QFC AT UNIVERSITY VILLAGE

EXPANSION & PARKING STRUCTURE

2746 45TH ST., SEATTLE 98105

DPD Project #3009681

May 21, 2012

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Quality Food Centers (QFC)

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PROJECT INFORMATION

ZONE: C2-65, C1-65

ALLOWABLE HEIGHT:	65 feet
STORE HEIGHT:	62.4 feet
GARAGE HEIGHT:	18 feet
LOT AREA:	383,446 SF
FLOOR AREA RATIO:	4.25

ALLOWABLE AREA: 383,446 SF x 4.25 = 1,629,646 SF

ACTUAL LOT COVER

EXISTING BUILDING:	81,032 SF
PROPOSED EXPANSION:	21,773 SF
PROPOSED GARAGE:	106,237 SF
TOTAL:	209,042 SF

LANDSCAPE: 30% OF THE LOT OR HIGHER
GREEN FACTOR 0.30

BUILDING INFORMATION

EXISTING CONSTRUCTION:	135,503 SF
NEW CONSTRUCTION:	49,261 SF
TOTAL BUILDING	184,764 SF

FIRST FLOOR AREAS:

PUBLIC STORAGE:	2,290 SF
EXISTING QFC STORE:	73,027 SF
EXISTING STRUCTURE PROPOSED EXPANSION:	5,715 SF
NEW STRUCTURE PROPOSED EXPANSION:	21,773 SF

SECOND FLOOR AREAS:

PUBLIC STORAGE:	52,687 SF
QFC OFFICES:	7,499 SF
PROPOSED EXPANSION:	21,773 SF

PARKING REQUIREMENTS

EXISTING PARKING STALLS	455
ADDITIONAL PARKING STALLS	116
TOTAL PARKING STALLS	571

FIRST FLOOR:
SALES AND SERVICES, GENERAL: 1 FOR EACH 500 SF

EXISTING BUILDING:	78,742 / 500 =	158 STALLS
PROPOSED EXPANSION:	21,733 / 500 =	44 STALLS
REQUIRED STALLS =		202 STALLS

SECOND FLOOR:
STORAGE USES: 1 FOR EACH 2,000 SF

EXISTING BUILDING:	52,687 / 2,000 =	27 STALLS
PROPOSED EXPANSION:	21,773 / 2,000 =	11 STALLS
REQUIRED STALLS =		38 STALLS

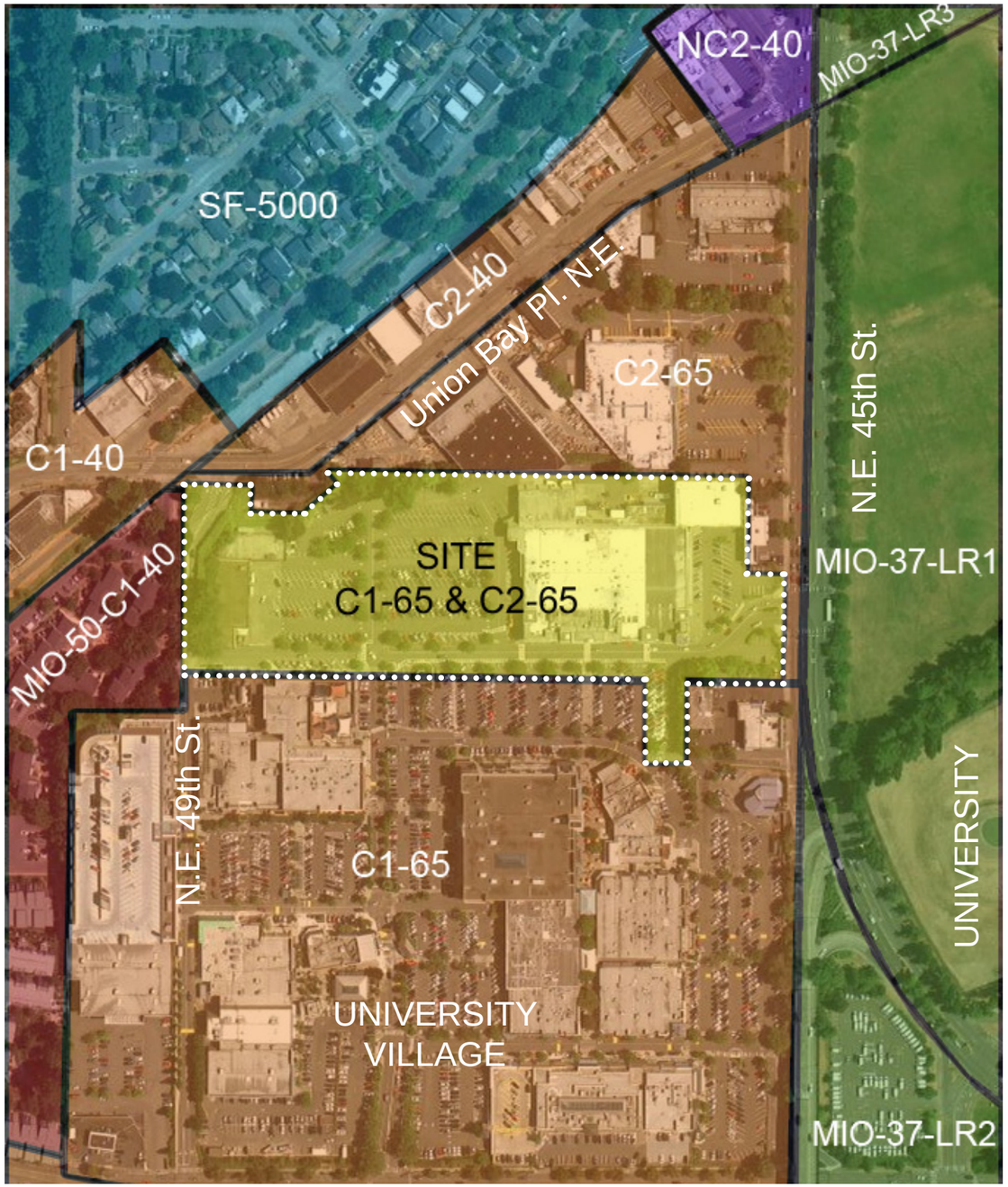
OFFICE USES: 1 FOR EACH 2,000 SF

EXISTING BUILDING:	7,499 / 2,000 =	4 STALLS
REQUIRED STALLS =		4 STALLS

TOTAL REQUIRED STALLS =	244 STALLS
TOTAL PROVIDED STALLS =	571 STALLS (531 NEW + 40 EXISTING)
REQUIRED ADA STALLS (2%) =	12 STALLS
PROVIDED ADA STALLS =	14 STALLS (12 NEW + 2 EXISTING)

BICYCLE STORAGE:
SALES AND SERVICES, GENERAL:

LONG TERM:	1 PER 12,000 SF	
	102,946 / 12,000 =	9 BIKES
SHORT TERM:	1 PER 4,000 SF	
	102,946 / 4,000 =	26 BIKES



ZONING MAP

- Commercial
- Major Institution Overlay
- Neighborhood Commercial
- Residential, Single-Family 5000

SITE CONTEXT: SURROUNDING USES

A Low-Rise Commercial

D Low-Rise Commercial

G Parking Garage

B Low-Rise Commercial

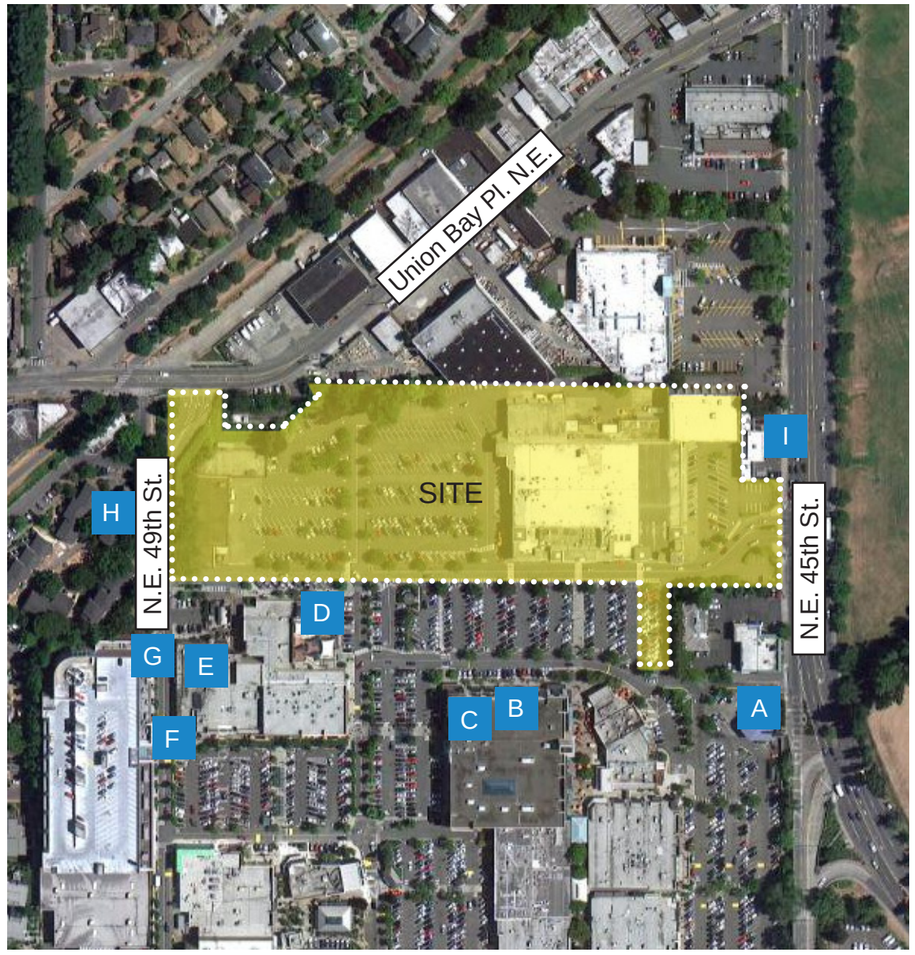
E Restaurant

H Institutional

C Low-Rise Commercial

F Low-Rise Commercial

I Low-Rise Commercial



A Main Access Road from 45th

B Parking Lot

C QFC Store

D Parking Lot

E NW Corner of Access Road

F Parking Lot Access Road

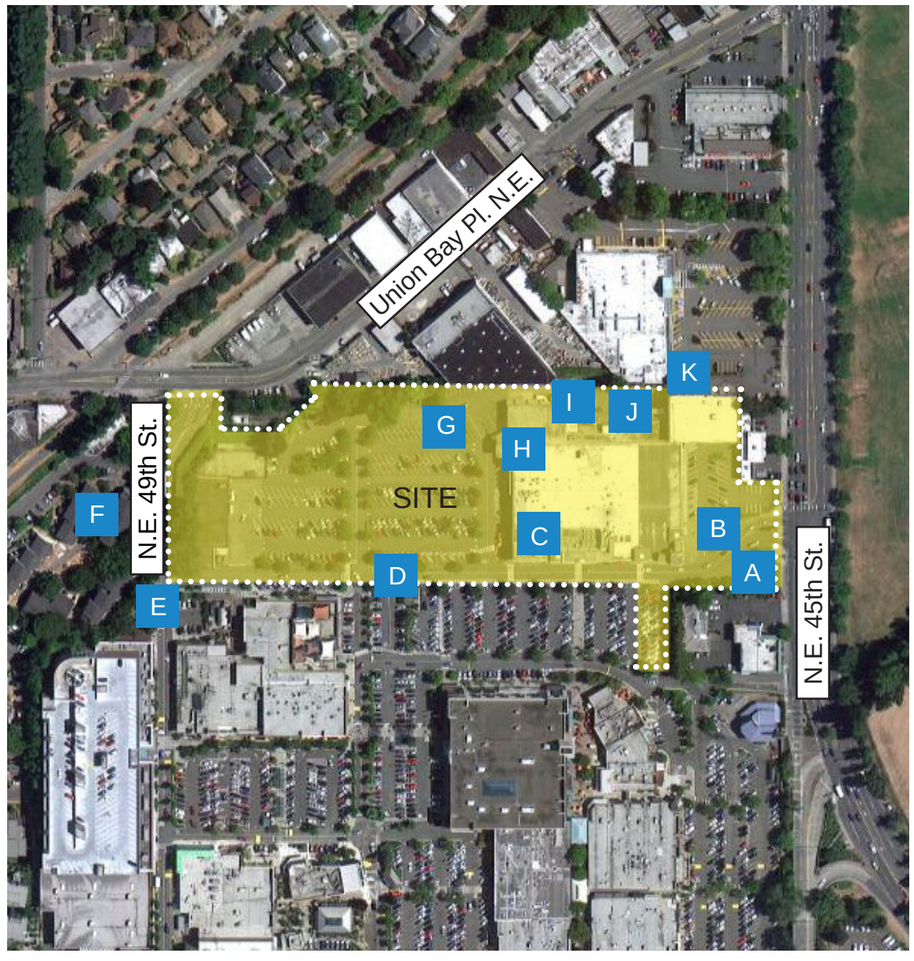
G Parking Lot

H Public Storage Facility

I Loading Dock Area

J Loading Dock Area

K Loading Dock Access



CONSTRAINTS

There is limited truck access to the site from the main roads (N.E. 45th St. or Union Bay Pl. N.E.)

Steep topography at the North & East edges of the site create a bowl that constrains the extents of buildable area.

The long and narrow shape of the site constrains the size and shape of buildable area.

The whole site has restricted opportunities for pervious areas.

OPPORTUNITIES

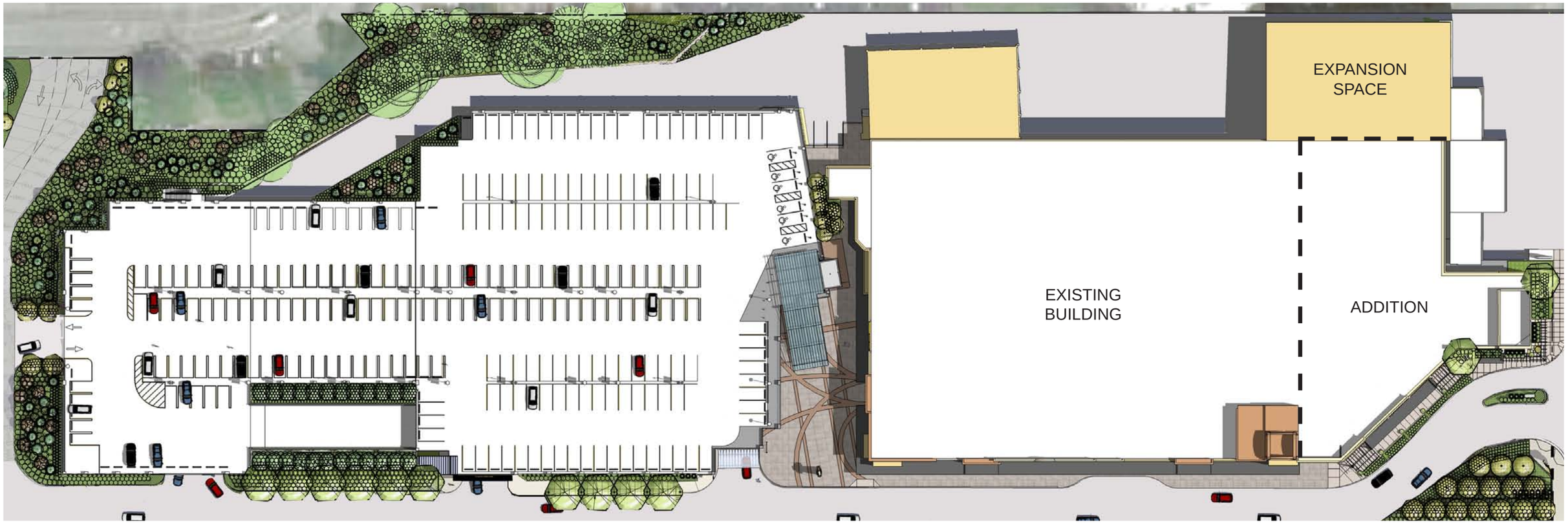
Site is adjacent to several residential areas.

