



Design Review

Redevelopment Plan for

Pinehurst Safeway Store #1586

12318 15th Ave NE - Seattle, WA

DPD AP# 3008423

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Design Review

Redevelopment Plan for Pinehurst Safeway

Store #1586 - 12318 15th Ave NE

April 6, 2009

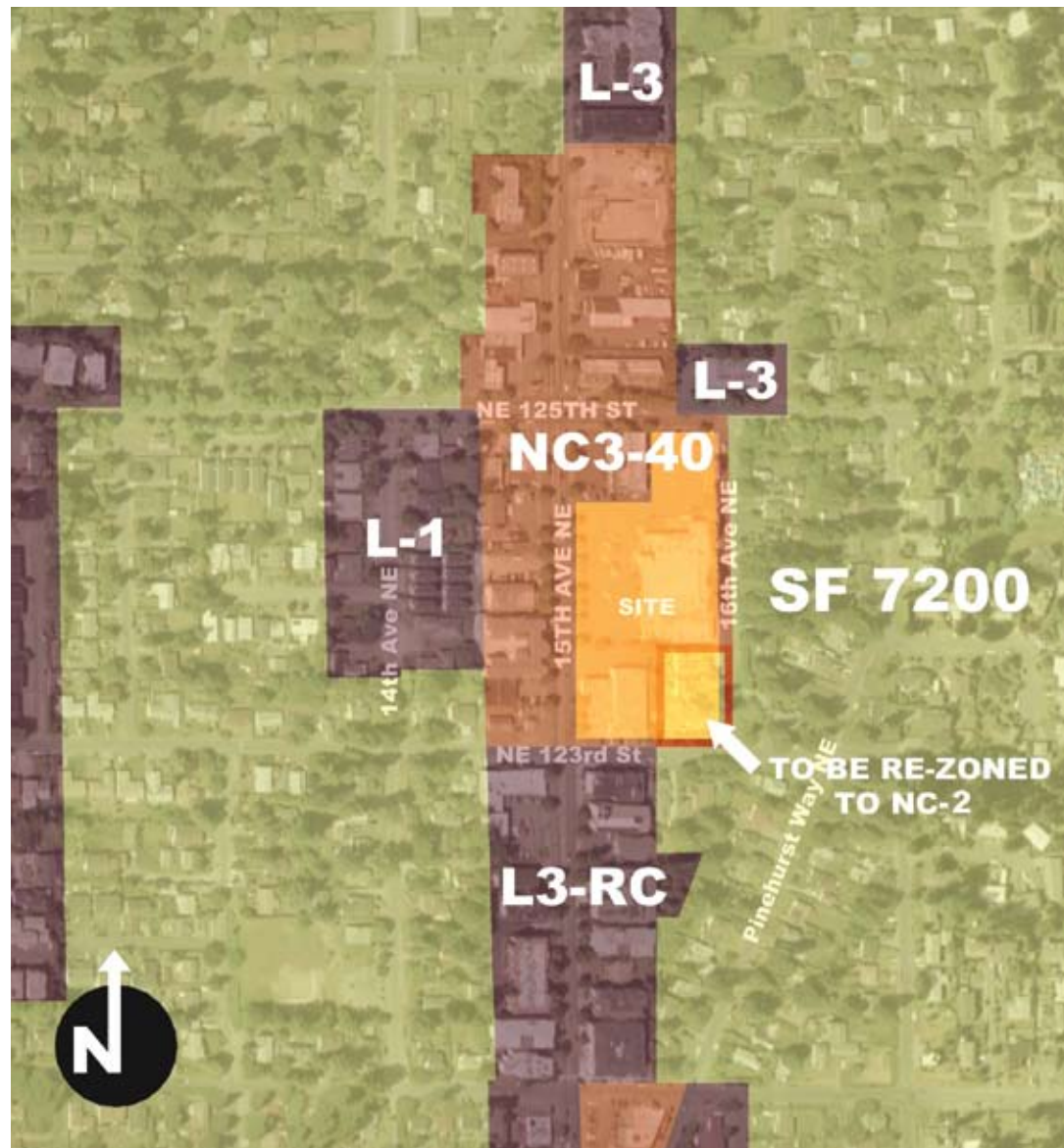


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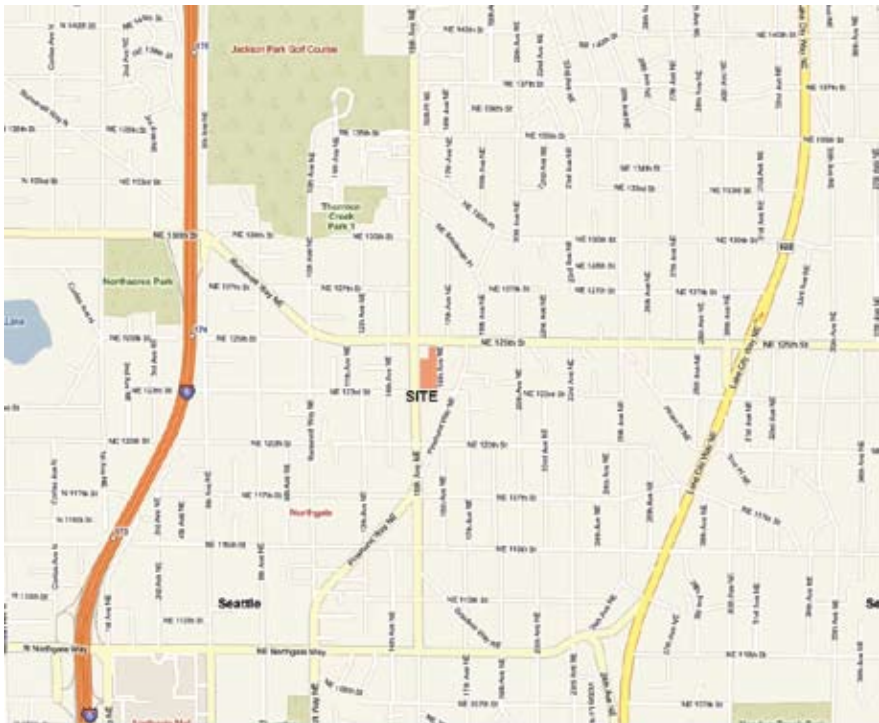
TITLE
PAGE

PAGE 1

Zoning Map



Vicinity Map



Context Map



Site Access Analysis

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 50,500 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 primarily use the 15th Ave NE driveways. It is important to retain these two main access points in the new development for customer convenience and for Safeway to have a successful grocery store. There is no parking lot access proposed from 16th Ave NE or NE 123rd Street, the residential streets, thought there will be pedestrian access by stair from 16th Ave. NE.

