



## Interbay Apartments



FISH  
MACKAY  
ARCHITECTS LLC



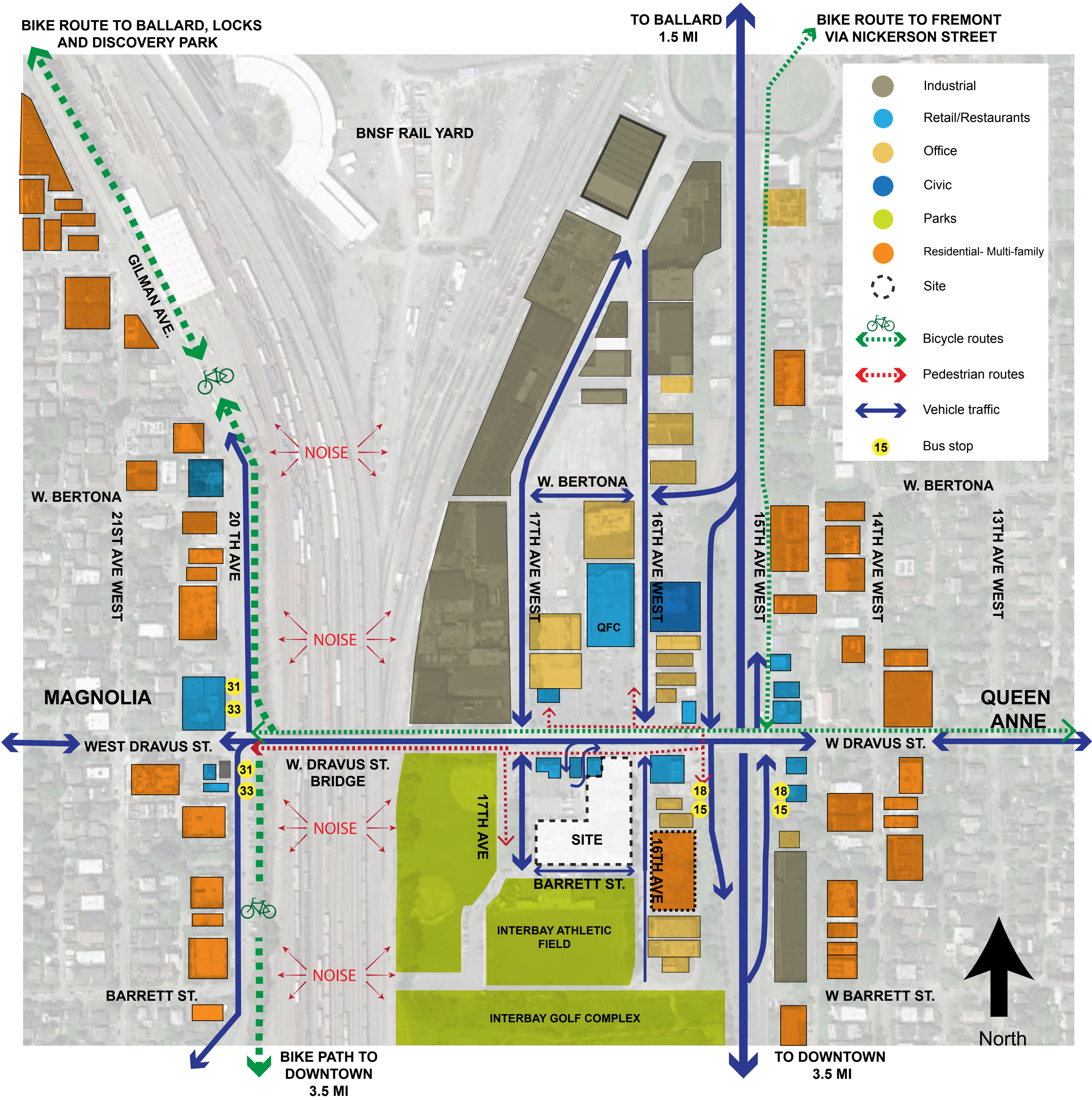
Recommendation Meeting

May 18, 2011  
DPD Project# 3010370





Aerial Photo



# VICINITY MAP

## Interbay Apartments

Recommendation Meeting: May 18, 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

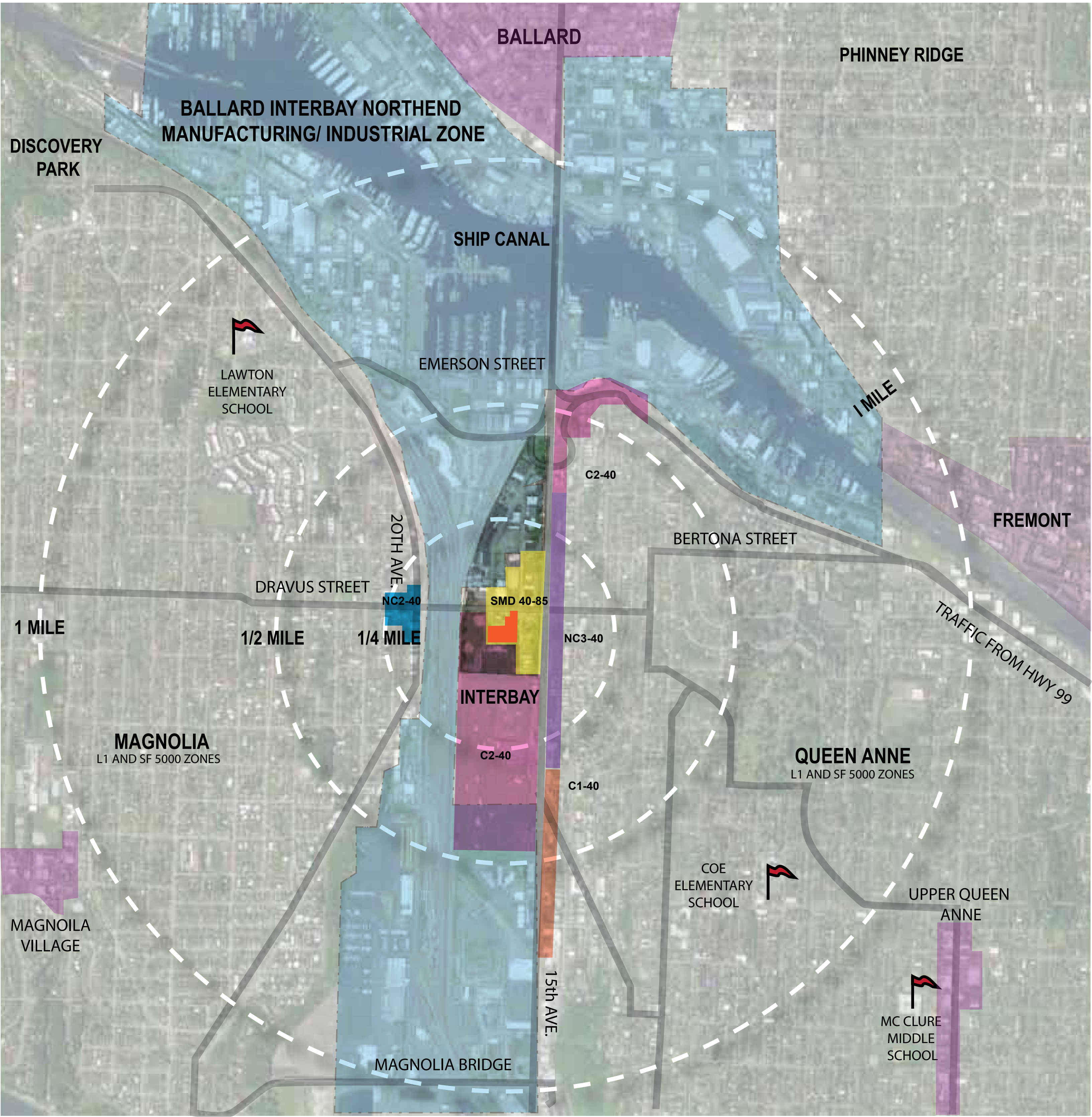
**Base Zone:**  
SM/D 40-85- Seattle Mixed Zone West Dravus  
height limitations

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**

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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.

