



Date: Friday, March 29, 2013
To: Gary Bernardo
From: Scott Chesney
Regarding: Southgate ISP and Black development
Copy:

Gentlemen:

As discussed last Thursday, We have identified the conditions for approval of the Integrated Site Plan and subsequent submittal of the Retail development plan for review. The following three areas are those for which the ISP remains deficient. Agreement with this memo will constitute your commitment to incorporate these elements in a final ISP

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.*

As discussed with your design team, the ISP shall show a dedicated bicycle and pedestrian path along the northern boundary of the Black parcel from the western edge of the Palouse crossing/ entry to the potential retail site to the corner at Regal. While site-specific design criteria are more appropriate to the individual site plan, the ISP should support at least a 20' wide parcel, to contain a 12-16' paved path may meander on the western portions and transition to a urban character as it approaches the urban plaza at the corner of Palouse and Regal. Connectivity to the north, across Palouse, must be delineated. Connectivity to the west will be at the controlled intersection, at Regal, showing an enhanced crosswalk on the southern boundary of the four-way intersection.

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.

The design team indicates that the “Kit of Parts” (color and materials palette to help guide development of streetscapes, architectural characteristics, open spaces, fixtures, and landscaping) is generally finished for the Black property and requests deferral of this item in the ISP. We offer two alternatives for your consideration. Complete the design theme package – Kit of Parts using the current theme and incorporate it into the ISP. Include provisions to address the DRB recommendation to include local artwork as a component of this package.

Or, prior to issuance of a building permit, execute an amended Development Agreement and amended ISP stating clearly 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.

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.”*

The Integrated Site Plan shall include provisions that will lead to a quality urban streetscape character along Regal and at the intersection with Palouse. The ISP shall establish the following as “proposed solutions”:

The expectation for “four-sided” architecture for quality of all elevations and a preference for multi-story and mixed use buildings.

Pedestrian circulation within the site shall be high quality and include urban amenities wherever practical.

The urban plaza(s) shall provide for a quality urban experience. A (STA) transit-oriented plaza is envisioned immediately south of the mid-parcel entrance to the Black property. Design of that plaza shall include architecture complementary with



the adjacent building and may be incorporated in the building's envelop if desired. All plazas will connect to the pedestrian systems along Regal and be designed for integration with the site development.

The ISP must encourage buildings built to the streets and should support future infill development as market demands.

The ISP will note preferred locations for four-way driveway intersections that will connect adjacent properties across Regal and Palouse. Proposed locations will consider all site conditions for ease of construction and be spaced to simulate urban scale blocks.

This Integrated Site Plan is the product of many dedicated people in the Southgate neighborhood and represents a unique approach to identifying the neighborhood's preferred development pattern for the area at Palouse and Regal. We are confident that you respect the professional level of effort and dedication that the neighborhood has demonstrated while participating in the process to provide a vibrant urban district unique to the Southgate Neighborhood.

Please feel free to contact us with any questions or suggestions for incorporating these elements. While this conditional approval allows the site-development process to move forward, it is preferable that your team agrees with these items and makes the necessary revisions to the ISP for resubmittal before April 3.

On behalf of the individual property owners, we agree with these conditions for approval of the Southgate Integrated Site Plan.



Gary Bernardo

