



Interbay Apartments

Project Team

Developer **Unico Properties LLC**

Architect **Fish Mackay Architects LLC**

Civil Engineer **KPFF Civil Engineering**

Landscape Architect **Windrose Landscape Architecture**

**FISH
MACKAY**
ARCHITECTS LLC



Seattle Design Commission

April 21, 2011
3040 17th Avenue West



Neighborhood Meetings

Interbay Neighborhood Association

October 22, 2010
December 08, 2010
February 09, 2011

Queen Anne Community Council

October 18, 2010
January 24, 2011

Magnolia Community Council

October 19, 2010

Design Review Board

Early Design Guidance

November 03, 2010
February 16, 2011

Proposed Construction Schedule

Construction Start

December 2011

Construction Completion

June 2013

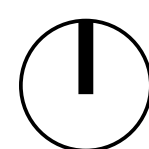
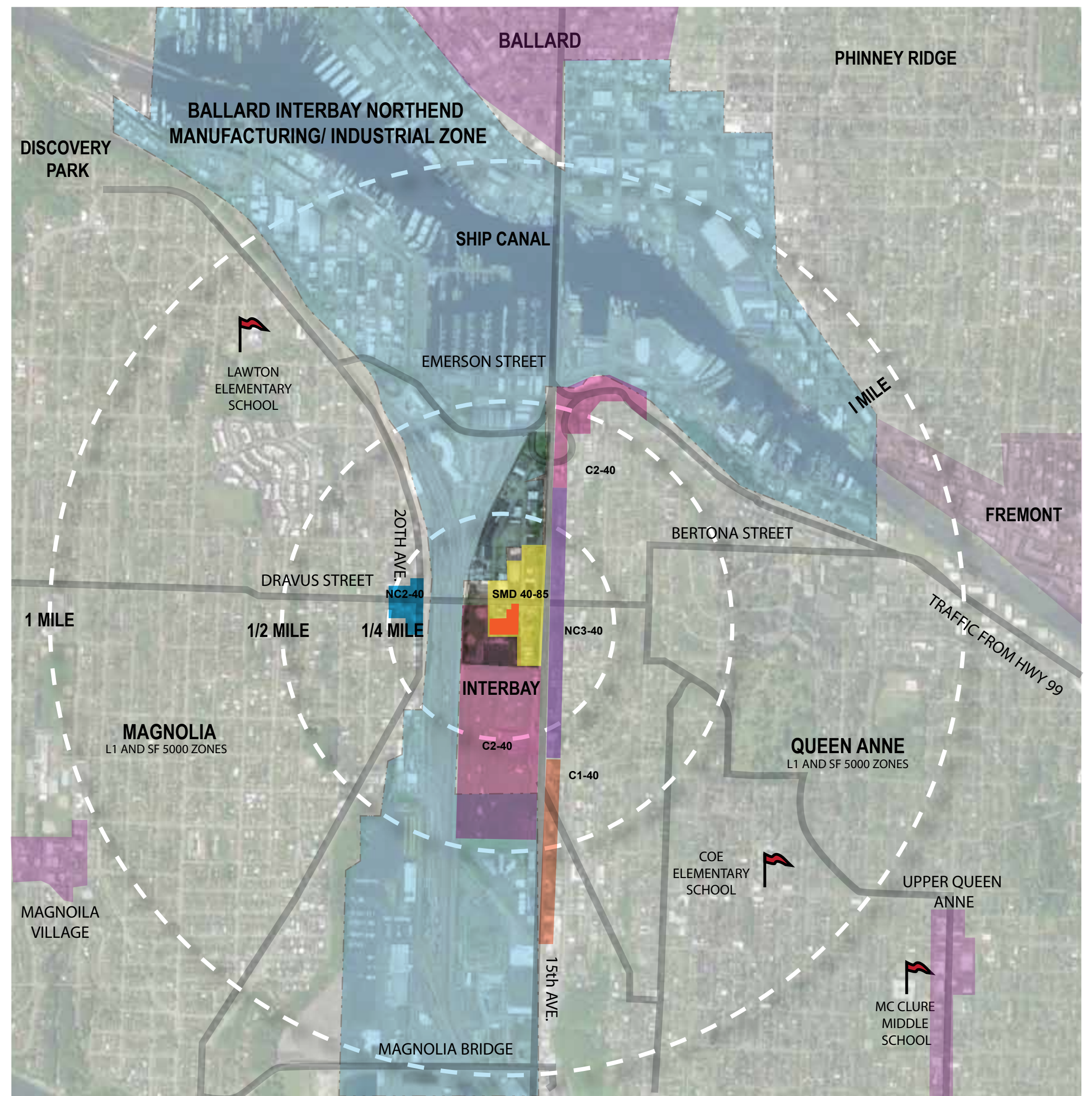
PROJECT TIMELINE

