Neighborhood Meetings

Interbay Neighborhood Association
October 22, 2010
December 08, 2010
February 09, 2011

Magnolia Community Council
October 19, 2010

Queen Anne Community Council
October 18, 2010
January 24, 2011

Design Review Board
Early Design Guidance
November 03, 2010
February 16, 2011

Proposed Construction Schedule

Construction Start
December 2011

Construction Completion
June 2013

PROJECT TIMELINE

Interbay Apartments
Seattle Design Commission: April 21, 2011
Interbay Area Land Use:

- Valley separating Magnolia from Queen Anne Hill
- Freight and passenger rail corridor
- Adjacent to 15th Ave, express bus service, retail centers and major bike routes
- Dravus 1 of 3 access points to Magnolia, serves as a gateway to the neighborhood.

SM/D 40-85: Seattle Mixed/Dravus

- Permits wide range of uses to encourage a mixed-use neighborhood with a strong pedestrian orientation
- 40’ base height limit, 85’ if providing affordable housing
- 50’ setback above 45’ along Dravus
Interbay Apartments
Seattle Design Commission: April 21, 2011

PROJECT LOCATION

- INTERBAY SOCCER STADIUM
- WEST DRAVUS ST.
- INTERBAY ATHLETIC FIELD
- WEST BARRETT ST.
- INTERBAY RAILYARD

ALLEY R.O.W. CONTINUES NORTH OF DRAVUS-ONLY ACCESSIBLE AS SERVICE DRIVE FOR QFC
NO PEDESTRIAN OR AUTO LINK ACROSS DRAVUS ST. DUE TO PERSISTANT TRAFFIC QUEUING
UNIMPROVED ALLEY
PROJECT SITE
URBAN CONTEXT: DRAVUS COMMERCIAL

STARBUCKS COFFEE AND RED MILL BURGERS ADJACENT TO ALLEY

VACANT SOUNDTRACK TAVERN, STARBUCKS, RED MILL, & PANDASIA LOOKING WEST

RED MILL BURGER’S EXISTING CURB CUT AND ONE WAY DRIVE AISLE. PANDASIA ON RIGHT

CORNER OF 17TH AVE WEST AND WEST DRAVUS.
NORTHWEST CORNER OF WEST DRAVUS AND 16TH AVE WEST

QFC GROCERY STORE AT 16TH AVE WEST AND DRAVUS

PAGLIACCI PIZZA AND EXTENSIVE PARKING. SERVICE ALLEY FOR QFC ENDS AT MID BLOCK.

LOOKING NORTH FROM WEST DRAVUS AND 17TH AVE WEST

URBAN CONTEXT: DRAVUS COMMERCIAL

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17TH AVE AT PANDASIA. FACE OF BUILDING IS AT PROPERTY LINE

17TH AVE AT BALL FIELD. STEPS DESCEND APPROX 12' FROM DRAVUS ELEVATION

TYPICAL SIDEWALK CONDITION AT 17TH AVE

MAIN STADIUM ENTRANCE AT CORNER OF BARRETT & 17TH AVE

URBAN CONTEXT: 17TH AVE

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GAS STATION AT SW CORNER OF DRAVUS & 16TH

SINGLE FAMILY HOUSE, VET CLINIC, VACANT LOT ON 16TH

VACANT COMMERCIAL BUILDING AT 16TH & BARRETT

VACANT HOUSES ALONG 16TH

VACANT LOT AND COMMERCIAL BUILDING LOOKING SOUTH ALONG 16TH

URBAN CONTEXT: 16TH AVENUE WEST

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EXISTING ALLEY R.O.W. CONDITIONS

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Approximate Development Objectives

- 234 Residential units
- 194 Parking stalls
- 5,500 sf Commercial space

Project Goals

- Reconfigure alley to provide more functionality to proposed building as well as neighboring owners and businesses
- Provide a safe, functional, attractive pedestrian environment where none exists
- Use efficiency achieved through vacation to create a building with articulation and street uses that promote a human-scaled pedestrian environment

Alley Vacation Notes

- Existing alley provides no continuity to other blocks or grid
- No existing uses on the block would require access to south end of alley
- Redevelopment reduces number of curbcuts.
- Other property owners and businesses adjacent to the existing alley served by reconfigured and improved alley
- Width of new alley improves circulation by accommodating trucks up to 40’ for emergency vehicle access, deliveries, and moving trucks
- Increased development potential for Kozber property
- Missing pedestrian link at Pandasia

