



## Early Design Guidance

Redevelopment Plan for Pinehurst Safeway Store #1586

12318 15th Ave NE - Seattle, WA

**DPD AP# 3008423**

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### Early Design Guidance

Redevelopment Plan for Pinehurst Safeway Store #1586 - 12318 15th Ave NE

March 17, 2008



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**PAGE 1**



## Zoning Code Summary

**DPD AP # 3008423**

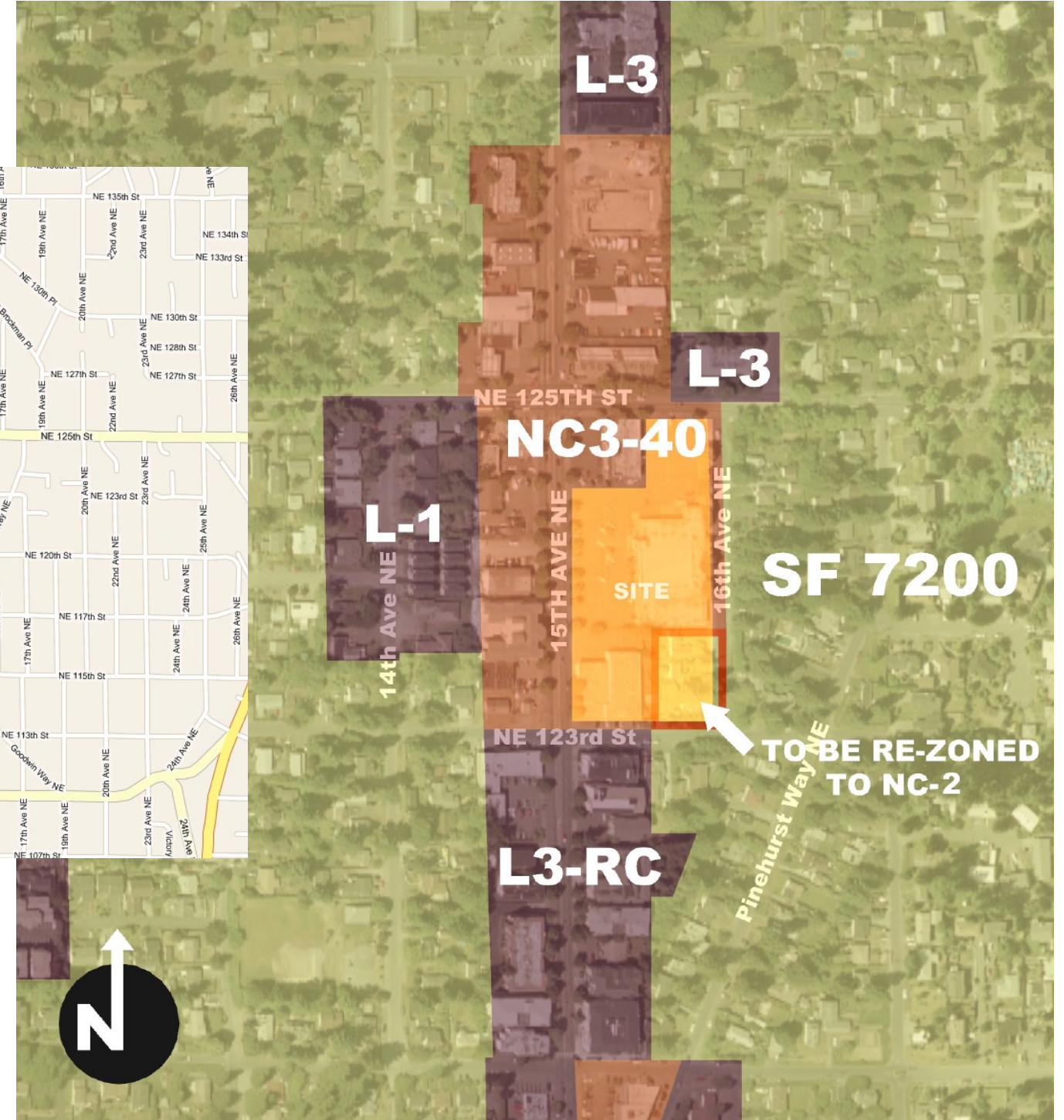
**PROPERTY ADDRESS:**  
12318 15th Avenue NE, Seattle, WA

**SITE AREA**  
143,175 SF / 3.28 Acres

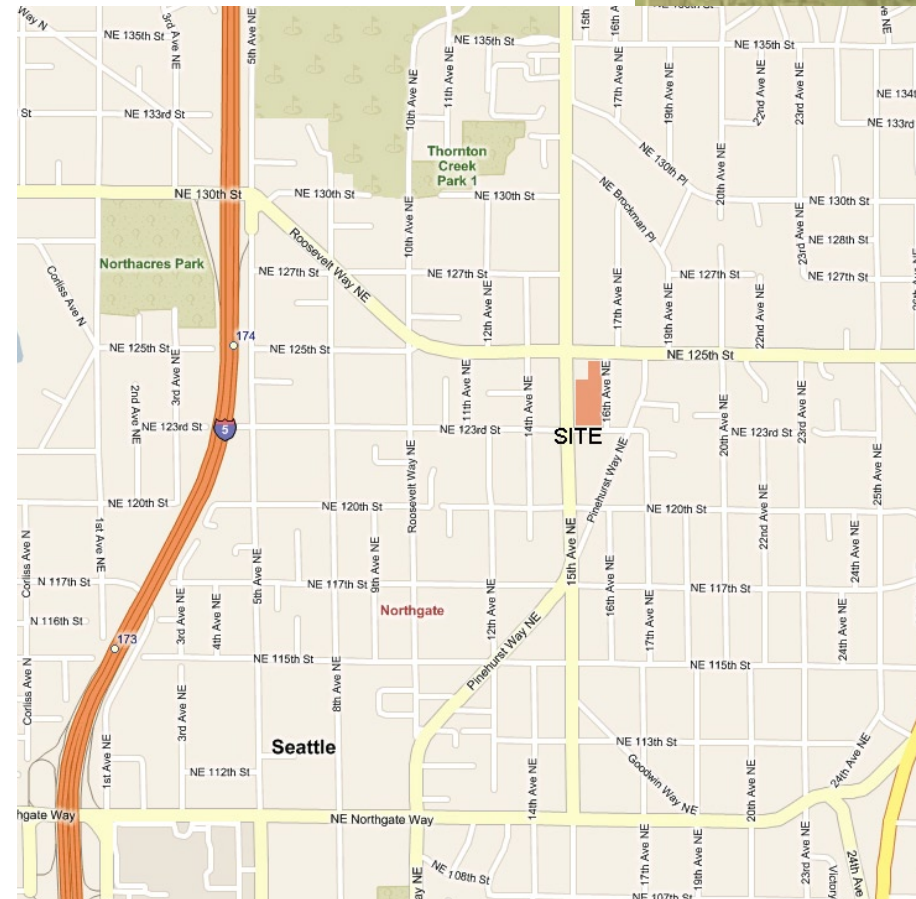
- 1. CURRENT ZONING** – NC3-40 (Neighborhood Commercial 3 - w/40.0' height limit)
  - Zoning Map 17
- 2. PERMITTED USE** – Retail sales, multi-purpose
  - Maximum floor area – unrestricted (P)
  - Seattle Municipal Code Sections 23.47.004 (Chart A) & 23.47A.010
- 3. BASE STRUCTURE HEIGHT ALLOWED** – 40.0'
  - SMC Section 23.47A.012-A-1-a-(1)-(a) allows 4' increase to 44.0' for grocery store
- 4. FLOOR AREA RATIO** – 3 X area of parcel 143,175 SF = 431,250 SF total floor area allowed for development
  - SMC 23.47A.013-B (Chart A)
- 5. SETBACK REQUIREMENTS** – 10' for portions of structure above 13' for rear & side yards
- 6. REQUIRED PARKING** – 1 space per 500 SF of floor area, SMC Section 23.54.015 (Chart A)
  - First 1,500 SF parking requirement waived, SMC Section 23.54.015 – D - 2
  - 50,000 assumed Safeway floor area – 1,500 / 500 = 97 stalls minimum
  - Further reduction of 20% of parking spaces is allowed if scheduled municipal bus service stops within 800' of lot.
- 7. PARKING STANDARDS** – 35% minimum spaces should be striped for compact size cars (7.5'x15.0')
  - 35% minimum spaces should be striped for standard size cars (8.5'x19.0'), SMC 23.54.030-A-7-B-2-c
- 8. CURB CUTS** – 3 allowed along 15th Ave. NE (designated arterial)
  - 2 allowed along NE 125th St. (designated arterial), SMC Section 23.54.030-F-2-a-(1)

