

Comments on KXLY DRB Submittal from Southgate Neighborhood Council

Final revision January 21, 2017

Introduction - Narrative and Summary (Page 3)

Paragraph 3 states that “Future-phase buildings are not part of this application.” We understand that the final submittal clarifies this.

Paragraph 4 remove language about market forces dictating development of an urban center.

Please indicate in this submittal locations and design of pedestrian scale lighting per the CC design requirements and in accordance to the ISP Implementation Memo.

City Parks Board Collaboration (Page 8)

KXLY has stated that they will contribute design (apparently including construction drawings) of the trail project across the park property. We understand that the extent of this work is under discussion, but advocate that it includes constructible, bid-able designs and documents.

Context (Page 10)

The large basically unbroken Target parking lot is very apparent in this image. It is clear that more pedestrian routes thru the lot are needed. SNC suggests that KXLY project parking lots be configured with better pedestrian routes thru large parking lots, and that the lots be modularized and broken up via the internal curbs and sidewalks discussed in the ISP. We acknowledge that the current propose design is an improvement and advocate for even better designs on the final site plan.

Preferred Site Plan (Page 16)

Overall this is a better attempt at meeting the intent of the CC zoning. There is a good mix of building sizes and the largest building is much smaller than the maximum allowed by the Developer’s Agreement. Drive-thrus, where indicated, are tucked behind the buildings and the buildings are built to face the street.

Parking ratio is slightly below the CC maximum allowed: 3.98/1000, for the 714 CC-allowed stalls. There is a total of 849 stalls, including 139 stalls for the Soccer Complex/Park. In reality, the amount of parking is above the CC maximum. That said, SNC does acknowledge that the “Park/Soccer Complex” land use is also entitled to a parking allowance – overall SNC would like to see more clarity on this point.

The Preferred Site Plan shows good pedestrian connections to the current Soccer Complex site via the trail discussed on Page 5. This is especially true for pedestrians accessing the existing complex and/or the new soccer field from the north. However there needs to be clearer and stronger access to the new soccer field for pedestrians arriving from the south (along South Regal Street).

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Regarding access from the south, SNC agrees with the KXLY suggestion to strengthen the attractiveness of the major E-W axis (north of the grocery site) as opposed to pedestrians using the southernmost driveway, which will be used by delivery vehicles.

Ideally, there would be a very strong pedestrian promenade from the west along the main auto entrance, with pedestrian enhanced crossings of all parking lanes, extending all the way to the new soccer field as well as north to the "Page 5" trail and south to the southern boundary trail suggested here.

These suggested improvements make the space between the two western-most KXLY buildings an ideal location for a pedestrian plaza (this is one of several possible sites shown).

SNC suggests that the corner curb radii in all other areas of the site be no more than 15-20 feet to facilitate pedestrian movement and calm traffic movements. We realize that the City of Spokane dictated the radii at the 4 Way stop light and ask that the City reduce the current radii on favor of the CC-1 intention of an enhanced pedestrian environment.

Please assure that all sidewalk/driveway crossing implement the C&C requirement that the sidewalk be present across the driveway - not sure that is shown on all the crossings.

Landscaping Plan (Page 17)

The plan indicates that the separation median along Regal Street does have trees planted on it. That's a good thing as it will screen users from the traffic along Regal as well as encourage pedestrians to follow the sidewalk instead of using the median.

We support the inclusion of required trees based on the total number of parking stalls that includes the "Park" stalls.

Possibly strengthen the landscaping plan to enforce the pedestrian access across the site to the new soccer field as suggested above.

Additional vegetation needed to screen the long south wall of the "Anchor Grocery" building. This could include a "Green Wall" on the structure itself.

We understand that the site's subsurface conditions limit options to apply LID infiltration techniques. We therefore suggest that the site plant palette be extended to include drought tolerant varieties of vegetation listed in the Kit of Parts, or drought-tolerant species similar in form, habit and character to those in the Kit of Parts.

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Irrigation Concept (Page 18)

Another aspect of the original DA is designation of this District Center as a Stormwater Pilot Area (See Item #4 in the DA). In part, Item 4 states, “Owners ***shall endeavor to implement Low Impact Development (LID) measures in any development of the property.***”

SNC encourages implementation of site-compatible LID techniques including pervious pavement, Green Roofs, and any other current LID techniques to help meet this DA requirement.

Ribbon Park Concept (Page 19)

The 3/4 view rendering shows pedestrian-scaled light poles. Will they be continued down the length of the Regal frontage? SNC believes they should to enhance the safety and aesthetic goals of the CC-1 District Center design goals.

