



City of Seattle

Gregory J. Nickels, Mayor

**Department of Planning & Development**

D.M. Sugimura, Director

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**FINAL RECOMMENDATIONS  
OF THE  
QUEEN ANNE/MAGNOLIA DESIGN REVIEW BOARD**

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**BACKGROUND INFORMATION:**

Project Number: **3008622**

Address: **1900 Queen Anne Avenue North**

Applicant: **Bob Tiscareno, Tiscareno Architects  
for Joe Geivett, Emerald Bay Equity**

Meeting Date: **November 5, 2008**

Report Date: **February 6, 2008**

Board Members Present: **Kristen Clem  
Mark Garrell  
Matt Roewe, Chair  
John Rose**

Board Members Absent: **David Nemens  
Bill Vandeventer**

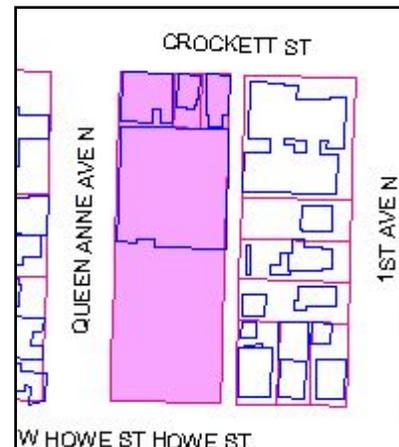
DPD Staff Present: **Lisa Rutzick**

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**SITE & VICINITY**

The subject site is located within a Neighborhood Commercial 2 zone with a 40-foot height limit (NC2-40) and a Pedestrian 2 Overlay. This zoning extends north and south of the site, as well as across the street to the west. The lot is approximately 42,000 square feet and is a rectangular shape. The site is currently developed with a 15,000 square foot grocery store with surface parking for approximately 56 vehicles, an apartment building and two single family structures occupied by non-residential uses.

The subject block is bounded to the west by Queen Anne Avenue North, Crockett Street to the north, Howe Street to the south and First Avenue North to the east. Across Crockett Street to the north is a



Safeway grocery store. To the south and across Howe Street are a residential structure and a church. Across the alley, abutting the length of the site long the east side, the zoning changes to Single Family (SF) 5000 and the development consists of single family structures, an apartment building and a church. The alley is approximately ten feet higher than the Queen Anne Avenue North side of the site.

## **PROJECT DESCRIPTION**

The project proposes the design and construction of a mixed use building with approximately 110 residential units located above ground level commercial uses. The design includes a 20,000 square foot Metropolitan Market grocery store at the ground level along with smaller retail commercial spaces. All of the parking (approximately 185 stalls) for the proposed development will be provided in a below grade garage that is accessed from the street. Loading for the grocery store is proposed off of the alley.

**EARLY DESIGN GUIDANCE: MAY 7, 2008**

## **DESIGN PRESENTATION**

The architect presented four alternative design schemes. All of the options showed commercial and residential parking accessed from Crockett Street and the loading and unloading activities off of the alley, which will be widened by two additional feet (from 16' to 18'). All of the schemes also include some configuration of an entry plaza along the Avenue and have the ability to incorporate the existing Elfreida Apartment building at the northwest corner of the site.

The first scheme (Option A) proposed two courtyard style buildings over a podium. One of the courtyards faces the west and other faces east.

In Option B, the preferred scheme, the proposed massing is an S-shape with open at grade plaza spaces, one facing west (Queen Anne Avenue) and one facing east (alley).

Option C proposed an E-shaped building with two courtyard open spaces facing west (Queen Anne Avenue) above the podium.

Option D broke the massing into two buildings with an entry courtyard at grade along Queen Anne Avenue and two open spaces facing east above the podium.

## **PUBLIC COMMENT**

Approximately 35 members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Agree that Option B is the strongest scheme in terms of addressing the Design Guidelines. Supports the differing canopies, open space provisions and strong corners. Would like to see the massing broken into 45' long modules. Also interested in how the proposed massing will address and be sensitive to the single family zone to the east.

Questions how a consistent vocabulary and materials will manifest in this scheme. The bus stop at the south end should incorporate art work. The plaza defines itself as it's own element.

