



Interbay Apartments



FISH
MACKAY
ARCHITECTS LLC



November 3, 2010
Early Design Guidance
DPD Project# 3010370



The following Design Guidelines for Multi-family and Commercial building listed below have been identified by the design team as having the most relevance to this development site.

A-1 Responding to Site Characteristics

The siting of buildings should respond to specific site conditions and opportunities such as location on prominent intersection, unusual topography, and views.

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

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.

A-10 Corner Lots

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

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 the anticipated development potential of the adjacent zones.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

C-3 Human Scale

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

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.

D-1 Pedestrian Open Space and Entrances

Convenient and attractive access to the building's entry should be provided.

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

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.

D-8 Treatment of Alleys

The design of alley entrances should enhance the pedestrian street front.

RELEVANT DESIGN GUIDELINES

SOUTHEAST CORNER OF DRAVUS AND 16TH AVE WEST



PROJECT SITE FROM 13TH AVE WEST. THE SITE LIES IN A VALLEY WITH WEST SUN AND VIEWS ARE SCREENED BY MAGNOLIA HILL



PROJECT SITE INCLUDES VACANT LOT AND ADJACENT VACANT STRUCTURE AT PROMINENT CORNER (DASHED ABOVE)



VACANT STRUCTURE AT 16TH AVE WEST AND DRAVUS

MID BLOCK CORNER OF DRAVUS AND ALLEY



STARBUCKS COFFEE AND RED MILL BURGERS ARE ADJACENT TO THE EXISTING ALLEY. ALLEY TRAFFIC IS PREDOMINANTLY NORTHBOUND FROM RED MILL PARKING LOT



RED MILL BURGERS ADJACENT TO THE EXISTING ALLEY. WESTBOUND TRAFFIC TURNS LEFT INTO THE ADJACENT RED MILL LOT AND RETURNS TO DRAVUS VIA THE ALLEY



RED MILL BURGER'S EXISTING CURB CUT AND ONE WAY DRIVE AISLE.

SOUTHWEST CORNER OF DRAVUS AND 17TH AVE WEST



PANDASIA ON WEST DRAVUS STREET



CORNER OF 17TH AVE WEST AND WEST DRAVUS. THIS CORNER SEES HEAVY CAR AND PEDESTRIAN TRAFFIC DURING GAMES AT THE INTERBAY ATHLETIC FIELDS



INTERBAY ATHLETIC FIELDS AND THE SOCCER STADIUM TO THE SOUTH

SITE PHOTOS: SOUTH SIDE OF WEST DRAVUS ST.

NORTHEAST CORNER OF DRAVUS AND 16TH AVE WEST



MIDBLOCK ON 17TH AVE WEST. PROPOSED ALLEY WILL EXIT AT THIS LOCATION



CORNER OF 17TH AVE WEST AND BARRETT ST.



17TH AVE WEST AND BARRETT ST. PROPERTY LINE IS AT THE TRAFFIC CONE

WEST CORNER OF DRAVUS



MIDBLOCK AT BARRETT LOOKING WEST



ALLEY FROM BARRETT. AS SHOWN DRAVUS AVE WEST IS 20' HIGHER THAN WEST BARRETT



WEST FROM 16TH AND BARRETT. BUILDING ON THE RIGHT IS ON THE PROPERTY LINE.

SITE FROM WEST DRAVUS AND MAGNOLIA



CURRENT VACANT STRUCTURES



SOUTH FROM 16TH AND BARRETT. SITE ON THE LEFT IS SLATED FOR MULTI-FAMILY DEVELOPMENT



NORTH ALONG 16TH AVE WEST

SITE PHOTOS: NORTH SIDE OF WEST DRAVUS ST.

