



Design Review Board

January 25, 2017

5:30 PM

City Council Briefing Center
Lower Level, City Hall

TIMES GIVEN ARE AN ESTIMATE AND ARE SUBJECT TO CHANGE

Board Briefing Session:

- | | | |
|-------------|--|---------------|
| 5:30 - 5:45 | 1) Chair Report | Austin Dickey |
| | 2) Staff Report | Julie Neff |
| | 3) Approve December 14, 2016 meeting minutes | |

Workshop:

- | | | |
|-------------|---------------------------------|------------|
| 5:45 - 7:00 | 1) Collaborative Workshop: KXLY | Julie Neff |
| | • Staff Report | |
| | • Applicant Presentation | |
| | • Public Comment | |
| | • Board Discussion and Motions | |

Board Business:

- 1) Old or New Business

Adjournment:

Next Design Review Board meeting will be held on February 8, 2017

The password for City of Spokane Guest Wireless access has been changed:

Username: COS Guest

Password:

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Meeting Rules of Procedure **Spokane Design Review Board**

Call to Order

1. Chair calls the meeting to order, noting the date and time of the meeting.
2. Chair asks for roll call for attendance.

Board Briefing

2. Chair Comments - Chair gives a report.
3. Staff Comments - Urban Designer gives a report.

Board Business

1. Meeting Minutes - Chair asks for comments on the minutes of the last meeting; Asks for a motion to approve the minutes.
2. Chair asks is there any old business? Any old business is discussed.
3. Chair asks is there any new business? Any new business is discussed.

Board Workshop

1. Chair asks if there any changes to the agenda.
2. Chair announces the first project to be reviewed and notes the following: a) the Board will consider the design of the proposal as viewed from the surrounding public realm; b) the Board does not consider traffic impacts in the surrounding area or make recommendations on the appropriateness of a proposed land use; c) it is the applicant's responsibility to meet all applicable code requirements regardless of what might be presented or discussed during workshops.
3. Chair asks for a staff report.

Staff Report

4. Staff report on the item, giving findings of fact.

Applicant Presentation

5. Chair invites the applicants to sit at the table and invites the applicant to introduce the project team and make a 15 minute presentation on the project.

Public Comment*

6. Chair asks if there are comments from other interested parties – comments shall be kept to 3 minutes, and confined to the design elements of the project.
7. Chair reads any written comments submitted by interested citizens.

** Contact Planning Department staff after the meeting for additional opportunities to comment on the proposal.*

DRB Clarification

8. Chair may request clarification on comments.

Design Review Board Discussion

9. Chair will ask the applicants to return to their seats in the audience and no further public comment will be taken.
10. Chair leads discussion amongst the DRB members regarding the staff recommendations, applicable design criteria, identification of key issues, and any proposed design departures.

Design Review Board Motions

11. Chair asks whether the DRB is ready to make a motion.
12. Upon hearing a motion, Chair asks for a second. Staff will record the motion in writing.
13. Chair asks for discussion on the motion.
14. Chair asks the applicant if they would like to respond to the motion.
15. After discussion, Chair asks for a vote.

Design Review Board Follow-up

16. Applicant is advised that they may stay or leave the meeting.
17. Next agenda item announced.

Other

Chair asks board members and audience if there is anything else.

Adjourn

Chair asks for a motion to adjourn. After the motion second, and vote. Chair announces that the meeting is adjourned, noting the time of the adjournment.

Design Review Board

December 14, 2016

Meeting Minutes

Meeting called to order at 5:33 PM

Attendance

- Board Members Present: Austin Dickey, Colleen Gardner, Ted Teske, Ryan Leong, Steven Meek, Anne Hanenburg
- Board Members Not Present: David Buescher, Charlene Kay
- Staff Present: Julie Neff; City of Spokane Planning and Development

Briefing Session: `s

1. Chair Comments-Austin Dickey

- Thanked Colleen Gardner for her participation in the Design Review Board for many years, presented her a certificate for her last day. Kathy Lang will be the new Community Assembly liaison.

2. Staff Comments-Julie Neff

- The next Design Review Board meeting scheduled for December 28, 2016 has been cancelled in observance of the holidays.
- The Design Review Board meeting scheduled for January 25, 2017 will be a collaborative workshop for the KXLY project. Please continue to hold January 11, 2017.

October 26, 2016 meeting minutes were approved unanimously with suggested amendments.

Collaborative Workshop:

1. First and Adams CSO Tank

- Staff report: Julie Neff; Planning & Development
- Applicant Report: Kyle Twohig; City of Spokane Engineering Department & Mike Terrell; Landscape Architecture, PLLC
- Public Comment: Riverside Neighborhood Council submitted a written comment; read on the record by Colleen Gardner
- Questions asked and answered

Based on review of the materials submitted by the applicant and discussion during the December 14, 2016 workshop, the Design Review Board recommends the following:

NEIGHBORHOOD

- Explore opportunities to acknowledge and celebrate the historic character of the site in the context of the West Downtown Historic Transportation Corridor.

SITE

- Refine, edit and focus the programming and amenities to be provided.
- Explore further opportunities to integrate, communicate, and celebrate the stormwater solutions being implemented.
- Explore strategies to integrate art in a cohesive way.

BUILDING

- Further, develop strategies for dealing with an unimproved façade on the west side of the park, should that be necessary.

GENERAL

- Please address the items listed in the staff report, item number 10, at the recommendation meeting.

Note: Minutes summarized by staff. An audiotape of the meeting is on file with the Planning & Development Department, City of Spokane.

Motion passes unanimously. (5/0)

Board Business:

1. Old or New Business:
 - None

Meeting Adjourned at 7:46 PM

Next Design Review Board meeting is scheduled for **January 11, 2017**

DRAFT

Note: Minutes summarized by staff. An audiotape of the meeting is on file with the Planning & Development Department, City of Spokane.

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

- 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.*
- 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:

- o Urban blocks in downtown Spokane range from 250' to 350'.
- o The urban grid shown on page 47 of the KXLY submittal is generally consistent with these dimensions.
- o The distance between buildings at "Pad B" and "Pad C" may preclude evolution to an urban grid.
- o 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.”