Interbay Area Land Use:

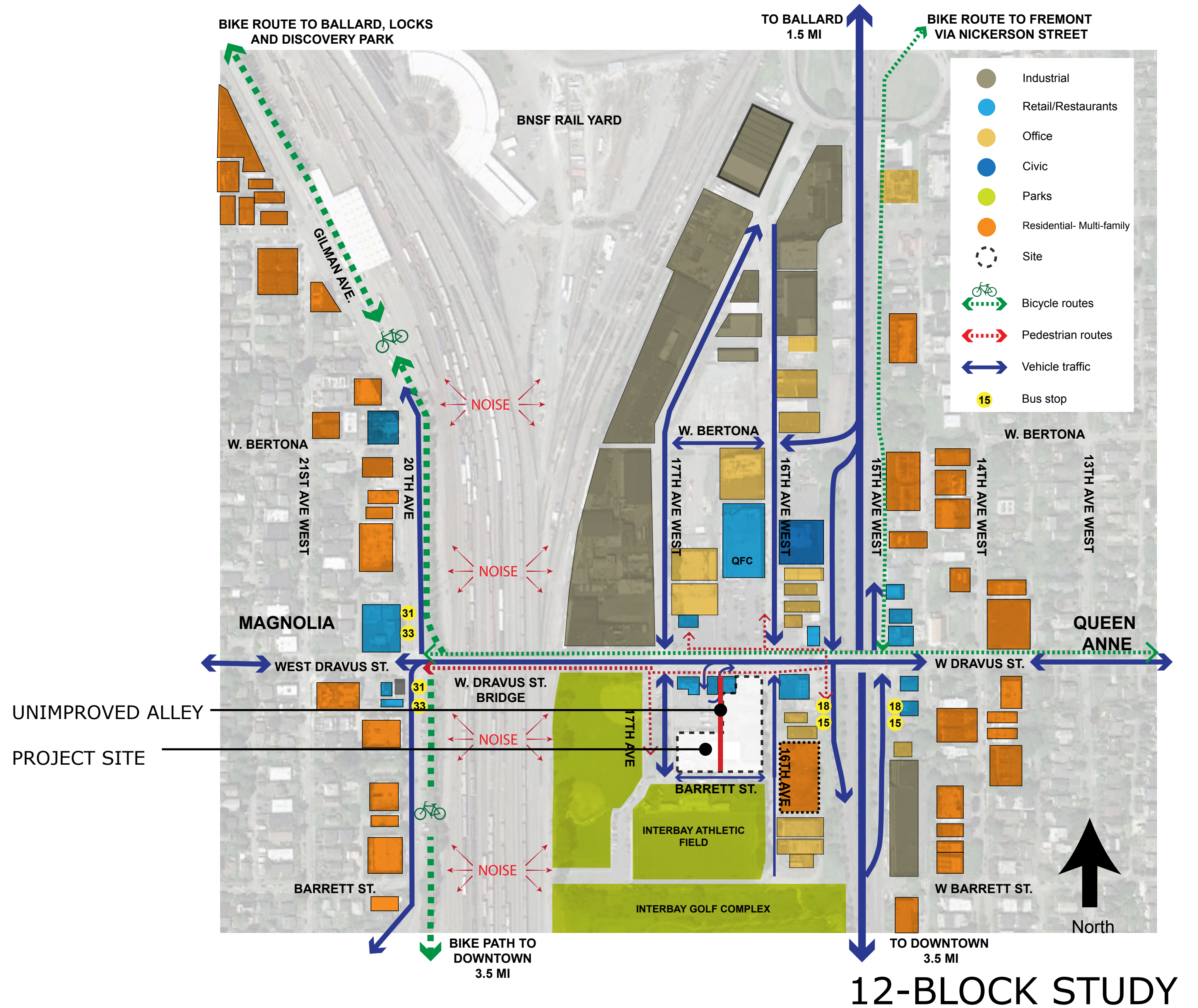
- Valley separating Magnolia from Queen Anne Hill
- Freight and passenger rail corridor
- Adjacent to 15th Ave, express bus service, retail centers and major bike routes
- Dravus 1 of 3 access points to Magnolia, serves as a gateway to the neighborhood.

