



Interbay Apartments



FISH
MACKAY
ARCHITECTS LLC



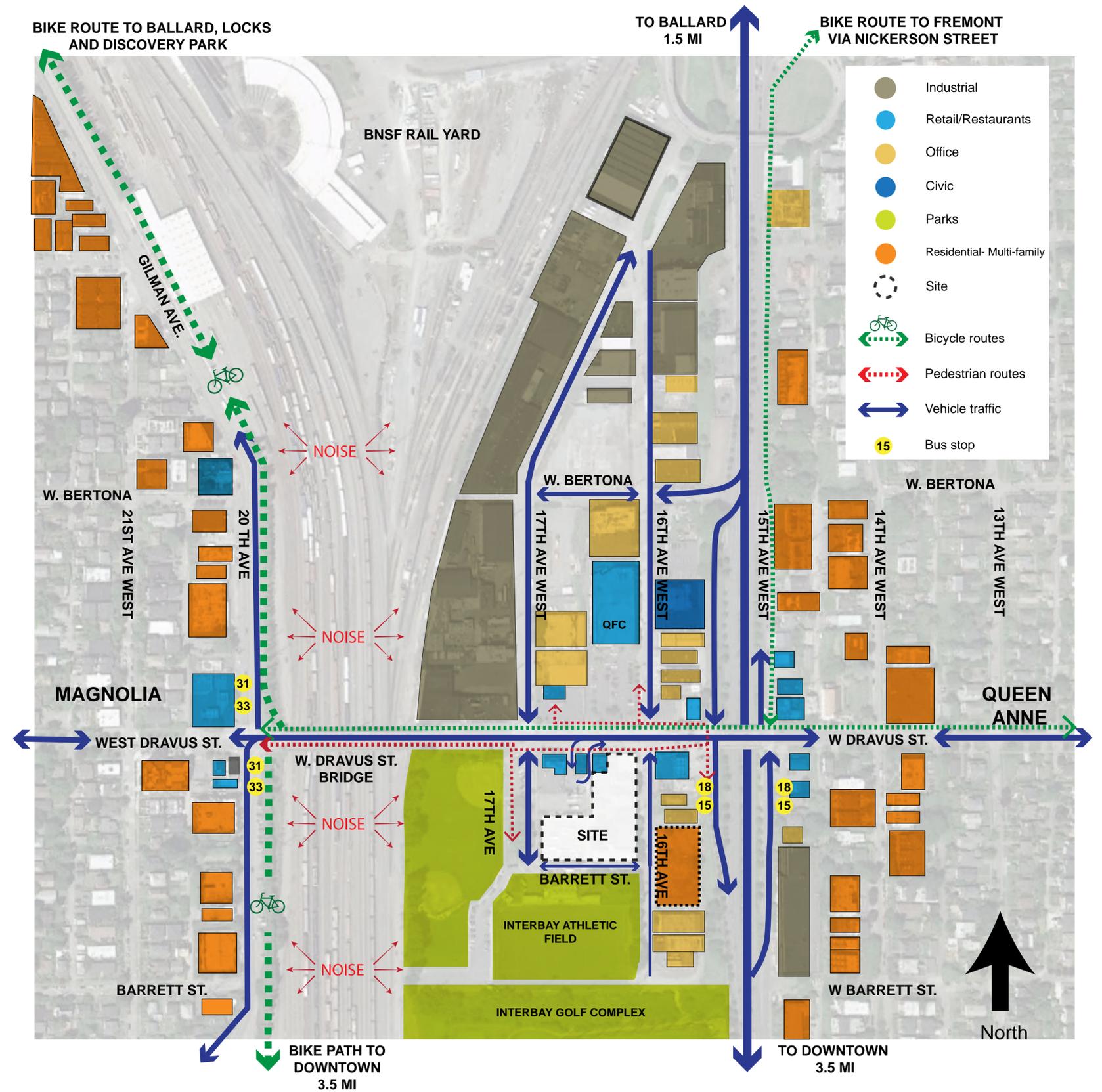
Early Design Guidance

February 16, 2011
DPD Project# 3010370





Aerial Photo



VICINITY MAP

Interbay Apartments

Early Design Guidance: February 16, 2011





- | | | |
|------------------------------|---------------------------|-------------------|
| 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:

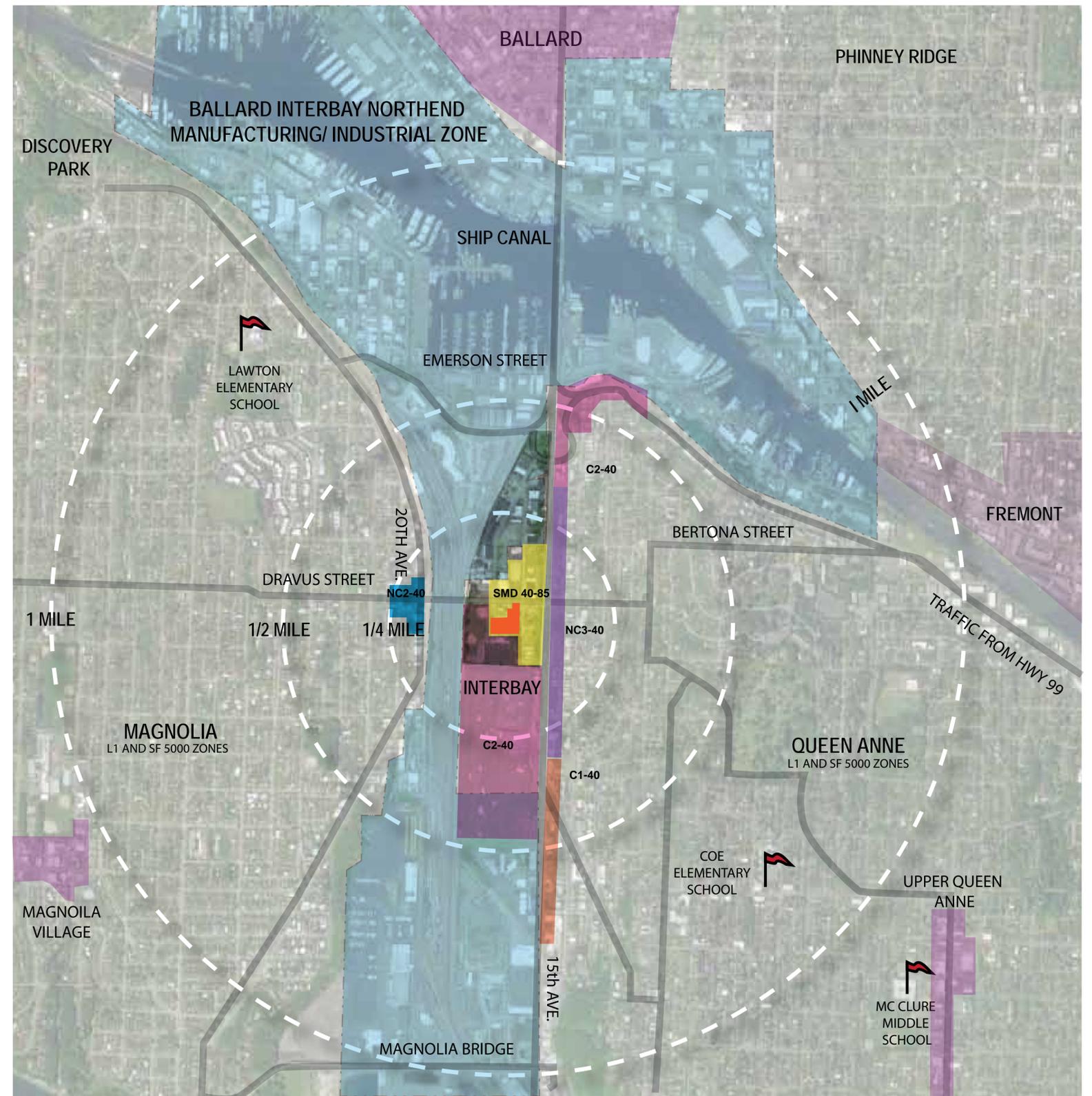
SM/D 40-85- Seattle Mixed Zone West Dravus height limitations

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.