- 9. LANDSCAPING** – Green Area Factor Requirement of 0.30 or greater is required – SMC 23.47A.16 A-2
- 5' landscaped setback for blank street façade – SMC 23.47A.016 Chart C
  - 6' height screening of garbage dumpsters – SMC 23.47A Chart C
  - 5' landscaped setback with 3' high screening is required for surface parking along street lot lines - SMC 23.47A.016-D
  - 35 SF minimum per parking space - landscaping required for surface parking of 100 or more

# Zoning Map



## Vicinity Map





# Development Objectives

**1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.**

The project site is located at 12318 15th Ave NE in the Pinehurst neighborhood of NE Seattle at the SE corner of 15th Ave NE and NE 125th Street. The site is currently occupied by an existing Safeway grocery store with 27,300 SF, a parking lot with approximately 142 cars, an existing commercial building on the SW corner with 15,000 SF and 3 vacant residences on the SE corner of the parcel. The area of the site contains 143,175 SF or 3.28 acres. The site was redeveloped as a Safeway store in the early 1960’s and has undergone an expansion and several remodels during the last 40 plus years. The Safeway store has remained in continuous operation since then and is now in need of replacement. The site slopes gently from west to east along NE 125th Street approximately 7 feet and from south to north along 15th Ave NE approximately 6 feet. At the center of the site there is about 11’ of slope to the east from 15th Ave NE to 16th Ave NE. The entire site is developed with commercial buildings and parking except for residential parcels at the SE corner. Vehicular access to the commercial portions of the site is from 15th Ave NE and NE 125th Street. 15th Avenue NE and NE 125th Street are fully developed within their ROW with sidewalks adjacent to this development. NE 123rd Street and 16th Avenue NE are paved residential access streets and do not have curbs, gutters and sidewalks. There are existing street trees along 15th Avenue NE and NE 125th Street and a variety of evergreen trees surrounding the property. A preliminary tree report has been completed and is provided as a part of this submittal.

**2. Please indicate the site’s zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.**

The existing commercial portion of the site is zoned NC3-40 and the 3 residential lots are zoned SF 7200. The rezone of these SF parcels to NC2 is to be a part of this DR/MUP permit process. The site is within the Northgate Urban Center & Overlay District that has identified three key goals to broadly define the community vision. They are: (1) provide comfort, visual interest and activity for pedestrians; (2) design identity should be defined block by block; and (3) open spaces and connections – creating pedestrian spaces and linkages throughout the area. DPD has advised us that this is to be the primary design guideline reference for re-development of this site. The site is also within and on the perimeter of the North District / Lake City Neighborhoods Design Guidelines and those guidelines that apply to the entire planning area will be addressed along with the Citywide Design Guidelines. There are no other current zoning overlays that apply to this location.

**3. Please describe neighborhood development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.**

The main vehicular traffic north-south route follows 15th Ave NE and the east west route between I-5 and Lake City Way follows NE 125th Street. The other surrounding streets have limited commercial and through traffic and are used primarily by the local residents. The intersection of 15th Ave NE and NE 125th Street is a transfer point for transit routes between Lake City Way and the Northgate Transit Center. There are also several bus routes north and south on 15th Ave NE that serve this site. Pedestrian traffic is primarily along 15th Ave NE and NE 125th Street. The secondary residential side streets provide pedestrian access to the commercial arterials.

The properties adjacent to the site and across 15th Ave NE to the west and NE 125th Street to the north have commercial uses, across 16th Ave NE to the east are single family residences and across NE 123rd Street to the south are single family residences and an apartment/condo building. Commercial development is primarily located along 15th Ave NE. The remainder of the surrounding neighborhood is primarily single family housing with a SF 7200 SF zoning designation. There are two fuel stations and a carwash on three of the four corners at NE 125th Street and 15th Ave NE. The NW corner adjacent to our site is not owned by Safeway and has a single story retail building with parking. There are small retail buildings, a small church and a mixed-use / apartment building across 15th Ave NE to the west. Newer development both north and south along 15th Ave NE is a mixture of three- and four-story apartment buildings with some commercial space on the street level and several small office buildings. There do not appear to be any historically significant buildings within our nine block planning area. The surrounding site slopes generally to the east toward Lake City Way. The low scale residential areas to the west and east of 15th Ave NE are moderately treed with large evergreen and maple trees. Pinehurst Way diagonally crosses our planning area about 1 block to the east, hence the name of the neighborhood, “Pinehurst”. Any potential views would be to the east from upper stories of adjacent apartment buildings. At ground level the existing trees and adjacent buildings block any easterly view from the site. The commercial blocks along 15th Ave NE and NE 125th Street are not architecturally linked together in any significant way with the existing Safeway site. The area along 15th Ave NE to the south with the larger apartment buildings probably provides the best example of urban character for pedestrian interest and activity in our immediate neighborhood.

**4. Please describe the proponent’s development objectives, indicating types of desired uses, structure height (approx.), number of residential units (approx), amount of commercial space square footage (approx.), and number of parking stalls (approx). Please also include potential requests for departure from development standards.**

Safeway plans to redevelop the existing site with a well designed, new generation “Lifestyle” grocery store. All of the existing building on the site will be removed. The new store will be +/- 50,000 SF and will require around 200 convenient parking stalls. The new building will be shifted to the west portion of the site along 15th Ave NE to develop and reinforce the pedestrian character of this street. The parking will be developed along one side of the building, depending on the recommended building location/site option. The building will be a single story commercial building with an average height of 25 feet with architectural features extending to approximately 35 feet. The building and site will be designed to encourage pedestrian activity along 15th Ave NE and provide all customers with convenient access whether using public transportation, arriving by car or walking from the adjacent neighborhoods. Safeway has been meeting informally with the community during the past several years to better understand what is important for the neighbors concerning this new store. The following ten items are a summary of the most communicated comments from the community meetings:

- Attractive, larger store with more product selection
- “Green” design elements
- Safety concerns (i.e., improved lighting, sidewalks/pedestrian access)
- Adequate on-site parking and parking access points
- Loading dock location and screening
- Store entrance locations, street front design and windows
- Relationship of store to residential areas on east and south sides of site and to sidewalk on 15th Ave NE
- Outdoor seating, community gathering space and bike rack
- Preserve large trees at perimeter of site / consider native vegetation
- Keep store open through construction duration (if economically feasible)

Safeway and the design team have made a commitment to the Pinehurst community to address these important community concerns along with the applicable DPD design guidelines for this location.

# Pinehurst Neighborhood Observations

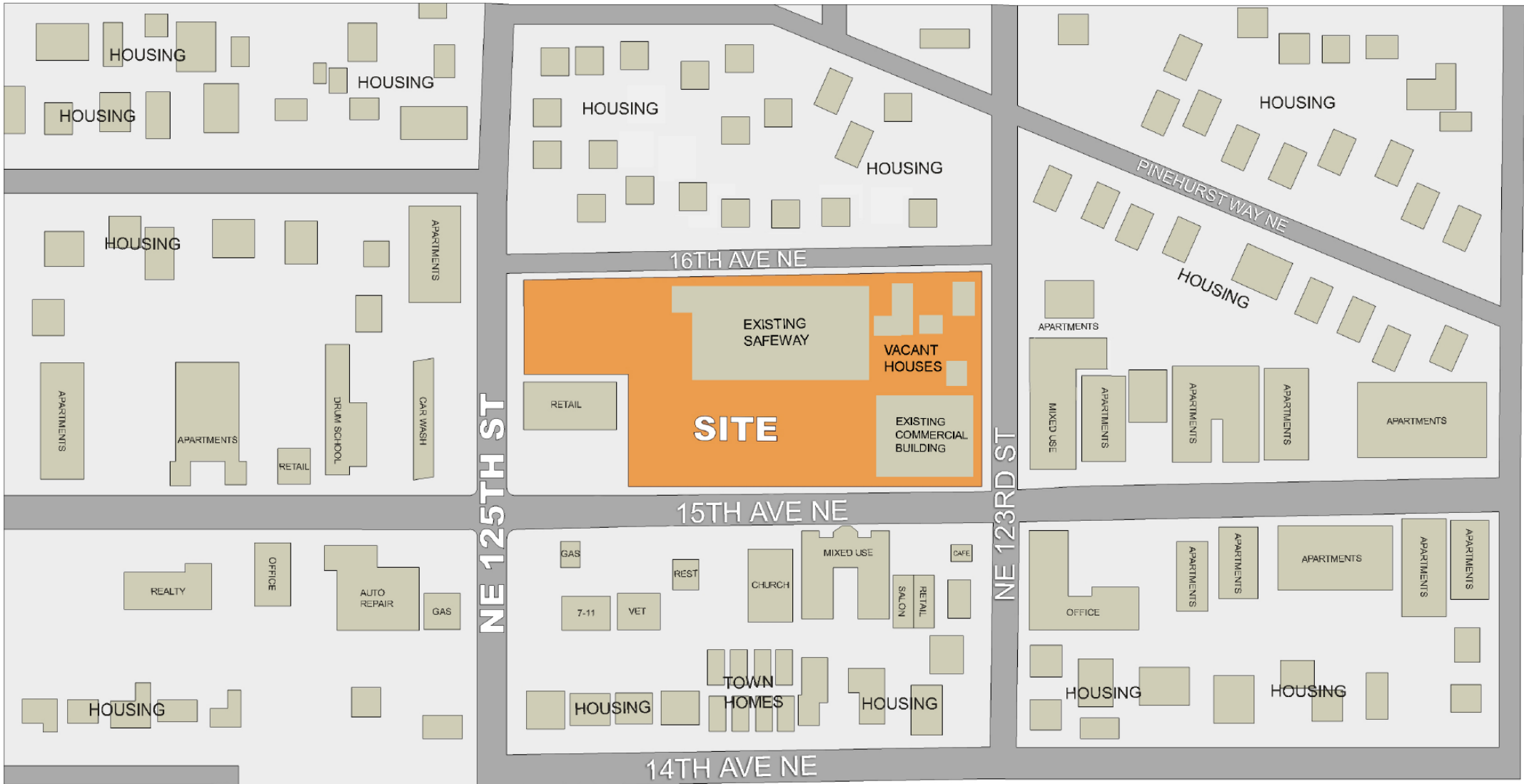
Site is bordered by:  
Commercial uses in the NC3-40 zone to the west across 15th Ave NE.  
Commercial uses in the NC3-40 zone to the north across NE 125th Street.  
Apartments in the L-3 zone to the northeast across NE 125th Street.  
Apartments or Condos in the L3-RC zone to the south across NE 123rd Street.  
Single family residences in the SF 7200 zone to the southeast across NE 123rd Street.  
Single family residences in the SF 7200 zone to the east across 16th Ave NE.

