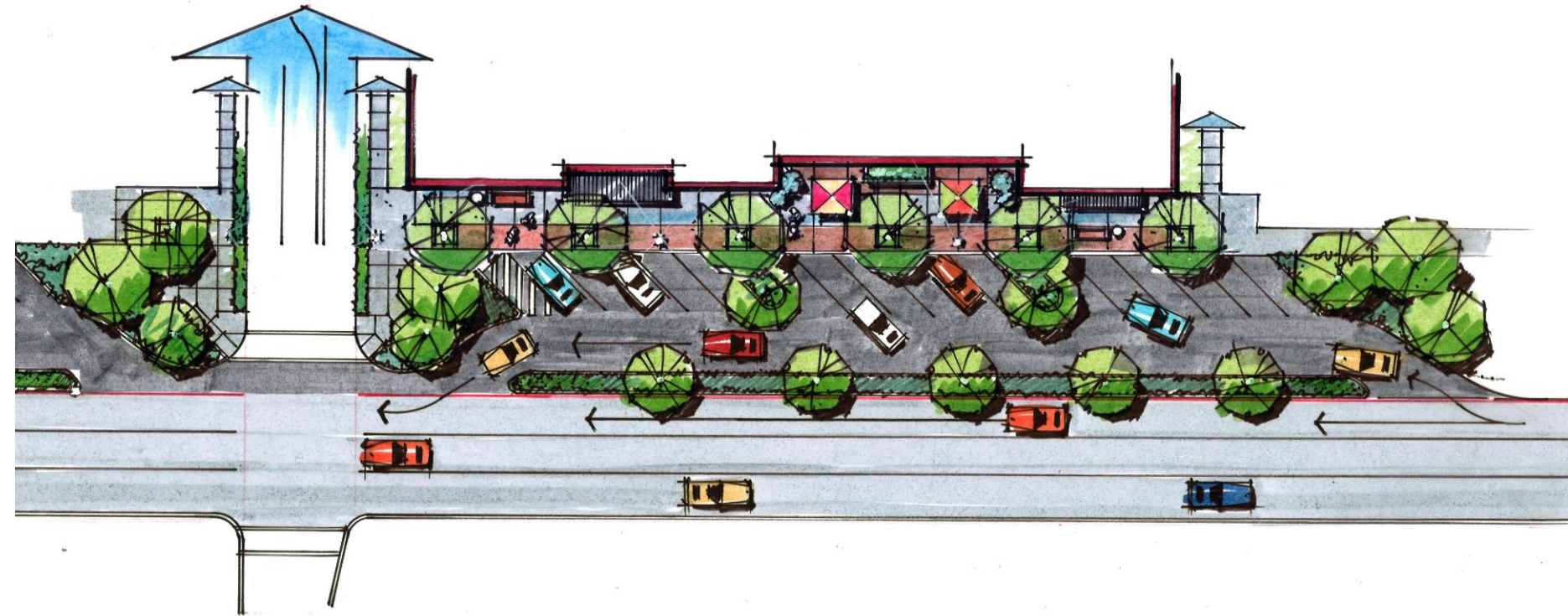


## Design Deviation 1: Simulated Streetscape

The ISP, implementation memo, and Southgate Neighborhood aspire to create a walkable urban streetscape. A key component of the urban streetscape desired by the Neighborhood is on-street parking. The implementation memo obligates the City to provide on-street parking along Regal and Palouse. It is understandable that the idea of street parking would exacerbate an already difficult traffic issue along the south Regal corridor.

In an effort to find a middle ground, the KXLY Development team visited with the Southgate Neighborhood to collaborate on unique solutions to bridge the gap between the need to keep traffic moving on Regal and provide a comfortable walkable urban streetscape. The unanimous solution was to separate the buildings from the street; allowing street traffic to flow unhindered and provide a simulated streetscape with on-street style parking along the storefronts. A +/- 15 to 20-foot wide, treed sidewalk is proposed allowing activities commonly found along urban streetscapes (such as sidewalk cafés) while still allowing pedestrian movements along and through streetscape elements. The KXLY development team refers to this concept as “Airport Parking” as it is similar to metered short-term parking found at airport drop-off and pick-up locations. After the initial collaborative meetings with the Neighborhood, it was presented to multiple City departments and met with a surprising show of support for the concept.

The applicant requests that the DRB recommend to the Director a design deviation allowing the “Airport Parking” concept along Regal Street.



Artist's Concept



Artist's Concept

## Design Deviation 2: Fencing and Screening

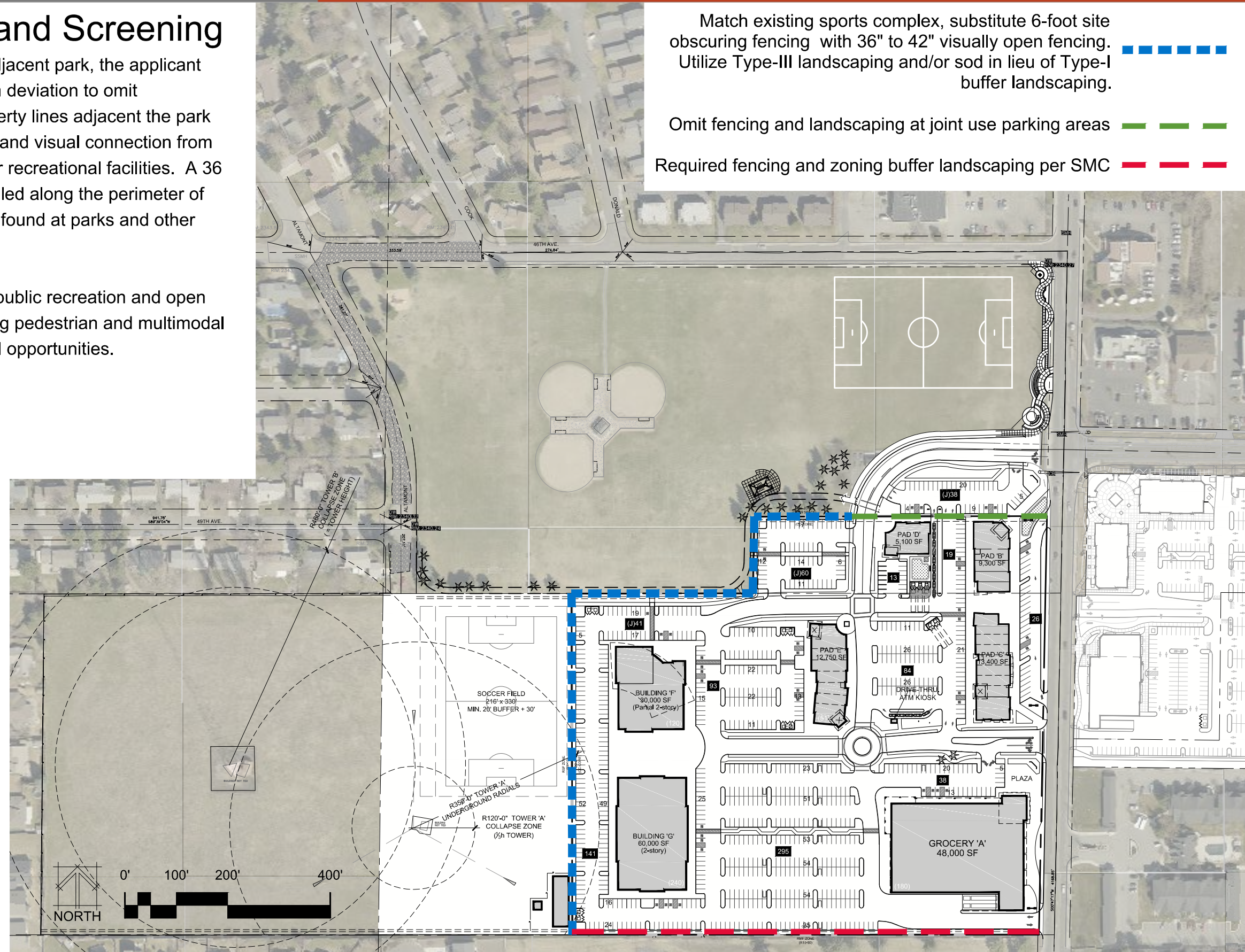
Due to the close interaction of the development with the adjacent park, the applicant requests that the DRB recommend to the Director a design deviation to omit sight-obscuring fencing and buffer landscaping along property lines adjacent the park and park facilities. This design deviation will allow access and visual connection from parking areas designated for the park to the park and other recreational facilities. A 36 to 42-inch high visually open fence is proposed to be installed along the perimeter of park property and facilities with off-set style gates typically found at parks and other sports fields.

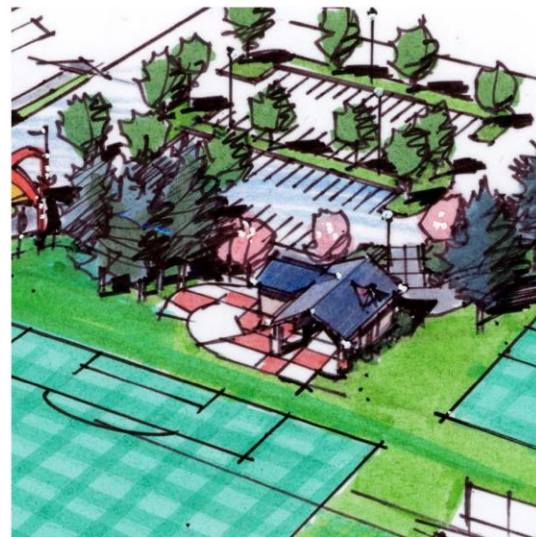
The deviation will encourage the free interaction between public recreation and open spaces and the greater Southgate District Center promoting pedestrian and multimodal movements and visually connectivity with area recreational opportunities.

Match existing sports complex, substitute 6-foot site obscuring fencing with 36" to 42" visually open fencing. Utilize Type-III landscaping and/or sod in lieu of Type-I buffer landscaping.

Omit fencing and landscaping at joint use parking areas

Required fencing and zoning buffer landscaping per SMC





# Development Agreement


The ISP sets forth six guiding design principles to achieve a vibrant unified district center. The design principles are enumerated in DA Sections 5.1 through DA 5.6 as follows:


- DA 5.1: Pedestrian Connections
- DA 5.2: Trees Preservation
- DA 5.3: Design Theme
- DA 5.4: Community Plaza
- DA 5.5: Viewscapes
- DA 5.6: Long-Term Development of Urban District

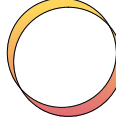
The ISP offers guidance as the intent of the guiding design principles. The following pages demonstrate the Proposal's compliance with the DA and ISP guidelines.

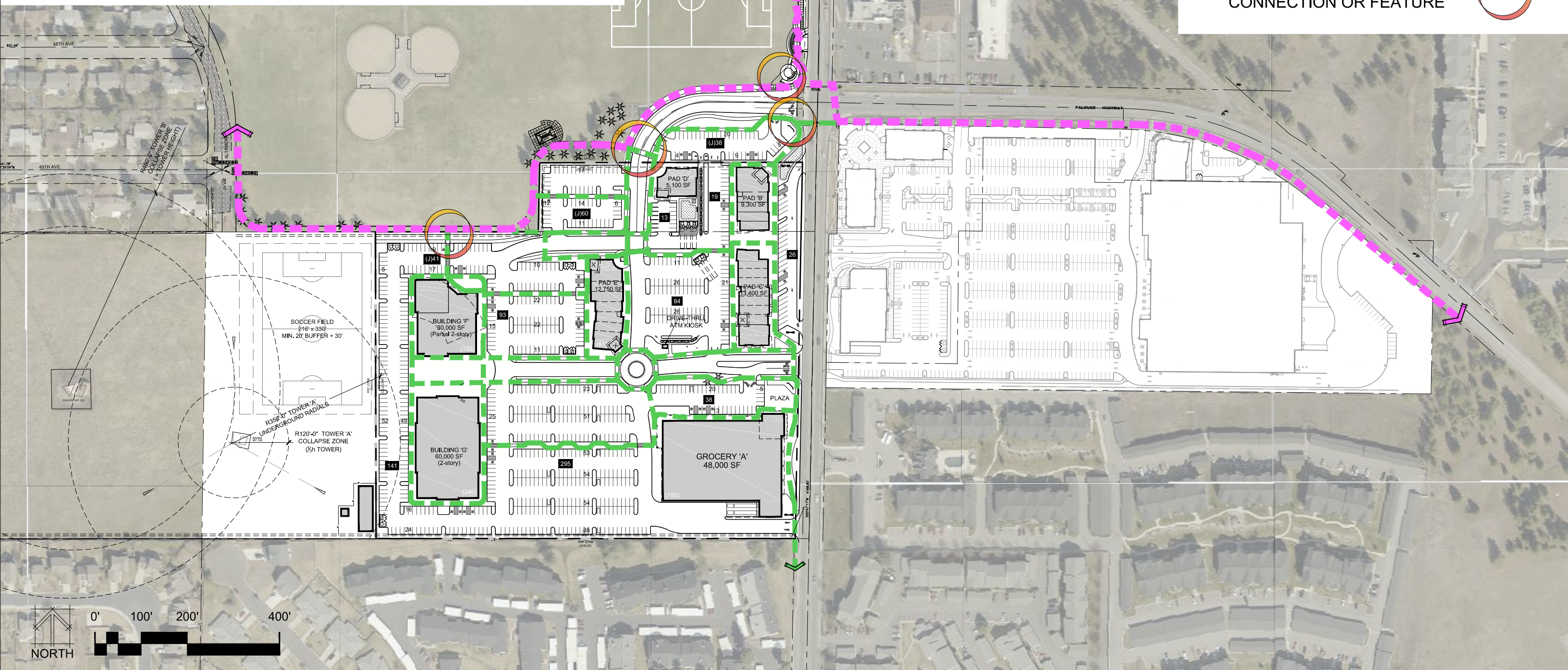
# DA Criterion 5.1: Pedestrian Connections

"The Property shall contain dedicated pedestrian and bicycle connections ("path") which are designed to allow pedestrians and bicycles to access and move around and through the Integrated Properties with connection to the surrounding neighborhood. When feasible, such path shall connect to existing publicly accessible trails, sidewalks or other pathways that are adjacent and contiguous to the Integrated Properties."

PEDESTRIAN CONNECTION TO PARK, BETWEEN BUILDINGS AND WITHIN PROJECT 

CONTINUATION OF MULTIMODAL PATHWAY 

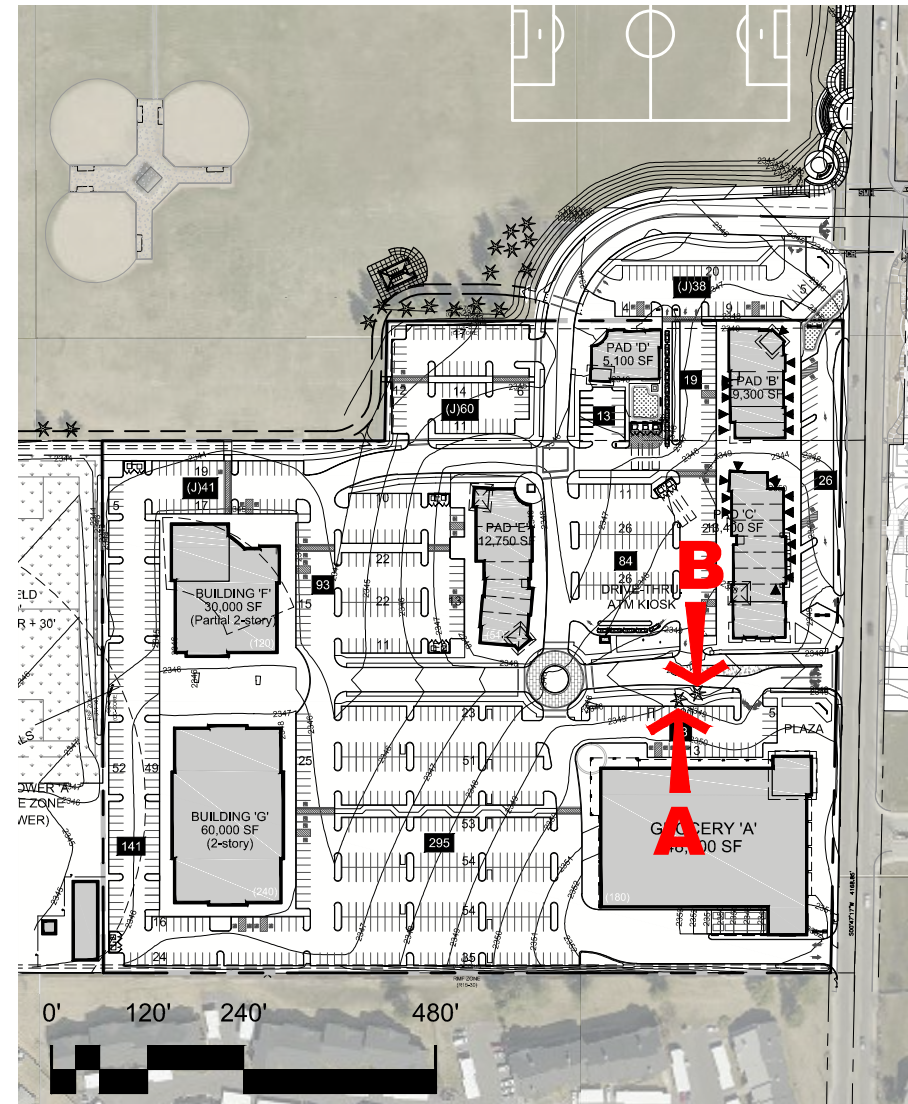
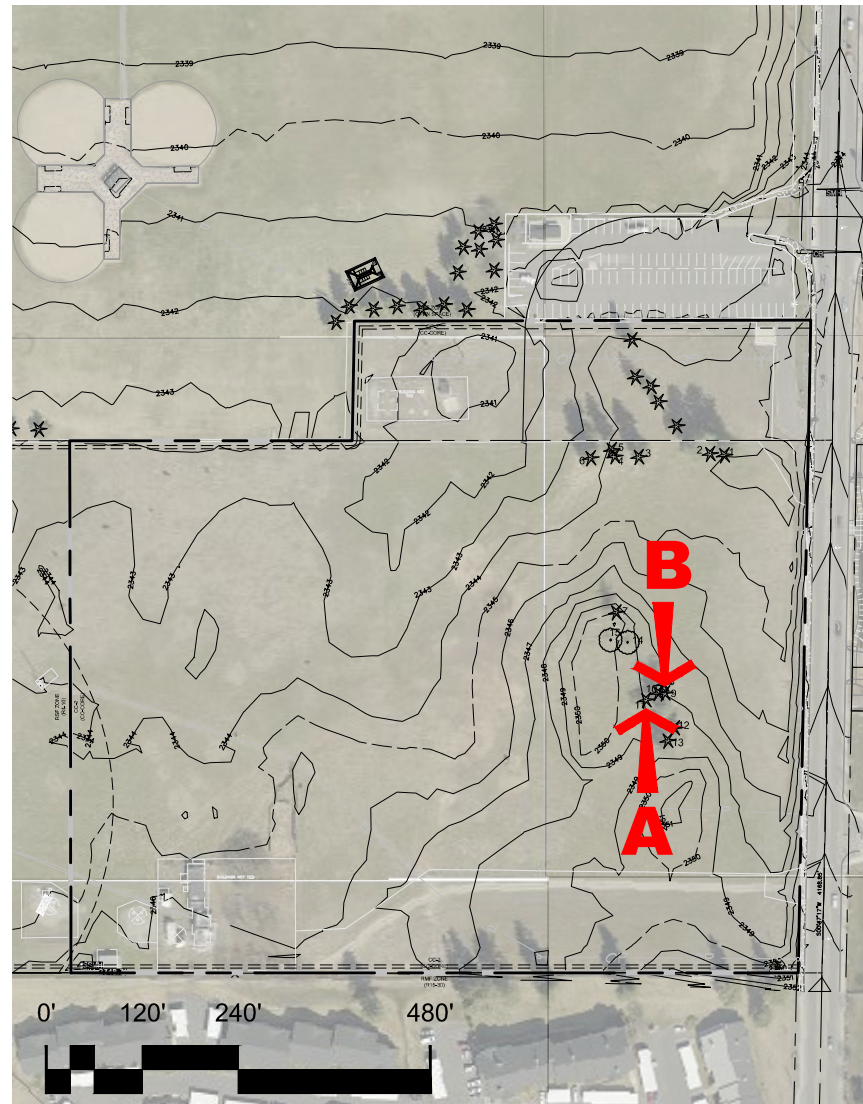
INDICATES MAJOR PATHWAY CONNECTION OR FEATURE 






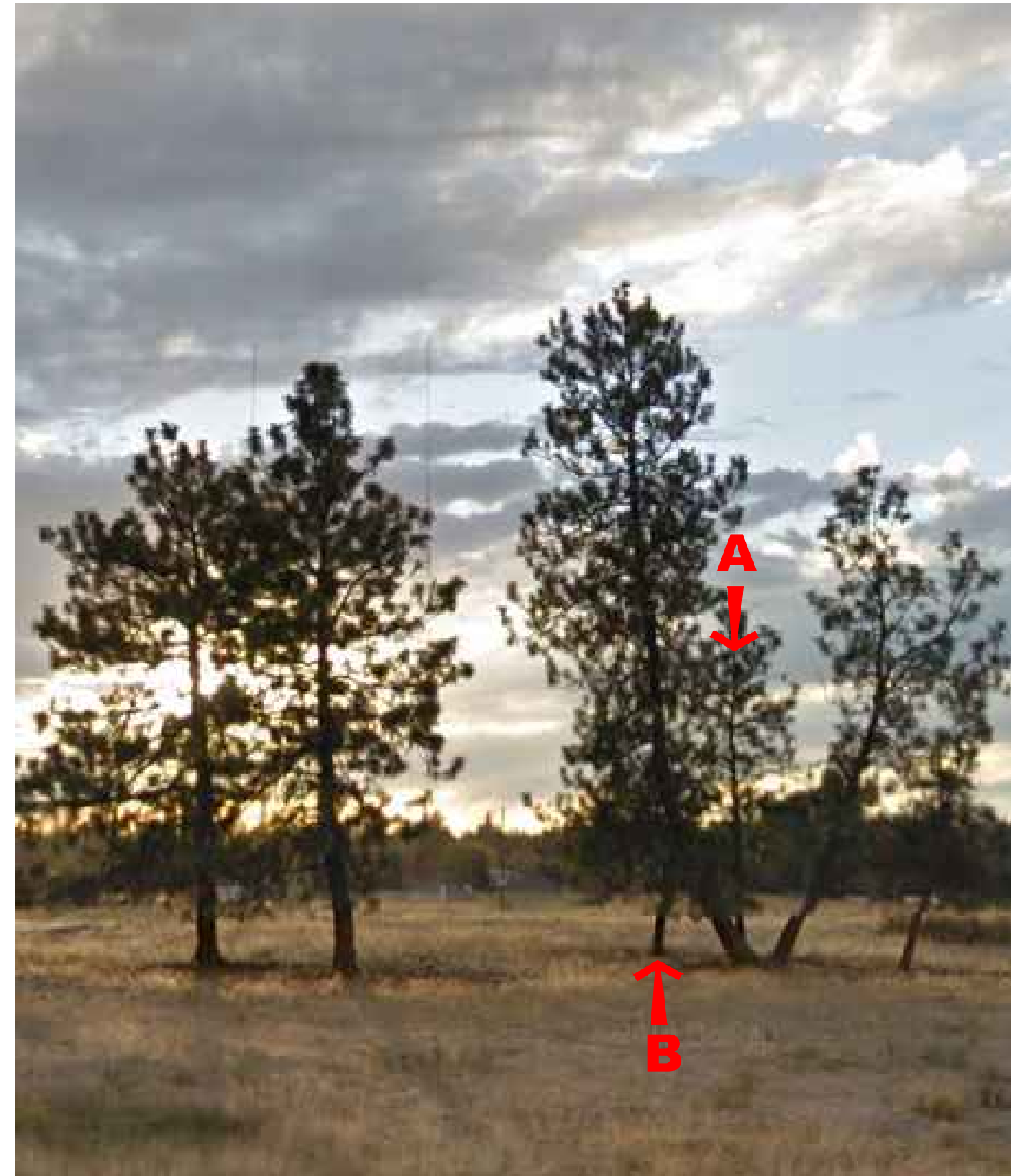
# DA Criterion 5.2: Tree Preservation

"Any plan for development of the Property shall provide for the preservation of trees, by leaving in place, a minimum of 10% of all Ponderosa Pine trees."