NORTHEAST CORNER OF DRAVUS AND 16TH AVE WEST



NORTHWEST CORNER OF WEST DRAVUS AND 16TH AVE WEST



QFC GROCERY STORE AT 16TH AVE WEST AND DRAVUS



QFC GROCERY STORE AT 16TH AVE WEST AND DRAVUS

WEST CORNER OF DRAVUS



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

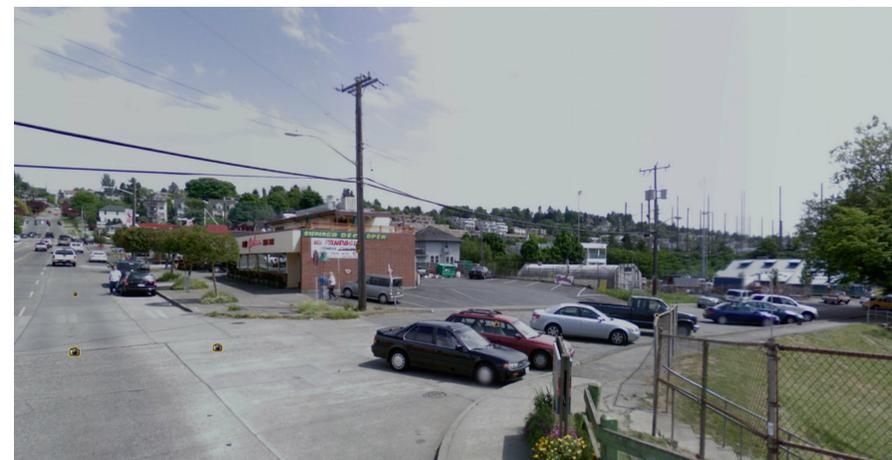


LOOKING NORTH FROM WEST DRAVUS AND 17TH AVE WEST. THIS STREET IS USED AS PARKING FOR INTERBAY ATHLETIC FIELD EVENTS



LOOKING SOUTH FROM WEST DRAVUS AND 17TH AVE WEST

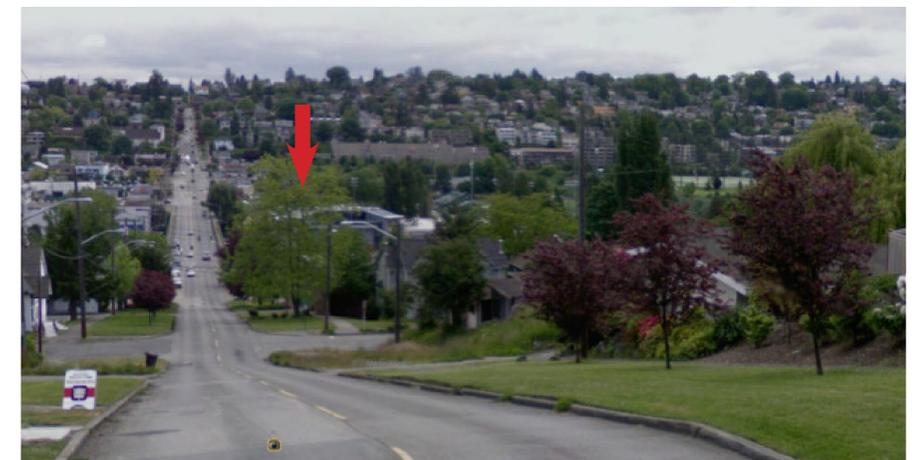
SITE FROM WEST DRAVUS AND MAGNOLIA



CORNER OF 17TH AVE WEST AND WEST DRAVUS. METERED ON STREET PARKING IS HEAVILY USED BY PARK AND RESTAURANT PATRONS



CORNER OF 17TH AVE WEST AND WEST DRAVUS

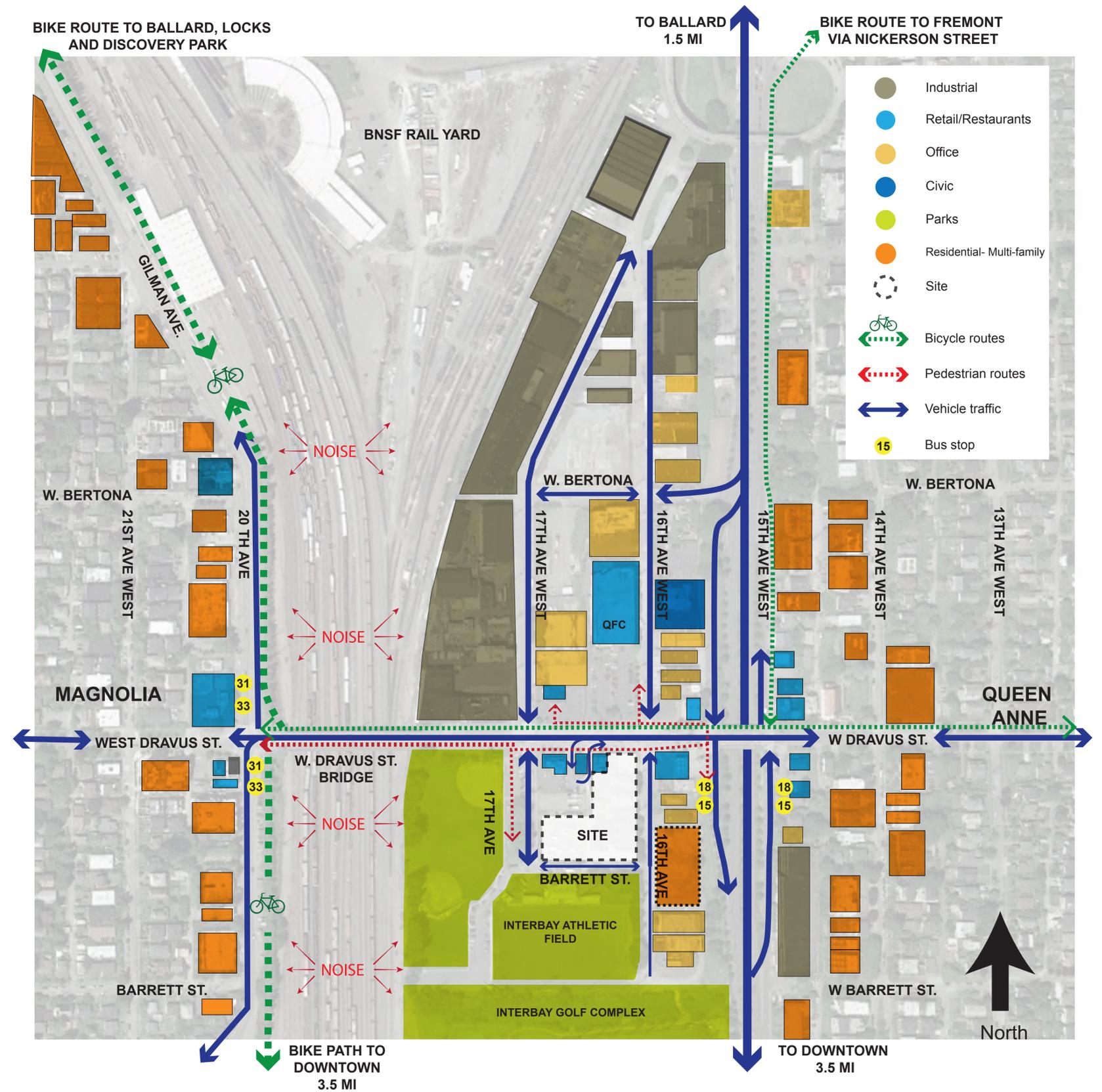


QUEEN ANNE HILL RESTRICTS EASTERLY VIEWS AND MORNING SUNLIGHT

SITE PHOTOS: NORTH SIDE OF WEST DRAVUS ST.



