



INTERBAY APARTMENTS

3008 16th Ave. W, Seattle, WA 98119
SDCI #3026027

Design Review Board - Recommendation Meeting
December 13, 2017

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Interbay

North Queen Anne

W Dravus St.

SITE

15th Ave. W

PROJECT INFORMATION



PROJECT DATA:

- Site Area: 11,993 s.f.
- Number of Stories Above Grade: 8
- Total Gross Floor Area: 80,700 s.f.
- Number of Units: 93
- Number of Parking Spaces: 47
- Residential

PROJECT OBJECTIVES:

The *neighborhood* is an eclectic mix of old industrial, new high tech, new residential apartments and established neighborhood commercial amenities all confined by topography, Seattle's major railroad corridor, and a major arterial roadway (15th Ave W). This site is a unique infill project in a dense urban location. It sits on a "peninsula" with no adjacent buildings on three sides. This location also confines all pedestrian and vehicular traffic to approach from the north, its least visible side.

This context has defined the *project objectives*; enhance the currently forgotten dead-end into a viable, pedestrian friendly oasis, establish a connection/interaction with adjacent parks, provide residential units on the quiet-end of a dead end street with substantial views and natural light, and utilize the visibility to become a proper terminus to the end of the residential zone.

This project proposes an 8 story, 93 unit apartment building located at the unimproved end of 16th Ave W. and W. Barrett St in the rapidly changing Interbay neighborhood. The project site area is 11,993 sf that slopes down 17' from east to west. A dead-end alley exists along the east side, a 2 story office building containing a laboratory for environmental

chemists to the north, a half-block of unimproved section of W. Barrett St. exists to the south and a deteriorated section of 16th Ave W. to the west. Across 16th and to the south is the Interbay Athletic Complex which contains a soccer field (used by Seattle Pacific University) and the Interbay Golf Complex. This provides unobstructed views of the surrounding territory and desirable southern and western exposure to a majority of the building.

The opportunities and constraints of the site suggest that the proposed main entry be located at the Northwest portion of the site along 16th Ave W. placing residents within the closest proximity to neighborhood amenities and transportation stops. Ground level residential loft units comprise the rest of 16th Ave W and the SW portion of Barrett while also providing a landscaped buffer zone to interact with the adjacent parks across the street allowing for a continuous pedestrian streetscape. The vehicular entry is proposed half way up W Barrett St. to minimize any pedestrian/vehicle conflicts.

The building - through scale, transparency, logical programming and material selection - will become a *jewel box* to this small neighborhood and an enduring asset to the community.

PROJECT VISION

The vision for this project is to offer residents a unique opportunity to live in close proximity to jobs, transportation, and neighborhood amenity while living on a quiet, dead-end urban street that has unobstructed views to the south, east, and west. We continually refer to the building as a “jewel box” due to the compact nature of the building site, its location at the end of the block and its visibility from the surrounding context.

ENHANCE THE STREET END:

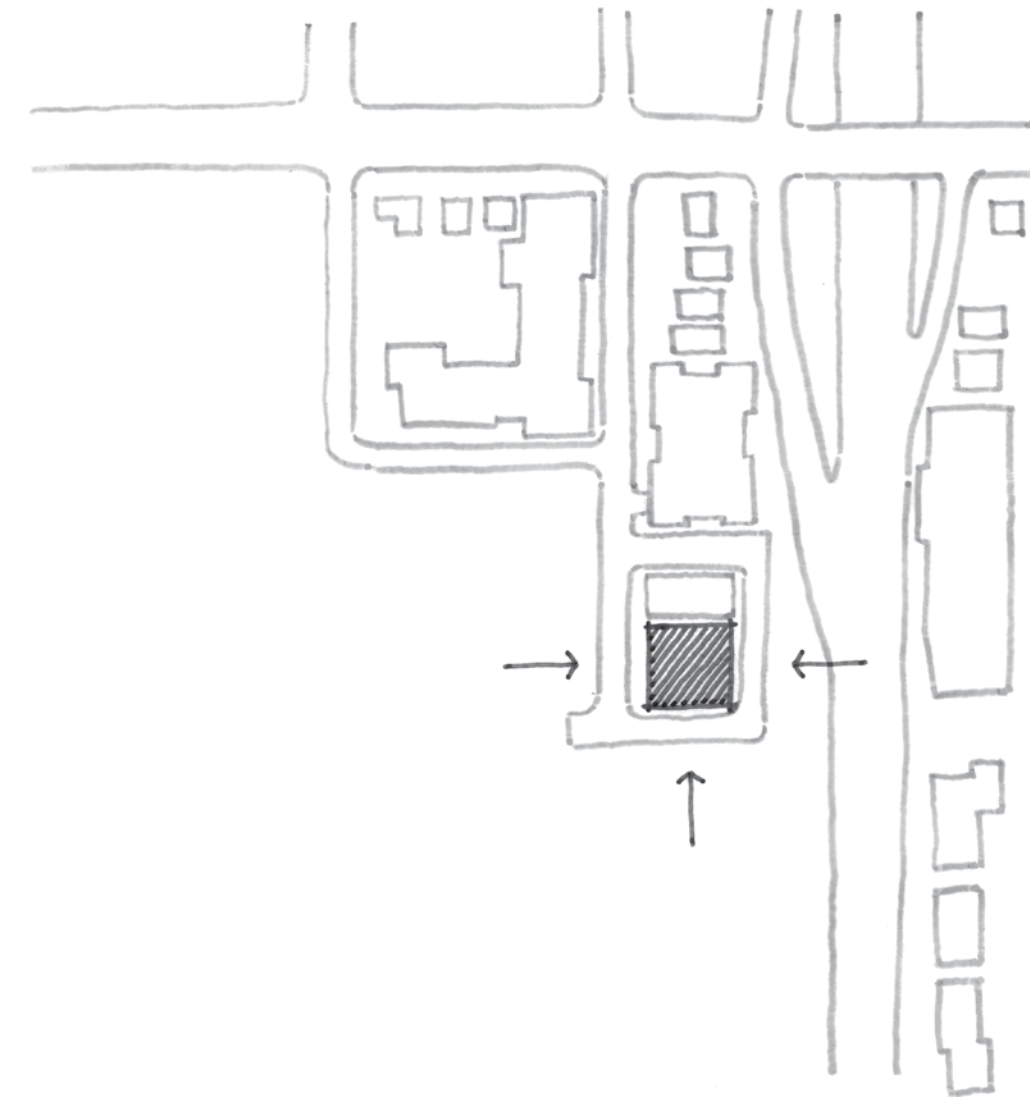
- Provide proper termination to a currently unimproved street dead end.
- Enhance pedestrian experience at street end, create urban oasis and life on the street.
- Increase safety with more activity and supervision.
- Add landscape and light to what is currently a dark, derelict corner.

BUILDING ON A PENINSULA

- The exposure of this building from all sides on the 16th Ave W. “peninsula” affords quality views from three sides.
- Unique approach provides an opportunity for creative way-finding from 15th Ave W. and W Dravus St.

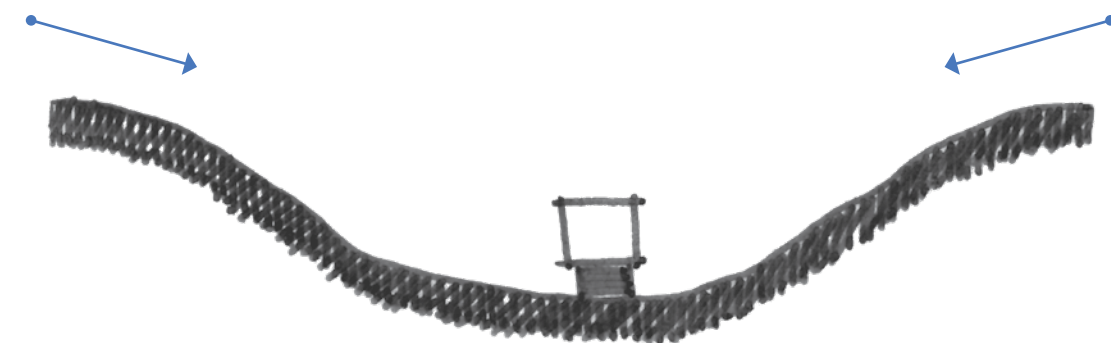
THE JEWEL BOX:

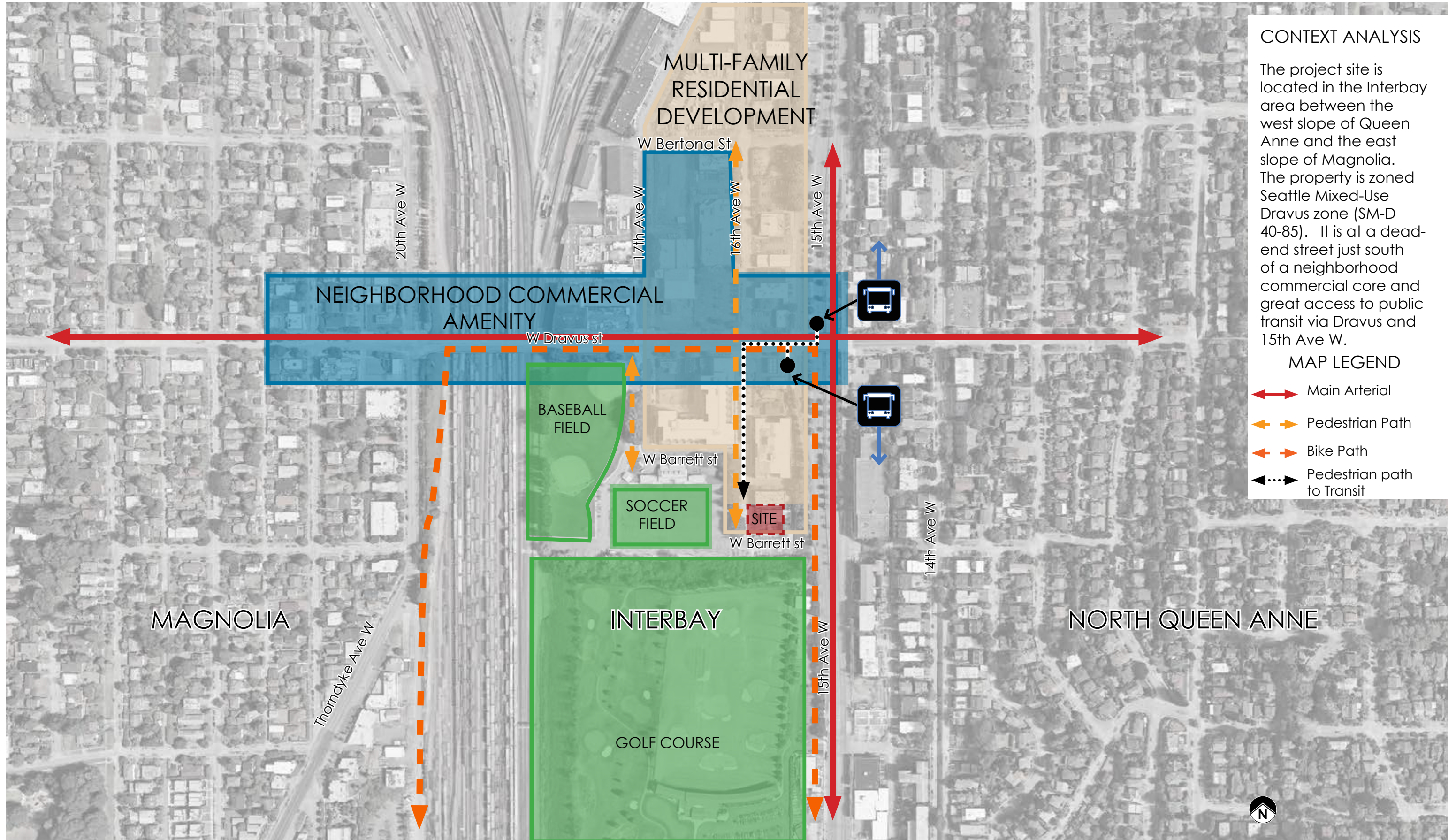
- Use a simple, enduring architecture with high quality, durable materials - a bright and shiny jewel box at the end of the road.



MAGNOLIA

QUEEN ANNE



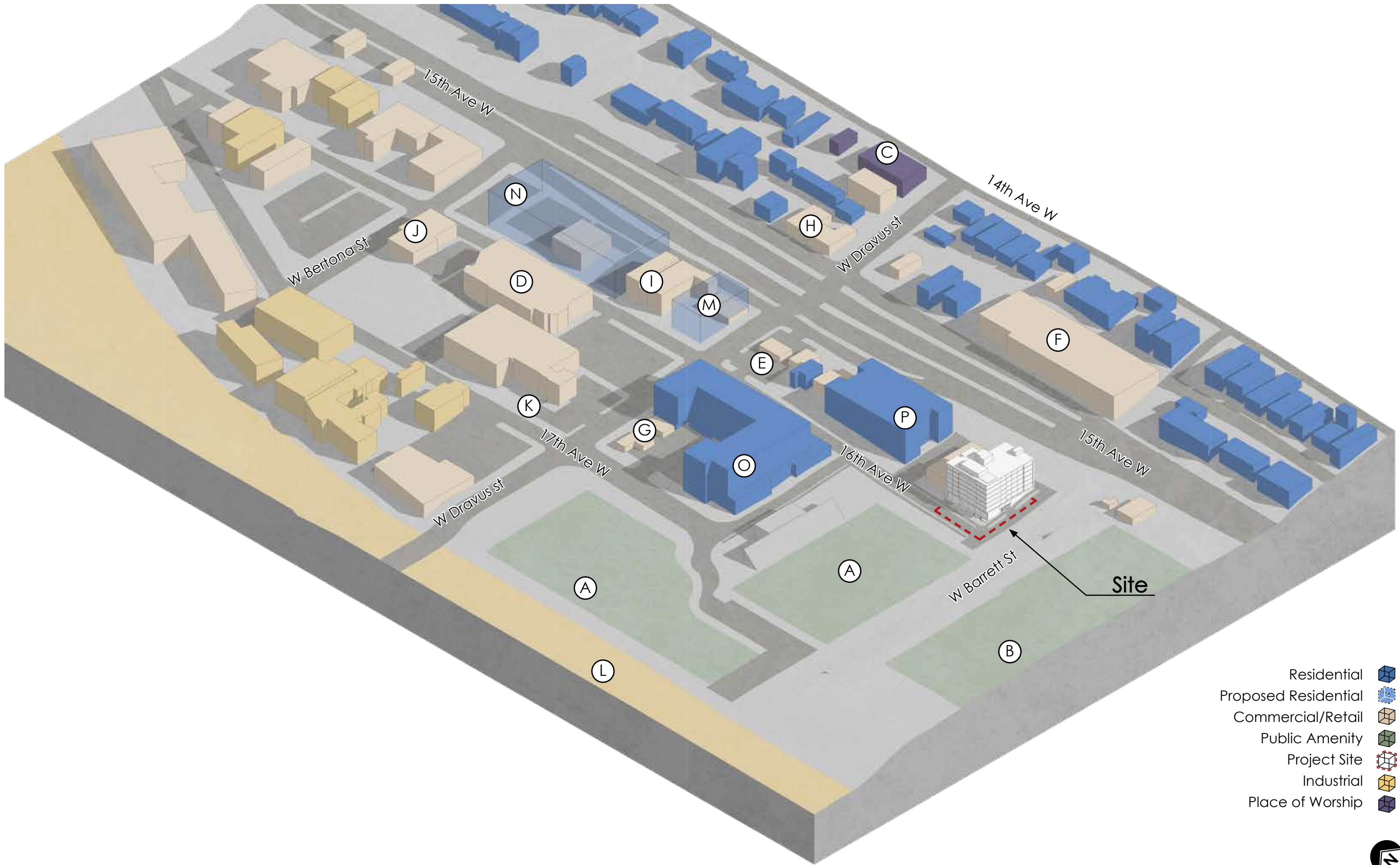


CONTEXT ANALYSIS

The project site is located in the Interbay area between the west slope of Queen Anne and the east slope of Magnolia. The property is zoned Seattle Mixed-Use Dravus zone (SM-D 40-85). It is at a dead-end street just south of a neighborhood commercial core and great access to public transit via Dravus and 15th Ave W.

MAP LEGEND

- Main Arterial
- Pedestrian Path
- Bike Path
- Pedestrian path to Transit



- Residential 
- Proposed Residential 
- Commercial/Retail 
- Public Amenity 
- Project Site 
- Industrial 
- Place of Worship 



SURROUNDING USES

THE DIVERSITY OF INTERBAY:

The project site is located along the boundary of the Interbay neighborhood and Queen Anne. Despite the large amount of Industrial space near the site, there are still plenty of desirable and convenient amenities that include a grocery store, restaurants, a veterinary care center, and a gas station.

The adjacent green space, which is split between the Interbay Golf Course and the Interbay Athletic complex, provide a unique and enticing amenity for nearby neighborhoods. The preferred response to this existing character is to maximize residences oriented towards the green space, giving residents a quiet and comfortable living unit, while shielding and protecting units oriented towards the higher traffic of 15th Ave.