ZONING ANALYSIS

Interbay Apartments

Early Design Guidance: February 16, 2011

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

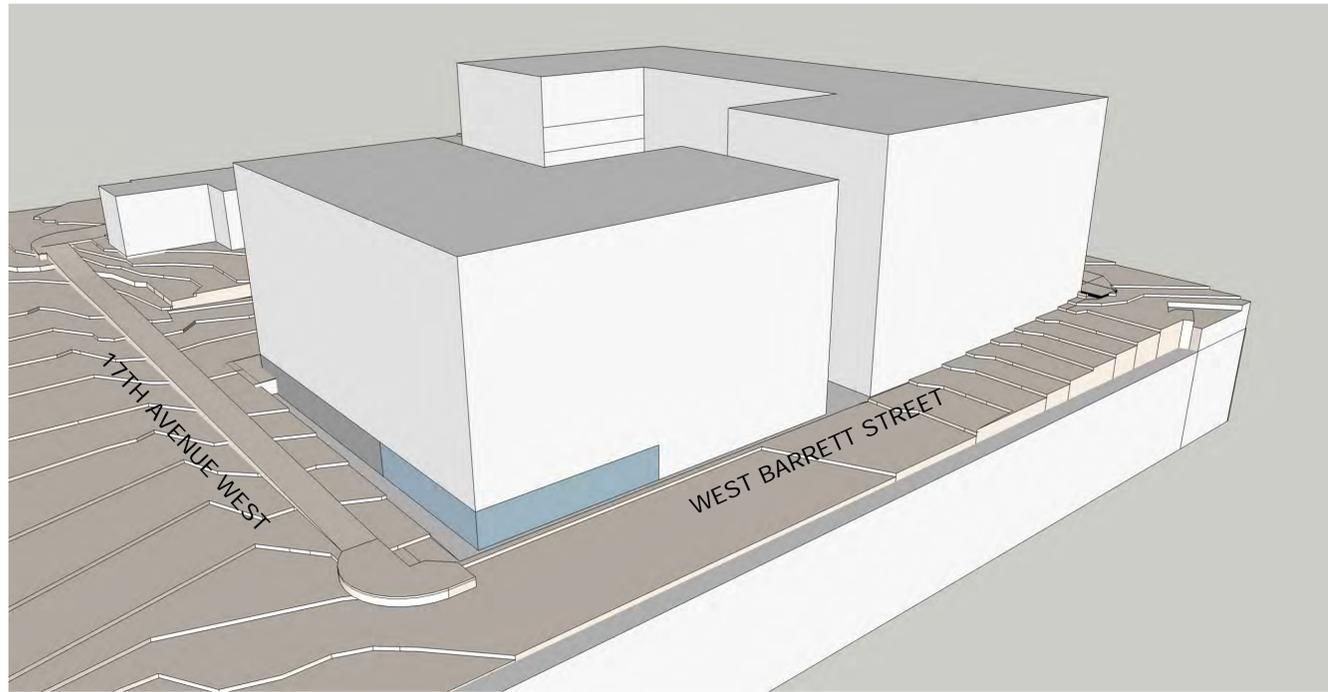


CORNER OF 17TH AVE WEST AND WEST DRAVUS

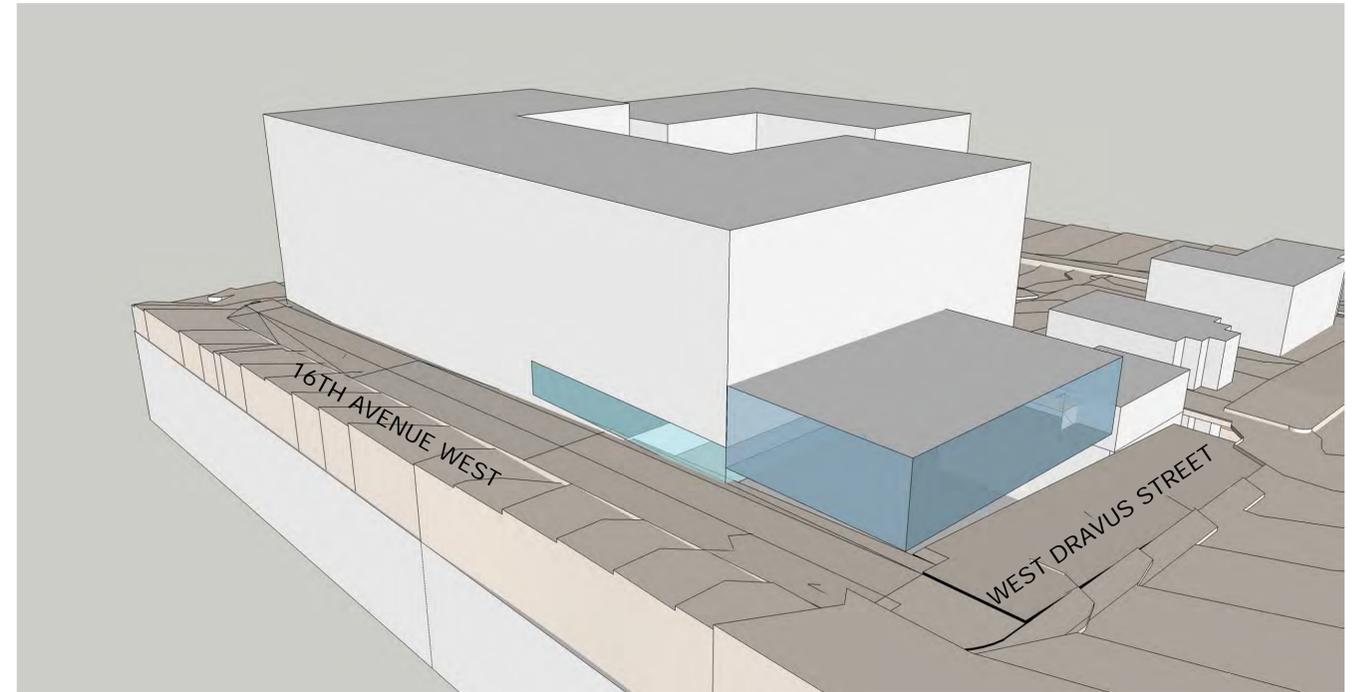


QUEEN ANNE HILL RESTRICTS EASTERLY VIEWS AND MORNING SUNLIGHT

SITE PHOTOS: NORTH SIDE OF WEST DRAVUS ST.