Re-vegetate and enhance steep slopes to remove nuisance plant species and provide wildlife habitat.

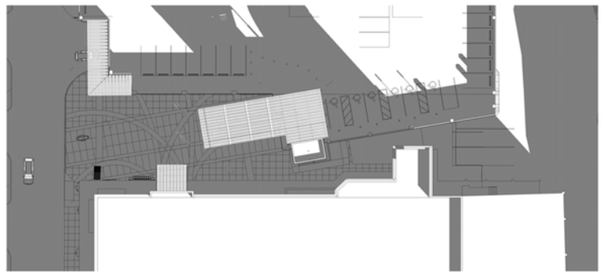
Site is adjacent to other retail stores.

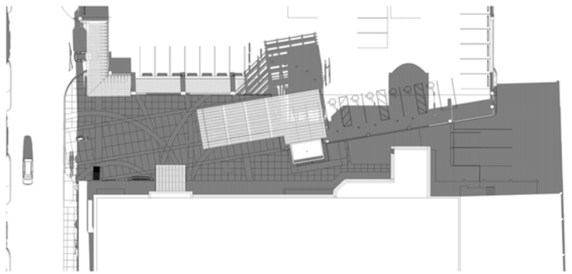
There is major pedestrian access directly linked to the site.

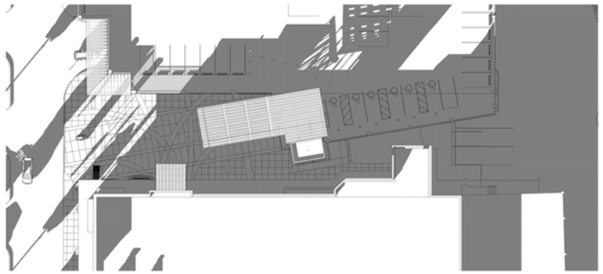

QFC


N.E. 49th St.
EXPANSION SPACE
EXISTING BUILDING
ADDITION
N.E. 45th St.
NEW GARAGE
490 FEET
NEW PLAZA
60 FEET
EXISTING STORE
290 FEET
NEW STORE ADDITION
160 FEET
STREET FRONTAGE
ENTRY POINT
SETBACK
30 FEET
ENTRY POINT
STREET FRONTAGE
ENTRY POINT

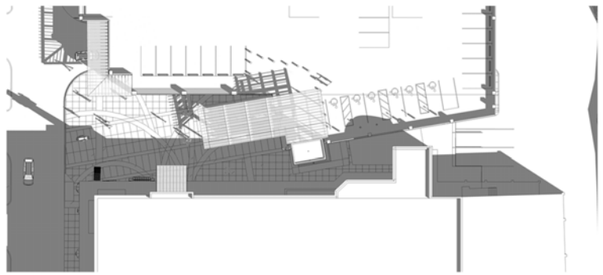
WINTER SOLSTICE

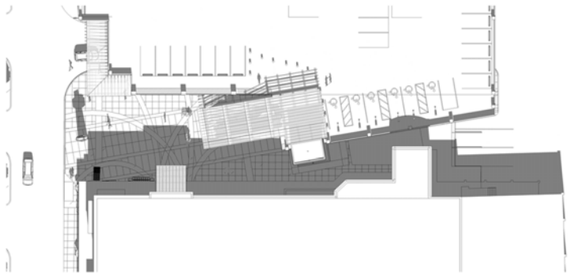


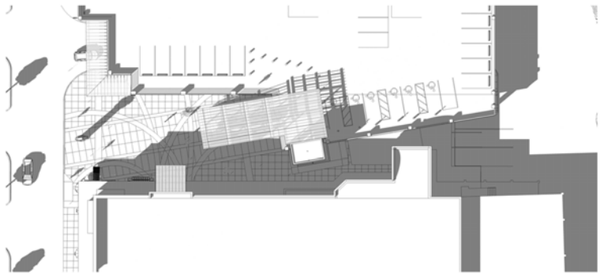




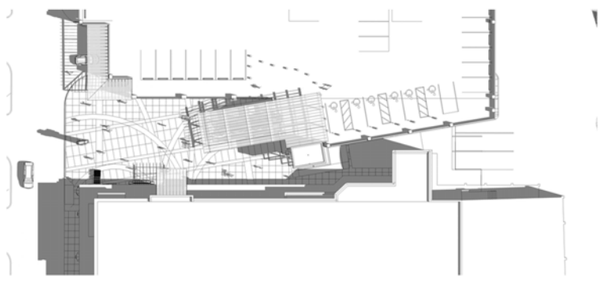
EQUINOX

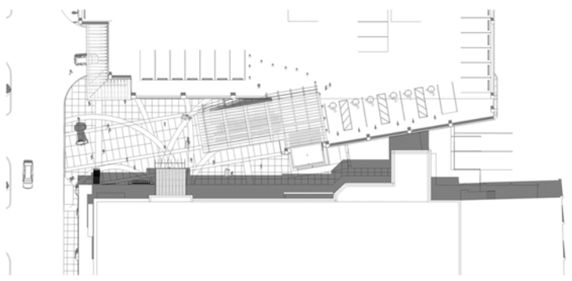


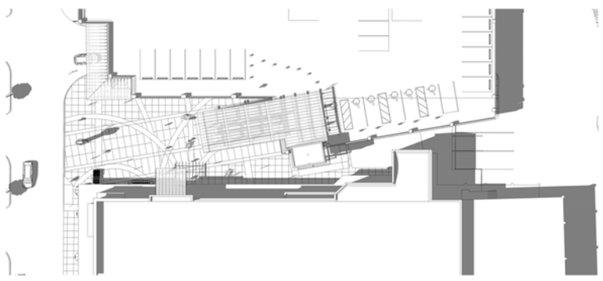




SUMMER SOLSTICE







9am

noon

3pm

QFC UNIVERSITY VILLAGE EXPANSION

Quality Food Centers proposes a south-side expansion of the existing 73,774 sf building located at 2746 NE 45th Street, adjacent to University Village in Seattle. The expansion area would include a new two-story structure with retail grocery on the main level and a public storage facility on the upper level. The public storage will be an expansion of the existing business above the grocery. The total footprint area of the addition is 21,908 sf. The main entrance for the grocery, after the expansion, will be the existing north entry, with two secondary entrances at the west elevation.

In addition to the new structure, QFC proposes to expand into an existing 5,715 sf tenant space (formerly the liquor store) on the south end of the property. This expansion would increase the total area of the grocery store to 101,397 sf and increase the public storage total area to 76,750 sf.

The exterior facade of the proposed addition is to complement the design, color, and architectural elements of the existing grocery, including the 'towers' and sidewalk canopies. All building signage will be updated to meet current QFC branding standards.

"Hot Buttons"

EDG & DPD Comment:

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance and identified by letter and number those guidelines found in the City of Seattle's Design Review: Guidelines for Multi-family and Commercial Buildings and the University Area Design Guidelines of highest priority to this project.

"Hot Buttons" are items initially discussed by the Board and include items of top importance for the design. For this project, the Board determined the hot buttons were:

1. Proposed vehicular access. The proposed access for both loading and the parking garage will have a large influence on the proposed building design. All proposed loading and vehicular access should be designed to minimize conflicts with the pedestrian environment.

o The Board commended the applicant on the proposed loading areas at the east perimeter only, and advised the applicant to examine the potential for garage entry from that access point as well.

o The Board noted that some of the vehicular access points to the structured parking are located at the end of a visual axis through the site. Vehicular garage entries should be designed to enhance hierarchy of the pedestrian over the vehicle, both visually and for safety.

Applicant's Response:

The revised proposal has eliminated all residential use. This new proposal is simply one elevated parking deck over the existing parking field north of the existing QFC grocery, and an enlargement of the grocery footprint, to the south. The applicant desires to create a plaza between the parking structure and the north entry of the existing grocery.

Vehicular access to parking is via three entrances along the private north-south drive at the west edge of this property, and directly onto the upper level from the private east-west street (NE 49th Street) at the north edge of this property. The upper level of parking is also accessible via an internal ramp from the first level parking area.

The proposal has made every effort to balance the needs of servicing the parking garage access while prioritizing the pedestrian environment along the project frontage. There are limitations for vehicular access as well as pedestrian movement due to the topography of the site.

The center garage access point on the west facade aligns with the existing vehicular drive located south of Bartell's. The Board commented on the location of this garage entry. We believe it creates the safest intersection for pedestrians to cross in either direction. This access point also provides the least confusion for vehicular movement.
The loading services will continue to be on the east side of the existing QFC. This offers very little interference to pedestrians and continues the long tradition of service movement.

EDG & DPD Comment:

2. Massing and scale in context with surrounding development. The proposed 6-story height will have a large visual contribution to the site, and the applicant should work to reduce the mass and height transition to adjacent development. The west façade should include reduction of scale and apparent length, through use of open spaces brought down to grade and visually breaking the façade into smaller scales. The Board noted that the scale of the development should be no larger than the expression of scale found on the south façade of the north garage building at University Village.

Applicant's Response:

The new proposal is very light in impact in that the heavily-treed eastern edge of this 'bowled' site rises above the one story garage while the western edge of the site is lower scale than the existing grocery or University Village retail to the west. The western façade of the garage is intended to be screened by both street trees, and by landscape trellises. The length of the garage is modulated by the setback placement of the internal auto ramp at the middle third of the garage. This area also provides vertical circulation (stairs) that connects the upper level of the garage with the primary pedestrian intersection for this project. The north elevation of the garage is largely unseen, captured within terrain (primarily below visual grade). The south elevation of the garage creates an edge for the pedestrian plaza.

The expansion of the grocery to the south is entirely within the height limitations of the zone and is merely an extension of the existing architectural language of the store. The proposed expansion follows the existing drive, angling southeast from the existing store corner thereby reducing the apparent length of the storefront.

A. Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

EDG & DPD Comment:

Guidance reflects comments found in Hot Button #1 above, specifically guidance about axial views through the site. In addition, the proposed massing should respond to the grade changes and jogs in the property line at the east side of the site. The applicant should indicate how the north and east facades will be viewed from potential future development along Union Bay Place NE.

Applicant's Response:

The western edge of the garage is punctuated in several locations with openings for delivery trucks, shoppers' vehicles, and pedestrians, aligned along the existing north-south access drive. Existing traffic patterns to the grocery parking field are essentially preserved. Plantings coincide with retail frontages across the parking lot (Bartell Drug) at the middle third of the garage. The eastern edge of the garage responds to the irregular shape of the east property boundary, set back from the existing hillside and providing a two-way traffic route around the building.

The grocery expansion continues the elements of the existing store façade, including extending a weather-protection canopy over the existing sidewalk, nearly to 45th Street.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

University Community Guideline #1 (augmenting A-3). On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.

EDG & DPD Comment:

The site is located near a mixed-use corridor (Union Bay Place NE), and the northeast corner will be visible from that corridor. However, the site doesn't actually have street frontage on Union Bay Place NE. The applicant has noted that they wish to provide a residential entrance at the northeast chamfered corner, and hope to provide a pedestrian entry to the building adjacent to Union Bay Place NE if they can gain an access easement across the pump station property.

The Board responded that due to the unusual characteristics of street frontage, the siting adjacent to University Village, and the grade changes, that a prominent residential entry should also be provided at the west side of the north building. This may be in addition to an entry at the northeast corner.

Applicant's Response:

The grocery entrance at the north elevation will be enhanced with a new entry 'portal' that defines the new plaza space between the store and the new garage. This area will continue to provide space for exterior retail, but will also provide a gathering place for shoppers and visitors to wait, eat, and watch. The plaza space is visually contained by a backstop of elevators, stair and escalator that connects the elevated parking deck with the ground level. The plaza is a mix of covered and open area as the applicant desires to respond to the seasons, not create an enclosed space, in keeping with the unique attributes of University Village.

A-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

EDG & DPD Comment:

The applicant should demonstrate how the proposed design of the northeast and west residential entries would satisfy this guideline at the MUP stage of review.

Applicant's Response:

This section does not apply to the current proposal.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

University Community Guideline #1 (augmenting A-7). The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:

- Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms
- Provides for the comfort, health, and recreation of residents
- Increases privacy and reduce visual impacts to all neighboring properties

EDG & DPD Comment:

The proposed upper courtyards should be brought down to street level at the west façade, in order to help break the building mass and provide usable open space at grade. Open space at grade will better enhance human activity at the site and will provide more usable area than several upper level courtyards. The open space at grade should be available to both residents and shoppers.

The open space at grade should include sidewalk furniture to enhance activity in the area, such as seating opportunities, water features, street trees, and vegetation. The Board noted the walkway in University Village that passes between the north garage and Barnes and Noble (via the Apple Store and others) provides a good example of successful sidewalk furniture.

In addition to open space at grade to connect the project to other activity in the area, the residential levels should include a visual connection to the open space from the various wings of the structure. The Board noted that Scheme 1 ("S"-shape) offers more opportunity to break the mass and visual length of the building, but results in a circuitous corridor system. Providing windows to the courtyard at critical points along the corridors will allow residents to orient themselves to the residential open space outside.

Applicant's Response:

This section does not apply to the current proposal.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

EDG & DPD Comment:

In addition to the guidance in Hot Button #1 above, the Board noted that vehicular garage entries should be minimized in number and appearance, recessed from walkways where possible, and include safety enhancements to allow pedestrians safe clear travel through areas shared by pedestrians and vehicles.

Applicant's Response:

As with the existing surface lot there will be three access driveways from the west façade. From mid-garage to the south, there will be a sidewalk along the facade. It is not expected that much pedestrian movement will occur on the walkway. Vehicle and pedestrian paths will be clearly defined. These garage entries will be similar to the entry of the existing University Village parking garage.

B. Height, Bulk & Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

EDG & DPD Comment:

Guidance includes comments found in Hot Button #2, A-1, and A-7. The proposed building would be very long, even with the visual break of the 'atrium' between QFC and the north building. Existing development in the area consists of predominantly 1-2 story buildings with reduced scale techniques such as individual storefront facades, individual canopy systems, stepped rooflines, upper level setbacks, and vegetation.