(A) Interbay Athletic Complex



(B) Interbay Golf Course



(C) St. Margaret's Church



(D) QFC Grocery Store



(E) Gas Station



(F) Public Storage



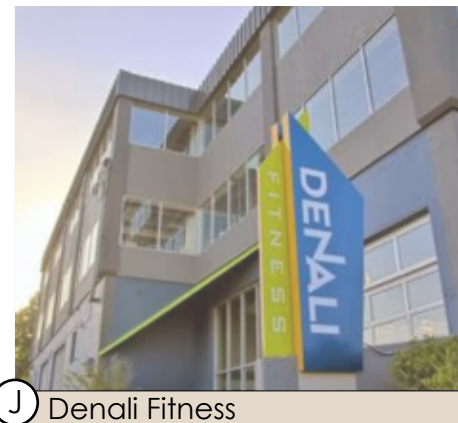
(G) Red Mill Burgers Interbay



(H) Yasuko's Teriyaki



(I) Seattle Film Institute



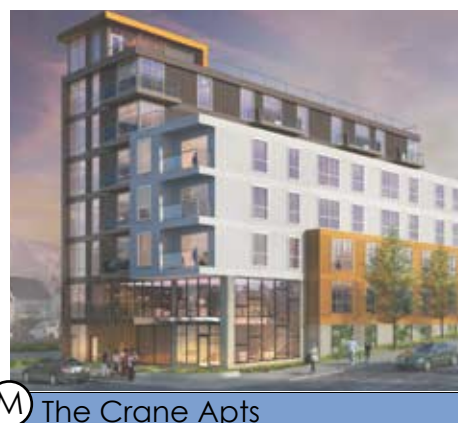
(J) Denali Fitness



(K) Pagliacci Pizza



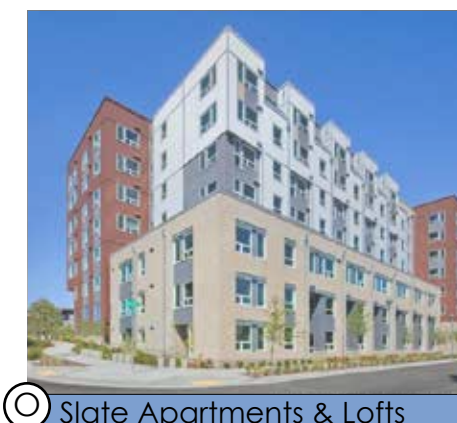
(L) Balmer Train Yard



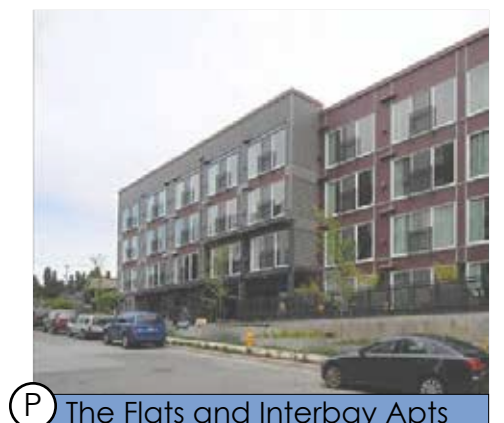
(M) The Crane Apts



(N) Axle Apts - approved project



(O) Slate Apartments & Lofts



(P) The Flats and Interbay Apts

EXISTING DEVELOPMENT

16TH AVE W - LOOKING EAST



THE FLATS AT INTERBAY MULTI-FAMILY RESIDENTIAL

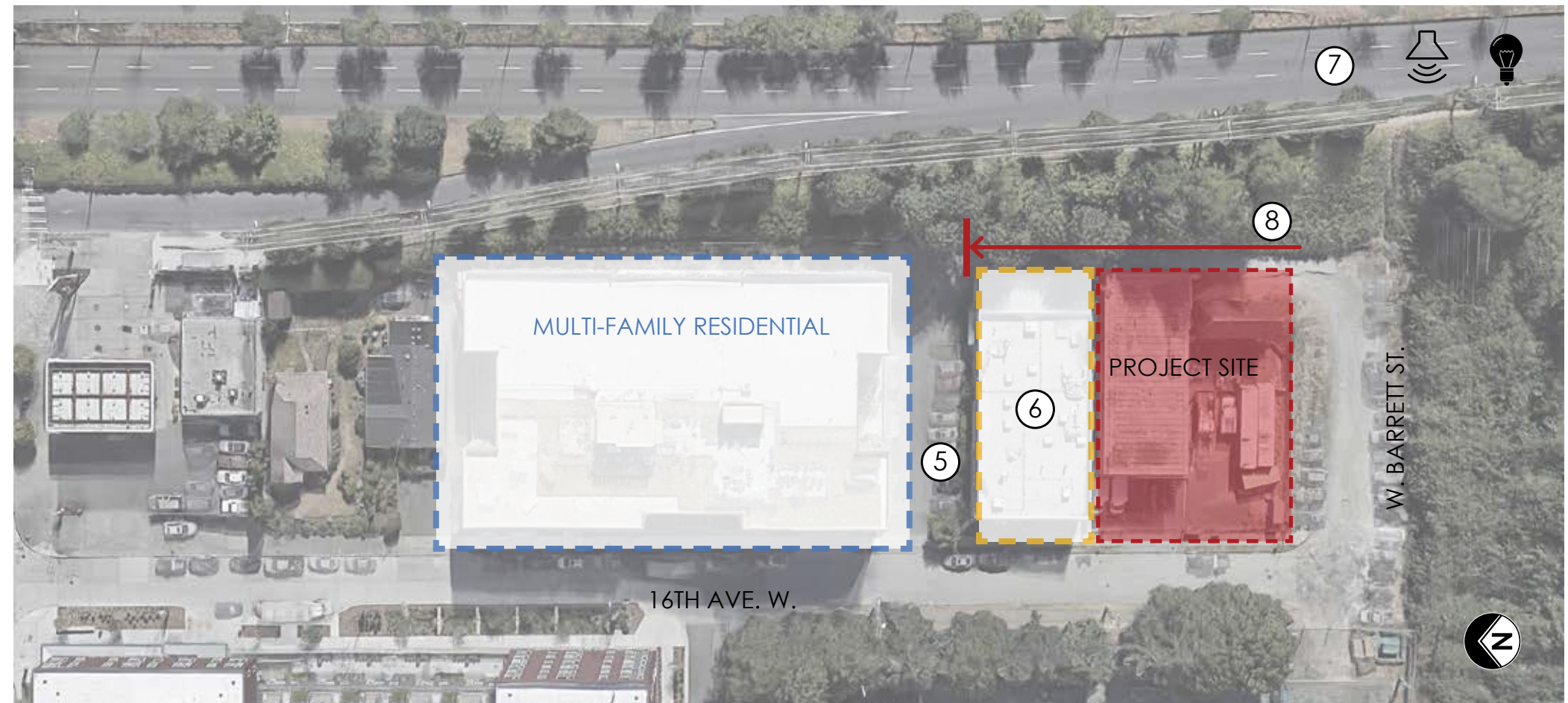
ADJACENT PROPERTY

PROJECT SITE

FEATURES:

- ① Horizontally emphasized facade treatment through banding and corrugated metal
- ② Large concrete planters between sidewalk and property line
- ③ Garage access creates vehicle and non-motorists conflict
- ④ Flat roof
- ⑤ Surface parking
- ⑥ **Adjacent Property:**
 - 2-Story building
 - Similar zoning SM-D 40-85
 - Commercial Building
 - Horizontal fenestration patterning
 - Flat roof
- ⑦ **15th Ave. W.:**
 - Principal arterial
 - Noise & light pollution
- ⑧ **Alley**
 - condemn
 - no through access

16TH AVE. W - EAST SIDE OF STREET - PLAN



EXISTING DEVELOPMENT

16TH AVE W - LOOKING WEST



DIRECTLY WEST OF PROJECT SITE

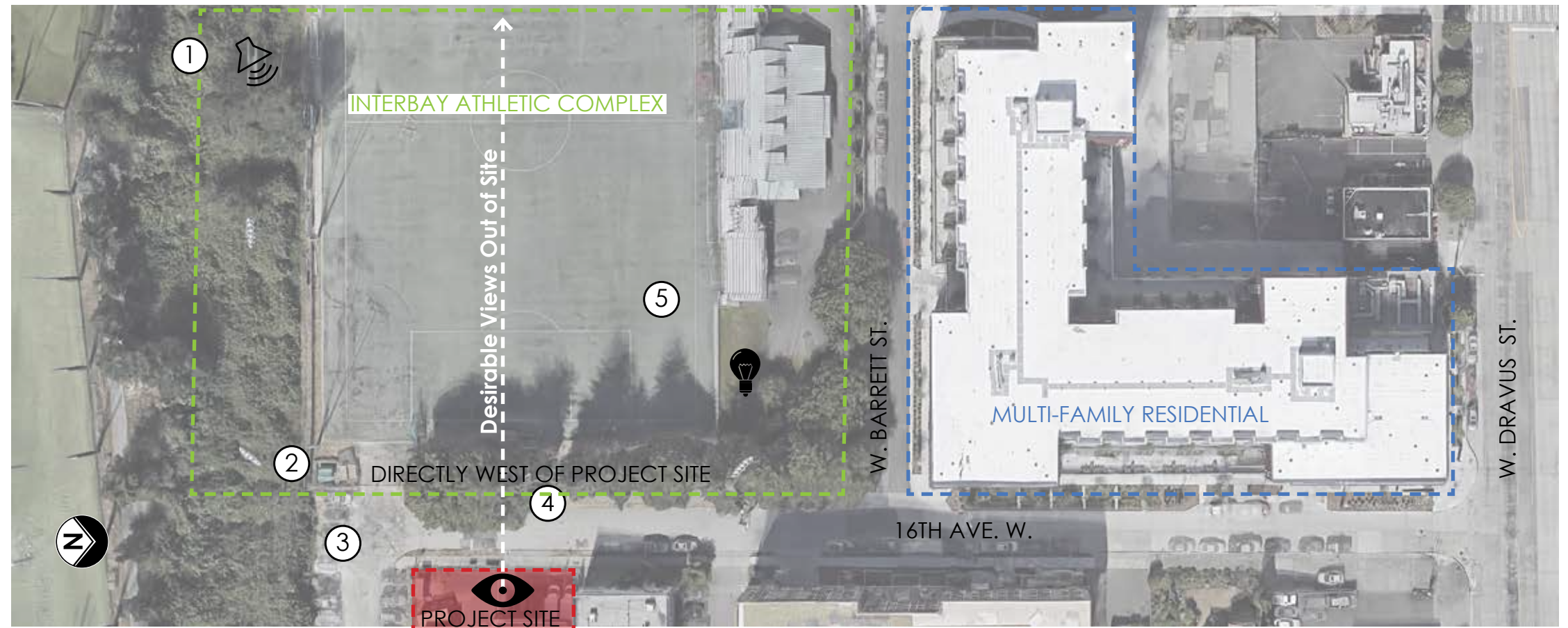
INTERBAY ATHLETIC COMPLEX

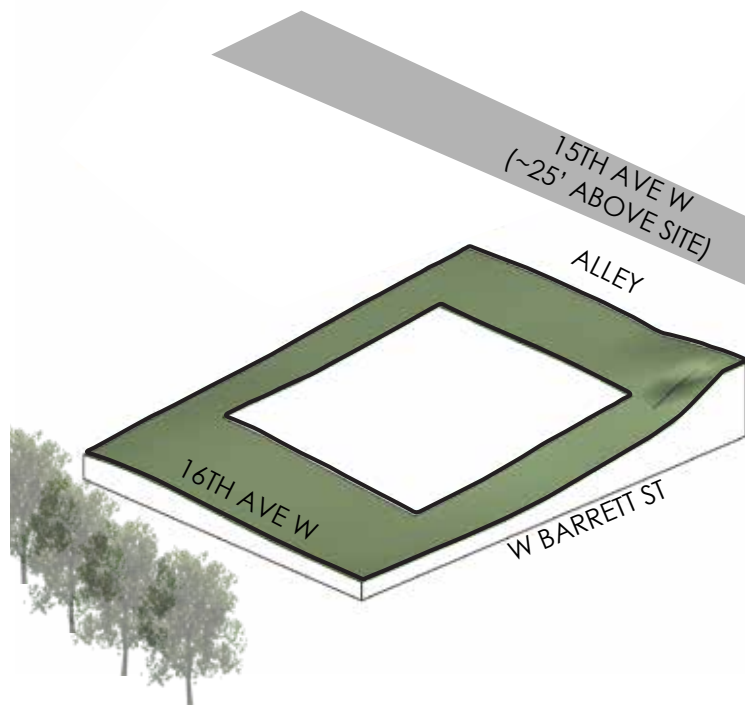
SLATE APARTMENTS & LOFTS MULTI-FAMILY RESIDENTIAL

FEATURES:

- ① Industrial zone, noise pollution from trains
- ② Auxiliary soccer field access increases foot traffic
- ③ **16th Ave W:**
-Provides only vehicular access to site.
- ④ Open space and foliage
- ⑤ **Interbay Athletic Complex:**
- Light pollution from fields at night
- ⑥ Residential at ground floor
- ⑦ Patios break up roof line
- ⑧ Metal siding reinforces industrial character

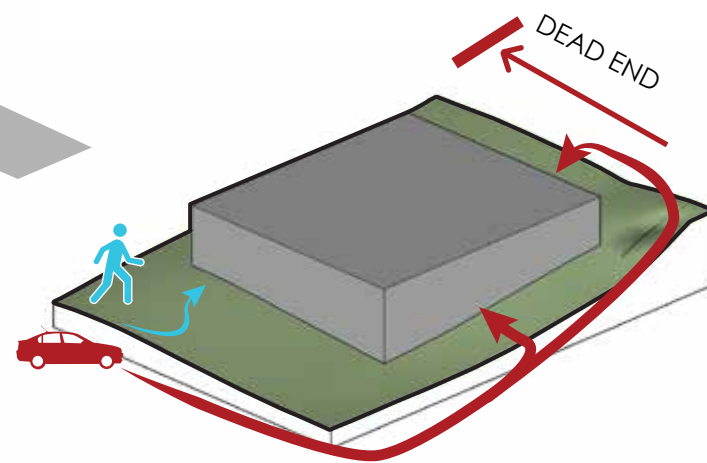
16TH AVE. W - WEST SIDE OF STREET - PLAN





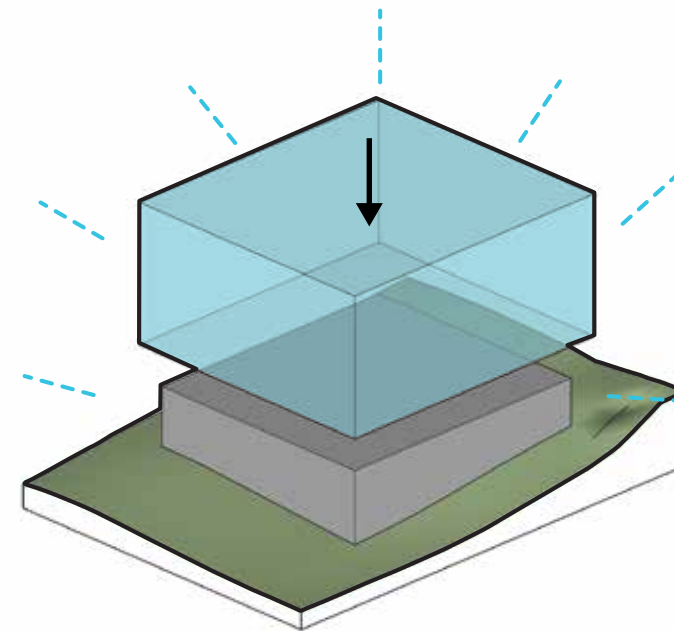
SITE ANALYSIS

- Sloping site ~17' from the alley to 16th Ave W.
- location is a "peninsula" with no adjacent structures on 3 sides.



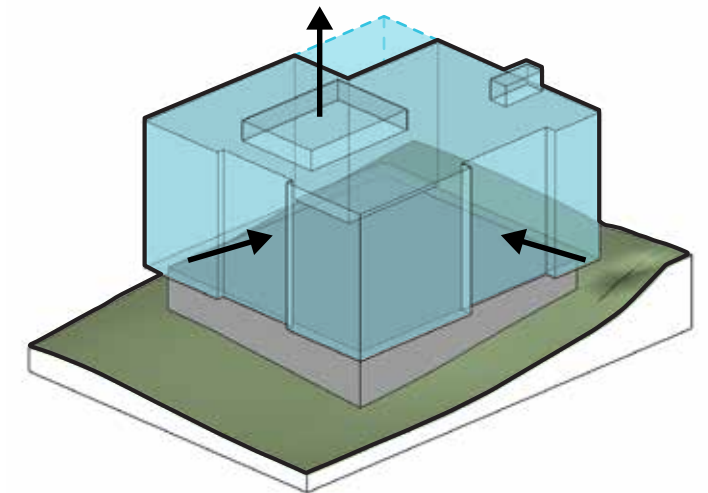
FOUNDATION + ACCESS

- Provide a base to firmly ground the project into the sloping site.
- Manage separation of vehicular and pedestrian traffic with pedestrians closest to amenity and transportation.



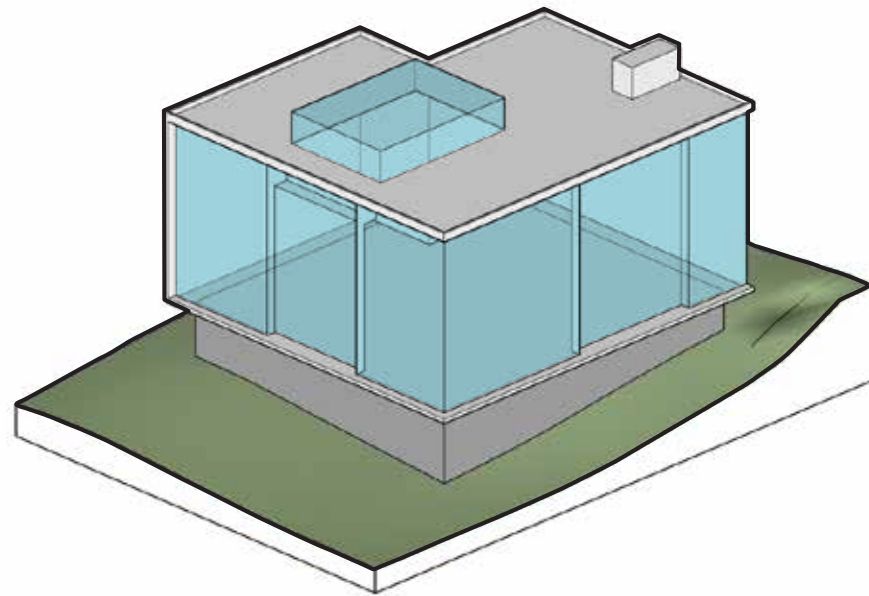
JEWEL BOX

- Add the light jewel box on the solid base providing a beacon.