VIEW FROM SOUTHWEST



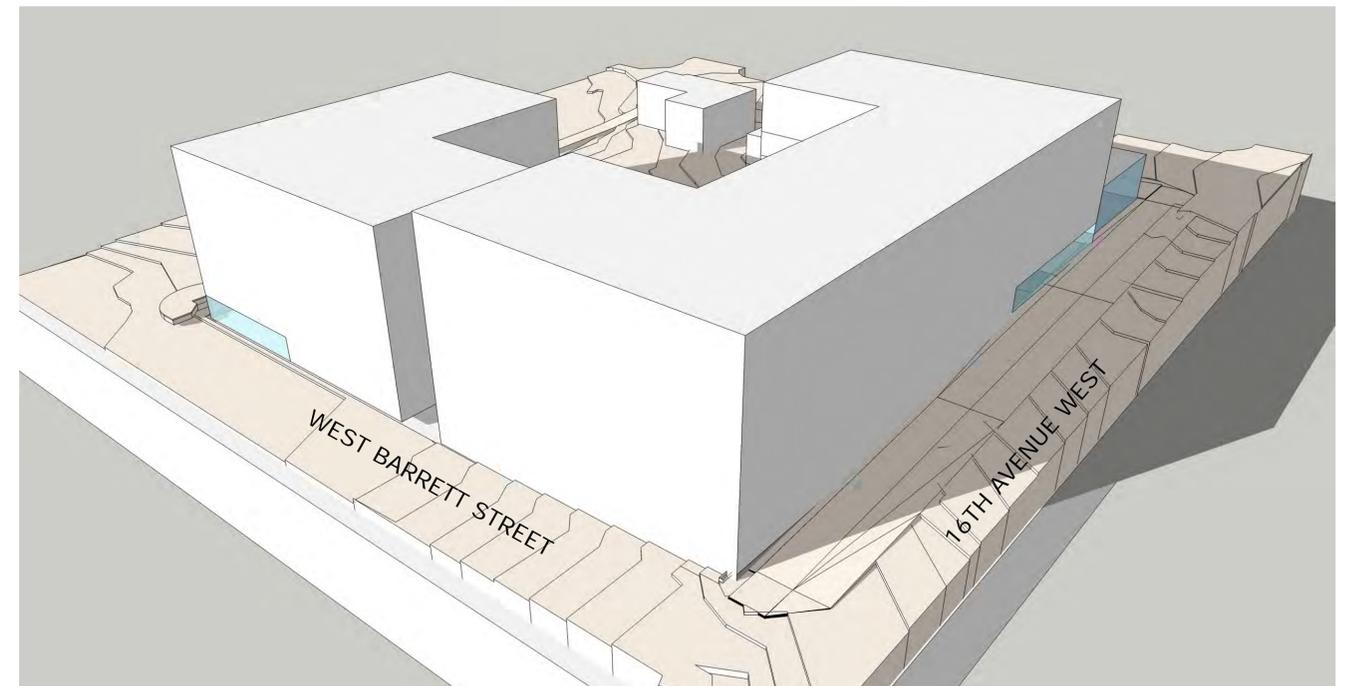
VIEW FROM NORTHEAST

PRO'S

- No Alley vacation required

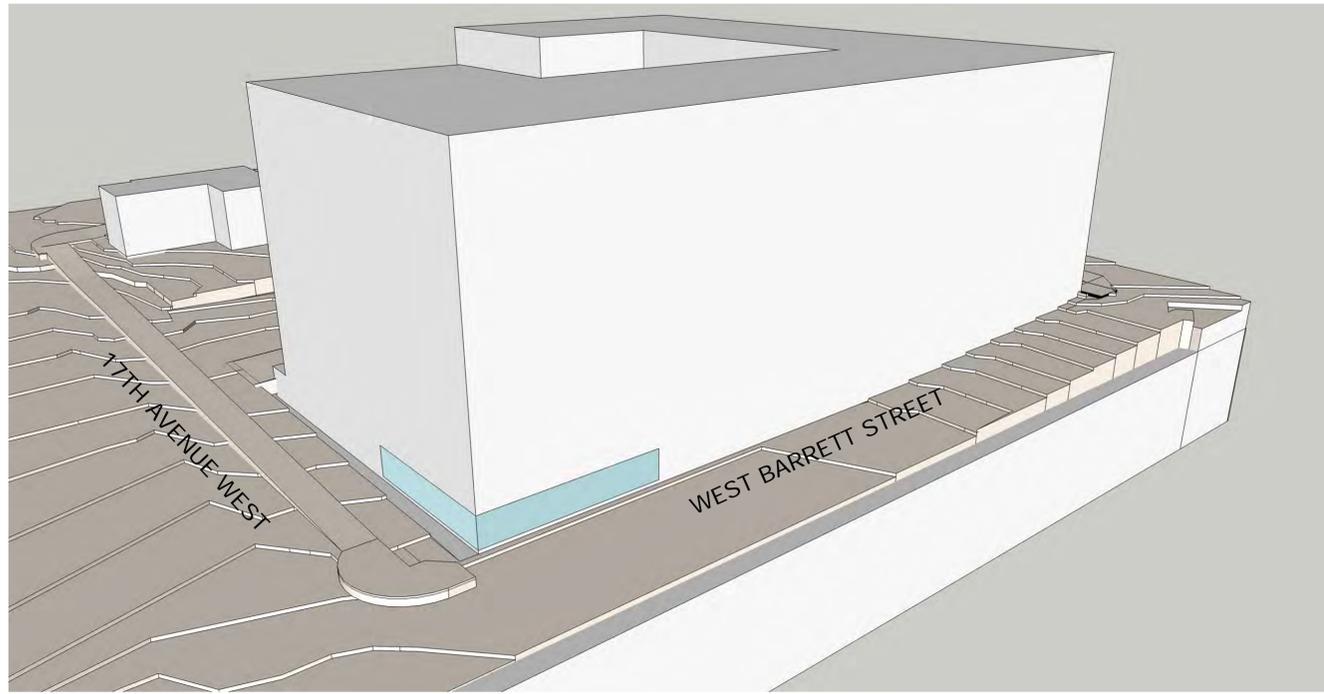
CON'S

- 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

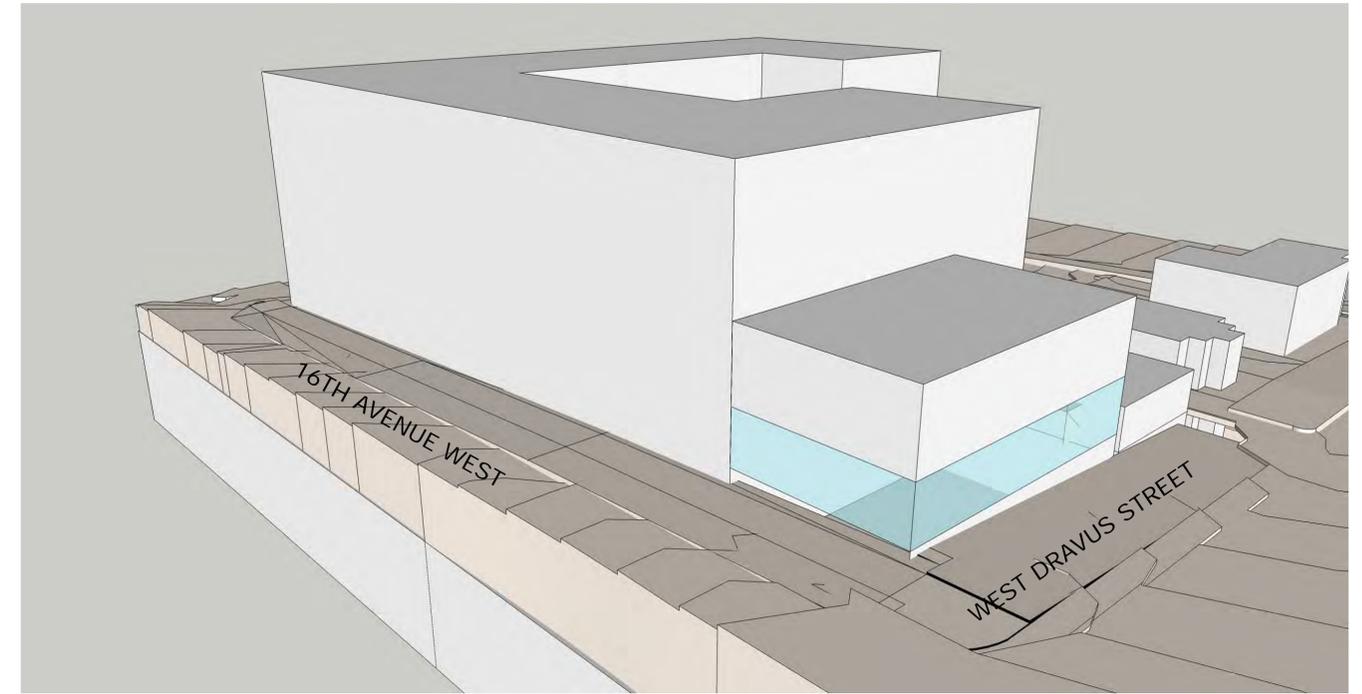


VIEW FROM SOUTHEAST

DESIGN ALTERNATIVE A



VIEW FROM SOUTHWEST