 Existing Tree Plan  
18 ON-SITE PONDEROSA PINES

 Preserved Tree Plan  
2 PRESERVED = 11% OF EXISTING

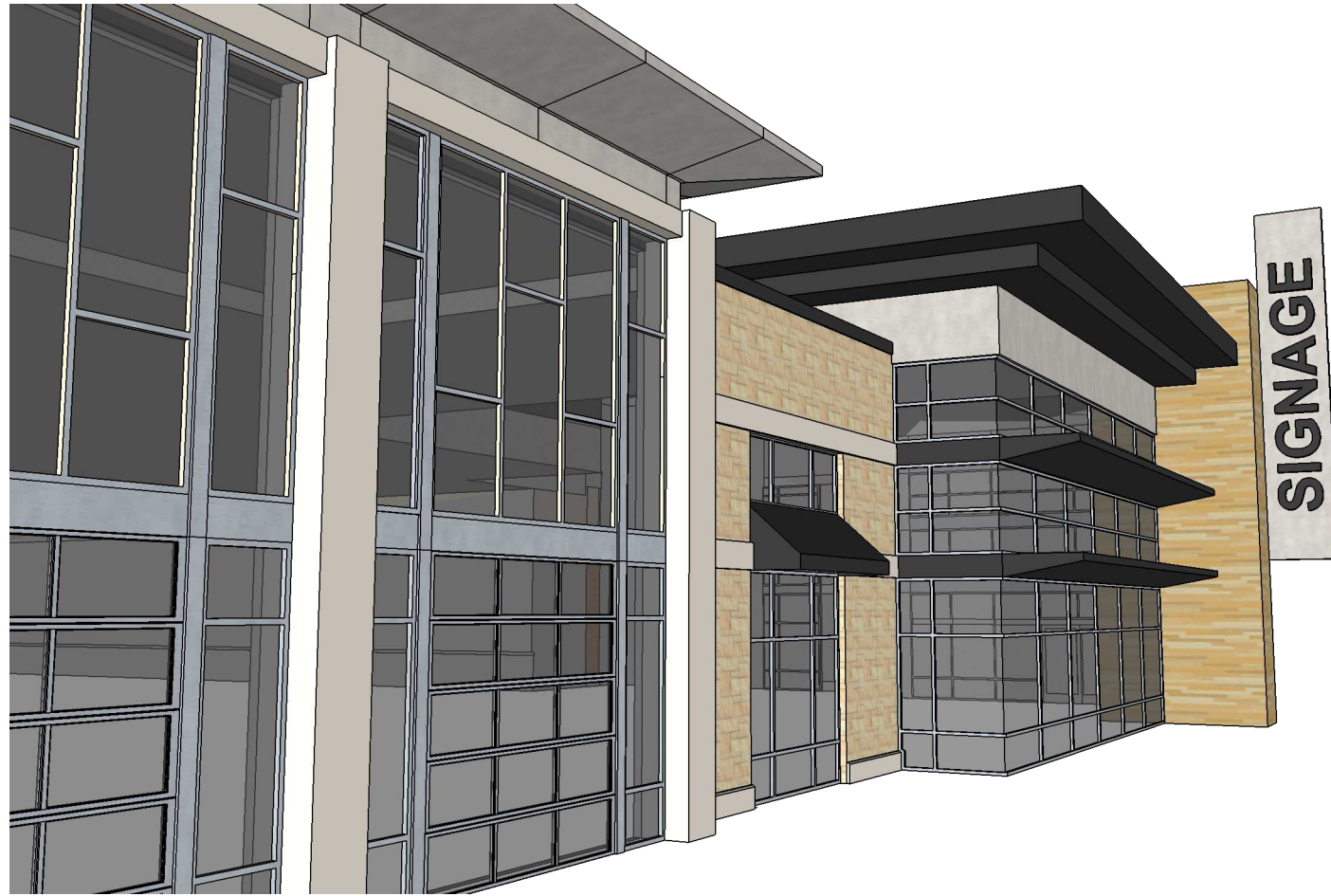


## DA Criterion 5.3: Design Theme

*“The Integrated Properties shall be developed with a consistent design theme utilizing, for example, similar or complementary construction materials, architectural characteristics, streetscapes, open spaces, fixtures, and landscaping. All buildings shall provide architectural treatment of interest on those facades visible from the street, such as color, texture, glazing, material differentiation or any other mechanism designed to lessen the impact of building mass when viewed from the street.”*

# RETAIL-A

## ANCHOR GROCERY



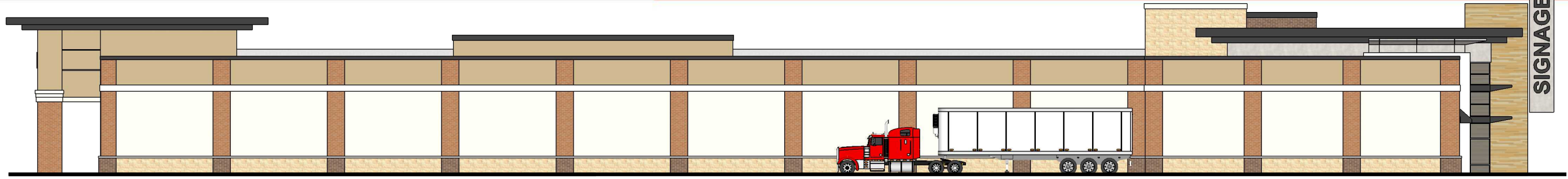
Regal Street - Perspective View



Regal Street - Perspective View - NEC



SIGNAGE



Overall Elevation - South

T.O. Wall  
22'-8"

B.O. Soffit  
14'-0"

Finish Floor  
0'-0"



Partial Elevation - South SCALE: 1" = 10'-0"

T.O. Wall  
22'-8"

Finish Floor  
0'-0"



Partial Elevation - South SCALE: 1" = 10'-0"

SIGNAGE



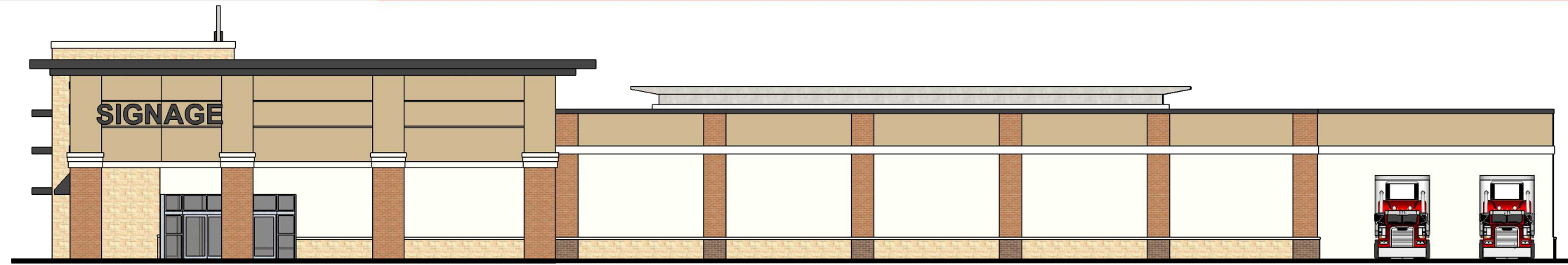
Overall Elevation



Partial Elevation - East (Regal) SCALE: 1" = 10'-0"



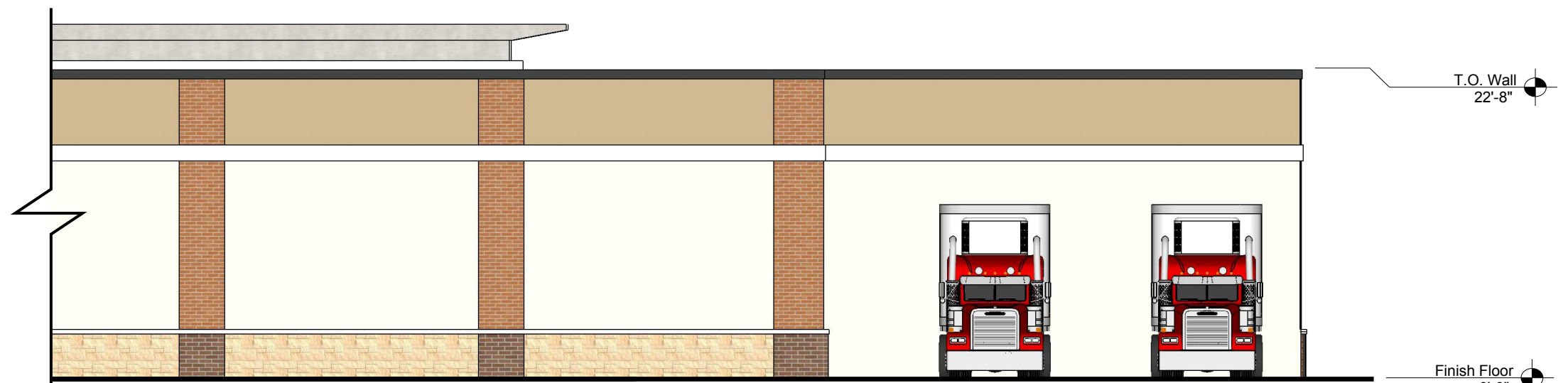
Partial Elevation - East (Regal) SCALE: 1" = 10'-0"



Overall Elevation - West



Elevation - West SCALE: 1" = 10'-0"



Retail-A Character Elevation - 1 SCALE: 1" = 10'-0"

# RETAIL-B

## SMALL / MEDIUM RETAIL



Concept Massing - NWC

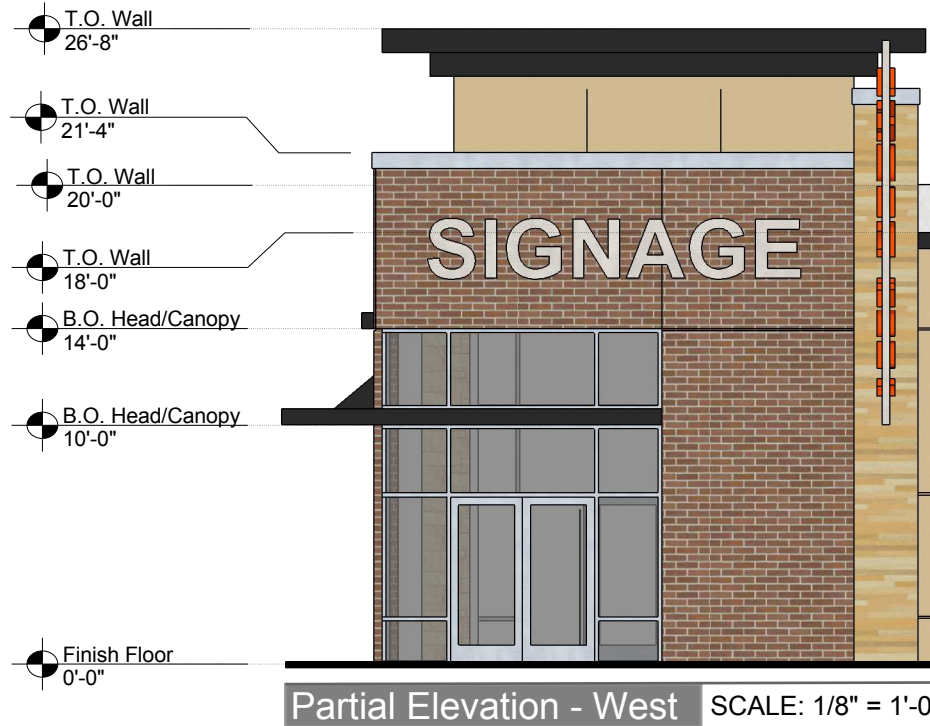


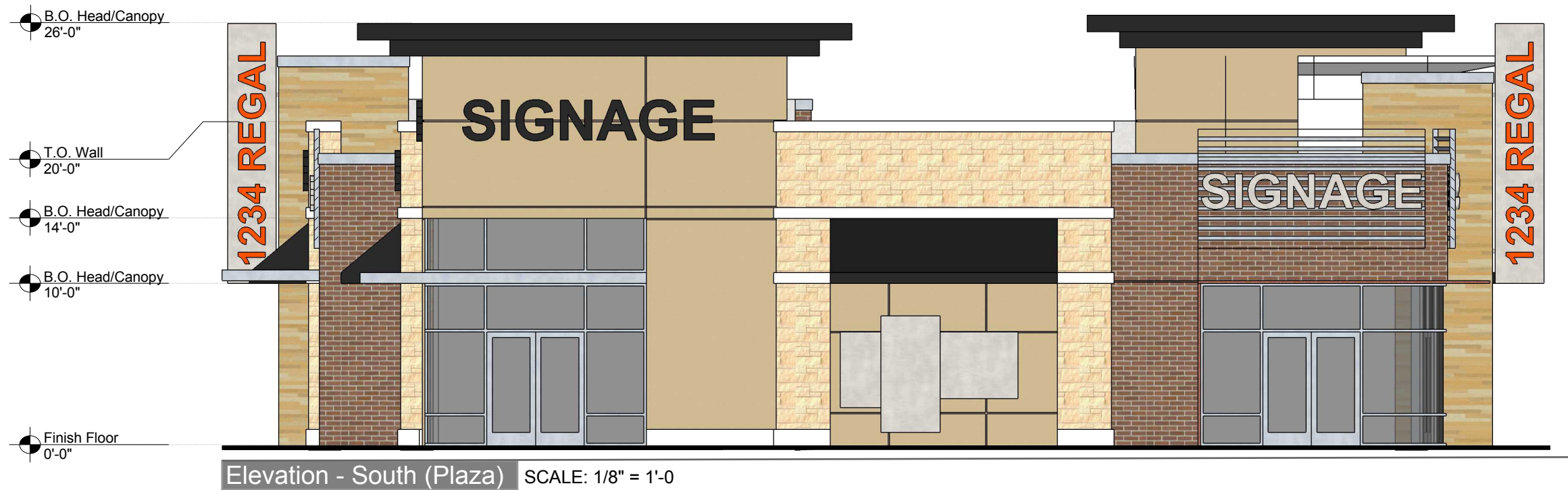
Concept Massing - SEC

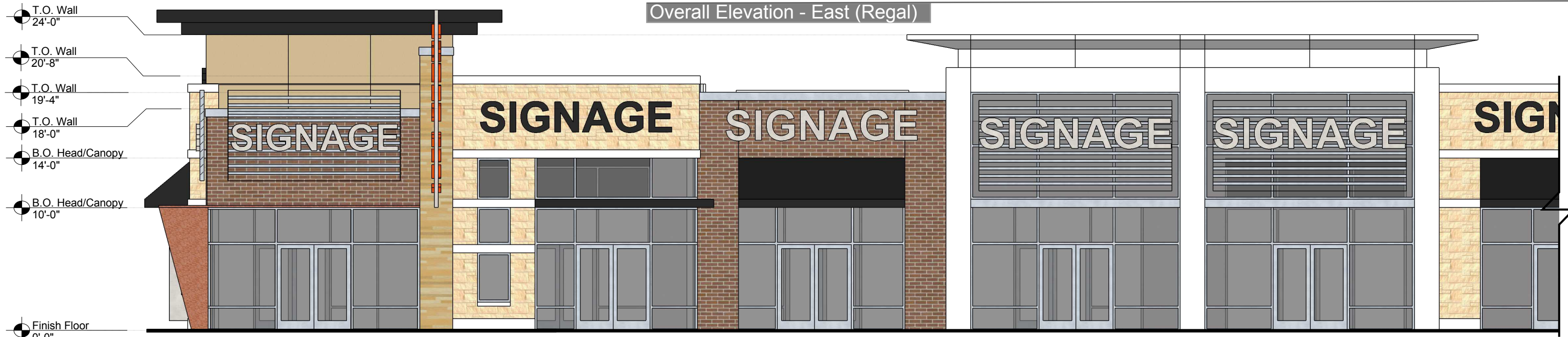


Concept Massing - NEC









# RETAIL-C

SMALL / MEDIUM RETAIL



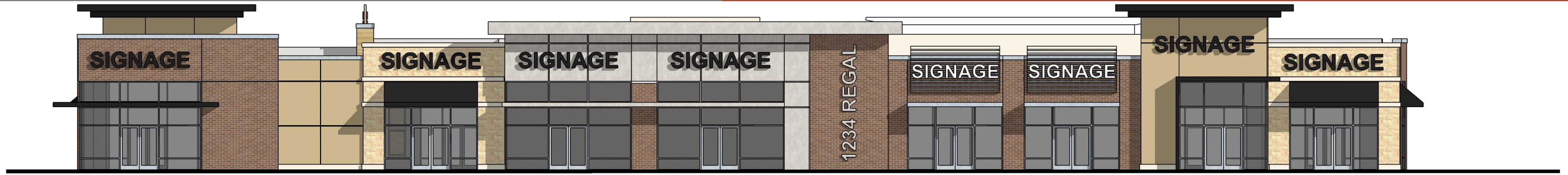
Detail - West



NEC (Regal) - Perspective View



Detail - NWC



Overall Front Elevation - East (Regal)



Partial Elevation - East SCALE: 1/8" = 1'-0"

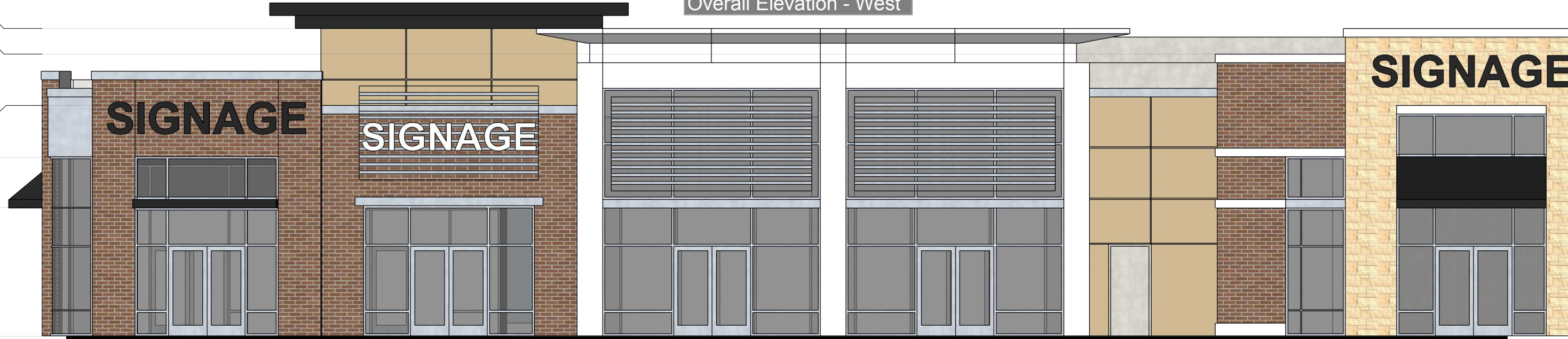


Partial Elevation - East SCALE: 1/8" = 1'-0"



Overall Elevation - West

- T.O. Wall 24'-0"
- T.O. Wall 21'-4"
- T.O. Wall 20'-8"
- T.O. Wall 18'-0"
- B.O. Head/Canopy 14'-0"
- B.O. Head/Canopy 10'-0"
- Finish Floor 0'-0"