We support the concept of (Public) Art at the SW corner the Ribbon Park. An opportunity for community wide art competition?

The concept rendering shows Park Benches on both sides of the sidewalk. Few people would be comfortable sitting with their back to the traffic on S Regal at that location – unless the full suite of Traffic Calming tools indicted in the ISP, the ISP Implementation Memorandum, the SNC Connectivity Plan and CC/City codes are implemented. SNC supports making those benches usable and comfortable.

Please study and possibly revise the proposed “Ribbon” sidewalk design in terms of a safe & consistent pathway for individuals with limited vision. There should be a clear, unobstructed path that is safe and usable for all. SNC has had reports of problem with the pathway along the north side of the Target property from this perspective. This also applies to the “Zig-Zag” connection between Grocery A and Building G.

As noted above, the radii on both corners of the proposed Ribbon Park design are too large, which conflicts with pedestrian movement across the street and driveways, and also supports higher speeds in vehicle turning movements. SNC suggests that the corner curb radii be no more than 15-20 feet.

Alternate Zoning Application: On-Street Parking (Page 21)

SNC notes that the simulations do not show a Treed Median as described in the ISP Implementation Memo, and the Southgate Neighborhood Connectivity Plan. SNC’s settlement with the City of Spokane (the ISP Implementation Memo) includes City commitment to provide this amenity and traffic calming tool. SNC requests that DRB highlight the importance of the City honoring its commitments in support of the pedestrian-enhanced District Center specified in City Code and in the ISP Memo and other documents that the City is party to.

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In terms of the “Airport Parking” concept, SNC supports this alternative implementation of the zoning-code required on-street parking.

Alternate Zoning Application: Fencing and Screening (Page 22)

SNC supports this design deviation. In fact, SNC suggests eliminating as much fence as possible to allow easy access between the commercial and park space. As suggested previously, clearer, more direct pedestrian access would improve the site plan from the SNC perspective.

DA Criterion 5.1: Pedestrian Connections (Page 24)

Please consider enhancing the pedestrian connections as described previously, especially the a strong east/west pedestrian axis from Regal to a plaza and then to the new soccer field. In addition, please add the following pedestrian connections:

- A more direct path from the parking area (J)60 SW to building F in future phases of the development.

In addition, several plans show mid-block connectivity between the KXLY property across Regal Street to the Target site. SNC again urges the City of Spokane to honor its commitments in developing this connection

The ISP calls for pedestrian crossings connecting the District Center properties and the Comp Plan envisions these zones as being “Pedestrian Emphasis, Auto Accommodating”. Pedestrian crossings at one or both of the main development entrances on Regal would help increase the pedestrian emphasis of the District Center.

DA Criterion 5.3: Design Theme (Page 26)

Retail A (Grocery)

It is very nice to see the building moved up to engage the street. The large glass entrance at the NE corner looks to be a great focal point and prominent entrance as envisioned in the CC design guidelines. It appears the materials and architectural details carry over from the Target site with flat roofs and outward projecting cornices to meet the massing requirements of the code.

- North Elevation

This side seems to show two sets of entrances, a “prominent” entrance on the NE corner and a secondary entrance at the SE corner. This is a great feature for pedestrians accessing the building. The added glass around the second entrance breaks up the facade in a good way. The large blank facade areas should have added interest via more plan articulation, vegetation, etc.

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any possible also by outdoor display or other activities that grocery stores have along their front entrances in other areas.

- South Elevation

As mentioned, this elevation needs additional interest thru articulation, vegetation etc.

- East Elevation (Regal Street)

How much of the Regal-facing windows are vision glass vs. display glass. The renderings seem to indicate it is mostly vision glass.

Per the CC design guidelines, how will this project use pedestrian-oriented signage. The main one shown here is a large format blade sign designed, it appears, for passing cars.

The relatively blank southern end of the building needs improvement.

- West Elevation

We also suggest additional articulation and vegetation screening. Could there also be high windows added to take advantage of the light like was done with the Yoke's remodel on North Foothills?

Retail B (Vanilla Shells)

- West Elevation

Entrances from this side are evident per standard strip mall designs. Signage location similar to Black project. Is this pedestrian signage as intended in the CC Design Guidelines? SNC encourages implementing unique signage as envisioned in the CC Design Guidelines.

- North Elevation

SNC applauds including lots of glass and what looks like secondary entrances for the business on the end. This could be a good location for outdoor dining or use adjacent to the park.

- South Elevation

This side of the building faces a proposed plaza. It appears that the business could have access to it for outdoor use and programming. There is a great opportunity to turn this plaza area into a landing space for a pedestrian crossing between the Target site across Regal and the new KXLY development.