Aerial Photo



VICINITY MAP

Interbay Apartments

Early Design Guidance : November 03, 2010

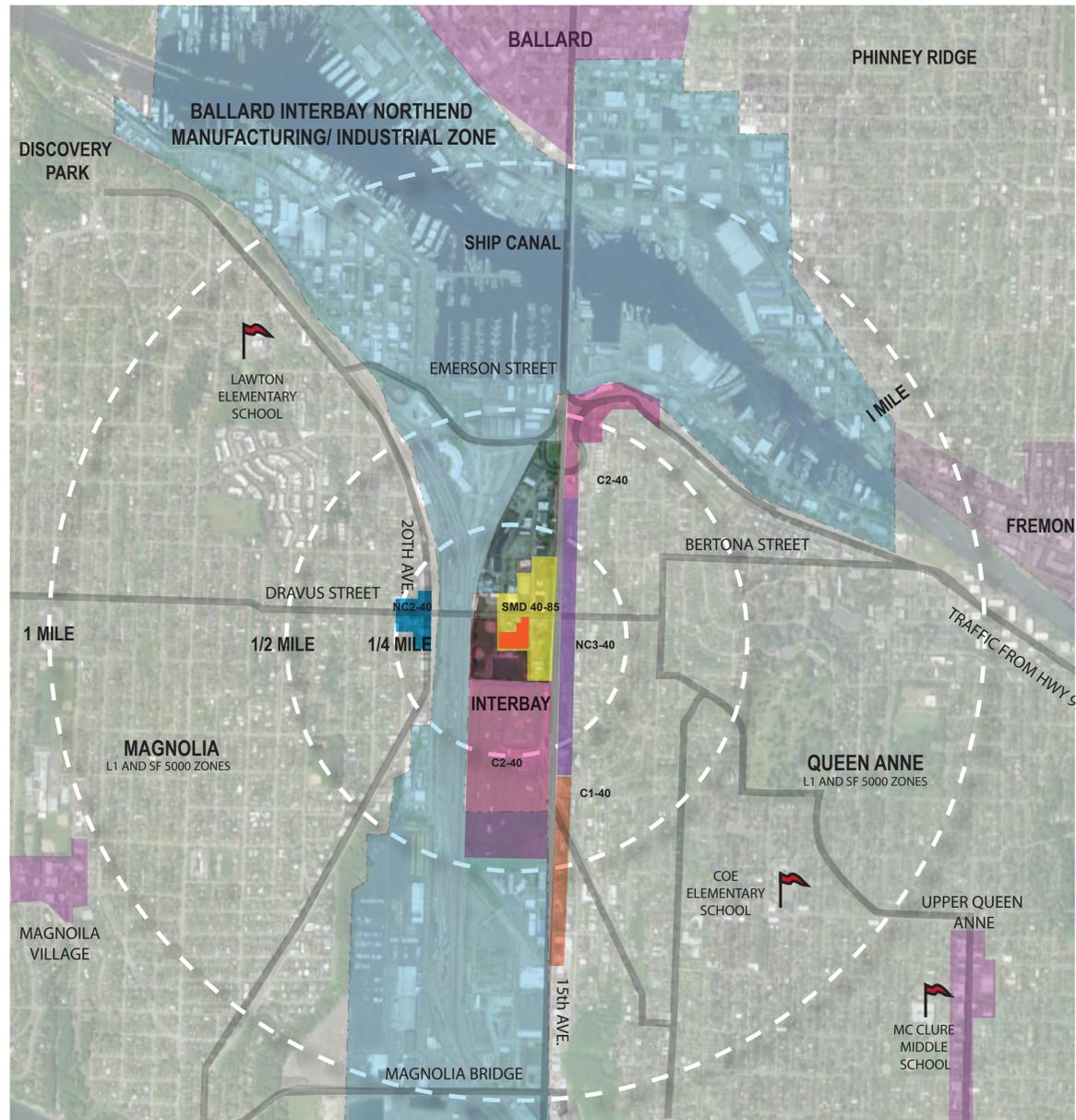




- | | | |
|------------------------------|---------------------------|-------------------|
| 1 INTERBAY VETERINARY CLINIC | Industrial | Site |
| 2 BENLA SERVICE | Retail/Restaurants | Bicycle routes |
| 3 STARBUCKS | Office | Pedestrian routes |
| 4 RED MILL | Civic | Vehicle traffic |
| 5 PANDASIA | Parks | Bus stop |
| 6 PAGLIACCI PIZZA | Residential- Multi-family | |
| 7 DICKINSON EQUIPMENT CO. | | |



SITE ANALYSIS



Zoning Analysis
Base Zone:
SM/D 40-85- Seattle Mixed Zone
West Dravus height limitations

SMC 23.34.126 Designation of the Seattle Mixed (SM) zone.

The Seattle Mixed (SM) zone is applied to achieve the goal of a diverse, mixed-use community with a strong pedestrian orientation. The zone permits a wide range of uses and promotes density to encourage a mixed-use neighborhood. This zoning designation balances the need for flexibility and a variety of activities with the need to provide adequate direction to ensure the presence of housing and commercial activities critical to the success of an urban neighborhood.

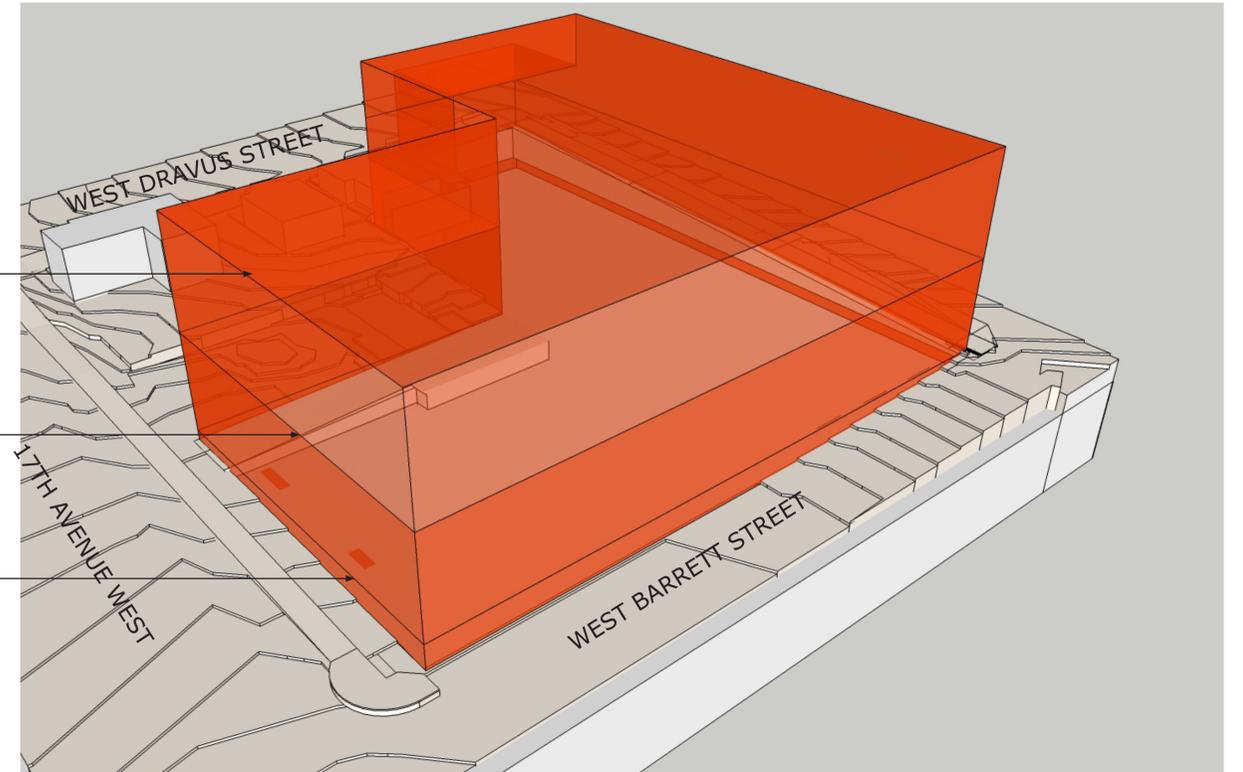
Interbay Area Land Use:

- Valley separating Magnolia from Queen Anne Hill Neighborhoods.
- Used as a freight and passenger rail corridor
- Not a Urban village, but to be developed as an urban neighborhood per the SM zone.
- Site is adjacent to the Ballard Interbay Northend manufacturing/ industrial zone.
- Adjacencies to 15th ave, express bus service, retail centers and major bike trails allow a corridor of higher density residential uses.
- Dravus 1 of 3 access points to Magnolia, as such the Dravus corridor serves as a gateway to the neighborhood.