Partial Elevation - West SCALE: 1/8" = 1'-0



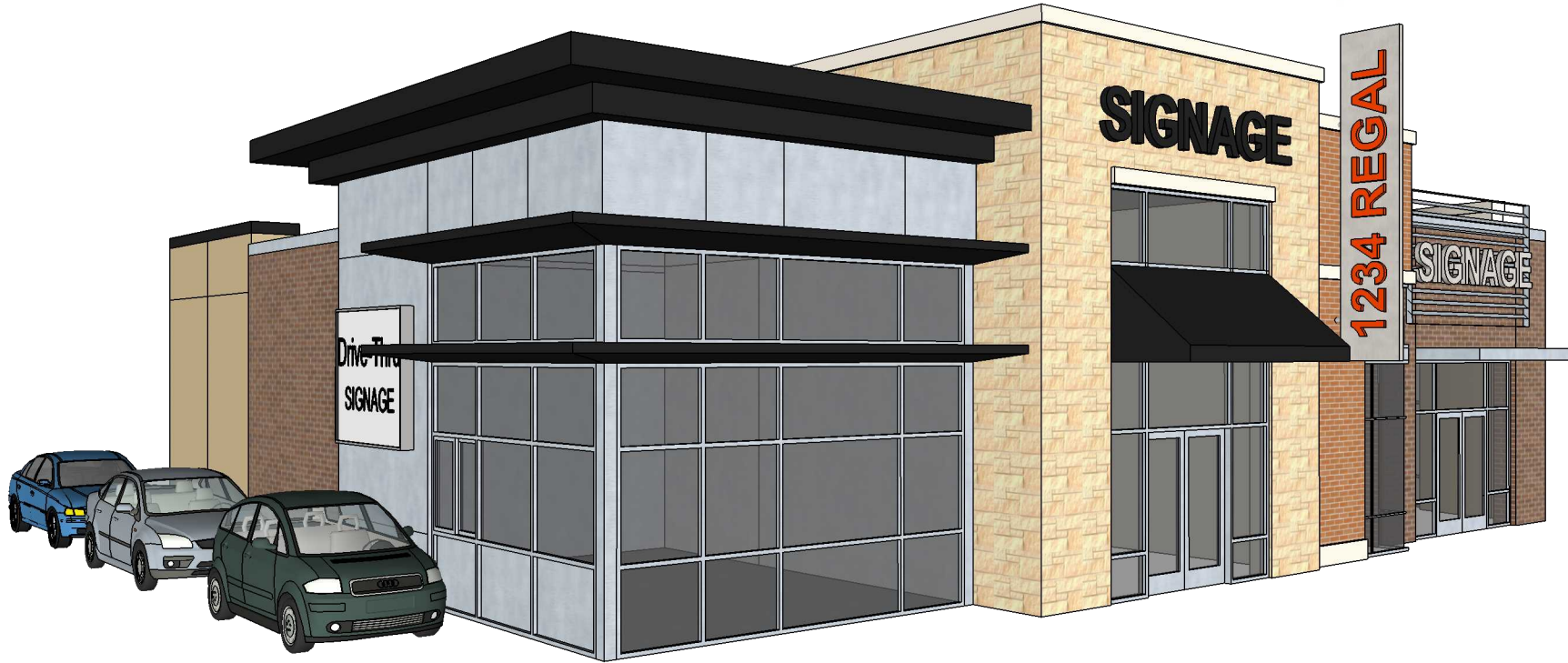
- T.O. Wall 26'-0"
- T.O. Wall 23'-4"
- T.O. Wall 20'-0"
- T.O. Wall 19'-4"
- B.O. Head/Canopy 14'-0"
- B.O. Head/Canopy 10'-0"
- Finish Floor 0'-0"

Partial Elevation - West SCALE: 1/8" = 1'-0



# RETAIL-D

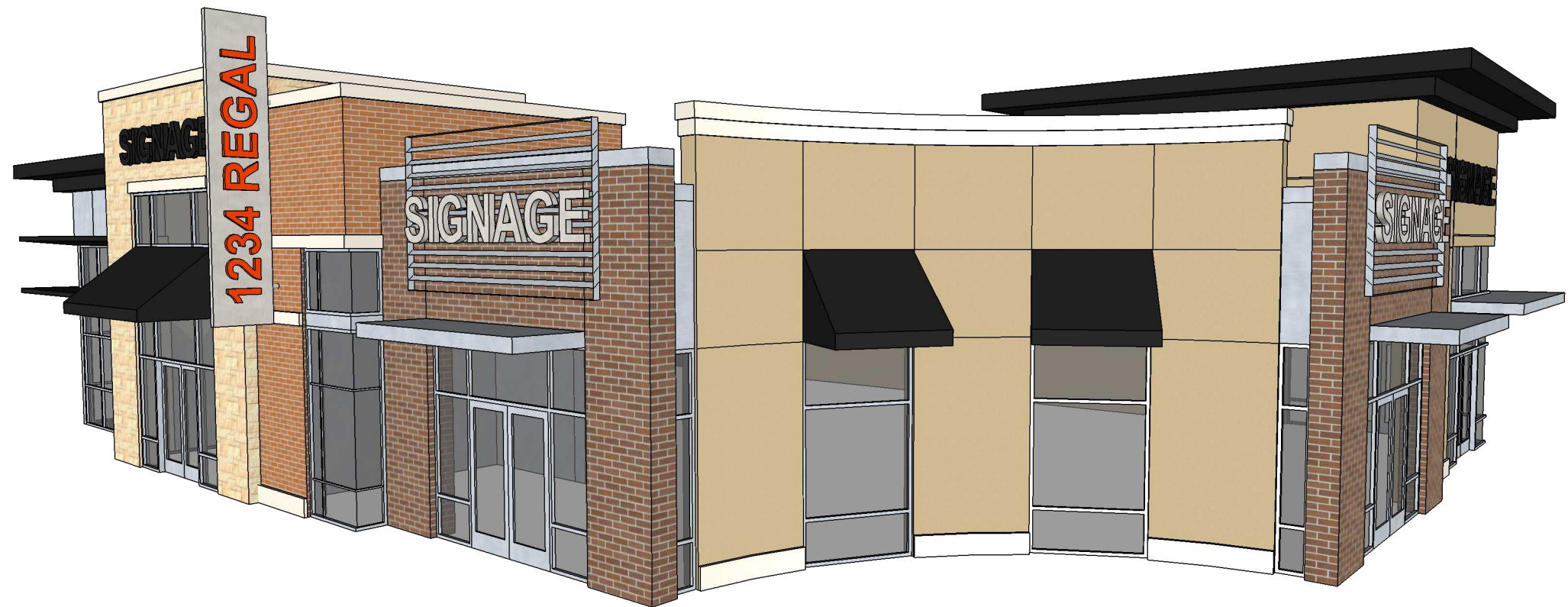
SMALL / MEDIUM RETAIL



NEC - Perspective View

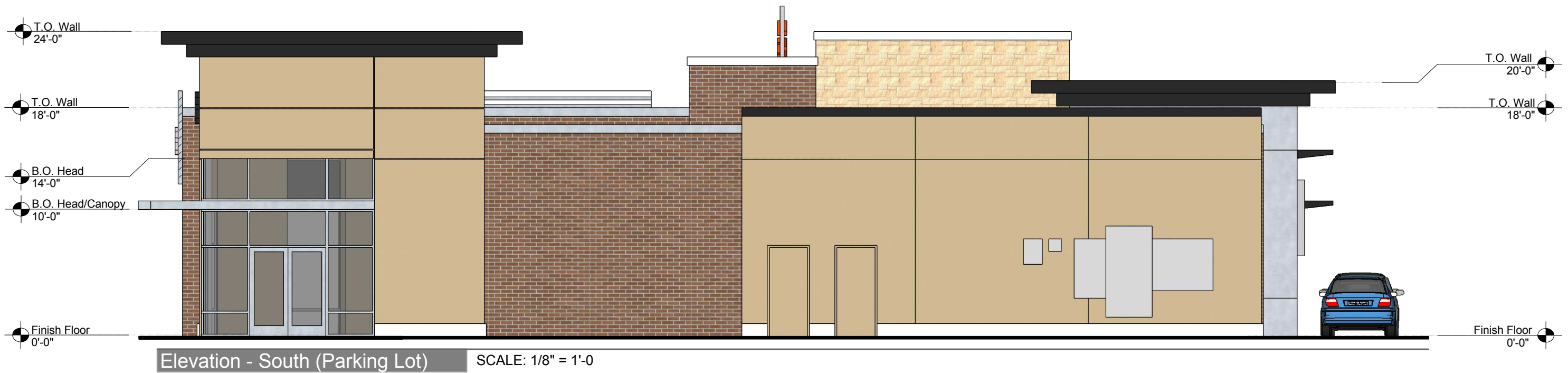


NWC - Perspective View



NWC - Perspective View







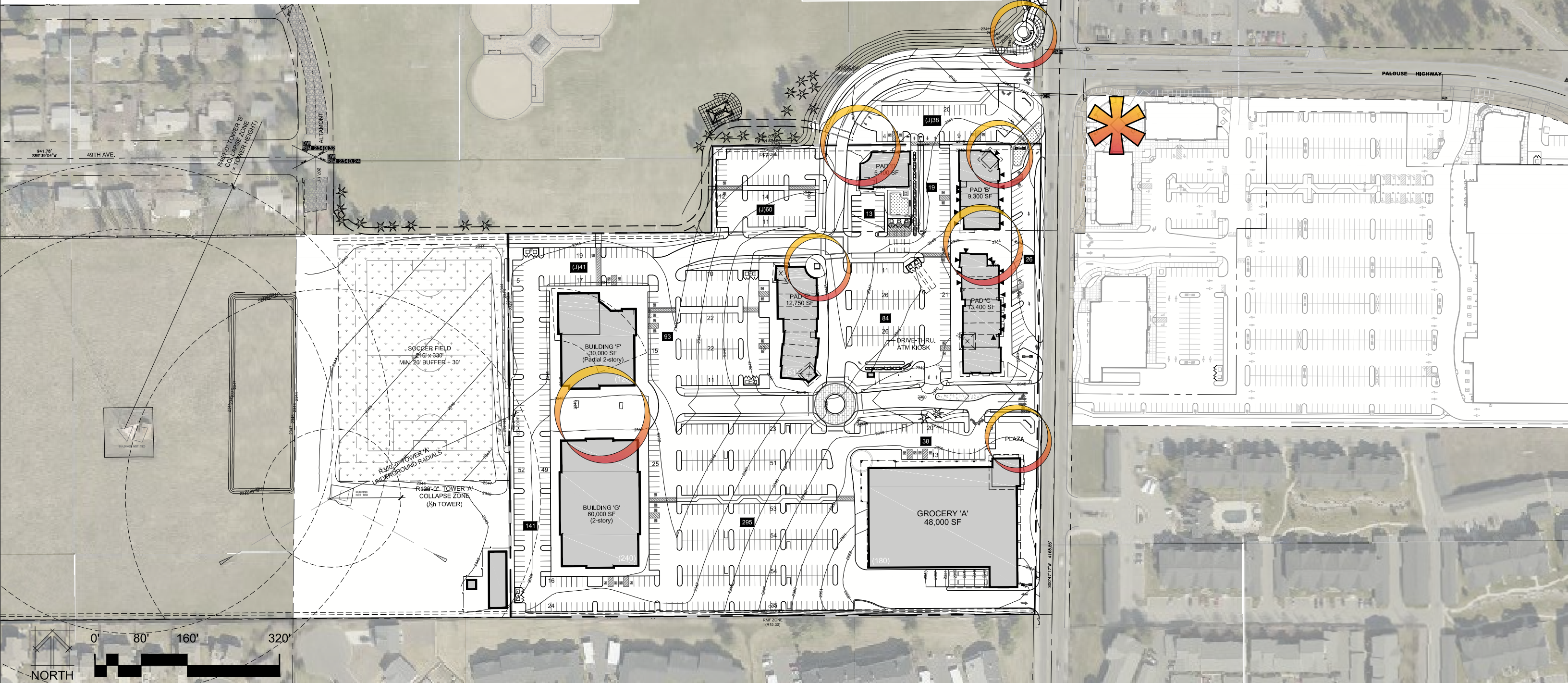
# DA Criterion 5.4: Community Plaza

"A community plaza shall be designated that serves as a central gathering place on one of the Integrated Properties and, if not located on the Property, Owners shall provide satisfactory evidence of the Owners' contractual and financial commitment to participate in the development of the community plaza."

EXISTING DESIGNATED DISTRICT COMMUNITY PLAZA

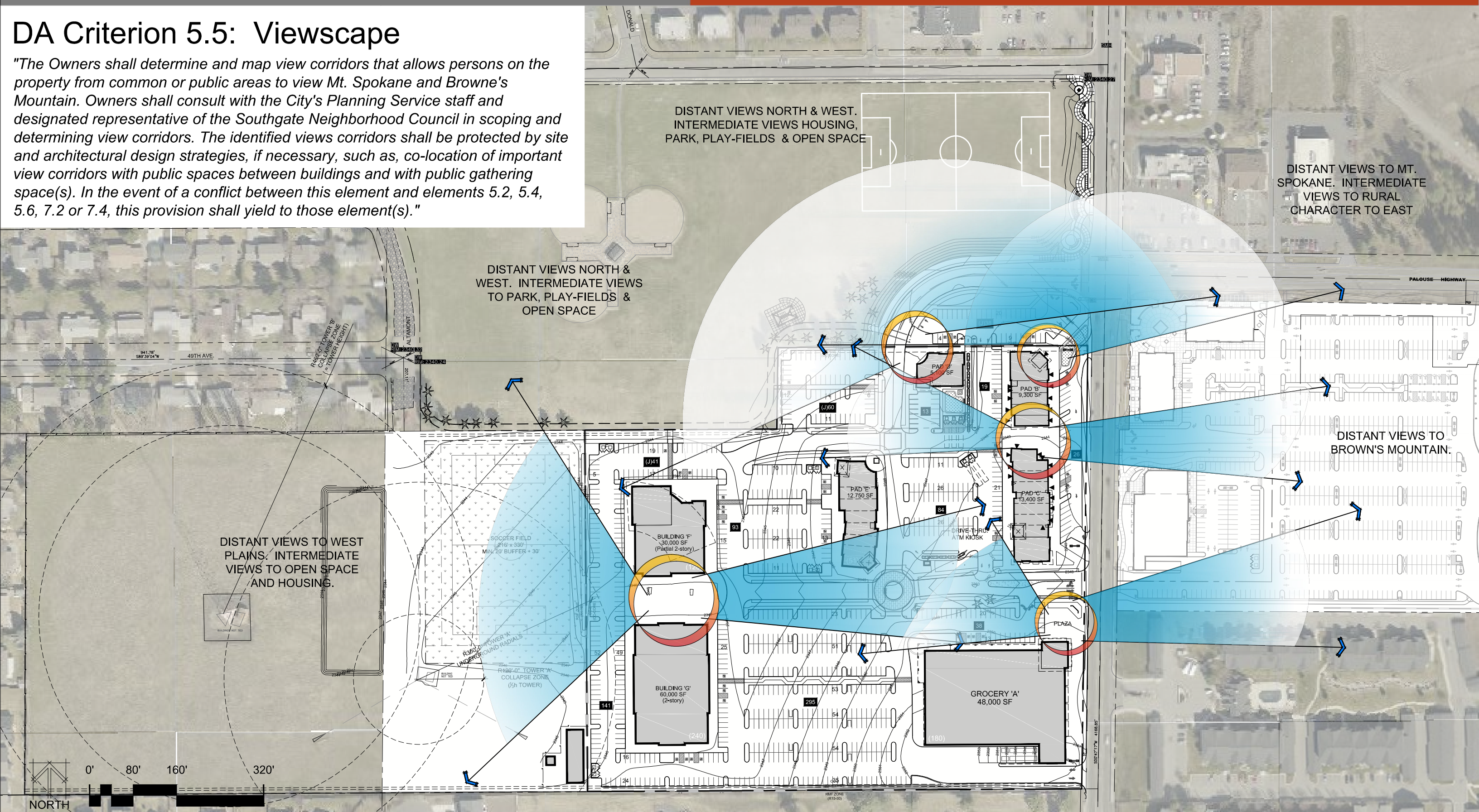


SECONDARY PLAZA OR PUBLIC SPACE OPPORTUNITIES



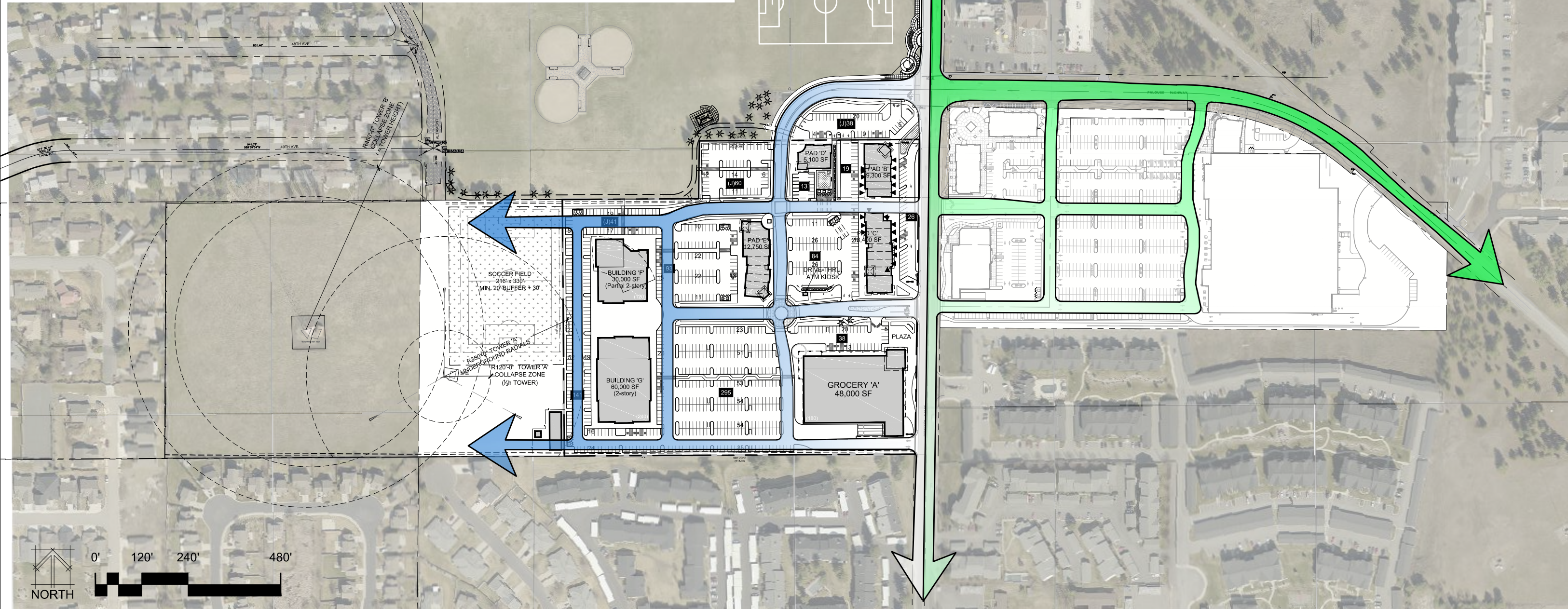
# DA Criterion 5.5: Viewscape

"The Owners shall determine and map view corridors that allows persons on the property from common or public areas to view Mt. Spokane and Browne's Mountain. Owners shall consult with the City's Planning Service staff and designated representative of the Southgate Neighborhood Council in scoping and determining view corridors. The identified views corridors shall be protected by site and architectural design strategies, if necessary, such as, co-location of important view corridors with public spaces between buildings and with public gathering space(s). In the event of a conflict between this element and elements 5.2, 5.4, 5.6, 7.2 or 7.4, this provision shall yield to those element(s)."

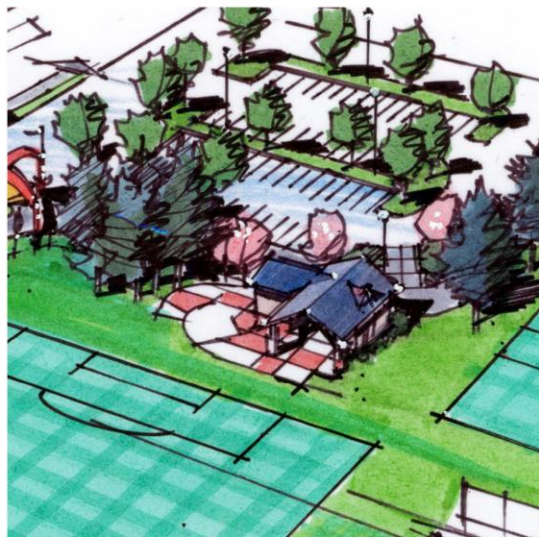


# DA Criterion 5.6: Long-Term Urban Development

"The intent of the parties is to design and develop urban features that will facilitate integration of the Property (and surrounding area) into an urban district with a unified character that promotes pedestrian and vehicular circulation, without conflict, encourages opportunities for mixed use development and enhances the natural and built aesthetics in the area. In order to enhance connectivity and facilitate future urban development, driveways though the property shall be designed where ever possible, to facilitate connections to the propeties identified in Recital D, above. Curbing shall be used to define the parking lot area, such as perimeter curbing and main drive aisles. Driveway entrance(s) and interior landscaping features will also be curbed."