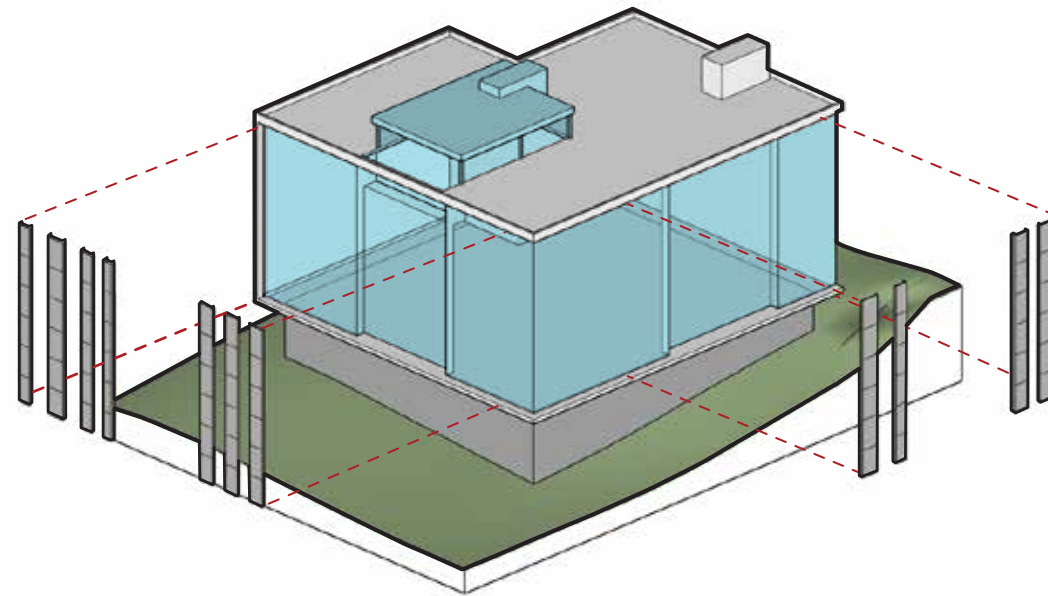
MODULATION

- Push and pull the major elements to reduce the flat facade and create visual interest with logical material transitions.



FRAME

- Frame the jewel box by giving it directionality to the three unobstructed views.



CLADDING

- Clad the building in a high quality metallic siding with varied rib profile to give the facade a simmering quality.



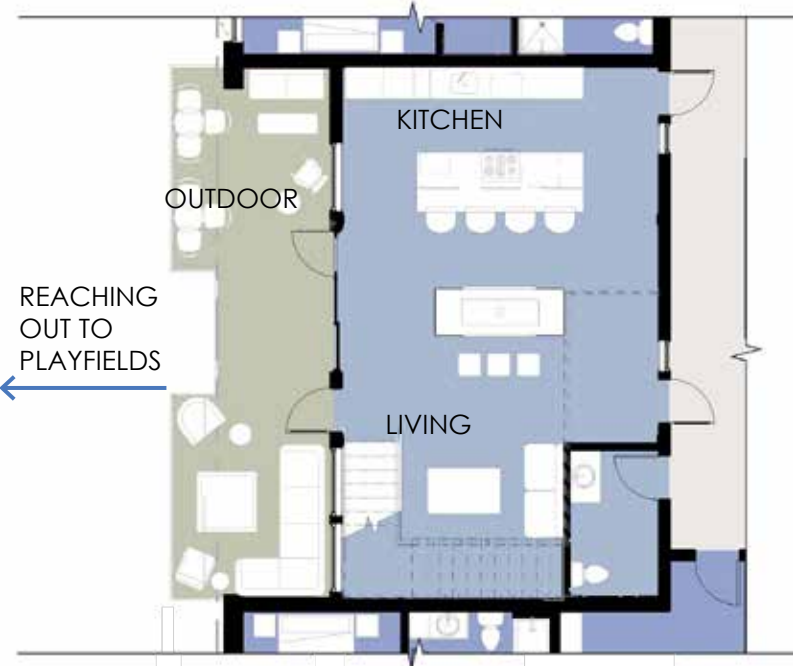
THE IVY

- Enhance the context with a pedestrian friendly urban oasis bringing life and light to a currently dark corner of Interbay.

EDG BOARD RECOMMENDATION RESPONSES

MASSING

1. MASSING (c) - Rooftop amenity as an identifying aspect and connection to open space. (CS3-B, DC2-A)



L8 Amenity Plan (for illustrative purposes)



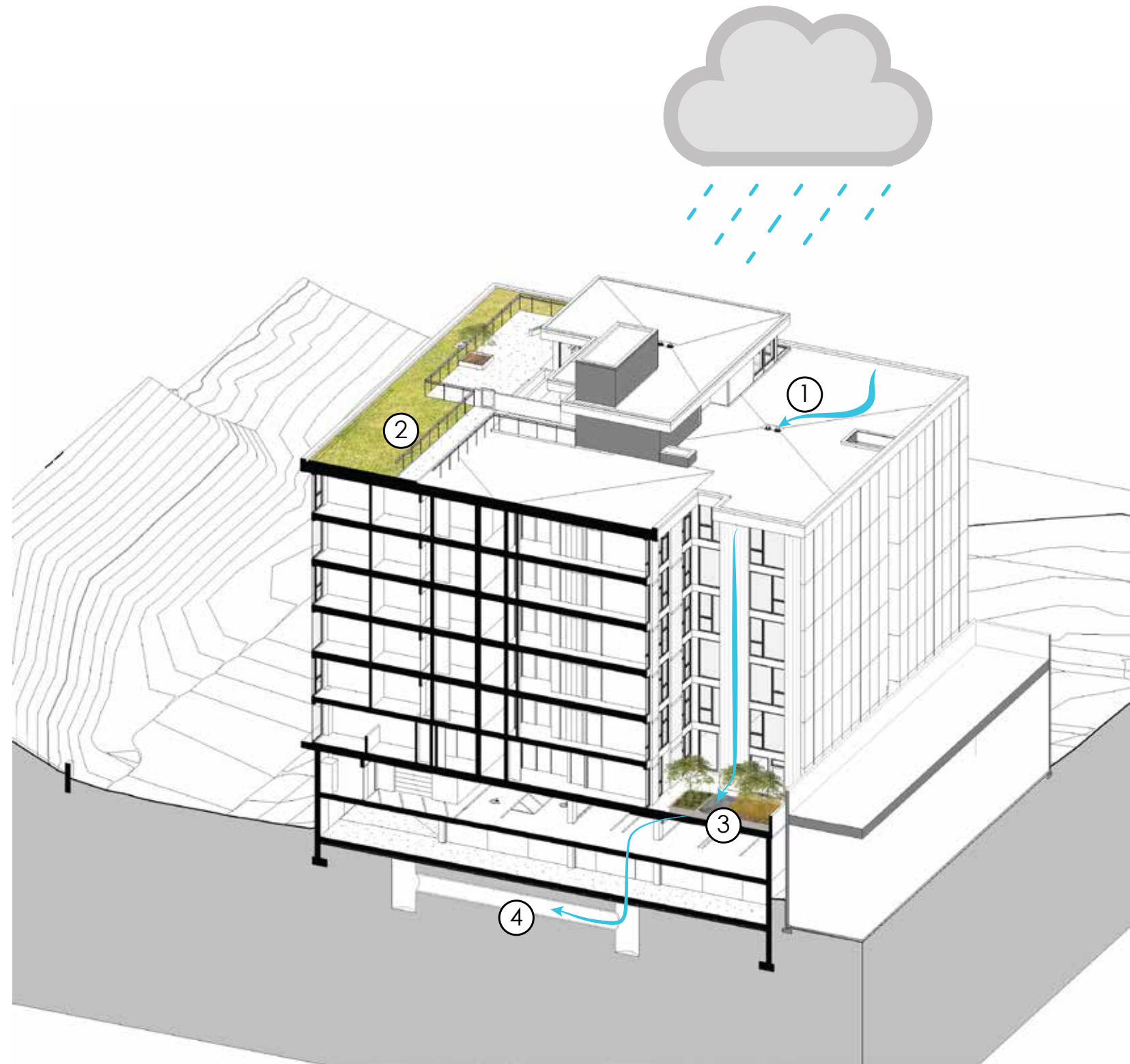
Rendering along 16th Ave W, looking south.



Rendering along 16th Ave W, looking east. Transparency creates a lighted beacon effect at night.

MASSING

1. MASSING (d) - Rooftop deck and third story deck bio-filtration system. (DC3-D)

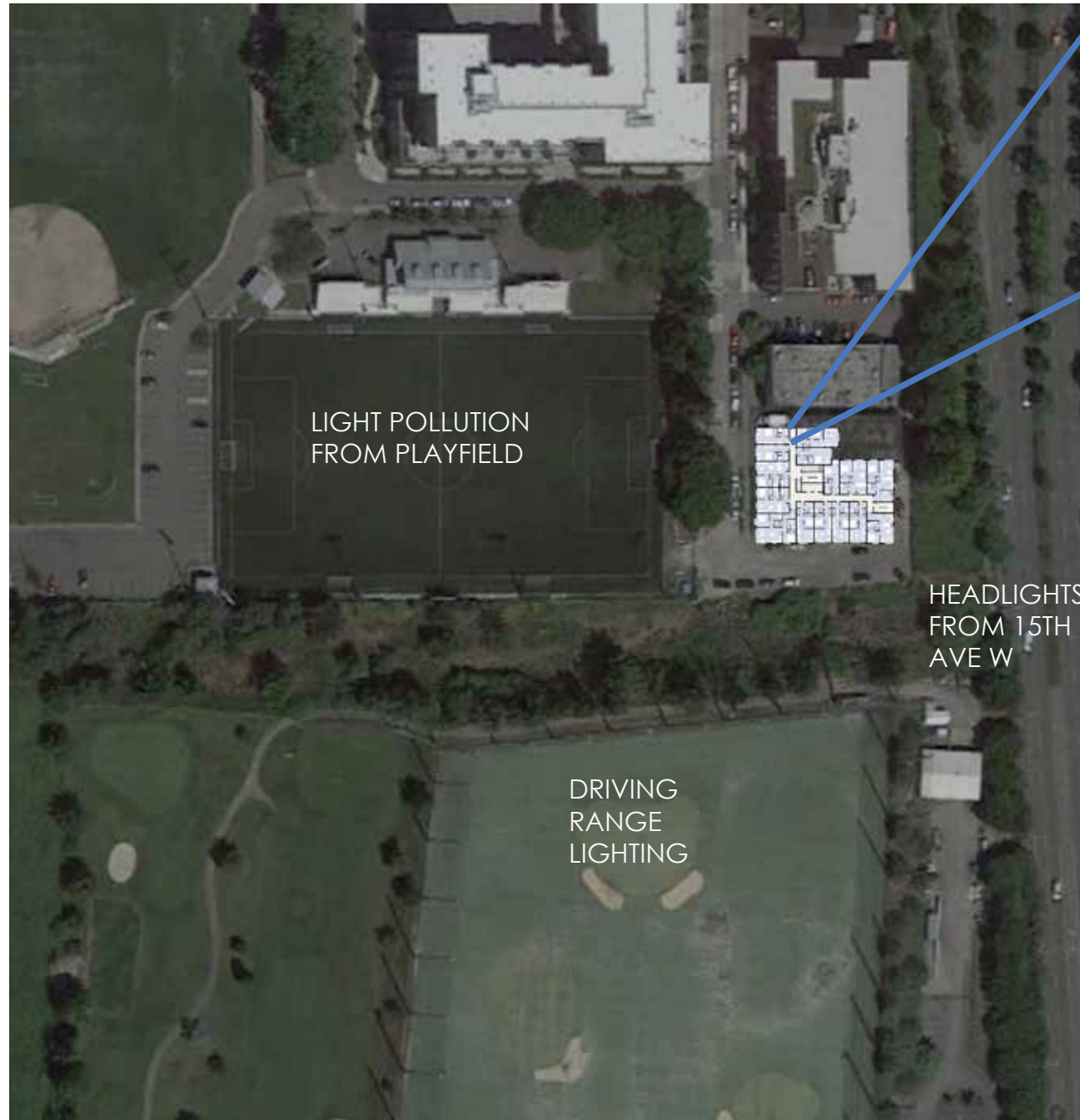


- ① Precipitation landing on roof will be directed into downspouts.
- ② Some precipitation will fall upon the green sedum roof where it will be retained and released back into atmosphere.
- ③ Water from downspouts will be directed into bio-filtration planter at level 3 terrace.
- ④ After flowing through bio-filtration planters, water will flow into a retention pipe before being released back into the city's water system.

EDG BOARD RECOMMENDATION RESPONSES

MASSING & DESIGN MATERIALS

1. MASSING (b) - Allowing natural light without having to look at constant vehicle traffic.
2. DESIGN MATERIALS (a) - Maintenance of glazing with playfield lights restraint. (DC2-A)



Site plan showing adjacent play fields that may produce negative lighting effects within units.



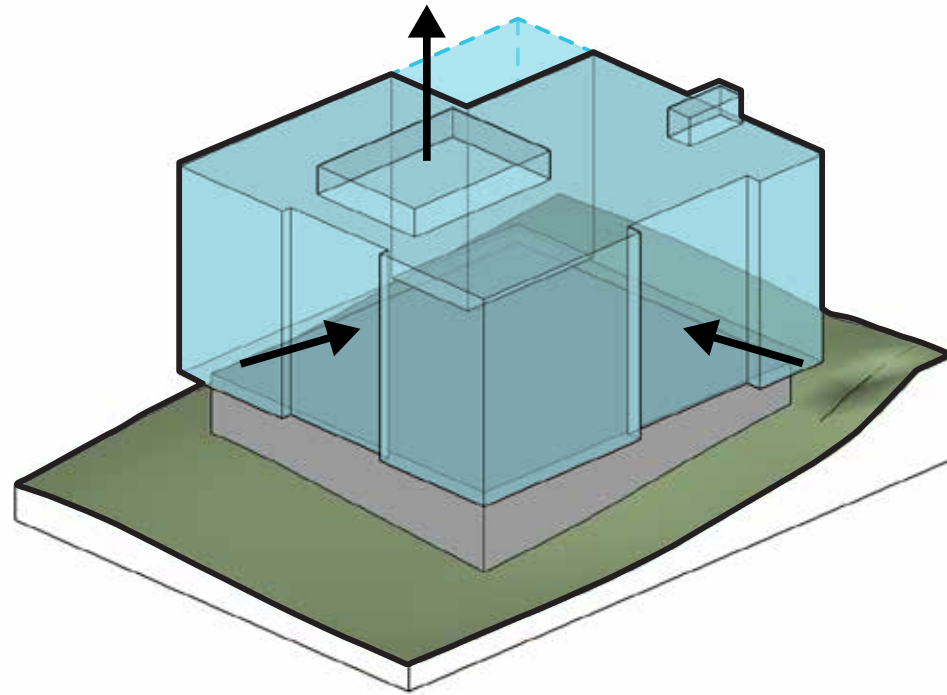
Typical studio, showing lights from adjacent playfields. Treatment similar for vehicular traffic.



Rendering showing west facade.

DESIGN MATERIALS

2. DESIGN MATERIALS (b) - building articulation, with further refinement expressed by material choices. (DC2-A, DC2-B)



Major articulation of massing diagram. Prominent corners are clad in varied ribbed profiles of metallic silver creating shimmering quality. Recesses are light, yet simple. Windows are purposefully mirrored from one another to create the illusion of movement within the facade.



Refinement of articulation showing materiality and high level of transparency. Rendering looking east from 16th Ave W.

EDG BOARD RECOMMENDATION RESPONSES

DESIGN MATERIALS

2. DESIGN MATERIALS (c) - Refinement of urban moves of the massing, acknowledging 15th Ave W while acting as a wayfinding element of the neighborhood. (DC2-A, DC2-B)



Rendering along 15th Ave W., looking west. as seen by vehicular traffic



Major wayfinding on 16th Ave W. as seen by both vehicles and approaching pedestrians.



Pedestrian scale wayfinding at main entry lobby.

BLANK FACADE AND SIGNAGE

4. BLANK FACADE (a) - North wall, showing integration of decorative screens and apartment building signage to provide simple visual interest. The clean and contemporary steel sign references the local industrial history. (CS3-B, DC2-B)



Rendering along 16th Ave W., looking south.

5. SIGNAGE (a) - Decorative screens at roof level act as a building identifier and bring visual activity to the roof top. (Please see detailed signage plan on pg 29-30; DC4-B)



Rendering along 15th Ave W., looking west.