SM/D 40-85: Seattle Mixed/Dravus

- Permits wide range of uses to encourage a mixed-use neighborhood with a strong pedestrian orientation
- 40' base height limit, 85' if providing affordable housing
- 50' setback above 45' along Dravus

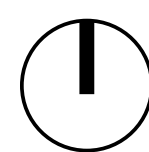


ZONING ANALYSIS





- | | | |
|------------------------------|---------------------------|-------------------|
| 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



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



STARBUCKS COFFEE AND RED MILL BURGERS ADJACENT TO ALLEY



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



CORNER OF 17TH AVE WEST AND WEST DRAVUS.

URBAN CONTEXT: DRAVUS COMMERCIAL



NORTHWEST CORNER OF WEST DRAVUS AND 16TH AVE WEST



QFC GROCERY STORE AT 16TH AVE WEST AND DRAVUS



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



LOOKING NORTH FROM WEST DRAVUS AND 17TH AVE WEST

URBAN CONTEXT: DRAVUS COMMERCIAL



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



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



TYPICAL SIDEWALK CONDITION AT 17TH AVE



MAIN STADIUM ENTRANCE AT CORNER OF BARRETT & 17TH AVE

URBAN CONTEXT: 17TH AVE



VIEW FROM BARRETT MID-BLOCK LOOKING WEST



VIEW FROM PROJECT SITE LOOKING SOUTH ACROSS BARRETT



VIEW FROM BARRETT MID-BLOCK LOOKING EAST

URBAN CONTEXT: BARRETT ST

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GAS STATION AT SW CORNER OF DRAVUS & 16TH