45' HEIGHT BONUS
 85' TOTAL HEIGHT
 LIMIT ABOVE GRADE
 PLANE

40' BASE HEIGHT LIMIT
 ABOVE GRADE PLANE

AVERAGE GRADE
 PLANE = +/-50'

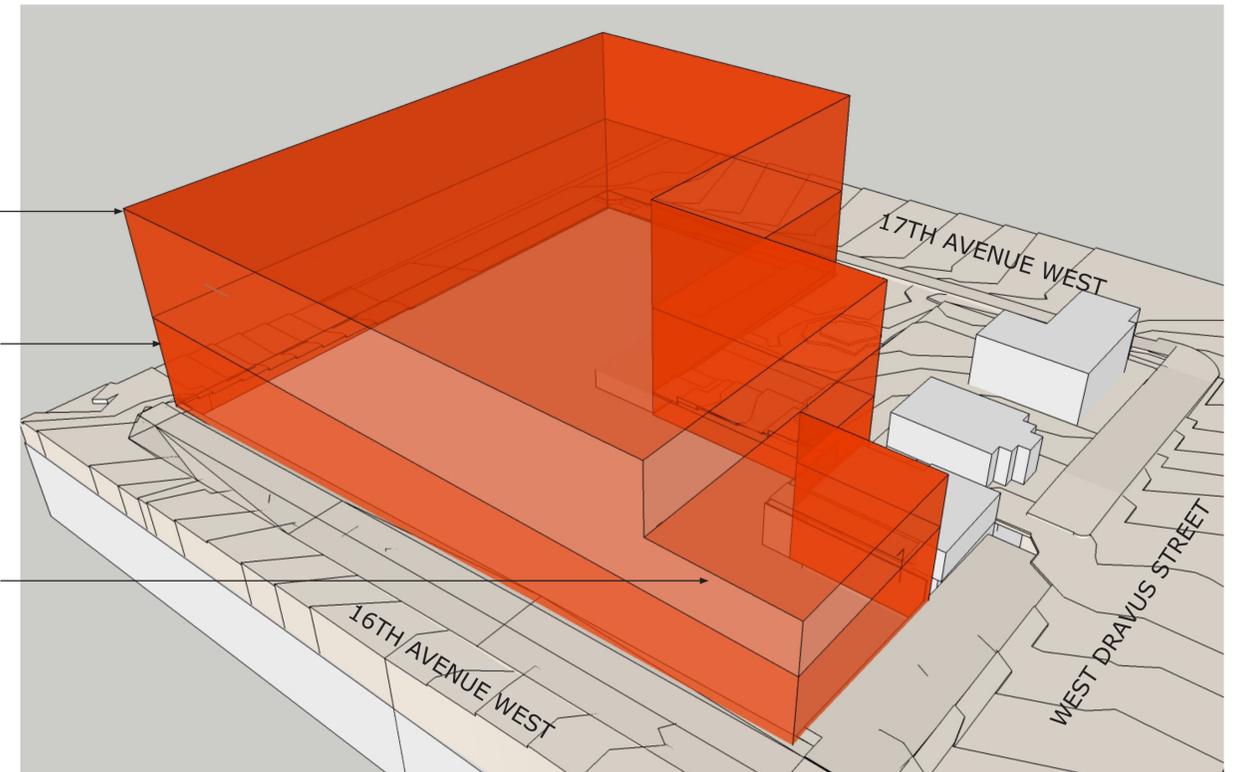


ALLOWABLE ZONING ENVELOPE, SW VIEW

45' HEIGHT BONUS
 85' TOTAL HEIGHT
 LIMIT ABOVE GRADE
 PLANE

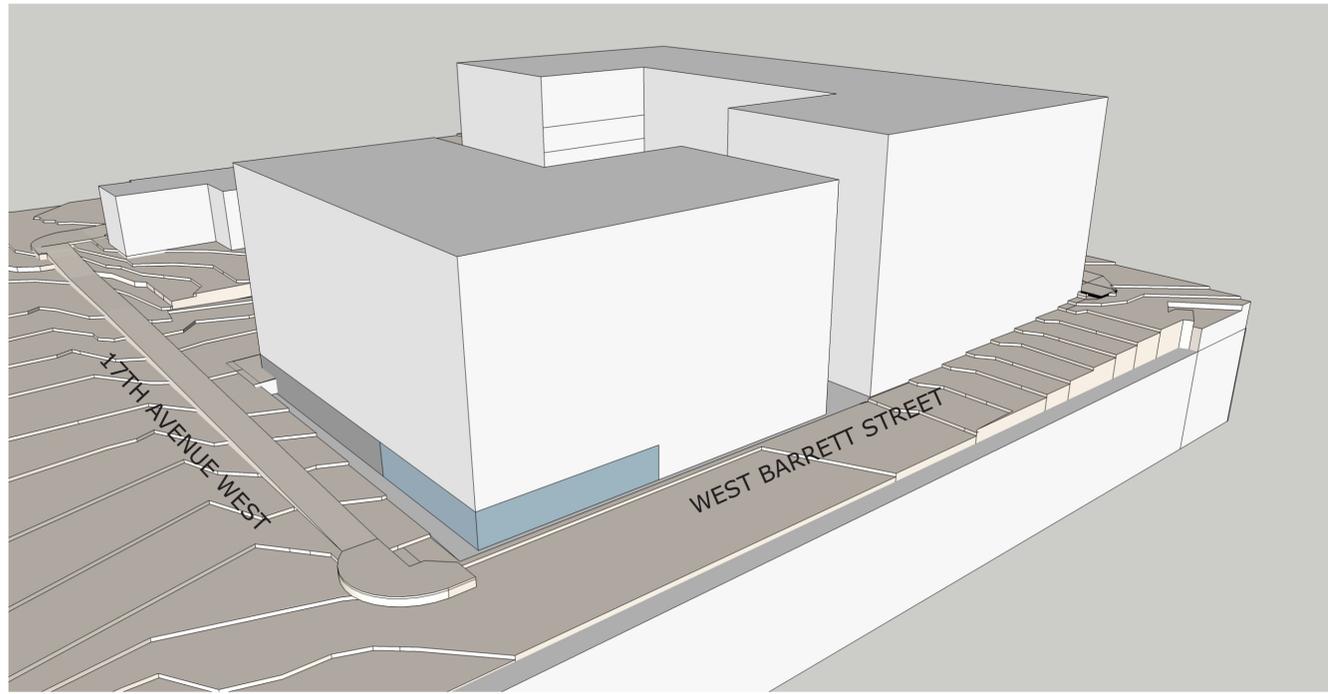
40' BASE HEIGHT LIMIT
 ABOVE GRADE PLANE