# Site Massing





View From Regal & Palouse Looking West



View From Regal St. looking South



View From Target Center Main Driveway Looking West



View From Target Center 2<sup>nd</sup> Driveway into Proposal's Main Regal St. Access

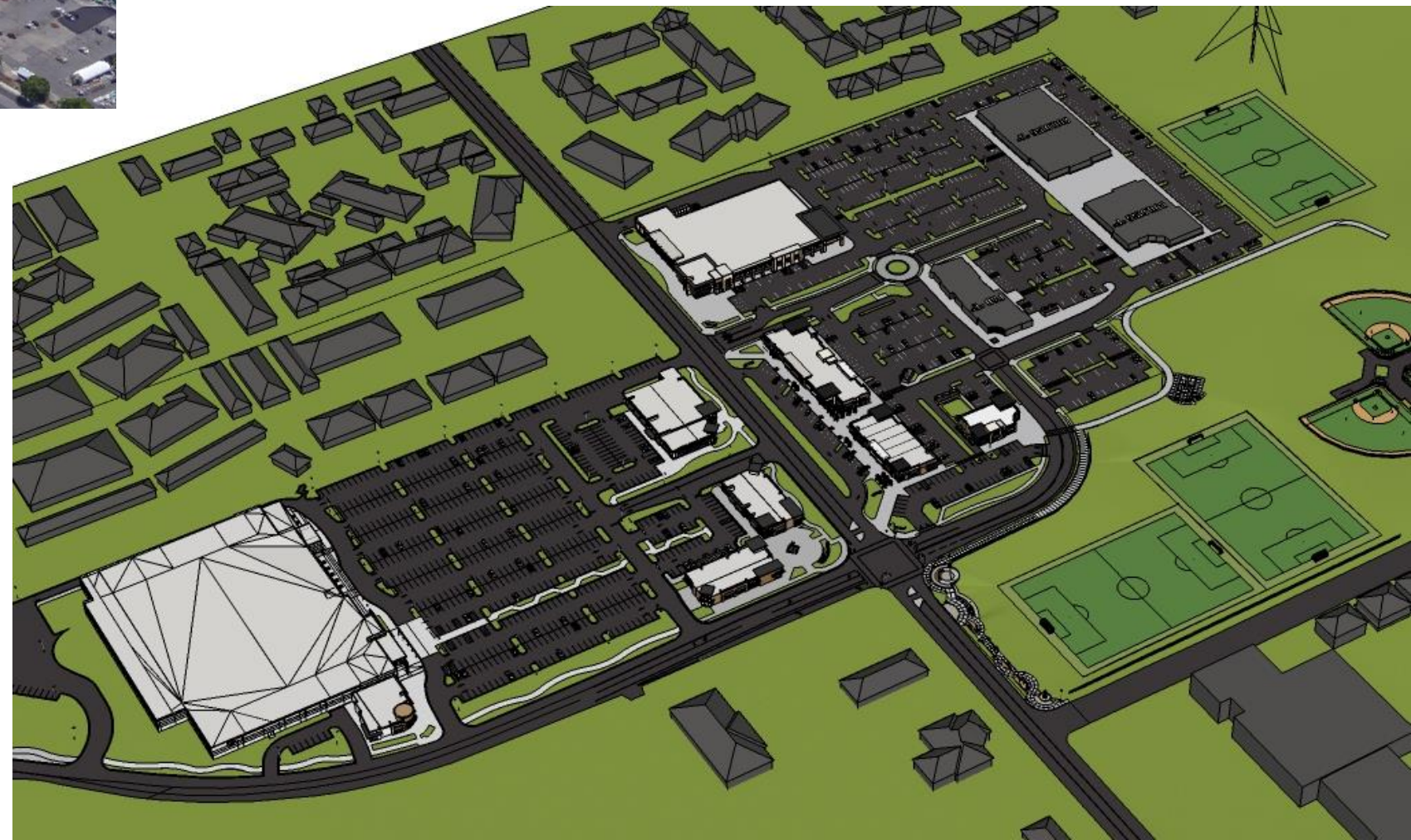




View From Regal St. Looking NW TO 'AirPort Parking'

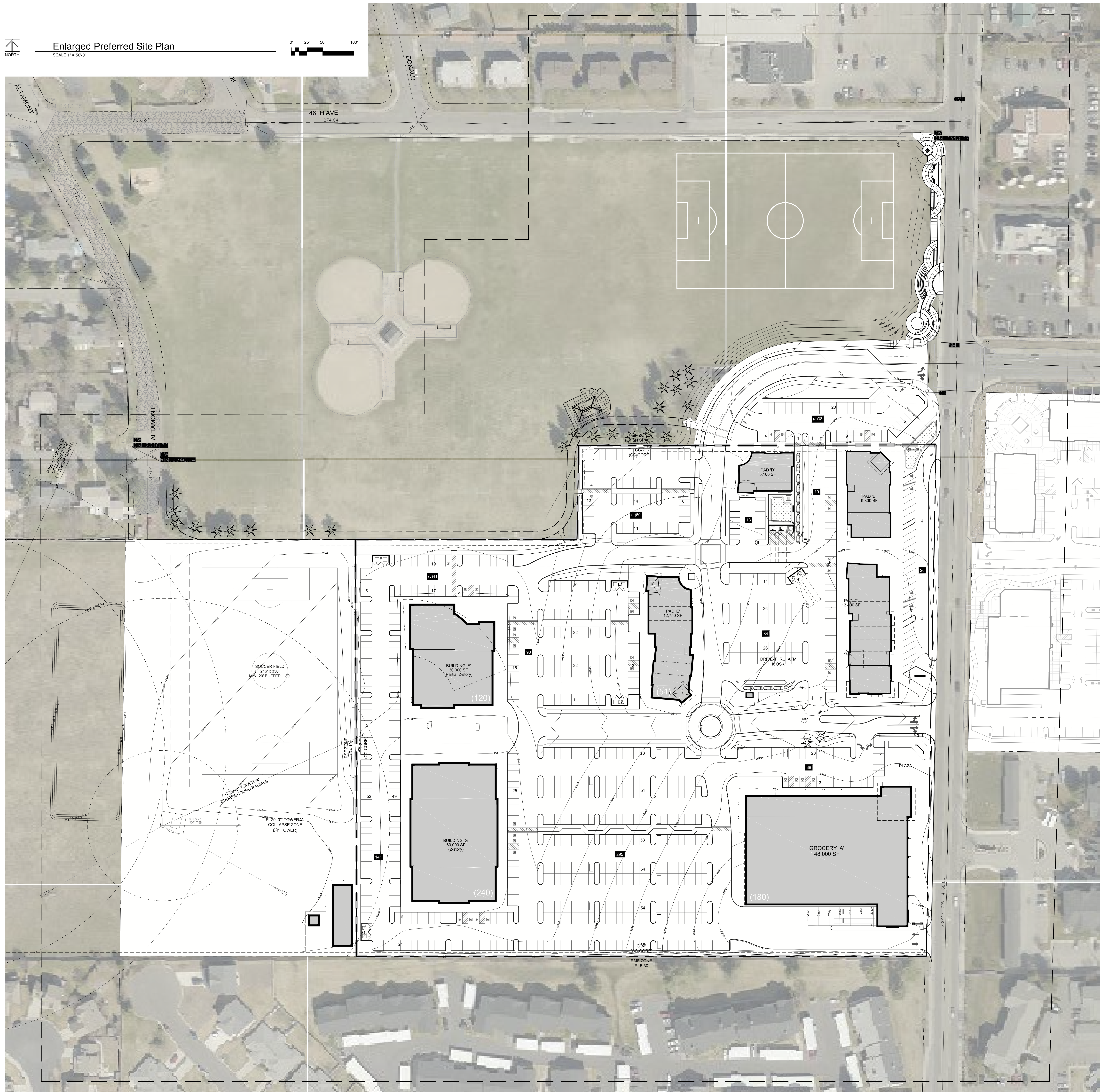
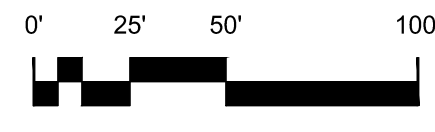


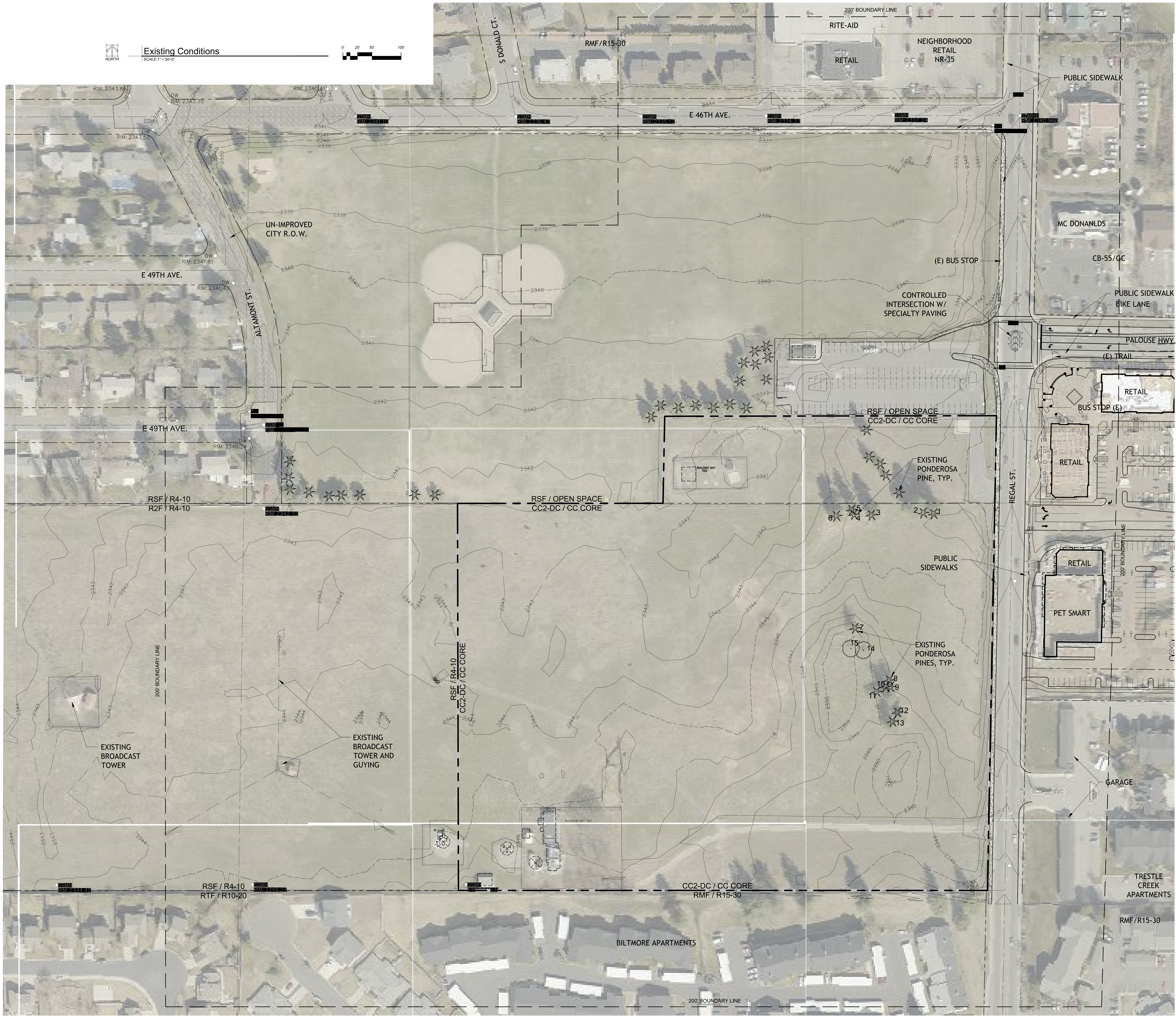
View From Proposal Looking East Through Plaza





Enlarged Preferred Site Plan  
SCALE: 1" = 50'-0"







# Southgate Integrated Site Plan

## Regal Street & Palouse Highway

Revised Final Submittal  
May 31, 2013

NOTE: This submittal revises the Revised Final Submittal dated 04/01/2013 and includes comments from Scott Chesney approval memo dated 03/29/2013 and an expanded Kit-of-Parts.

# Part A/Introduction



Aerial View | City Scale

## Background:

In 2005 Black Properties and KXLY submitted applications for Comprehensive Plan Map Amendments for their respective properties at the Palouse/Regal intersection.

In 2006 Home Depot assembled +/- 15 acres near the same intersection and likewise made application for a Comprehensive Plan Map Amendment.

The three applications made their way through the normal Amendment process of notifications, public hearings, neighborhood meetings, requisite studies and supplemental supporting information.

The three applications were eventually effectively combined into a single process and the City Council took up the matter in 2008. The Council approved the three Comprehensive Plan Map Amendment applications and entered into detailed Development Agreements in 2009 with each of the three Applicants.

The agreements balanced accepted City-wide and Neighborhood planning principles, Comprehensive Plan goals and policies, traffic and infrastructure concerns, market demand and preferences, and the applicants' desires and rights to develop their properties.

## The Development Agreement:

The City entered into separate Development Agreements with each of the three Applicants that take into account minor differences in the parcels and their respective development opportunities. They are, however, essentially identical in intent and include the following keypoints:

- Comprehensive Plan designation of CC Core/District Center and corresponding Zoning Map designation of CC2-DC.
- To provide both the Neighborhood and Applicants with a reliable level of development predictability, established the CC2-DC General Development Standards as the applicable development standards for the duration of the Development Agreement.
- Requirement that the three Applicants jointly prepare an overall Integrated Site Plan covering the +/- 45-acres included in the Development Agreements prior to issuance of any building permits. The Integrated Site Plan is required to include the following components (Reference Development Agreement Paragraph 5):
  - ♦ **Pedestrian Connections:** Provide pedestrian and bicycle connectivity to, through, and between the three developments and the Neighborhood.
  - ♦ **Tree Preservation:** Preserve selected existing Ponderosa Pines on the development parcels.
  - ♦ **Design Theme:** Develop a consistent design theme for the three developments utilizing common or complementary architectural and landscape/open space features and materials.
  - ♦ **Community Plaza:** Designate a central gathering place on one of the development parcels.
  - ♦ **Viewscape:** Protect selected views to Mt. Spokane and Browne's Mountain.
  - ♦ **Urban District:** Make provisions in site plan design and infrastructure to allow evolution into a mixed use urban center as market conditions warrant and such developments become feasible.

# Part A/Introduction

## The Development Agreement (cont'd.):

The Development Agreements also address transportation mitigation and fees, building design, and square footage limitations for each parcel.

A key provision of the Development Agreements provides for the review and comment of the Integrated Site Plan by the City Design Review Committee, including input from a Southgate Neighborhood resident appointed by the Mayor, and a recommendation to the Planning Director who will make the final decision regarding the Integrated Site Plan's compliance with the intent of the Development Agreements.

## Design Review Board Collaborative Workshop

On August 8, 2012, the Applicants collectively presented the Southgate Integrated Site Plan to the Design Review Board including background, a summary of the Development Agreement key points, and a graphic presentation of the Applicants' response to the Development Agreements key design criteria. As required by the Development Agreement, a Southgate Neighborhood representative was included as a non-voting member of the Board.

The Design Review Board offered the following recommendations corresponding to the six key Development Agreement and Integrated Site Plan issues:

- Pedestrian Connections:
  - ♦ Show pedestrian connection west to the sports complex.
  - ♦ Better pedestrian connections between the three properties.
  - ♦ Show bike lane and pedestrian corridor character consistent with Southgate Connectivity Plan.
- Tree Preservation:
  - ♦ Inventory trees and identify quality.
- Design Theme:
  - ♦ Use Community Plaza as design theme and emulate that character throughout streetscape and open spaces.
  - ♦ Use "Kit-of-Parts" including color palette and material choices.
  - ♦ Show fixtures and landscape as they relate to open space.
- Community Plaza:
  - ♦ Identify 2-3 potential locations based on site analysis.
- Viewscape:
  - ♦ Integrate view corridors with Plaza locations and coordinate with Neighborhood.
- Long-Term Development:
  - ♦ Future DRB's must consider how future building permit applications will facilitate transition to an urban district.

## The Solution:

The Development Agreements recognize that large scale developments like this take place in phases over a number of years and that a preferred site plan in today's marketplace may not be the preferred site plan in a changing retail marketplace in a few years.

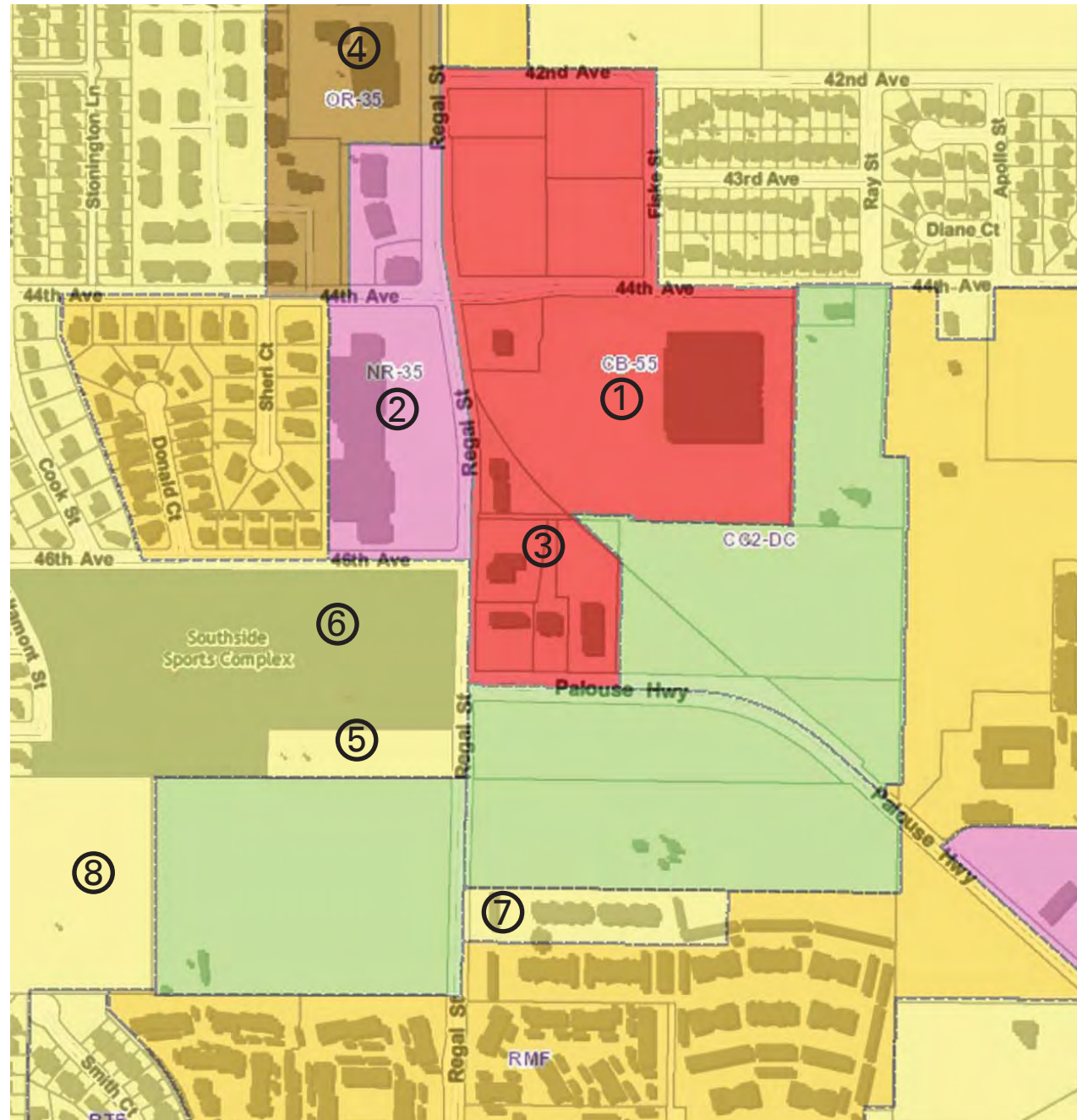
Accordingly, the Development Agreements do not require specific site plans illustrating building footprints, landscaping, and parking as a typical site plan often does. It relies instead on the City's established development standards for parking ratios, setbacks, landscaping, building design, lot coverage, etc., to produce neighborhood and street appropriate projects consistent with the City's development goals and policies.

The proposed Integrated Site Plan is intended to provide a framework and general strategy for developing future project specific site plans and acknowledgement of the Development Agreement's requirements and graphically represent them in a manner that future site plans can be tested against administratively.

Additionally, the Development Agreement requires each future project, including a very specific site plan, be reviewed by the DRB prior to issuance of any building permits.

This submittal is intended to respond to the Design Review Board recommendations with a design solution described herein that revised, expands, and clarifies the solution originally presented to the Design Review Board.

# Part B/Context: Zoning Map



## Context

- 1 Shopko
- 2 Albertson's Center
- 3 McDonald's | HiCo | Auto Repair
- 4 Regal Village
- 5 School District Property
- 6 Parks Department Sports Complex
- 7 Apartment Complex
- 8 KXLY Radio Tower

## Zoning Legend

	OR-35	Office retail
	CB-55	Community Business
	NR-35	Neighborhood Retail
	CC2-DC	Center & Corridor
	RSF	Residential Single-Family
	RMF	Residential Multi-Family