COMPOSITE SITE PLAN

LEVEL 1

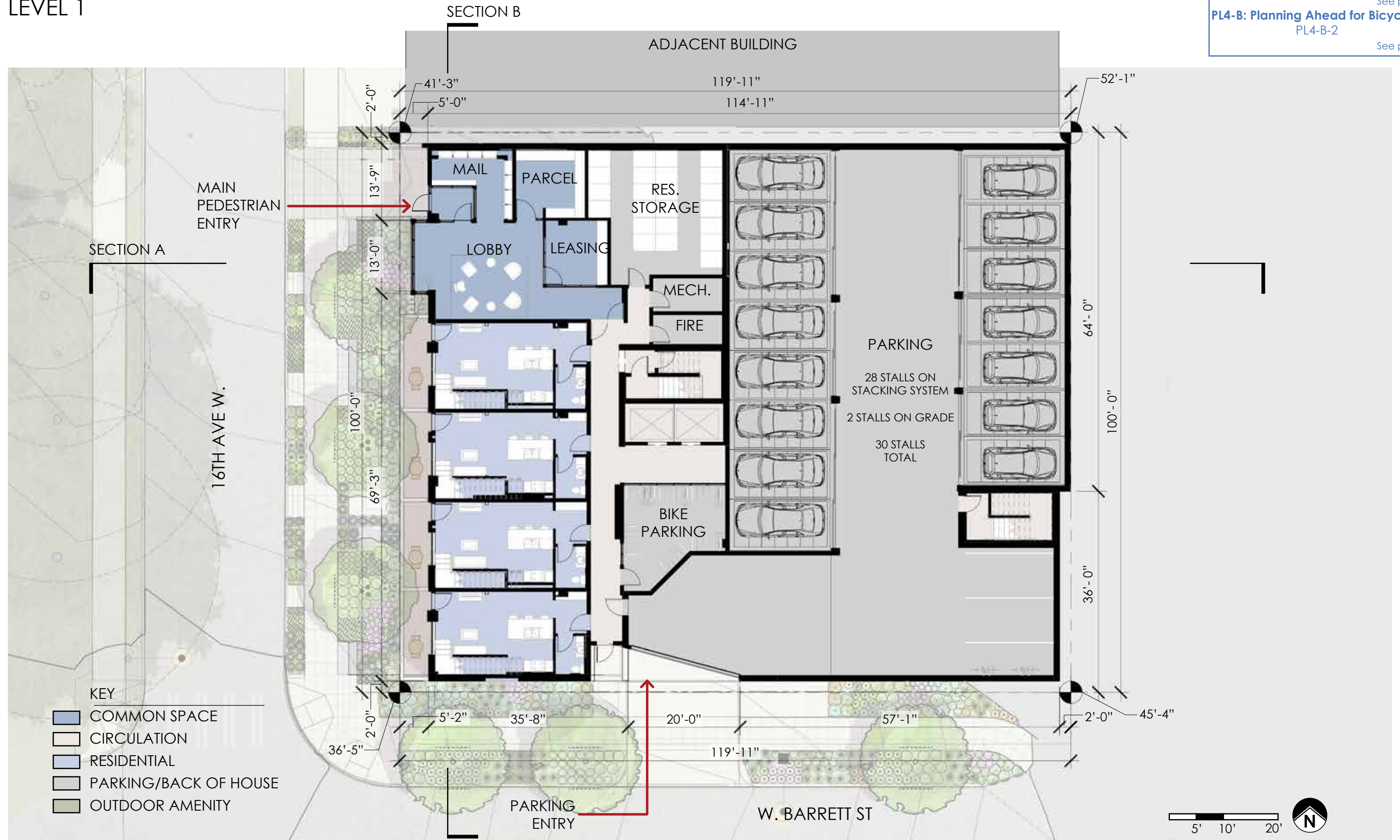
EDG RESPONSE

CS2-C: Relationship to the Block
CS2-C-1

See pg 41

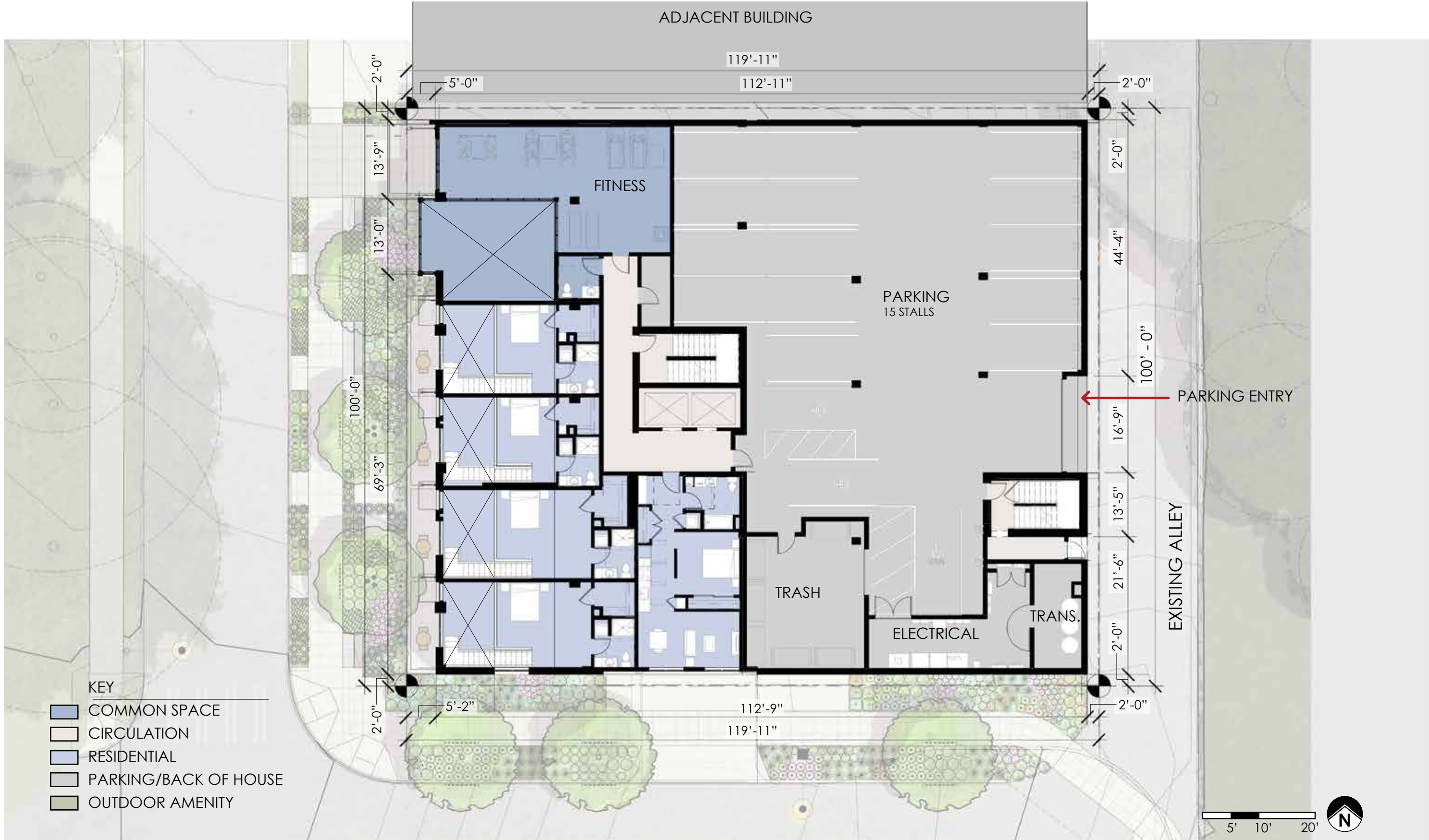
PL4-B: Planning Ahead for Bicyclists
PL4-B-2