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. From there they circulate on site and back into the receiving docks at the NE corner of the existing building. Conflict with customers is limited because this is in an area of employee and overflow parking that is not convenient for customers. 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 existing 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 are addressed for this receiving zone with the new development by providing a covered loading dock and a 6' high sound wall to screen the neighbors on 16th Ave NE from much of the impact of truck delivery and customer activity. The trash compactor is located in the covered loading dock area as well.

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 will be able to enter the site from 16th Ave NE. Those from the west will need to cross 15th Ave NE and enter the site along the west side. 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. In addition to a mid/thru block connection between 15th Ave NE and 16th Ave NE, there will be a pedestrian path from the transit stop on NE 125th Street to the store in the north/south direction. Bicycle traffic to the Safeway could come from a greater distance and bicycle storage will be provided on site in accordance with Seattle Municipal Code requirements.

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. Views are not a design issue for the proposed development.

Site Analysis





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. There have been several remodels of the store since then. The developed site has about 140 existing parking spaces on the north and west sides of the store between 15th Ave NE and NE 125th Street and the building. 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 for construction of the new store and parking lot. 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. 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. The total site for redevelopment will be 143,175 SF or about 3.28 acres. Safeway does not own the NW corner of the block, which has a single story commercial building and associated parking on it.

Design Review

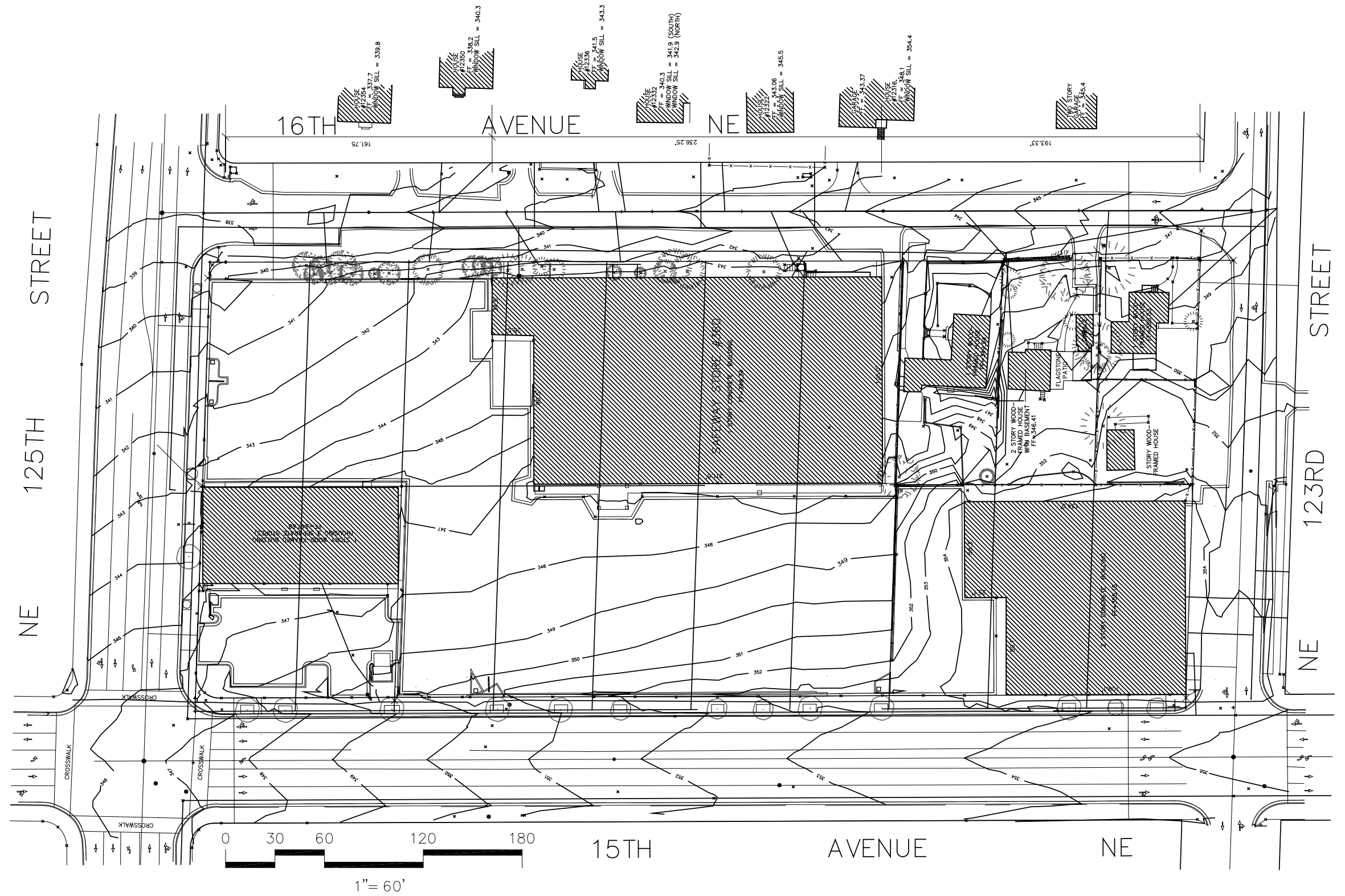
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EXISTING
SAFWAY

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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 Existing Safeway and Parking

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EXISTING SITE AND
NEIGHBORHOOD

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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

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EXISTING SITE AND
NEIGHBORHOOD

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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

Land Use Analysis

DPD AP # 3008423

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

GENERAL INFORMATION:
Adjacent Zoning: NC3, L3-RC, SF 7200
Adjacent Uses: Retail, Single Family, Multi-Family, Commercial

OVERLAYS:
Northgate Overly District
Thornton Creek Watershed

SITE AREA
143,175 SF / 3.28 Acres

CURRENT ZONING – Zoning Map 17

NC3-40 (Neighborhood Commercial 3 - w/40.0’ height limit)
SF 7200 - Proposed Contract Rezone to NC2-40 or NC3-40