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



VACANT LOT AND COMMERCIAL BUILDING LOOKING SOUTH ALONG 16TH



VACANT COMMERCIAL BUILDING AT 16TH & BARRETT



VACANT HOUSES ALONG 16TH

URBAN CONTEXT: 16TH AVENUE WEST



ENTRANCE TO ALLEY ON SOUTH SIDE OF DRAVUS,
BETWEEN STARBUCKS AND RED MILL



ALLEY VIEW LOOKING SOUTH TOWARD DRAVUS
VACANT HOUSE ON RIGHT, SOCCER STADIUM ON
OPPOSITE SIDE OF BARRETT TO RIGHT



ALLEY VIEW LOOKING NORTH TOWARD DRAVUS
VACANT HOUSE ON RIGHT, BACK OF RED MILL ON
LEFT



ALLEY VIEW FROM BARRETT LOOKING NORTH



VIEW FROM DRAVUS LOOKING NORTH-ALLEY
R.O.W. USED BY QFC AS NON-CONTINUOUS
SERVICE DRIVE



TERMINATION OF SERVICE DRIVE AT QFC

EXISTING ALLEY R.O.W. CONDITIONS

Approximate Development Objectives

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

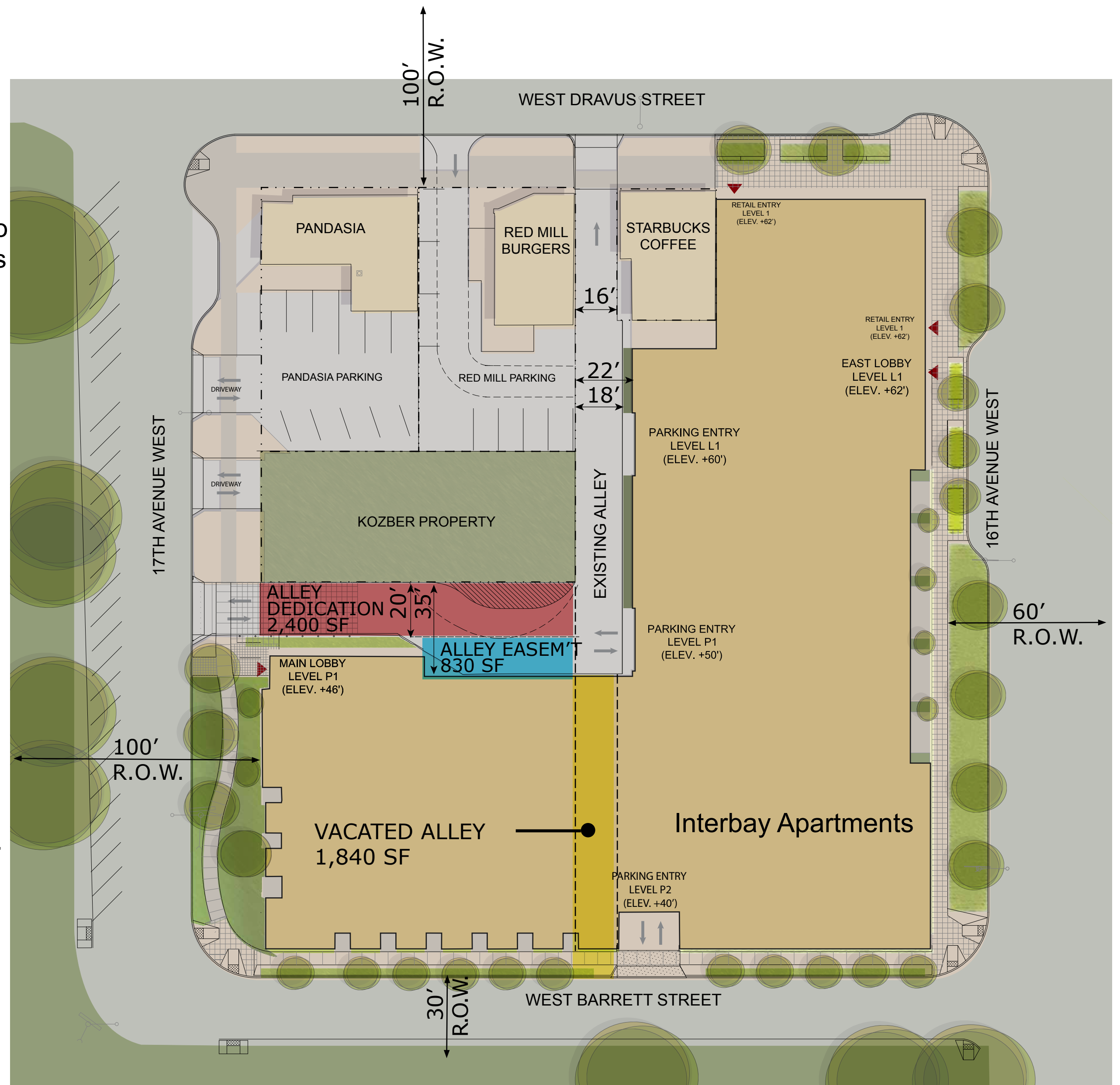
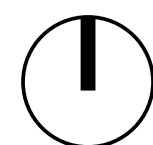
Project Goals