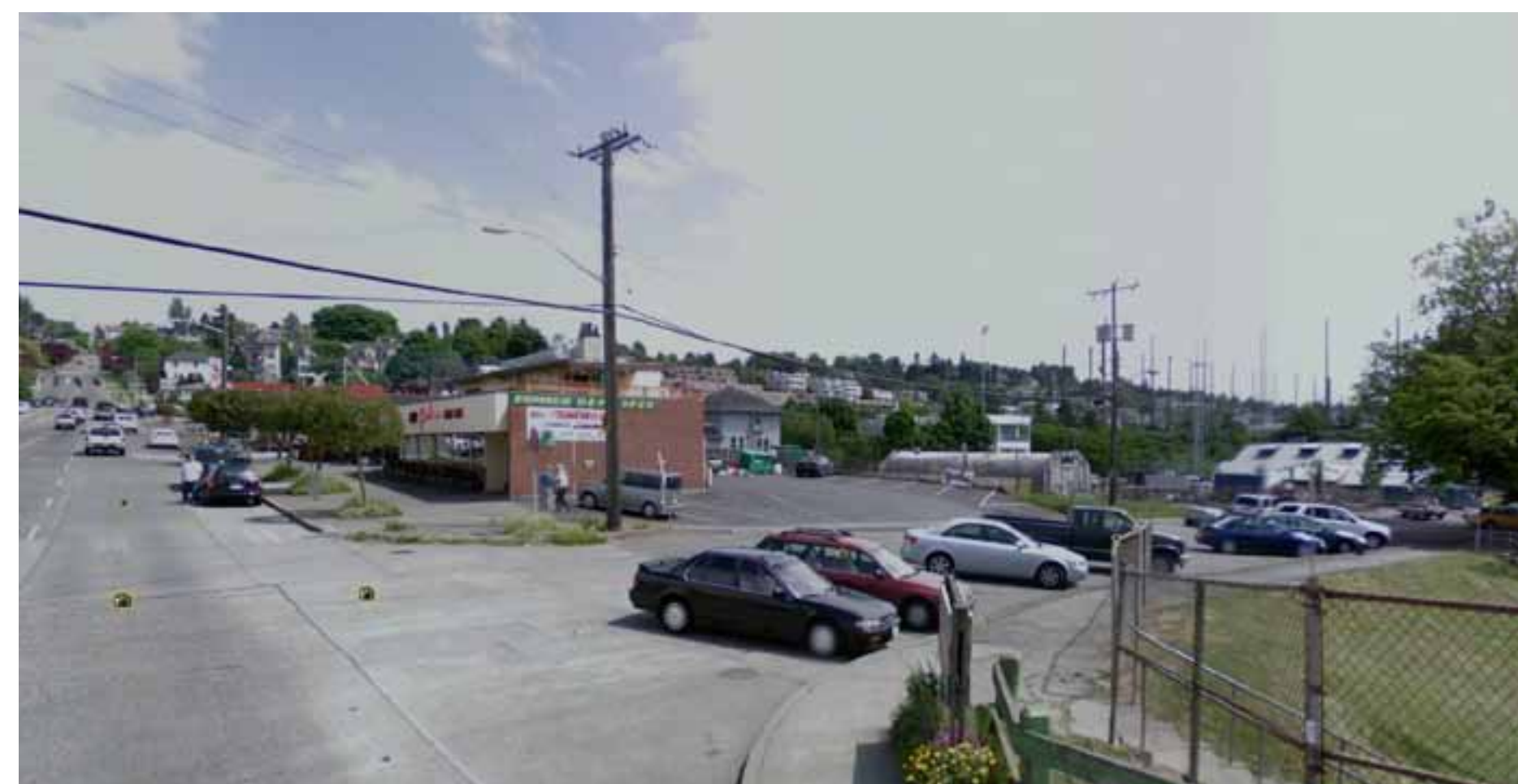


LOOKING NORTH FROM WEST DRAVUS AND 17TH AVE WEST. THIS  
STREET IS USED AS PARKING FOR INTERBAY ATHLETIC FIELD EVENTS



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



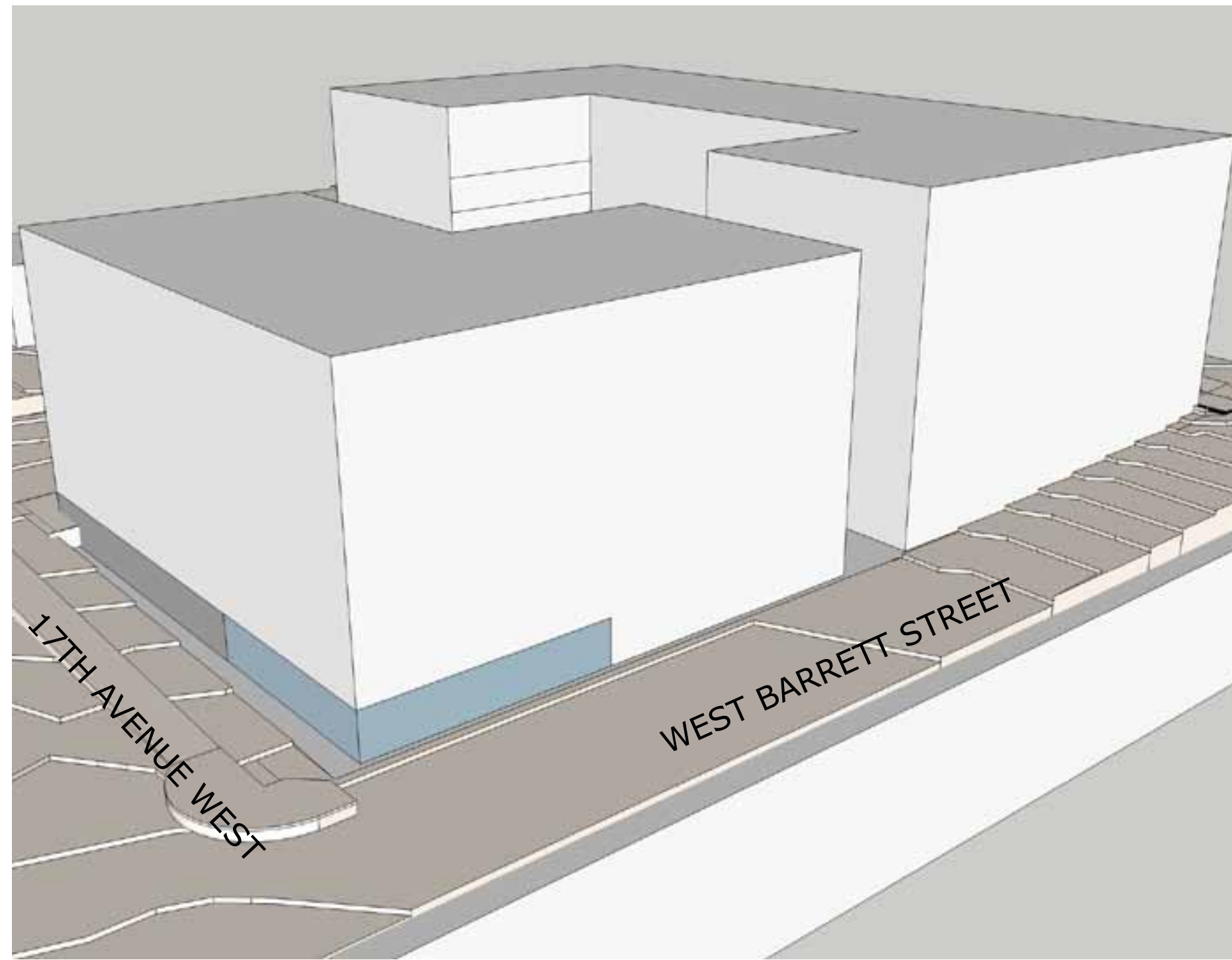
CORNER OF 17TH AVE WEST AND WEST DRAVUS



QUEEN ANNE HILL RESTRICTS EASTERLY VIEWS AND MORNING SUNLIGHT

## SITE PHOTOS: NORTH SIDE OF WEST DRAVUS ST.





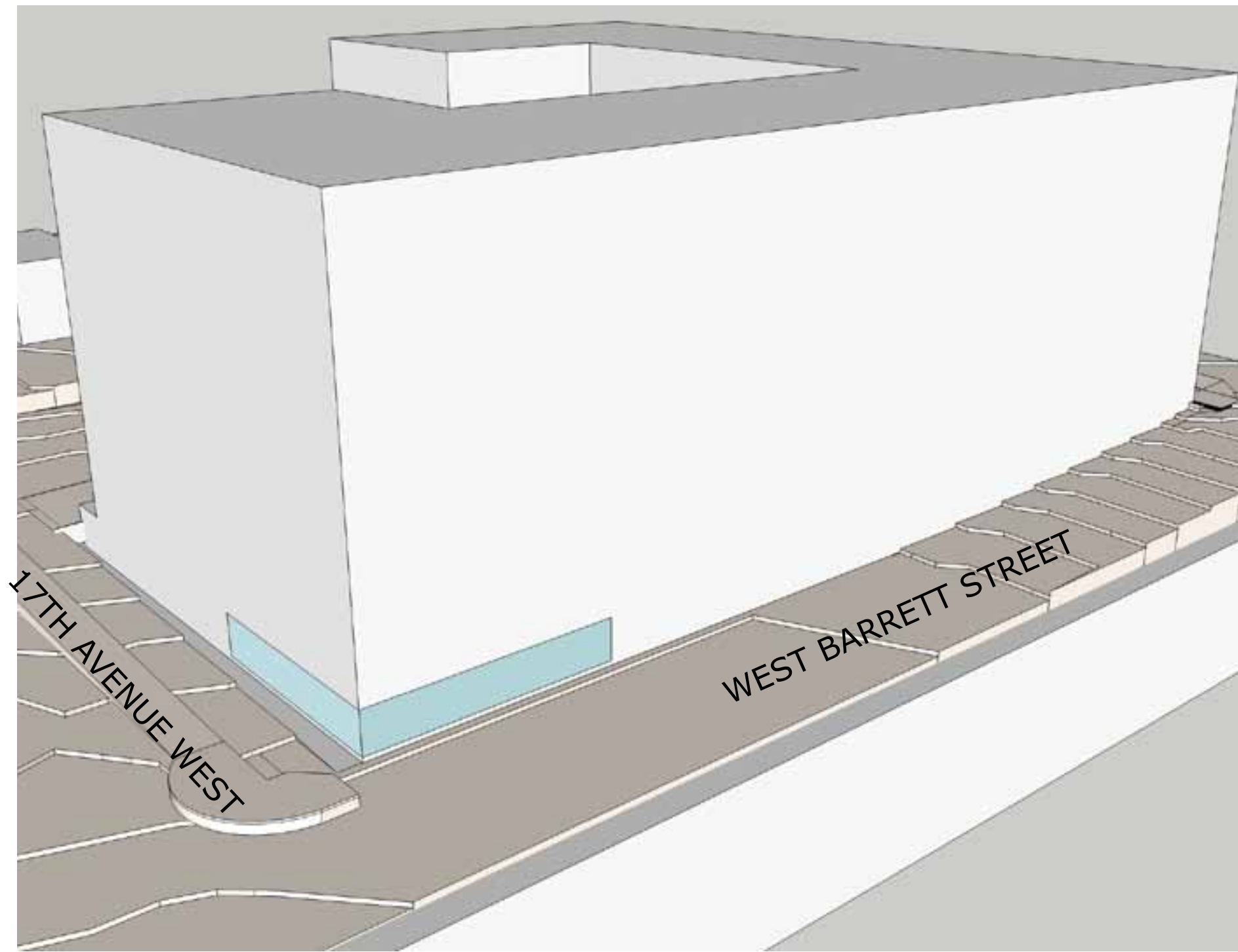
DESIGN ALTERNATIVE A

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



DESIGN ALTERNATIVE B