50' SETBACK ABOVE 45'
 ALONG DRAVUS

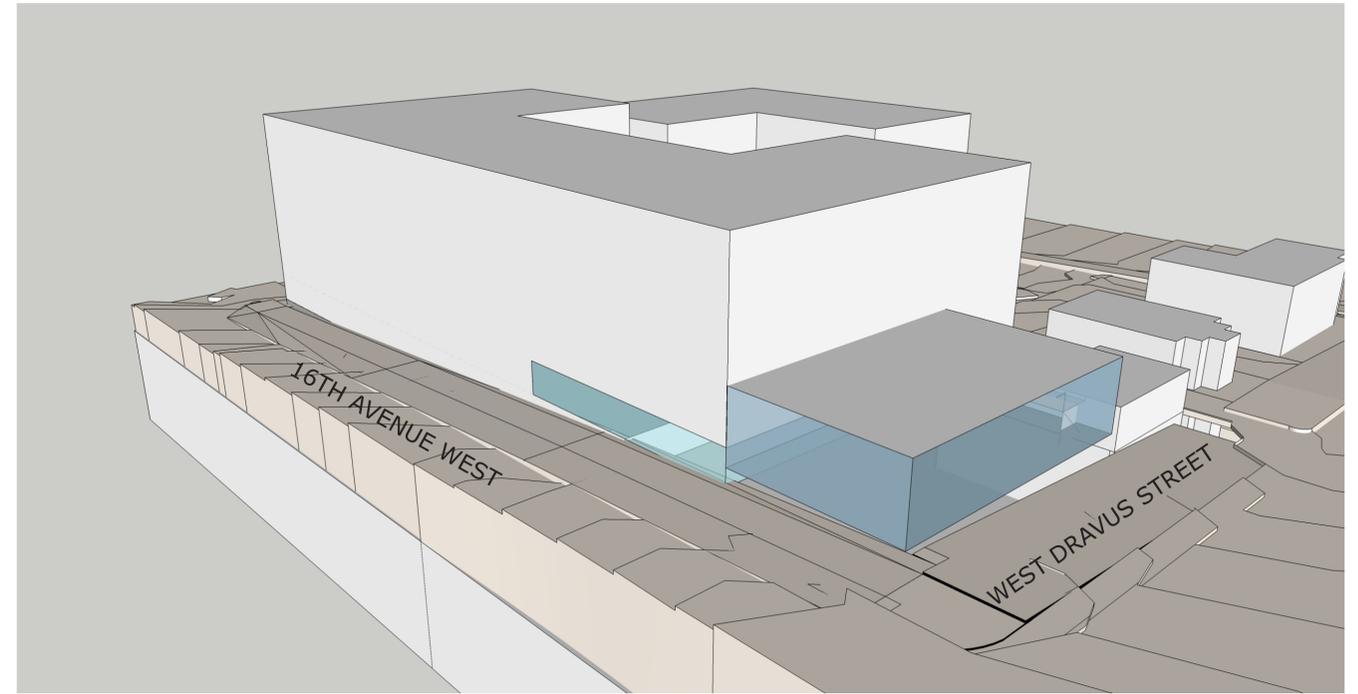


ALLOWABLE ZONING ENVELOPE, NE VIEW

ZONING ENVELOPE ANALYSIS



VIEW FROM SOUTHWEST



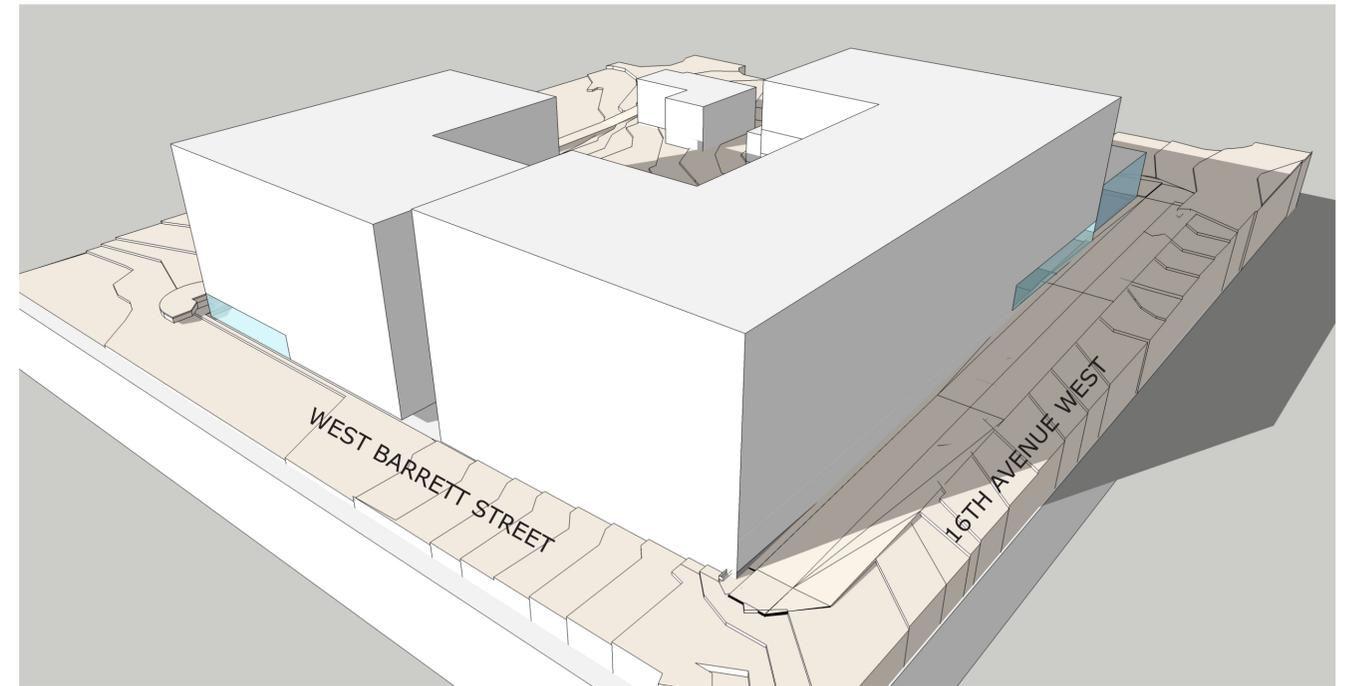
VIEW FROM NORTHEAST

PRO'S

- No Alley vacation required

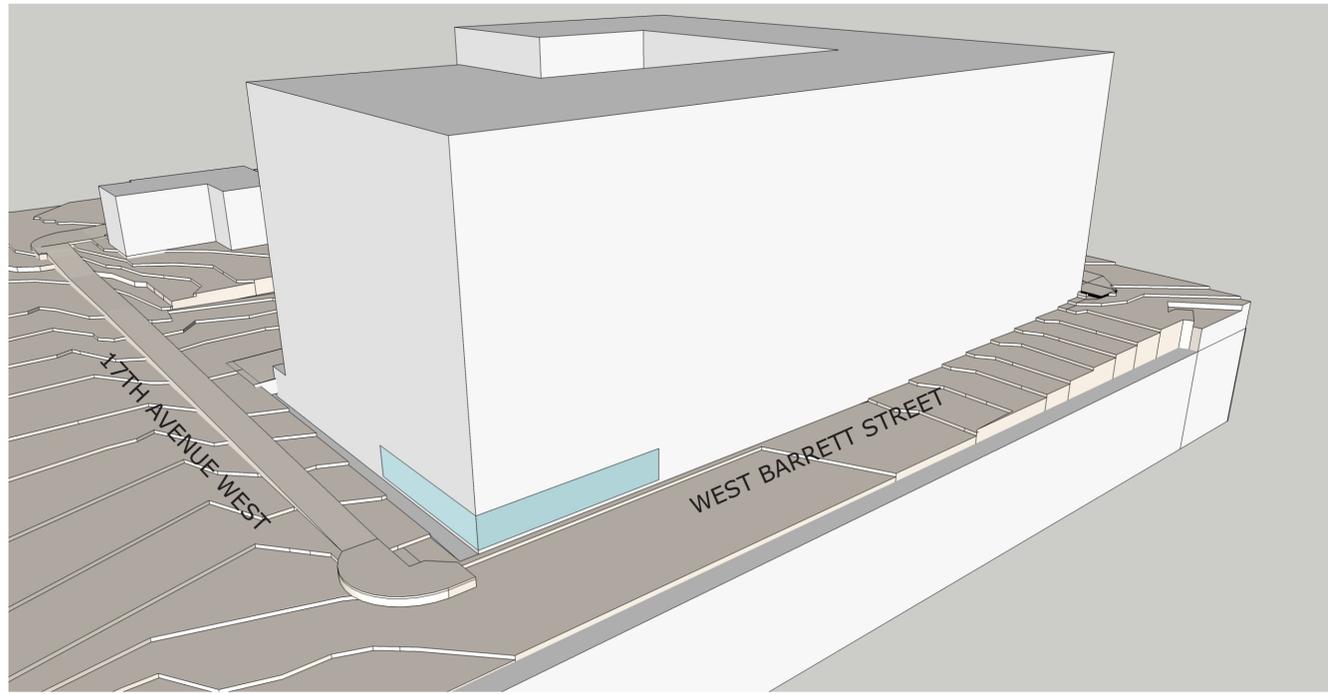
CON'S

- Program requirements allow little modulation and no street-level housing to screen parking from the street
- Functionality of alley not enhanced, conflicts with pedestrian use on Barrett Street