The commercial development extends one block to the north on 15th Ave NE.  
The multi-story apartment and condo development extends several blocks to the south on 15th Ave NE.  
The newer buildings appear to be primarily multi-story housing with street level retail and office uses.  
The commercial and housing zoning extends to the south 3 to 4 blocks where 15th intersects Pinehurst Way NE and then connects to the Northgate Urban Center planning area.  
The Safeway site is near the top northerly edge of the commercial zones in the Northgate Overlay District.

A large single family neighborhood surrounds this pocket of commercial and apartment development.  
Most of the houses surrounding the site are well maintained and appear to be owner occupied.

The corner of 15th Ave NE and NE 125th Street is designated as a “gateway” corner lot in the Northgate Plan:  
“New developments on corner lots can aid significantly in marking entry and defining an intersection by announcing the block through building forms and features that are stunning and inviting.”  
Safeway does not own or control the corner building, but the proposed redevelopment of the site will have some impact on this intersection as a gateway.  
This corner intersection currently has a 7-11 with fuel on the SW corner, a Chevron station on the NW corner, a carwash on the NE corner and a 7,200 SF retail shops building on the SE corner adjacent to the Safeway site.

## Neighborhood Plan / Surrounding Uses



## Existing Safeway and Site

The existing Safeway store is approximately 27,000 SF, much smaller than the majority of Safeway stores in the Seattle market place. The store was initially constructed in 1964, with an addition to the south added in 1973 and there have been several remodels of the store since then. The developed site has parking on the north and west sides of the store between 15th Ave NE and NE 125th Street and the building. There are about 140 existing parking spaces. The northerly parking is not convenient for the customer to Safeway’s entry on the west and is underutilized. Safeway also owns the parcels on the south side of the site with a 15,000 SF older commercial building that is being used for storage and three residences that have been vacant for several years. These buildings will be removed. The total site for redevelopment will be 143,175 SF or about 3.28 acres. The NW corner is not owned by Safeway and has a single story commercial building on it with associated parking.



# Design Observations & Opportunities

The site is bordered on the west and north by low rise older commercial development.  
At the corner of 15th Ave NE there are primarily auto born uses and providers, including fuel, convenience stores, repairs and a carwash.  
There is a new 4-story commercial building to the west across 15th Ave NE, with 3 levels of apartments and small shops at the street level.  
There are a couple of small restaurants in older houses on the west side of 15th Ave NE along with an older single story church, a vet clinic and some small retail or office uses.

The east and south sides of the site are residential uses. Six single family houses on the east side of 16th Ave NE, two houses across from the SE corner and a four story apartment/condo building directly south on the SE corner of NE 123rd Street and 15th Ave NE. These streets are two lane macadam roads and not developed with curbs, gutters and sidewalks.

The area to the east and south has many tall evergreen and maple trees with a semi-rural character just one block off the commercial development along the main arterials, 15th Ave NE and NE 125th Street. This zone edge between the NC3-40 and the SF 7200 zones will be a primary design consideration.

The urban character of this block will be established by this proposed development since there isn't a common theme or continuity between any of the adjacent buildings. The several blocks to the south along 15th Ave NE with the mixed use apartment buildings have started a pedestrian streetscape that can be continued and reinforced by our site and street frontage development. This pedestrian linkage can be extended to the north of the site along 15th Ave NE at a future date when those parcels are redeveloped.

The main arterial NE 125th Street east and west has potential for only limited commercial development one block each way and is primarily single family residential uses after that distance. This street is a primary route for auto born traffic to and from I-5 to Lake City Way and has limited pedestrian traffic, except for those who choose to walk to the commercial district from the immediate area.

# Vicinity Model / Existing Site



# Existing Safeway and Site

The existing Safeway is approximately 27,000 SF, a single story building with a 16' and 24' wall height and entry tower measuring about 35'. The building was constructed on the east side of the site as typical for grocery store development in the early 1960's. The existing parking with about 140 stalls is located between the Safeway store and primary arterials, 15th Ave NE and NE 125th Street. There isn't a convenient pedestrian connection between the Safeway store to 15th Ave NE and NE 125th Street, so pedestrians must navigate through the parking lot. Existing auto access is from two curb cuts off 15th Ave NE and two curbs cuts off NE 125th Street. There was auto access to 16th Ave NE before the addition was built on the South side of the existing building. The truck receiving area is located on the NE corner of the Safeway store with the doors facing west. Trucks enter from NE 125th Street, circulate through the site and back east into the receiving docks. The trash compactor is also located in this area and is unscreened and visually open to the north.

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**15th Avenue NE Looking East at Existing Safeway**



**NE 125th Street Looking South at Existing Safeway**



**Retail Building at NW Corner of Site**



**15th Avenue NE Looking East at Site**



**NE 123rd Street Looking North**



**16th Avenue NE Looking West at Site**

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**16th Avenue NE Looking East and North**

**NE 123rd Street Looking East**

**NE 123rd Street Looking South From Site**



**NE 125th Street Looking North From Site**

**16th Avenue NE Looking East From Site**



**15th Avenue NE Looking West From Site**





**15th Avenue NE (North of Site) Looking East**

**15th Avenue NE (North of Site) Looking West**



**15th Avenue NE (South of Site) Looking East**



**15th Avenue NE (South of Site) Looking West**



# Primary Citywide and Overlay District Design Guidelines

A-2      **Streetscape Compatibility**

The architecture of individual buildings should relate to their surroundings, not necessarily a historical approach but sensitive to surrounding urban environment.

Provide multiple entries at street level, an articulated façade, an enhanced pedestrian experience and pedestrian friendly streets, appropriate street tree placement and planters, exterior lighting on the building, and overhead weather protection.

A-4      **Human Activity**

Sidewalk is a principal place of pedestrian movement plus casual social interaction.

Portions of the building should be set back at street level, providing wider sidewalks (12’ minimum with 16’ preferred) to encourage pedestrian activities and enhance indoor/outdoor relationships. The internal layout of the store should acknowledge a pedestrian friendly environment. The basic element of a successful pedestrian-oriented shopping street includes multiple walkways, buildings oriented close to internal walkways, landscaping, pedestrian-scale lighting, walkway widths adequate for social interaction without impeding movement, and a pedestrian space/plaza at the entrance to the building. The surface parking lot should contain internal walkways between buildings and streets, and the street edge should be enhanced with landscaping, architectural elements and screened parking to provide a street level transparency at the sidewalk with a direct visual connection.

A-8      **Parking and Vehicle Access**

Site and design parking to minimize conflicts between vehicles and pedestrians.

Where economically feasible, parking should be located to the rear of the buildings that face 15th Ave NE. If parking is located at the side of a structure, place parking away from corners of blocks fronting on 15th Ave NE. Encourage creation of multi-purpose parking areas and open public areas for neighborhood functions with pedestrian amenities. This might be achieved by breaking up a large parking lot into smaller areas. It will be important to minimize the number and width of driveways and curb cuts and to locate driveways so they are visually less dominant and enhance pedestrian safety.

B-1      **Height, Bulk and Scale Compatibility**

There are several important zone edges within the Northgate Overlay District that warrant special consideration.