- Appreciates the developer's efforts to work with the community. Clarify that the retail parking will enter from Crockett, but concerned that traffic backing up from Boston will create traffic conflicts. Also concerned with the truck and retail traffic generated by the proposed development on Crockett Street.
- Proposed project is a dramatic improvement from previous proposals because the Met Market is staying, the scale of the building is different and the truck loading is better addressed. Would like to see a smaller scale building and some alternatives to the truck loading. Also supportive of having the church walkway across the alley be protected from truck maneuvering.
- Suggest vacating the east half of Crockett to allow angle parking on the street and convert portion of right-of-way into a park.
- Appreciate the commitment to the public process. Identifies main elements of the proposed project as the Elfreida, central courtyard and Met Market. How these different elements are integrated into one project is critical. Additional height relief is needed through varying parapets.
- The Queen Anne Historical Society feels that the Elfreida Apartment building is an important building to be preserved. The Society is involved in having a structural report completed on the Elfreida to better understand its structural integrity.
- Clarify that the proposed massing meets FAR. Agree that Option B is preferred. Clarify the sidewalk widths. Crockett is a wide right-of-way and the sidewalk should have more greenery and less paving.
- The freight handling area should be relocated and mimic the loading layout used at the Tribeca development in lower Queen Anne. Concerned with noise generated on the site. Prefer access off of Queen Anne Avenue.
- Concerned that the alley cannot handle the proposed construction without tiebacks to the church's foundation across the alley.
- Enthusiastic about proposed plaza concept. Wants to make sure that the property management deals with garbage collection.
- Support closing off Crockett to traffic.
- Encourage more landscaping on the proposed courtyard.

**FINAL RECOMMENDATION: NOVEMBER 5, 2008**

### **DESIGN PRESENTATION**

At the Recommendation meeting, the architect presented a further evolved design concept and details for review by the Board. The vehicular access is from Crockett Street and the truck loading is located off the northern end of the alley. The ground floor commercial uses are divided between one large grocery store space (23,000 sq. ft) and several smaller retail spaces. The architectural massing has been divided into four masses: the reconstructed Elfreida façade at the northwestern corner, the pavilion building, the central entry plaza area and the "metropolitan" portion that will contain and is defined by the grocery store. The sidewalks along both Howe and Crockett have been widened. The design of the north façade responds to the more commercial and institutional contact with

the Efreida façade and garage entrance. The south façade responds to the more residential context with residential uses as the topography rises.

The Efreida will be demolished and the majority of the bricks salvaged and re-used to rebuild the façade exterior in a manner that emulates the proportions, cornice, brick details and entry element. New windows and canopies will be added. The pavilion mass next to the Efreida massing has been redesigned to be subservient to the Efreida and extends the lines and proportioning established by the Efreida. The new portions of the building above this corner element are set back approximately six feet on both sides of the corner, to give greater prominence to the lower three story portion.

The proposed design also plans to take advantage of the Queen Anne Design Guidelines that are drafted but not yet adopted. The provision, if adopted by City Council, will allow additional height in exchange for setting back the upper floor.

### **PUBLIC COMMENT**

Approximately 15 members of the public attended the Recommendation meeting and a letter was submitted. The following comments, issues and concerns were raised:

- Presented two photos of the apartment building located at the southern end of the alley across from the proposed site. Concerned that truck loading to the proposed grocery store will obstruct access to the two-car garage facing the alley. Also concerned that the 18' alley width is too narrow.
- Pleased with the shifting of the building mass towards the Avenue and away from the lower density zone to the east. Also appreciative of the setting back of the uppermost floor along the Avenue to minimize the height and scale along this neighborhood corridor. Very supportive of the undergrounding of power lines and locating the vehicle access off Crockett and away from the more residential uses and zone to the east.
- Concerned that the alley won't support the weight of the trucks accessing the grocery loading area.
- Opposes the grocery store's plans, despite the nice design. The truck access should be located where the proposed bowling alley type use is shown. The noise generated at the loading areas must be shielded away from the neighbors.
- Clarification that the proposed design is not adaptive re-use of the Efreida building. Also noted that the historic report was not available in the project file at the time it was reviewed by a member of the public. The Bethany Presbyterian church across the alley from the subject site is a historic landmark and therefore there are adjacency issues per the draft QA Design Guidelines apply.
- Clarification of the proposed studio size [375-480 sq. ft.].
- Opposition to the store plan due to noise generated by grocery store delivery trucks and surplus truck parking in the neighborhood. Disputes the submitted traffic study and projections for future loading/unloading activities and parking congestion.
- Submitted graph and video of the truck activities and truck sizes at the current surface parking lot over the course of the day.
- Oppose the proposed structure because it will block views from private residences.

- Concerned that the excavation at the subject site will jeopardize the foundation and/or stability of the houses across the alley to the east.
- Would like to see access off of Queen Anne Avenue and feels that dedication of alley width increases should not be split between the properties on either side.

### **PRIORITIES**

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 siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project. The Board's recommendations on the design response are noted in bold text following the EDG guidance.