PERMITTED USE – SMC Section 23.47A.004 Chart A
Retail sales, multi-purpose

BASE STRUCTURE HEIGHT ALLOWED – SMC Section 23.47A.012
40.0’

Pitched Roof Allowance - +5’
• SMC Section 23.47A.012.C

Mechanical Equipment Allowance - +15’
• SMC Section 23.47A.012.D.4.c

Proposed Structure Height - 33’ - 5 1/2” Maximum

FLOOR AREA RATIO – SMC 23.47A.013 (Chart A)
3 X area of parcel 143,175 SF = 431,250 SF total floor area allowed for development

SETBACK REQUIREMENTS – SMC 23.71.030.G
Front - None
Rear - 5’
Side - 5’

Parking lot setback - 5’ Landscaped
• SMC 23.71.030.G

SPECIAL LANDSCAPED ARTERIAL– SMC Section 23.71.012.B.1
15th Avenue NE
Street Trees per SDOT Standards

12’Wide Sidewalk
• SMC Section 23.71.012.B.3

SCREENING AND LANDSCAPING - SMC Section 23.47A.016
Parking Lot Landscaping Requierd - 35 SF per Stall
172 Stalls x 35 SF = 6,020 SF
5’ Landscaping South and East Building Facades

Proposed Parking Lot Landscaping - 7,830 SF
Proposed South Facade Landscaping - 17’-1” (Avg.) 11’-10” (Min.)
Proposed East Facade Landscaping - 13’-3” (Avg.) 13’-1” (Min.)

OPEN SPACE - SMC Section 23.71.014.A.1
10% of Building GFA
50,500 SF x 0.10 = 5,050 SF
Landscaped - 50% of Required Open Space
5.050 SF x 0.50 = 2.525 SF
Useable - 33% of Required Open Space
5,050 SF x 0.33 = 1,667 SF

Proposed Landscaped Open Space - 3,191 SF
Proposed Useable Open Space - 1,859 SF (Urban Garden)

REQUIRED PARKING - SMC Section 23.71.016
50,500 SF Grocery
Short Term - 2 stalls per 1,000 SF = 101 stalls
Long Term - 0.93 stalls per 1,000 SF = 47 stalls
Total Parking Required - 148 stalls
Small Vehicle Parking - Min./max. dimensions 7.5’ x 15’
35% min./65% max. of total stalls
Medium Vehicle Parking - Min. dimensions 8’ x 16’
Large Vehicle Parking - Min. dimensions 8.5’ x 19’
35% min. of total stalls

Parking Provided - 172 Stalls
Small Vehicle - 61 Stalls (35%)
Medium Vehicle - 21 Stalls
Large Vehicle - 84 Stalls (49%)
Accessible - 6 Stalls

Bicycle Parking - SMC Section 23.54.015 Chart E
Long Term - 1 per 12,000 SF = 5
Short Term - 1 per 4,000 SF = 13

Requested Departure Table

REQUIREMENT	REQUESTED DEPARTURE	JUSTIFICATION
Transparency (SMC 23.47A.008.B.2.a): 60% of the street-facing facade between two (2) feet and eight (8) feet above the sidewalk shall be transparent.	Request that street-facing facade transparency requirement along 15th Avenue NE be reduced to 34%. Request that facades along 16th Avenue NE and NE 123rd Street be exempt from transparency requirements.	The required transparency along 15th Avenue NE is incompatible with the merchandising requirements of a grocery store, which, as a standard, makes heavy use of perimeter walls. Safeway proposes to customize the height and location of some merchandising shelves along the 15th Ave. NE wall to allow for an increase in transparency to 34%, a significant deviation from the prototypical store layout. Facades along 16th Avenue NE and NE 123rd Street are low occupancy stock and work area walls which are not adjacent to a sidewalk. Transparency would offer no line-of-sight interest to pedestrian traffic and would adversely affect energy use.
Access to Parking (SMC 23.47A.032.A.1.c): If a lot does not abut an improved alley but abuts two or more streets, access to parking must be from the street with the fewest lineal feet of commercially zoned frontage, except as provided in subsection A2B of this section.	Request that access be allowed from both 15th Avenue NE and NE 125th Street.	Fulfilling this requirement would create a poorly functioning parking lot. Large truck delivery, restricted to daytime hours as defined in the city's noise code, would have to use the only customer access point, creating congestion as well as driving hazards for both customers and delivery trucks. Entering the lot from both arterials provides the safest and most efficient access and navigation of the parking lot.
Location of Parking (SMC 23.47A.032.B.1.c): Parking to the side of a structure shall not exceed sixty (60) feet of lineal street frontage.	Request that the 15th Avenue NE and 16th Avenue NE parking lot frontage be exempt from this requirement.	The 15th Avenue side of the parking lot is offset from the street front and buffered by the 1,800 square foot Urban Garden. The 16th Avenue NE side of the parking lot will be screened from the neighborhood with a vegetated wall and landscaping.

Design Objectives

The site is within the Northgate Urban Center & Overlay District that has identified three key goals to broadly define the community vision. They are:

- Provide comfort, visual interest and activity for pedestrians
- Design identity should be defined block by block
- Open spaces and connections – creating pedestrian spaces and linkages throughout the area

Additionally, Safeway has been meeting informally with the community during the past several years to better understand what is important to 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 to the east and south, 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)

Design Narrative

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.

Site Planning

The new building is located on the south end of the site, with 172 parking stalls located to the north. Store entries are located on the north façade with direct access to the parking lot. The option of orienting the front of the store to 15th Avenue NE was explored and eliminated, primarily due to the grade change along 15th and the amount of site disturbance and retaining that would be required. There is a landscaped pedestrian ramp and stair that connect 15th Avenue NE to the front door and outside café seating area. The parking lot has sides on 15th Avenue NE, 16th Avenue NE, and NE 125th Street. The residences on 16th are protected from parking lot view, sound and headlights by a vine

covered sound wall and the retention of a major grove of trees at the northeast corner. A 1,800 square foot Urban Garden separates the 15th Ave NE edge of the parking lot from the street. Extra depth has been given to the landscaping along NE 125th Street as well as the elimination of one existing curb cut. Additional landscaping and pervious surfacing are also utilized to soften the impact of the parking lot. Orienting the store as proposed also does a more effective job of speaking to the ‘Gateway’ corner of NE 125th Street and 15th Avenue NE and provides both visibility and ease of navigation to the parking lot.