- East Elevation (Regal Street)

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All proposed shells have street-facing entrances. Please assure that these are utilized as the Prominent Entrances when the Tenant Improvement permits are applied for.

Signage is located and scaled for motorized users along Regal. The CC Design Guidelines say signs in CC-1 zones (which includes this development, under the DA) should be highly graphic, convey the product or service graphically, and are strongly encouraged to be projecting from the building to engage pedestrians. Pedestrian-oriented signs are granted a size bonus in CC-1 zones.

Retail C

Comments from Retail B can be applied here as well regarding signage, designing prominent entrances on the Regal-facing side, and working to ensure the plaza is a vibrant space.

Retail D, E, F, and G

We are omitting discussion of Retail D, E, F and G until later permitting or additional design review for the next phases of the development.

DA Criterion 5.4: Community Plaza

Based on SNC previous comments, the potential plaza between Buildings F & G seems key. Since it is more distant from Regal Street it may also be more peaceful than locations closer to Regal. It also aligns with the major East/West axis across the site and can connect to the new soccer field.

The submittal identifies many opportunities for community plazas or public spaces. How will this development encourage them to be used by tenants and the neighborhood? The currently designated plaza at the Target site is a sparse and uninviting place rarely used by anyone. How can that be addressed in this development? SNC suggests that the other identified plazas are most suited for use by the individual businesses, for dining and similar opportunities. Possible open-air markets in those along Regal?

DA Criterion 5.5: Viewscapes

The submittal does a good job of showing potential viewscapes from the proposed plazas and public spaces indicated in previously in the submittal. KXLY deserves credit of the potential viewscapes linearly along Regal Street. The placement of their buildings along the street and the Ribbon Park provide an excellent new viewscapes north and south along that road. It could be improved by further enhancements along the east side of Regal Street at the Target site and by completing the envisioned street character from the ISP for Regal Street with planted medians and other pedestrian-oriented amenities.

One place that they could take better advantage of the viewscapes is by better engaging the border between the larger KXLY property and existing park. There is a gap north of Building F

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where, if a building was sited correctly, it could have expansive views across the park directly adjacent to the proposed multi-use trail.

Criterion 5.6: Long-term Urban Development

The response to this requirement hinges on the development of a nascent grid of vehicle/ pedestrian pathways through the development and that is certainly a good start to creating the bones of urban style development in our District Center.

What is lacking is how this plan will “encourage opportunities for mixed-use development.” In addition, as far as SNC is aware, and as with the prior District Center development across the street, this plan is not truly mixed use as it offers no residential or non-retail uses.

The current plan does not contribute to or plan for future density because all of the proposed buildings are single-story with no indication that they could be converted to multi-story in the future. Spokane Municipal Code allows, and the Comp Plan encourages, buildings up to 5 stories tall in District Centers. Is there potential for the large open parking areas to be easily converted to more intense uses in the future? Or will there be tenant/corporate developer agreements that forbid this as there are on the Target site?

Lastly, this plan is still overall an auto-oriented design. It could best be described as pedestrian accommodating, but certainly not pedestrian emphasized as called for in the Developer Agreements and CC-1 zoning.

As suggested above, there needs to be a robust conversation and detailed plan from the City about what they can do to encourage the creation of these conditions since many of the required changes need to happen on a broader systemic level on the South Hill (i.e. traffic management, ROW design, etc.). In addition, SNC suggests even stronger pedestrian internal connections (with landscaping) that will further enhance the pedestrian experience (and somewhat reduce parking – which is of course a Low Impact Development concept).

Other Concerns

Stormwater Management

This plan does not indicate where the developer will manage the stormwater generated by creating such large swaths of impervious surfaces. As noted, DA Item #4 designated this Center as a Stormwater Pilot Area. SNC is looking for innovation from KXLY in this respect.

Stormwater is an issue of great concern for adjacent residents as they have repeatedly seen flooding in their neighborhoods and homes before this project will remove the infiltration capacity of the site. There is also a design concern here as well, as whatever stormwater

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management plan is ultimately approved would change the site plan dramatically if more retention ponds are needed.

Pedestrian-scale Lighting in the District Center

Pedestrian light poles are continually highlighted by City staff as a key feature in CC-1 designated zones around the City. They are touted as essential pieces to creating the streetscape character of Perry, Garland, Market Street, and 14th and Lincoln. This feature was not carried consistently throughout the Black project (specifically along the Palouse and Regal frontages) and as a result, the street character does not match other CC-1 zones in the City.

SNC supports the KXLY- stated intention that such pedestrian light poles will be placed along all pedestrian ways in the KXLY development and along the Regal Street frontage.