#### **A. Site Planning**

##### **A-4 HUMAN ACTIVITY**

**New development should be sited and designed to encourage pedestrian activity on street.**

##### **A-5 RESPECT FOR ADJACENT SITES**

**Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

##### **A-8 PARKING AND VEHICLE ACCESS**

**Automobile impacts on adjacent properties and the pedestrian environment should be minimized.**

##### **A-10 CORNER LOTS**

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

The Board encouraged the applicant to continue working with Picture Perfect Queen Anne as they design the right-of-way. Wider sidewalks are encouraged. The Board emphasized the importance of developing a respectful and consistent relationship of the overall massing and design of the development to the streetscape, pedestrian environment and general pattern of development in the neighborhood. The Queen Anne façade should enhance and encourage safe and interesting pedestrian activity, while also integrating the commercial development along the length of the street. The Board agreed that the corners of the building at the street intersections should be strong with 90-degree angles either at or set back from the property line. Activity at these corners should be encouraged through the design of the commercial spaces and right-of-way improvements.

The Board would like to see large storefront windows with multiple entries for the commercial use along Queen Anne Avenue. The Board noted that the storefront windows

should be transparent through to the store interior to maintain visual interaction between the private and public realms. The Board encouraged programming the grocery to locate specific departments at the sidewalk edge that lend themselves to creating a changing and colorful aesthetic, such as the floral, produce and café areas. Operable windows that would further engage the pedestrian activity with the commercial are desired. The Board expects to see the details of these storefront windows at the next meeting.

The Board suggested that the mechanical equipment at the alley be enclosed/screened from views from the east. The Board will also be interested in knowing that location of this mechanical equipment is most sensitive to the noise receptors of the single family zone. The Board would like to see the design of this screening and understand how it addresses visual, noise, security and exhaust impacts to the neighbors.

The Board voted unanimously that taking access from Queen Anne Avenue is unacceptable and would compromise the pedestrian environment. The Board discussed the need for a full explanation and accommodation of loading and unloading activities associated with the proposed grocery store. A review of the turning diagrams, delivery patterns and other activity related to a grocery will help develop a better understanding of the use, its impacts and appropriate design solutions. Accordingly, the Board will be interested in verifying that the preferred alternative will have the least impacts (i.e., all loading/unloading and maneuvering contained on site). The Board also noted that backing into the loading space is highly undesirable. The Board reinforced that the essential objective is to minimize impacts to the pedestrian environment.

**At the Final Recommendation meeting, the Board expressed appreciation for the efforts to retain the Metropolitan Market tenant at this location. They also were very pleased with the proposed multiple entrances to the grocery store and smaller retail spaces along with proposed operable windows along Queen Anne Avenue for the grocery store to allow spillover and activity from the store onto the sidewalk.**

**The Board was also supportive of the enclosed mechanical equipment at the rooftop to prevent views of the equipment and help minimize noise to neighbors. The vehicular access is proposed from Crockett Street and the loading and service area from the alley as shown in the previous meeting and supported are by the Board. The Board also reviewed the truck loading diagrams presented and agreed that the approach seemed reasonable and involved the least obtrusive maneuvering along the alley while avoiding the street.**

**The Board expressed concern that the southwest corner of the building was less resolved than the other corners. The Board agreed that the top portion of the corner bay, in particular, either should be a deck with a railing or the third floor should be filled in to square off the structure. The Board also noted that there should be more emphasis on the store entrance at the southwest corner and suggested that the overhead canopy could be of a grander scale.**

***Board Recommended Condition:***

*1. The top portion of the southwest corner bay needs further resolution to either be filled in the square off the structure or make a corner deck that reinforces and anchors the corner.*

## **B. Height, Bulk, and Scale**

### **B-1 HEIGHT, BULK AND SCALE**

**Provide sensitive transition to nearby, less intensive zones.**

The Board discussed the relationship to the Single Family zone to the east and found that the existing topography favors the less intensive zone, as it lies at least ten feet above the subject site. Moreover, the presence of an alley further cushions the SF zone from the NC zone. The Board noted that the east elevation should be well-articulated.

The Board was extremely pleased to have four different and well-considered schemes to consider. The Board agreed that the bulk of the mass should be shifted towards the Avenue, rather than towards the alley and Single Family zone to the east. They felt that the preferred alternative B best achieves this balance of distributing the mass and building bulk. The Board suggested that the massing along the alley be shifted to the northern and southernmost corners.