The Board noted that Scheme 1 upper level massing is preferable, as long as the courtyards were brought down to grade. A combination of one larger courtyard at street level and terracing the building down to the courtyard could also be used. Several architectural expressions should also be employed to break up the visual length of the façade.

The grade changes at the east side of the north building work in the applicant's favor to reduce the appearance of massing at that façade.

The applicant should also provide section drawings for the northeast corner and the east façade at the MUP stage of review.

Applicant's Response:

The visual impact to surrounding property (essentially, some retail frontage and largely parking fields for University Village) is enhanced. The current western edge of the subject property is open to an existing surface parking lot. The proposed garage will provide improvements in plant materials and sidewalks. The scale of the proposed garage will be less than that of the nearby retail, and will provide an activity level and lighting level that will increase security for this portion of this site. The façade is significantly modulated due to placement of the vehicle entrances and the internal vehicle ramp. The plaza at the south end of the garage creates a new focal point for shoppers, contributing to improvement of the current 'lack of place' at this parking intensive portion of University Village.

C. Architectural Elements & Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

University Community Guideline #2 (augmenting C-1). For areas within Ravenna Urban Village, particularly along 25th Avenue E, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.

EDG & DPD Comment:

The proposed development is located with Ravenna Urban Village. In addition to guidance comments found in A-1 and B-1, the applicant should also demonstrate how the proposed façade treatment responds to the architectural context nearby. The Board noted that a unified design response is desirable, but the proposal should respond to the context of nearby development, including University Village, residential areas to the north and east, and more industrial/commercial architectural expressions to the east and southeast.

Applicant's Response:

The proposed parking garage elevation is primarily open as the structure is to be designed as a moment structure with only columns, beams and the second level deck. Façade treatment will likely consist of existing concrete elements, colored precast elements, such as for guardrails at the upper deck, and metal trellises for vertical vegetation. The semi-transparent nature of the façade will provide a visual connection to the existing University Village parking and retail to the west, helping also to define the building edge. The relative scale of the proposed garage is in keeping with adjacent structures.
The façade of the elevation of the minor expansion of the grocery will be in keeping with the scale, color, and materials of the existing store.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.

EDG & DPD Comment:

Guidance reflects comments regarding the west façade of the proposed north building found in Hot Button #2 and the responses to A-7 and B-1.

Applicant's Response:

The parking garage is broken down into visual thirds, creating in effect, three small, one-story buildings. The scale is further reduced with the use of trees in planting beds and in sidewalk tree grates. Light poles add additional pedestrian-scale detail. At the south end of the garage, an entry portal is proposed to frame the entrance to the new pedestrian plaza. Graphics, lighting, color, and architectural detailing will clearly identify this area as a pedestrian entrance and 'place'. Paving patterns, potted plants, outdoor seating and retail displays will create an urban wayside and focal point for entry and waiting. This zone is convenient to parking but completely separated from automobiles. An adjacent two-way drive creates the transition area between the plaza and the parking field. Ground textures and plantings will contribute to identification of pedestrian boundaries.
The grocery expansion will repeat the architectural language of the existing store, providing a colonnade and canopy for pedestrians at the storefront. Displays and plantings will further create human scale between the grocery entrances at the west façade.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

EDG & DPD Comment:

The applicant should demonstrate the proposed material palette responds to nearby context and satisfies this and all associated University Community Design Guidelines at the MUP stage of review.

Applicant's Response:

Materials appropriate for the parking garage (cast-in-place concrete) will be expressed. Detail will be added at the upper level deck guardrail but will be designed to contain headlight beams and restrain automobiles. Trellis and vertical plantings will create a distinct layer at the openings between garage columns. The low scale and open nature of the facades of this structure will reduce its actual ground level presence.
The grocery expansion will utilize the articulated stucco finishes and the metal colonnade and canopies of the existing store.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

EDG & DPD Comment:

Guidance reflects that found in Hot Button #1 and the responses to A-7 and A-8.

Applicant's Response:

The garage has three western entrances. The north parking entrance is a 40' opening to accommodate truck traffic necessary for store operation. It is flanked by landscape screening trellises. This opening is opposite the loading area of the adjacent retail. The central parking entrance is below an outside corner of the upper level deck that is served by an exterior stairwell. A significant planting area is north of the entrance, further deemphasizing the appearance of a garage entrance. This area is expected to have special paving and four crosswalks as this is an existing primary automobile intersection. The south parking entrance is at a reentrant corner of the upper parking deck, opening it to the sky and exposing the plaza edge and the grocery north entrance beyond. The adjacent pedestrian portal is set back from the curb, visually connecting the plaza with the parking lot.
It should be noted that the garage entrances are accessed from a private drive, with no public right-of-way.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

EDG & DPD Comment:

In addition to the guidance found in Hot Button #1 and the responses to A-7 and B-1, the Board noted that open space provided in the same approximate area as the proposed atrium would provide better solar exposure and would help to break the visual length of the building.

Pedestrian open space for the proposed development should provide strong connections with the proposed University Village pedestrian improvements and should include features such as wide sidewalks, street trees, enhanced landscaping and buffers from vehicle areas, seating opportunities, and gathering areas.

Applicant's Response:

The pedestrian plaza between the grocery north entrance and the garage to the north is approximately 60 feet in width. Currently, a 30 foot wide sidewalk is outside the north grocery entrance. The doubling of width and development of a welcoming space with amenities for pedestrians and shoppers is proposed by the applicant. Elevators, an escalator, a cartalator, and a grand stair will connect the upper parking deck with the ground level plaza. There will covered areas and areas open to sky. Retail food and flower displays will be key features for this space. Seating for use by shoppers, special lighting, water, and an art-form canopy are expected to be significant elements of this space. A covered 'boulevard' sidewalk connects the elevator area with the far eastern edge of the parking field on the ground level, as well as providing easy pedestrian access to the existing Public Storage business entry located at the northeast corner of the grocery store. Pedestrian and shopper (with carts) patterns have been studied to enhance the shared-use of the plaza space and the use of the circulation devices (elevators, etc.)

D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

University Community Guideline #1 (augmenting D-5). The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below grade parking is the next best solution for parking.

University Community Guideline #2 (augmenting D-5). There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.

University Community Guideline #3 (augmenting D-5). Structured parking façades facing the street and residential areas should be designed and treated to minimize impacts, including sound transmission from inside the parking structure.

EDG & DPD Comment:

In addition to the guidance found in Hot Button #1 and the response to A-8, the Board noted that the applicant should carefully screen parking from pedestrian areas, especially adjacent to pedestrians at grade. The proposed north building will be a long structure and making horizontal parking levels visually obvious will increase the perceived length of that building.

Additional retail space should be used to screen the ground level parking if at all possible. Non-opaque screening methods should include high quality materials, adequate screening of headlights, techniques to prevent light fixture glare outside the parking structure, and landscaping. Adequate garage entry signage is preferred to encourage use of parking areas, rather than allowing the parking areas to have a large visual impact on the pedestrian environment.

Applicant's Response:

The garage does not front on a public right-of way, therefore traffic will enter a private drive that is connected to (private) NE 49th Street to the north and to NE 45th Street to the south. The upper level access to the north is via a two-lane ramp. The garage western façade is low in scale and commensurate with the surrounding development. The site is bounded by steep terrain at the north and east elevations, further reducing any potential visual impact of the structure. Parking below grade is not practical in that the water table in this area is within a few feet of the existing ground surface. Screening of headlights and parked cars within the structure will be accomplished with solid guardrails at the upper level and with plantings at the lower level. As the garage is essentially open at all sides, sound will not be contained. However, the garage is adjacent to parking fields to the west and commercial and county uses to the east and significantly below surrounding grade to the north and east. The south edge of the parking garage is adjacent to the grocery building.

D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

EDG & DPD Comment:

The Board noted that restricting the proposed loading areas to the east property line is a positive aspect of the proposal. The applicant should provide design details and hours of service information for loading areas, loading areas for residents moving in/out of the north building, trash/ recycling collection, and other services at the MUP stage of review.

Applicant's Response:

Loading and trash functions will remain at the store's rear (east) façade.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

EDG & DPD Comment:

Comments reflect those found in Hot Button #1 and the response to A-8. The applicant should work to enhance pedestrian safety at all vehicular and pedestrian points of interaction, as well as points of entry to the site (NE 45th St and the north driveway to Union Bay Place NE).

Applicant's Response:

The applicant proposes long-span garage framing to create an open and safe environment for its visitors. The upper level deck is essentially a wide-open parking field, visually accessible from nearly any location. The applicant proposes glass elevators for shopper safety. Pedestrian zones between the garage and store are designed to reduce interaction between shoppers and vehicles by providing logical and efficient routes as shoppers return to their cars.

D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.

EDG & DPD Comment:

Guidance reflects comments found in response to A-3 and A-6.

Applicant's Response:

This section does not apply to the current proposal.

E. Landscaping

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

EDG & DPD Comment:

Due to the grade changes in the area, the roof of this structure will be visible from areas nearby to the west and east. The applicant could use the roof opportunity to reduce storm water runoff, enhance the appearance of the roof area, and improve energy efficiency of the building with planted roof areas.

The applicant should provide landscape plans at the MUP stage of review demonstrating how the proposed development satisfies this guideline.

Applicant's Response:

Significant landscaping it planned for the west façade of the parking garage. In addition, the applicant intends to convert an existing small parking field in the southwest corner of the site to a landscaped area. As previously discussed the applicant intends to utilize vertical trellises to screen the one-story garage along their private drive adjacent to University Village parking and retail. Green factor calculations are provided in our submittal.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

University Community Guideline #1 (augmenting E-3). Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village. The Board is encouraged to consider design departures that allow retention of significant trees. Where a tree is unavoidably removed, it should be replaced with another tree of appropriate species, 2 ½ inch caliper minimum size for deciduous trees, or minimum size of 4' height for evergreen trees.

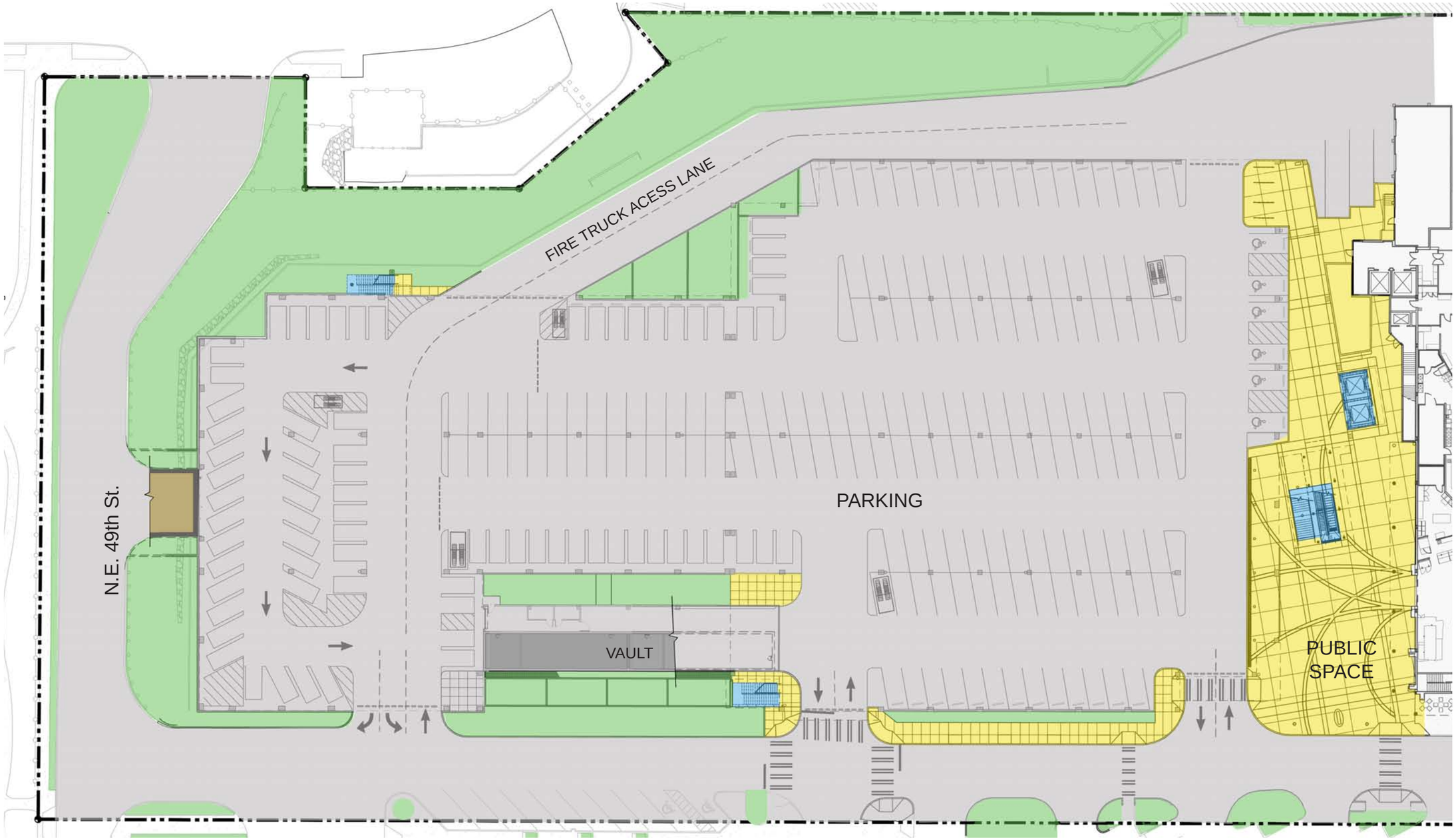
EDG & DPD Comment:

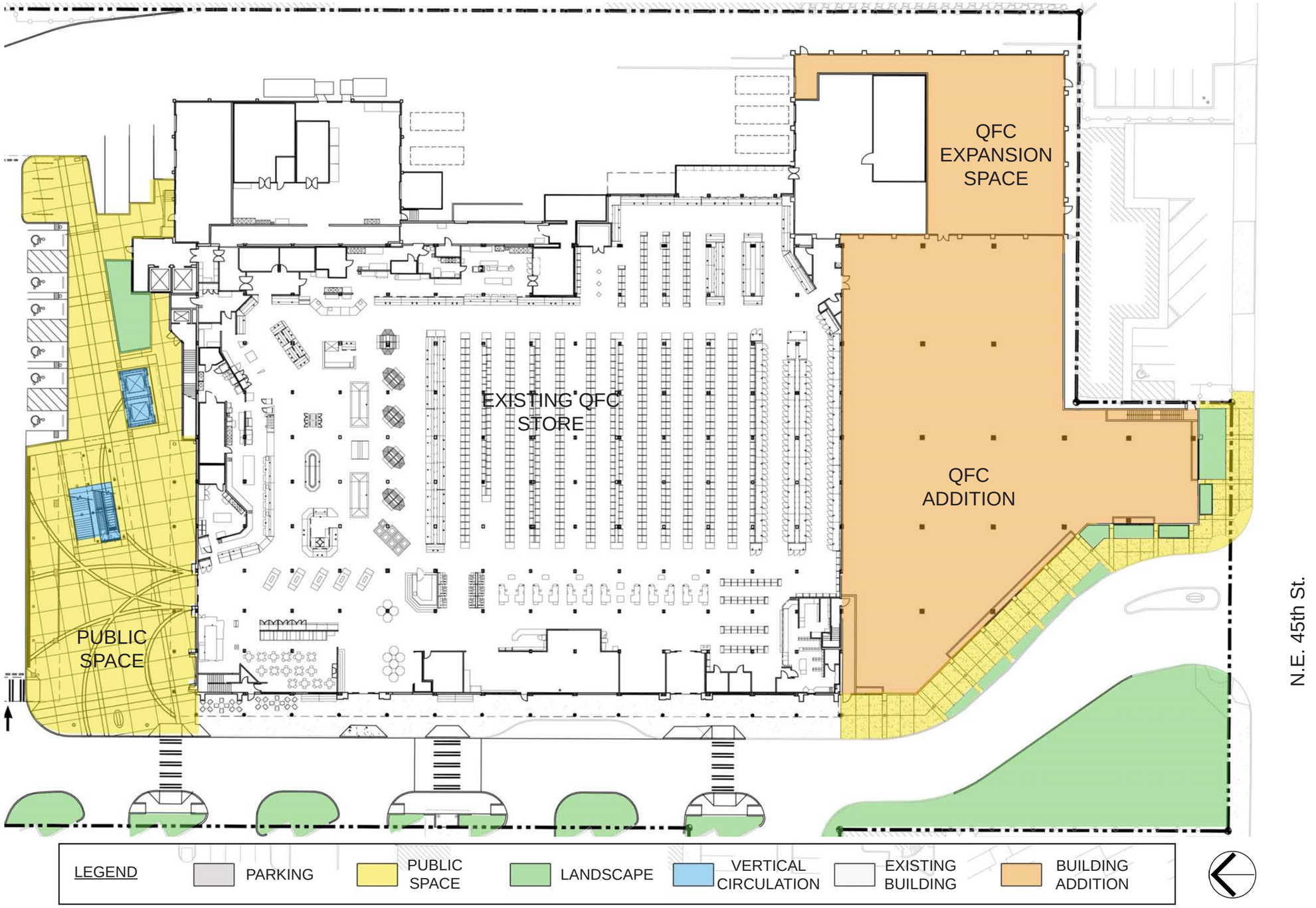
There are several large existing trees on the slopes at the north and east perimeter of the site. The applicant should retain these trees if at all possible, or plant with comparable size and species of trees.

Applicant's Response:

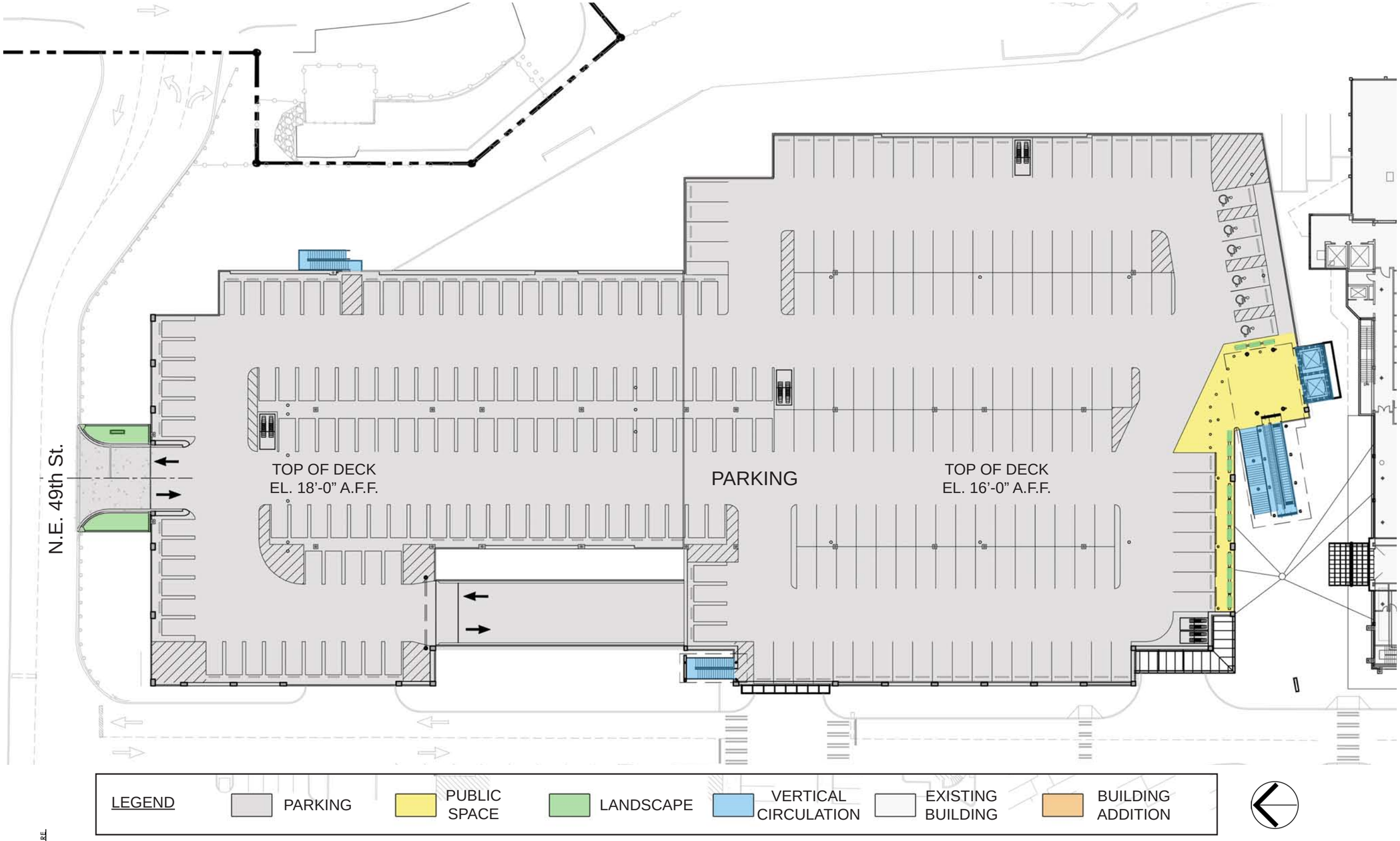
As we establish the bulk and scale of this proposal we will verify the health and grades of these trees. We desire to keep these trees.

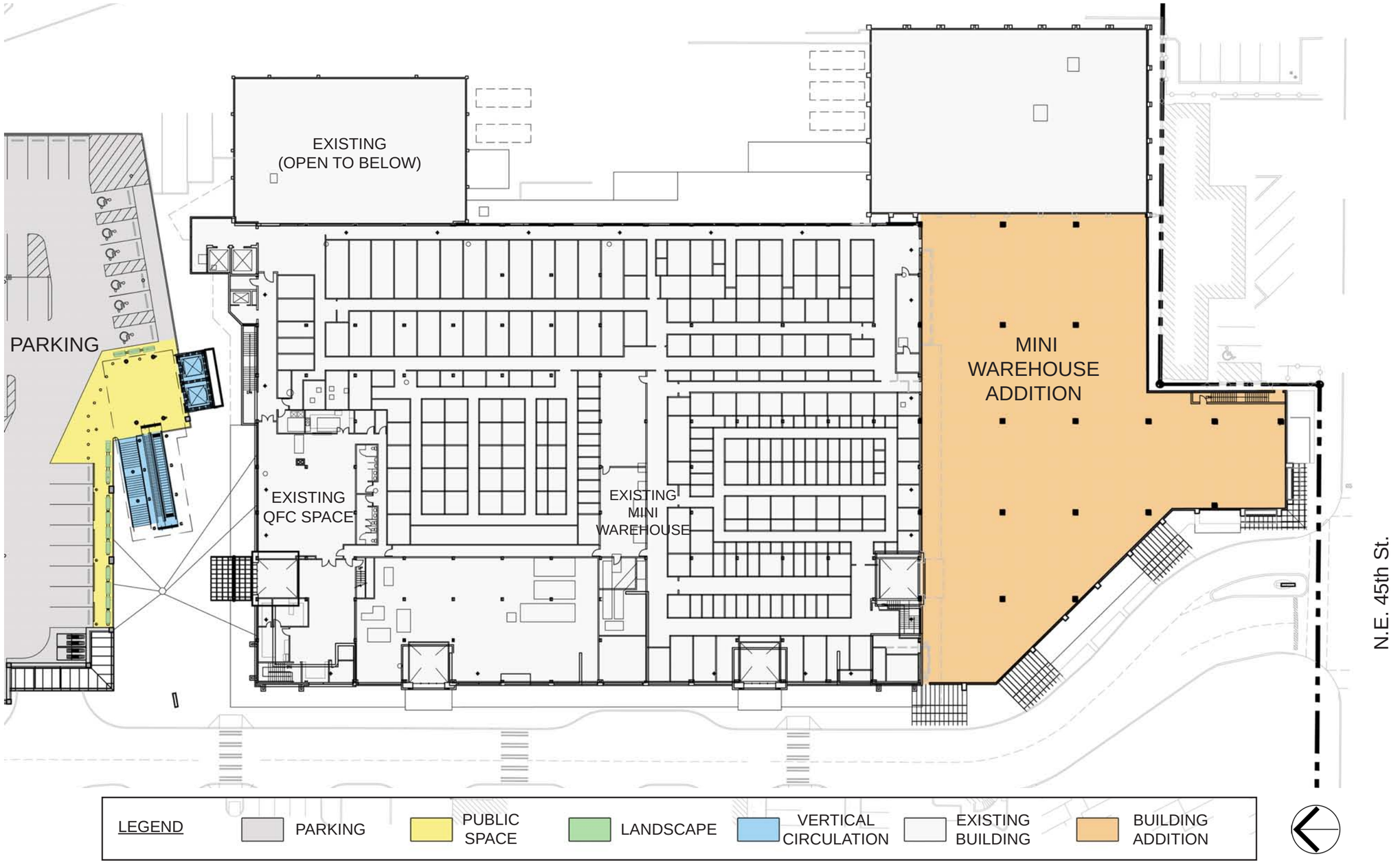
FLOOR PLAN: GARAGE - LEVEL 1

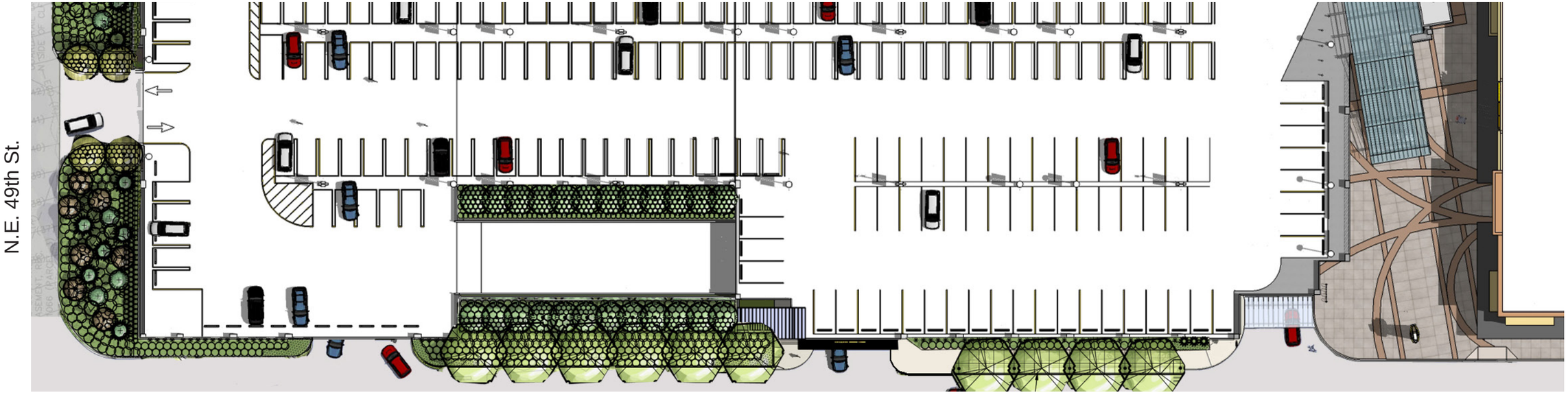



QFC
EXPANSION
SPACE
EXISTING QFC
STORE
QFC
ADDITION
PUBLIC
SPACE
N.E. 45th St.
LEGEND
PARKING
PUBLIC SPACE
LANDSCAPE
VERTICAL CIRCULATION
EXISTING BUILDING
BUILDING ADDITION

FLOOR PLAN: GARAGE - LEVEL 2

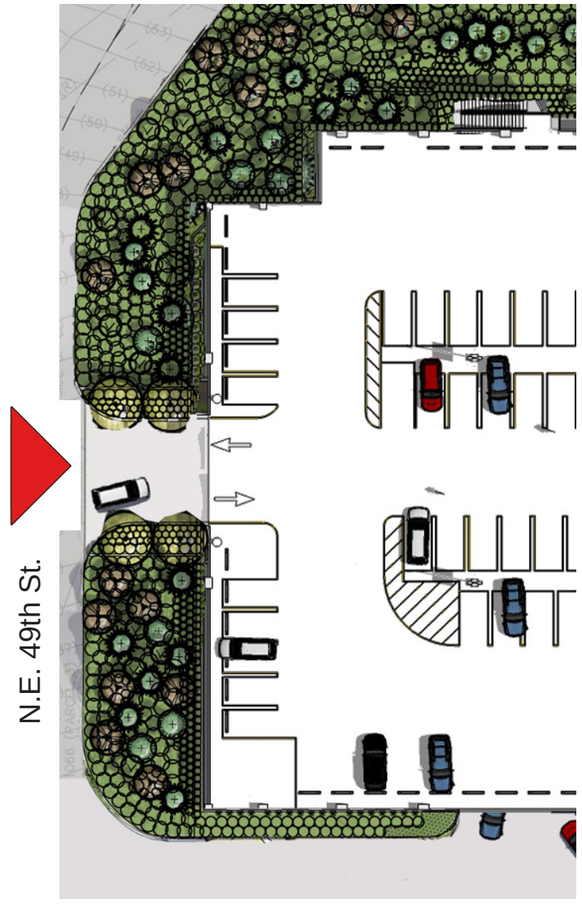



EXISTING
(OPEN TO BELOW)
PARKING
EXISTING
QFC SPACE
EXISTING
MINI
WAREHOUSE
MINI
WAREHOUSE
ADDITION
N.E. 45th St.
LEGEND
PARKING
PUBLIC
SPACE
LANDSCAPE
VERTICAL
CIRCULATION
EXISTING
BUILDING
BUILDING
ADDITION