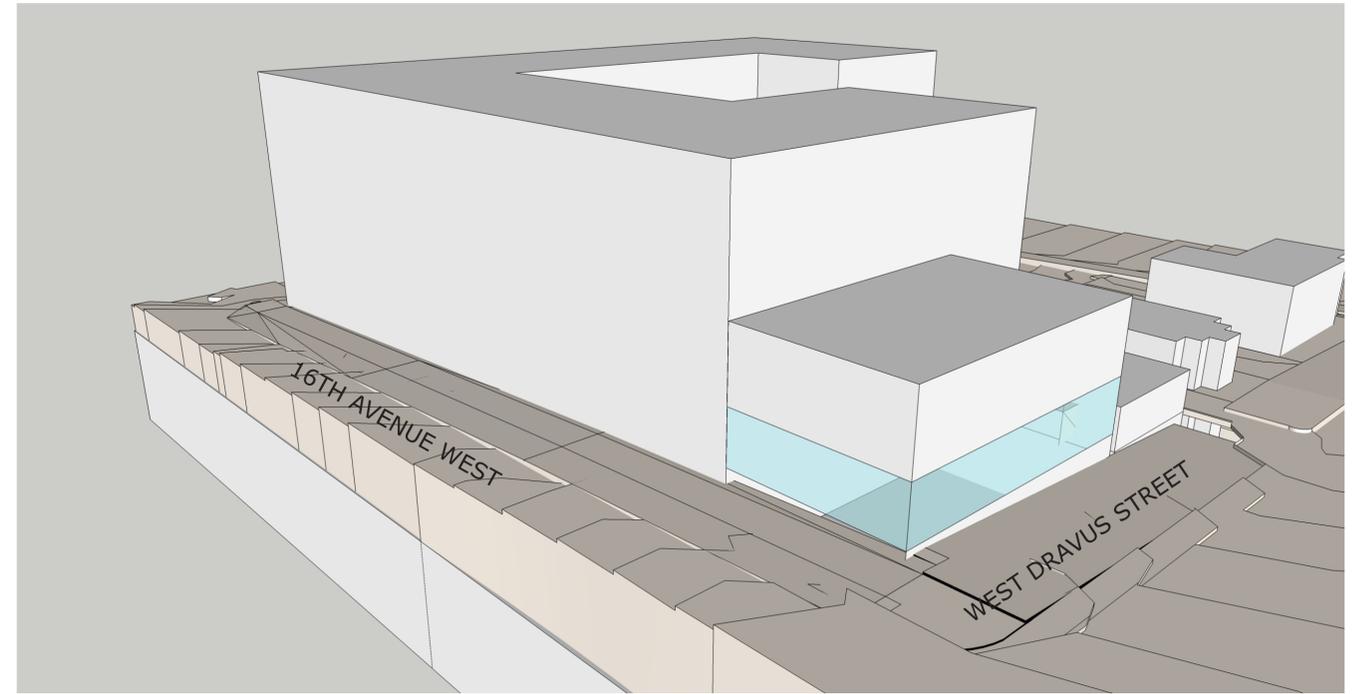


VIEW FROM SOUTHEAST

DESIGN ALTERNATIVE A



VIEW FROM SOUTHWEST



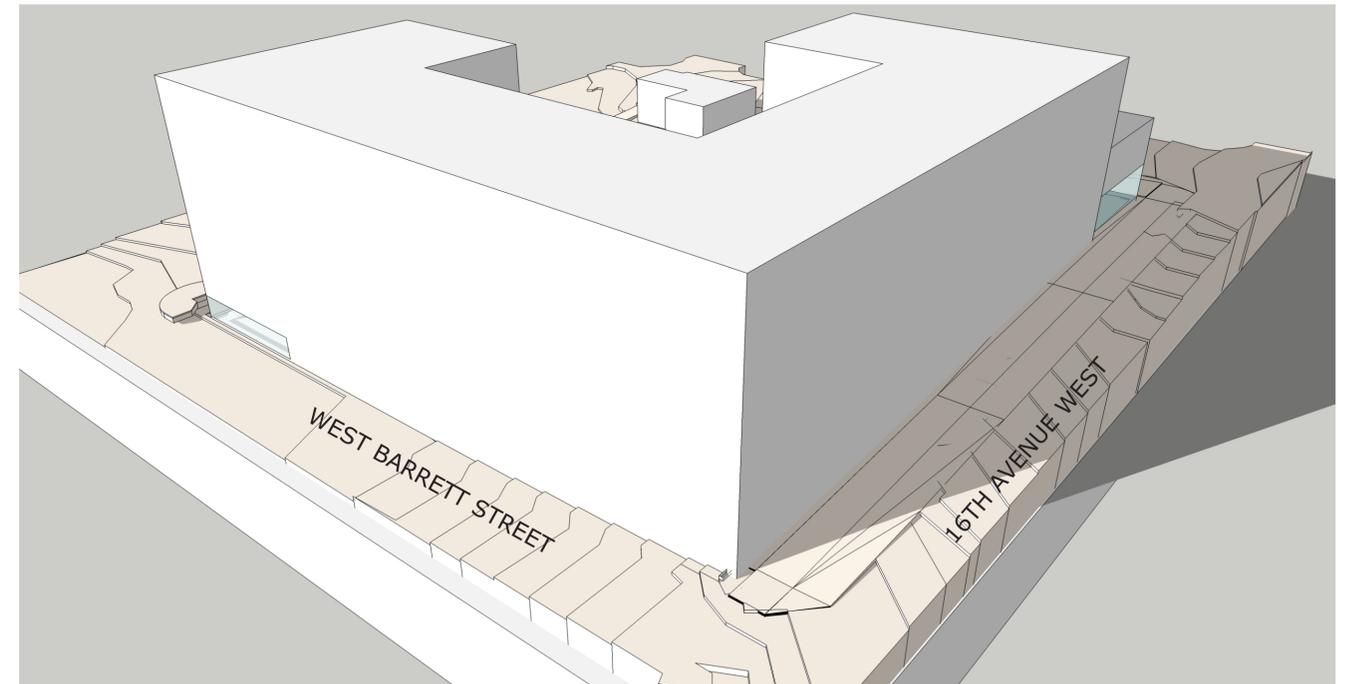
VIEW FROM NORTHEAST

PRO'S

- Alley functionality is enhanced though access from 17th to Dravus.
- Efficient layout maximizes zoning-allowed envelope and creates higher density

CON'S

- Very little articulation to mitigate building mass
- Code-minimum screening between lower level parking and sidewalk, results in extensive blank walls and a streetscape unfriendly to pedestrians



VIEW FROM SOUTHEAST

DESIGN ALTERNATIVE B



VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST

PRO'S