**At the Final Recommendation, the Board unanimously agreed with and supported the proposed massing of the building into three distinct sections with the emphasis and activity oriented towards Queen Anne Avenue and away from the single family zone.**

## **C. Architectural Elements**

### **C-3 HUMAN SCALE**

**The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

The Board was very pleased with the effort to break the facade into three distinct masses. The ability to integrate the Elfreida Apartment building into the northwest corner nicely delineates and achieves this third of the facade design. However, if the Elfreida does not remain, the design of this northwestern module should take cues from the Elfreida's architecture in terms of scale of the openings, texture and materials. In either case, the design may take on a more contemporary approach; however, the existing building or the memory of the building should be evident and well-integrated into the rest of the structure. Of particular interest to the Board will be how this northwest module will turn the corner into the plaza and meet the rest of the building. This will also be true for the southern portion as well.

The Board noted that, in addition to the breaking up of the massing into three elements, the long facade along the Avenue should be differentiated with varying heights and cornice designs.

At the Final Recommendation meeting, the Board was very pleased with the efforts to reconstruct the Elfrieda apartment building and include a wider sidewalk in front of the Elfrieda. The Board was also very pleased with the proposed high quality material palette.

The Board discussed the architectural elements of the building and expressed varied opinions on the number of material and fenestration changes, as well as the complex modulation and whether it created an overly busy design or one that responds well to the size and length of the site. The Board generally agreed that the design successfully achieves stark, clean, deliberate material transitions. The building form also expresses the various functions and uses on the exterior. The Board also agreed that the treatment of the additional stories above the Elfrieda were designed sensitively to highlight the Elfrieda reconstruction. The Board particularly enjoyed the canvas canopies proposed for the Elfrieda window treatments.

The Board agreed that the three building masses utilizing differing height and cornice designs is a good design solution.

The Board indicated strong support for the material palette that includes salvaged brick, wood window frames, concrete base, fabric awnings and metal and laminate panels for the Elfrieda (north) section of the building, stone tile, concrete base, metal panels, dark storefront window mullions and accent glass tiles for the plaza (middle) section of the building, and brick, accent tile base, concrete base, dark colored storefront windows and metal accent panels for the Met Market (southern) portion of the building.

## **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.

### **D-5 VISUAL IMPACTS OF PARKING STRUCTURES**

The visibility of all at-grade parking structures should be minimized. The parking portion of the structure should be architecturally compatible with the rest of the structure and streetscape.

### **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 such elements cannot be located away from the street front, they should be situated and screened from view.

**D-7 PERSONAL SAFETY**

**Project design should consider opportunities for enhancing personal safety and security in the surrounding environment.**

The Board discussed the angled design of the entry courtyard of the preferred option and felt that such a configuration both responds to the solar exposure, as well as the desire line from the bus stop to the main entrance to the grocery. The Board warned against designing a courtyard that is so overly playful that it becomes Disney-esque. The space should have a clear architectural concept with variety coming from the materials and forms. The proposed tower feature at the corner of the plaza creates an overly busy form.

The Board was very pleased that all of the proposed parking will be located below-grade and accessed off of Crockett Street. The Board noted, however, that the building at the northeast corner should be grounded on either side of the driveway.

The Board specified that all garbage and service areas should be screened or located within the proposed structure and accessed from the alley. The Board would like to know specifically where the compacter and waste dumpster will be located and managed. This same concern also applies to the screening of the loading dock area for the grocery store. The Board noted that the Lumen development on lower Queen Anne uses a sliding gate to help screen the loading area as an example. Providing both visual screening and the need to secure the loading bay area are desired.

The Board would like to see the bus stop along Queen Anne Avenue integrated into the design, such as providing seating and overhead weather protection with bus riders in mind.

At the next meeting, the Board would also like to review the details of the residential entrances and how the hierarchy of primary and secondary entries is addressed.

**At the Final Recommendation meeting, the Board was very pleased with the significant public plaza space and the improvement of the walkway across the alley for the church, as well as the undergrounding of the power lines along the site. The Board discussed the patterning of the stone tile along the plaza and felt that more constraint would help simplify the space. The Board was very supportive of the configuration of the plaza to maximize solar exposure, provide a main entrance to the grocery store and create areas for outdoor seating and spillover activity associated with the smaller retail spaces. The plaza design includes landscaping, decorative paving, outdoor seating and catenary lights, artwork and transparent, operable windows for the commercial spaces aligning the plaza.**

**The Board was concerned with the alley entrance at Crockett Street and recommends that the street façade materials should wrap around the alley for at least the depth of one bay.**

***Board Recommended Condition:***

- 2. The Crockett street façade materials should wrap around the alley for at least the depth of one bay.***

**The Board agreed that it is critical to design a successful green screen that screens the blank façade shown at the northeast corner of the east elevation. The updated pages of the DRB packet address the Board’s concerns that this corner design should continue the building design down to the ground and integrate the garage doors along the alley and Crockett Street.**

<b>E. Landscaping</b>
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**E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**

**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.**

The Board discussed the entry plaza concept and unanimously felt that it should be well landscaped. This space poses an excellent opportunity to *green up* the building and site, while also enhancing the pedestrian environment. The Board suggested that the landscaping endeavor to allow flexible use of the plaza as well and perhaps include portable planters.