# Part B/Context: Existing Street Views



Ⓐ Looking West along S. Regal



Ⓑ Looking West along S. Regal



Ⓒ Looking West along S. Regal



Ⓓ Looking West along S. Regal



Vicinity Satellite View



Ⓔ Looking West along S. Regal



Ⓕ Looking West along S. Regal



Ⓖ Looking East along S. Regal

# Part B/Context: Existing Street Views



H Looking East along S. Regal



I Looking East along S. Regal



J Looking East along S. Regal



K Looking East along S. Regal



Vicinity Satellite View



L Looking East along S. Regal

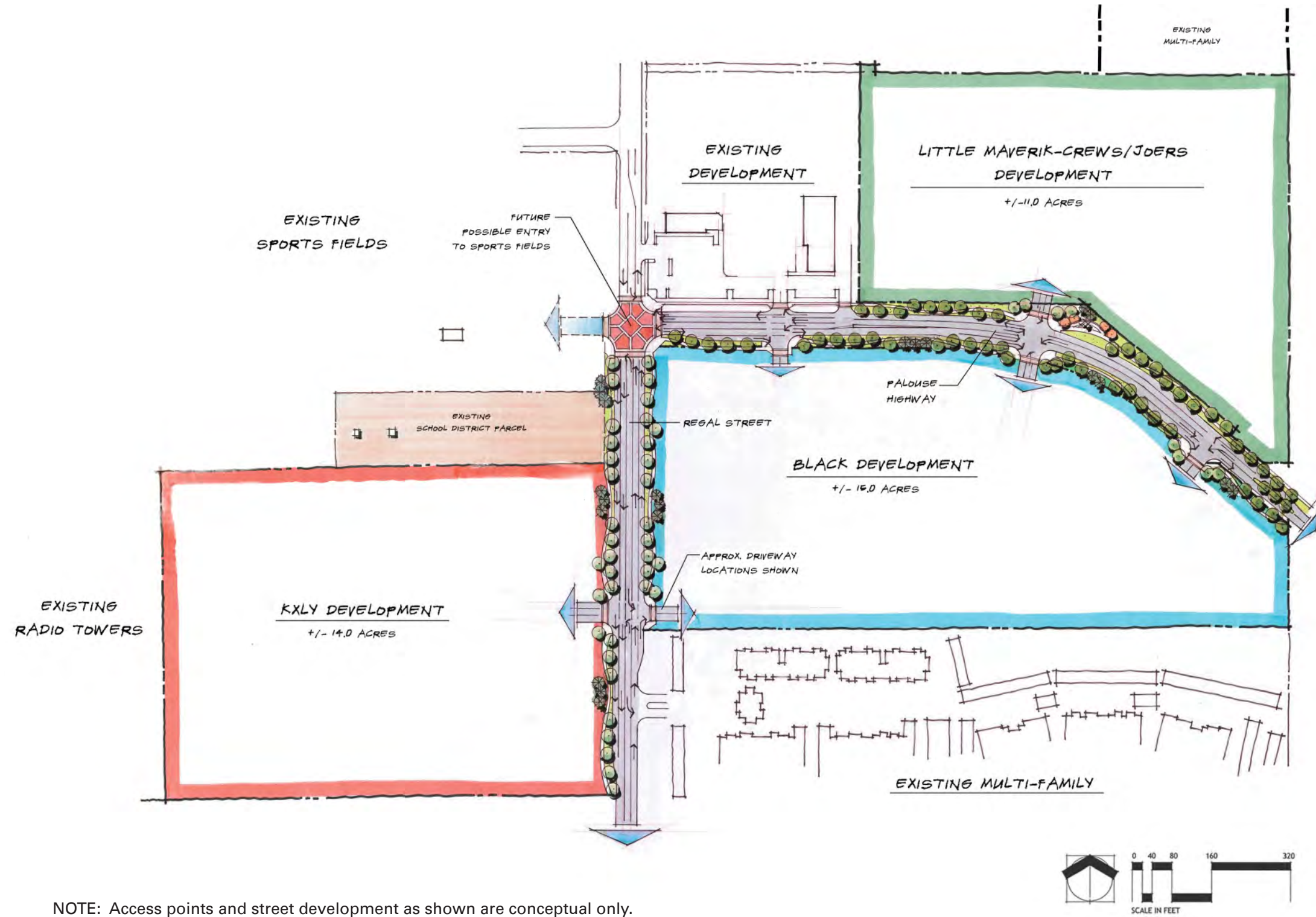


M Looking North along Palouse Highway



N Looking North along Palouse Highway

# Part C/Solution: Overall Site Plan



# Part C/Solution: Development Agreement Requirements & DRB Recommendations

<p><b>5.1 Pedestrian Connections</b>  <b>Development Agreement Requirements:</b>          The properties shall contain dedicated pedestrian and bicycle connections ("paths") which are designed to allow pedestrians and bicycles to access and move around and through the Integrated Properties with connection to the surrounding neighborhood. When feasible, such path shall connect to existing publicly accessible trails, sidewalks or other pathways that are adjacent and contiguous to the Integrated Properties.</p>	<p><b>Design Review Board Initial Recommendations:</b></p> <ul style="list-style-type: none"> <li>• Show a pedestrian connection west to the sports complex.</li> <li>• Better pedestrian connections between the three properties-continue to work with City staff.</li> <li>• Show bike lane and pedestrian corridor character consistent with Southgate Connectivity Plan.</li> </ul>	<p><b>Applicants' Response &amp; Proposed Solution:</b>          The Southgate Neighborhood Connectivity Plan (SNCP) provides a context in which to apply the planning principles of the Development Agreement as well as the recommendations of the DRB. Key applicable elements of the SNCP include the proposed "Green Ring" that generally circumvents the Southgate Neighborhood and the proposed non-motorized "Ferris-Adams Student Trail" connecting Ferris and Adams schools with areas west of Regal Street through the Project.</p> <p>The Applicants' revised proposal supports and implements the Southgate Neighborhood Connectivity Plan in very significant ways by extending the "Ferris-Adams Student Trail" through the District Center to portions of the Neighborhood lying west of Regal Street and provides a connection to the "Green Ring" from the District Center. Additionally, the Applicants propose to utilize the "Typical Street/Arterial Character" character designs for the Non-Motorized Trail, Collector Arterial (Palouse Highway), and Minor Arterial (Regal Street) included in the SNCP. The Applicants acknowledge that final design of the connections and streets will require engineering input from City Staff and further traffic and safety analysis.</p>
<p><b>5.2 Tree Preservation</b>  <b>Development Agreement Requirements:</b>          Any plan for development of the Property shall provide for the preservation of trees, by leaving in place a minimum of 10% of all Ponderosa Pine trees.</p>	<p><b>Design Review Board Initial Recommendations:</b></p> <ul style="list-style-type: none"> <li>• Inventory the trees and identify quality.</li> </ul>	<p><b>Applicants' Response &amp; Proposed Solution:</b>          The Applicants revised proposal includes a detailed tree inventory report that locates trees generally above 1-1/2-inch caliper and evaluates them for health and overall condition. This work was completed by a registered Landscape Architect on our staff with experience doing this kind of work. Based on the location and health of the existing tree inventory, appropriate numbers of healthy trees will be selected to be preserved and integrated into the Project as appropriate.</p>
<p><b>5.3 Design Theme</b>  <b>Development Agreement Requirements:</b>          The Integrated Properties shall be developed with a consistent design theme utilizing, for example, similar or complementary construction materials, architectural characteristics, streetscapes, open spaces, and landscaping. All buildings shall provide architectural treatment of interest on those facades visible from the street, such as color, texture, glazing, material differentiation or other mechanism designed to lessen the impact of building mass when viewed from the street.</p>	<p><b>Design Review Board Initial Recommendations:</b>          Plaza could define theme and that character could be emulated throughout the streetscapes and open spaces of the three sites.</p> <ul style="list-style-type: none"> <li>• Put together a palette or "kit of parts" including color palette and material choices.</li> <li>• Include fixtures and landscape as it relates to the open spaces.</li> </ul>	<p><b>Applicants' Response &amp; Proposed Solution:</b>          The Applicants revised proposal includes an expanded "kit of parts" that includes lighting (parking area, pedestrian, and accent types), street furniture (benches, trash receptacles, bollards, kiosks, way finding signage), materials and textures (paving patterns and colors), and a landscape material palette to be used throughout the three projects. This strategy allows appropriate variation in the building architecture based on building height, footprint and retail tenant brand and provides consistency at the pedestrian and streetscape level where it provides the most impact. The mitigation of larger buildings is established in the City-Wide Development Standards which address massing, height, blank walls, parapet features, etc.</p>

# Part C/Solution: Development Agreement Requirements & DRB Recommendations

## 5.4 Community Plaza

### Development Agreement Requirements:

A community plaza shall be designated that serves as a central gathering place on one of the Integrated Properties and, if not located on the Property, Owners shall provide satisfactory evidence of the Owners' contractual and financial Commitment to participate in the development of the community plaza.

### Design Review Board Initial Recommendations:

- Identify 2 - 3 potential locations based on site analysis.

### Applicants' Response & Proposed Solution:

The Applicants' revised proposal includes identifying three potential locations (one on each of the three parcels) and evaluating each of them taking into consideration views, tree preservation, cost and practical timing of parcel development, integration into the streetscape, and potential benefits from and for a retail environment. After due consideration, the preferred Community Plaza location is at the southeast corner of the Regal Street and Palouse Highway intersection as a part of the out-parcel development of the Black Development project.

## 5.5 Viewscapes

### Development Agreement Requirements:

The Owners shall determine and map view corridors that allows persons on the property from common or public areas to view Mt. Spokane and Browne's Mountain. Owners shall consult with the City's Planning Service staff and designated representative of the Southgate Neighborhood Council in scoping and determining view corridors. The identified view corridors shall be protected by site and architectural design strategies, if necessary, such as co-location of important view corridors with public spaces between buildings and with public spaces between buildings and with public gathering spaces. In the event of a conflict between this element and elements 5.2, 5.4, 5.6, 7.2, or 7.4, this provision shall yield to those elements.

### Design Review Board Initial Recommendations:

- View corridors should be integrated with the plaza locations as identified in 5.4 and as coordinated with the neighborhood.

### Applicants' Response & Proposed Solution:

The Applicant met with City Staff and Neighborhood representatives on site on August 14, 2012 to review significant viewscaes and stratagies for preserving them in the context of the other factors that will impact the site layout. In most cases, the quality of views to Mt. Spokane and Browne's Mountain were already compromised by existing tall trees or existing buildings in close proximity to the potential community plaza site. In the final analysis, the Applicants consider all three locations under considering for the Community Plaza to provide different, but essentially equal, viewscapes..

## 5.6 Long-Term Development of the Urban District

### Development Agreement Requirements:

The intent of the parties is to design and develop urban features that will facilitate integration of the Property (and surrounding area) into an urban district with a unified character that promotes pedestrian and vehicular circulation, without conflict, encourages opportunities for mixed use development and enhances the natural and built aesthetics in the area. In order to enhance connectivity and facilitate future urban development, driveways through the properties shall be designed, wherever possible, to facilitate connections to the properties identified in Recital D, above. Curbing shall be used to define the parking lot area, such as perimeter perimeter curbing and main drive aisles. Driveway entrances and interior landscaping features will also be curbed.

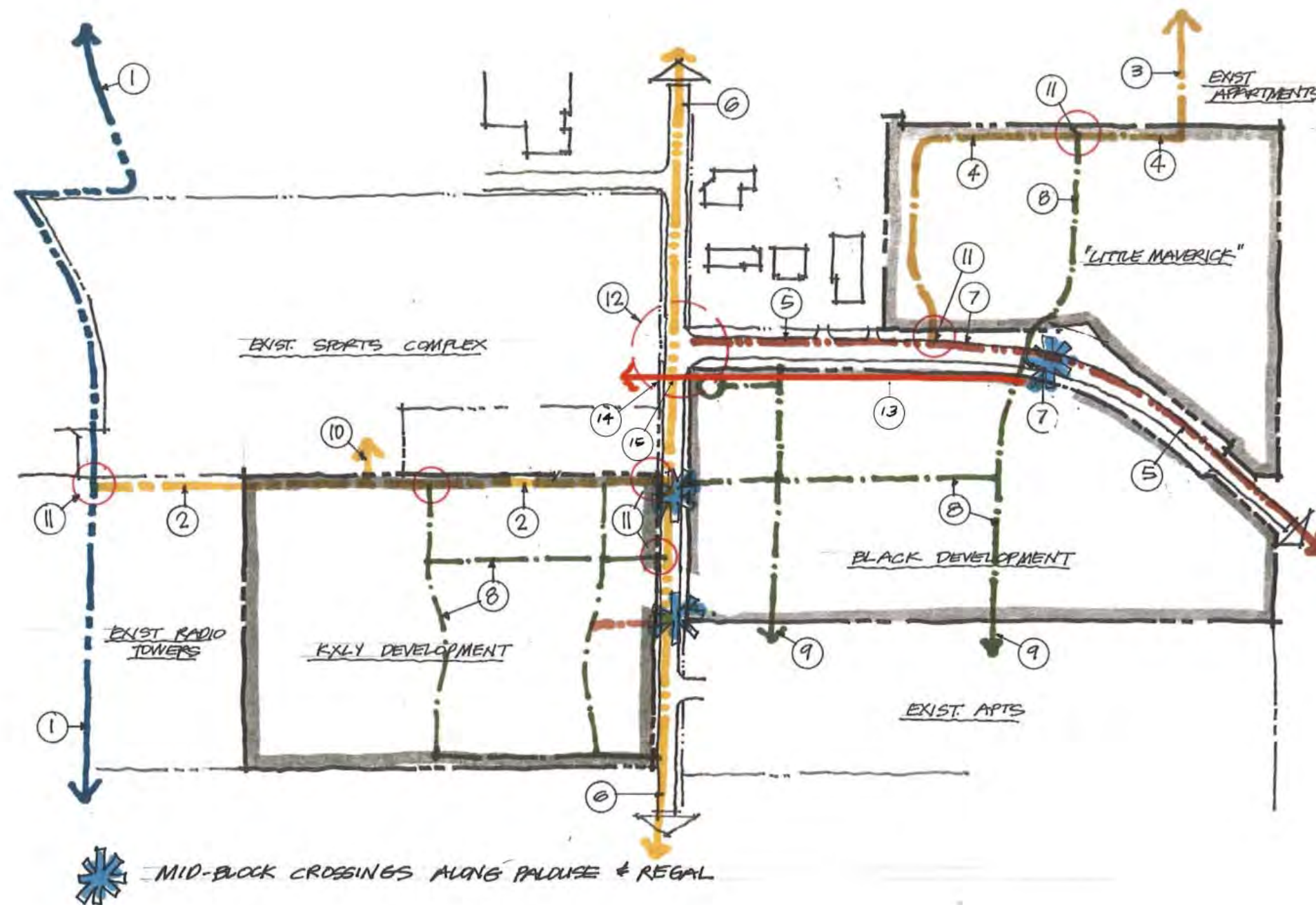
### Design Review Board Initial Recommendations:

- Future DRB's must consider how future building permit applications, with regard to siting and design, will facilitate evolution of the sites into an urban district.

### Applicants' Response & Proposed Solution:

Project specific site plans for each of the three development projects will be designed to allow a transition to a more urban type district by identifying future building sites and access points that will support the characteristics typically found in an Urban District. Additionally, infrastructure such as utilities or similar required improvements will be located such that they will not interfere with future building locations.

# Part C/Solution: Pedestrian Connections



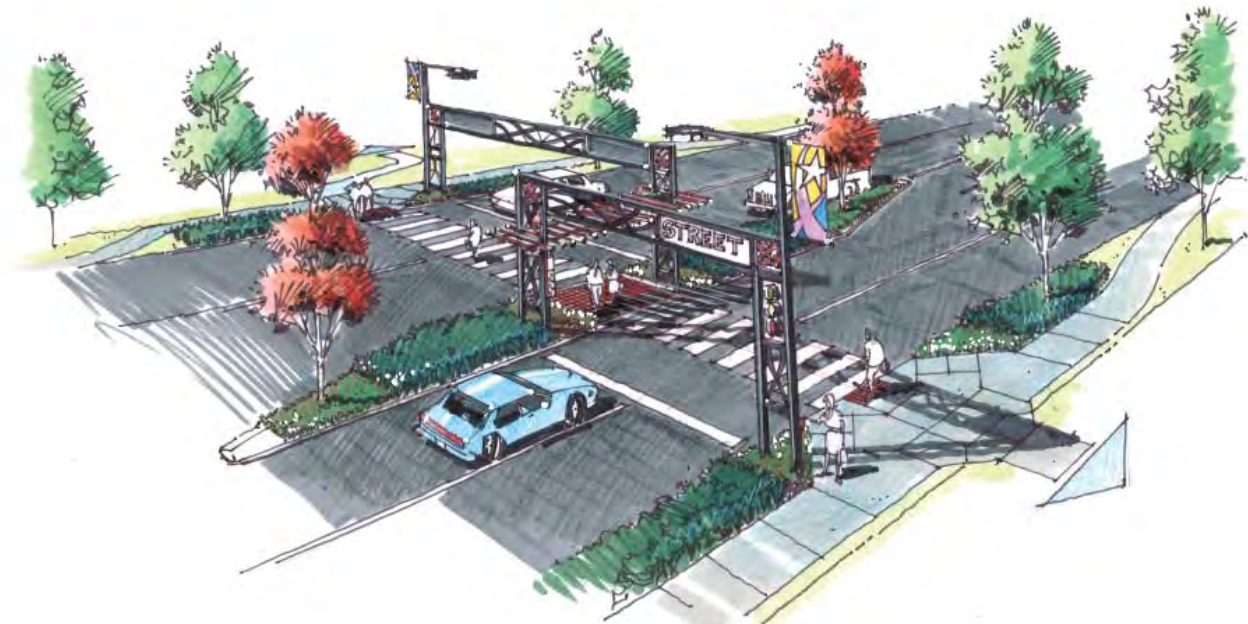
## Narrative:

The proposed Connectivity Plan is a combination of Applicant-provided on-site trails and pathways and public right-of-way improvements proposed by the Southgate Neighborhood Connectivity Plan and City Public Works Standards for street development.

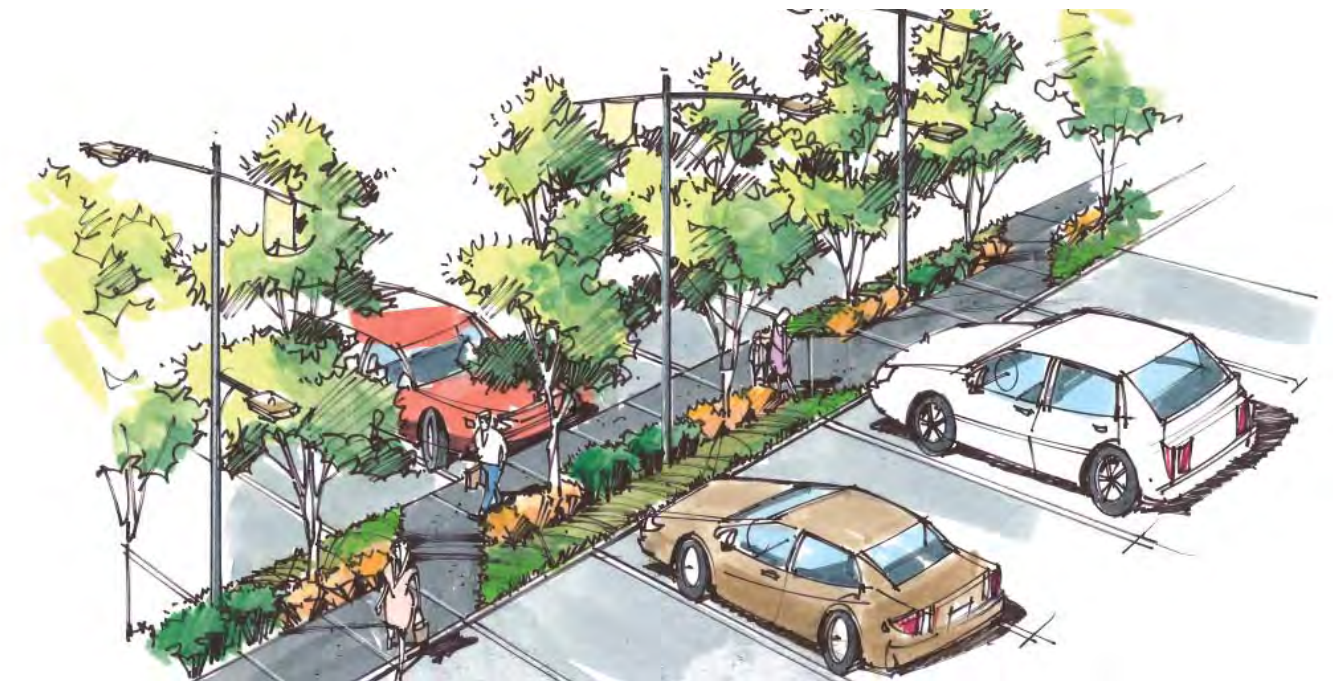
## Legend:

1. Proposed "Green Ring" - see SNCP.
2. Proposed Non-Motorized Trail - See SNCP.
3. Proposed Ferris-Adams Student Trail - See SNCP.
4. Extend Ferris-Adams Student Trail as shown.
5. Collector Arterial: Palouse Highway with Bicycle Lanes and sidewalks
6. Minor Arterial: Regal Street with Bicycle Lanes and Sidewalks.
7. Mid-Block Pedestrian and Bicycle Crossing
8. Pedestrian Connection through project site/parking lot. Provides connectivity through the site and between buildings within the project.
9. Connection to adjacent apartment project.
10. Connection to existing sports complex.
11. Pathway connection feature.
12. Signalized intersection with enhanced pedestrian features.
13. Dedicated 12'-16' bicycle and pedestrian path.
14. Connectivity to the west via controlled intersection at Regal Street.
15. Enhanced crosswalk on southern boundary of four-way intersection.

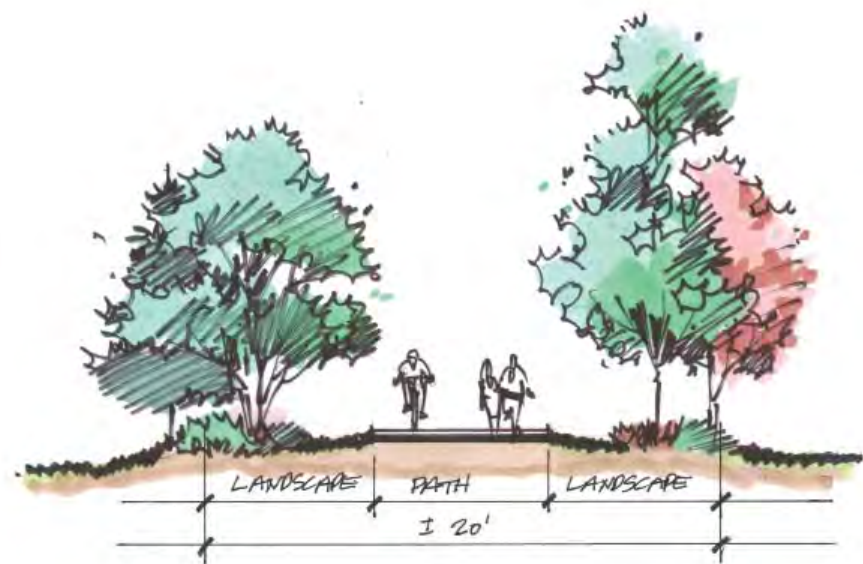
# Part C/Solution: Pedestrian Connection Character



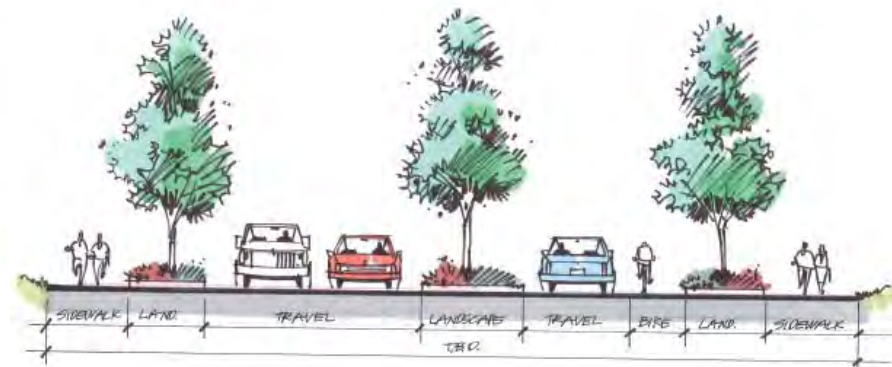
Proposed Palouse Highway Mid-Block Crossing Feature and Future "Urban District" Intersection



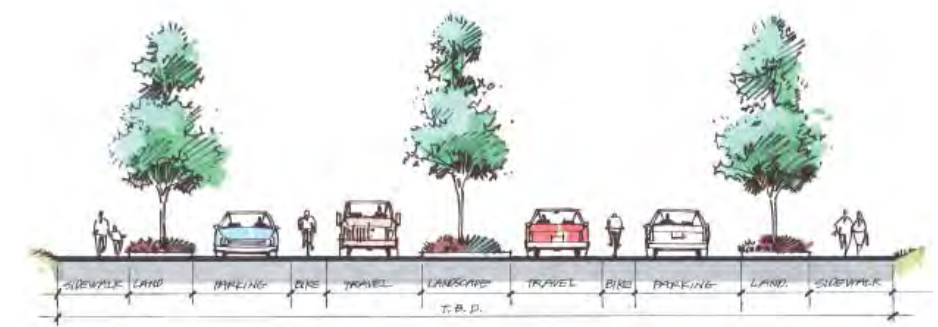
Protected Pedestrian Connection Between Buildings and Through Parking Areas Within Project Sites



Non-Motorized Trail Cross Section



Minor Arterial/Regal Street Cross Section



Collector Arterial/Palouse Highway Cross Section

NOTE: Street cross sections and mid-block crossing subject to revisions based on further Traffic Engineer studies and coordination with City Public Works/Traffic Department.