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



DESIGN ALTERNATIVE C (PREFERRED)

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

## 3 DESIGN ALTERNATIVES

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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

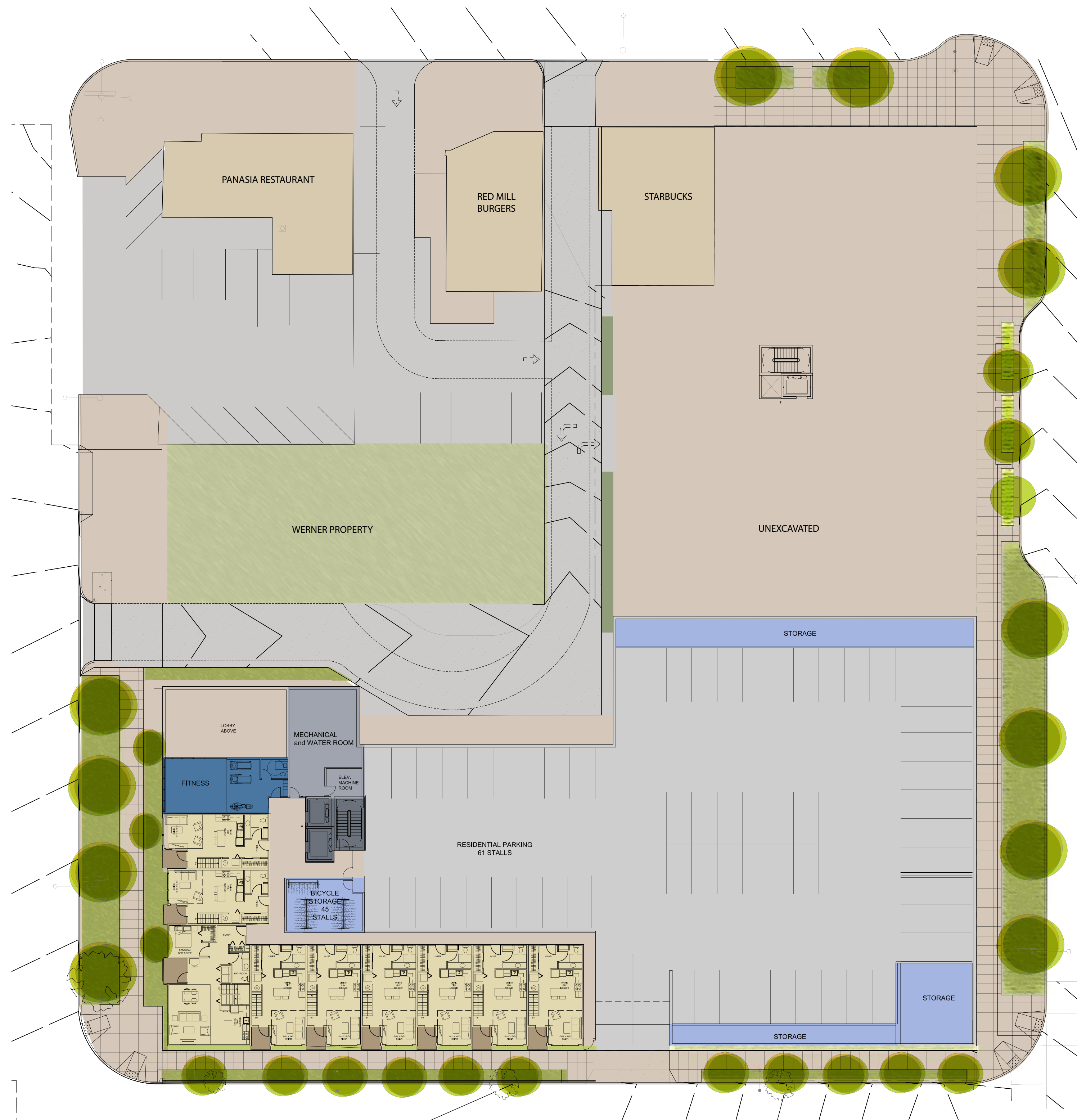
## Alley Vacation Notes

- Existing alley provides no continuity to other blocks or grid
- Other property owners and businesses adjacent to the existing alley served by reconfigured and improved alley
- Allows pedestrian link from ballfields to Dravus