- Residential units at street level screen parking from the street, increase security, and provide a pedestrian-friendly streetscape
- Building articulated to reduce apparent scale
- Upper level stories set back in places to mitigate building mass and provide human scale at the sidewalk
- Alley vacated to improve site circulation, redirecting traffic onto 17th Ave.
- Alley reconfigured into an "L" shape, with greater visibility and light for safety
- Building orientation maximizes residents' views and enjoyment of surrounding green space and increases "eyes on the park" for safety

CON'S

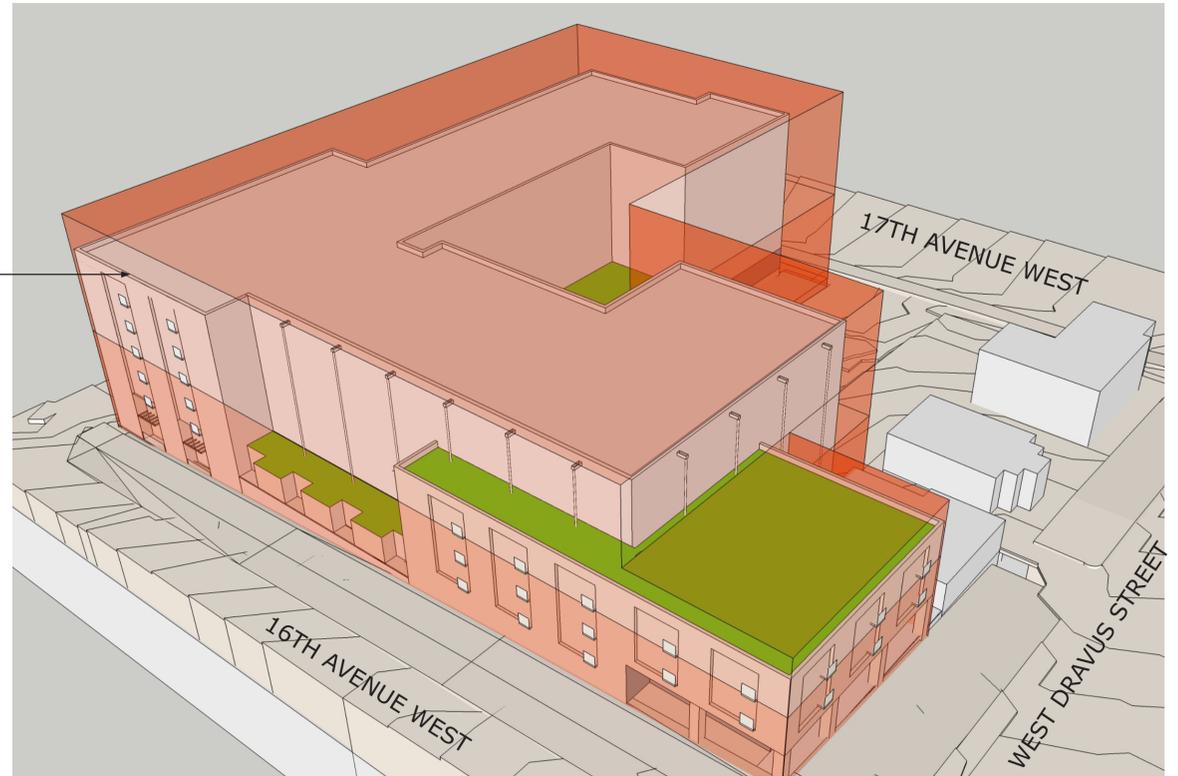
- Articulation and modulation reduces development potential