See pg 42



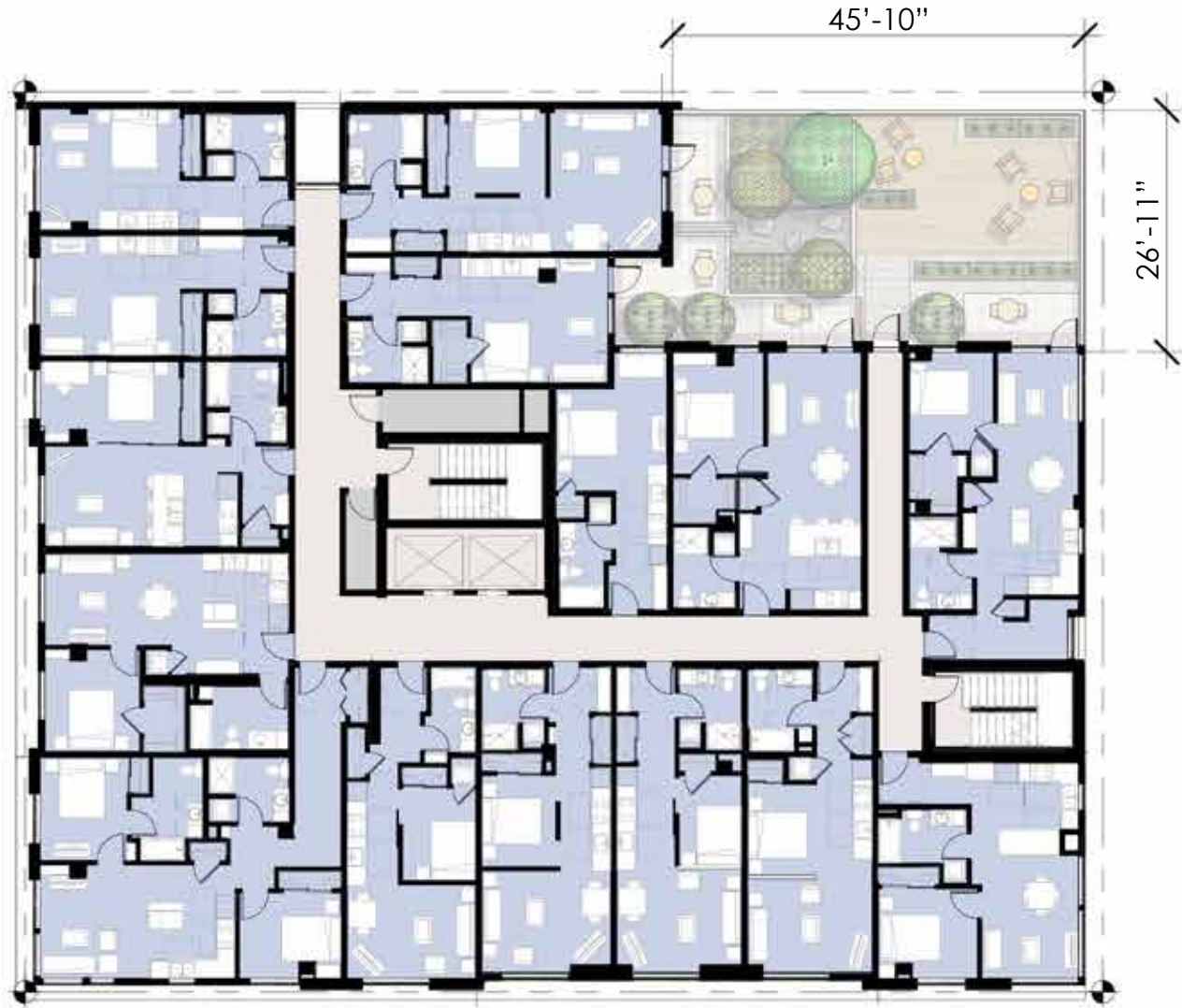
COMPOSITE SITE PLAN

LEVEL 2

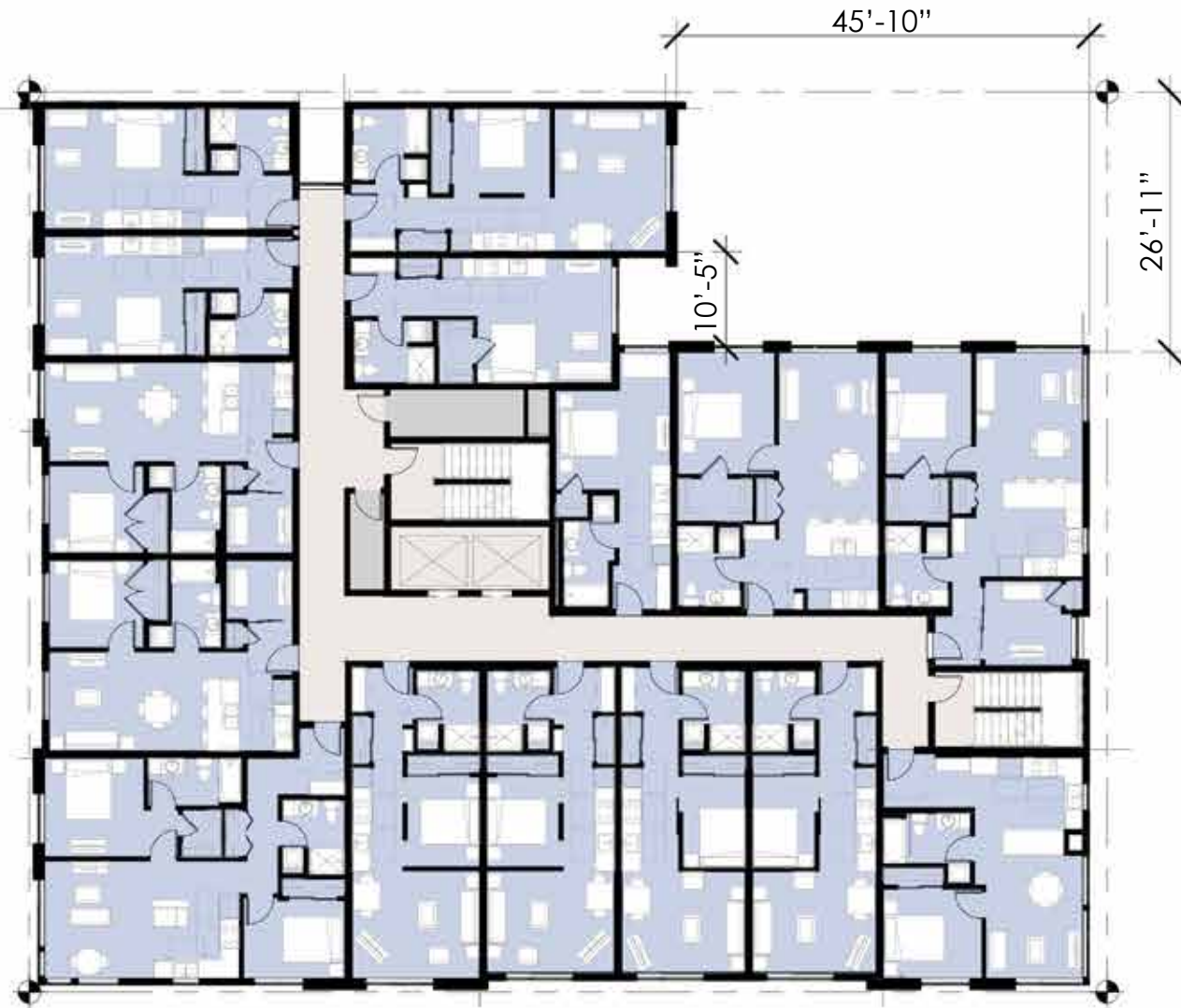


PLAN

LEVEL 3, 4-7

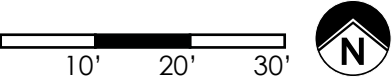


LEVEL 3



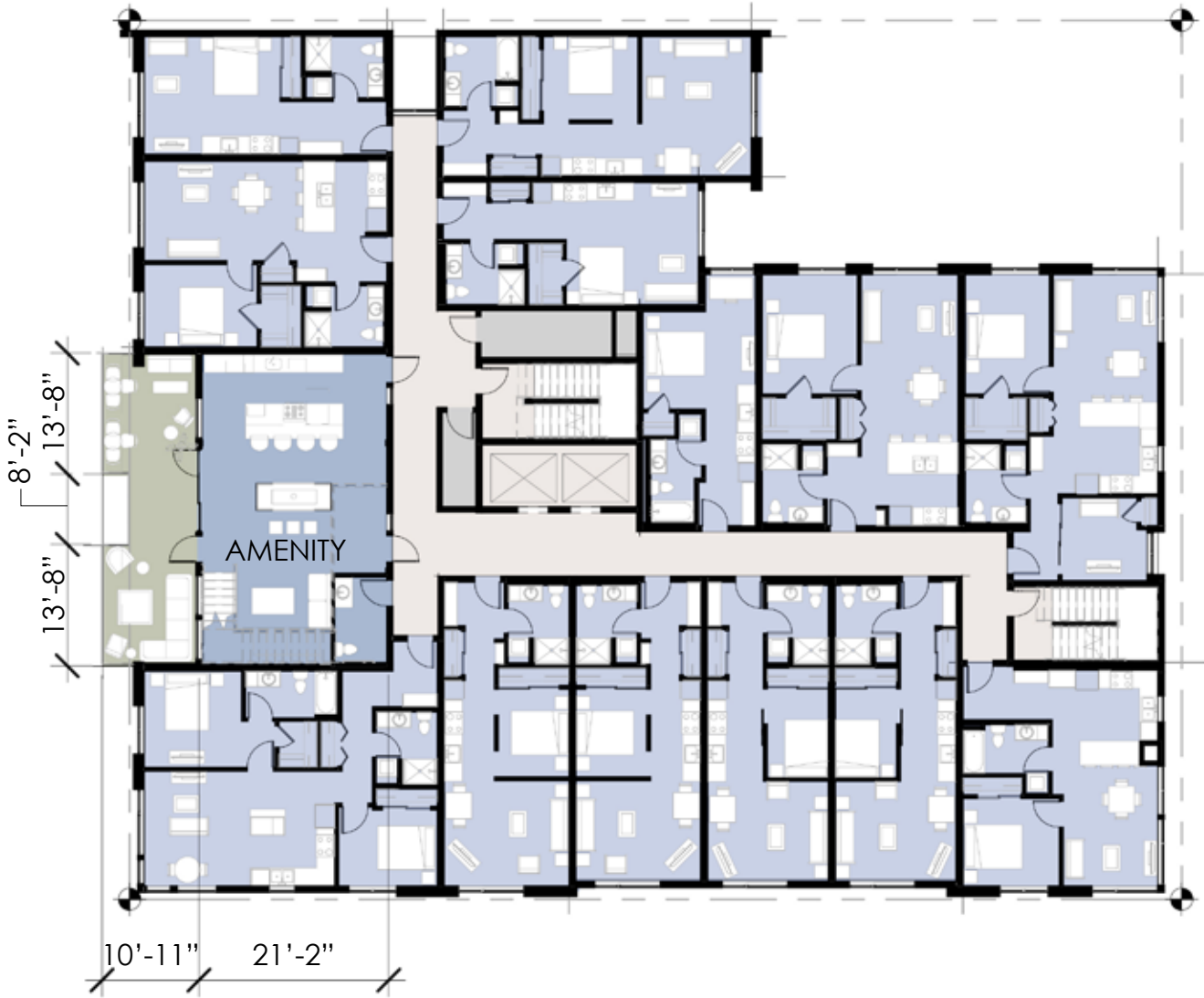
LEVEL 4-7

- KEY
- COMMON SPACE
 - CIRCULATION
 - RESIDENTIAL
 - PARKING/BACK OF HOUSE
 - OUTDOOR AMENITY

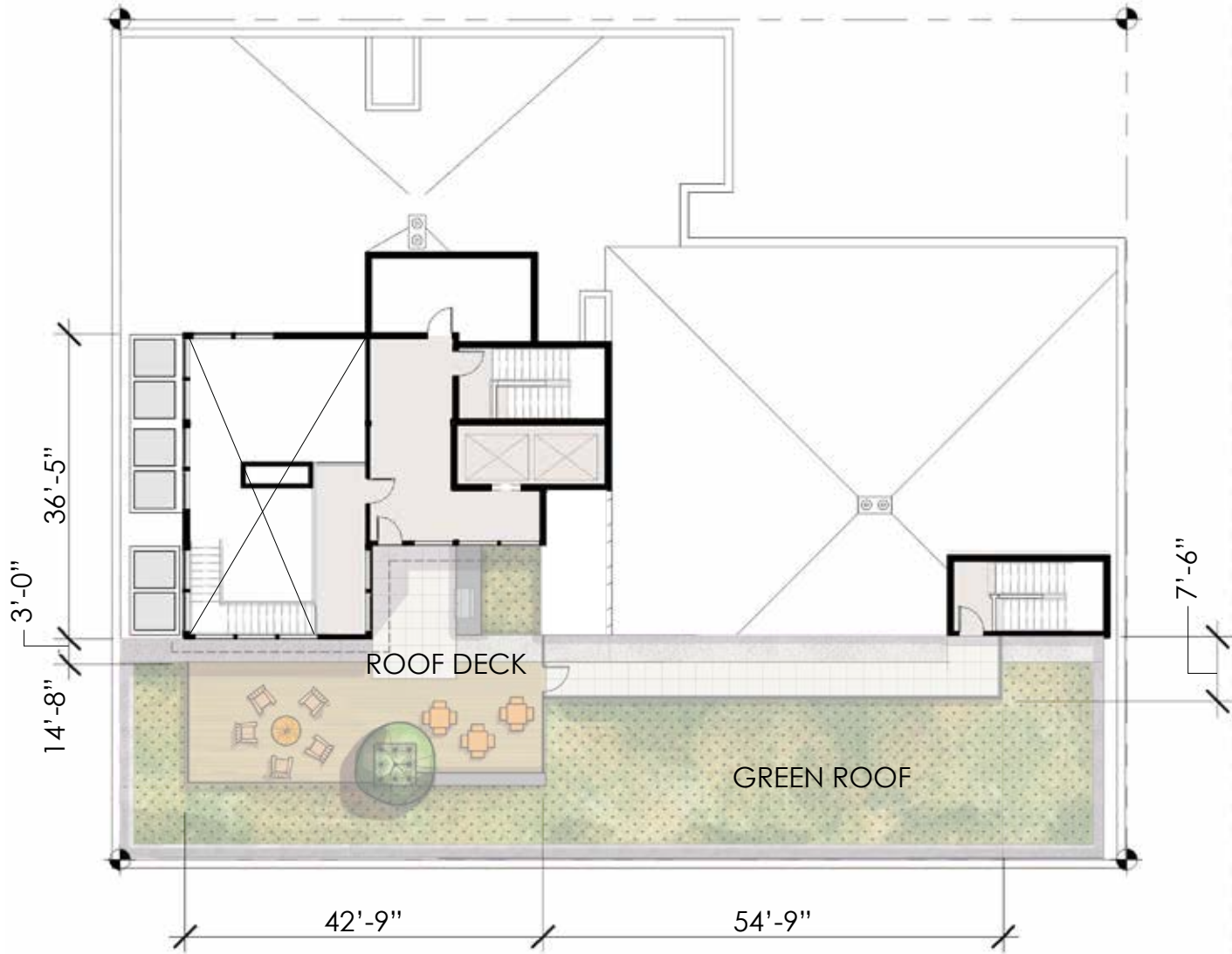


PLAN

LEVEL 8 & ROOF

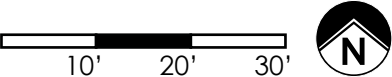


LEVEL 8



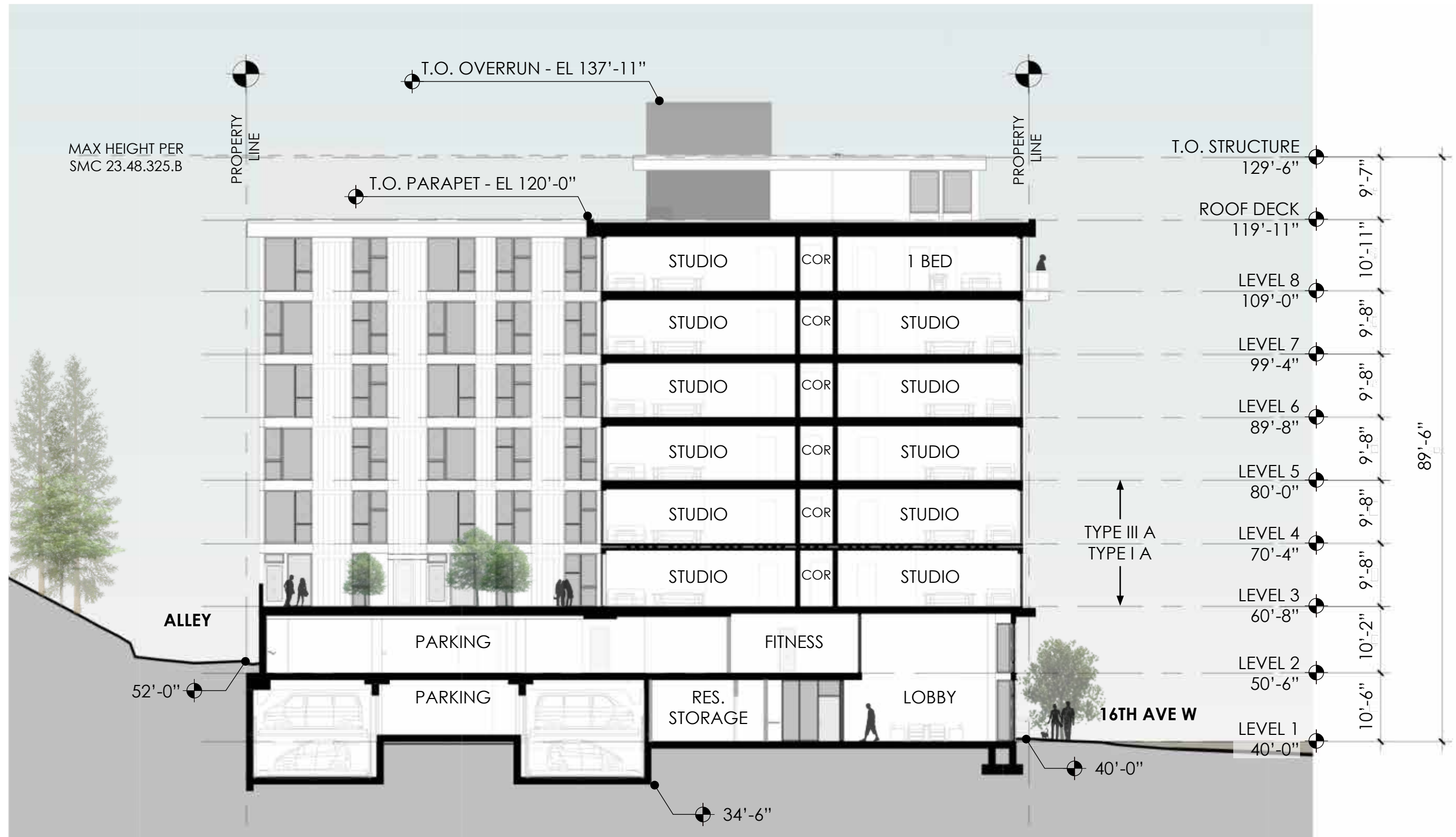
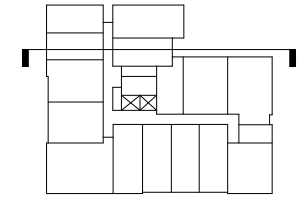
ROOF LEVEL

- KEY
- COMMON SPACE
 - CIRCULATION
 - RESIDENTIAL
 - PARKING/BACK OF HOUSE
 - OUTDOOR AMENITY



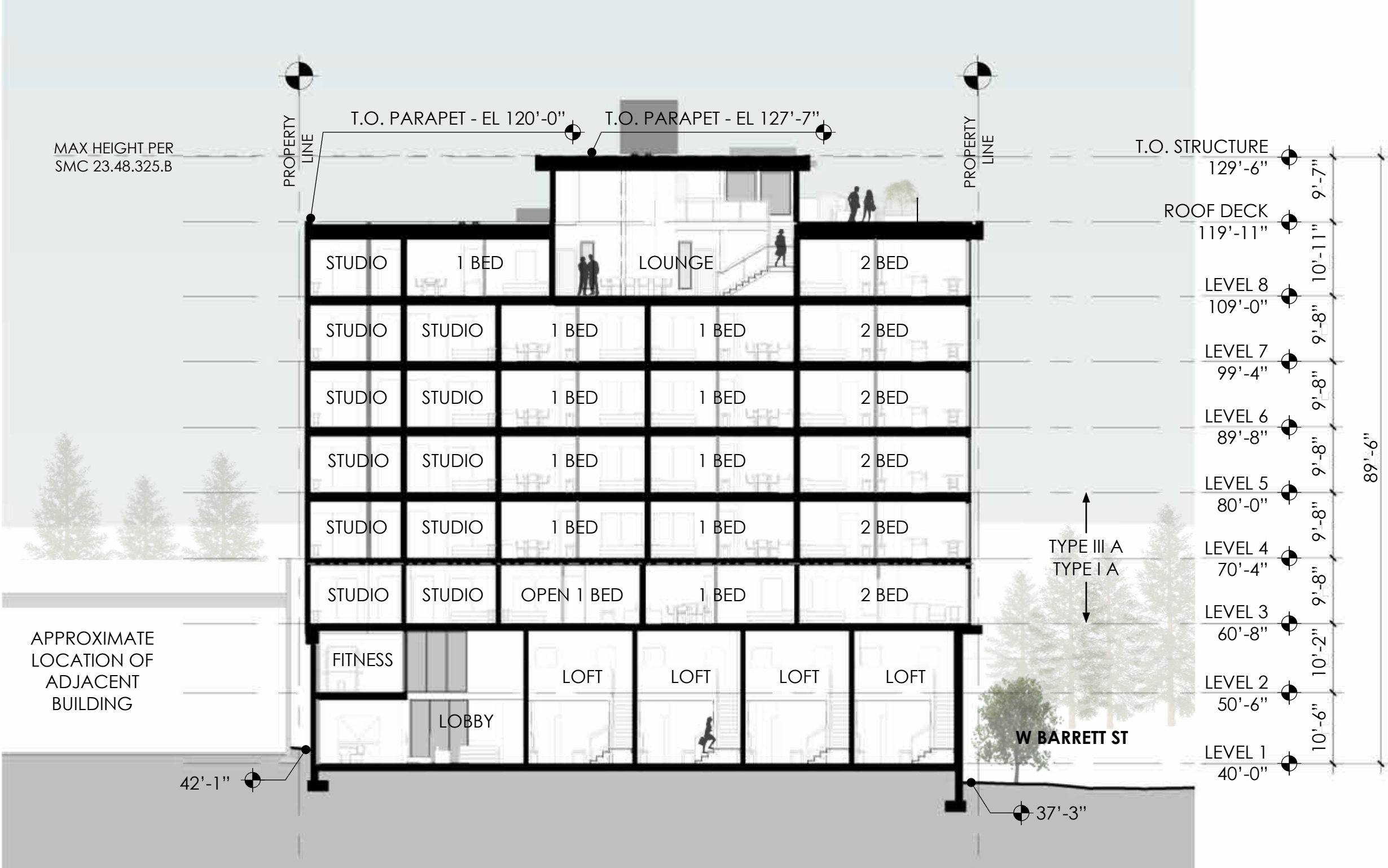
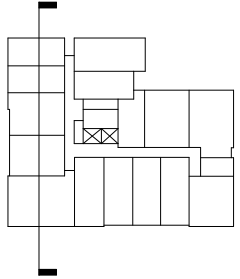
BUILDING SECTIONS

SECTION A



BUILDING SECTIONS

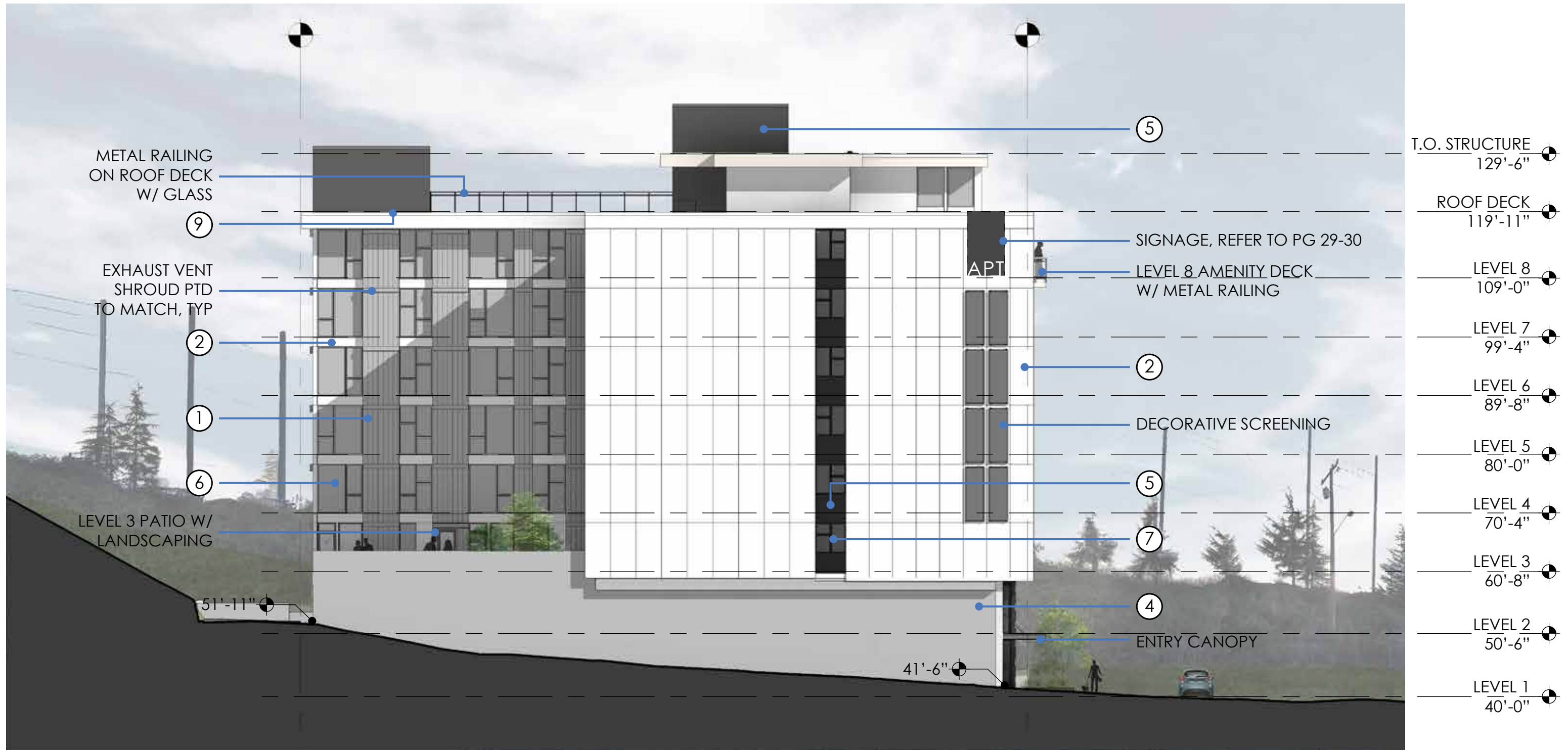
SECTION B



ELEVATIONS

NORTH

- ① METALLIC SILVER METAL SIDING
- ② FIBER CEMENT PANEL - WHITE
- ③ WOOD PANEL
- ④ CONCRETE
- ⑤ FIBER CEMENT PANEL - BLACK
- ⑥ VINYL WINDOW - WHITE
- ⑦ VINYL WINDOW - BLACK
- ⑧ BRICK
- ⑨ METAL COPING



ELEVATIONS

EAST

- ① METALLIC SILVER METAL SIDING
- ② FIBER CEMENT PANEL - WHITE
- ③ WOOD PANEL
- ④ CONCRETE
- ⑤ FIBER CEMENT PANEL - BLACK
- ⑥ VINYL WINDOW - WHITE
- ⑦ VINYL WINDOW - BLACK
- ⑧ BRICK
- ⑨ METAL COPING



ELEVATIONS

SOUTH

- ① METALLIC SILVER METAL SIDING
- ② FIBER CEMENT PANEL - WHITE
- ③ WOOD PANEL
- ④ CONCRETE
- ⑤ FIBER CEMENT PANEL - BLACK
- ⑥ VINYL WINDOW - WHITE
- ⑦ VINYL WINDOW - BLACK
- ⑧ BRICK
- ⑨ METAL COPING



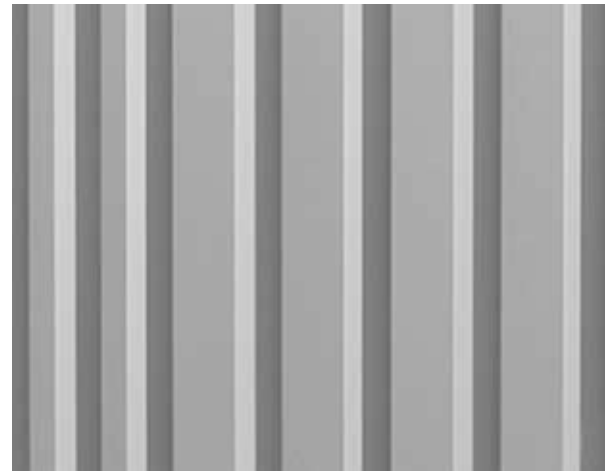
ELEVATIONS

WEST

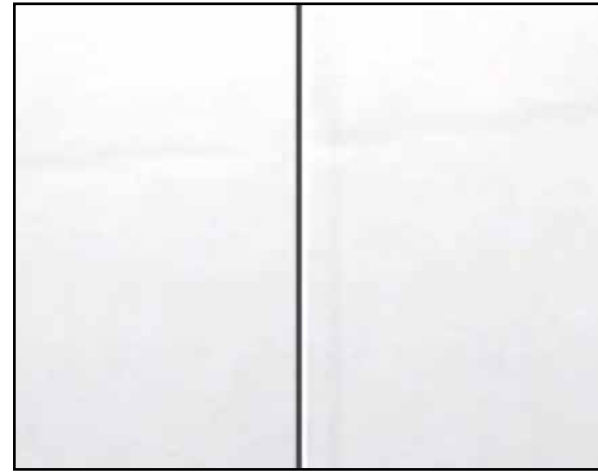
- ① METALLIC SILVER METAL SIDING
- ② FIBER CEMENT PANEL - WHITE
- ③ WOOD PANEL
- ④ CONCRETE
- ⑤ FIBER CEMENT PANEL - BLACK
- ⑥ VINYL WINDOW - WHITE
- ⑦ VINYL WINDOW - BLACK
- ⑧ BRICK
- ⑨ METAL COPING