## SITE PLAN





LEVEL P2



LEVEL P1

## FLOOR PLANS

### Interbay Apartments

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## FLOOR PLANS

## Interbay Apartments

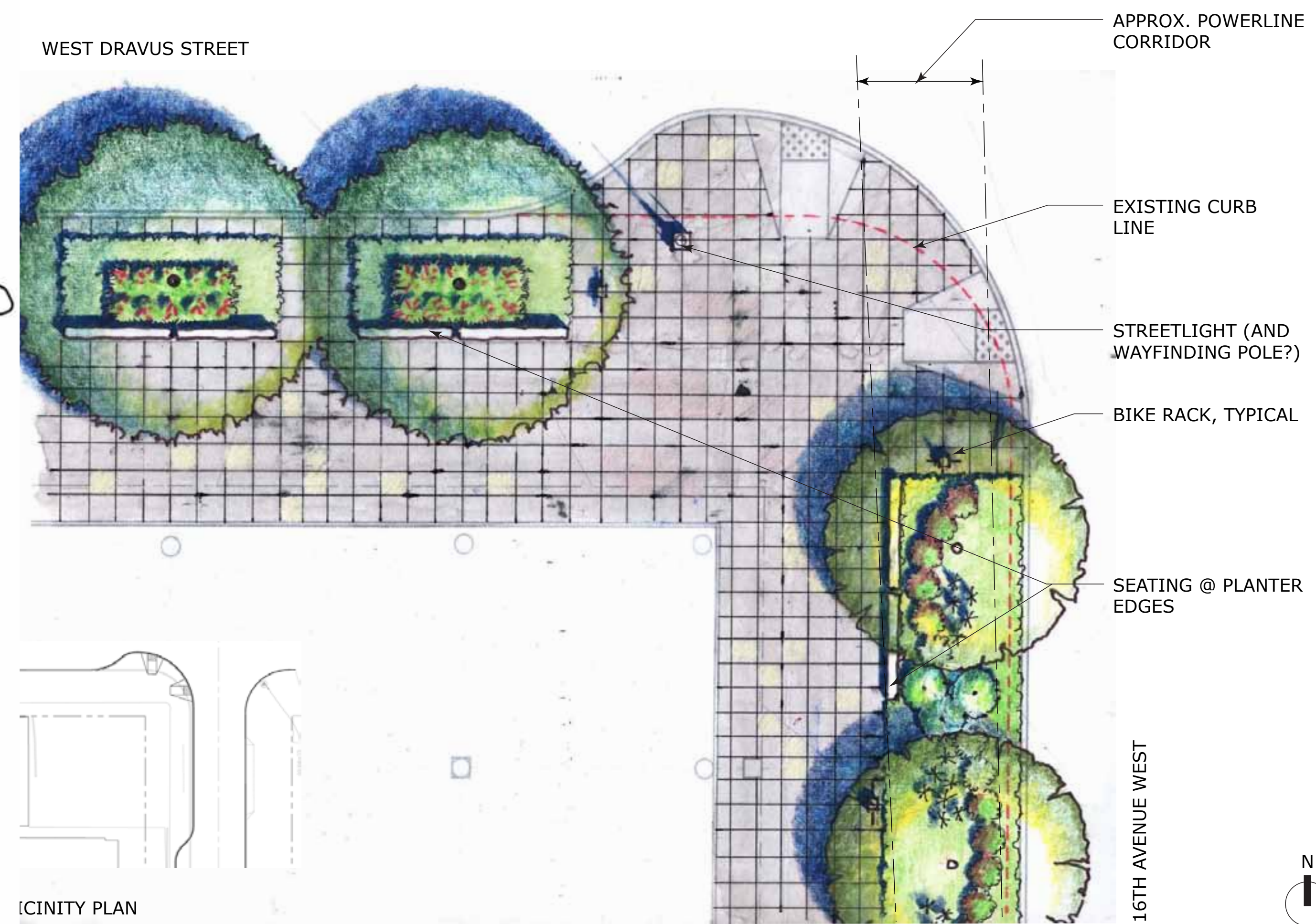
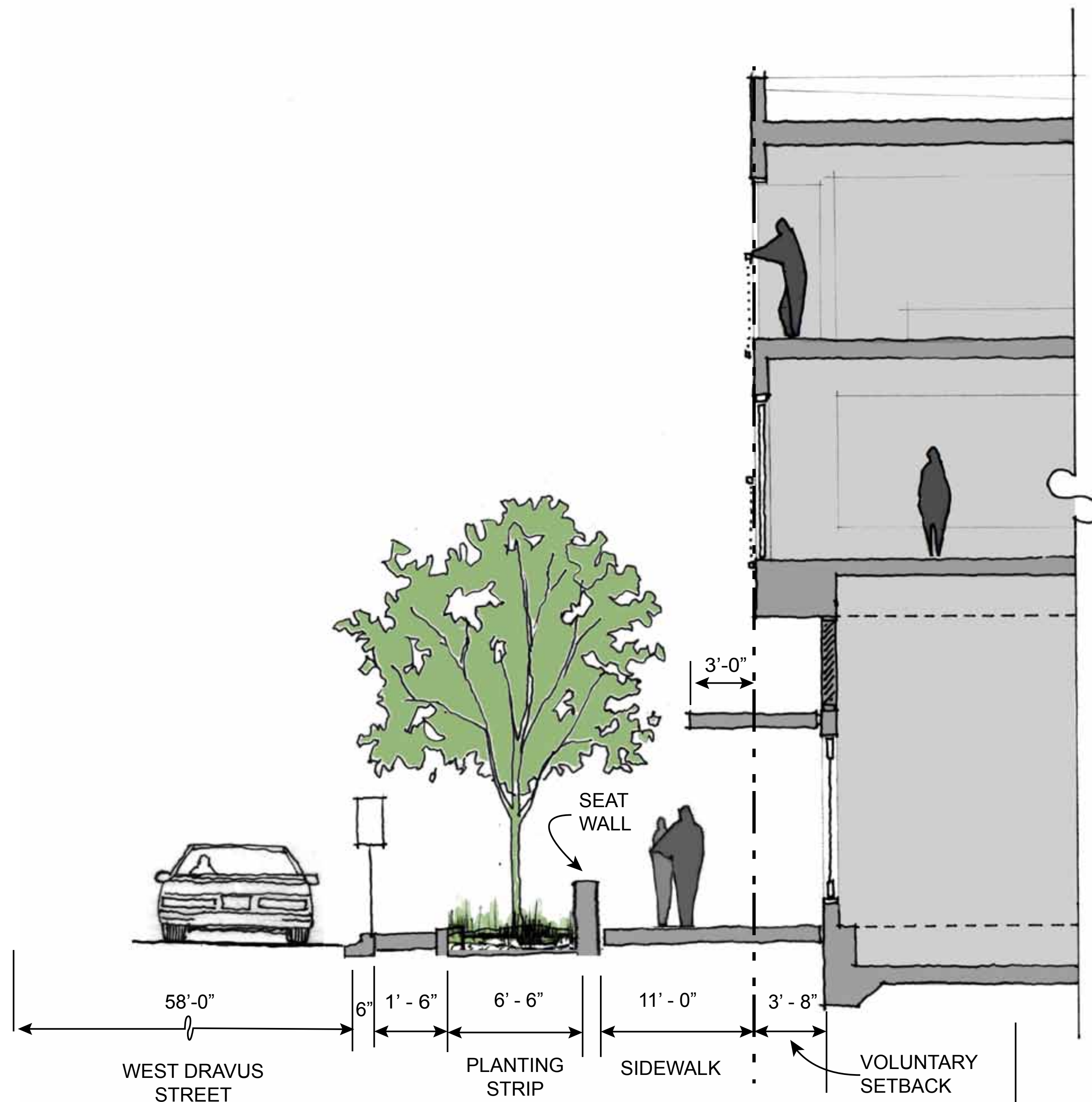
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VIEW FROM DRAVUS & 16TH AVE





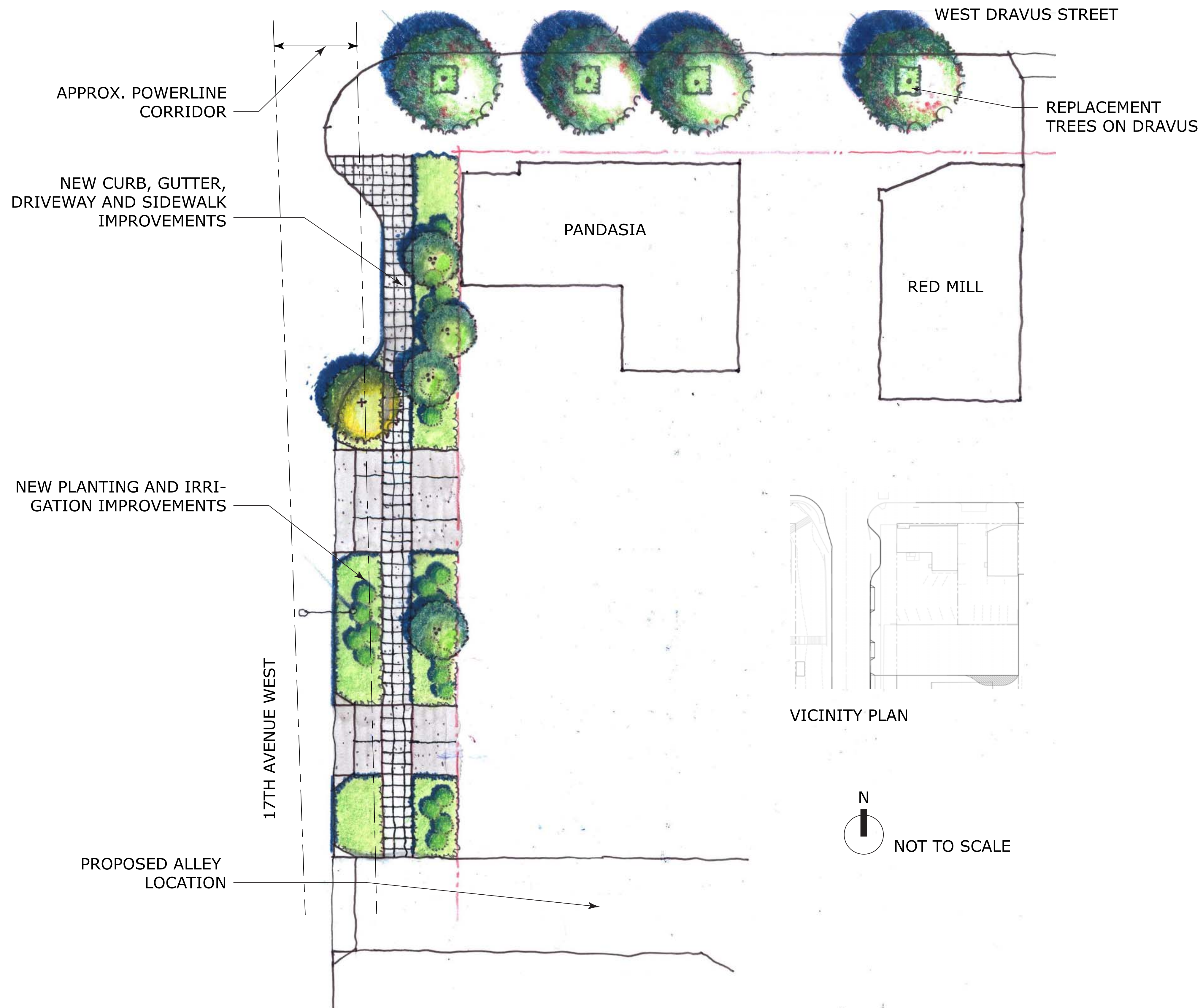
## STREETSCAPE AT WEST DRAVUS ST & 16TH AVE WEST