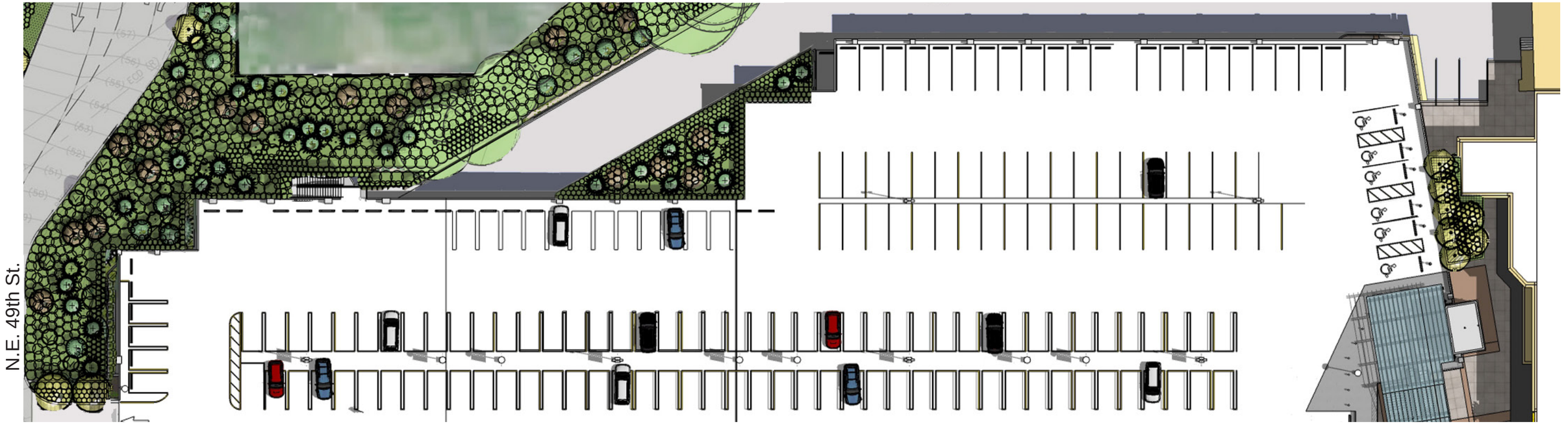


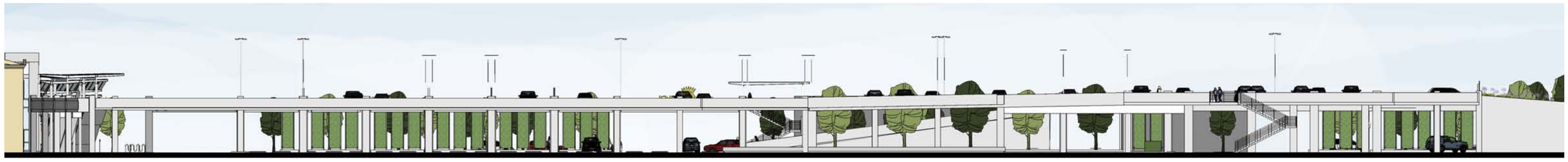
WEST ELEVATION - GARAGE & PLAZA

NORTH ELEVATION - GARAGE

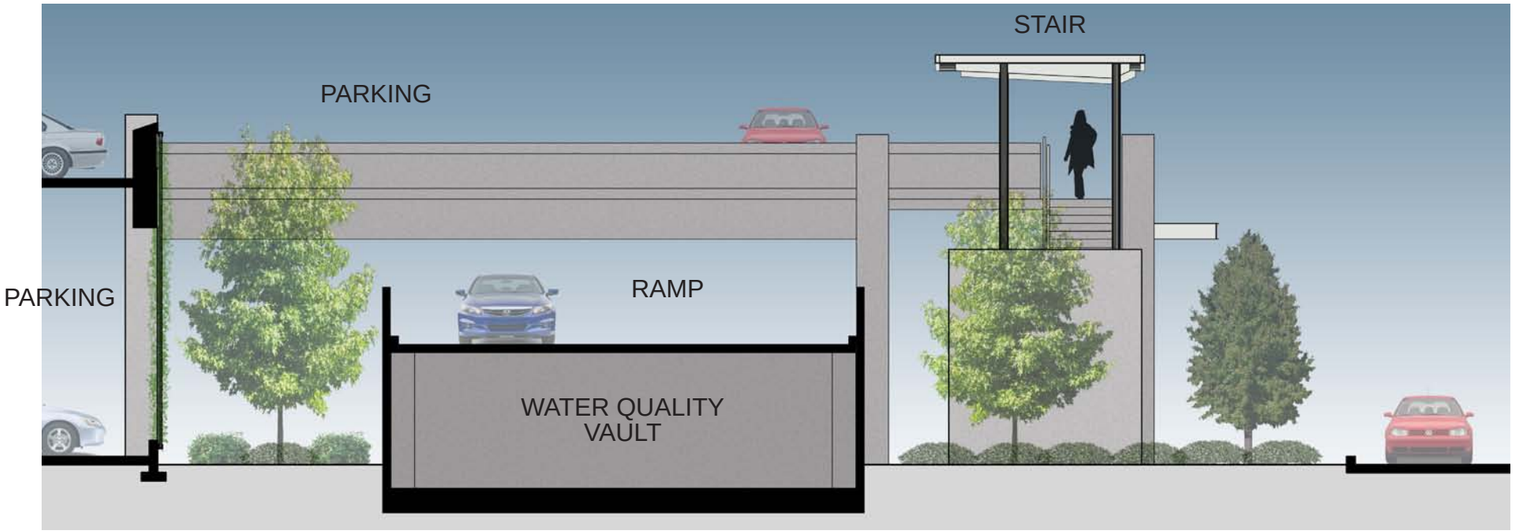


ELEVATION: EAST (GARAGE)

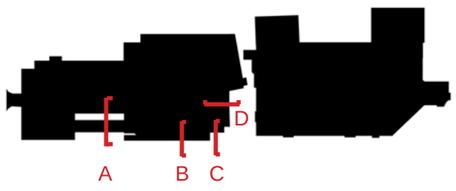


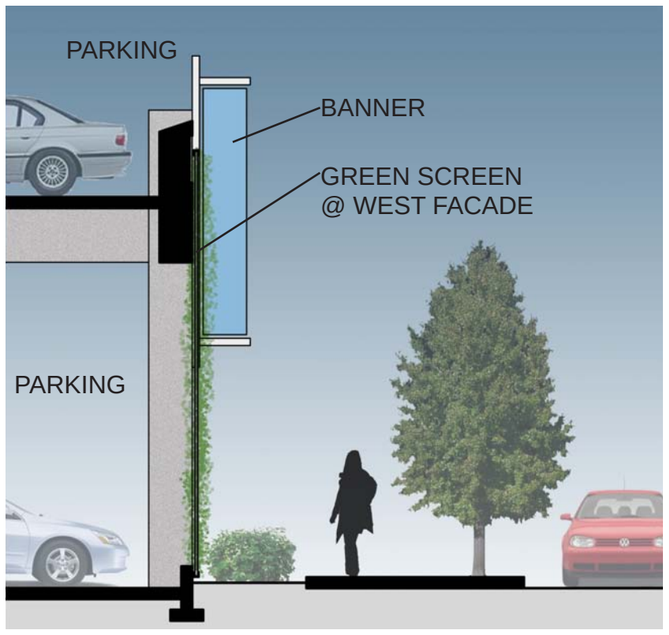


EAST ELEVATION - GARAGE

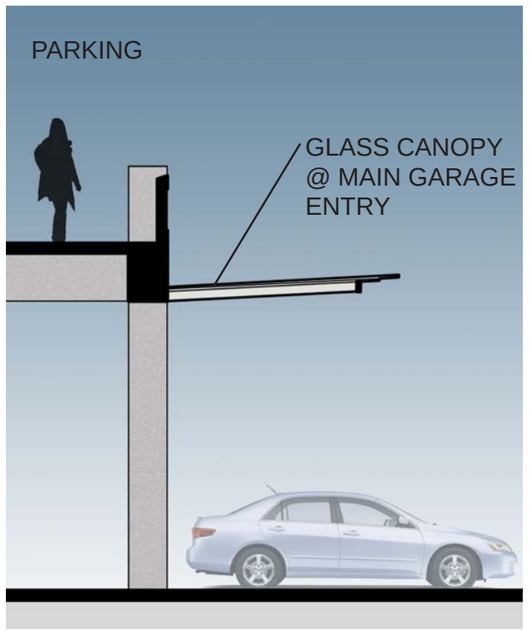


A. SECTION AT GARAGE RAMP

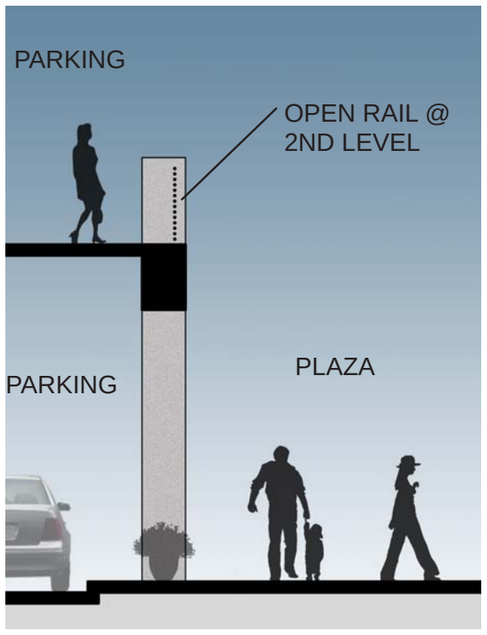




B. SECTION AT GARAGE



C. SECTION AT GARAGE ENTRY



D. SECTION AT GARAGE & PLAZA

EXISTING PARKING LOT

PARKING GARAGE WEST ELEVATION - MAIN ENTRY

EXISTING PARKING LOT

PARKING GARAGE WEST ELEVATION - MID ENTRY

EXISTING PARKING LOT & GARAGE

(NOW DEMOLISHED)

PARKING GARAGE WEST ELEVATION - NORTH ENTRY (FIRE TRUCK ACCESS)