MATERIAL AND COLOR PALETTE



① METAL SIDING
AEP SPAN
PERCEPTION COLLECTION
COOL METALLIC SILVER
VARIED RIB SPACING



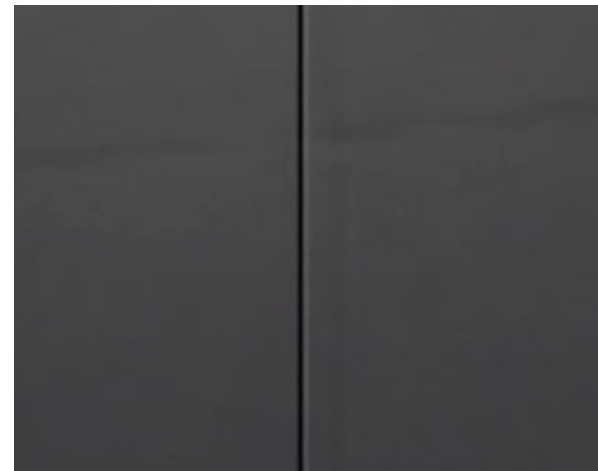
② FIBER CEMENT PANEL
HIGH REFLECTIVE WHITE
SHERWIN WILLIAMS
SW 7757



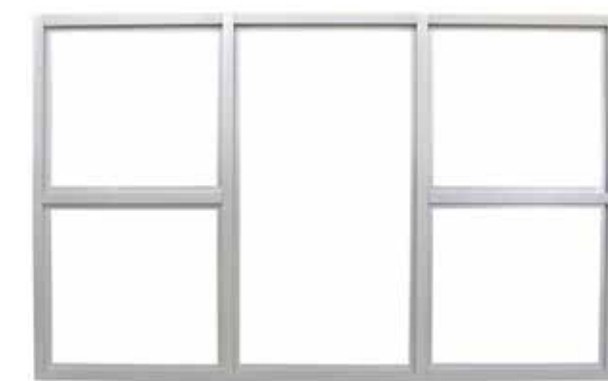
③ WOOD PANELING
MARINE GRADE
SEALED



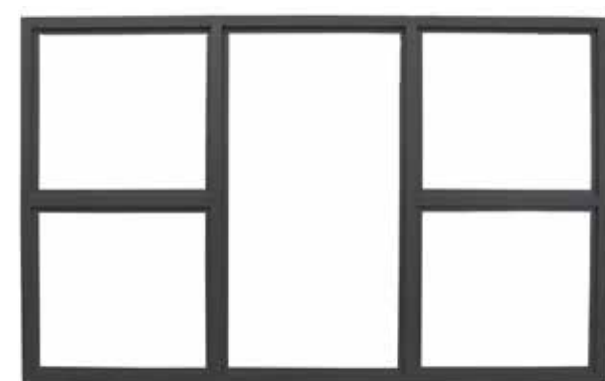
④ CONCRETE
CAST-IN-PLACE
ARCHITECTURAL FINISH



⑤ FIBER CEMENT PANEL
TRICORN BLACK
SHERWIN WILLIAMS
SW 6258



⑥ VINYL WINDOW
WHITE



⑦ VINYL WINDOW
BLACK



⑧ BRICK CLADDING
MUTUAL MATERIALS
LIMESTONE
WHITE MORTAR



⑨ METAL COPING
HIGH REFLECTIVE WHITE
SHERWIN WILLIAMS
SW 7757

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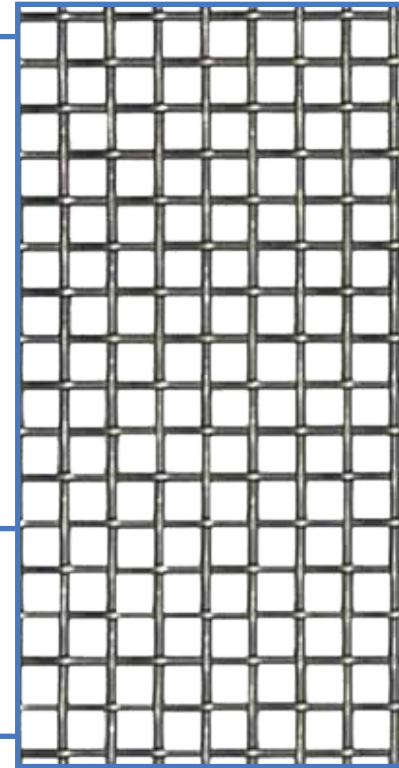
SIGNAGE/WAYFINDING

EDG RESPONSE	
DC2-B: Architectural and Facade Composition DC2-B-2	See pg 42
DC4-B: Signage DC4-B-1; DC4-B-2	See pg 43

The unique position of this building within its context visitors and residents will only ever approach the building southbound on 16th Ave W requires careful attention to building wayfinding.

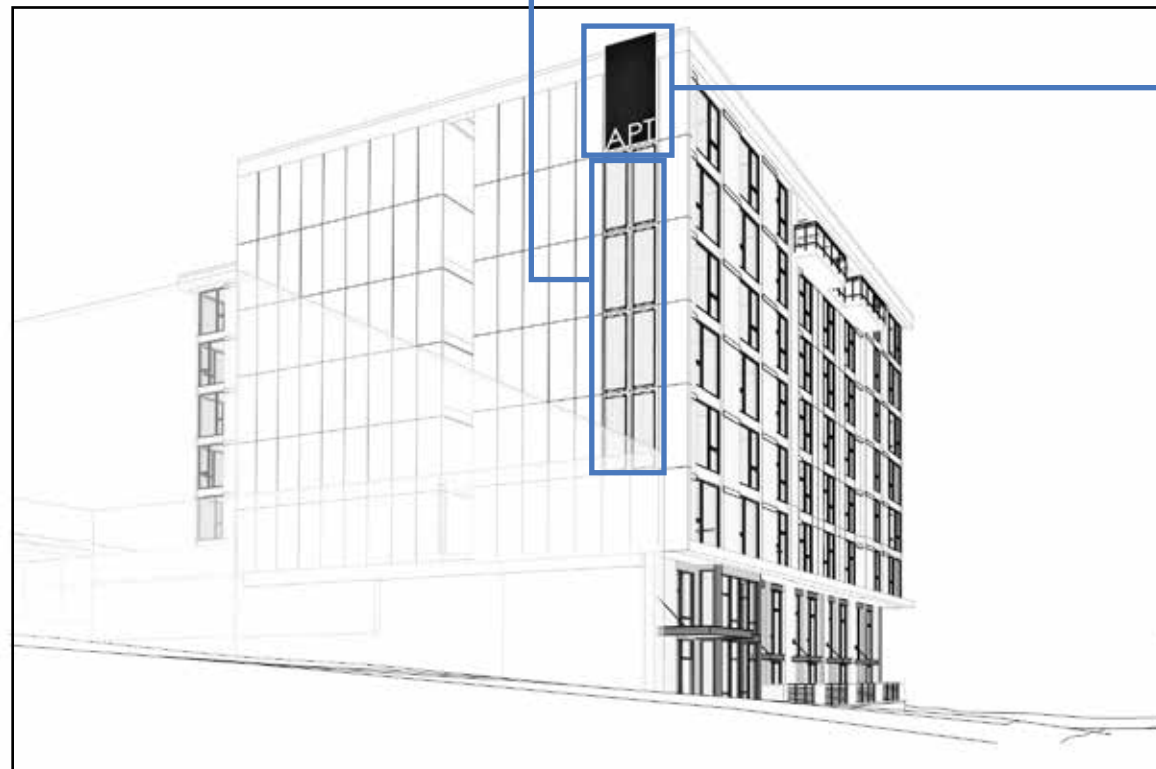
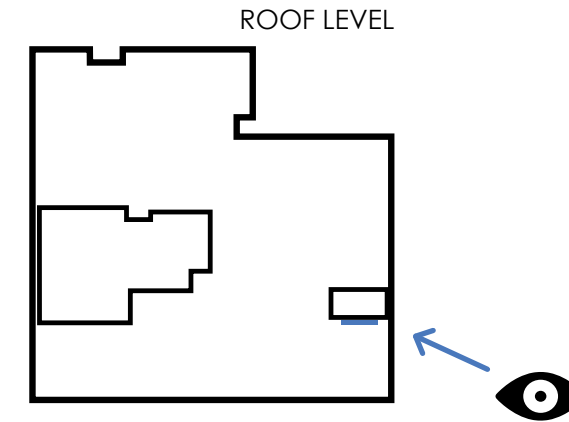


VIEW FROM 15TH AVE W – BUILDING IDENTIFIER; DECORATIVE SCREENS/ARTWORK



FROM 15TH AVE W.

The sight lines from 15th Ave W. are very limited with trees blocking most of the facade. Only the top couple floors and stairwell will be visible mostly to cars at speed. A sign would not be legible, so an abstract building identifier is proposed in green screens on the side wall of the stairwell.

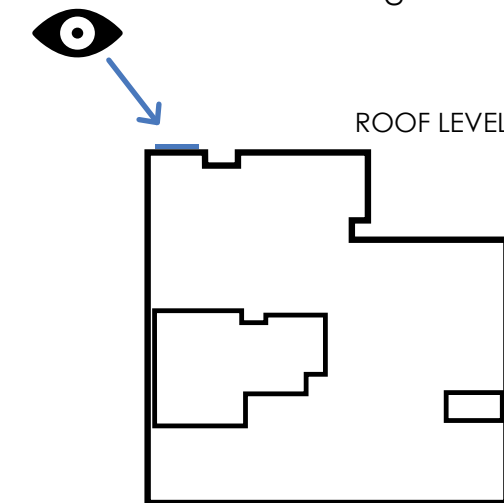


VIEW FROM 16TH AVE W – BUILDING IDENTIFIER SIGNAGE



FROM 16TH AVE W.

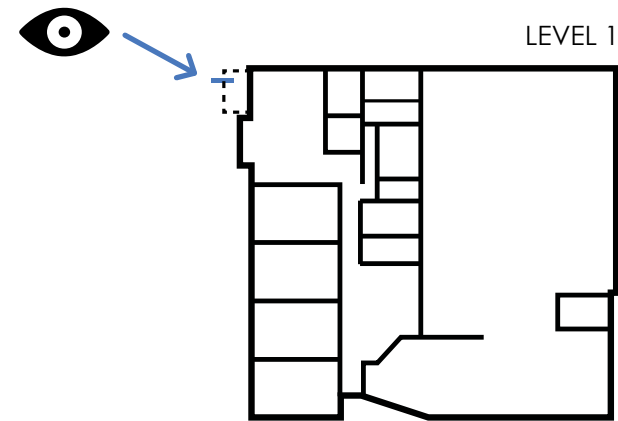
Once identified the building will not be seen again until vehicles or pedestrians turn south onto 16th Ave. W. Ironically blank north facade (facing the interior property line) allows for significant signage at the roof level using laser cut steel panels to include the building name. 2 rows of green screen create a vertical column of vegetation forcing the eye upward to this important element and leave no doubt of the building identity



SIGNAGE/WAYFINDING

AT THE LOBBY

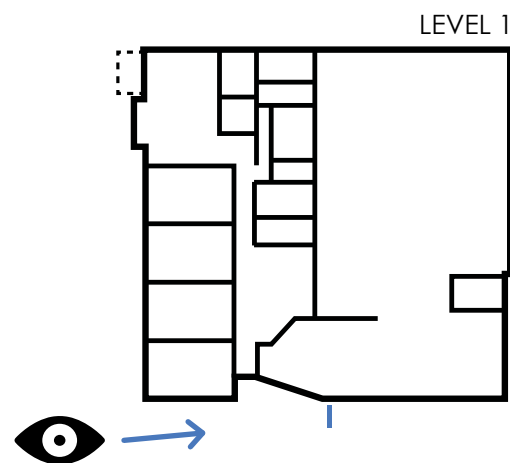
Though likely one has identified the building, they will now be looking for the main entry/lobby. A smaller laser cut steel blade sign mounted perpendicular to the canopy will welcome pedestrians and vehicles to the building.



VIEW FROM 16TH AVE W – PEDESTRIAN SIGNAGE

PARKING GARAGE ENTRY

If visiting with a vehicle one ultimately ends up at the 16th Ave street end with only one way to go which is up Barrett. A small blade sign in the same sign vocabulary will point out the parking entry as well as alley parking location.



VIEW FROM W BARRETT ST – WAYFINDING SIGNAGE

LANDSCAPE PLANS

STREET LEVEL

EDG RESPONSE	
CS1-D: Plants and Habitat	CS1-D-1 CS1-D-2
PL2-B: Safety and Security	PL2-B-1 <small>See pg 41</small>
DC3-C: Design	DC3-C-3 <small>See pg 43</small>



MATERIALS



Concrete "sitting wall"



Scored concrete with integral color



Bike racks at main entry



Mixed planting design (see planting scheme)

PLANTING SCHEME

STREET LEVEL

16TH AVE W LANDSCAPE



Mahonia nervosa
Low Oregon Grape



Deschampsia caespitosa
Tufted Hairgrass



Mahonia repens
Creeping Oregon Grape



Gymnocarpium disjunctum
Common Oak Fern



Vaccinium ovatum
Evergreen Huckleberry



Lupinus polyphyllus
Bigleaf Lupine



Cornus stolonifera 'Kelsey'
Kelsey Dogwood



Polystichum munitum
Sword Fern

BARRETT STREET LANDSCAPE



Gautheria shallon
Salal



Dryopteris erythrosora
Autumn Fern



Euphorbia amygdaloides var. *Robbiae*
Mrs. Robb's Bonnet



Helictotrichon sempervirens
Blue Oat Grass

The planting design has been developed to address the DRB's comments about creating a "wilderness" landscape. The plan provides a *diverse* range of species, with an emphasis on *NW native types*. Many of the plants are known to *attract birds, butterflies* and *bees* because of either flowers or berries. The layout and quantities have been limited to smaller drifts in order to *avoid any monocultures*.



Rudbeckia fulgida 'Goldsturm'
Goldsturm Black-eyed Susan



Achillea millefolium
Common Yarrow (White)



Echinacea purpurea
Eastern Purple Coneflower



Pinus mugo var. *Pumilio*
Dwarf mugo pine



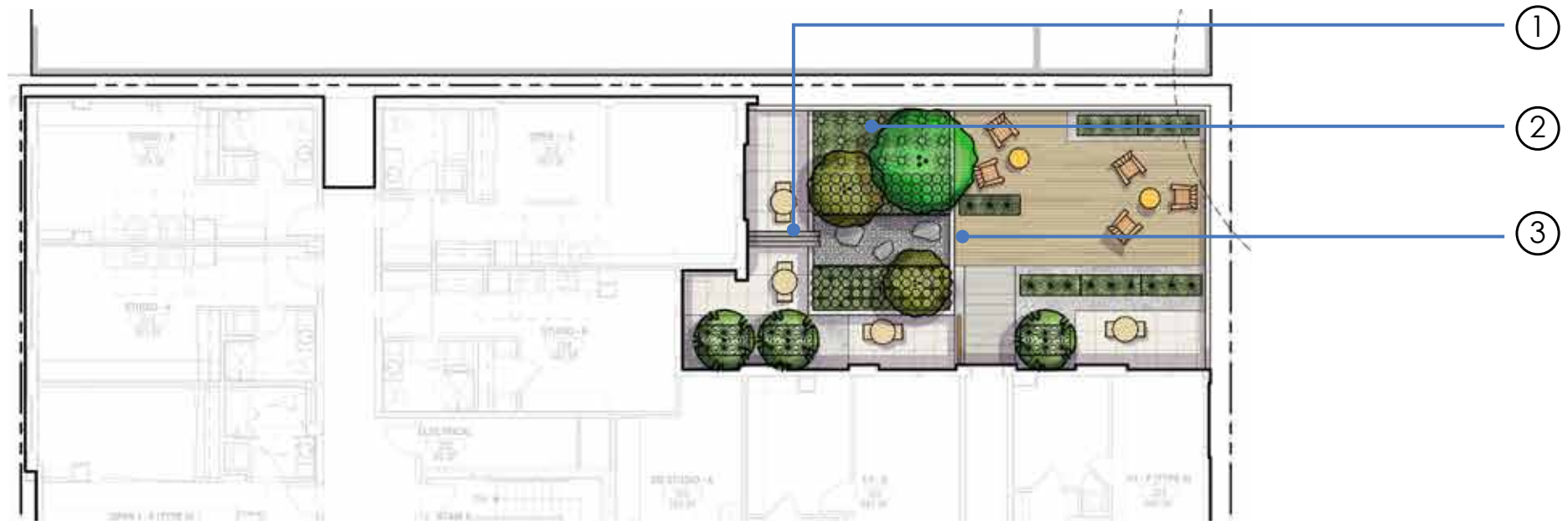
Anemone x hybrida 'Honorine Jobert'
Honorine Jobert Japanese Anemone



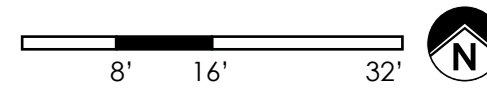
Sedum 'Autumn Joy'
Autumn Joy Stonecrop

LANDSCAPE PLANS

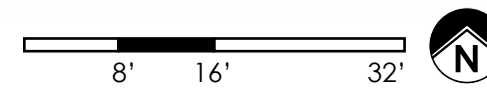
LEVEL 3 AND ROOF



LEVEL 3 TERRACE



ROOF DECK



PLANTING SCHEME AND MATERIALS

LEVEL 3 AND ROOF

LEVEL 3 TERRACE MATERIALS



Runnel at downspouts



Bio-filtration planter



Gravel and boulders

ROOF DECK MATERIALS



Flexible Seating



Decking & Sedum Green Roof



Feature Tree: Japanese Maple



Fire Pit

LANDSCAPING



Acer palmatum (Green)
Green Japanese Maple



Juncus pattenii
California Gray Rush



Phyllostachys aurea
Golden Bamboo



Iris tenax
Oregon Iris



Cornus sericea 'Flaviramea'
Yellow Twig Dogwood



Equisetum hyemale
Horsetail Reed

STREETSCAPE RENDERING

STREET VIEW FROM 15TH AVE WEST



STREETSCAPE RENDERING

STREET VIEW FROM 16TH AVE WEST



STREETSCAPE RENDERING

ENTRY ALONG 16TH AVE WEST



STREETSCAPE RENDERING

STREET VIEW FROM 16TH AVE WEST AND W BARRETT ST

EDG RESPONSE

CS2-C: Relationship to the Block
CS2-C-1

CS3-B: Local History and Culture
CS3-B-1

See pg 41

PL2-B: Safety and Security
PL2-B-3

See pg 42



STREETSCAPE RENDERING

STREET VIEW FROM 16TH AVE WEST AND W BARRETT ST AT DUSK



EXTERIOR LIGHTING - STREET LEVEL

EDG RESPONSE	
PL2-B: Safety and Security PL2-B-2	See pg 41
DC4-C: Lighting DC4-C-1	See pg 43



① **LED WASH LIGHTING**
UP LIGHTING TO HIGHLIGHT SOFFIT ALONG SOUTH AND WEST OVERHANG.