STREETSCAPE VIEW AT DRAVUS & 16TH





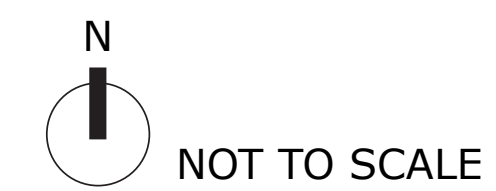
## ENLARGED STREETSCAPE PLAN: DRAVUS & 17TH





VIEW OF ALLEY FROM DRAVUS & 17TH AVE



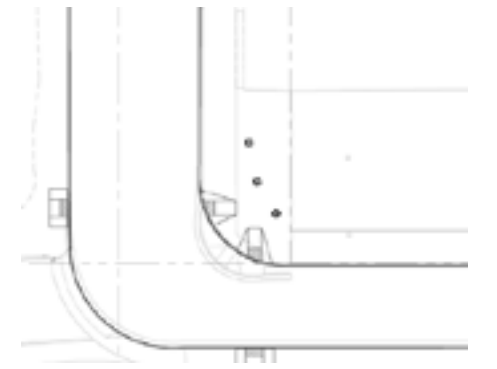
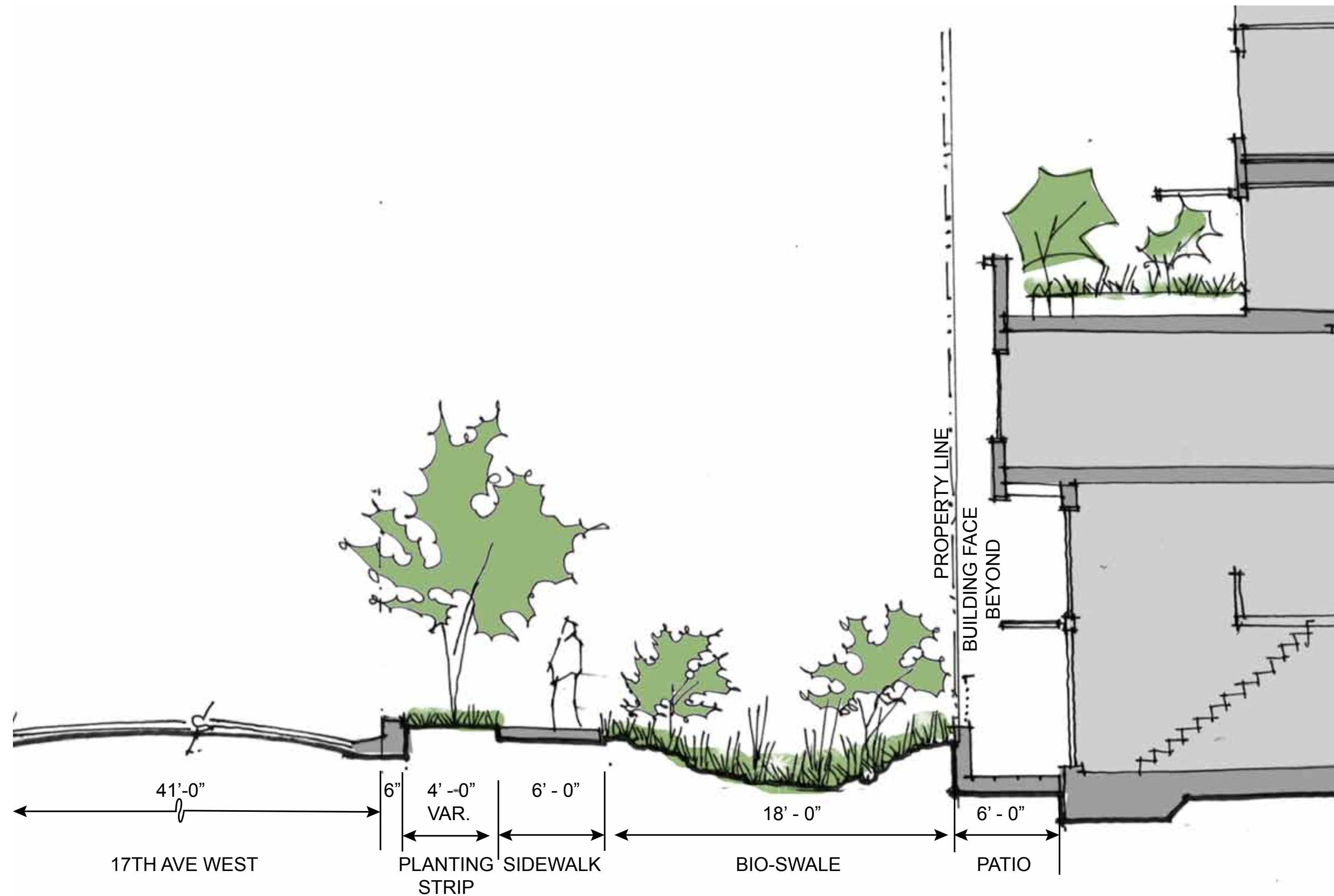