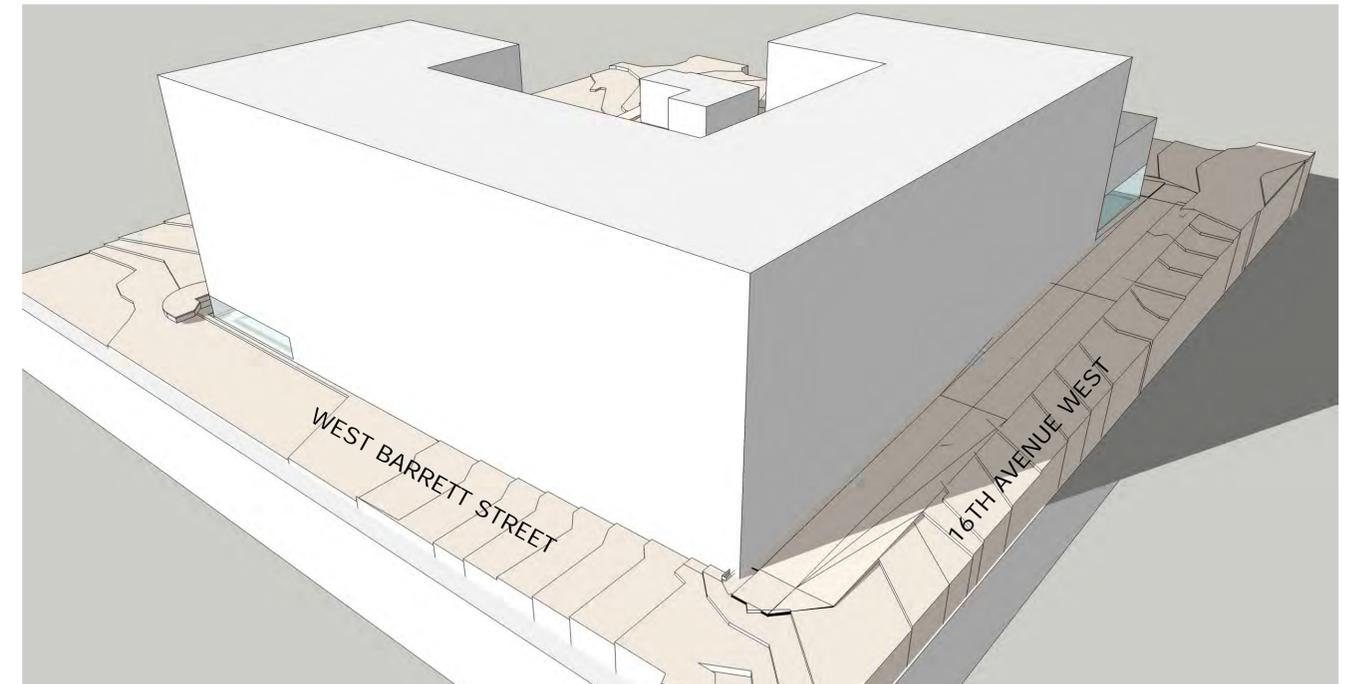
VIEW FROM NORTHEAST

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



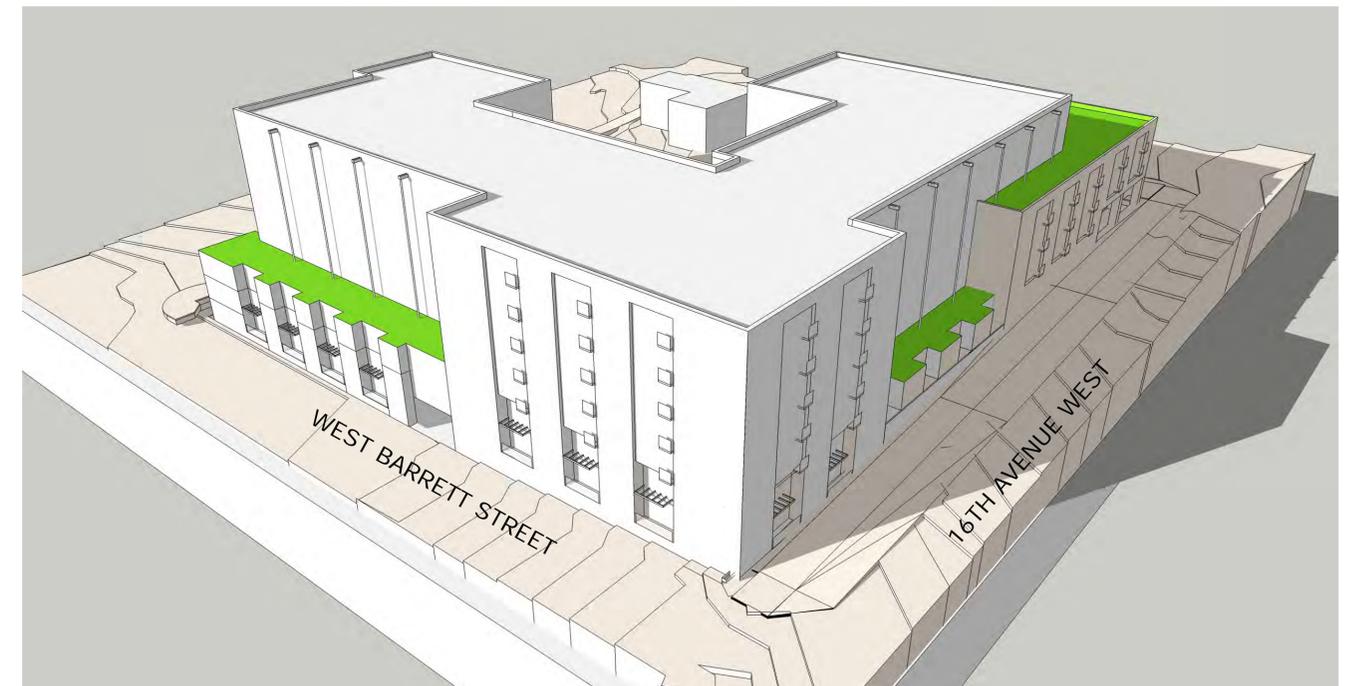
VIEW FROM NORTHEAST

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)

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

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.