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

Alley Vacation Notes

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

ALLEY VACATION SUMMARY





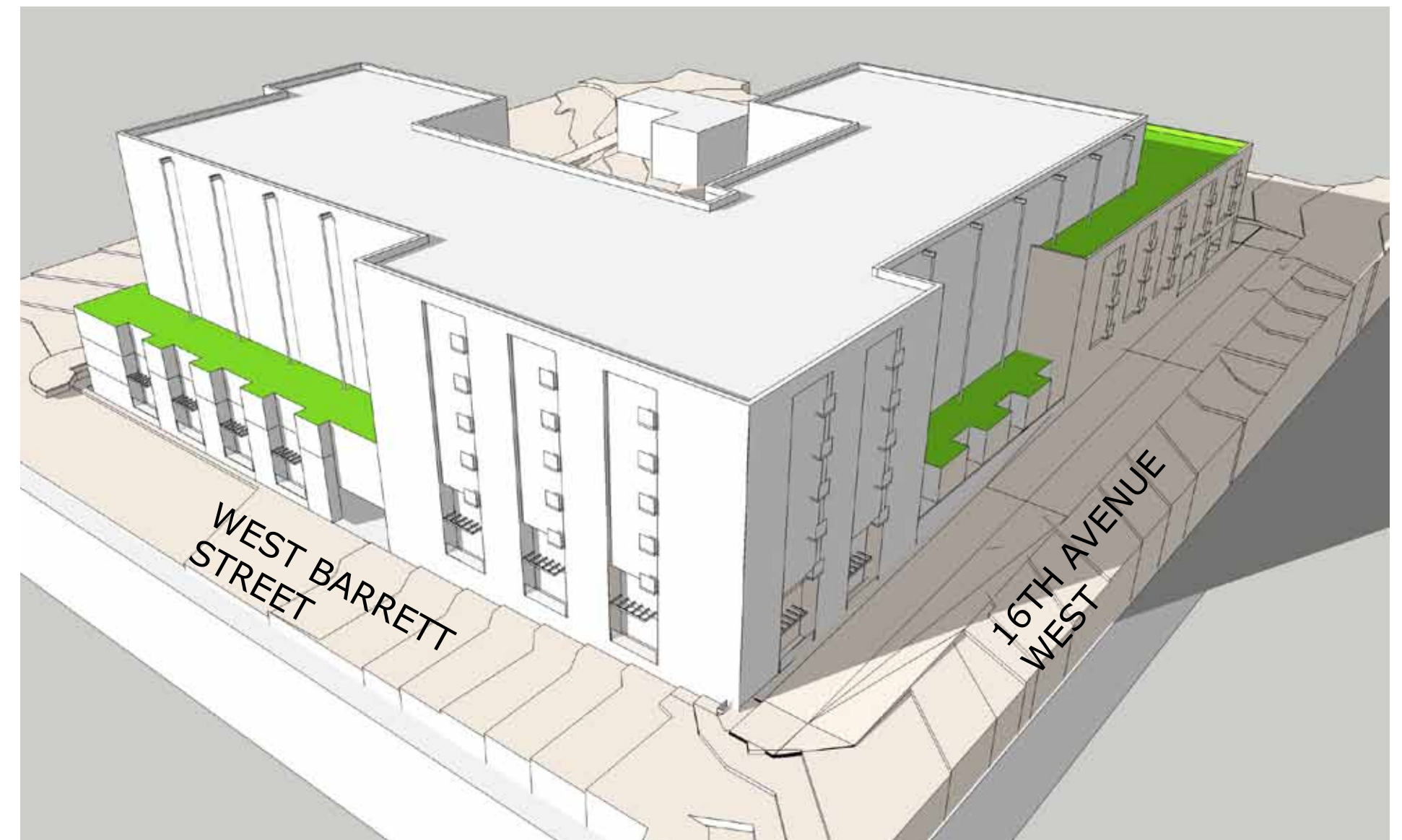
VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST

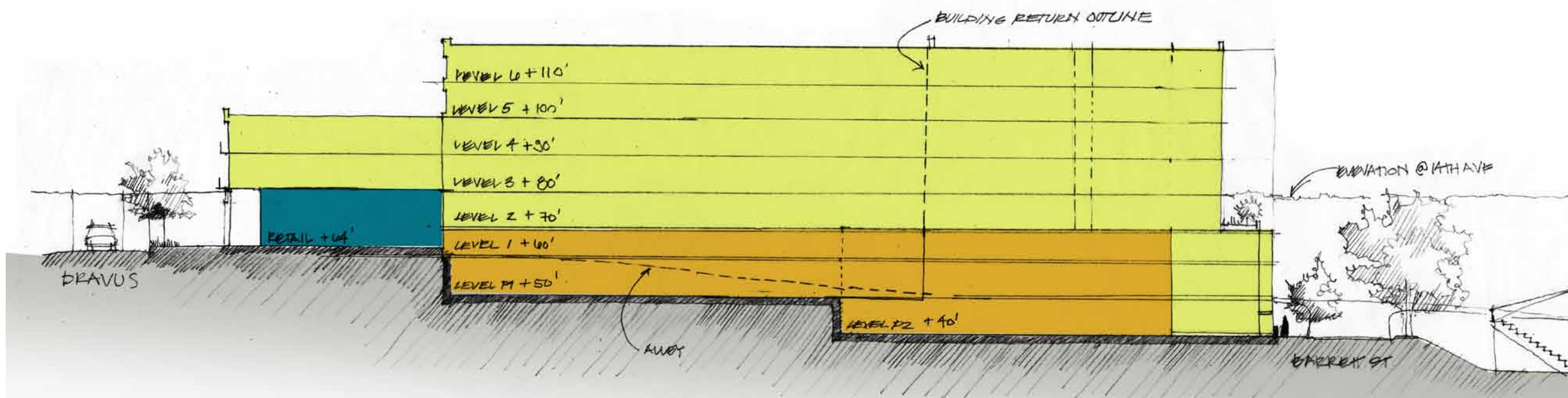
With Vacation

- No increase in developable area
- Alley vacation creates Project efficiency and will allow upper-level setbacks to reduce bulk and scale of building
- Project efficiency through alley vacation allows Project to wrap Barrett Street frontage with street-related residential units