# Part C/Solution: Tree Preservation

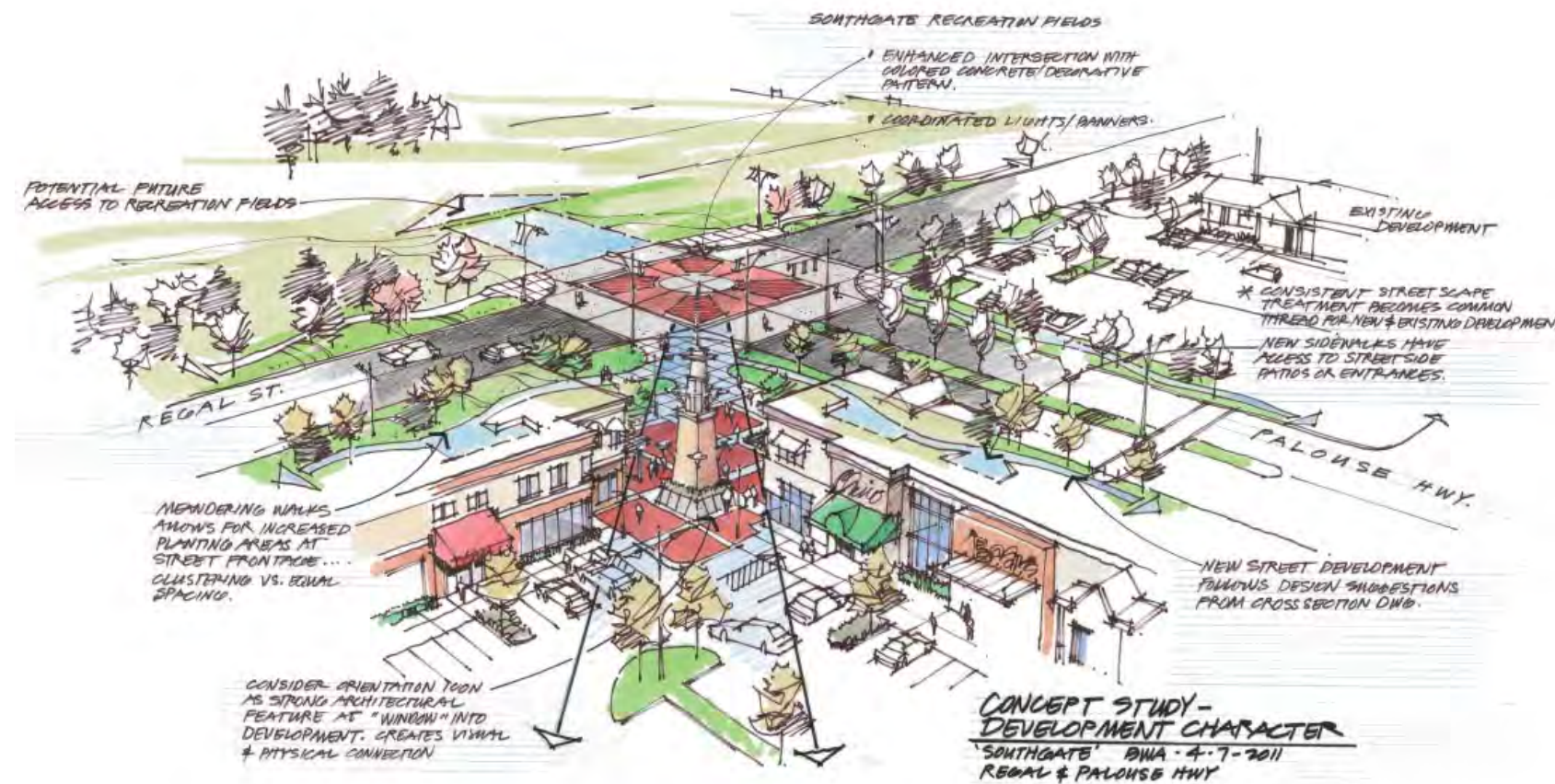


## Narrative:

The Applicants revised proposal includes a detailed tree inventory report that locates trees generally above 1-1/2-inch caliper and evaluates them for health and overall condition. This work was completed by a registered Landscape Architect on our staff with experience doing this kind of work. Based on the location and health of the existing tree inventory, appropriate numbers of healthy trees will be selected to be preserved and integrated into the Project as appropriate.



# Part C/Solution: Design Theme & Kit of Parts



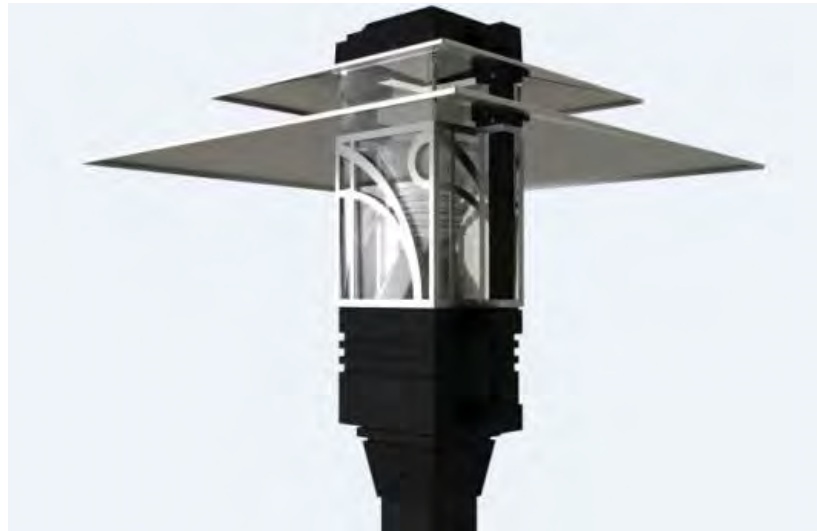
## Narrative:

The Applicants revised proposal includes an expanded "kit of parts" that includes lighting (parking area, pedestrian, and accent types), street furniture (benches, trash receptacles, bollards, kiosks, way finding signage), materials and textures (paving patterns and colors), and a landscape material palette to be used throughout the three projects. This strategy allows appropriate variation in the building architecture based on building height, footprint and retail tenant brand and provides consistency at the pedestrian and streetscape level where it provides the most impact. The mitigation of larger buildings is established in the City-Wide Development Standards which address massing, height, blank walls, parapet features, etc.

Additionally, the Applicants acknowledge the benefits of incorporating local artwork where practical.

Prior to issuance of a building permit, an amended Development Agreement shall be executed stating that all future development subject to the ISP agrees to use the Kit of Parts approved for the Black property. The Black property Kit of Parts will be submitted to the Planning Director for review and approval prior to issuance of a building permit.

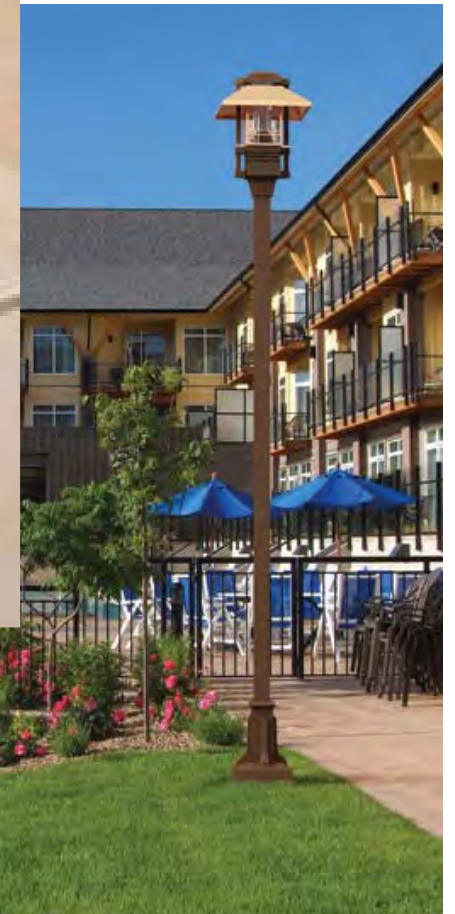
# Part C/Solution: Kit of Parts -Themed



Site furnishings with natural, whimsical character representative of grassland and Palouse.



Craftsman style lighting provides historical significance and reflects the South Hill architectural character.



Kit of Parts—Themed Furnishings  
Southgate Integrated Site Plan



**TallGrass Pattern Seating**

**Products**

**Product Name**  
TallGrass Pattern Seating - Bronze Color

**Manufacturer**

SiteScapes Inc. or equal  
P.O. Box 22326  
Lincoln, NE 68542  
Phone: 888.331.9464  
Fax: 402.421.9479  
[www.sitescapesonline.com](http://www.sitescapesonline.com)  
[info@sitescapesonline.com](mailto:info@sitescapesonline.com)

**Materials**

Frame - 1 1/2" Sq. x 11 Ga. Wall Steel Tubing  
Panels - 7 Ga. Steel Sheet Metal

Foot Plates: Foot plates are 5/16" x 1 1/2" stainless steel. Each plate has a 9/16" hole for mounting.

**Grass Pattern Receptacles**

**Products**

**Product Name**  
TallGrass Grass Pattern Receptacles - Bronze Color

**Manufacturer**

SiteScapes Inc. or equal  
P.O. Box 22326  
Lincoln, NE 68542  
Phone: 888.331.9464  
Fax: 402.421.9479  
[www.sitescapesonline.com](http://www.sitescapesonline.com)  
[info@sitescapesonline.com](mailto:info@sitescapesonline.com)

**Materials**

Frame : 7 Gauge Steel Shell/Stainless Steel  
Lid: Removable Dome lid

Foot Plates: Foot plates are 5/16" x 1 1/2" stainless steel. Each plate has a 9/16" hole for mounting.

Ash Inlay: 13ga. Stainless steel ash pan

Liner: High Density Polyethylene liner with handles



**TallGrass  
TallGrass Pattern Seating**

**TallGrass Seating**

A variation of the JordanCreek, the TallGrass Collection utilizes a rigid square tubing framework while presenting an elegant silhouette accent. The TallGrass products accentuate their natural surroundings while blending into a variety of urban settings.

**Seating Mounting**

Options include stainless steel mounting plates for permanent mounting to a concrete pad or heavy duty stainless steel leveling feet suitable for indoor or outdoor use.

**Materials**

Frame - 1 1/2" Sq. x 11 Ga. Wall Steel Tubing  
Panels - 7 Ga. Steel Sheet Metal  
Foot Plates - 1/4" x 1 1/2" Stainless Steel with 9/16" Mounting Holes  
Mounted w/ four 1/2" x 4-5" Stainless Steel Anchor Bolts (Customer Supplied)

**Sustainability and LEED**

TallGrass benches have a recycled material content of 84% of which 73% is post consumer content. This content may vary based on the product design, product material type, and interchangeable piece parts. All styles are 100% recyclable. For more information about SiteScapes sustainable products and policies, please refer to our environmental statement.

**Choices**

Choose six or eight foot length; backed or backless bench; zero or one center armrest; powdercoat or Duracoat finish; and color.

**TallGrass seating options**



888.331.9464 402.421.9479 fax  
P.O. Box 22326 Lincoln, NE 68542  
[www.sitescapesonline.com](http://www.sitescapesonline.com)  
[info@sitescapesonline.com](mailto:info@sitescapesonline.com)

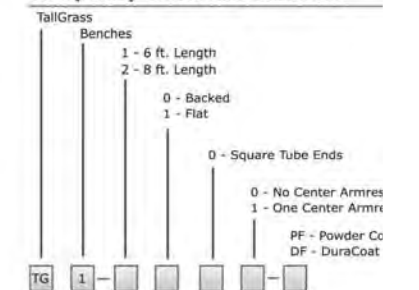
Pictured this page  
left: TallGrass backed TallGrass patte bench TG1-1000 (Sterling). top right TallGrass backed TallGrass patte bench TG1-1000 (Bronze). bottc right: TallGrass backed TallGra pattern bench TG1-1000 (Onyx).

**Finishes**

SiteScapes offers product in both standard powdercoat and its own proprietary Duracoat finish. Bc finishes are designed to weather t elements and are guaranteed not rust, chip, peel, or fade. Call for standard color chart.

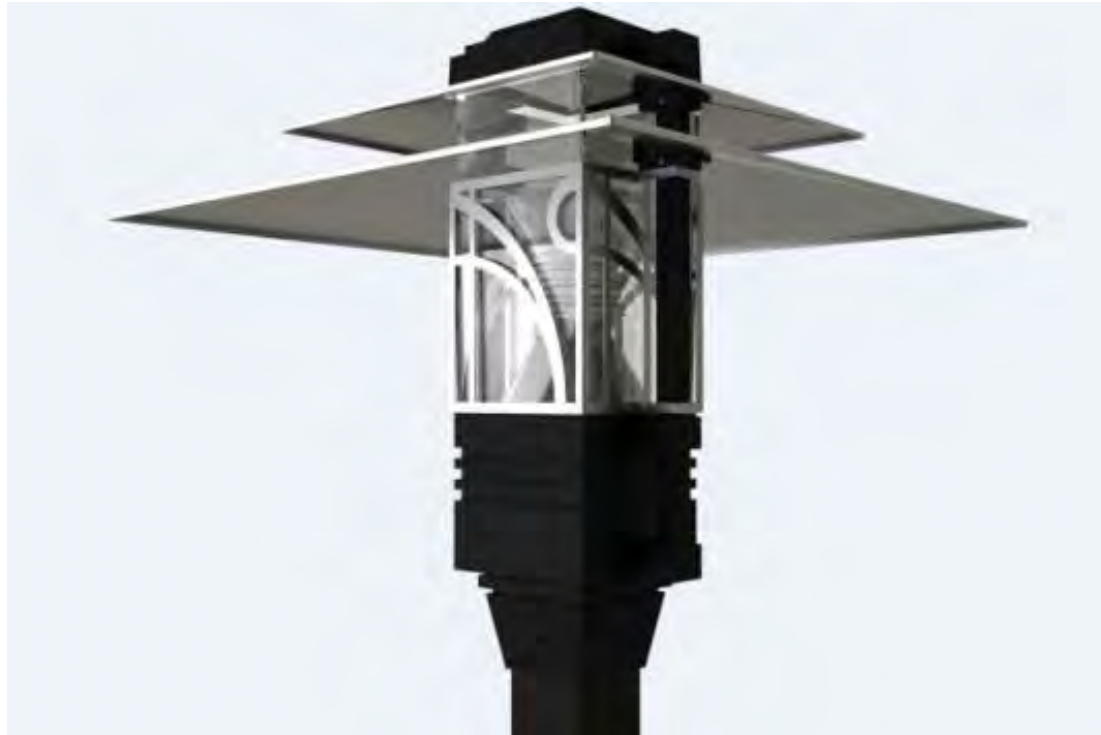
[www.sitescapesonline.com](http://www.sitescapesonline.com)  
For more information visit our webs where you can download produ drawings, photos, product brochure CSI spes, and other technical data.

**To Specify TallGrass Benches**



30% POST CONSUMER CONTENT

Kit of Parts—Themed Pedestrian Lighting  
Southgate Integrated Site Plan



**Parkway Square Pedestrian Light**

**Products**  
**Product Name**  
 Parkway Square PKWM or equal.  
 Dark Bronze Color  
 Decorative Screen—DSWH Wheat  
 Hood Finish—STS Stainless Steel

**Manufacturer**  
 ARCHITECTURAL AREA LIGHTING  
 16555 East Gale Ave. | City of Industry |  
 CA 91745  
 P 626.968.5666 | F 626.369.2695 |  
 www.aal.net

PKWM

Parkway Square™ Pedestrian (Medium) Scale

**FEATURES**

- Four optical systems: horizontal, LED, vertical, and indirect
- Three hood styles and six decorative screen options
- Features highly efficient, exclusive MicroEmitter™ technology
- Features exclusive wiHUBB technology
  - Wireless control system for 0-10VDC full range dimming control
  - Programmable autonomous operation
- Custom mounting options
- Cast aluminum struts
- Full cutoff options
- IP65 rated for horizontal configurations, and IP66 rated for vertical configurations
- Powder coat finish in 13 standard colors with a polymer primer sealer

**NEW**

**wiHUBB**

**DESIGNER SSL**

PERIOD

---

**ORDERING INFORMATION**

PKWM	LAMP/BALLAST	DECORATIVE SCREENS (OPTIONAL)	COLORS
<p><b>MODEL</b></p> <p>Slips over 4" open top square pole or 2 3/8" tenon.</p> <p><b>PKWM</b> Parkway Square Medium Scale</p> <p><b>HOODS</b></p> <p><b>ANG</b> Angled hood</p> <p><b>STR</b> Straight hood</p> <p><b>IND</b> Indirect hood</p> <p><b>DBL</b> Double hood</p> <p><b>OPTICS</b></p> <p><b>Horizontal LED</b> - Available with ANG hood and LEDs only. Flat glass lens.</p> <p><b>T2</b> IES Type 1 distribution</p> <p><b>T3</b> IES Type 3 distribution</p> <p><b>T4</b> IES Type 4 distribution</p> <p><b>T5</b> IES Type 5 distribution</p> <p><b>Vertical LED</b></p> <p><b>VL3</b> Asymmetric distribution</p> <p><b>VL5</b> Symmetric distribution</p> <p><b>Horizontal Optical System</b> Available with ANG hood only. Not available with LEDs. Flat glass lens.</p> <p><b>H2</b> IES Type 2 distribution</p> <p><b>H3</b> IES Type 3 distribution</p> <p><b>H4</b> IES Type 4 distribution</p> <p><b>H5</b> IES Type 5 distribution</p> <p><b>Vertical Optical System</b> - Not available with IND or LEDs. Four sided clear acrylic lens.</p> <p><b>GLA</b> Frosted glass diffuser</p> <p><b>GR3</b> IES Type 3 glass refractor</p> <p><b>GR5</b> IES Type 5 glass refractor</p> <p><b>Indirect Optical System</b> - Available with IND hood only. Not available with LEDs. Four sided clear acrylic lens. Underside of hood is painted in high reflectance white.</p> <p><b>-3</b> IES Type 3 distribution</p> <p><b>-5</b> IES Type 5 distribution</p> <p><b>Bare Lamp</b> - Available with IL system only. Lightly diffused four sided acrylic lens.</p> <p><b>BLO</b> For IL only</p>	<p><b>55LED-BW*</b> 42 light emitting diode array. Bright white (5100K). <b>VL3 &amp; VL5 only.</b></p> <p><b>60LED-WW</b> MicroEmitter™ 60 light emitting diode array. Warm white (3500K). Class 1, 120 thru 277 volt. <b>Horizontal LED only.</b></p> <p><b>60LED-BW</b> MicroEmitter™ 60 light emitting diode array. Bright white (5100K). Class 1, 120 thru 277 volt. <b>Horizontal LED only.</b></p> <p><b>70MH</b> 70 watt metal halide 120/208/240/277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>70MHT6</b> 70 watt metal halide 120/277/347 volt ballast. Use G12 base, T6 ceramic lamp.</p> <p><b>70MHT6EB</b> 70 watt electronic metal halide 120 thru 277 volt ballast. Use G12 base, T6 ceramic lamp.</p> <p><b>100MH</b> 100 watt metal halide 120/208/240/277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>100MHEB</b> 100 watt electronic metal halide 120 thru 277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>150PSMH</b> Pulse start 150 watt metal halide 120/208/240/277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>150PSMHT6</b> Pulse start 150 watt metal halide 120/277 volt ballast. Use G12 base, T6 ceramic lamp.</p> <p><b>150MHEB</b> 150 watt electronic metal halide 120 or 277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>150MHT6EB</b> 150 watt electronic metal halide 120 or 277 volt ballast. Use G12 base, T6 ceramic lamp.</p> <p><b>70HPS</b> 70 watt high pressure sodium 120/208/240/277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>100HPS</b> 100 watt high pressure sodium 120/208/240/277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>150HPS</b> 150 watt high pressure sodium 120/208/240/277 volt ballast. Use medium base, ED-17 lamp.</p> <p><b>IL85</b> 85 watt induction lamp system. 120, 208, 240 or 277 volt. -25°C min. start temp. Available in bare lamp configuration (BLO) with LDL lens only.</p> <p><b>CF**</b> Electronic 120 thru 277 volt ballast. Use GX24q 4 pin base, 26, 32 or 42 watt lamp. -18°C min start temp. Specify wattage.</p> <p><b>140CO**</b> 140 watt electronic CosmoPolis™ 120 or 208 thru 277 volt ballast. Use PG212 base, CosmoPolis™ lamp.</p> <p><small>All fixtures prewired for 277 volts unless specified. Lamps not included (except IL and LED options). All applicable ballasts are EISA compliant. CosmoPolis™ is a trademark of Philips Lighting®.</small></p> <p><small>* Vertical LED (VL3, VL5) is class 2, 120 thru 277 volt.</small></p> <p><small>** Not available with horizontal or LED optics.</small></p>	<p><b>Painted to match fixture. Also available in stainless steel or copper. Not available with horizontal LED optics.</b></p> <p><b>DSIN</b> Infinity design</p> <p><b>DSOF</b> Offset design</p> <p><b>DSWH</b> Wheat design</p> <p><b>DSTR</b> Trio design</p> <p><b>DSSH</b> Shutter design</p> <p><b>DSCS</b> Custom design (Contact factory)</p> <p><b>OPTIONS</b></p> <p><b>WIH-IM</b> In fixture wireless control module, PS68 pg381. <b>For LED only.</b></p> <p><b>ULS</b> Upper lens shield above the hood. Reduces light above hood.</p> <p><b>TEN</b> 2-3/8" O.D. x 4" long tenon. Required for all AAL poles, except for PS4.</p> <p><b>TA23</b> Tenon adaptor slips over a 2-3/8" O.D. x 4" long tenon. Required for poles by others or used in conjunction with the TEN pole option by AAL.</p> <p><b>LDL</b> Lightly diffused lens</p> <p><b>347</b> 120/240/347 volt ballast for HID only, except 50MH and 50HPS.</p> <p><b>COP</b> Brushed copper hood</p> <p><b>STS</b> Stainless steel hood</p> <p><b>SSP</b> Screen in brushed stainless steel</p> <p><b>CPR</b> Screen in brushed copper</p>	<p><b>AWT</b> Arctic White</p> <p><b>BLK</b> Black</p> <p><b>MTB</b> Matte Black</p> <p><b>DGN</b> Dark Green</p> <p><b>DBZ</b> Dark Bronze</p> <p><b>WRZ</b> Weathered Bronze</p> <p><b>BRM</b> Metallic Bronze</p> <p><b>VBL</b> Verde Blue</p> <p><b>CRT</b> Corten</p> <p><b>MAL</b> Matte Aluminum</p> <p><b>MDG</b> Medium Grey</p> <p><b>ATG</b> Antique Green</p> <p><b>LGY</b> Light Grey</p> <p><b>RAL/PREMIUM COLOR</b> Provide a RAL 4 digit color number</p> <p><b>CUSTOM COLOR</b> Please provide a color chip for matching</p> <p><b>MOUNTING</b></p> <p><b>Wall Mount</b> - Mounting plate included. Hardware by others.</p> <p><b>PSWM-TU</b> Fixture above with arm mounted up.</p> <p><b>PSWM-TD</b> Fixture above with arm mounted down.</p> <p><b>PSWM-BU</b> Fixture below with arm mounted up. Not available with indirect.</p> <p><b>PSWM-BD</b> Fixture below with arm mounted down. Not available with indirect.</p> <p><b>Pole Mount</b> - Arm mounts to side of a 4" O.D. pole.</p> <p><b>PSA-TU</b> Fixture above with arm mounted up.</p> <p><b>PSA-TD</b> Fixture above with arm mounted down.</p> <p><b>PSA-BU</b> Fixture below with arm mounted up. Not available with indirect.</p> <p><b>PSA-BD</b> Fixture below with arm mounted down. Not available with indirect.</p>