## STREETSCAPE AT 17TH AND ALLEY

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VICINITY PLAN







## STREETSCAPE AT 17TH AND BARRETT

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VIEW FROM 17TH AND BARRETT





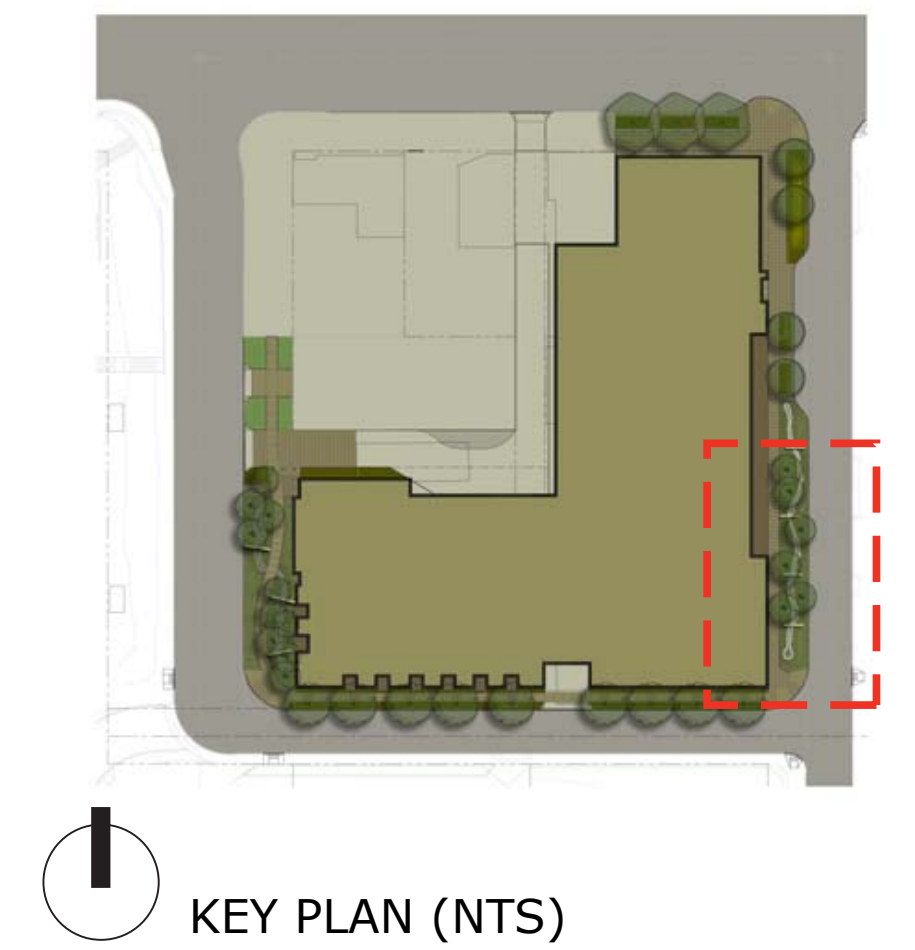
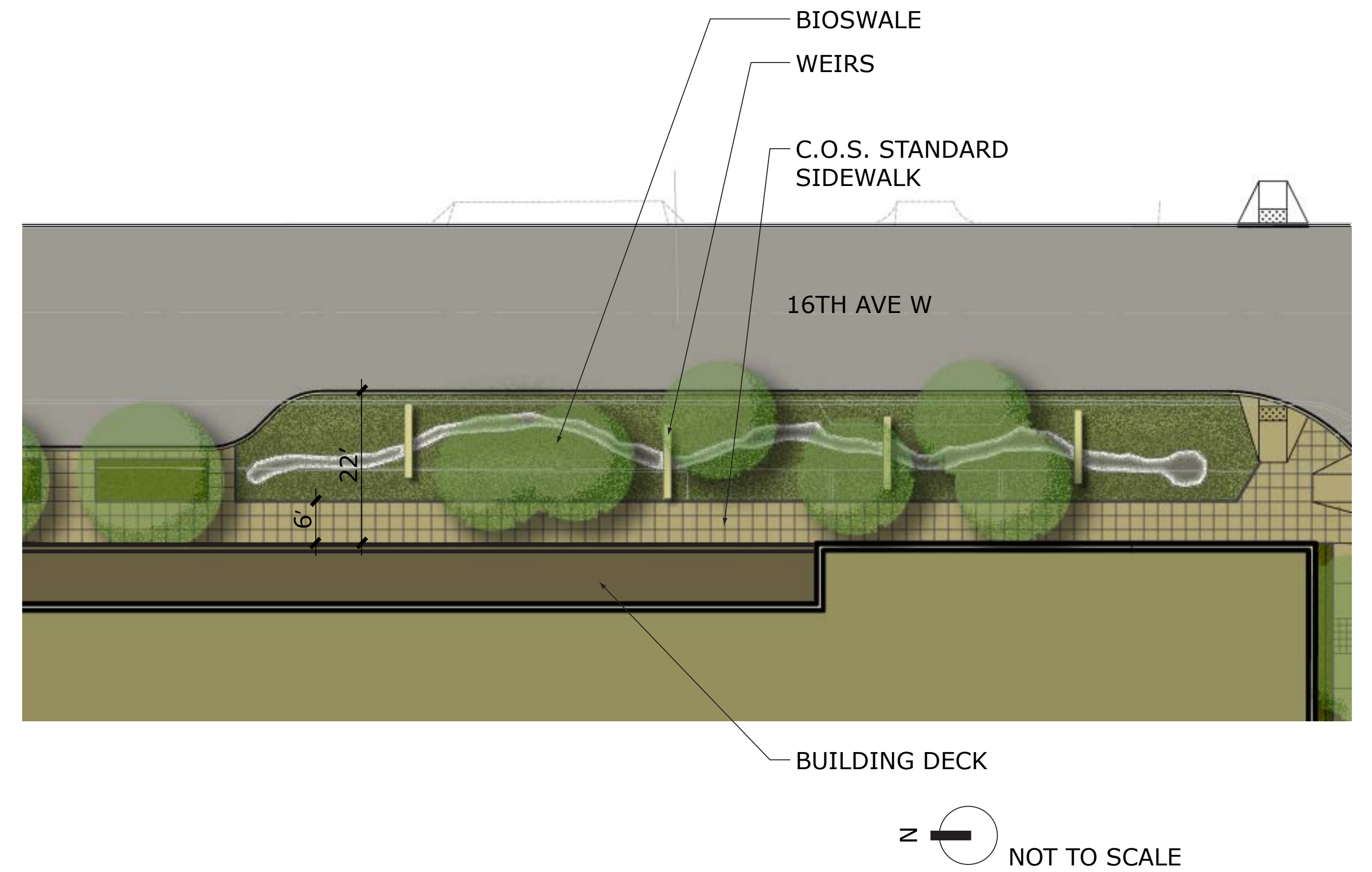
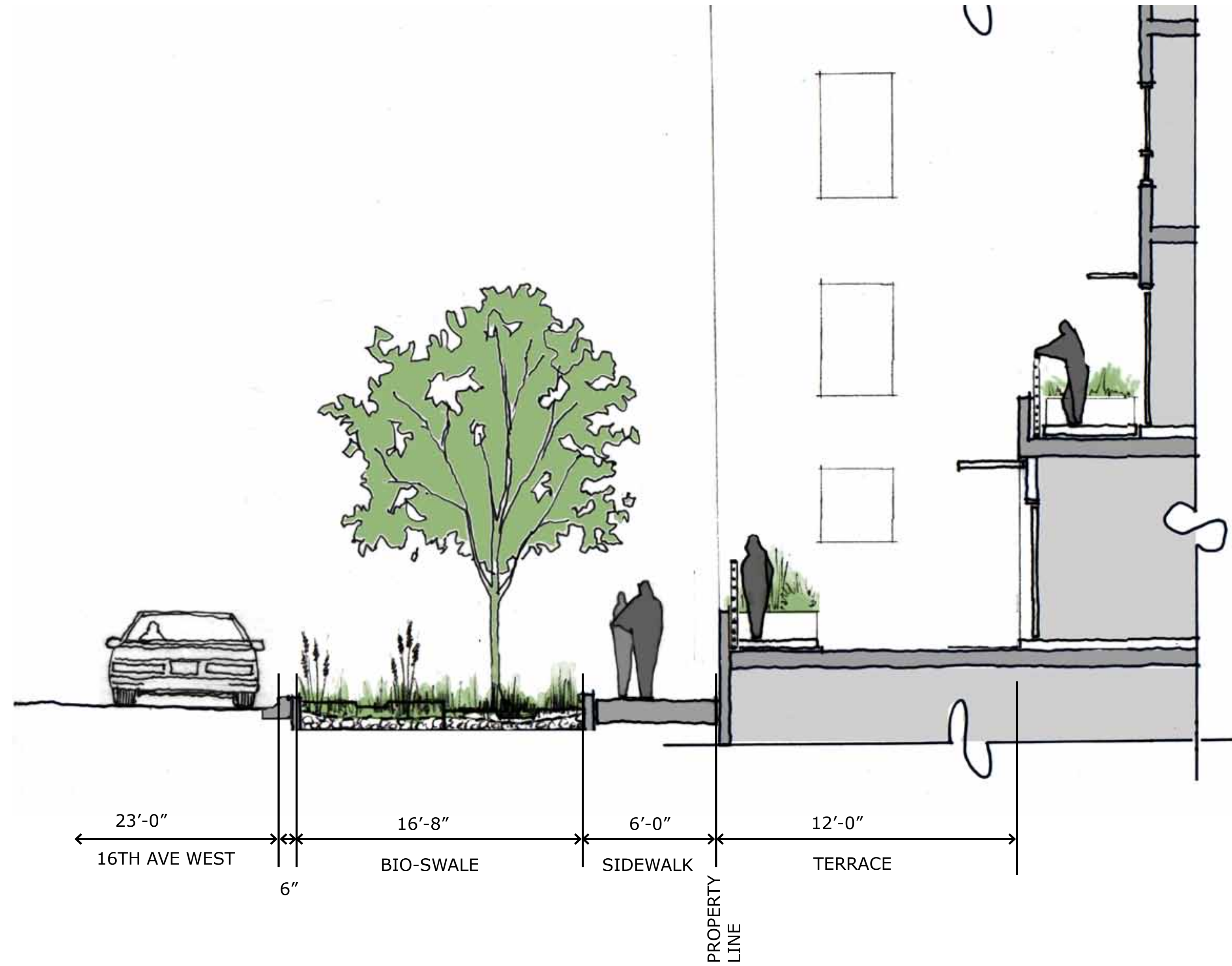
## WEST BARRETT STREET SECTION