② **RECESSED SOFFIT CANS**
RECESSED CAN DOWN-LIGHTING IN CANOPY OVERHANGS ALONG MAIN ENTRY, GARAGE ENTRIES, AND RESIDENTIAL LOFT PATIOS



③ **LED STREET LIGHTS**
2 NEW STREET LIGHTS ALONG W BARRETT ST AND 16TH AVE W

APPENDIX - EDG RESPONSE

CS1-D: Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

The planting design has been developed to address the DRB's comments about creating a "wilderness" landscape. The plan provides a diverse range of species, with an emphasis on NW native types. Many of the plants are known to attract birds, butterflies and bees because of either flowers or berries. The layout and quantities have been limited to smaller drifts in order to avoid any monocultures.

This site does not have any existing trees or vegetation within the limit of work and existing Big Leaf Maples and blackberries adjacent to the site will remain.

CS1D-2. Off-Site Features: Provide opportunities through design to connect to off-site habitats such as riparian corridors or existing urban forest corridors. Promote continuous habitat, where possible, and increase interconnected corridors of urban forest and habitat where possible.

Connection to off site habitats such as blackberry masses and existing large coniferous trees and Big Leaf Maples is being done through a planting design that incorporates unique street trees such as Shore Pine and River Birch as well as a large variety of native plants and plants that have flowers, berries and a variety of foliage. There is a decent variety of species as well as even distribution of quantities to avoid monoculture.

CS2-C: Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

The project is uniquely positioned for an urban site. Though it is a corner site, it does not have high visibility from two or more streets used frequently by vehicles and pedestrians. Instead, the building will only be approached from the north; therefore we view it more as a terminus to 16th Ave W, which will enhance the pedestrian streetscape, provide eyes on the street, and create a safe environment at what is currently a dark street end. Due to these unique conditions, careful consideration is being made for way-finding to this site. The building will have a small amount of visibility from 15th Ave W, above the tops of the street trees. The primary vantage point of the building is likely from the east and west facing residences of East Magnolia and West Queen Anne, therefore we are considering this building to be a simple, light, jewel box with an ambient glow in a prominent location on a peninsula, which sits atop a grounded base.

CS3-B: Local History and Culture

CS3-B-1. Placemaking: Explore the history of the site and neighborhood as a potential placemaking opportunity. Look for historical and cultural significance, using neighborhood groups and archives as resources.

Interbay has no shortage of significant history that helped to shaped, and all of Seattle. From the early introduction of the railway, to the dredging of the Lake Washington Ship Canal which resulted in a landfill adjacent to our site (now the Interbay Athletic Complex), to the expansion of the coastline resulting in the marina's we see today, Interbay has undergone significant transformative changes throughout its history to become the increasingly vibrant transitional community that it is today. First, the presence of the rail related industry flourished, which enabled the growth of commercial and retail establishments to support the industries workers. As the neighboring community of Magnolia thrived, the daily influx of commuters traversing Dravus to 15th Ave W enabled the development of a cluster of retail and eating establishments to grow and be sustained in Interbay, despite the lack of permanent residences in the immediate neighborhood. Over the last decade, Interbay has seen a drastic increase in the amount of residential development due to its proximity to Ballard, Downtown and the tech sector along Elliott Bay.

The project vision has been to meld the industrial past of Interbay with the bright, mixed use future of a growing neighborhood close to the heart of the city. Corrugated metal siding is used as an accent on the façade of the building to reminisce the neighborhood's past, while utilizing the site's unique position in the community as a placemaking opportunity to speak to the neighborhood's future. The project's location on a "peninsula," at the southern tip of Interbay, with unobstructed views on three sides, establishes our building as a beacon in the neighborhood. Thus, our project relates to both the maritime as well as industrial history, which is both past and present in Interbay.

CS3-B-2. Historical/Cultural Reference: Reuse existing structures on the site where feasible as a means of incorporating historical or cultural elements into the new project.

None of the existing structures on the site have any historical or cultural significance.

PL2-B: Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

The overall presence of the building on what is currently a dark, dead-end street will greatly enhance the pedestrian environment with light, landscaping, and presence, not to mention round-the-clock eyes on the street. The landscape is designed to create an urban oasis for patrons of the area whether it be dog walkers, people attending recreational events at the adjacent fields or just residents sitting outside on their patios, there will be much more life and energy on the street than is currently present.

APPENDIX - EDG RESPONSE

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

Enhanced pedestrian lighting will be provided on the 16th Ave W street façade through exterior building lighting, landscape lighting and the ambient glow from both upper and lower level units. Standard SDOT pedestrian lights shall be provided along West Barrett to give illumination and safety. Appropriate lighting will be provided on the alley to give a sense of security.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

The fully glazed lobby along the property line establishes a presence along 16th Ave W and increases the building's visibility for approaching pedestrians and vehicles from the north. The loft units facing 16th Avenue have large expanses of two story glazing, encouraging views and maintaining a significant level of street level transparency.

PL4-B: Planning Ahead for Bicyclists

PL4-B-1. Early Planning: Consider existing and future bicycle traffic to and through the site early in the process so that access and connections are integrated into the project along with other modes of travel.

The guest bike parking adjacent to the lobby where it is most convenient for guests. Residents will utilize the Barrett Street garage entry with an on-grade room just inside the garage door. This is a central location for any approach to the site and given that the building is on a dead-end street, safety should not be an issue since there will be little traffic in and around this area.

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

The primary resident bike parking/storage is located the most convenient location in the building allowing for easy and safe access behind the Level 1 garage door. Bike racks will be installed in the storage room to maximize the efficiency and organization of the bicycles. Wall-mounted bike racks will also be provided at designated locations adjacent to vehicular stalls at Level 2 parking.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

The Elliott Bay bike trail exists just to the west of the railroad tracks and is currently accessed by

crossing the Dravus bridge. Since our site is on the south side of Dravus, easy access can be made to this trail.

DC2-A: Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

Careful consideration has been made based on a thorough understanding of the site, its characteristics and its opportunities.

- The main mass "floats" over the solid, embedded base due to significant slope to the east.
- The preferred lobby position is at the NW corner, in the closest proximity to neighborhood amenities and transit stops.
- Residential loft units adjacent to the lobby create a continuous, active street front along 16th Ave W.
- Vehicular entry is placed at West Barrett and the alley to not interfere with pedestrian access
- The main open space is placed to maximize respect to the adjacent property and maximize the light and air to north facing units

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

The project site is not of a size that creates a "large project." The base is recessed from the upper level to give the perception of a floating box. Furthermore, the floating box is slightly modulated to allow for material transitions that create a less repetitive façade. Architectural projections wrap the building to give it a frame with a directional view. Other elements such as canopies, decks, and horizontal banding further break up the perceived mass.

DC2-B: Architectural and Facade Composition

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

While the north facing blank wall was first incorporated due to opening restrictions based off of the proximity to the property line, this wall is both an opportunity to incorporate a green wall and signage as well as enhance visual interest by opening up the building and its residents to the views to the west and south. A transparent gap in the center of the blank wall allows for visual interest and a reduction in the perceived width of the blank wall.

APPENDIX - EDG RESPONSE

DC3-C: Design

DC3-C-3. Support Natural Areas: Create an open space design that retains and enhances onsite natural areas and connects to natural areas that may exist off-site and may provide habitat for wildlife.

Refer to "CS1D-2. Off-Site Features".

DC4-B: Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

Since pedestrians and vehicles will only approach the site from the north, a scale appropriate blade sign mounted on the main lobby canopy facing the north will be paramount for way-finding to this building.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

Given the unique position of this site and its singular point of access, we will create signage on the east façade that is more geared to the vehicular traffic along 15th Ave. W. This sign will be high on the building, be of a larger scale, and have enough illumination to be noticeable. Complementary to this sign will be the blade sign on the main lobby entry such that anyone who sees the building while driving along 15th will see the entry lobby when they first turn down 16th Ave W.

DC4-C: Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

Lighting is an important element to the concept of this building. From the overall illumination reinforcing the jewel box ambiance, to the lobby illumination showing where the front door is. All forms of lighting are being carefully considered to make this project a success and be a proper terminus to the 16th Ave W street end.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

Lighting is greatly needed, given there is currently no lighting after hours at the site. All forms of light being considered are such that they enhance the building without creating

light pollution. One important consideration for this building is the off-site glare that is being created by the soccer field to the west. Existing apartments in the area must use blinds to control light pollution created by the stadium lights. The project's window placement and unit layouts is designed in such a way that living areas can be shielded from the direct glare of the stadium lights.

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APPENDIX - DEPARTURES

1. Parking Access

CODE: SMC 23.48.085.D.1

Access to parking and loading shall be from the alley when the lot abuts an alley improved to the standards of subsection 23.53.030.c and use of the alley for parking and loading access would not create a significant hazard as determined by the Director.

CODE: SMC 23.48.085.E

Permitted access shall be limited to one two-way curb cut.

PROPOSED: Provide two (2) parking access points; one off the alley and one off W Barrett St.

JUSTIFICATION: A garage off the alley is unfeasible because:

- Puts garage entry at the high point of the site
- The length of the ramp would need to be about 155'

$$\begin{aligned} \text{Transition ramps at 10\% slope} &= \frac{\text{Rise } 2'}{\text{Run } 20'} \\ \text{Speed ramp at 15\% slope} &= \frac{\text{Rise } 23'}{\text{Run } 153'} \\ \text{Total ramp length} &= \sim 155' \end{aligned}$$

- Creates an unusable street front
- Very inefficient layout

Good for the **public**:

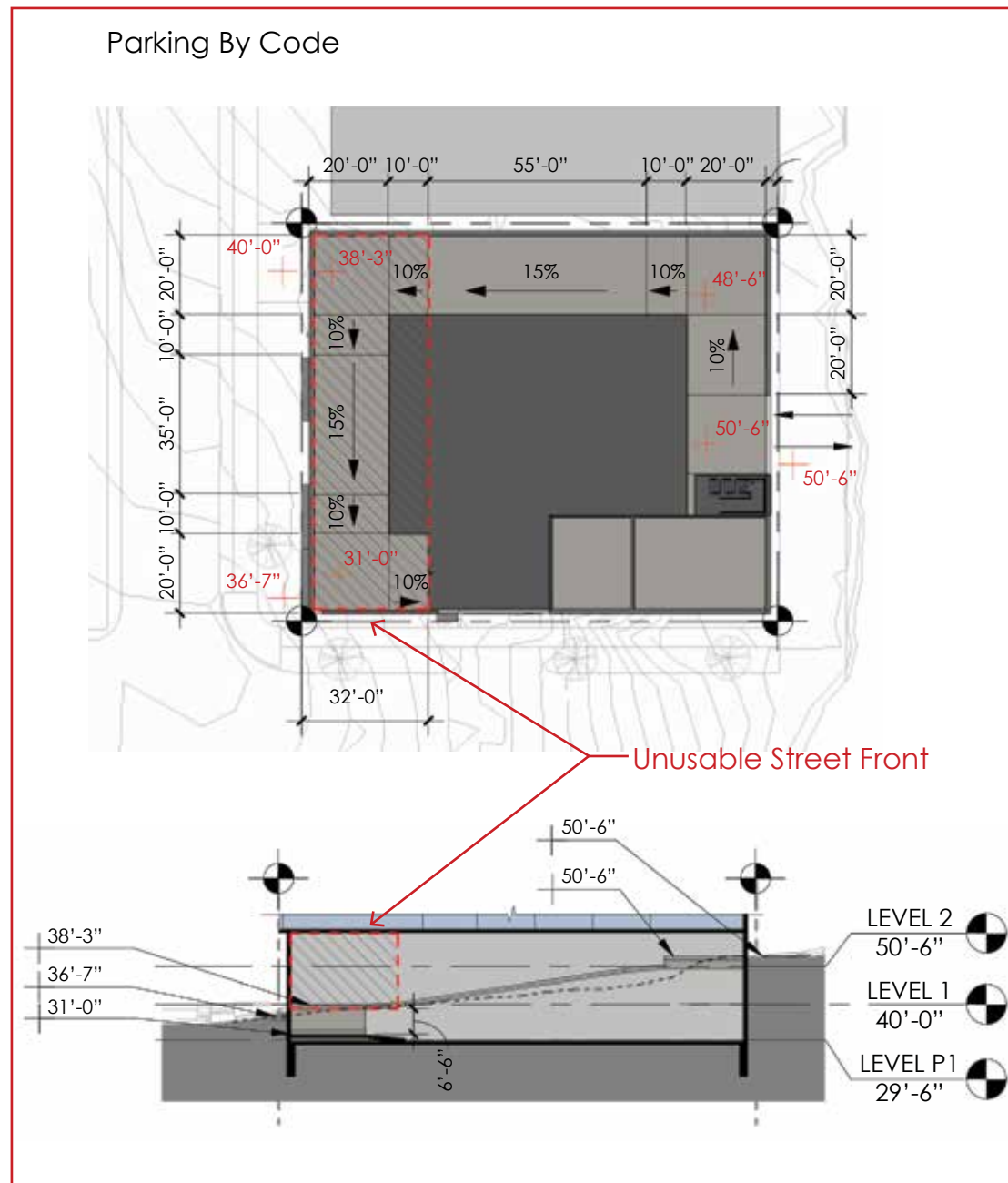
- Separates the parking from the street, doesn't violate SMC 23.48.085.B.1
- Allows residential units and the lobby to occupy and engage the street front

Good for **neighbors**:

- Minimizes the depth of the parking structure
- Alleviates excessive ground water removal
- Reduces potential of undermining of adjacent property

Good **design**:

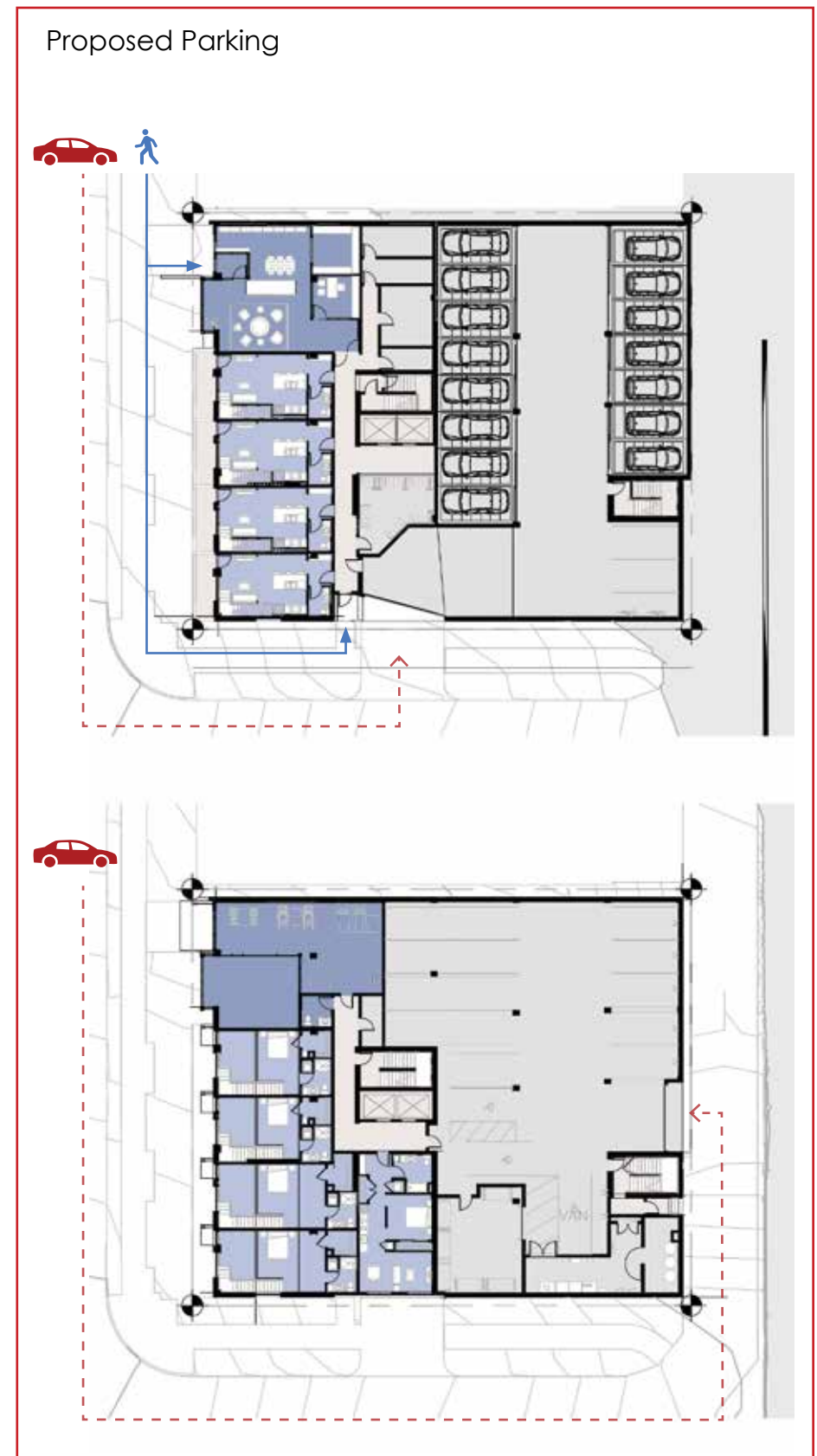
- Maximizes the efficiency of the parking
- Provides a simple and user friendly vehicular circulation system
- Works with the change in topography instead of against it



Design Guidelines Rationale

Applicable guidelines:

- PL3-A, DC1-A - Departure allows for primary entry to be along 16th Ave W, the more active street on the site.
- DC1-B - Minimizes pedestrian/vehicular conflicts.
- DC2-B - Housing along 16th will offer a more dynamic facade composition, rather than blank wall for parking ramp.