VIEW FROM SOUTHEAST

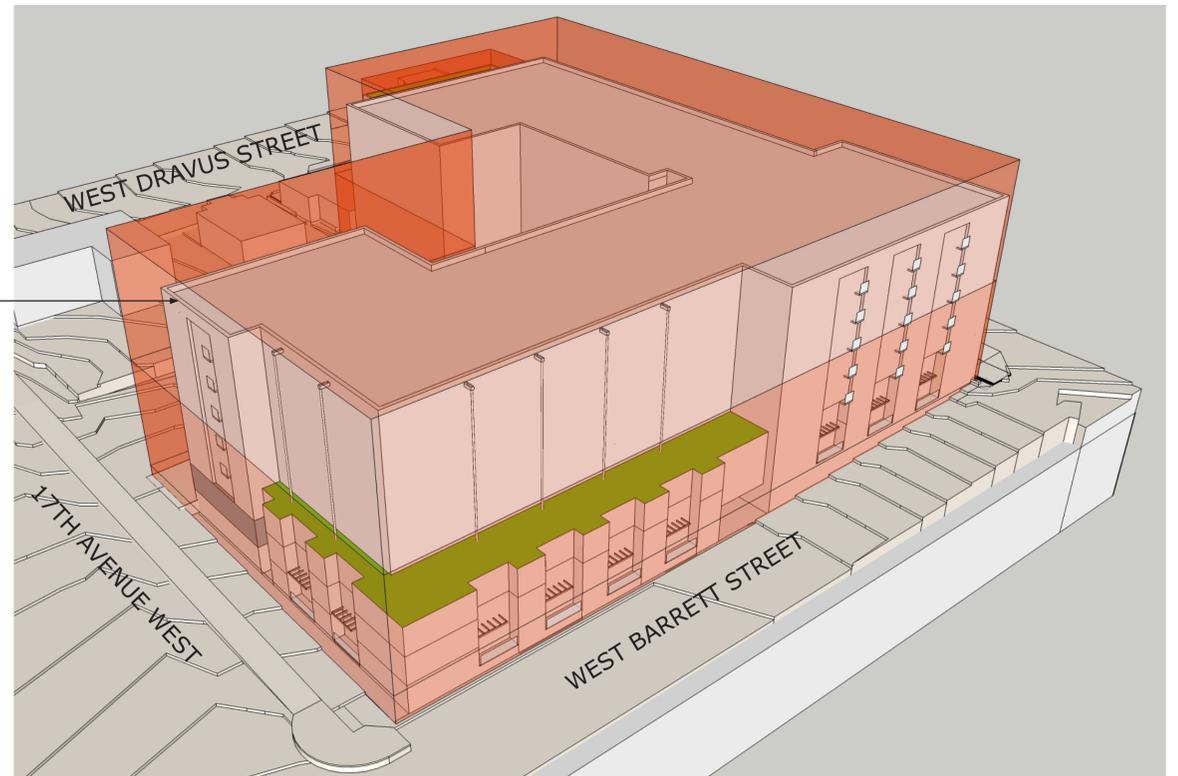
DESIGN ALTERNATIVE C (PREFERRED)

70' ABOVE GRADE
PLANE PROPOSED
HEIGHT (15' BELOW
ALLOWABLE HEIGHT)



ALLOWABLE ZONING ENVELOPE W/ PROPOSED DESIGN SCHEME

70' ABOVE GRADE
PLANE PROPOSED
HEIGHT (15' BELOW
ALLOWABLE HEIGHT)



ALLOWABLE ZONING ENVELOPE W/ PROPOSED DESIGN SCHEME

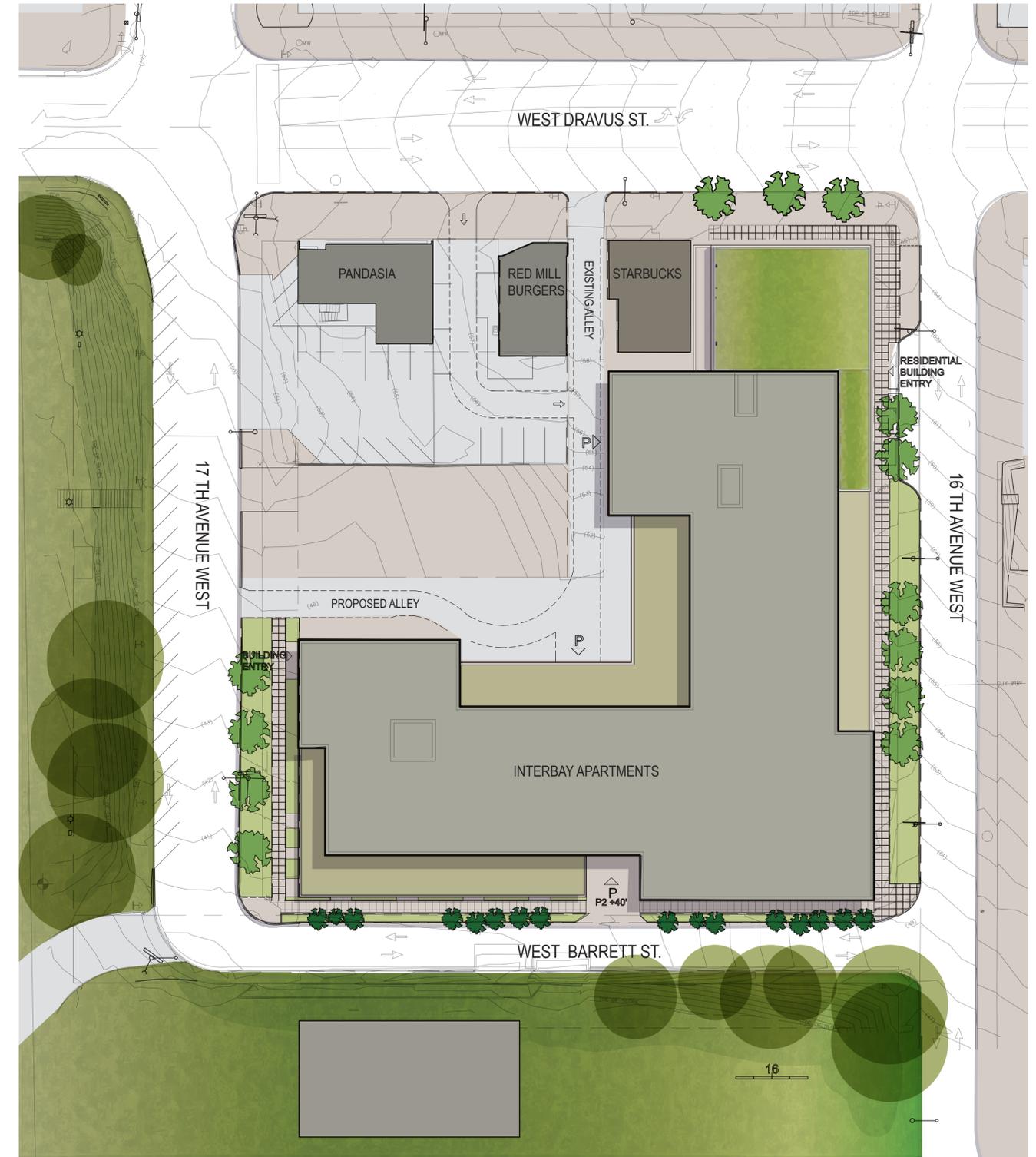
ZONING ENVELOPE ANALYSIS: DESIGN ALTERNATIVE C

Approximate Development Objectives

- 220-240 Residential units
- 160-200 Parking stalls
- 4,000 sf Commercial space

Alley Vacation Notes

- Existing alley does not provide continuity to other blocks or grid in the vicinity
- No remaining uses on the block would require access to south end of alley
- Redevelopment would reduce the number of curbcuts on site's frontage
- Two entrances to garage would be located off of reconfigured alley, and a third entrance would be located on Barrett Street at the current alley location
- Other property owners and businesses located adjacent to the existing alley would be served by the reconfigured and improved alley



SITE PLAN