Address the zone edges between NC3-40 and the abutting Single Family and L Zones - there is an NC3-40 edge to SF 7200 to the east across 16th Ave NE and L3 to the south across 123rd Street. This might be done by softening the commercial façade, providing dense landscaping, matching the adjacent building setback, using super block design criteria, breaking down the mass of the building, protecting residential areas from intrusive design, articulating building facades to respond to adjacent existing structures, varying colors and building material textures, sloping roofs and incorporating dormers similar to adjacent residential structures, using exterior siding materials compatible with residential areas, locating open space between zones at zone edge, preserving residential privacy, and planting a dense evergreen screen as a buffer between building and residential uses.

C-3      **Human Scale (Architectural Materials and Elements)**

Create pedestrian interest along the sidewalk with windows, entrances, architectural details, signs, overhead weather protection and building ornamentation.

Brick and stone are recommended, as well as breaking down the scale of concrete and/or stucco areas. Signs should be scaled for pedestrians and vehicles on 15th Ave NE and NE 125th Street. Consider pedestrian-oriented blade signs, signs integrated into the building design, windows grouped together with smaller panes to form larger areas, and pedestrian-orientated open space.

D-1      **Pedestrian Open Spaces and Entrances**

Larger development sites are encouraged to incorporate pedestrian walkways and open spaces to create breaks in the street wall and encourage movement through the site and surrounding areas.

Provide convenient and attractive access to the building entry. Pedestrian design enhancements include: accented paving or walking surfaces, street furniture, benches/seating ledges, bicycle racks, landscaping, art, visual and pedestrian access into site from the public sidewalk, canopies and awnings and pedestrian scale signage and lighting. Provide comfort and security through lighting and protection from the weather. Provide interior block pedestrian connections to encourage movement through the site and to the surrounding area, as well as pedestrian open space. Usable open space is public and abutting the sidewalk. Seating opportunities with movable tables & chairs are strongly encouraged adjacent to building / site entry to encourage constant movement. Consider planter walls at seating height. For parking areas look at sustainable landscaping and storm water management.

D-4      **Design of Parking Lots near Sidewalks**

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk and minimize the visual clutter of parking signs and equipment.

Interior landscaping, in addition to perimeter landscaping, should be installed to help soften the visual impact of surface parking. Sites redeveloped with large parking areas should consider parking under, beside or behind the building. Sign clutter could be reduced by using pavement markings. Onsite storage and receiving areas should be screened. Security and glare free lighting are important. Interior landscaping should be used to break up the parking/paving into smaller areas, and perimeter landscaping to screen the parking. Varying the type and height of landscaping will add interest. Provide screen walls at waist height to allow clear visibility for pedestrian safety. Seating or other pedestrian amenities incorporated into screening is preferred. Storm drainage control can be achieved with landscape areas, swales and/or pervious pavement. Minimize the heat island effect with mature trees to form a canopy over the parking areas interspersed between parking spaces. Provide wheel stops between parking stalls and adjacent landscaping and/or sidewalks to limit encroachment. At super blocks, use internal walkways and landscaping to break up parking areas.

D-7      **Personal Safety and Security**

Project design should consider opportunities for enhancing personal safety and security.

Provide design elements that reinforce feelings of security for residents, workers and shoppers. Provide adequate lighting, use semi-transparent security screens where appropriate, and avoid blank, windowless walls that attract graffiti. Create landscaping visibility with low shrubs and trees trimmed to head height. Eliminate hiding places that support criminal activity. Design parking areas to allow for natural surveillance, maintain clear sight lines, provide clear directional signage, and encourage “eyes on the street” with placement of windows.

E-2      **Landscaping to Enhance the Building and/or Site**

Quality landscaping is an essential component of the built urban form.

Blend new development with adjacent and reduce storm water impact. Corners/street intersections should have special landscape treatments, special paving, low planters, flower displays, and sculpture and decorative lighting. Mark pedestrian crossings and walkways with specimen trees and shrubs. Consider ease of maintenance and durability of plants and hardscape, and use native and drought tolerant plant species. In addition to plant materials, incorporate hardscape, special pavements, trellises, screen walls, planters and site furniture into the design to enhance the project. Use landscaping to define and provide scale for open space. Retain existing mature trees wherever possible. Use lighting to emphasize landscaping where appropriate.



# Site Access Opportunities and Constraints

### Auto Access / Customers

Primary customer traffic is from 15th Ave NE and NE 125th Street. This is a signalized intersection. There are large residential areas to the NE and SW of the site and between the site and I-5. A new Safeway store with 50,000 SF will typically serve an area within a several mile radius. Customers from the east and west use the NE 125th Street driveways and customers from the north and south use primarily the 15th Ave NE driveways. It is important to retain these two primary access points in the new development for customer convenience and for Safeway to have a successful grocery store. Local traffic will access the site from the east via the secondary surface streets since they do not need to cross a major arterial. Their entry into the site will probably be from 15th Ave NE since we do not intend to open future parking areas to 16th Ave NE and NE 123rd Street, the residential streets. Screening of the parking areas from the residential areas is required along with addressing the impact of parking lot lighting.

### Truck Access / Service Vehicles

Primary truck access is from the south and east and the larger Safeway trucks enter the site from NE 125th Street. There they can circulate on site and back into the receiving docks at the NE corner of the existing building. Their conflict with customers is limited because this is in an area of employee and overflow parking that is not convenient for customers. Other smaller vendors may enter the site from 15th Ave NE and park where it is convenient to unload their products. Sometimes that is in front of the existing store, but not desirable because of the potential conflicts with customers. The current receiving dock and trash areas are not screened and are open to several of the residences at the NE corner and to NE 125th Street. There are both visual and sound issues that need to be addressed for this receiving zone with the new development. Truck circulation is to be provided on site as required by Seattle codes. This is one of the primary design issues to resolve when laying out the site plan and building location. The truck access limitations and the acoustical requirements for the adjacent residential properties may also exclude certain design alternatives.

### Pedestrian / Transit Access

The primary pedestrian traffic is along 15th Ave NE for those living north and south of the site. Along NE 125th Street there is pedestrian traffic for a block or two in the east and west direction from the site. Those living south of the Safeway site in the larger apartment buildings probably have the greatest incentive to walk to the new Safeway store. There will be minor pedestrian traffic along the residential streets primarily from the east and some from the west. The pedestrians from the east should be able to enter the site somewhere along the east side. We will consider a mid/thru block connection between 15th Ave NE and 16th Ave NE, primarily for neighborhood convenience. Those from the west will need to cross 15th Ave NE and enter the site along the west side. Bicycle traffic to the Safeway could come from a greater distance and a reasonable amount of bicycle storage will need to be defined and provided for on site. There are several bus routes along both 15th Ave NE and NE 125th Street. The intersection of these two streets is a transit transfer location. There are existing transit stops on both of these major arterials. The site design and building location should address convenient access and waiting areas for those customers using public transportation.

### Weather, Sun & Views

The predominant weather storm pattern is from the southwest. The winter sun is very low in the horizon and the large trees surrounding the site limit any significant sun access during these months. This improves during the spring and fall and during the summer months the site will have full mid day sun exposure from late morning to early evening. The sun exposure will be a factor in locating an outdoor gathering area or plaza. Views are not a design issue for the proposed development.