Kit of Parts—Parking Lot Area Lighting  
Southgate Integrated Site Plan



**American—Metal Halide Area Light**


**Products**

**Product Name**  
American Shoe Box Cube—Bronze  
Metal Halide Lamp

**Manufacturer**

[Visionaire Lighting, LLC](http://www.visionairelighting.com) | Tel. (877) 977-LITE(5483)  
19645 Rancho Way, Rancho Dominguez, CA 90220

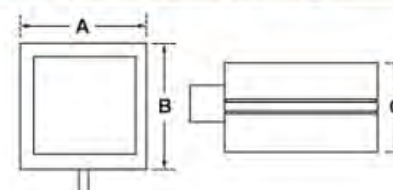
**American** HID
Project Name: \_\_\_\_\_
Catalog Number: \_\_\_\_\_
Type: \_\_\_\_\_



ida

UL LISTED

**Dimensional Drawings**



Fixture	A	B	C	Stripe	Max. Watts	Lbs
AME-1	14"	14"	10"	2"	175 W	35
AME-2	19"	19"	12"	2"	400 W	50
AME-3	23"	23"	13"	2"	1000 W	70
AME-4	23"	23"	15"	2"	1000 W	75

The American series features the most advanced lighting reflector system available today. Vision™ is a patented, revolutionary reflector system unlike any other. The flat lens, vertical lamp, IES full cutoff luminaire is Dark-Sky certified to restrict light trespass, glare and light pollution for neighborhood-friendly outdoor lighting. Convex glass lens is available when required.

The clean, compact housing style features a decorative reveal available in complementary or contrasting colors. Computerized precision machinery and quality materials ensure manufacturing to the highest industry standards.

American is offered in four enclosure sizes and five distribution patterns, including a special forward throw T4A reflector for auto dealership front line lighting. Vision™ Reflector System allows the use of fewer fixtures and poles with wider spacings, providing substantial equipment, installation and energy cost savings.

American is a proven performer for auto dealerships, shopping centers, parking lots and general area lighting. A wide selection of light sources from 100 through 1000 watts are offered in Metal Halide, High Pressure Sodium and Pulse Start Metal Halide lamp which provides excellent efficiency, lumen maintenance and color.

Model	Optics	Wattage	Source	Voltage	Mounting	Finish/Stripe	Options
AME-1 Flat Glass Only		100 (100)	PS HPS	120 (1)	Bolt-On Arm 6" (BOA6)	Bronze (BZ)	Photocell & Receptacle <small>*Specify voltage</small> (PCR120) (PCR208) (PCR240) (PCR277) (PCR480)
		150 (150)	PS HPS	208 (2)			
		175 (175)	PS (P) (S)				
AME-2 Flat Glass (Convex Glass Optional)		200 (200)	PS	240 (3)	Bolt-On Arm 10" <small>*Supplied for all AME sizes with 290, 190 &amp; Quad Mounting</small> (BOA10)	Black (BK)	Photo Receptacle (PER) <small>*With shorting cap</small>
		250 (250)	PS HPS				
		320 (320)	PS				
		400 (400)	PS HPS (P) (S)				
AME-3 Convex Glass Only		400 (400)	PS HPS	277 (4)	Spider Mount <small>*fits 2 1/2" O.D.</small> (SM)	White (WH)	Button Type Photocell <small>*Specify voltage</small> (PC120) (PC208) (PC240) (PC277)
		750 (750)	PS HPS	480 (5)			
		1000 (1000)	MH PS HPS (M) (P) (S)	M-Tap <small>*Multi-Tap ballast wired at 277 V unless specified</small> (6)			
AME-4 Flat Glass Only		575 (575)	PS HPS	347 (8)	Wall Mount <small>*Cast Wall Plate (BAWP) to be ordered separately. Standard length for WM bolt-on arm is 6"</small> (WM)	Forest Green (FG)	Quartz Restrike (QR)
		750 (750)	PS HPS				
		775 (775)	PS HPS				
		1000 (1000)	MH PS HPS (M) (P) (S)			Silver Metallic (SL)	Fusing <small>*Specify voltage</small> Single in-line fuse (SF120) (SF277) Double in-line fuse (DF208) (DF240) (DF480)
						Custom Color (CC)	House Side Light Shield (LS)
						Stripe Color Blue Metallic (94) Red Opaque (188) Silver Metallic (58) Gold Metallic (41) White Opaque (50) Black Metallic (60) Charcoal Metallic (20)	Internal Light Shield <small>*AME-2 &amp; AME-4 only</small> (ILS) Convex Glass Lens <small>*AME-2 only</small> (VLCG) Round Pole Plate Adaptor (RPP) Cast Wall Plate (BAWP)

For more detailed information on mounting, wiring or installation instructions, please consult locally. If poles are not desired with fixtures, please specify mounting requirements. This document contains proprietary information of Visionaire Lighting, LLC. Any use of this information requires the written approval of Visionaire Lighting, LLC. In keeping with our TQM policy of continuous improvement, Visionaire reserves the right to change any specifications contained herein without prior notice.

VISIONAIRE LIGHTING  
*Performance In A Whole New Light™*

Kit of Parts — Themed Furnishings — Bike Rack  
 Southgate Integrated Site Plan

**Bike Garden Bike Rack**

**Products**

**Product Name**

Bike Garden - Dark Bronze  
 Surface Mount

**Manufacturer**

FORMS+SURFACES 800.451.0410 <http://www.forms-surfaces.com/> or equal



**BIKE GARDEN™ BIKE RACK**



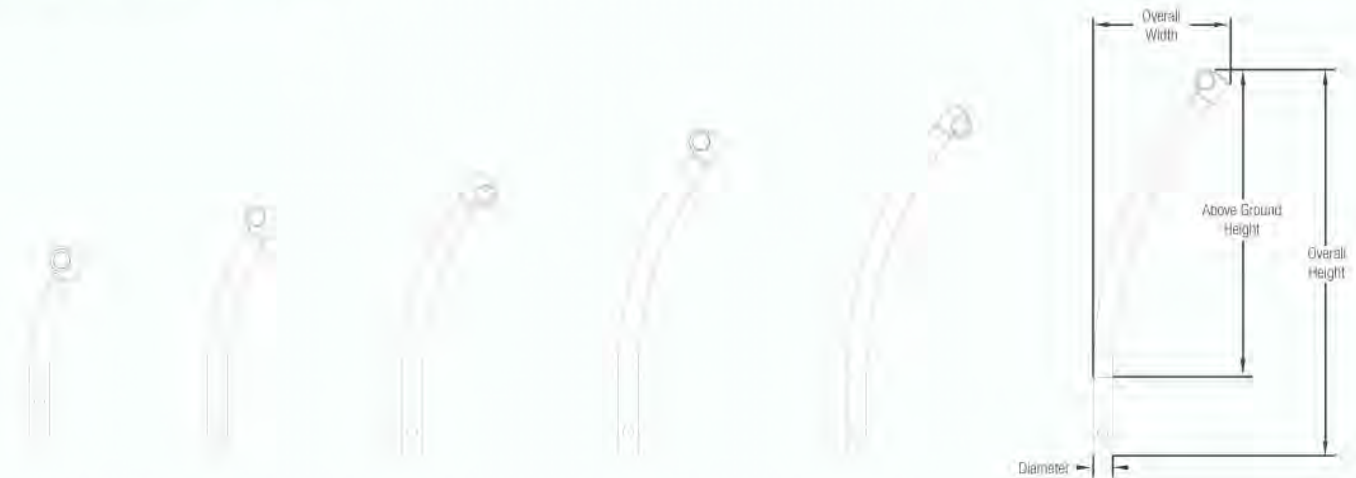
PRODUCT DATA

Inspired by organic forms, the **Bike Garden** provides a truly unique solution to the increasing challenges of bike parking and security. Its "stems" can be arranged in a wide variety of configurations to creatively accommodate almost any setting and provide riders with the added assurance of multiple locking points to secure the frame and wheels. Constructed entirely of rugged, corrosion-resistant stainless steel, Bike Garden's stems can be surface mounted or cast-in-place and may be purchased individually for maximum arrangement flexibility or in pre-configured layouts.

**MATERIALS & FINISHES**

MATERIALS & FINISHES		INSTALLATION & MAINTENANCE	
MATERIALS	FINISH	INSTALLATION	MAINTENANCE
<ul style="list-style-type: none"> <li>Constructed entirely of corrosion-resistant stainless steel.</li> <li>Head and optional surface mount foot are cast stainless steel; body is stainless steel tubing.</li> </ul>	<ul style="list-style-type: none"> <li>Available in stainless steel with a radial Satin finish or powdercoated.</li> <li>Standard powdercoat colors are Aluminum Texture and Slate Texture; optional colors from the F+S color chart and custom RAL colors are available for an upcharge.</li> <li>Due to the inherent nature of metal castings, gloss powdercoats are not offered for cast components.</li> </ul>	<ul style="list-style-type: none"> <li>Bike Garden can be cast-in-place or surface mounted. Anchors and stainless steel screws are included for surface mount.</li> </ul>	<ul style="list-style-type: none"> <li>Metal surfaces can be cleaned as needed using a soft cloth or brush with warm water and a mild detergent. Avoid abrasive cleaners.</li> </ul>

**NOMINAL DIMENSIONS (Cast-in-place)**



MODEL	ABOVE GROUND HEIGHT	OVERALL HEIGHT	OVERALL WIDTH	DIAMETER	WEIGHT
SKGAR-162-CIP	16.2" (411 mm)	26.2" (665 mm)	7.1" (180 mm)	2.5" (63.5 mm)	8.6 lbs (3.9 kg)
SKGAR-208-CIP	20.8" (528 mm)	30.8" (782 mm)	9.2" (234 mm)	2.5" (63.5 mm)	9.8 lbs (4.4 kg)
SKGAR-254-CIP	25.3" (643 mm)	35.3" (897 mm)	11.8" (300 mm)	2.5" (63.5 mm)	11.3 lbs (5.1 kg)
SKGAR-300-CIP	29.9" (759 mm)	39.9" (1,013 mm)	13.3" (338 mm)	2.5" (63.5 mm)	12.7 lbs (5.8 kg)
SKGAR-344-CIP	34.4" (874 mm)	44.4" (1,128 mm)	15.8" (401 mm)	2.5" (63.5 mm)	14.1 lbs (6.4 kg)
SKGAR-391-CIP	39.1" (993 mm)	49.1" (1,247 mm)	17.3" (439 mm)	2.5" (63.5 mm)	15.4 lbs (7.0 kg)

Kit of Parts—Hardscape Treatment—Paver Accents  
Southgate Integrated Site Plan



**Pacific Slate Finish-  
Classic Standard Series  
Products**

**Standard**  
Length: 8-7/8" (225mm)  
Width: 4-7/16" (112.5mm)  
Area: 3.7 stones /ft<sup>2</sup>  
40 stones /m<sup>2</sup>  
Thickness: 2-3/8" (60mm)



**Double Standard**  
Length: 8-7/8" (225mm)  
Width: 8-7/8" (225mm)  
Area: 1.8 stones /ft<sup>2</sup>  
20 stones /m<sup>2</sup>  
Thickness: 2-3/8" (60mm)



**Half Standard**  
Length: 4-7/16" (112.5mm)  
Width: 4-7/16" (112.5mm)  
Area: 7.3 stones /ft<sup>2</sup>  
80 stones /m<sup>2</sup> Thickness:



**Concrete Pavers  
Products**

**Product Name**  
Pacific Slate  
Color : Red, Desert Sand and Sand/Brown Blend or other as appropriate

**Compressive strength:** 8000 PSI (55 MPA)  
**Absorption:** shall not exceed 5%  
**Weight:** 1- 5/8" (40mm): approx. 20lbs/ft<sup>2</sup> (98kg/m<sup>2</sup>)  
2" (50mm): approx. 25lbs/ft<sup>2</sup> (122kg/m<sup>2</sup>)  
2- 3/8" (60mm): approx. 28lbs/ft<sup>2</sup> (140kg/m<sup>2</sup>)  
3- 1/8" (80mm): approx. 37lbs/ft<sup>2</sup> (188kg/m<sup>2</sup>)

**Manufacturer**  
**ABBOTSFORD CONCRETE PRODUCTS** or equal  
Pavers are manufactured to ASTM C 936-09 and CSA A231.2-06 specifications,



Kit of Parts—Hardscape Treatment—Colored Concrete Accents  
Southgate Integrated Site Plan

**Colored Concrete - Textured/  
Stamped  
Products**

**Product Name**

Integral Color Concrete  
Color : Scofield Colored Products, Roman Clay, Pueblo Brown  
and Schooner Beige or other as appropriate

**CHROMIX® L Admixtures for Color-Conditioned® Concrete**

CHROMIX L Admixtures for Color-Conditioned® Concrete are formulated for use with the CHROMIX®-It Liquid Color Dispensers. High-quality CHROMIX L Admixtures are mixed liquid dispersions developed exclusively for use in concrete and provide consistent, permanent, fade-resistant and streak-free integral color conditioning for all types of concrete projects.

Accent concrete shall be textured by sandblasting or stamped texture where occurring

**Integral Color SG Standard Grade:**

**Manufacturer**

L. M. Scofield Company or equal  
6533 Bandini Blvd.  
Los Angeles, CA 90040  
(800) 800-9900





## Part C/Solution: Kit of Parts - Landscaping



Sustainable landscaping used to accentuate trail/walk crossings through parking lot.



Use of plant color to create consistency and uniformity.



Below: Example of plaza/seawall used with drought-resistant plantings and natural materials.



Native, drought-resistant plantings used to enhance nodes along multi-modal trail.



Sustainable Landscapes: Combination of native and adaptive shrubs used with ornamental grasses.

# Part C/Solution: Kit of Parts - Landscape Tree Plantings



## Narrative:

The landscape plantings have been selected to create 'areas of enhancement' that will utilize a variety of color, size and texture in the plant selections. These areas are located at selected site entrances, common areas, landscape buffer strips as well as key areas in the parking lots and along pedestrian routes. Medium to large canopy, native and non-native adapted shade trees will buffer prevailing winds, define special enclosure, provide seasonal interest and summer shade.

A small group of Ponderosa Pines will be preserved at the east edge of the property and additional Ponderosa Pines will be added at the property perimeter where the formal on-site landscaping transitions to more natural and existing off-site vegetation and taller, more intense buffering is appropriate.

Shrub plantings will also consist of native and adapted plant selections with an emphasis on native and ornamental grasses. The tall, native grasses are an important part of theming within the site design and are used to emulate the grassy landscape of the Palouse. Additionally, the landscape design will be closely coordinated with the architectural features and site design to enhance the overall integrated aesthetics. Lawn areas will be seeded or sodded and a mix utilizing native fescue grasses to provide a sustainable drought resistant turf.

The landscape and irrigation design uses the principles of xeriscape with the intent of reducing maintenance and water use. These landscape areas are intended to be mostly self-sustaining, utilizing drip emitter irrigation within the shrub areas with smart control technology and flow meter options to allow the water savings benefit of the equipment to be optimized.

## Legend:

1. Autumn Blaze Maple
2. Ponderosa Pine
3. Pyrus "Chanticleer"
4. Japanese Lilac
5. Patmore Green Ash
6. Black Pine
7. Prunus Sargentii
8. Amur Maackie
9. Northern Red Oak
10. Moonglow Juniper

# Part C/Solution: Kit of Parts - Landscape Plantings



## Legend:

1. Abbotswood Potentilla
2. Northern Lights Azalea
3. Blue Shage Eastern White Pine
4. HamIn Fountain Grass
5. Arctic Fire Red Osier Dogwood
6. Creeping Mahonia and Oat Grass
7. Flame Grass
8. Rose Nutkana
9. Mugo Pine
10. Spiraea Japonica Shirobana
11. Karl Foerster Grass
12. Pioneer Rhododendron

# Part C/Solution: Community Plaza Location Options

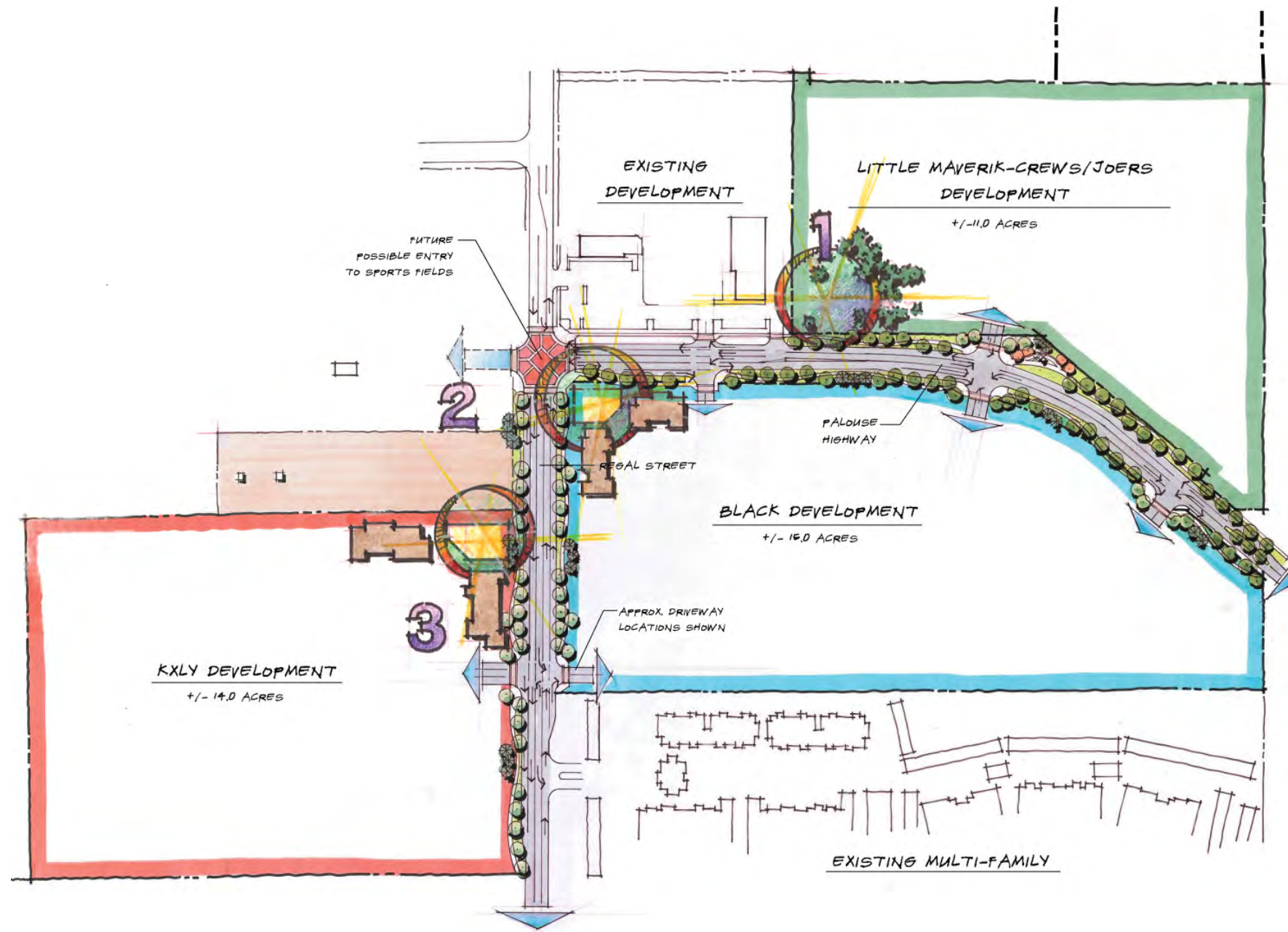
## Narrative:

Three locations within the District were considered as potential locations for the Community Plaza:

