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 03/24/2013 and an expanded Kit-of-Parts.
Part A/Introduction

Background:

In 2005 Black Properties and KXL 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 Coro/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 complimentary architectural and landscape/open space features and materials.
  - Community Plaza: Designate a central gathering place on one of the development parcels.
  - Viewscapes: 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.

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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, 2013, 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, to 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, expanded, and clarifies the solution originally presented to the Design Review Board.

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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

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Part B/Context: Existing Street Views

A. Looking West along S. Regal

B. Looking West along S. Regal

C. Looking West along S. Regal

D. Looking West along S. Regal

E. Looking West along S. Regal

F. Looking West along S. Regal

Vicinity Satellite View

G. Looking East along S. Regal

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Part B/Context: Existing Street Views

- Looking East along S. Regal
- Looking East along S. Regal
- Looking East along S. Regal
- Looking East along S. Regal
- Looking North along Palouse Highway
- Vicinity Satellite View
- Looking North along Palouse Highway

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Part C/Solution: Overall Site Plan

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

Southgate Integrated Site Plan
Regal Street & Palouse Highway | Revised Final Submittal | May 31, 2013
### Part C/Solution: Development Agreement Requirements & DRB Recommendations

#### 5.1 Pedestrian Connections

**Development Agreement Requirements:**
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 neighborhoods. When feasible, such paths shall connect to existing publicly accessible trails, sidewalks or other pathways that are adjacent and contiguous to the Integrated Properties.

**Design Review Board Initial Recommendations:**
- Show a pedestrian connector west to the sports complex.
- Better pedestrian connections between the three properties continue to work with City staff.
- Show bike lane and pedestrian corridor character consistent with Southgate Connectivity Plan.

**Applicants’ Response & Proposed Solution:**
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.

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.

#### 5.2 Tree Preservation

**Development Agreement Requirements:**
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.

**Design Review Board Initial Recommendations:**
- Inventory the trees and identify quality.

**Applicants’ Response & Proposed Solution:**
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.

#### 5.3 Design Theme

**Development Agreement Requirements:**
The Integrated Properties shall be developed with a consistent design theme utilizing, for example, similar or complementary construction materials, architectural character, 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.

**Design Review Board Initial Recommendations:**
- Plaza could define theme and that character could be emulated throughout the streetscapes and open spaces of the three sites.
- Put together a palette or "kit of parts" including color palette and material choices.
- Include fixtures and landscaping as it relates to the open spaces.

**Applicants’ Response & Proposed Solution:**
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, wayfinding 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.
### 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 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 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 assessing 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 buildings with public spaces between buildings and with public open space with trees and existing buildings in close proximity to the potential community plaza site. In the final analysis, the Applicants consider all three locations under consideration for the Community Plaza to provide different, but essentially equal, viewscapes.

**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 viewscapes and strategies 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 consideration 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 Section 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, wayfinding 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.

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TallGrass Pattern Seating

**Products**

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

**Manufacturer**
SiteScapes Inc. or equal
P.O. Box 22326
Lincoln, NE 68522
Phone: 888.331.9464
Fax: 402.421.9479

[Website](http://www.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

[Website](http://www.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
Parkway Square Pedestrian Light

**Products**

**Product Name:** Parkway Square PKWM or equal.

**Decorative Screen:** DS9K Wheat Hood Finish—STS Stainless Steel

**Manufacturer**

ARCHITECTURAL AREA LIGHTING
16555 East Gale Ave. | City of Industry | CA 91745
P 626.988.5665 | F 626.369.2095 | www.aal.net
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

Inspired by organic forms, the Bike Garden provides a truly unique solution to the increasing challenges of bike parking and security. Its "arms" 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 their frame and wheels. Constructed entirely of rugged, corrosion-resistant stainless steel, Bike Garden's "arms" can be surface mounted or cast-in-place and may be purchased individually for maximum arrangement flexibility or in pre-configured bundles.

MATERIALS & FINISHES

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INSTALLATION & MAINTENANCE

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<th>MAINTENANCE</th>
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<tr>
<td>Cast-in-place</td>
<td>Installation and maintenance vary depending on local conditions and materials.</td>
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NOMINAL DIMENSIONS (Cast-in-place)

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<th>OVERALL WIDTH</th>
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<th>WEIGHT</th>
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Kit of Parts—Hardscape Treatment—Paver Accents
Southgate Integrated Site Plan

Pacific Slate Finish—Classic Standard Series Products

Standard
Length: 4 1/16' (125.5mm)
Width: 4 1/16' (125.5mm)
Area: 4 1/8' (120.8mm)
Thickness: 3 1/8' (60mm)

Concrete Pavers Products

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

Compressive strength: 6000 PSI (41 MPA)
Absorption: shall not exceed 3%

Weight: 1.14 (40mm) approx. 2200# (183g/m²)
2.27 (60mm) approx. 4400# (413g/m²)
3.27 (80mm) approx. 7700# (684g/m²)

Manufacturer: ABBOTSFORD CONCRETE PRODUCTS or equal
Pavers are manufactured to ASTM C 906-06 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: Sconce 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®-II Liquid Color Dispersers. 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. Sconce Company or equal
6533 Bandini Blvd
Los Angeles, CA 90040
(800) 800-9000
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/seatwall 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 the 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 Maple
9. Northern Red Oak
10. Moonglow Juniper

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Part C/Solution: Kit of Parts - Landscape Plantings

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

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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 natural setting for a community gathering area at 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 larger 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" 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

Distant views to Mt. Spokane
Intermediate views to rural character and trees

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

Distant views north and west. Intermediate views to playfields and open space.

Existing development.

Distant views to Mt. Spokane.
Intermediate views to rural character to east.

View sightline over single story building to tower mountain.

Existing multi-family.

Distant views to Browne's Mountain.
Intermediate views to housing.

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

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Part C/Solution: Viewscape - Plaza Location Option 3

Distant views to north
Intermediate views to
playfields and open space

Limited to adequate
distant views of
Mt. Spokane

Limited distant views
to Browne's Mountain

Adequate distant
views to southwest

Existing development

Existing multi-family

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NOTE: Access points and street development as shown are conceptual only.
Part C/Solution: Future Urban District

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.

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 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-sides” 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 envelopes 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.