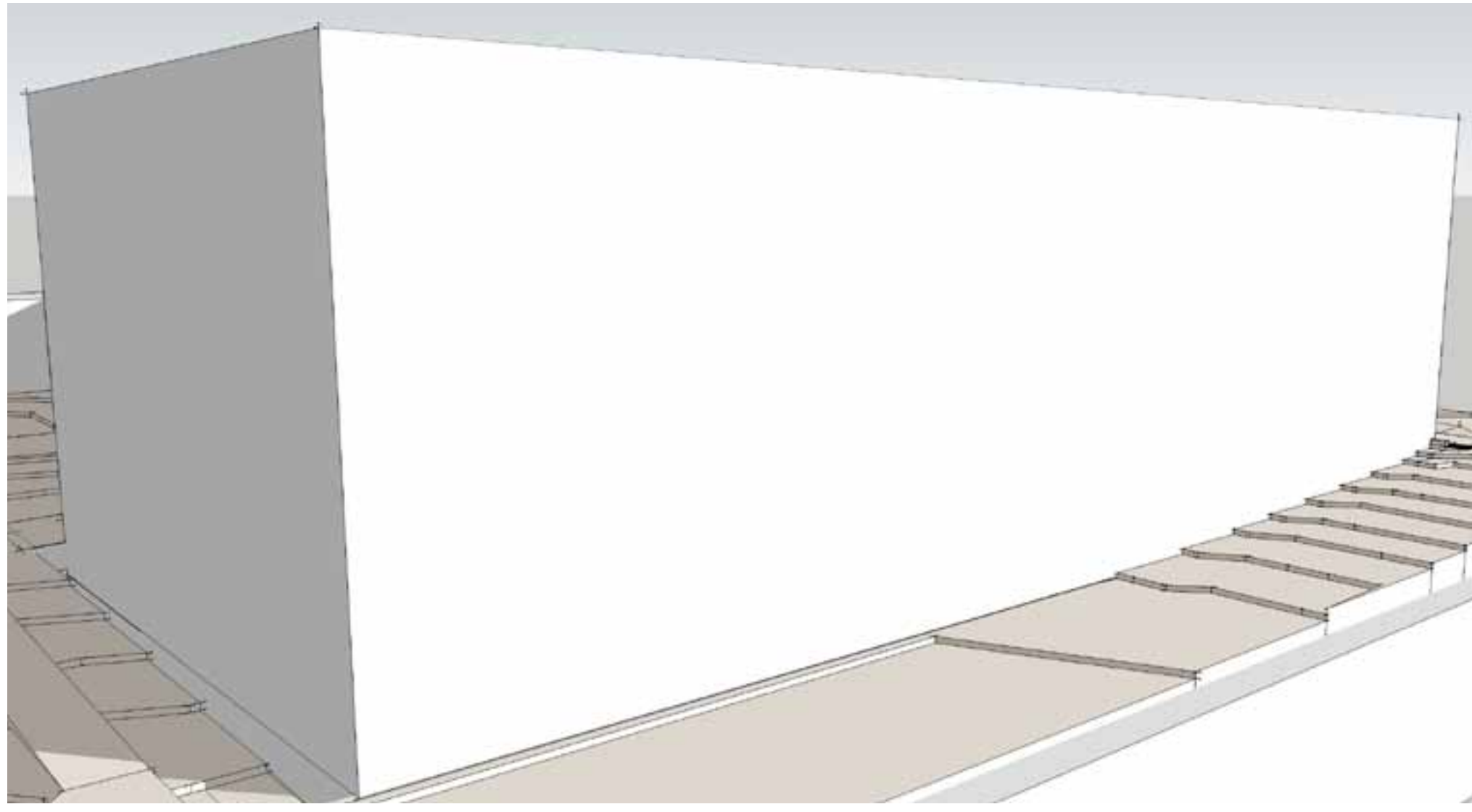
VIEW FROM BARRETT AND 17TH



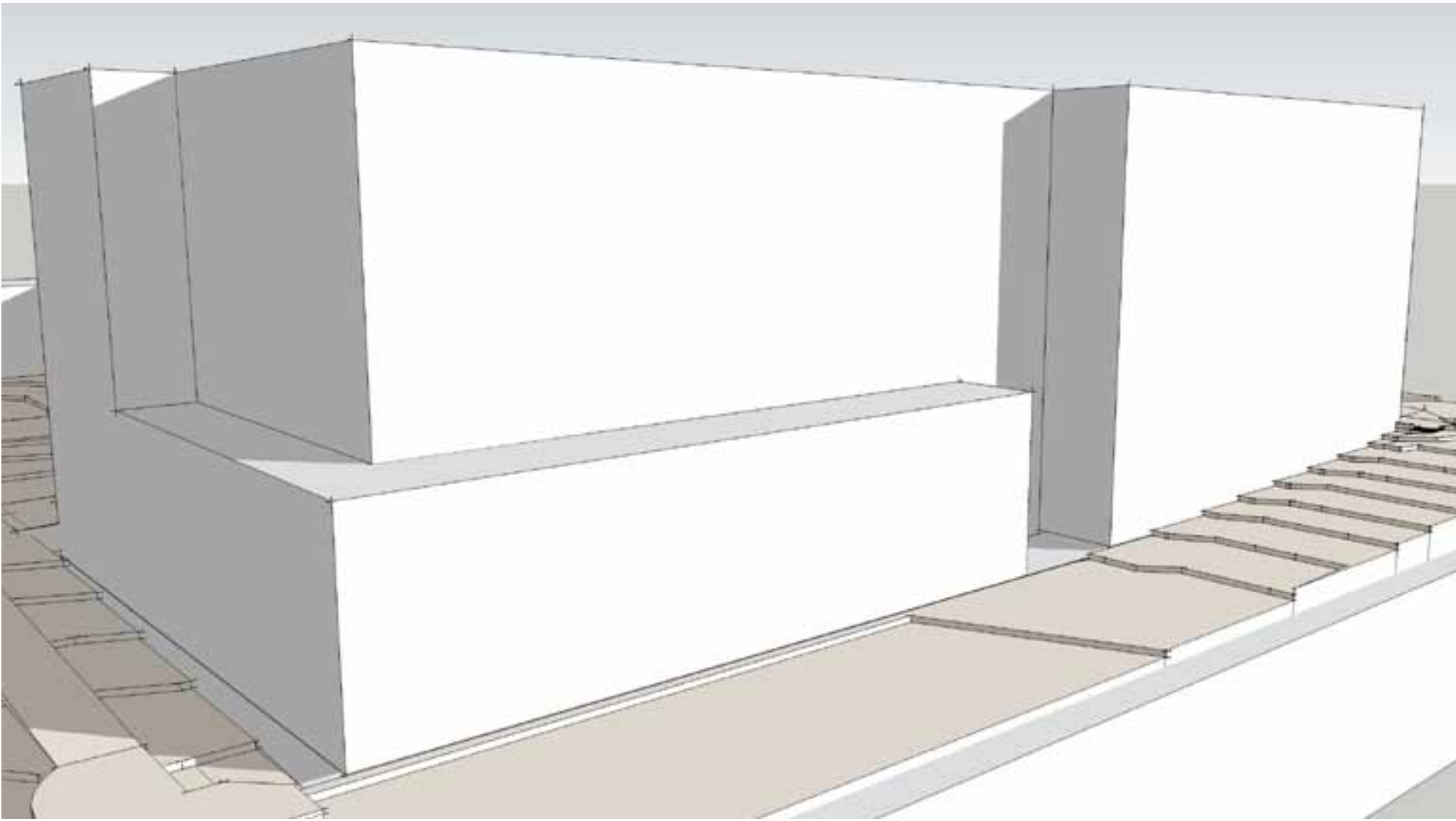


## STREETSCAPE AT WEST BARRETT ST & 16TH AVE WEST

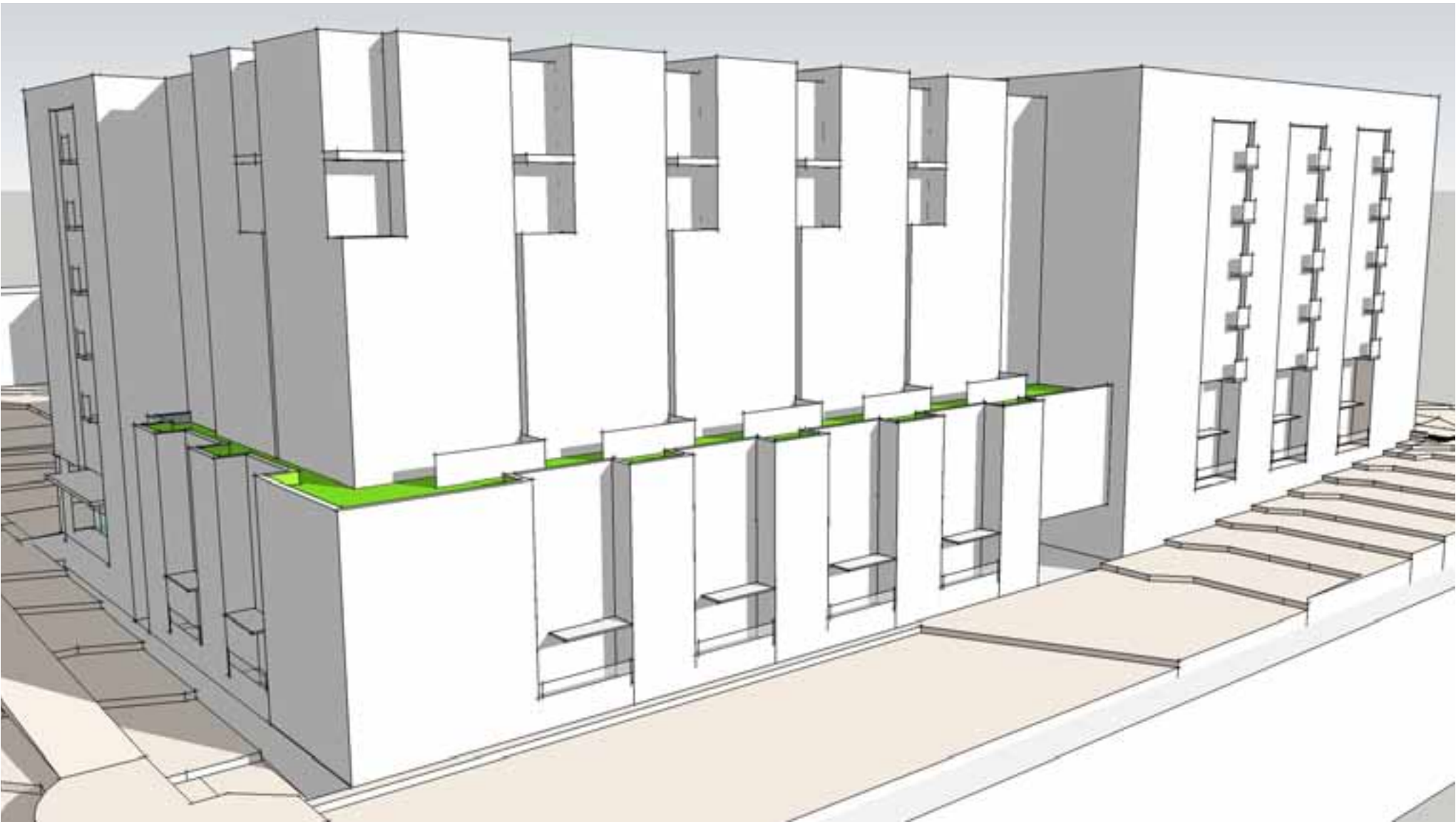




MAXIMUM BUILDING ENVELOPE, NO MODULATION



LARGE-SCALE MASSING MODULATION



FINER SCALE ARTICULATION AT STREET-LEVEL AND ROOFLINE



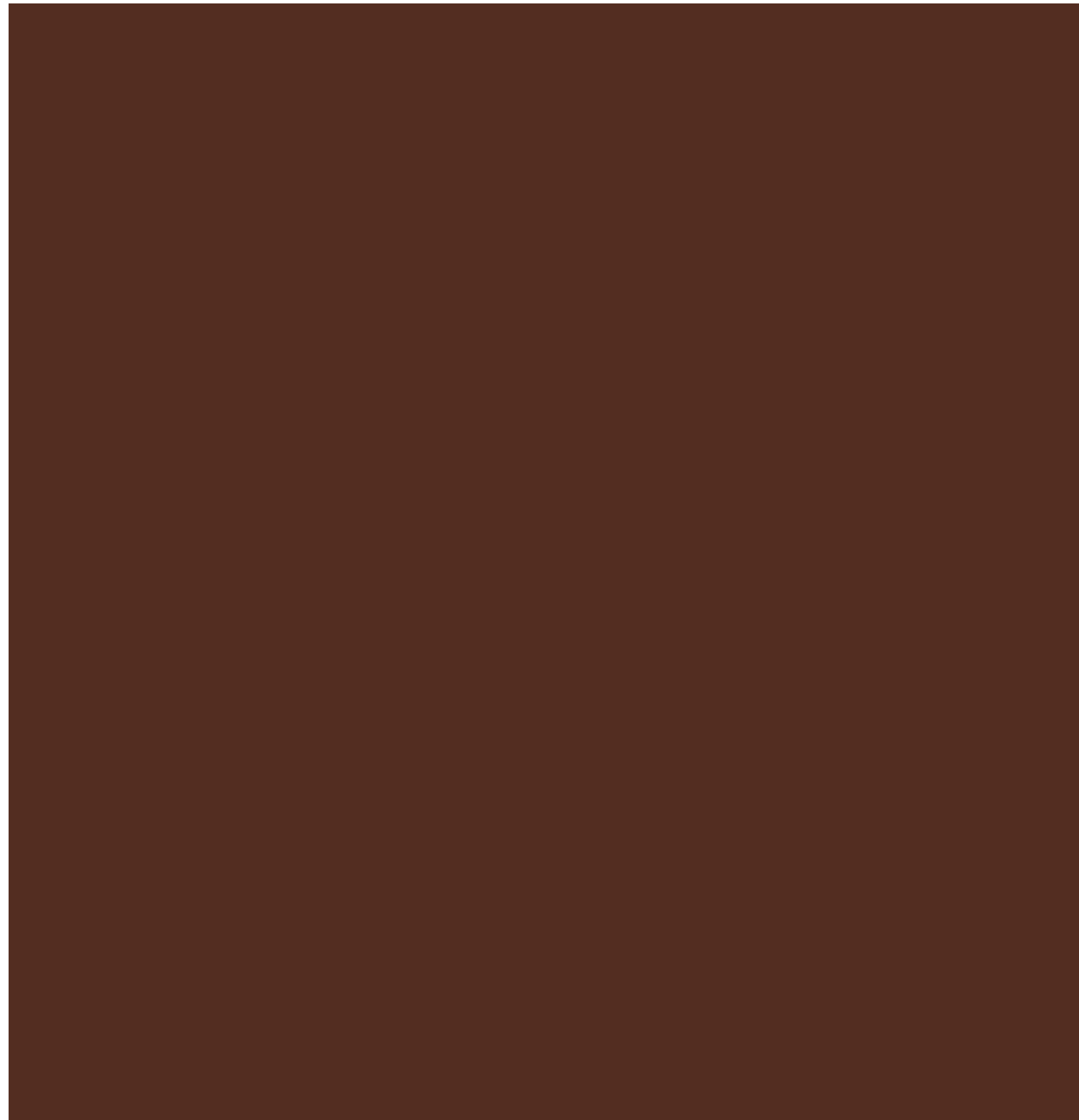
VIEW FROM 15TH AVENUE LOOKING NW

# MASSING DIAGRAM

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CEMENT PANEL AT CORNER ELEMENTS



METAL WALL PANEL



GROJND-FACE CMU AT STREET LEVEL RESIDENTIAL



CEMENT PANEL AT RECESSED FACADES



VINYL RESIDENTIAL WINDOWS



ALUMINUM STOREFRONT WINDOWS AT COMMERCIAL SPACE

## EXTERIOR MATERIALS

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PEDESTRIAN LIGHTING



VERTICAL PLANTING SCREENS



PUBLIC BIKE RACKS



DAYLIT RAINGARDENS WITH ENHANCED PLANTING  
PROPOSED FOR 16TH & 17TH AVE



PEDESTRIAN/CYCLIST WAYFINDING



ENHANCED PLANTING & SEATING ELEMENTS

# STREETSCAPE AMENITIES

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**Departure 1: SMC 23.48.020 Residential amenity area**

Residential amenity area required in the amount of 5% of residential gross floor area  
On-site, available to all residents, at or above ground level, max 50% enclosed, min. horiz. dimension 15', no amenity area < 225 sf

**Request**

- Provide less than required amenity space: 10,214 sf required (5,107 sf outdoor), 4,865 sf proposed (2,531 sf outdoor)
- Provide one space with 12' horizontal dimension, less than 15' required minimum

**Justification**

- Adjacent parks and enhanced streetscapes provide recreational opportunities to residents
- SMC 23.48.014 General facade requirements allows only 12’ maximum setback from property line

**Departure 2: SMC 23.48.024 Screening and landscaping standards**

Each setback area or berm required shall be planted with trees, shrubs, and grass or evergreen groundcover

**Request**

Ground level 3'-8" setback at commercial space on Dravus and 16th, as well as at residential entry at 16th, not required to be planted per 23.48.024 requirements

**Justification**

Purpose of setback in these locations is to provide wider sidewalk, opportunities for outdoor dining, and clearances for entry door swings. Landscaping in these setbacks would not be feasible due to overhead floors meeting the property line. Additionally, landscaped areas would interfere with pedestrian flow

**REQUESTED DEPARTURES**

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