Height, Bulk, Scale

The proposed building design attempts to address the ‘boxy’ yet functional nature of grocery store plans by providing façade articulation, varied materials, fenestration, landscaping and sustainable elements as appropriate on all sides of the building. Building height is below what is allowed by code, plus there has been additional care given to decreasing the scale of the building by creating a façade that makes use of varied heights and materials. On the residential streets the building is set on a plinth with additional landscaping and vegetated walls enhance the articulation, while the 15th Avenue NE side has been addressed in a more energized manner, appropriate for a pedestrian oriented street.

Architectural Elements and Materials

The proposed building design incorporates a variety of materials, including masonry, stone, and cement panel products in natural colors. The recurring gable-end elements add consistency to the four building sides. Vegetated walls utilized in the site and on the building not only help to speak to scale and adjacent site concerns, but also are visible and understandable green building elements. The four building facades balance the exhibition of interior function with respect for adjacent sites. The overall design concept of ‘small stores’ or ‘village shops’ is articulated through transparency, interesting and appropriate signage placement, and modulation of scale and materials on the enlivened north and west elevations. The south and east elevations, housing the requisite functions of stock storage and delivery are treated with the same modulation of scale and materials, but are intended to be less ‘active’ and to work with the landscaping in expressing the green design elements that Safeway is incorporating.

Pedestrian Environment

Though the side of the store is adjacent to 15th Ave. NE, Safeway has addressed the pedestrian element by significantly increasing the standard grocery store design for transparency along this wall. Breaking up the 15th Ave. NE wall with varying scales, materials and articulation gives the sense of smaller and varied storefronts, with fenestration that reflects the interior layout of the store. The sidewalk has been widened to 12’, with added street trees and the Urban Garden is also located on 15th Avenue NE, creating a pedestrian friendly, interesting and pleasant experience along the length of the site on this street

Landscaping

Safeway engaged a landscape architect to provide a tree study. There has been an earnest attempt to maintain as many of the healthy trees as possible. Street trees will be planted in groves along NE 123rd Street and 16th Ave NE to enhance the naturalized nature of those streetscapes. Landscaping meets all code requirements, the Seattle Green Factor numbers, and is in excess of buffer requirements along the residential streets. Parking lot landscaping exceeds the code-required area and vegetated walls and trellises are heavily utilized in both the site and building design.

Early Design Guidance

Early Design Guidance ‘hot button’ issues:

“None of the design options appear to recognize the intersection at NE 125th Street and 15th Avenue NE as a ‘Gateway’ as identified in the Northgate Urban Center & Overlay District Guidelines. All options appear to be standard grocery store planning with respect to locating the building and parking on the site.”

Response: Placing the store at the south end of the lot and locating the primary facade facing to the north greatly increases store visibility from the intersection of NE 123rd Street and 15th Avenue NE. This orientation provides easily identifiable store entrances and navigation to the parking lot.



“The large parking lot creates a gap in the desired urban fabric where retail should front on busy streets. There should be more attention given to integrating the parking into the development.”

Response: The 15th Avenue NE side of the parking lot is buffered by an 1,800 square foot Urban Garden, offering pedestrians not only an additional point of interest when walking by, but an opportunity to pause in the garden and observe the activity of the street and sidewalk.

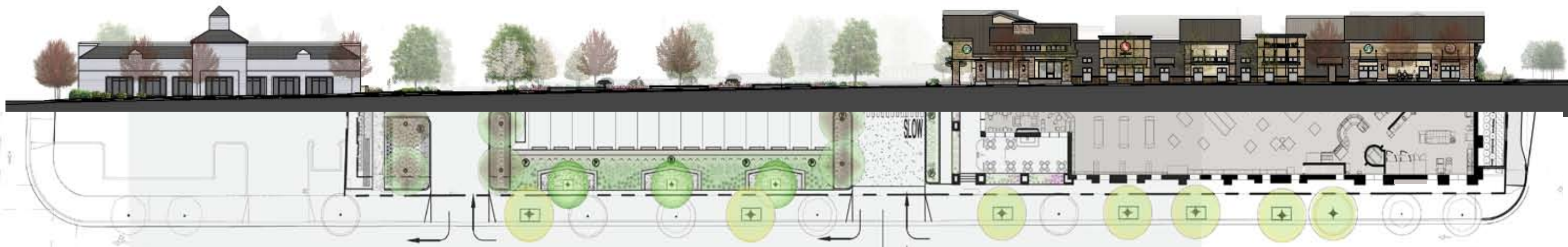


“The goal is to have an energized, activated frontage on a busy street. A stronger urban gesture would be to have the storefront on 15th Avenue NE.”

Response: Safeway and the design team have vigorously worked to present a solution that activates the 15th Avenue NE street identity. This has been addressed both through the general street presence and with the more immediate scale of pedestrian experience. The ‘small shops’ design of the 15th Ave. facade incorporates a variety of materials and transparency into the store. Safeway has altered their standard interior layout specifically to address this issue. Typically, deli and back of house functions are located along this western wall. The interior design has incorporated an “island” deli and strategically configured wine racks and shelving in an effort to enhance the interactive pedestrian experience (i.e., what they see on the inside of the store), to visually open up the interior layout and provide additional interest for and interaction with foot traffic on 15th.

“Potential blank walls on 15th Avenue NE, NE 123rd and 16th Avenue NE present security and safety concerns”

Response: The articulation and transparency provided on 15th Avenue NE mitigate security issues on that street. On both NE 123rd Street and 16th Avenue NE the building is set away from the street. The articulation provides visual relief without creating hiding places, and the landscaped areas are located slightly above street level. The building lighting on the south and east facades provide safety illumination in balance with respect for adjacent residential sites..