### Key Design Opportunities and Constraints

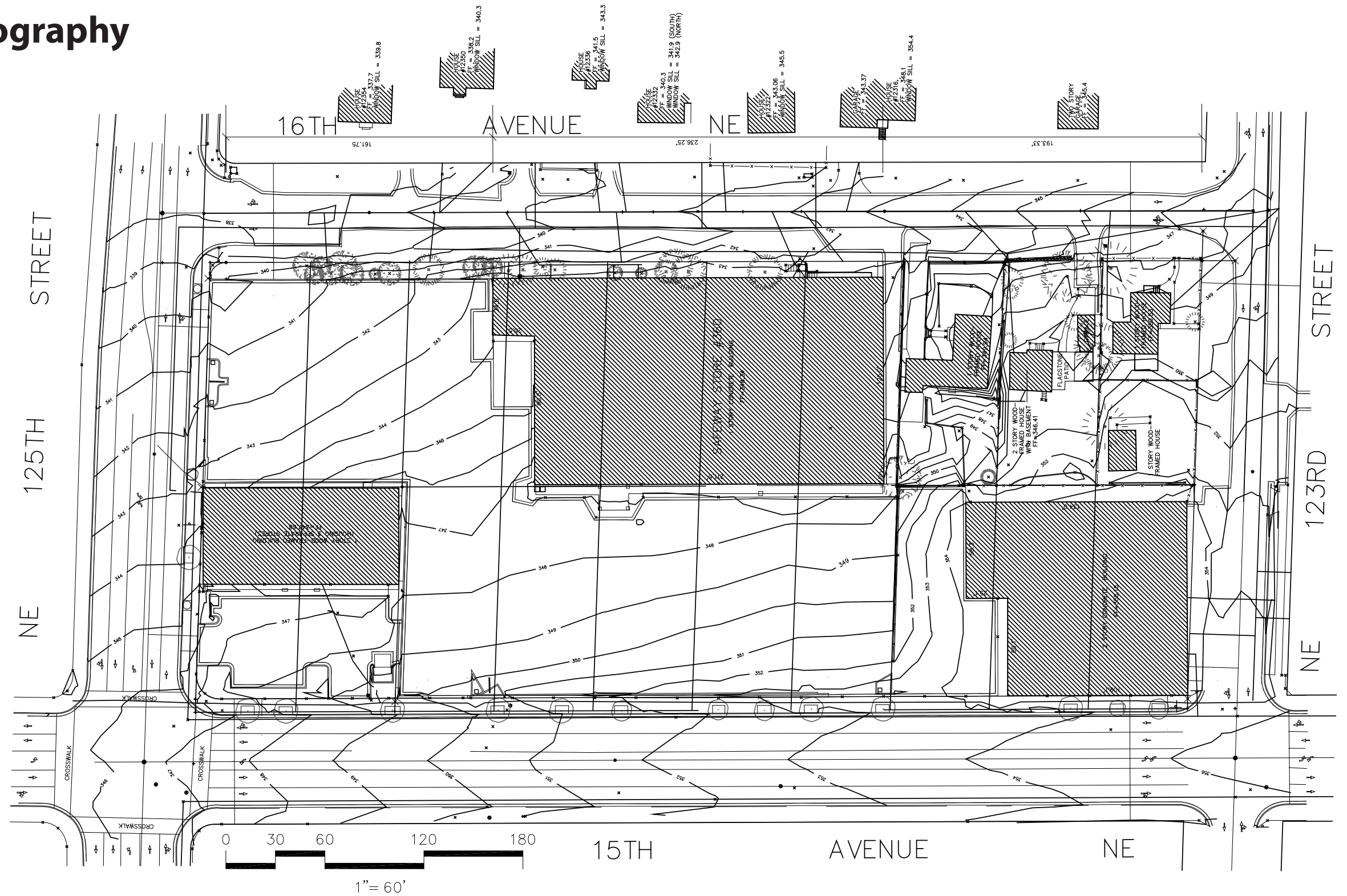
The intersection of 15th Ave NE and NE 125th Street is designated as a gateway corner in the Northgate Overlay Zone and this redevelopment is an opportunity to enhance the gateway to the Pinehurst neighborhood. The zone edge between the commercial and residential use will require special attention to protect the residential character of the neighborhood and still allow the commercial areas to be fully developed for Safeway. The pedestrian activity along 15th can be improved upon and expanded across the length of our site and connect the apartments/condos south of the site to the gateway intersection at 15th Ave NE and NE 125th Street. The redevelopment of this super-block can begin to redefine the urban design character of the Pinehurst business district.

# Site Analysis / Aerial Photography





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# Preliminary Tree Report

February 22, 2007

Street trees on 15th avenue northeast are Tilius sp. Many of the trees are suffering from “burls” which is a tumor on plant tissue caused by stimulation by fungi, insects, or bacteria. The gall grows to become a burl--a massive, hemispherical or subglobose structure, sometimes very large in size. Once started, the burl grows with the tree, each year building a new growth ring that can be traced along to an unaffected part of the tree where it appears as a normal growth ring. Although burls can sometimes weaken a tree they seldom do serious damage.

Street trees on NE 125th Street are Maples. All the street trees appear fairly healthy and are mostly of large caliper size, 14” and over. Consideration should be given to all the street trees to improve their future growing area.

Trees are shown on the site plan keyed to the adjacent table. »

There were also several evergreen trees located within the interior of the southeast quadrant of the project site. I was not able to visually assess these trees due to the location. All of the Douglas Firs on the east side of the project site have been severely topped and are growing multiple co-dominant new leaders. These new leaders typically have weak attachments to the main trunk which are susceptible to breakage.

### Recommendations for trees to remain

1. Root prune all trees to remain at the outer most construction impact area. Research has shown this is an effective measure of minimizing root disturbance through the construction process and encourages new root growth within the protected area.
2. Prune all dead wood and limbs that will directly interfere with proposed buildings. Contractor shall follow ANSI A-300 Pruning Standards. Owner’s representative and consulting arborist shall meet with the pruning contractor prior to the start of any pruning work.
3. Install tree protection fences at furthest point from the tree trunks as possible. Tree groves that are to remain shall be fenced as a group. Strictly enforce no disturbance zone within this tree protection fence.
4. Promote optimal tree vigor. Perform soil nutrient analysis by an approved soil lab and apply micro, secondary and primary nutrients based on the analysis. Consider bio-stimulants and mycorrhizal soil inoculation to further stimulate root zones.
5. Locate all new utilities outside of the critical root zone area.
6. Street trees are currently growing in very confined areas. Planting areas and soils should be improved to encourage healthy trees and improve longevity.
7. I strongly recommend tree information signs be posted at each tree or group of trees. This has been proven as an effective tool for education of all construction parties involved and as a day to day visual reminder of the importance of the tree protection.

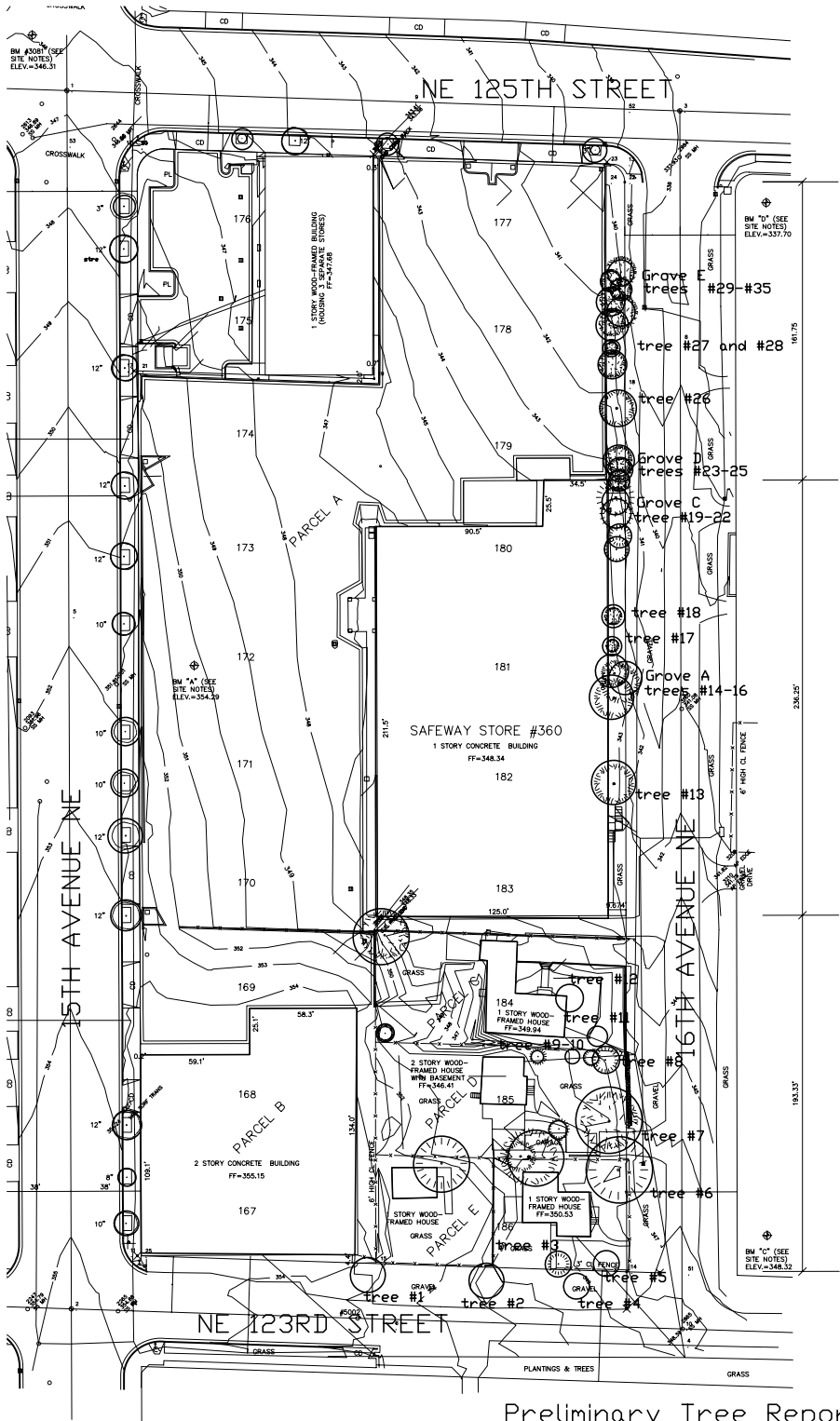
Successful tree protection during the construction process occurs when everyone involved in the project is committed to the goal. Retention efforts are only as strong as the weakest link in the process.