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

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 corners.

The Board felt that the applicant should look at providing individual entrances to the units on W. Barrett Street to encourage human activities and provide a better transition between the building and the street. The Board would also like to know how the residential lobby on 17th Avenue W. will look. The Board thought that Guideline A-10 had been addressed, but stated that it was still a high priority for the project.

Response:

The proposed building will activate the streetscapes at 16th, Barrett, and 17th by providing ground level residential units with balconies and large windows. These elements will create living space, both indoor and outdoor, adjacent to the sidewalks and provide eyes on the street while maintaining residents' security and privacy. The lobby and amenity spaces on 17th will provide a recognizable landmark for wayfinding and will be a hub for activities that will be visible from the street.



VIEW FROM DRAVUS & 16TH FACING SOUTHWEST

RESPONSE TO PRIORITY DESIGN GUIDELINES



VIEW FROM BARRETT & 17TH FACING NORTHEAST

RESPONSE TO PRIORITY DESIGN GUIDELINES



VIEW FROM DRAVUS & 17TH FACING SOUTHEAST

RESPONSE TO PRIORITY DESIGN GUIDELINES

B. Height, Bulk, and 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 the anticipated development potential of the adjacent zones.

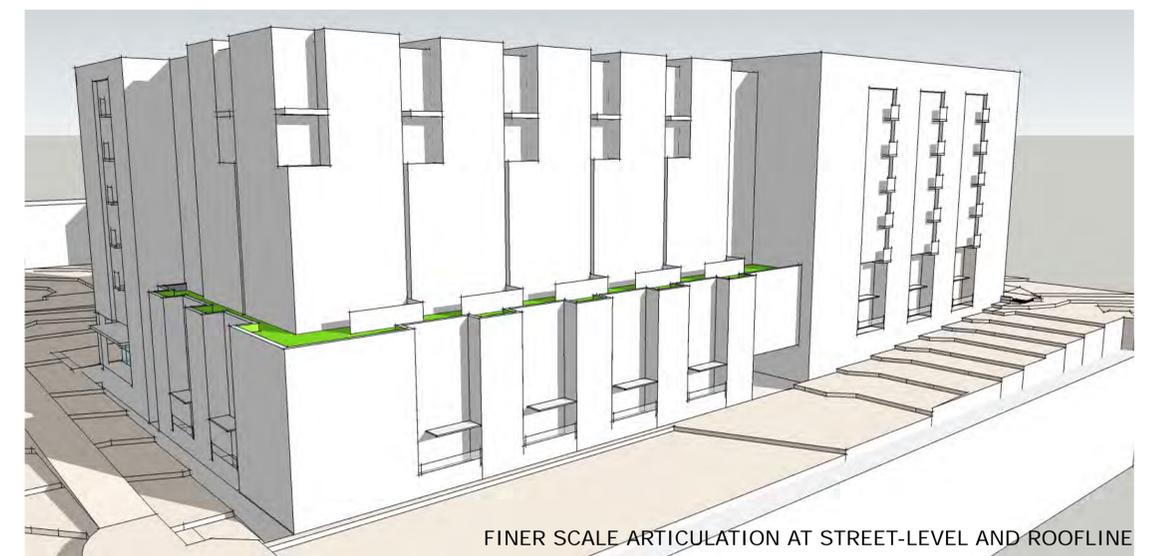
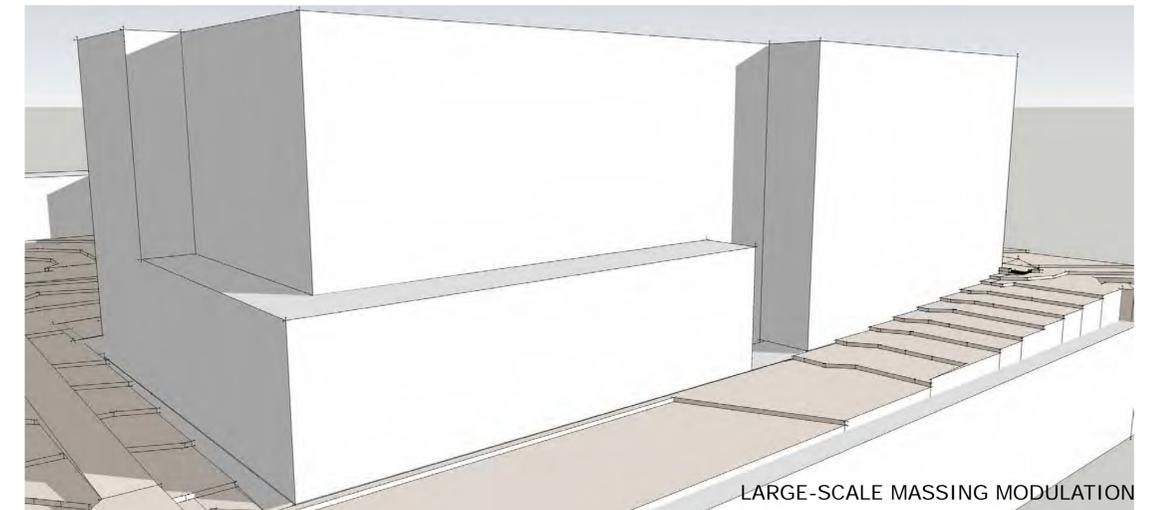
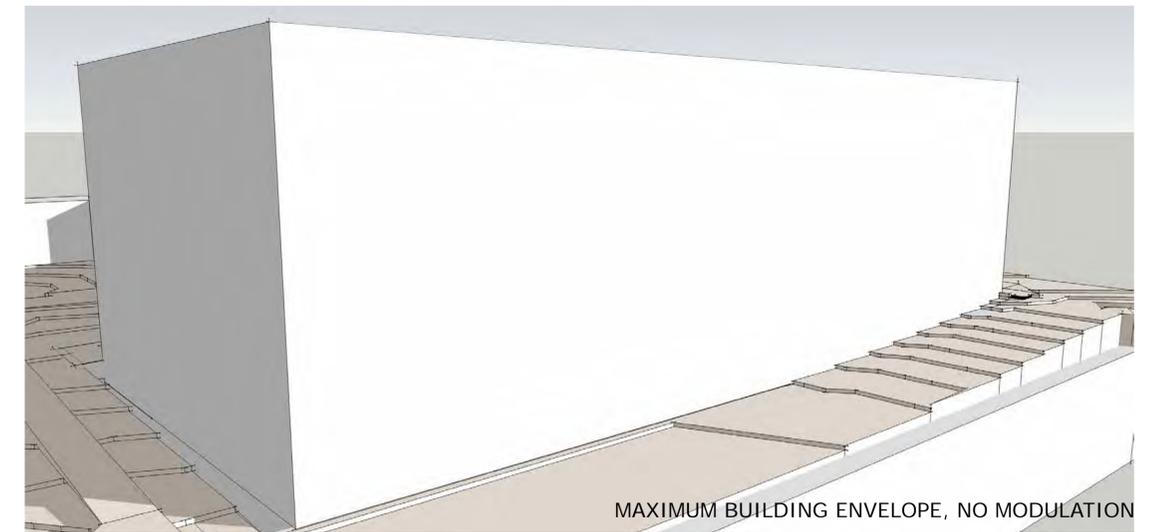
The Board asked the applicant to consider different materials and additions, such as raised parapets, elevator and mechanical equipment, and a green roof to help break down the appearance of mass from neighboring buildings and the nearby hills. The roof (s) should be thought of as a separate façade in need of careful design attention.