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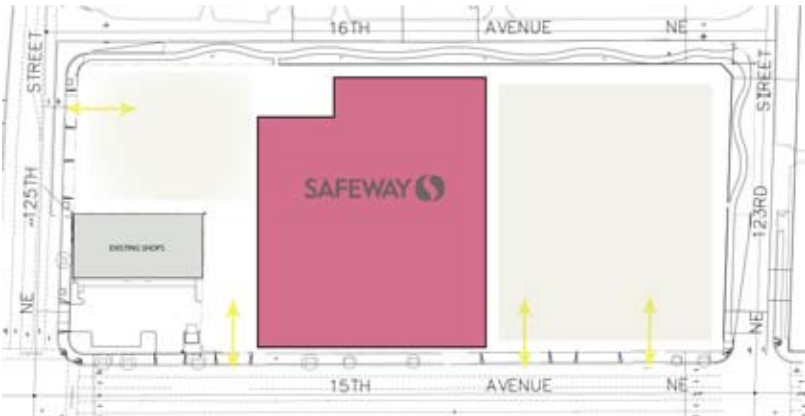
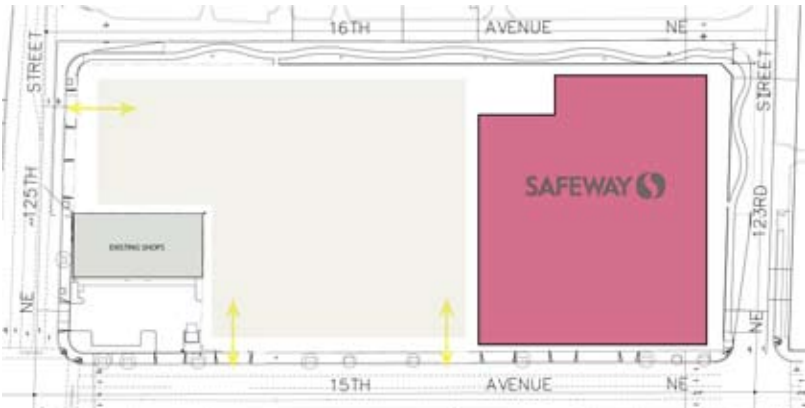
EARLY DESIGN
GUIDANCE

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Early Design Guidance

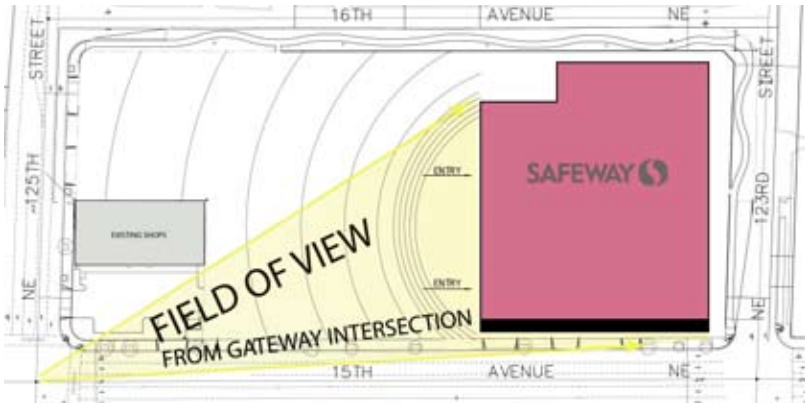
Buildings on corner lots should be oriented towards the public street fronts. Parking and automobile access should be located away from corners.

(Board Comment: The Board noted that none of the design options would achieve the desired human activity on 15th Avenue NE. They encourage the applicants to return with a design that energizes both 15th Avenue NE and NE 123rd possibly by locating an entry plaza at each corner of the building. This would improve security on both of these streets)



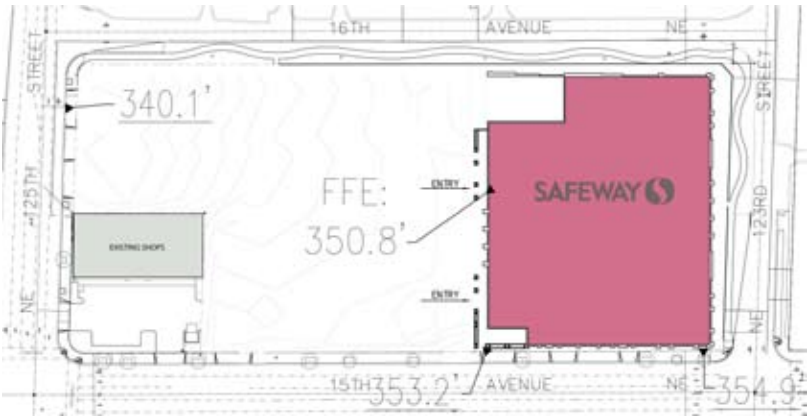
SITING

Locating the building on the south end of the property results in the least amount of parking lot adjacent to residential areas. Parking counts are maximized, though well below what would be allowed by code. The layout for truck and customer access is efficient and easily navigable, with fewer curb cuts required on 15th. Placing the building toward the north end of the lot would result in the back of building functions being directed toward the gateway intersection of 15th and 125th, and the most active side of the store oriented toward 123rd. The primary parking lot capacity would be reduced to a number far below what is viable for a store of this size.



ORIENTATION

The vast majority of people will experience this building from their cars, either by driving near the store along the major arterials or by navigating to the parking lot as customers. Orienting the front of the store toward the gateway intersection at NE 125th Street and 15th Avenue NE allows the greatest visibility and identification of access. Entrances are located on the parking lot side of the store, and the front of store design integrates these entrances with the identifiable facade as well as with the interior, front of store functions, making the customer's experience intuitive and direct. Facing the primary, front of store facade to 15th Avenue NE speaks directly to the residential structures opposite, but does very little to enhance pedestrian interaction with the building. Orienting the building so that the larger, grander facade is viewed from the parking lot and more distant gateway intersection, and the smaller, more articulated facade viewed from the more immediate perspective of the pedestrian, neighbors across the street, and nearby vehicles, offers an appropriateness of scale.



ENTRY

Primary entry to the store is desired from the parking lot area, as the majority of customers will be arriving by car. The finish floor of the store is set to create the least amount of retainage and land disturbance given the grade of the site and the desire to keep the parking lot easily navigable for customers with shopping carts. At its current elevation, the finish floor is approximately 2' to 4' below sidewalk grade along 15th Avenue NE. Placing an entry at the NE 123rd Street corner would create a plaza area that is markedly set apart from the pedestrian path of travel, creating an area 4' below sidewalk grade convenient for unsafe activity near the adjacent transit stop. NE 123rd Street is a low traffic, residential street, the corner does not represent an intersection of two major pedestrian streets. From a functional perspective, in order for Safeway to be successful at this location, the inside of the store must be laid out in a manner that is conducive to customer convenience as well as store operations. Locating the bakery in this corner of the store works not only from a functional perspective, but enhances the safety and comfort of that corner by providing a seating area at grade and direct visibility from the sidewalk into the building.