If you have any questions or require further information please do no hesitate to call.



Regards,  
Margarett Harrison  
Certified Arborist PN 502  
Phone: 206.628.9133

Tree #	Common Name	Botanical Name	DBH	Condition /Defects	Recommended actions
1	Cottonwood	Populus sp.	12"	Poor	Remove
2	Cottonwood	Populus sp.	12"	Poor	Remove
3	Douglas Fir	Pseudotsuga menziesii	14"	Good	Retain as buffer if possible
4	Douglas Fir	Pseudotsuga menziesii	12"	Good	Retain as buffer
5	Douglas Fir	Pseudotsuga menziesii	12	Good	Retain as buffer if possible
6	Atlas Cedar	Cedrus atlantica	32"	Good	Evaluate further
7	Western Red Cedar	Thuja plicata	32"	Good	Evaluate further
8	Dogwood	Cornus florida	12"	Poor	Remove
9	Pine	Pinus sp.	12"	Poor	Remove
10	Pine	Pinus sp.	12"	Poor	Remove
11	Japanese Maple	Acer palmatum	12"	Good	
12	Dogwood	Cornus florida	12"	Excellent	Retain if possible
Grove A (13-16)					
13	Douglas Fir	Psesudotsuga menziesii	24"	Topped Multiple new leaders	Remove – potential hazard
14	Douglas Fir	Psesudotsuga menziesii	20"	Topped	Remove – potential hazard
15	Douglas Fir	Psesudotsuga menziesii	18"	Topped	Remove – potential hazard
16	Douglas Fir	Psesudotsuga menziesii	18"	Topped	Remove – potential hazard
Grove B (17-18)					
17	Varigated Arborvitae	Thuja occidentalis	12"	Fair	One-sided due to adjacent bldg.
18	Varigated Arborvitae	Thuja occidentalis	12"	Fair	One-sided due to adjacent bldg.
Grove C (19-22)					
19	Pine	Pinus sp	8"	Fair/poor	Remove
20	Pine	Pinus sp.	12"	Fair/poor	Remove
21	Pine	Pinus sp.	10"	Fair/poor	Remove
22	Pine	Pinus sp.	12"	Fair/poor	Remove
Grove D (23-25)					
23	Varigated Arborvitae	Thuja occidentalis	15"	Good Full and healthy	Retain
24	Varigated Arborvitae	Thuja occidentalis	12"	Good. Full and healthy	Retain
25	Varigated Arborvitae	Thuja occidentalis	15"	Good	2
26	Douglas Fir	Psesudotsuga	24"	Topped	Remove
27	Varigated Arborvitae	Thuja occidentalis	18"	Good	Retain as part of Grove E
28	Varigated Arborvitae	Thuja occidentalis	15"	Good	Retain as part of Grove E
Grove E (26-34)					
29 - 35	Varigated Arborvitae	Thuja occidentalis	12" – 24"	Good	Retain as a grove excellent potential buffer



Preliminary Tree Report  
February 27, 2007

## Early Design Guidance

Redevelopment Plan for Pinehurst Safeway Store #1586 - 12318 15th Ave NE  
March 17, 2008



tel: 425.259.3161  
1716 West Marine View Drive  
Everett, WA 98201-2098  
www.dykeman.net



# Development Objectives

## Pros

Building location reinforces the urban character of the “gateway” corner at 15th Ave NE and NE 125th Street.

The building is located on the sidewalk at 15th Ave NE and provides an opportunity to develop a pedestrian connection to the existing retail building and the transit transfer location at the NW corner intersection.

A mid-block pedestrian connection can be provided across the front of the Safeway store between 15th Ave NE and 16th Ave NE.

The building is located +/- 30’ away from the east property line for the required drive lane from NE 125th Street. This helps to mitigate the zone edge between the commercial and residential areas.

Receiving area and truck access is contained adjacent to NE 125th Street and screened from most of the residential area by the Safeway building.

The plaza area at the corner entry of the building faces south and will have good sun exposure.

The large trees at the SE corner of the site are not impacted by the building location and we may have options to retain more of them.

## Cons

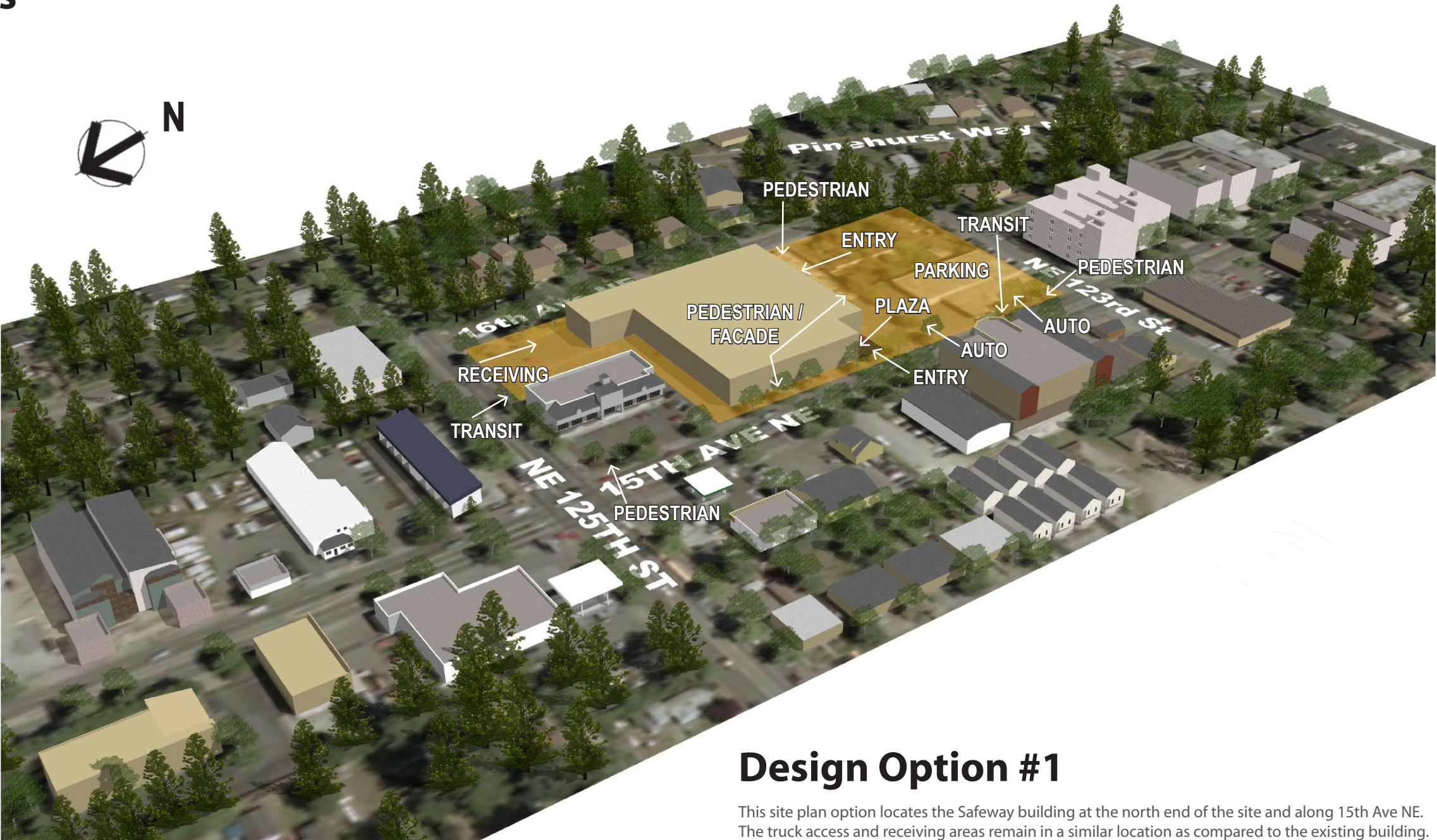
Vehicular parking is located adjacent to the residential zones and will need to be effectively screened.

Three curb cuts are required on 15th Ave NE, a primary pedestrian street.

Noise and light from the parking area may be a concern of the neighbors.

The commercial activity at the front, south elevation of the Safeway store will face the residential zones.

The pedestrian link on 15th Ave NE to the apartments/condos south of the site is weak.



## Design Option #1

This site plan option locates the Safeway building at the north end of the site and along 15th Ave NE. The truck access and receiving areas remain in a similar location as compared to the existing building. There is a service drive between the existing shops building on the corner and the new building. Customer vehicles enter from 15th Ave NE on the southern portion of the site. There is a driveway on the east side of the building for vehicles accessing the site from NE 125th Street. The parking lot is located on the south side of the site and provides an open area to act as a transition space between the commercial building and the residential uses to the south and southeast.