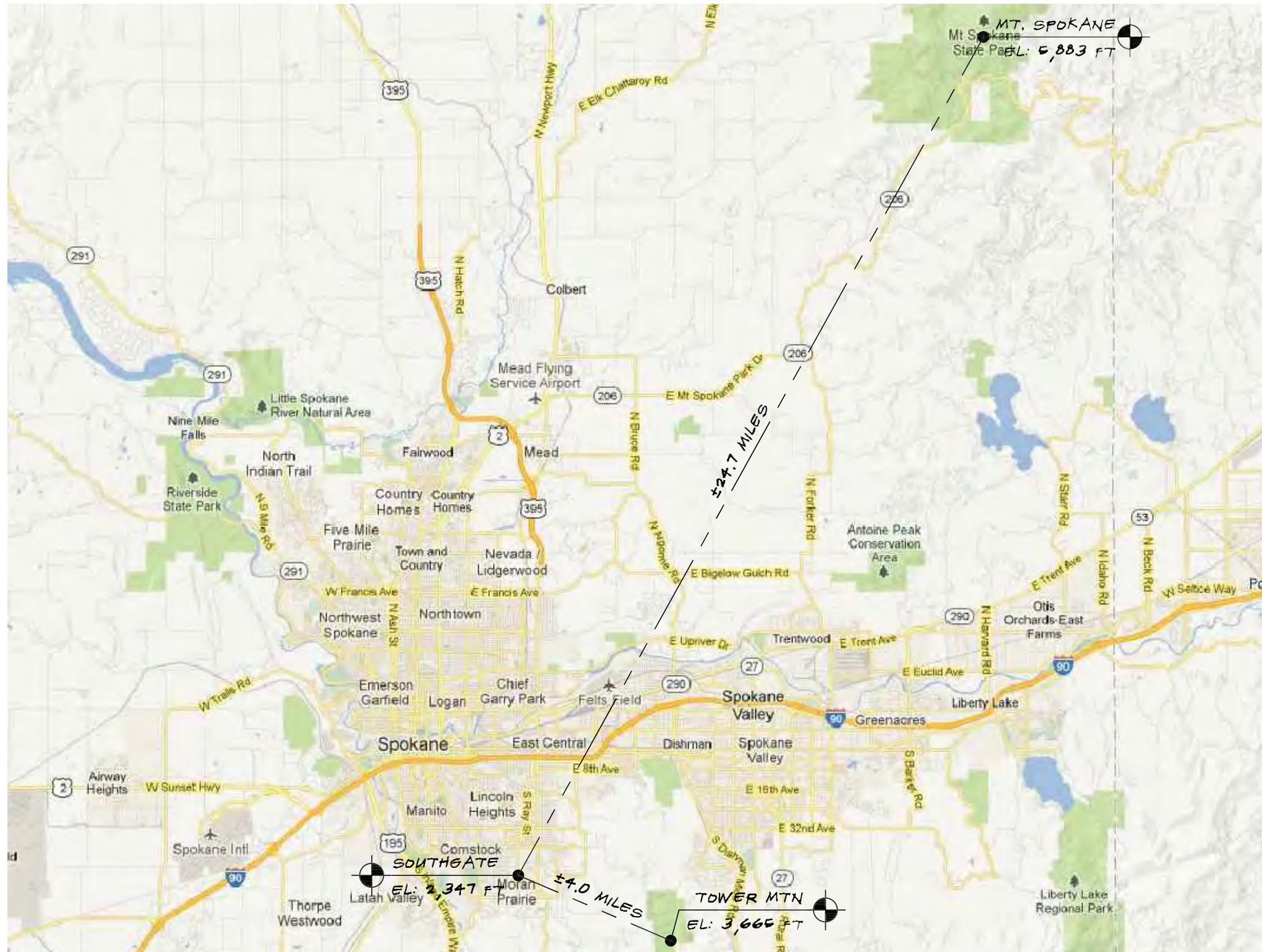
- 1 **Park-Like Plaza Surrounded by Existing Trees:** This location would provide for a more passive/rural setting for a community gathering area at about the scale of a small neighborhood park. Good views to distant landmarks to the north and south, however the Plaza would be more quiet and passive than other locations.
- 2 **Urban Plaza in Conjunction With Retail:** This location would be developed as more of an urban plaza or public square. It would transition well to project elements, possibly having similar furniture and hardscape treatments. This would be a busier space more affected by traffic noise and movement. Provides adequate views to distant landmarks in all directions.
- 3 **Urban Plaza in Conjunction With Retail:** This location has the potential to include both rural and urban character. Its adjacency to playfields and open space at north and west would allow for activities associated with active sports. Its proximity to project development character would allow for similar materials, furniture, and character of streetscape to be used for continuity. Good to adequate views of distant landmarks.

## Summary:

- The Applicant's preferred location is Site 2 for the following reasons:
- Situated on parcel likely to be developed first.
  - Provides amenity for the project as a "draw" and feature as well as having the retail uses "feed" the plaza and provide necessary activity and life to an urban plaza.
  - Visibility from key intersection provides security, sense of place, and an iconic element for the District.
  - Most easily funded as part of first development project in District.



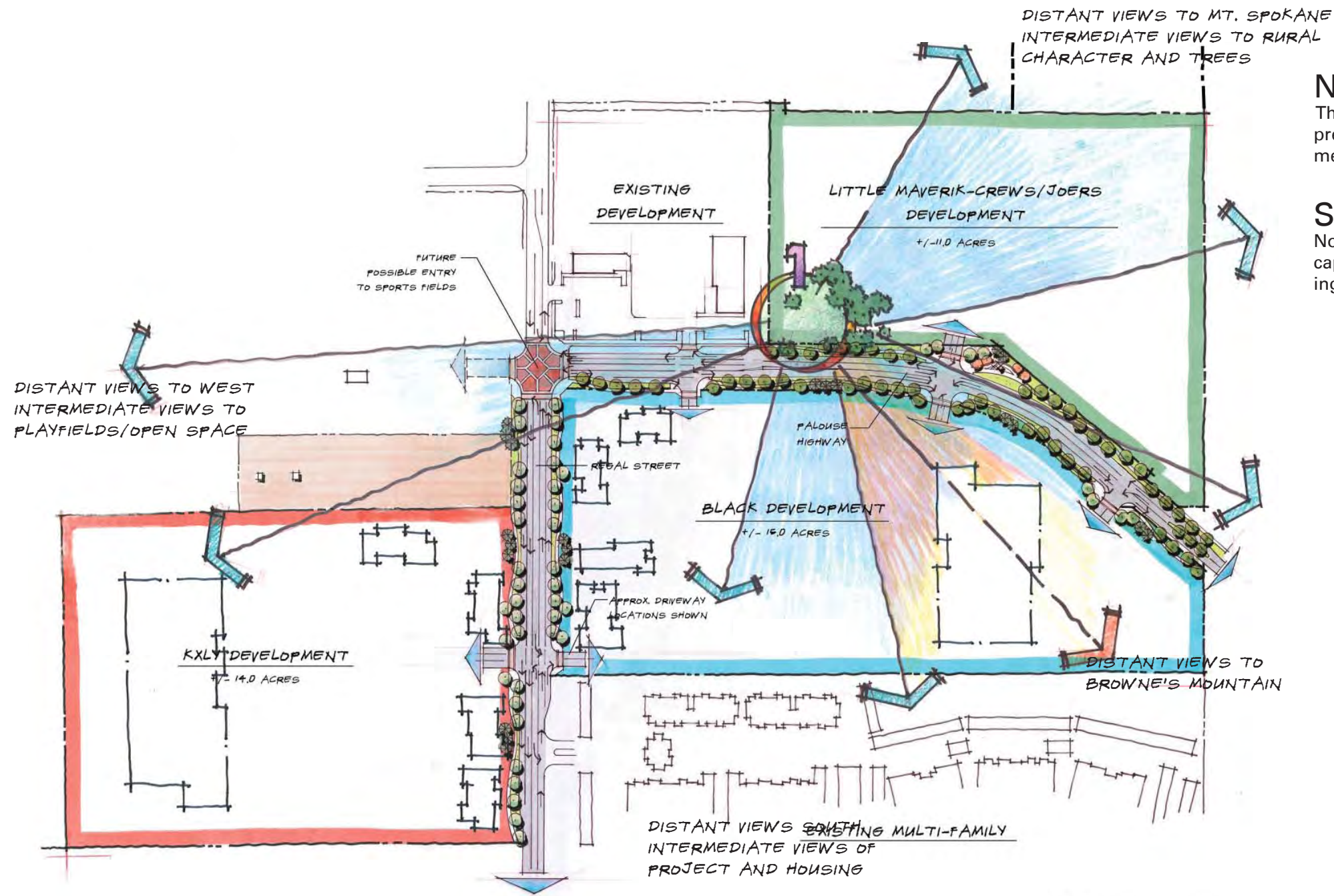
# Part C/Solution: Viewscape



## Narrative:

This map illustrates the relationship between the identified viewscape points of Mt. Spokane and Browne's/Tower Mountain both in distance and elevation.

# Part C/Solution: Viewscape - Plaza Location Option 1



## Narrative:

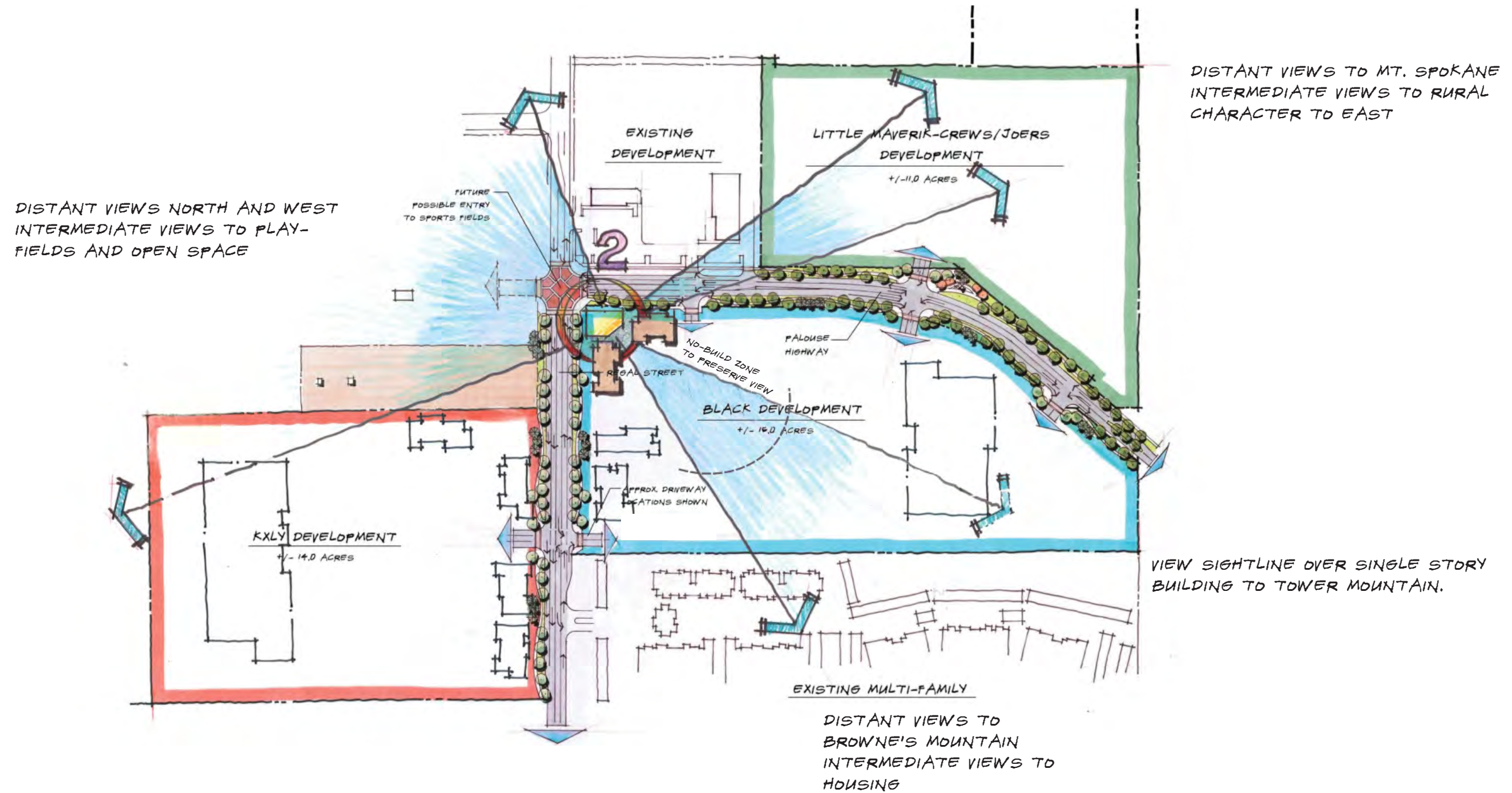
The three potential Community Plaza locations were evaluated for view preservation and each site offered advantages and disadvantages when measured against each other.

## Summary:

None of the three potential locations had a significantly better viewscape than the others and the viewscape criterion was neutral in selecting the preferred Community Plaza location.

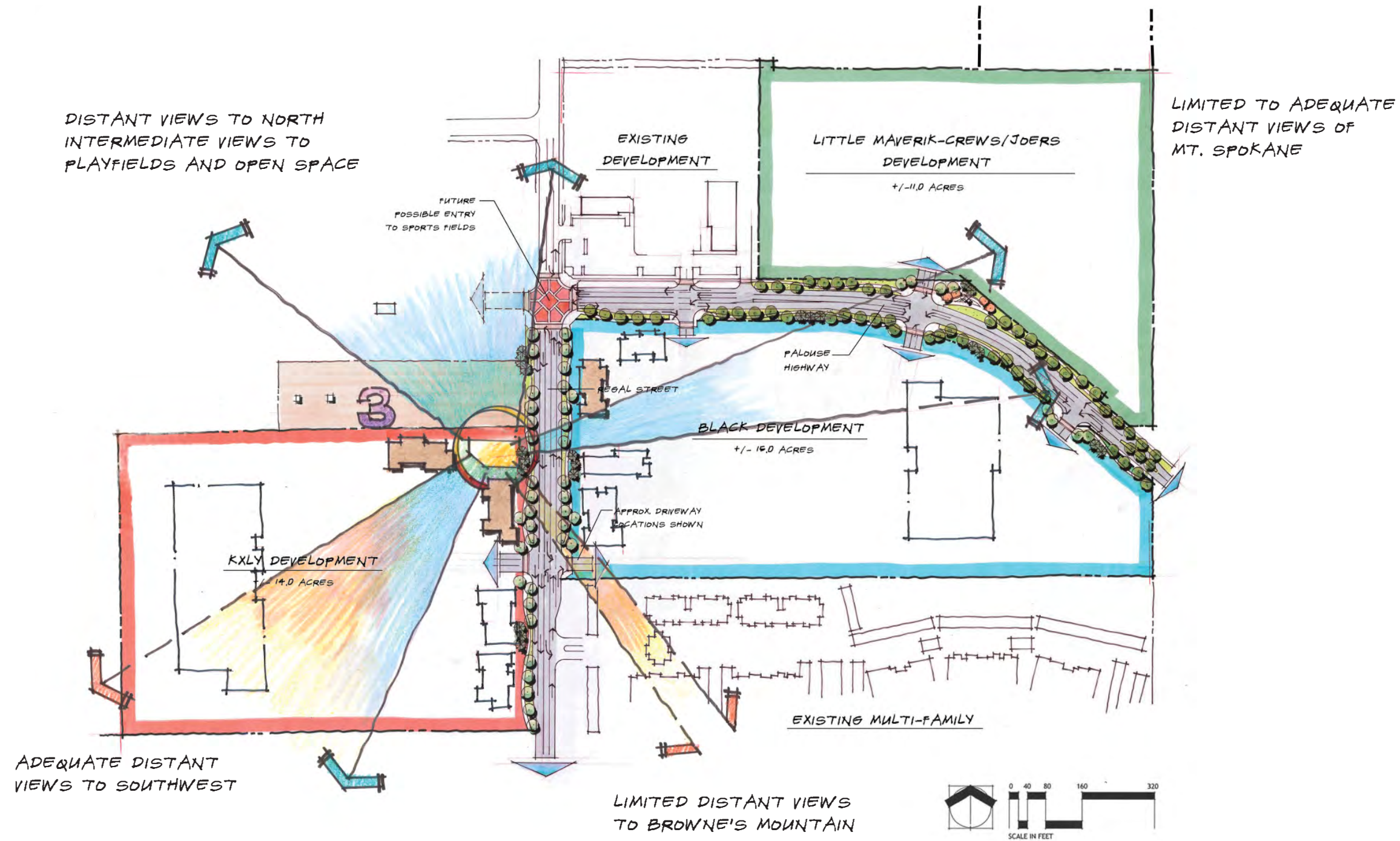
NOTE: Access points and street development as shown are conceptual only.

# Part C/Solution: Viewscape - Plaza Location Option 2



NOTE: Access points and street development as shown are conceptual only.

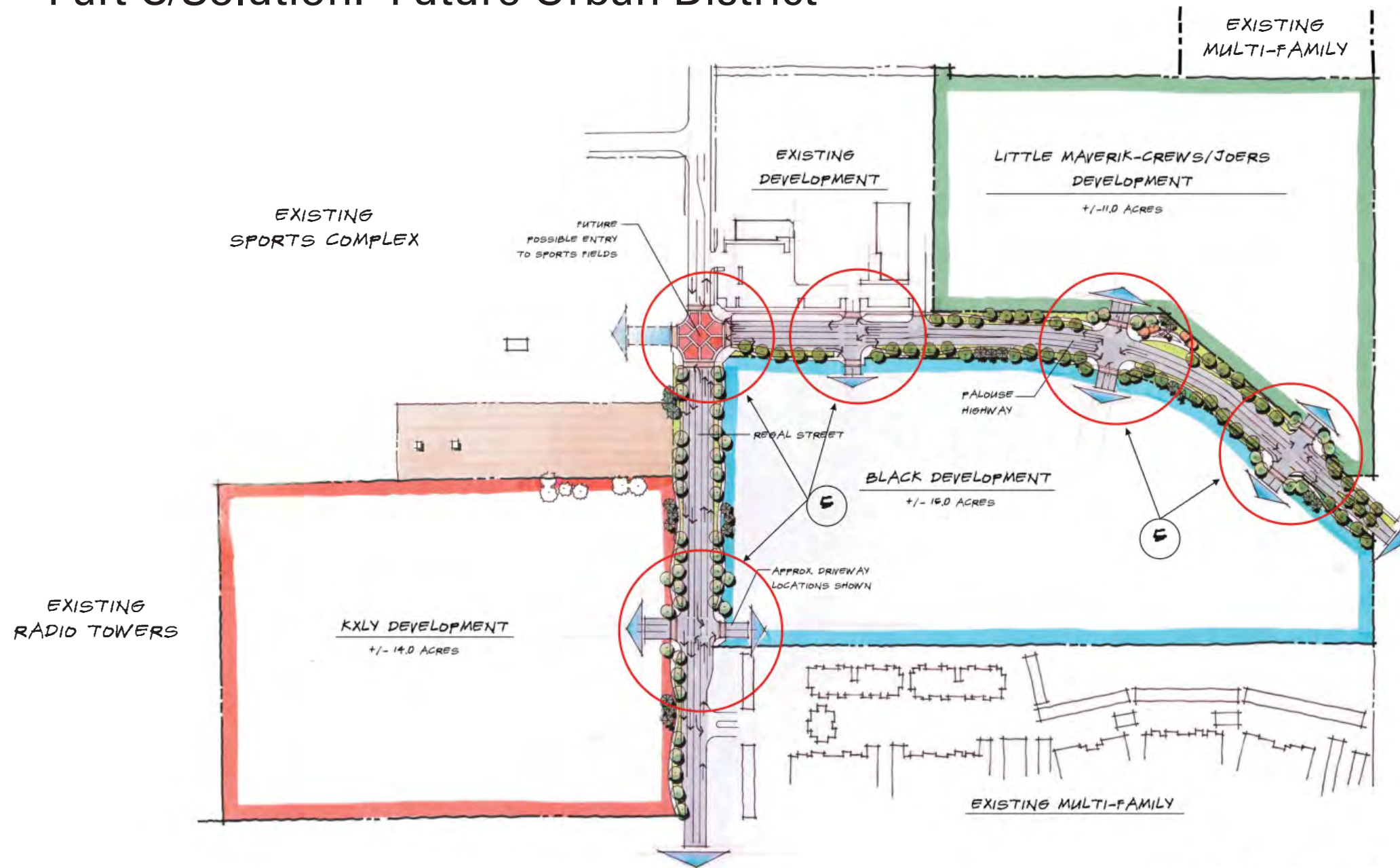
# Part C/Solution: Viewscape - Plaza Location Option 3



NOTE: Access points and street development as shown are conceptual only.



# Part C/Solution: Future Urban District



## Narrative:

Transition to an Urban District will likely occur as population density increases, land costs go up, the availability of commercial property diminishes, and a cultural transition occurs that makes projects combining retail, office and/or housing viable in the Spokane Marketplace. All of these necessary precedents are beyond the Applicant's control.

Both the Neighborhood and Applicants acknowledge that as a District Center this location is well-suited when the right combination of social and economic circumstances make it attractive.

To preserve the opportunity for a successful transition to an Urban District, the following strategies are a part of the planning process:

- Development must encourage buildings built to the streets and should support future infill development as market demands.
- Where practical, locate buildings towards the streetscape and provide storefront orientation to both the interior parking area and the streetscape.
- Quality "four-sided" architecture of all elevations and a preference for multi-story and mixed use buildings shall be implemented where practical, considering the need for utilitarian equipment such as meters, loading docks, etc.
- Preserve future building pad locations along the street and do not locate necessary infrastructure in these areas.
- Pedestrian circulation within the site shall be high quality and include urban amenities whenever practical.
- Urban plaza(s) shall provide for a quality urban experience. A transit-oriented stop is envisioned immediately south of the mid-parcel entrance to the Black property. Design of the transit stop shall include architecture components complementary with the adjacent building and may be incorporated in the building's envelope if desired. All plaza(s) will connect to the pedestrian systems along Regal and be designed for integration with the site development.
- Locate proposed driveways to align across Regal and Palouse to allow driveways to transition to future urban-style intersections; locate appropriately to provide urban-scale blocks.
- Plan street improvements to allow future on-street parking while protecting urban-scale sidewalks, streetscape and storefronts.
- Keyed Note 5 shows preferred locations for four-way driveway intersections to simulate urban scale blocks.

### DEVELOPMENT AGREEMENT REQUIREMENT:

5.6 Long-Term Development of Urban District. The intent of the parties is to design and develop urban features that will facilitate integration of the Property (and surrounding area) into an urban district with a unified character that promotes pedestrian and vehicular circulation, without conflict, encourages opportunities for mixed-use development and enhances the

natural and built aesthetics in the area. In order to enhance connectivity and facilitate future urban development, driveways through the property shall be designed, wherever possible, to facilitate connections to the properties identified in Recital D, above. Curbing shall be used to define the parking lot area, such as perimeter curbing and main drive aisles. Driveway entrance(s) and interior landscaping features will also be curbed.