The Board also advocated for locating and designing all of the open spaces to maximize solar exposure, to achieve a successful use of these space and also to allow generous landscaping of these areas.

Given the extra wide planting strips in the right-of-ways on both Howe and Crockett streets, the Board expects to see generous and dense landscaping proposed for these areas.

**At the Final Recommendation meeting, the Board was very pleased with the inclusion of green roofs on the project as well as the plaza design that includes many public amenity features such as landscaping, artwork, seating, decorative paving and large, transparent, operate storefront windows.**

**The Board discussed the flexibility of the plaza space to allow the spaces to maximize programming and utilization of the space. They encouraged the landscape design to optimize the functionality of the planters in terms of size, shape and possible mobility to allow the plaza to be reconfigured based on the commercial uses, community needs, etc. The Board also recommends creating more flexibility with the street tree pattern along the plaza area to contribute to this sense of openness of the plaza. The Board also noted that the proposed green screen along the alley is very important for screening the blank wall and should be carefully planted and irrigated to create a successful green wall.**

*Board Recommended Conditions:*

3. *The landscaping of the plaza should be designed to maximize functionality of the planters to be reconfigured based on the commercial uses, community needs, etc.*
4. *Design a more flexible street tree pattern along the plaza area to contribute to the sense of openness of the plaza.*
5. *Designing and maintaining a green screen along the alley is very important for screening the blank wall and should be carefully planted and irrigated to create a successful green wall.*

**DEVELOPMENT STANDARD DEPARTURES**

Four departures were requested at the time of the Recommendation meeting.

**1. Rear Setback (SMC 23.47A.014.B3a):** The required rear setback is 15 feet for those portions of the structure above 13 feet. The proposed mass encroaches into the 15 foot setback in three locations: at the entry to the garage where the structural beam over the service dock that anchors the northeast corner is required to be 14 feet in height, a 9 foot portion of the stair tower located near the south end of the site, as well as a 42 feet-6 inch section of the northernmost end of the building.

**The Board voted unanimously in favor of the requested departure because the proposed encroachments provide minor modulation and help ground the building around the garage entry off of the alley. (A-5, D-5)**

**2. Height and Depth of the Nonresidential Space (SMC 23.47A.008.B3):** The Code requires that non residential uses must extend a minimum of 15 feet in depth and must have a 13 foot floor to floor height. The grocery store mezzanine on Howe Street extends to the street that technically creates a floor at the southeast corner. The mezzanine does not meet the minimum depth requirement for approximately 16 feet of the total 40 foot street frontage and the floor to floor height of this space is 12 feet, 6 inches. The grade change along Howe allows for a direct entry to the mezzanine space, which is a function that is a quieter commercial use as the zone transitions to single family to the east.

**The Board voted unanimously in favor of the requested departure because the proposed mezzanine space more directly meets the street front along Howe and allows views into the building while creating a more residentially scaled façade design that responds to the residential uses to the east and south. (A-5, C-3)**

**3. Transparency (SMC 23.47A.008.B2).** The Code requires a minimum of 60% transparency along the street frontage. The proposed design along Howe is less than 60% due to the portion of the façade adjacent to the alley on both the north and south elevations. At the north elevation, the design includes below grade parking along Crockett in response to the guidance of the DRB and along the south elevation, the

design includes landscaping instead of transparency as a transition from commercial uses to residential at the easternmost portion of the south facade.

**The Board voted unanimously in favor of the requested departure because of the topographical conditions along the north and south side of the site, as well as the zone transition from commercial to residential uses. (A-5, C-3)**

**4. Access from Crockett (SMC 23.47A.032A.2a):** The Code requires access from the alley and the proposed design includes access from Crockett Street.

**The Board voted unanimously in favor of the requested departure because the street access would alleviate the traffic activity from the alley which borders the single family zone. Taking access from Crockett was preferred over Howe due to the more commercial nature north of the site along Crockett, as opposed to the more residential and institutional character to the south of the site along Howe Street.(A-5, A-8, C-3)**