# Development Objectives

## Pros

The building is located at the SE corner of the site and approximately 30' east of the sidewalk at 15th Ave NE and provides an opportunity to develop a pedestrian link to the apartments/condos to the south.

A mid-block pedestrian connection can be provided across the front of the Safeway store between 15th Ave NE and 16th Ave NE.

The commercial activity at the front, north elevation, of the Safeway store will face the commercial zones.

Customer parking is located on the north portion of the site facing the main arterial, NE 125th Street, and the building screens the parking from a portion of the residential zones to the SE.

## Cons

Building location does not reinforce the urban character of the "gateway" corner at 15th Ave NE and NE 125th Street.

The building is located +/- 10' from the south and east property lines which impacts the zone edge between the commercial and residential areas.

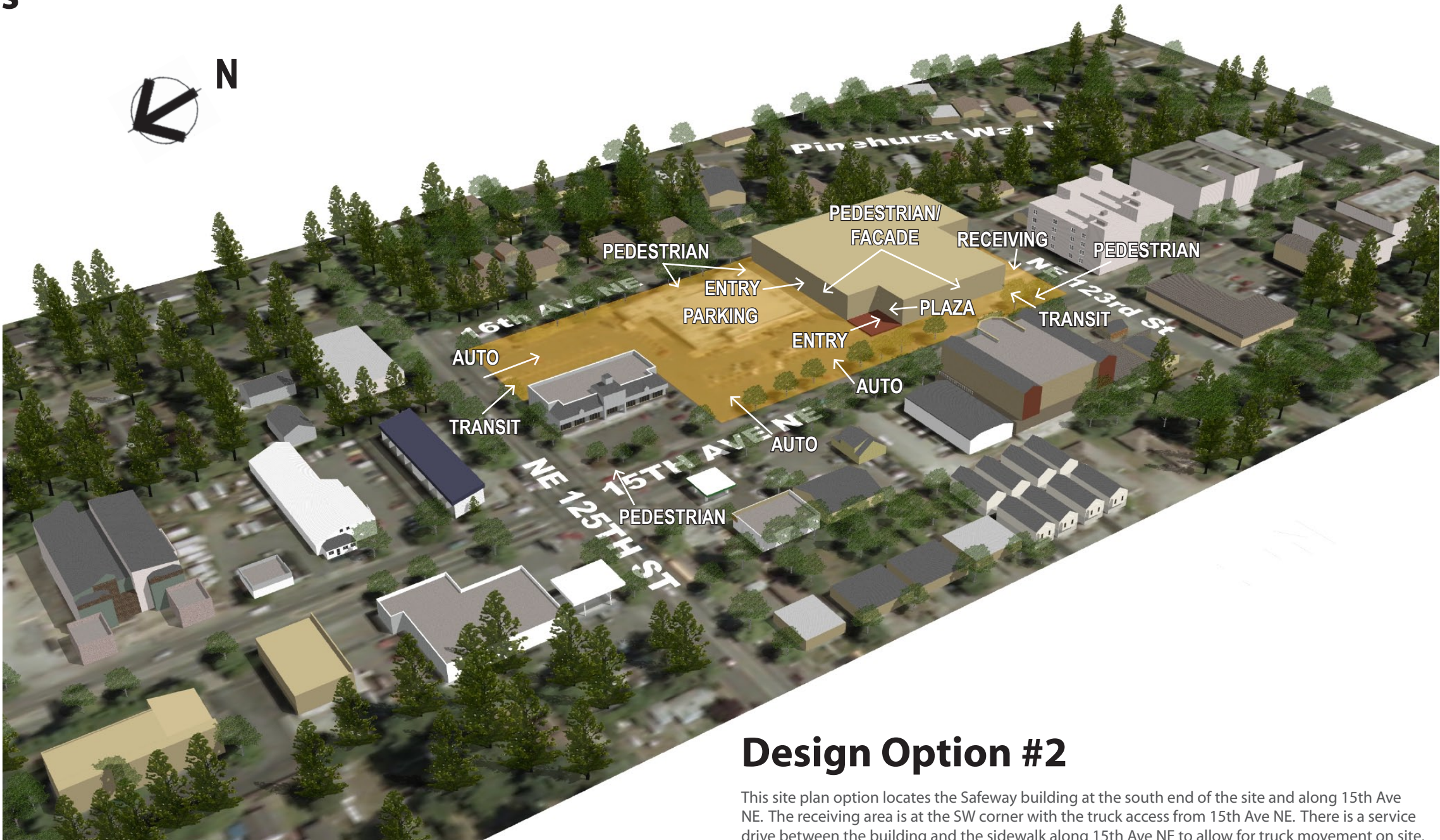
The parking area will need to be screened from the residential zones directly east across 16th Ave NE.

The receiving area and truck access is at the SW corner and across NE 123rd Street from the apartment/condos.

The receiving area and drive lane interrupt the pedestrian flow along 15th Ave NE from the south.

The plaza area at the corner entry of the building faces NW and will be partially shaded by the building.

Some of the large trees at the SE corner of the site will need to be removed for the building.



## Design Option #2

This site plan option locates the Safeway building at the south end of the site and along 15th Ave NE. The receiving area is at the SW corner with the truck access from 15th Ave NE. There is a service drive between the building and the sidewalk along 15th Ave NE to allow for truck movement on site. Customer vehicles enter from 15th Ave NE on the northern portion of the site at curb cut locations similar to the existing site access. Vehicular access from NE 125th Street remains in locations similar to the existing. The parking lot is located on the north side of the site and is screened from the residential areas to the south and southeast by the building.



# Development Objectives

## Pros

The building is located adjacent to the sidewalk at 15th Ave NE at the SW corner of the site and provides the strongest opportunity to develop a pedestrian link to the apartments/condos to the south.

Pedestrian activity at the Safeway building along 15th Ave NE is enhanced.

A mid-block pedestrian connection can be provided across the front of the Safeway store between 15th Ave NE and 16th Ave NE.

The commercial activity at the front, north elevation of the Safeway store will face the commercial zones.

Customer parking is located on the north portion of the site facing the main arterial, NE 125th Street and the building screens the parking from a portion of the residential zones to the SE.

Access to the transit stop at 15th Ave NE is improved and there is an opportunity for an adjacent covered seating area at the building edge.

Only two curb cuts are required on 15th Ave NE, a primary pedestrian street.

Truck access is from NE 125th Street and the receiving area is located at the NE corner of the building.

## Cons

Building location does not reinforce the urban character of the “gateway” corner at 15th Ave NE and NE 125th Street.

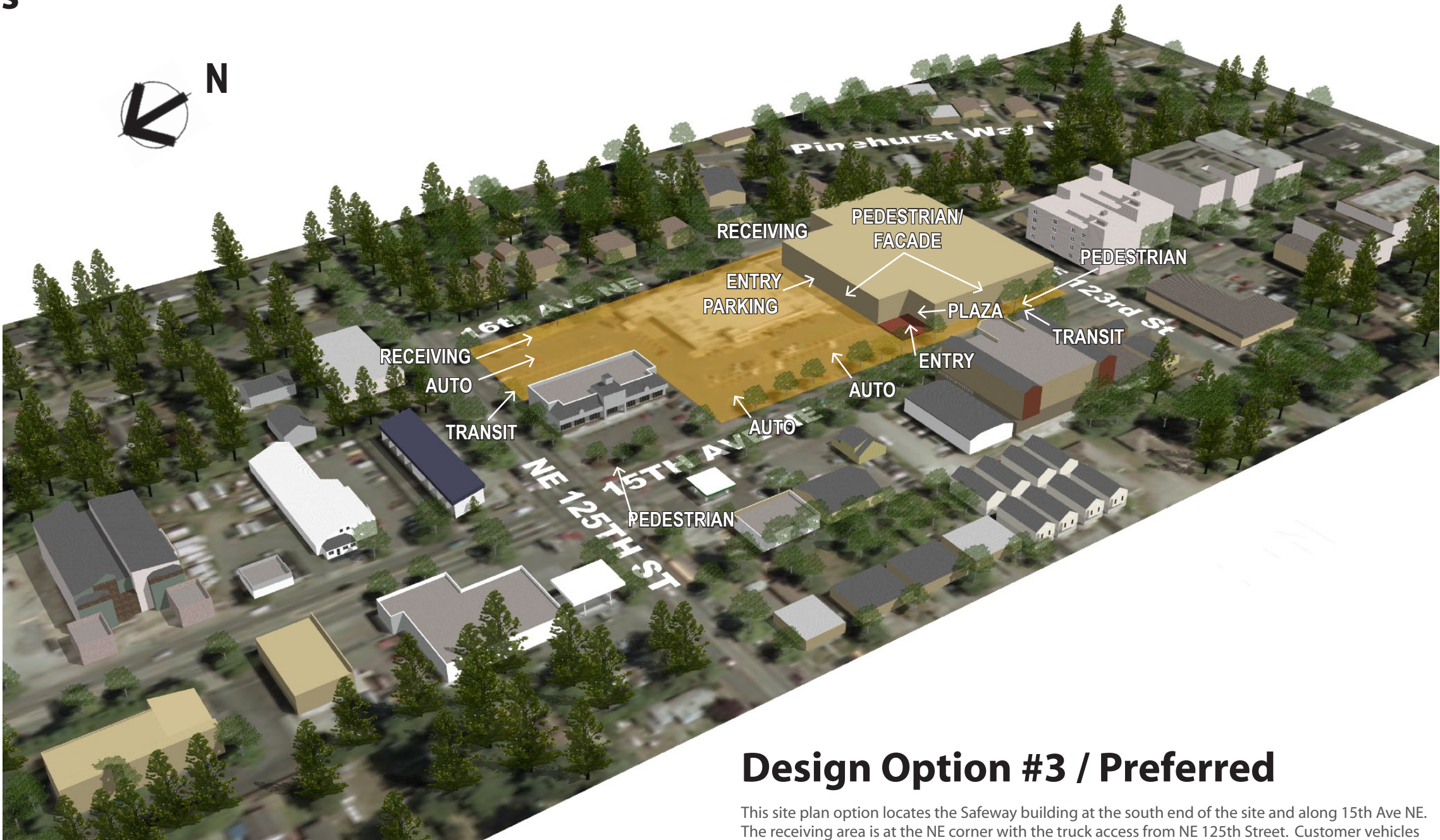
The building is located +/- 10’ from the south and east property lines which impacts the zone edge between the commercial and residential areas.