VIEW FROM SOUTHEAST

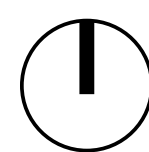
WITH VACATION PREFERRED SCHEME



WITH VACATION BUILDING SECTION

Without Vacation

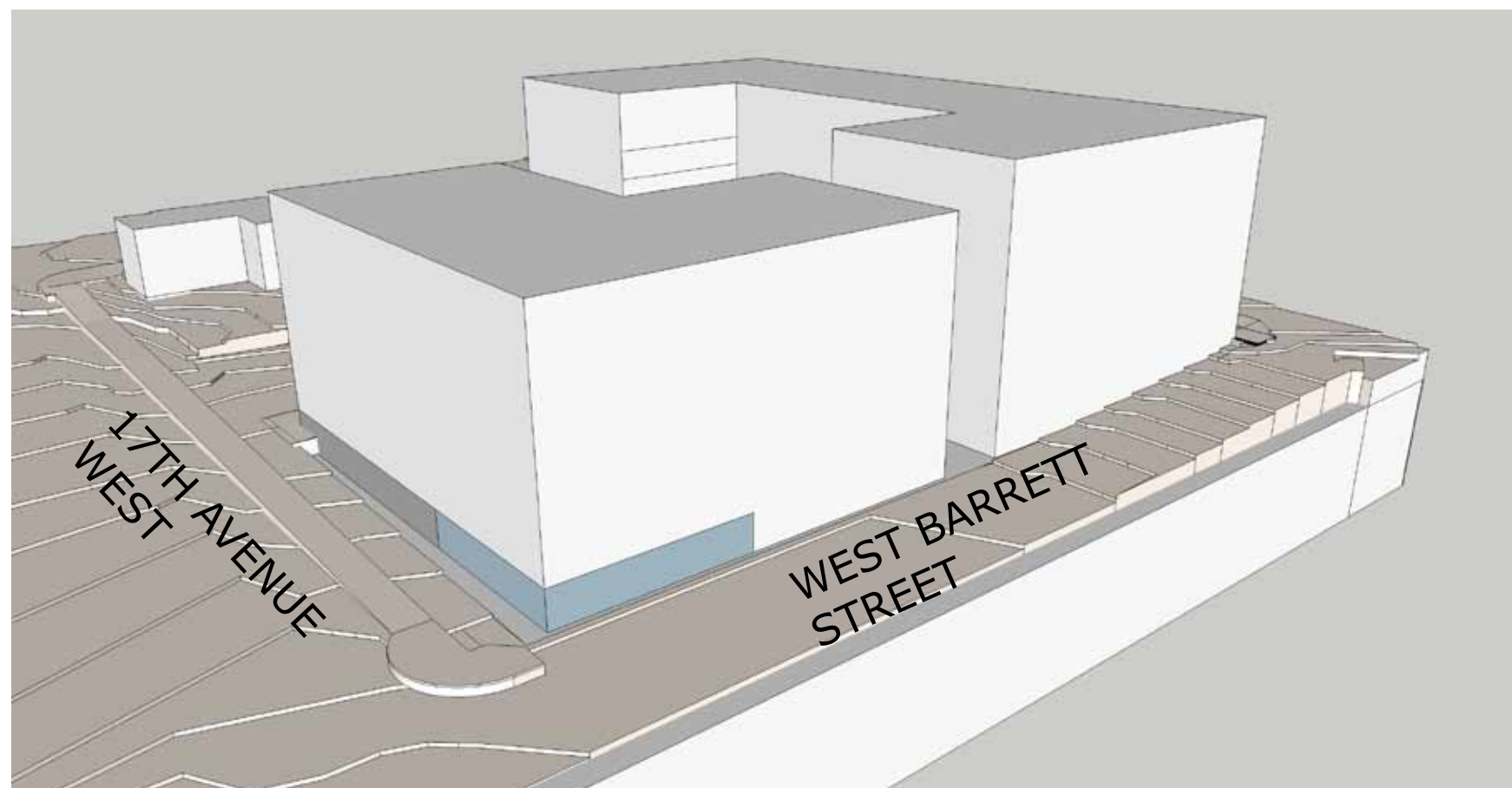
- Will not allow upper-level setback modulation, increasing bulk and scale
- No street level housing to screen garage
- No interaction with pedestrians on street without street-level housing
- Alley functionality not improved
- Increased alley congestion and conflict with other users
- Barrett Street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