APPENDIX - DEPARTURES

2. Amenity Space Minimum Width

CODE: SMC 23.48.045.C.3

The minimum horizontal dimension for required amenity areas is 15 feet, except that the minimum horizontal dimension is 10 feet for amenity areas provided as landscaped open space accessible from the street at street level. The minimum size of a required amenity area is 225 square feet.

PROPOSED: Departure requested for decreasing the minimum dimension from 15 feet to 10 feet 11 inches for only the 8th floor patio/lounge space.

JUSTIFICATION: The Patio/Lounge on the 8th floor functions as a singular, flexible indoor/outdoor amenity space. This is achieved through the use of large expanses of a sliding glass wall system that physically and visually connect the two spaces. This system is placed to maximize the utility of both the patio and lounge, however, it reduces the minimum dimension of the patio to 10'-11".

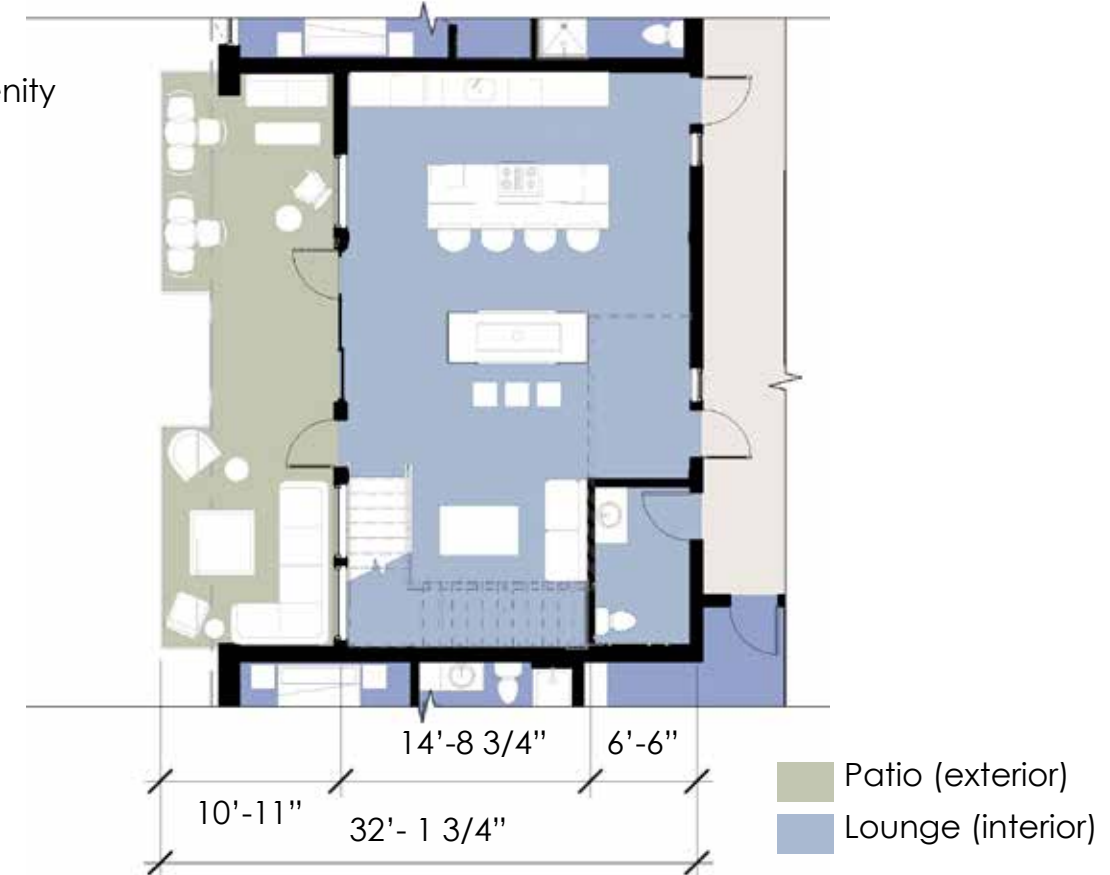
The user experience is enhanced through this departure by creating a very flexible space that encourages year-round use.

Design Guidelines Rationale

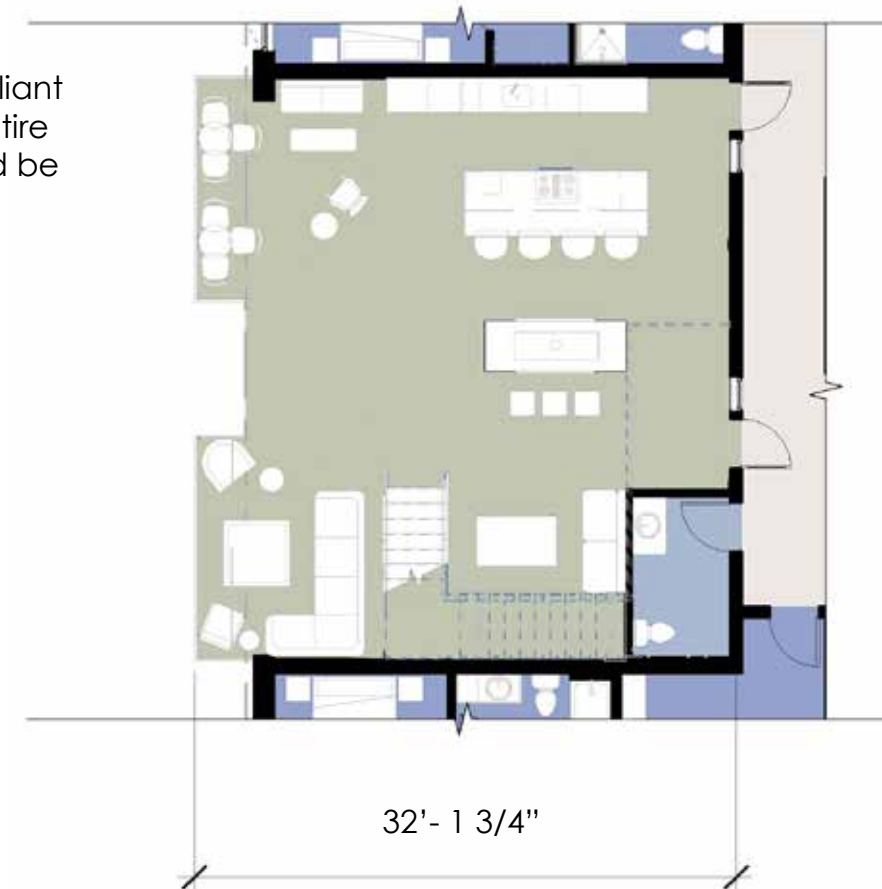
Per the design guidelines, the open patio connects to the interior lounge. Both program elements will relate to and support each other. The patio connects visually to the nearby Interbay Athletic fields and open space beyond.

- DC3-A, DC3-B - The amenity lounge and patio is visually connected with floor to ceiling glass separating indoor and outdoor spaces. The location of the wall allows for functional indoor and outdoor program conducive to northwest climate.

Proposed amenity



Code compliant amenity - entire space would be outdoor.



APPENDIX - DEPARTURES

3. Minor Architectural Encroachment Vertical Height Limit

CODE: SMC 23.53.035.A.2

The maximum vertical dimension of a minor architectural encroachment is 2 feet 6 inches.

NOTE: SMC 23.41.012.B.32

Our interpretation of this section of no-departure code applies to structural building overhangs and structural encroachments, not minor architectural encroachments

PROPOSED: Departure requested to allow a minor architectural encroachment to exceed the minimum of the 2'-6" vertical height. The encroachment will allow the extension of a 1'-0" fin wall beyond the west property line, connecting the level 3 overhang to the roof overhang. Total height shall be 58'-10".

JUSTIFICATION: This departure creates a consistent character-defining architectural expression, has no effect on the use of the right-of-way and poses no threat to public health and safety.

Design Guidelines Rationale

The departure for the minor architectural encroachment vertical height limit allows an additional folding plane to wrap and give a directionality toward the primary views contributing to visual depth and interest.

- DC2-A - The vertical element allows the main building mass to appear recessed.
- DC2-B, DC2-C - The vertical element creates a continuity to the building composition allowing it to wrap around corners and gives meaning to the blank wall in contrast with the transparent jewel box. It also gives additional vertical depth to the west elevation.

Location of
minor vertical
architectural
encroachment
departure



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APPENDIX - ZONING ANALYSIS

ZONE: SM-D, 40-85

Uses: SMC 23.48.005.A

PERMITTED: All uses are permitted.
PROPOSED: Multifamily Residential

Blank Façade/ Transparency Requirements: SMC 23.48.040.B.1 & SMC 23.48.040.B.2.c

PERMITTED: Transparency & blank facade requirements do not apply to portions of structures in residential use.
PROPOSED: Entire Proposed Building is in Residential use therefore transparency and blank facade requirements do not apply.

FAR: SMC 23.48.020.B & 23.48.320

PERMITTED: Uses in SM-D 40-85 are not subject to an FAR limit.
PROPOSED: Compliant

Structure Height: SMC 23.48.025 & 23.48.325 & 23.48.021.B.1

PERMITTED: Maximum Height: 85' above average grade plane if the conditions for bonus development under Section 23.48.325, 23.48.021 & 23.58A.014 are satisfied
PROPOSED: Compliant. Structure Height is 84'9" from the average grade plane. See Bonus Development Requirements.

Street-Level Depth & Height: SMC 23.48.040.A.1 & 23.48.040.2.c

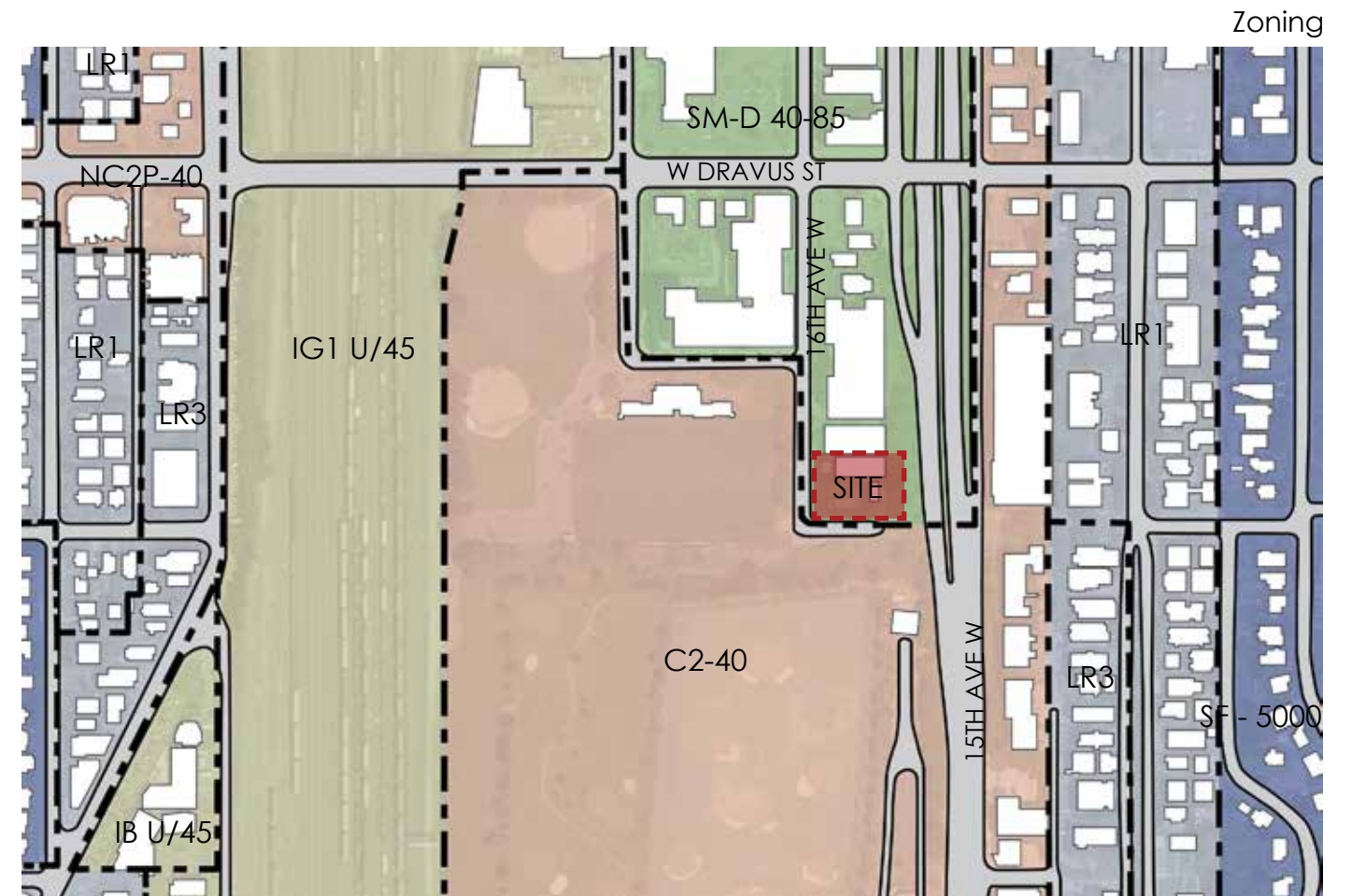
PERMITTED: Street facing Facade height 15' min.
Pedestrian entrances shall be located no more than 3 feet above or below sidewalk grade.
PROPOSED: Compliant. Street facing facade is double height; refer to Elevations.

Landscaping and Screening: SMC 23.48.055.C.3

PERMITTED: Parking is permitted at street level when at least 30 percent of the street frontage of the parking area, excluding that portion of the frontage occupied by garage doors, is separated from the street by other uses.
PROPOSED: Compliant. Parking at 16th Ave street level is separated by Residential Units. Level 1 Parking at Barrett St is partially below grade and Level 2 parking along Barrett St is separated by other uses.

Amenity area for residential uses: SMC 23.48.045

PERMITTED:
Total Gross Floor Area in Residential = 67,041 s.f.
5% = 3,352 s.f.
MAX 50% enclosed area = 1,676 s.f.
PROPOSED:
Total enclosed amenity = 1,500 s.f.
Exterior Amenity = 1,885 s.f.
Total Amenity = 3,385 s.f.



Light and Glare: SMC 23.48.075 & 23.47A.022

PERMITTED: Exterior lighting must be shielded, parking garage lighting must be shielded, exterior lighting poles can have a max height of 30 feet.
PROPOSED: Compliant. Parking garage lighting to be internal. Exterior lighting to be SDOT pole lights per SCL and SDOT. Refer to Lighting Plan.

Required Parking: SMC 23.54.015 Table B; SMC 23.54.020.F.2

REQUIRED:
Calcs: 87 Res. Units(1 space per unit) + 6 Efficiency Units(0.5 spaces per unit) = 90 total spaces
Transit Reduction (50% reduction) = 45 Total Spaces Required
PROPOSED:
Level 1: 13 Compact spaces, 17 Regular spaces
Level 2: 17 Regular spaces (4 tandem)
Proposed Count: 45 Spaces

APPENDIX - ZONING ANALYSIS

Urban Village/Park Boundary Overlays



Solid Waste and Recycling Storage: SMC 23.54.040

REQUIRED:

93 Units = $375 + 4(43) = 547$ s.f.

PROVIDED:

578 s.f.

Note: Trash will be carted out to a staging area outside level 1 garage entry along Barrett St. by building personnel for trash collection.

Bonus Development requirements SMC23.58A.014.B.1.a & SMC23.58D.002

SMC23.58A.014.B.1.a - Affordable Housing Bonus

14% of bonus residential square footage to be affordable housing. Project under POTECH review.

SMC23.58D.002.A. - LEED Gold or Built Green

Structure and Building systems to adhere to Built Green standards.

Alley dedications & Alley Improvements: SMC 23.53.030

PERMITTED: Current alley width = 16'; REQUIRED: 2'-0" Alley Dedication

PROVIDED: Compliant. 2'-0" dedication provided.

Structural building overhangs & minor architectural encroachments: SMC 23.53.035.B

PERMITTED: Depth: The maximum horizontal projection for a structural building overhang, measured to the furthest exterior element, shall be 3 feet,

Separation: The minimum horizontal separation between bay windows, between balconies, and between bay window and balcony combinations, shall be 8 feet

PROVIDED: Compliant. Level 8 Amenity Balcony overhangs the property line by 3 feet. Refer to level 8 floor plan.

Parking Location and Access SMC 23.48.085

PERMITTED: Parking is not permitted at street level unless separated from the street by other uses, provided that garage doors need not be separated. Access to parking and loading shall be from the alley.

PROPOSED: Departure Requested for two (2) parking access points; refer to departure matrix.

- 1.) off the alley (no curb cut required)
- 2.) off of Barrett St. (two-way curb cut)

Bicycle Parking: SMC 23.54.015 Table D

REQUIRED:

87 Units / 4 = 21.75

6 Efficiency Units x .75 = 4.5

Total = 27 spaces

PROVIDED:

28 spaces (Reference Level 1 & 2 Floor Plans for location, pages 11 & 12)

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