EXISTING 49TH STREET FRONTAGE

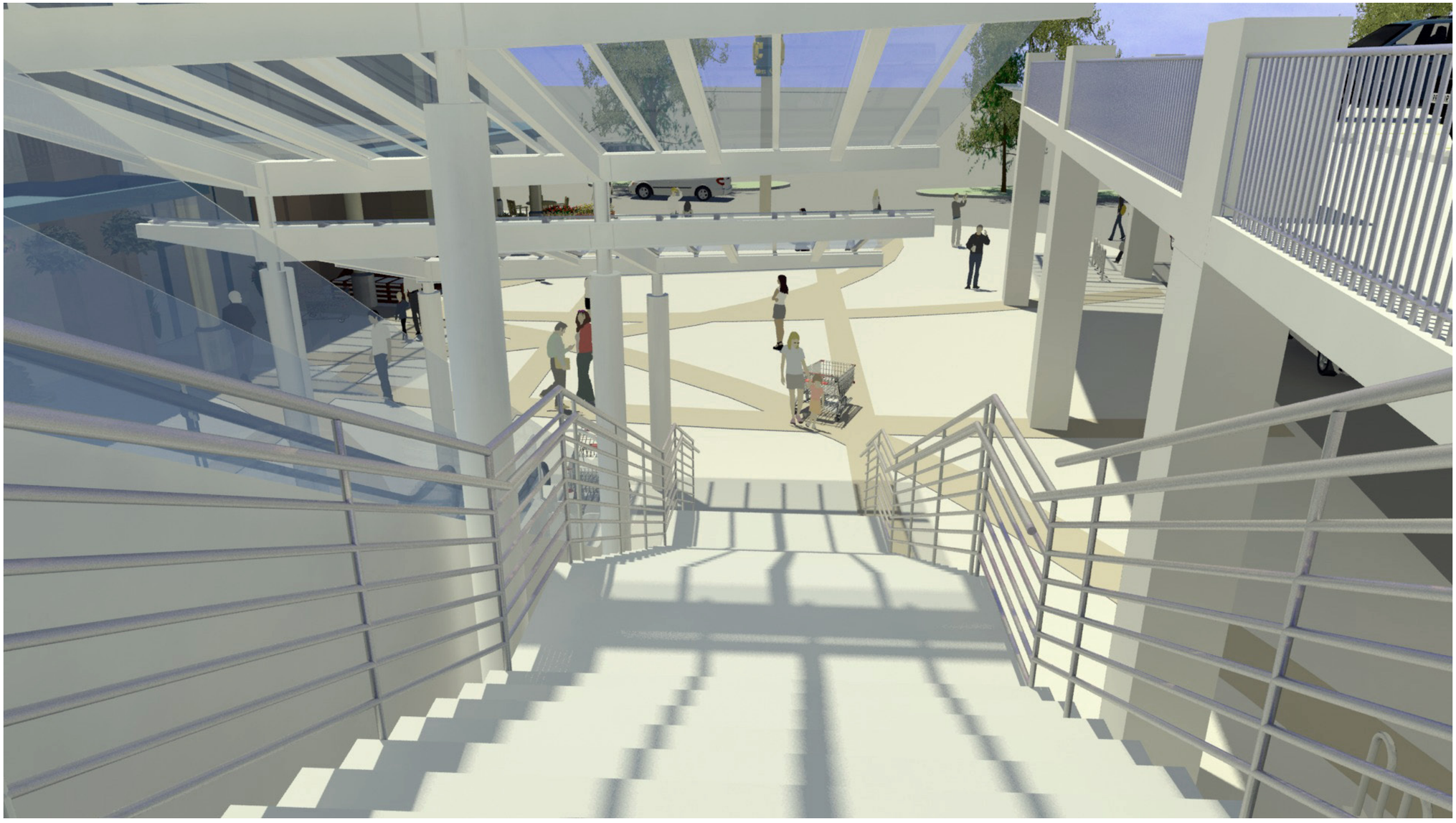
PARKING GARAGE NORTH ELEVATION - RAMP

PERSPECTIVES: GARAGE & PLAZA

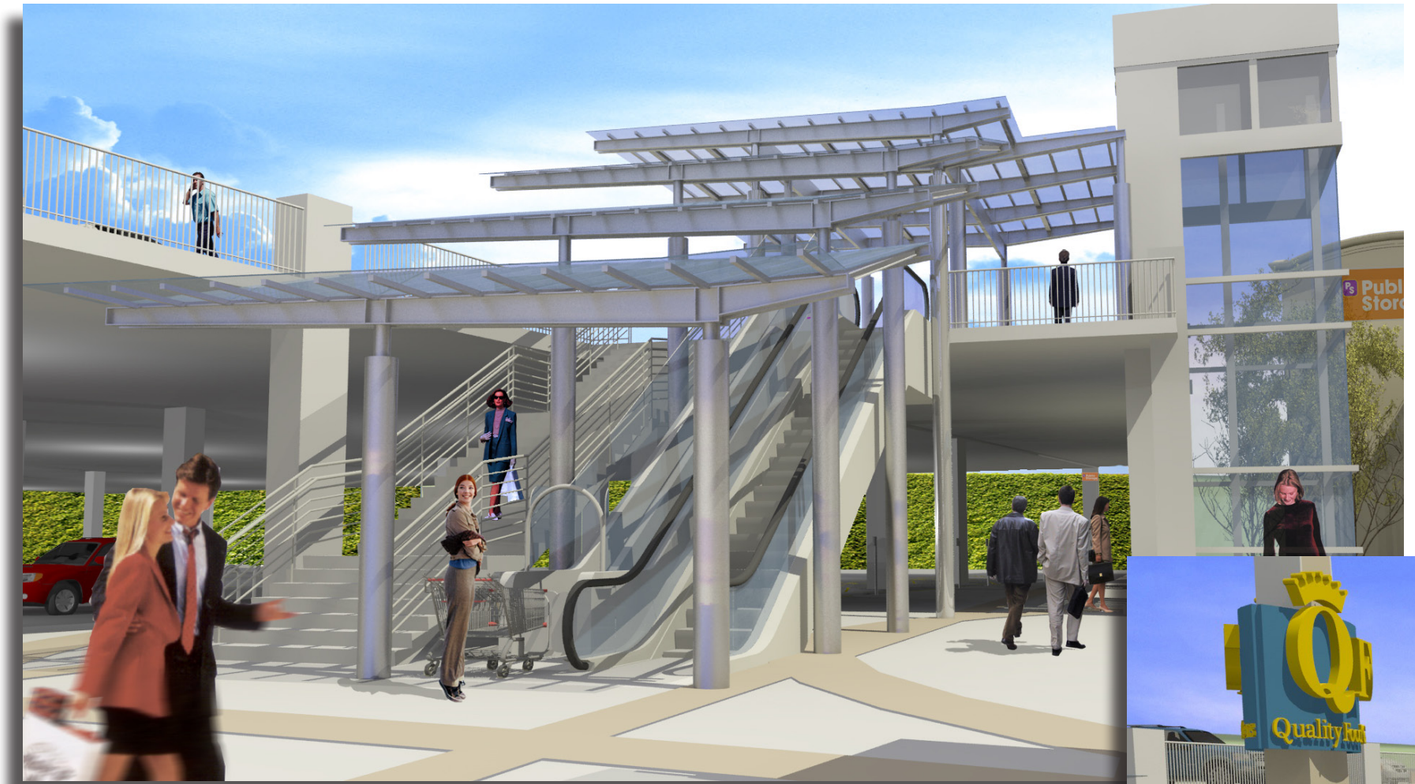
UPPER PARKING DECK

CANOPY AND PLAZA

ELEVATOR ENTRANCE & CANOPY AT UPPER PARKING DECK



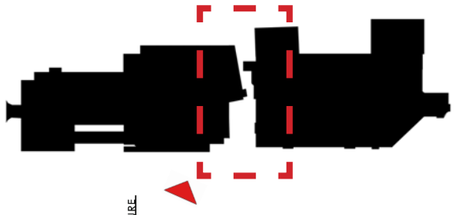
GRAND STAIR



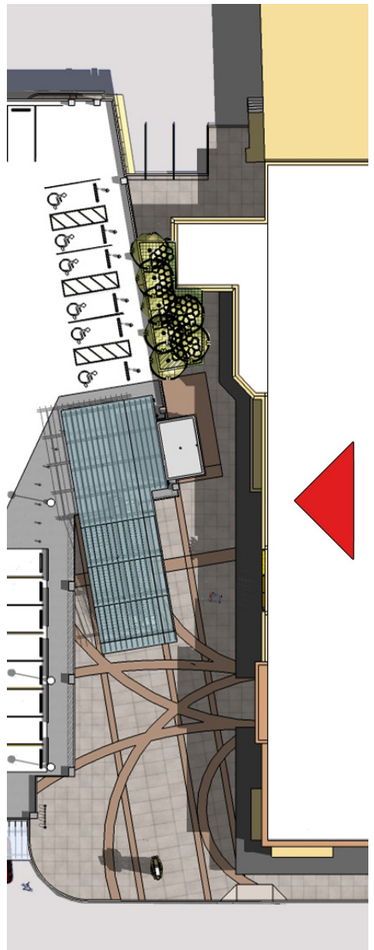
GRAND STAIR AND PLAZA

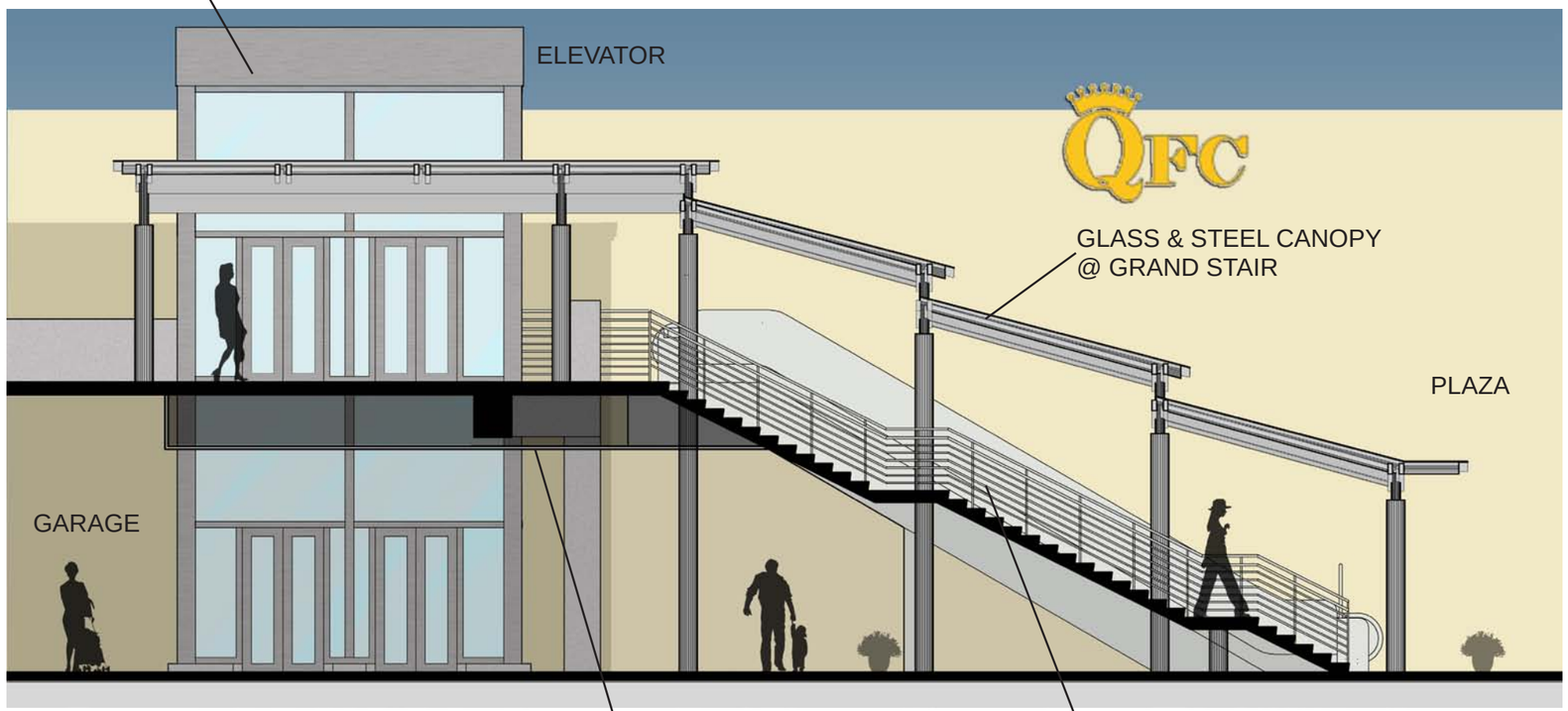
PLAZA

WEST ELEVATION - PLAZA



SOUTH ELEVATION - PLAZA & GARAGE



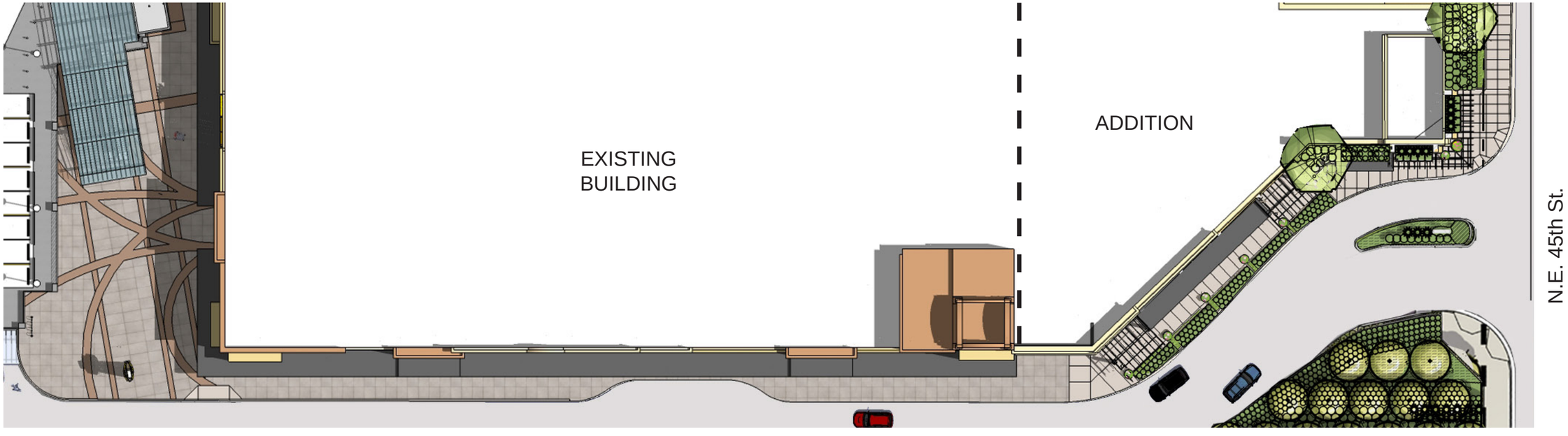


A. SECTION AT GRAND STAIR

EXISTING PARKING LOT

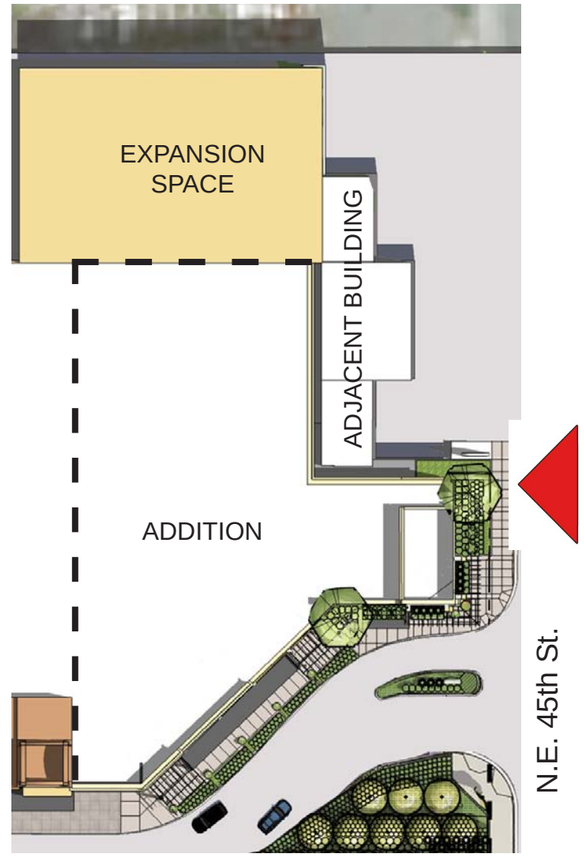
PLAZA VIEW

SITE PLAN & ELEVATION: WEST (QFC)