The parking area will need to be screened from the residential zones directly east across 16th Ave NE.

The receiving area at the NE corner of the building and truck access along the east edge of the site will be more difficult to mitigate for sound at the residential zone across 16th Ave NE.

The plaza area at the corner entry of the building faces NW and will be partially shaded by the building.

Some of the large trees at the SE corner of the site will need to be removed for the building.



## Design Option #3 / Preferred

This site plan option locates the Safeway building at the south end of the site and along 15th Ave NE. The receiving area is at the NE corner with the truck access from NE 125th Street. Customer vehicles enter from 15th Ave NE on the northern portion of the site at curb cut locations similar to the existing site access. Vehicular access from NE 125th Street remains in locations similar to the existing. The parking lot is located on the north side of the site and is screened from the residential areas to the south and southeast by the building.

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# Existing DYKEMAN Projects



**Camano Commons**  
*Camano Island, WA*



**SAFEWAY**  
*Ballard, WA*



**SAFEWAY**  
*Capital Hill / Seattle, WA*



**SAFEWAY**  
*Crown Hill / Seattle, WA*



**SAFEWAY**  
*Roosevelt / Seattle, WA*



**Bellevue Galleria**  
*Bellevue, WA*



**PCC Market**  
*Redmond, WA*



**SAFEWAY**  
*Queen Ann / Seattle, WA*  
*DYKEMAN w/Sienna Architects*

## Early Design Guidance

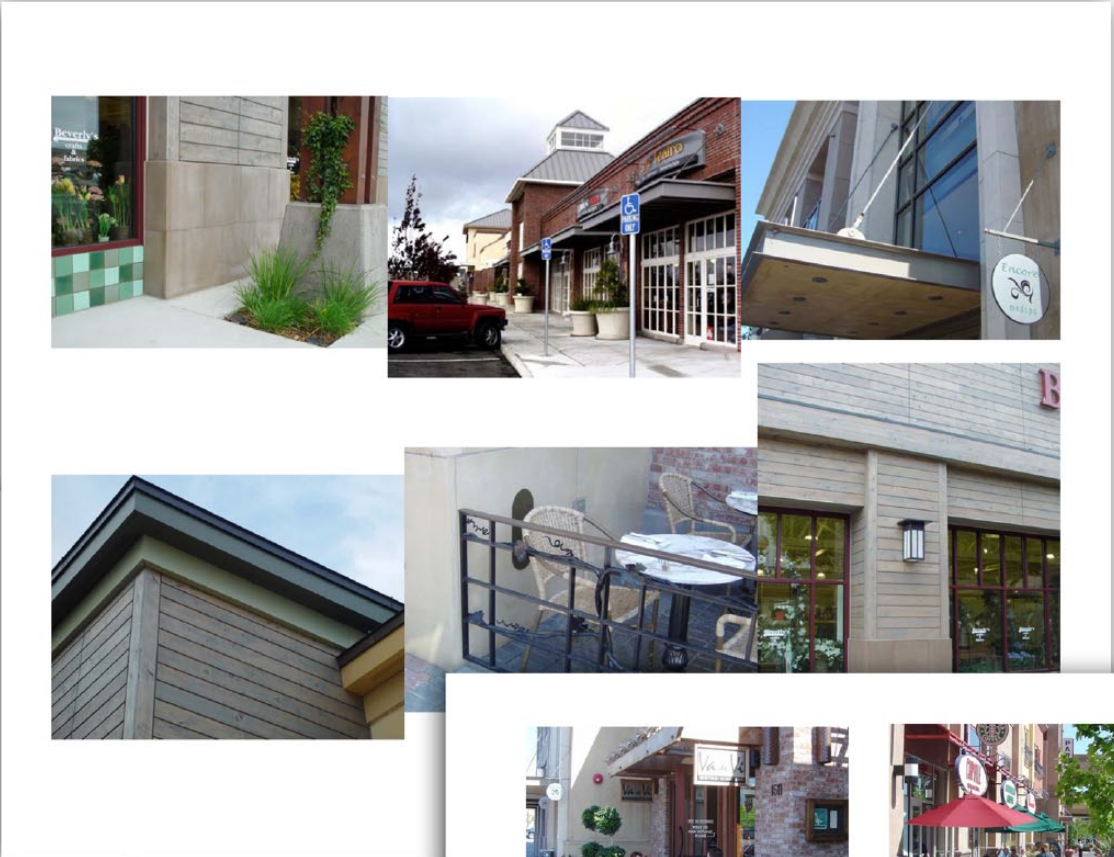
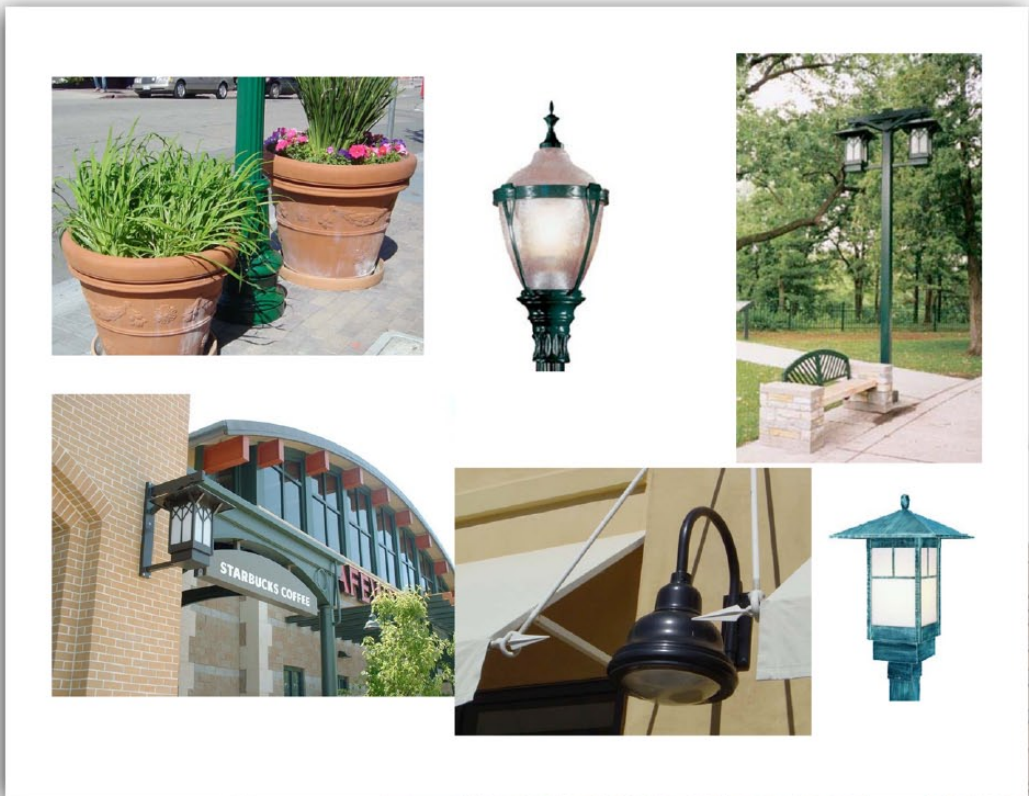
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# Lifestyle Design



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