ALLEY VACATION SUMMARY
With Vacation
• No increase in developable area
• Alley vacation creates Project efficiency and will allow upper-level setbacks to reduce bulk and scale of building
• Project efficiency through alley vacation allows Project to wrap Barrett Street frontage with street-related residential units
Without Vacation

- Will not allow upper-level setback modulation, increasing bulk and scale
- No street level housing to screen garage
- No interaction with pedestrians on street without street-level housing
- Alley functionality not improved
- Increased alley congestion and conflict with other users
- Barrett Street will have more traffic to access alley, creating less friendly pedestrian environment
- No public benefits above what code requires
Without Vacation
- Will not allow upper-level setback modulation, increasing bulk and scale
- No street level housing to screen garage
- No interaction with pedestrians on street without street-level housing
- Alley functionality not improved
- Increased alley congestion and conflict with other users
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**WITHOUT VACATION OPTION**
Public Benefit

#1 Voluntary Building Setbacks
Setbacks along alley
Street-level setbacks at Dravus & 16th
Upper-level setbacks

#2 Barrett Street Easement
Permanent 9’-6” easement

#3 Streetscape Amenities
a. Public bike racks
b. Pedestrian street lights at Barrett
c. Street trees >2.5” caliper
d. Upgraded alley paving at 17th Ave.
e. Building-mounted alley light fixtures
f. Dog waste stands
g. Enhancements to chain-link fence across Barrett
h. Canopy over sidewalk at Dravus & 16th
i. Greenscreen/landscape enhancement at alley
j. Enhanced planting on Dravus, 16th, & 17th
k. Pedestrian wayfinding elements at Dravus & 16th
l. Waste receptacles at each entry
m. Seating elements at Dravus and at 17th & Barrett
n. Wide sidewalks

#4 Sustainable Stormwater Controls
Daylit raingardens with enhanced plantings at 16th & 17th

#5 Reduce Curb Cuts around Site
Increase continuous pedestrian frontage by reducing curbcuts around the site
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STREETSCAPE AMENITIES

**ENHANCED PLANTING & SEATING ELEMENTS**
- **VERTICAL PLANTING SCREENS**
- **PUBLIC BIKE RACKS**
- **DAYLIT RAINGARDENS WITH ENHANCED PLANTING PROPOSED FOR 16TH & 17TH AVE**
- **PEDESTRIAN/LIGHTING**
- **PEDESTRIAN/CYCLIST WAYFINDING**

*Images depict various street amenities including lighting, bike racks, and enhanced plantings for a proposed development.*
ENLARGED STREETSCAPE PLAN: WEST DRAVUS ST & 16TH AVE WEST

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Seattle Design Commission: April 21, 2011
Interbay Apartments
Seattle Design Commission: April 21, 2011

17TH AVE WEST STREET SECTION

FISH MACKAY ARCHITECTS LLC

STREET SECTION AT 17TH AVE
VIEW OF STREET-LEVEL RESIDENTIAL UNITS AT BARRETT

WEST BARRETT STREET SECTION

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ENLARGED STREETSCAPE PLAN: WEST BARRETT ST & 16TH AVE WEST

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16TH AVE WEST STREET SECTION

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Canopy to provide pedestrian weather protection

Sidewalk wider than code

Street-level setback: 3'-8"

Public seating elements
Public bike racks this location

VIEW FROM DRAVUS & 16TH AVE

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Face of building setback 4'-9" from property line

Upper level setback 20'-9" from property line

Face of building setback 6'-9" from property line

Upper level setback 33'-6" from property line

Green screen at alley facades

Wall-mounted pedestrian lighting

Banners or other wayfinding element this location

Enhanced alley paving at 17th: approx. 1,000 sf

VIEW OF ALLEY FROM DRAVUS & 17TH AVE

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Main Entrance Lobby at 17th Ave

- Banners / wayfinding element at this location
- Canopy to provide pedestrian weather protection
- Wall-mounted pedestrian lighting and landscape screening
- Seating elements, raingarden, enhanced planting, and wide sidewalk at this location

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Upper level setback 15'-6" from property line

Upper level setback 15' in addition to 9'-6" Barrett St. easement

Enhanced streetscape: wide sidewalks, raingarden, & seating elements this location
Upper level setback
15’ in addition to 9’-6” Barrett St. easement
VIEW FROM DRAVUS & 24TH AVE IN MAGNOLIA

VIEW FROM DRAVUS & 11TH AVE IN QUEEN ANNE

VIEWS FROM ADJACENT SLOPES