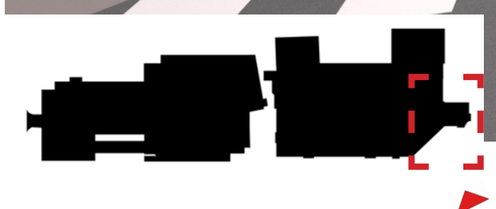


WEST ELEVATION - QFC

SOUTH ELEVATION - QFC ADDITION



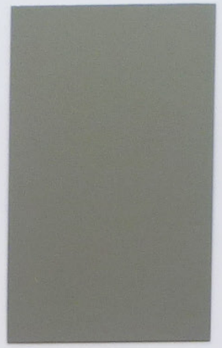
PERSPECTIVES: QFC ADDITION



SOUTHWEST CORNER OF QFC ADDITION

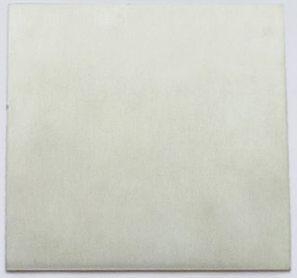
GRAND STAIR E

GRAND STAIR, CANOPIES & ELEVATOR



E Metal Panel

F Glass



G Stainless Steel

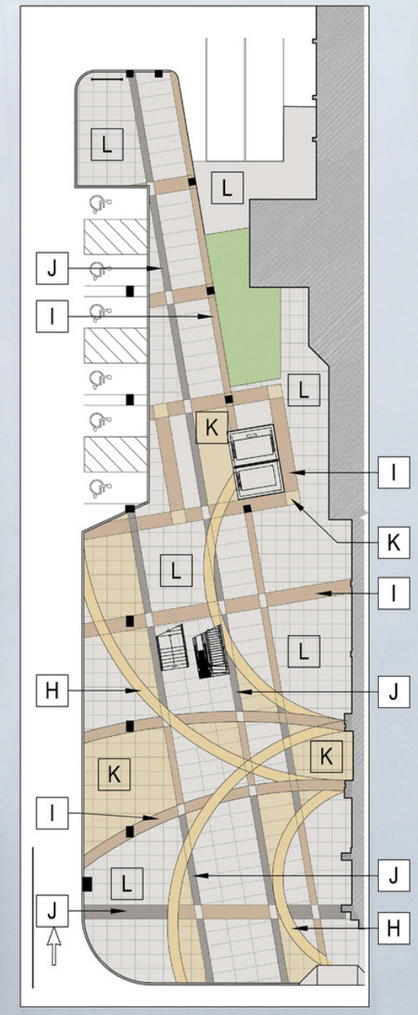
H Chuckanut Gold

I Redmond Rustic

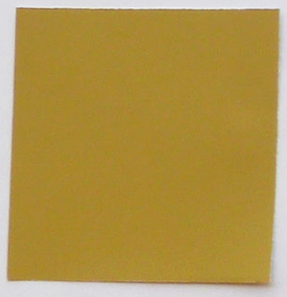
J Pacific Storm

K Palouse

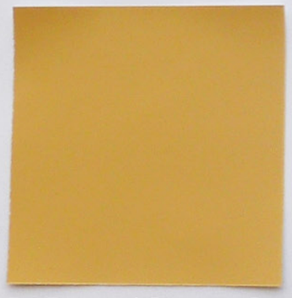
INTEGRAL COLOR CONCRETE



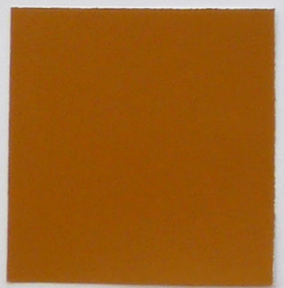
PLAZA CONCEPT SUBJECT TO REFINEMENT



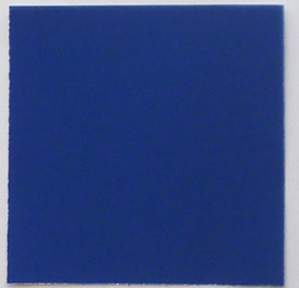
A Blair Gold



B Roasted Sesame Seed



C Dark Mustard

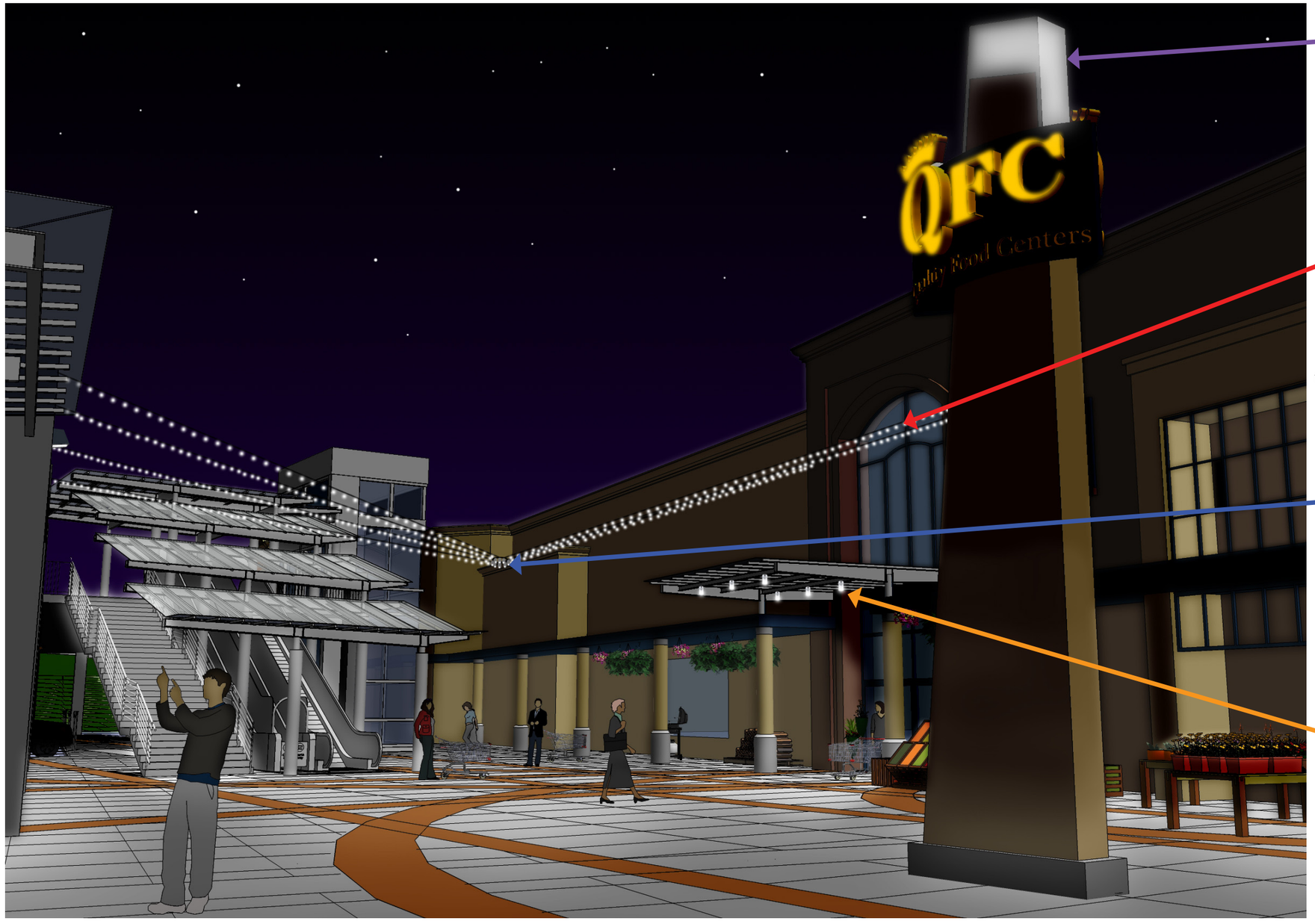


D Dark Royal Blue

PAINT TO MATCH EXISTING BUILDING

GREENSCREEN

L Natural Concrete



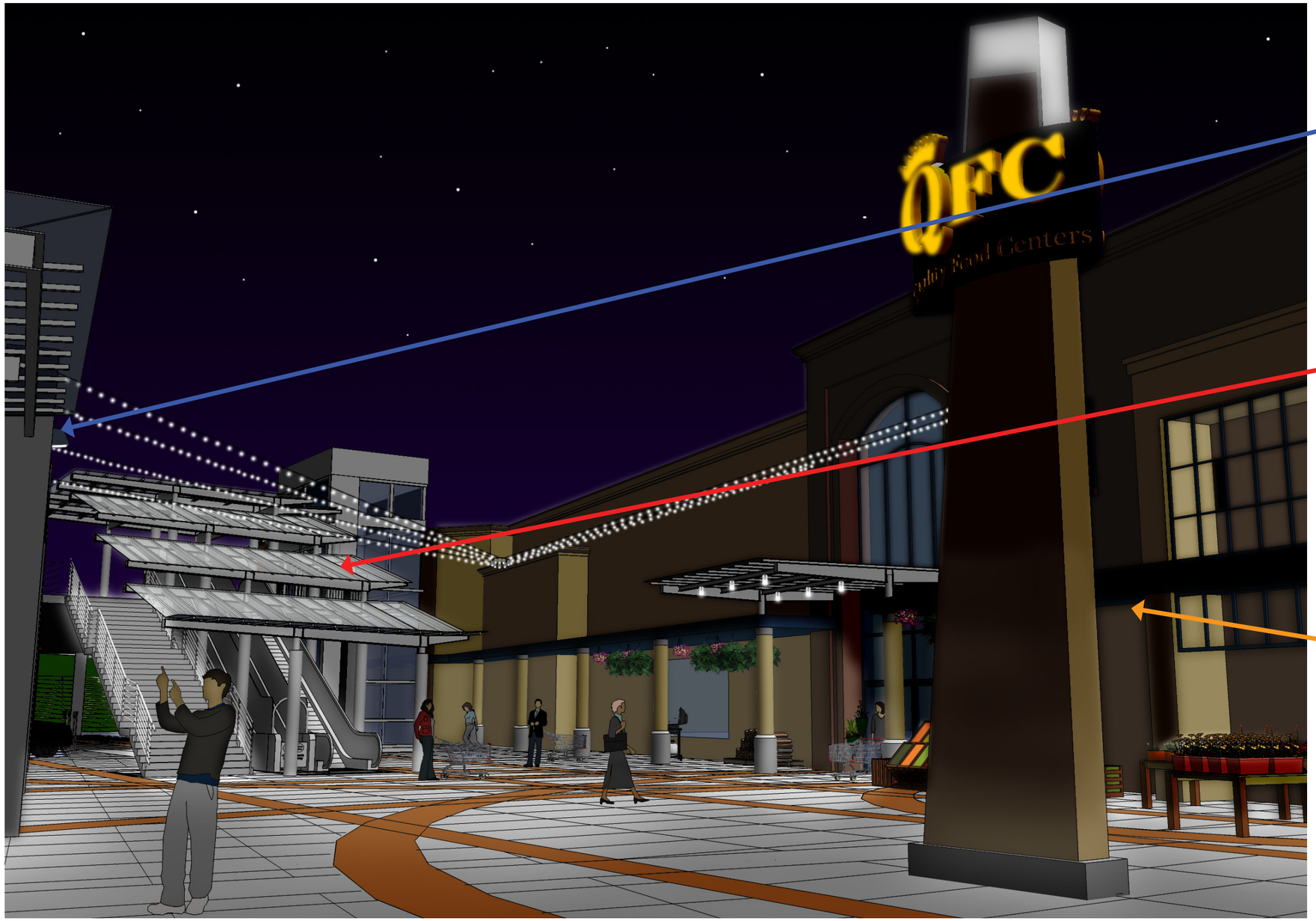
VIEW OF PLAZA

LED Striplights, integrated into pillar “beacon” to give a subtle glow.

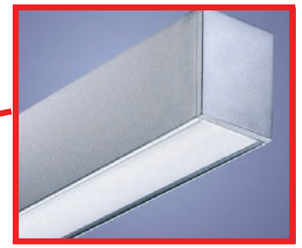
LED Globe Strands, supported by steel cable. Strands meet at structural ring in the center to keep strands in tension and supported even during high wind conditions.

LED Strand Downlights, incorporated into strands to provide functional light levels in the center of the plaza while “going away” visually. Clustered at center structural ring to provide highlight pool of light.

Decorative but Functional CMH or LED Downlights, surface mounted to canopy structure to provide higher light level at entry and decorative sparkle to mark entry.



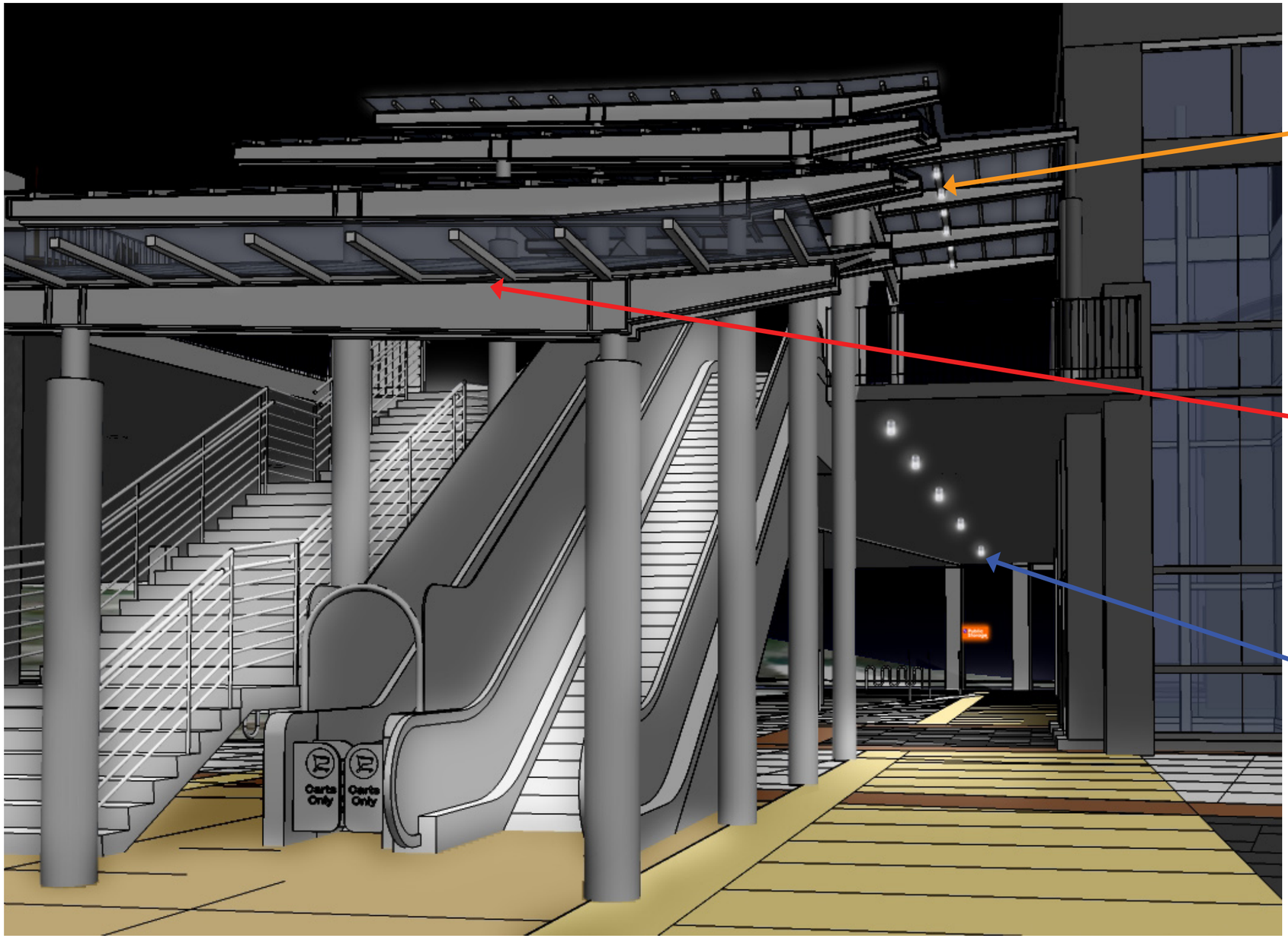
LED or CMH Wallpacks, mounted to parking garage columns to provide functional lighitng around the perimeter.



Linear LED Downlight, surface mounted to underside of stair canopy structure. No protruding surfaces to prevent birds from roosting. Reflection off stairs/ escalator gives the canopy a soft glow.

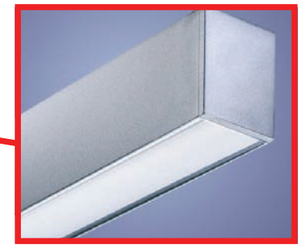
LED Cylinder Downlights, surface mounted existing canopy structure to replace existing wall packs to provide high quality, low glare white light with low maintenance. Existing wall mounted decorative sconces to remain.