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EARLY DESIGN
GUIDANCE

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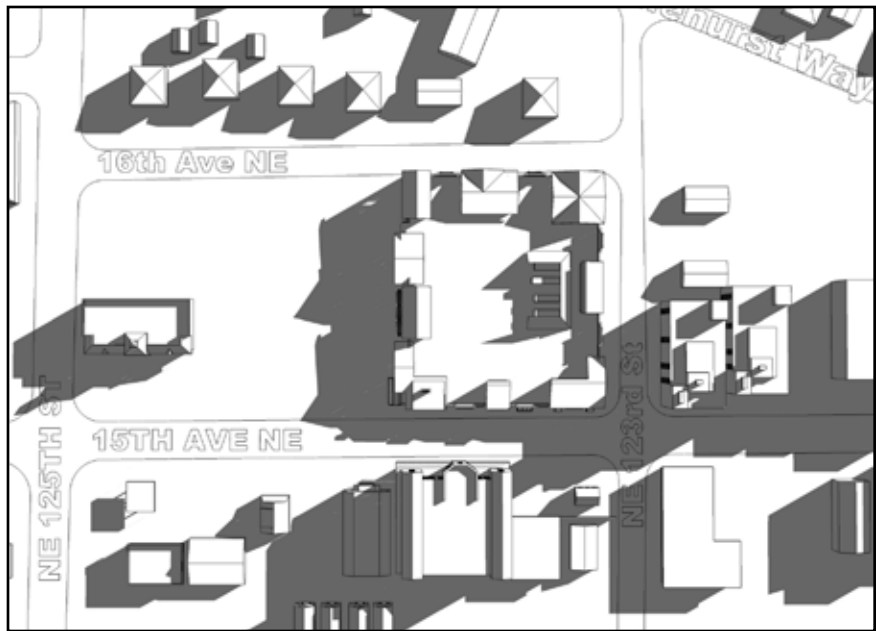
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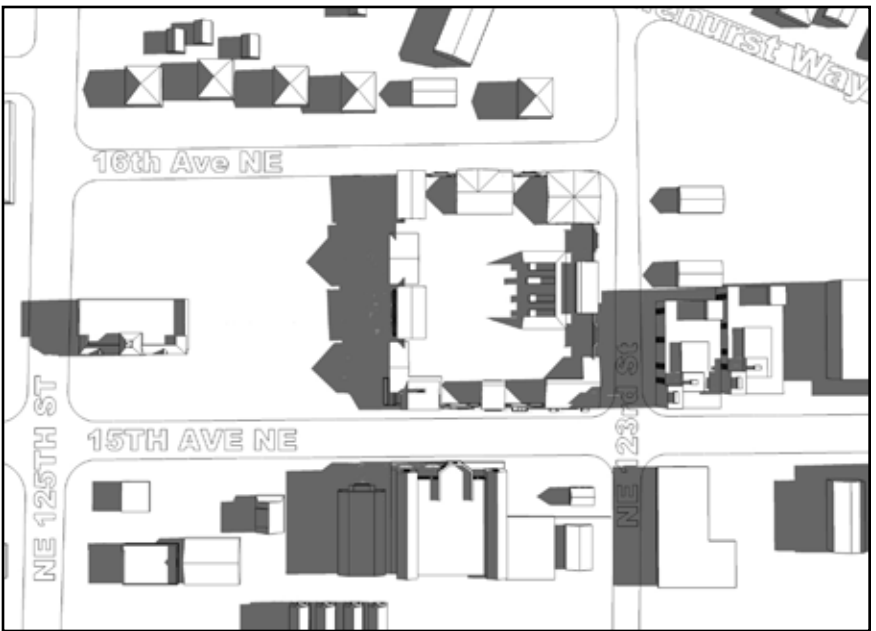
Noon June 20