Response:

The proposed building will feature major articulations and setbacks to bring down the overall scale, as well as finer-scale articulations to provide visual interest and a human scale. Roof lines are varied as well to mitigate the large footprint of the building. Materials and colors correspond to articulations on the facades and contribute further to breaking the mass of the building down to create a sense of several different but cohesive buildings.



VIEW FROM QUEEN ANNE HILL LOOKING WEST



RESPONSE TO PRIORITY DESIGN GUIDELINES

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency. Building design elements, details, and massing should create a well-proportioned and unified building and exhibit an overall architectural concept.

The Board asked the applicant to break down the composition of the building, to break down massing. The Board would like the building to read as separate buildings that work together.

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

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.

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.

The Board was particularly concerned about the façade along 16th Avenue W., that it be activated and not include a blank wall hiding the portion of the above-grade parking garage. Other than this portion of the building, the Board felt that Guideline C-5 was being addressed in the early conceptual drawings.

Response:

The proposed building will use articulation and changes in materials and colors to allow the building to read as separate building that work together. Setbacks and fine-scale articulation of the facades will break the building down to a human scale. Materials under consideration are masonry at the base of the building, cement fiber panels in a color and arrangement complementary to the masonry, and natural-finish metal siding to provide a durable material that honors the industrial character and history of the neighborhood and this site specifically. Two of the three parking entrances are located along the alley and off the street, while the third is located mid-block on Barrett and tucked away from the street as part of the major articulation of the building. Facade areas along 16th below in between the basement level and the ground floor will receive a decorative metal screen treatment that will support vertical planting.



VIEW FROM BARRETT & 17TH LOOKING NORTHWEST

RESPONSE TO PRIORITY DESIGN GUIDELINES



VIEW FROM 15TH LOOKING NORTHWEST

RESPONSE TO PRIORITY DESIGN GUIDELINES

D. Pedestrian Environment.

D-1 Pedestrian Open Space 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 spaces should be considered.

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. Open parking spaces and carports should be screened from the street and adjacent properties.

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 it is not possible to locate these elements away from the street front, they should be screened from view using high-quality and compatible materials and should not be located in the pedestrian right-of-way.

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

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

D-11 Commercial Transparency. Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

The Board asked the applicant to give more thought to the activity on W. Barrett Street, and how the design might deal with the elevation change to deal with safety issues. In particular, the Board asked the applicant to consider how the residential units on this side related to the ground level to increase safety and security.



VIEW OF MAIN ENTRANCE ON 17TH

RESPONSE TO PRIORITY DESIGN GUIDELINES

The Board asked the applicant, with regards to Guidelines D-9 and D-10, to be respectful of the existing recommendations of the Interbay Neighborhood Association for lighting and/or commercial signage.

Response:

The proposed building will feature commercial space on the corner of 16th and Dravus, providing extensive storefront glazing with operable panels to encourage a relationship between indoors and outdoors. The main residential entrance on 17th will similarly feature a high degree of transparency, creating a welcoming environment with a lot of visual activity. The building minimizes the potential for blank walls by providing ground-level residential units, acting as a buffer between the parking garage and sidewalk. Areas of wall without openings along 16th and the alley will feature metal screens with vertical plantings to mitigate the effects of the blank walls. Building services will be located off the alley to minimize streetscape conflicts. We will continue to develop the design of the building to address signage and lighting concerns.