VIEW OF PLAZA



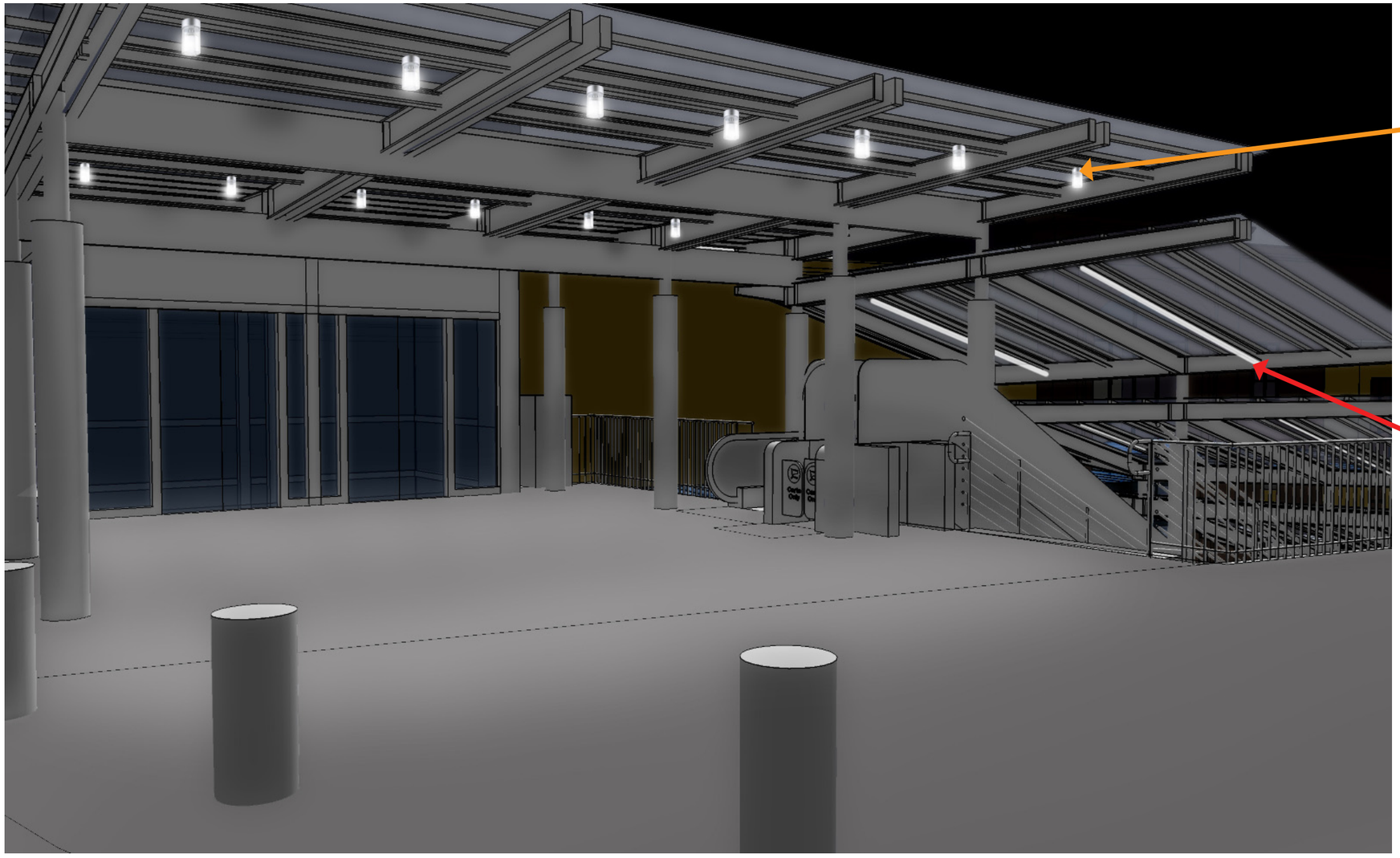
VIEW OF GRAND STAIR & PATHWAY TO PUBLIC STORAGE

Decorative but Functional CMH or LED Downlights, surface mounted to canopy structure to provide higher light level at entry and decorative sparkle to elevators. Creates a point of destination for those on the upper level parking deck.



Linear LED Downlight, surface mounted to underside of stair canopy structure. No protruding surfaces to prevent birds from roosting. Reflection off stairs/ escalator gives the canopy a soft glow.

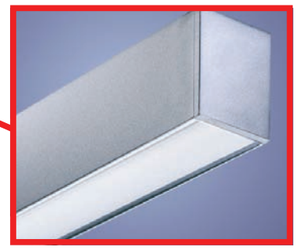
Decorative but Functional CMH or LED Downlights, surface mounted to canopy structure to provide higher light level along path leading to Public Storage. Creates an inviting presence for those walking to Public Storage, encouraging their visit.



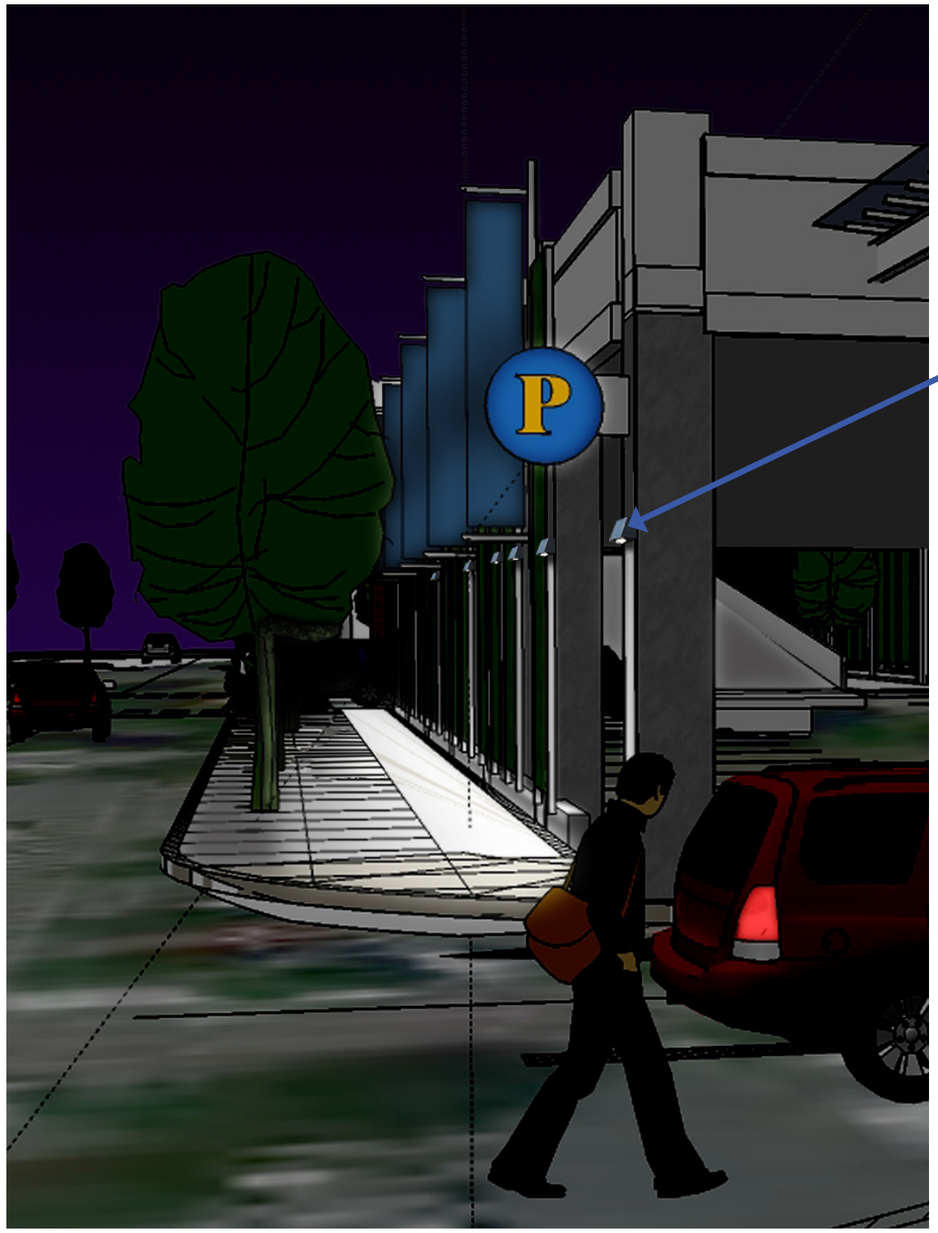
VIEW OF ELEVATOR CANOPY AT UPPER DECK

VIEW OF ELEVATOR CANOPY - UPPER DECK

Decorative but Functional CMH or LED Downlights, surface mounted to canopy structure to provide higher light level at entry and decorative sparkle to elevators. Creates a point of destination for those on the upper level parking deck.



Linear LED Downlight, surface mounted to underside of stair canopy structure. No protruding surfaces to prevent birds from roosting. Reflection off stairs/ escalator gives the canopy a soft glow.



VIEW OF STREET

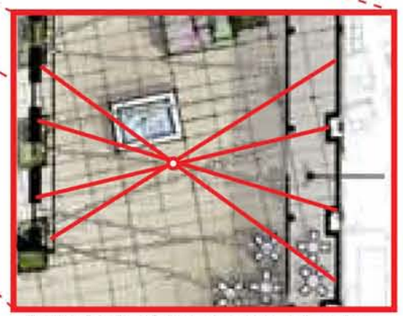
LED or CMH Wallpacks, mounted to parking garage columns to provide lighting along sidewalk.

SITE PLAN OVERVIEW

LED or CMH Parking Deck Pole Light, 17' tall round, tapered, aluminum pole sitting on 3' tall base, total 20' overall height. 100 W LED or CMH lamping.

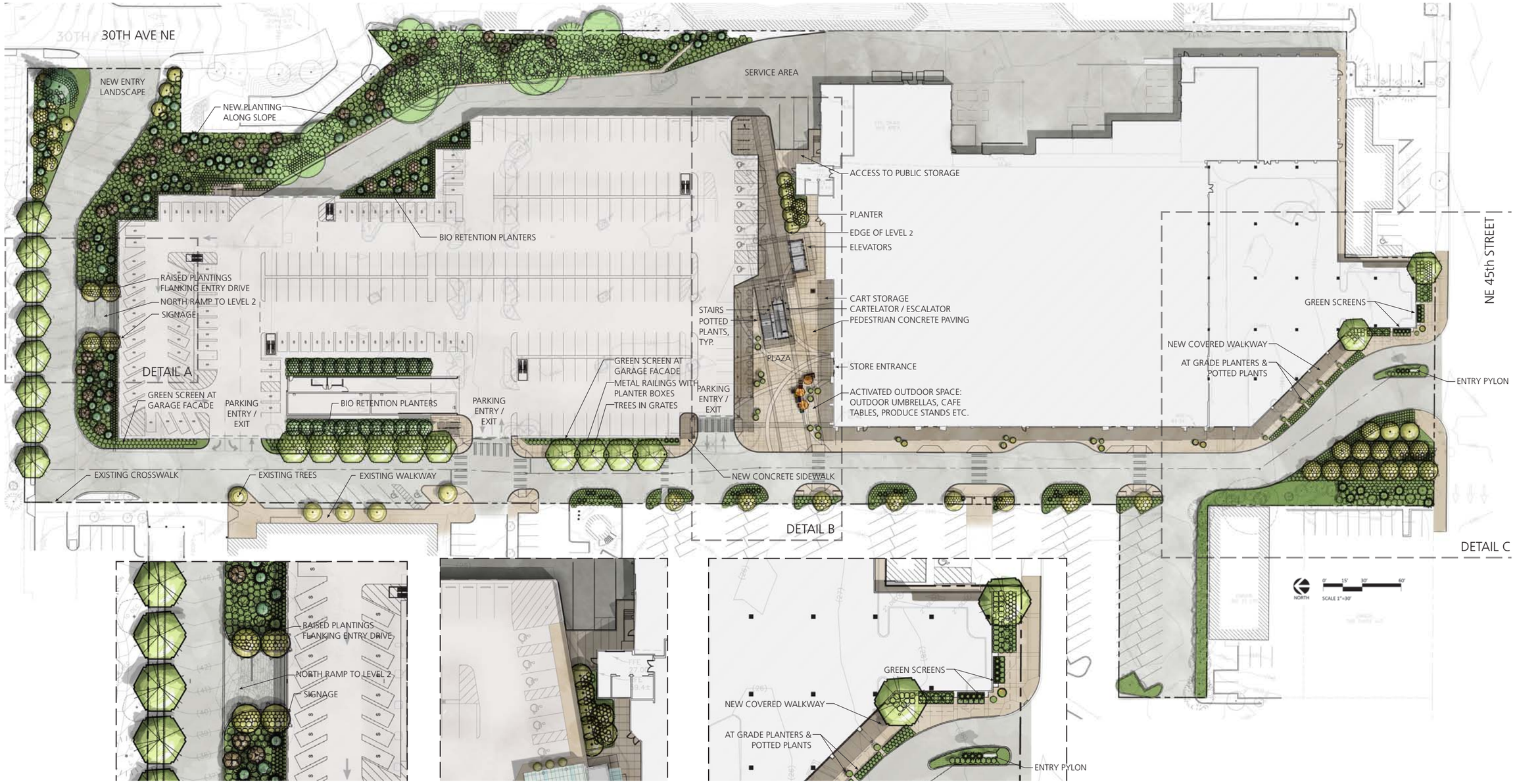
- Triple-headed pole. Quantity and location estimated.
- Double-headed pole. Quantity and location estimated.

LED or CMH Parking Garage Fixture, surface mounted to deck. Dimming responsive to motion sensors. Count two per structural bay.



LED Globe Strand pattern in plan view, centered in plaza, in front of main entrance.

LANDSCAPE PLAN




ACCESS TO PUBLIC STORAGE
RAISED PLANTERS
EDGE OF LEVEL 2
ELEVATORS
CARTELATOR / ESCALATOR
STAIRS
PRODUCE CARTS
PEDESTRIAN CONCRETE PAVING
GREEN SCREEN AT GARAGE FACADE
POTTED PLANTS, TYP.
PLAZA
STORE ENTRANCE
OUTDOOR UMBRELLAS, TYP.
CAFE TABLES, TYP.
GREEN SCREEN AT GARAGE FACADE
METAL RAILINGS WITH PLANTER BOXES
TREES IN GRATES
GREEN SCREEN AT GARAGE FACADE
PARKING ENTRY / EXIT
PARKING ENTRY / EXIT
NEW CONCRETE SIDEWALK
ENTRY PYLON
RAISED PLANTERS
CROSSWALK
PEDESTRIAN LIGHT POLES
EXISTING TREES
CROSSWALK
CROSSWALK
CROSSWALK

LANDSCAPING MATERIALS

DECIDUOUS TREES

Acer circinatum
Vine Maple

Amelanchier alnifolia
Serviceberry

Betula papyrifera
White Birch

Corylus cornuta
Beaked Hazelnut

Carpinus betulus 'Fastigiata'
Pyramidal Hornbeam

Cercidiphyllum japonicum
Katsura Tree

EVERGREEN TREES

Thuja plicata
Western Red Cedar

Thuja plicata 'Hogan'
Hogan Cedar

Pseudotsuga menziesii
Douglas Fir

LARGE SHRUBS

Mahonia aquifolium
Oregon Grape

Physocarpus capitatus
Pacific Ninebark

Ribes sanguineum
Red Flowering Currant

Vaccinium ovatum
Evergreen Huckleberry

ACCENT SHRUBS

Cornus sericea 'Isanti'
Isanti Redtwig Dogwood

Cornus sericea 'Flaviramea'
Yellowtwig Dogwood

Rosa nutkana
Nootka Rose

Symphoricarpos albus
Snowberry

FERNS

Polystichum munitum
Western Sword Fern

Athyrium filix-femina
Lady Fern

LOW SHRUBS AND GROUNDCOVER

Cornus sericea 'Kelseyi'
Dwarf Red-Osier Dogwood

Gaultheria shallon
Salal

Mahonia repens
Creeping Oregon Grape

Arctostaphylos uva-ursi
Kinnikinnick

Rubus 'Emerald Carpet'
Emerald Carpet Bramble

GRASSES

Carex obnupta
Slough Sedge

Carex stipata
Beaked Sedge

Juncus effusus
Soft Rush

Juncus ensifolius
Daggerleaf Rush

VINES

Akebia quinata
Five-leaf Akebia

Lonicera ciliosa
Orange Honeysuckle