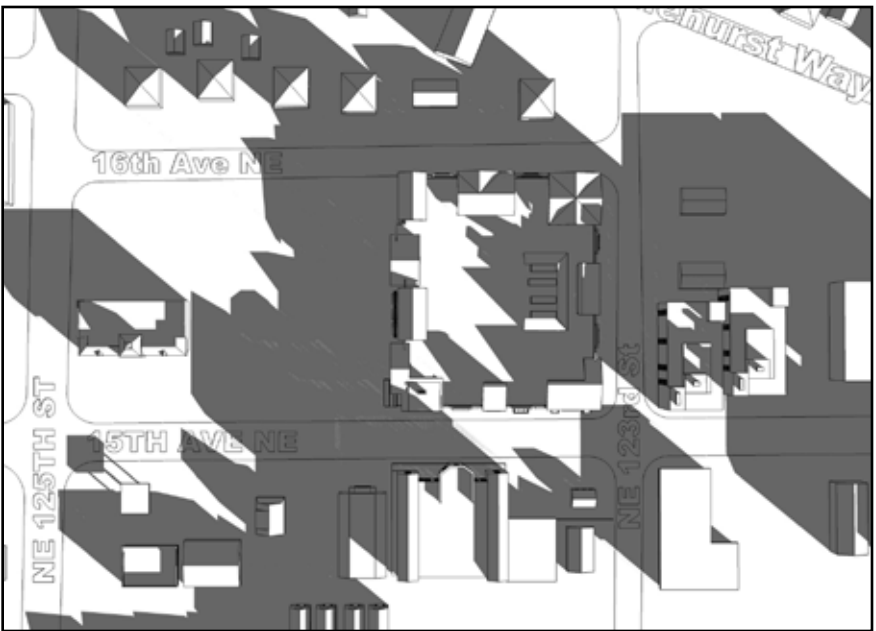
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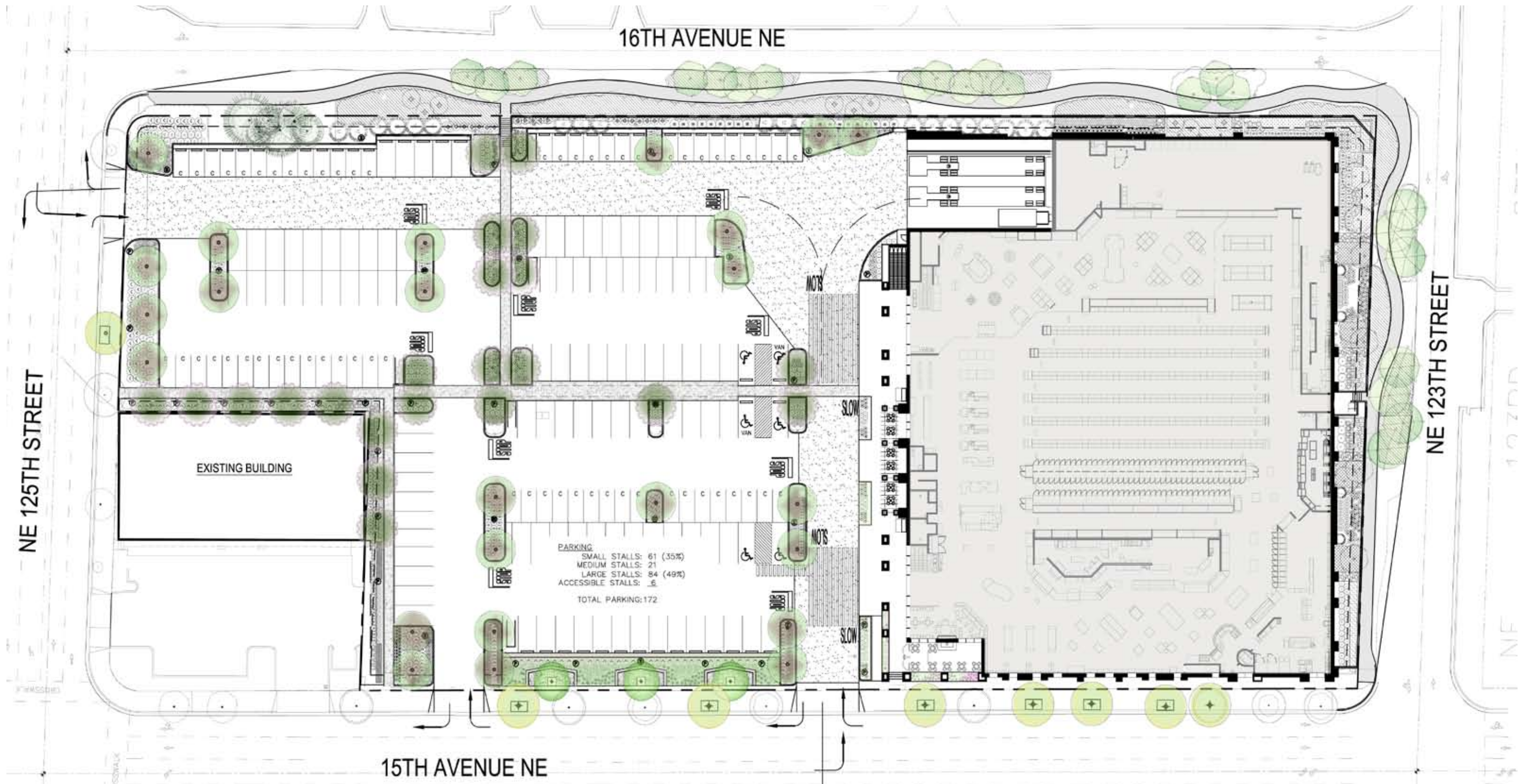
10:00 am December 21



Noon December 21



3:00 pm December 21



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PROPOSED
 SITE PLAN

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15th Avenue NE Looking South East



A-1 Responding to Site Characteristics

A-2 Streetscape Compatibility

A-3 Entrances Visible from the Street

A-4 Human Activity

A-8 Parking and Vehicle Access

A-9 Location of Parking on Commercial Street Fronts

A-10 Corner Lots

B-1 Height, Bulk and Scale Compatibility

C-2 Architectural Concept and Consistency

C-3 Human Scale

C-4 Exterior Finish Materials

D-1 Pedestrian Open Spaces and Entrances

D-2 Blank Walls

D-4 Design of Parking Lots Near Sidewalks

D-7 Personal Safety and Security

D-9 Commercial Signage

D-11 Commercial Transparency

E-2 Landscaping to Enhance the Building and Site

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PERSPECTIVE
DRAWING

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15th Avenue NE Looking North East



- A-2 Streetscape Compatibility

A-4 Human Activity

A-5 Respect for Adjacent Sites

B-1 Height, Bulk and Scale Compatibility

C-2 Architectural Concept and Consistency

C-3 Human Scale

C-4 Exterior Finish Materials

D-2 Blank Walls

D-7 Personal Safety and Security
- D-9 Commercial Signage

D-11 Commercial Transparency

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

E-2 Landscaping to Enhance the Building and Site

NE 123rd Street Looking North



- A-1 Responding to Site Characteristics

A-2 Streetscape Compatibility

A-5 Respect for Adjacent Sites

B-1 Height, Bulk and Scale Compatibility

C-2 Architectural Concept and Consistency

C-3 Human Scale

C-4 Exterior Finish Materials

D-2 Blank Walls

D-3 Retaining Walls

D-7 Personal Safety and Security
- E-2 Landscaping to Enhance the Building and Site