GROUND LEVEL RESIDENCES ON BARRETT

RESPONSE TO PRIORITY DESIGN GUIDELINES



VIEW FROM ALLEY LOOKING SOUTH

RESPONSE TO PRIORITY DESIGN GUIDELINES

E. Landscaping

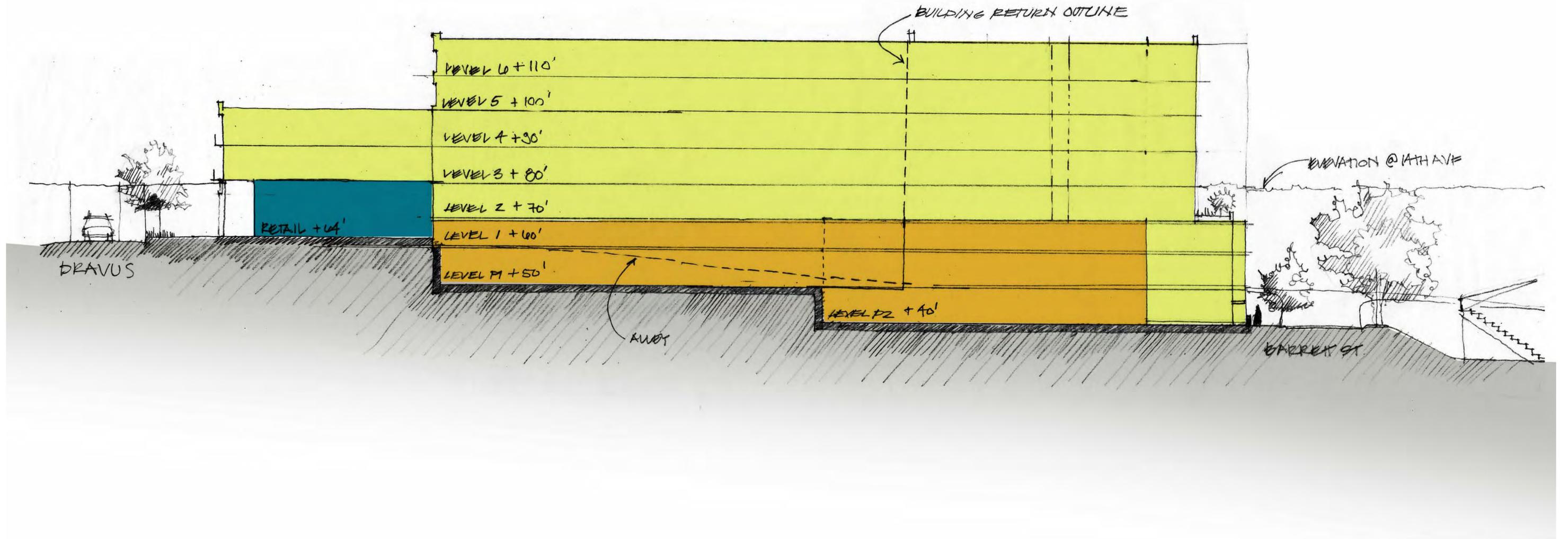
E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Response:

The proposed building and surrounding streetscape will incorporate landscape features intended to enhance the pedestrian experience, screen walls without openings, and collect stormwater. The priority will be those areas most used by pedestrians and visible from the street.



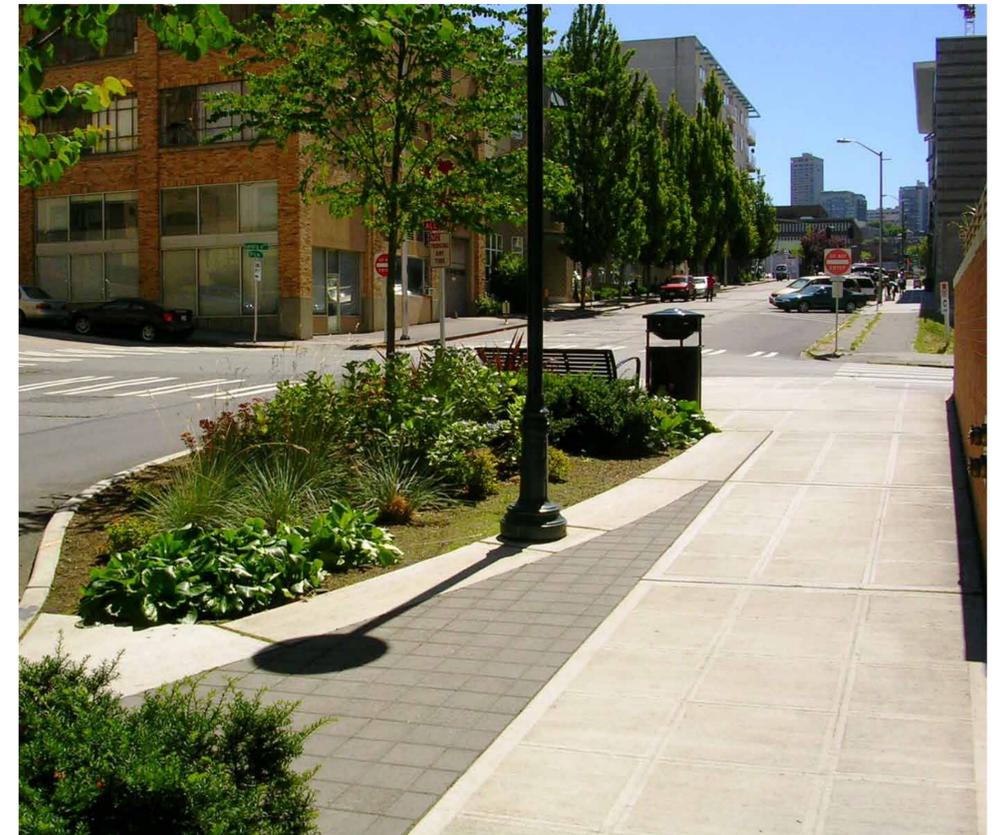
RESPONSE TO PRIORITY DESIGN GUIDELINES



BUILDING SECTION



DESIGN PRECEDENTS: GROUND FLOOR RESIDENTIAL



DESIGN PRECEDENTS: STREETScape & LANDSCAPE