15th Avenue NE (West) Elevation



NE 123rd Street (South) Elevation



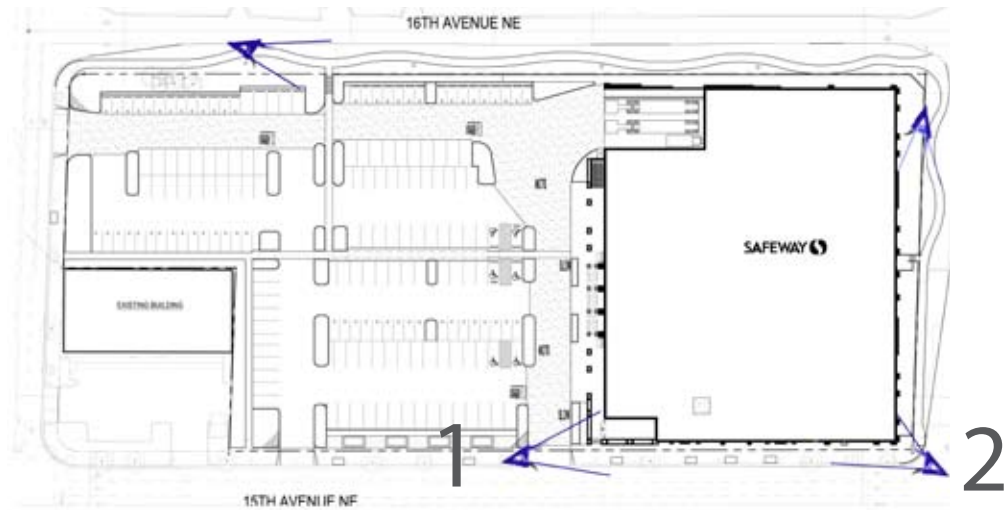
16th Avenue NE (East) Elevation



NE 125rd Street (North) Elevation



VIEW 1



VIEW 2

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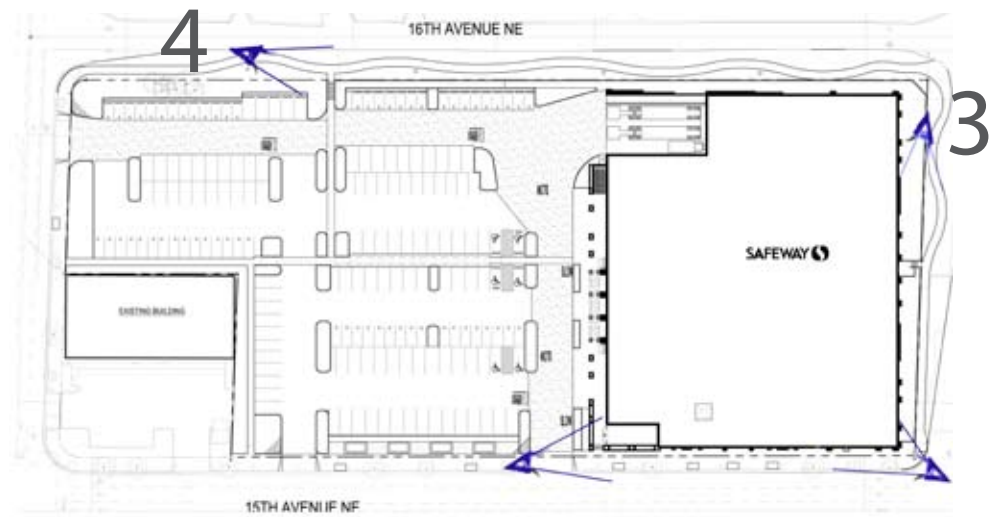
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STREETSCAPE
VIGNETTES

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VIEW 3



VIEW 4

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View Looking North-West on NE 16th Street



View Looking West on NE 16th Street



View Looking South-West on NE 16th Street

Design Review

Redevelopment Plan for Pinehurst Safeway
Store #1586 - 12318 15th Ave NE
April 6, 2009



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

LOADING DOCK
PERSPECTIVES

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LIGHTING SITE PLAN | PAGE 24



15th Avenue NE Looking North East

Representative images using proposed lighting fixtures and bulb wattage.

NE 123rd Street Looking North West



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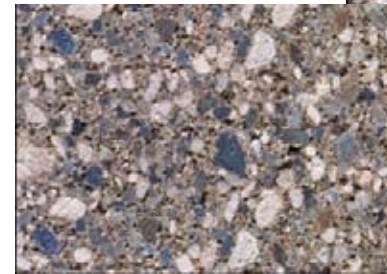
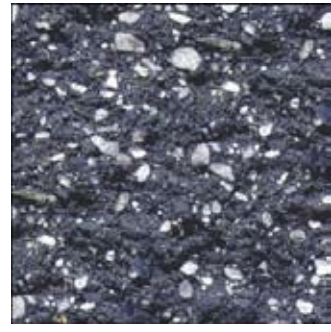
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NIGHTIME BUILDING
PERSPECTIVES

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STONE AND TRELLIS



MASONRY



LIGHTING



TILE



HIGH SRI ROOFING MATERIAL



TYPICAL METAL CANOPY



TYPICAL METAL ROOF



SIDING

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TYPICAL
MATERIALS &
ASSEMBLIES

PAGE 27



BLUE OAT GRASS



SUMMIT ASH



JACKMANII CLEMATIS



FLOWERING CHERRY



EVERGREEN CLEMATIS



LITTLE-LEAF LINDEN



URBAN ASH



WILD LILAC



BOWHALL MAPLE



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



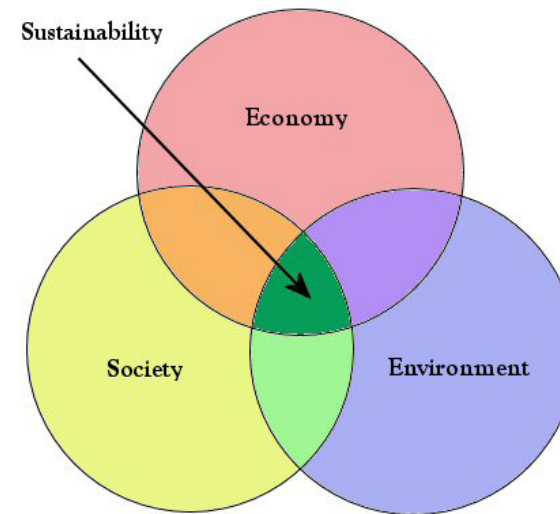
PCC Market
Redmond, WA



SAFEWAY
Queen Ann / Seattle, WA
Dykeman w/Sienna Architects



Dykeman and Safeway are dedicated to taking advantage of sustainable design opportunities with the Pinehurst store. From site considerations through building material and systems selection, we will look for ways to enhance our local and global neighborhood.



Sustainable Design Strategies:

SITE

- Support alternative transportation with bicycle storage, access to public transportation and priority parking for alternative fuel vehicles.
- Landscaping focusing on native and low maintenance plants, shading trees and pervious paving.
- Exterior lighting to eliminate light spillage.
- Manage stormwater onsite, including roof runoff.
- Reduced heat island effect for both roof and parking area.

WATER

- Landscaping that requires little or no permanent irrigation.
- Low flow plumbing fixtures.

ENERGY

- Building systems testing and reporting
- Energy modeling and optimization
- Enhanced refrigerant management.

MATERIALS AND RESOURCES

- Divert construction waste from landfills.
- Utilize materials having 10%-20% recycled content
- Utilize regionally produced materials

INDOOR ENVIRONMENT

- Use low-emitting materials, including adhesives, paints, carpet systems, and composite wood products.
- Provide an indoor air quality management plan during construction.

INNOVATIVE FEATURES

- Green Cleaning Program (Safeway prototype)
- Education and Outreach Program (Safeway prototype)
- Food waste reduction through Safeway's composting program.

PROJECT GOAL: LEED Silver Certification.



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