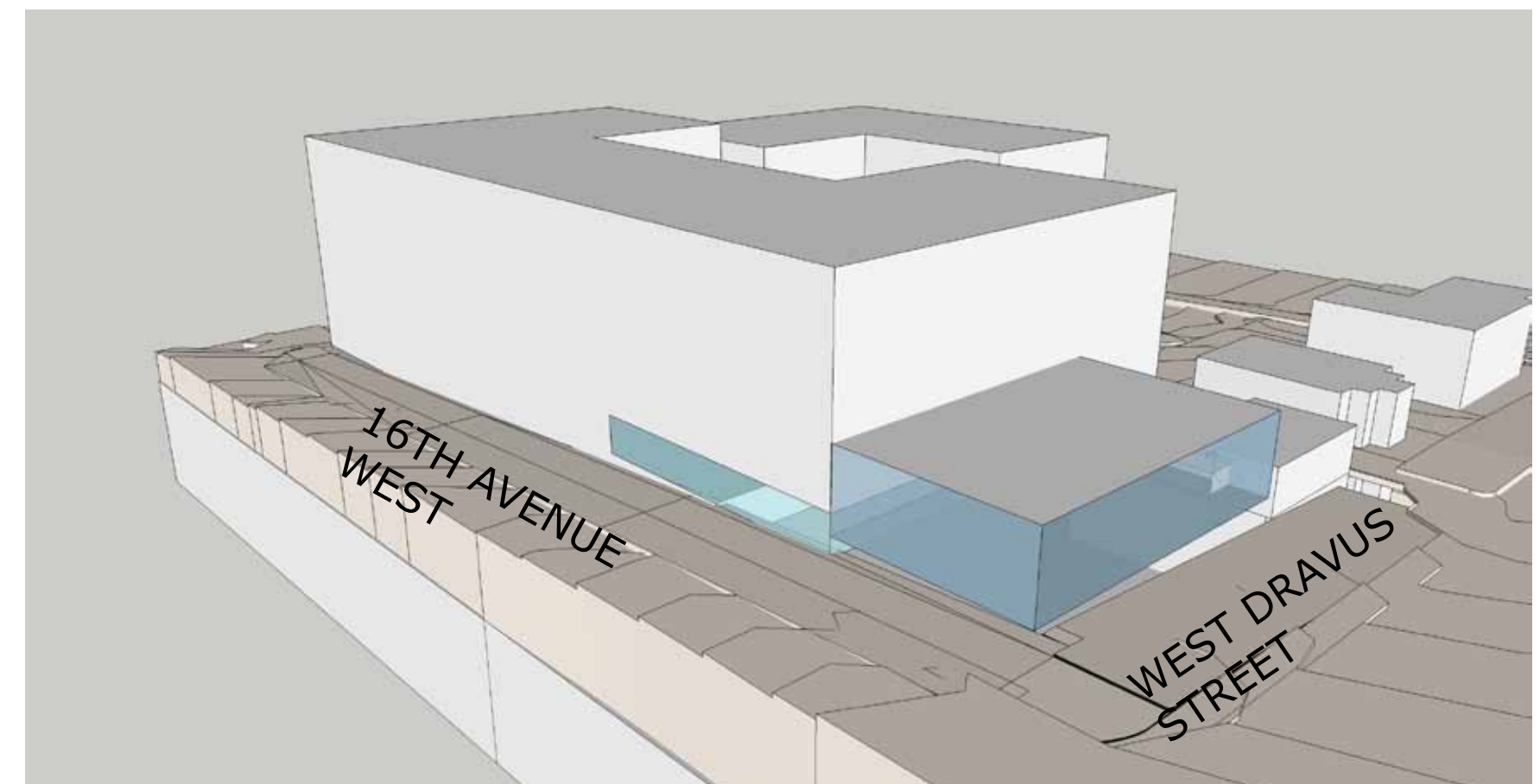
NO VACATION SITE PLAN

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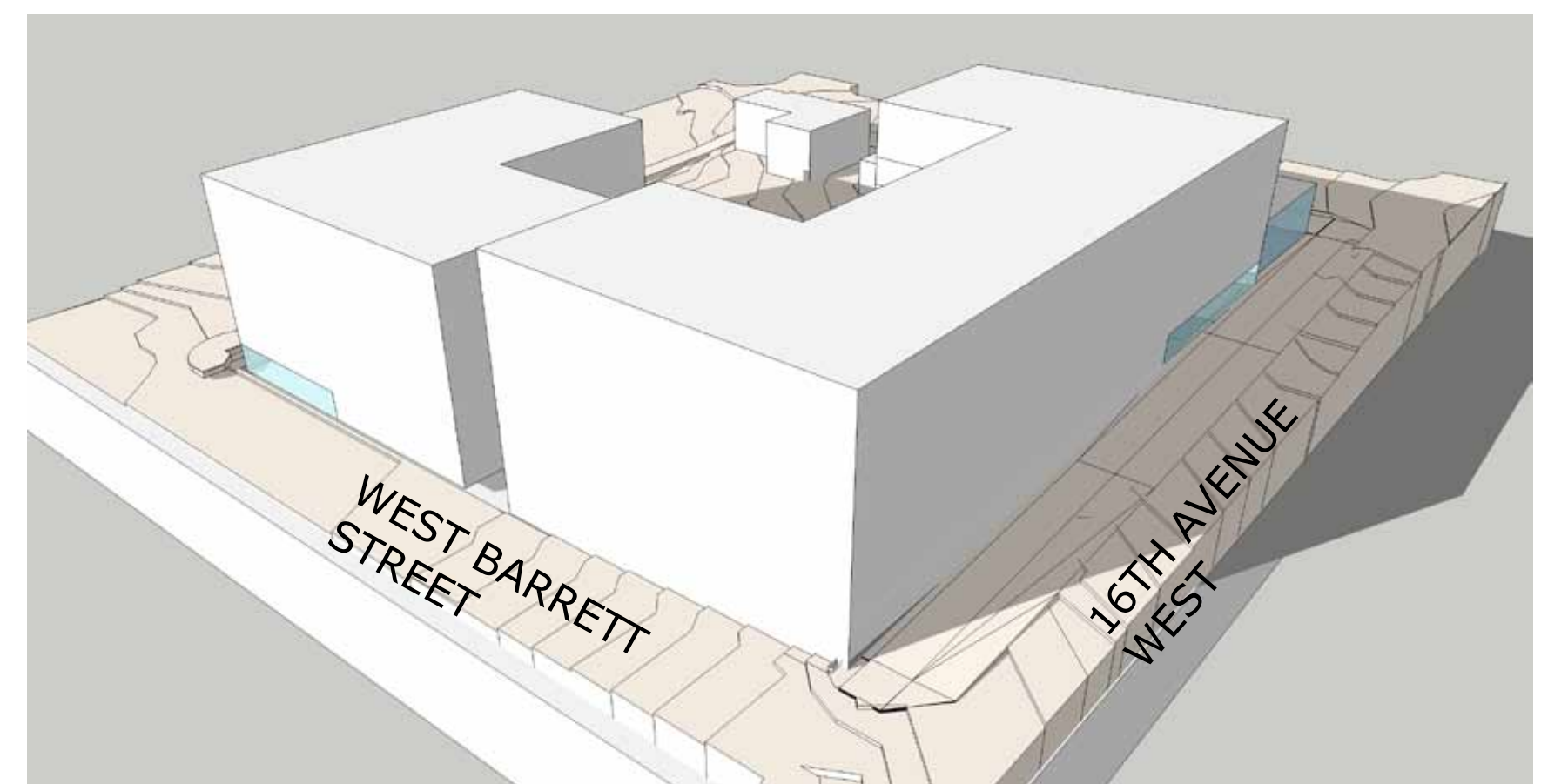
VIEW FROM SOUTHWEST



VIEW FROM NORTHEAST

Without Vacation

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VIEW FROM SOUTHEAST

WITHOUT VACATION OPTION

Public Benefit

#1 Voluntary Building Setbacks

Setbacks along alley

Street-level setbacks at Dravus & 16th

Upper-level setbacks

#2 Barrett Street Easement

Permanent 9'-6" easement

#3 Streetscape Amenities

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

#4 Sustainable Stormwater Controls

Daylit raingardens with enhanced plantings at 16th & 17th

#5 Reduce Curb Cuts around Site

Increase continuous pedestrian frontage by reducing curbcuts around the site



PUBLIC BENEFIT KEY PLAN

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PEDESTRIAN LIGHTING



VERTICAL PLANTING SCREENS



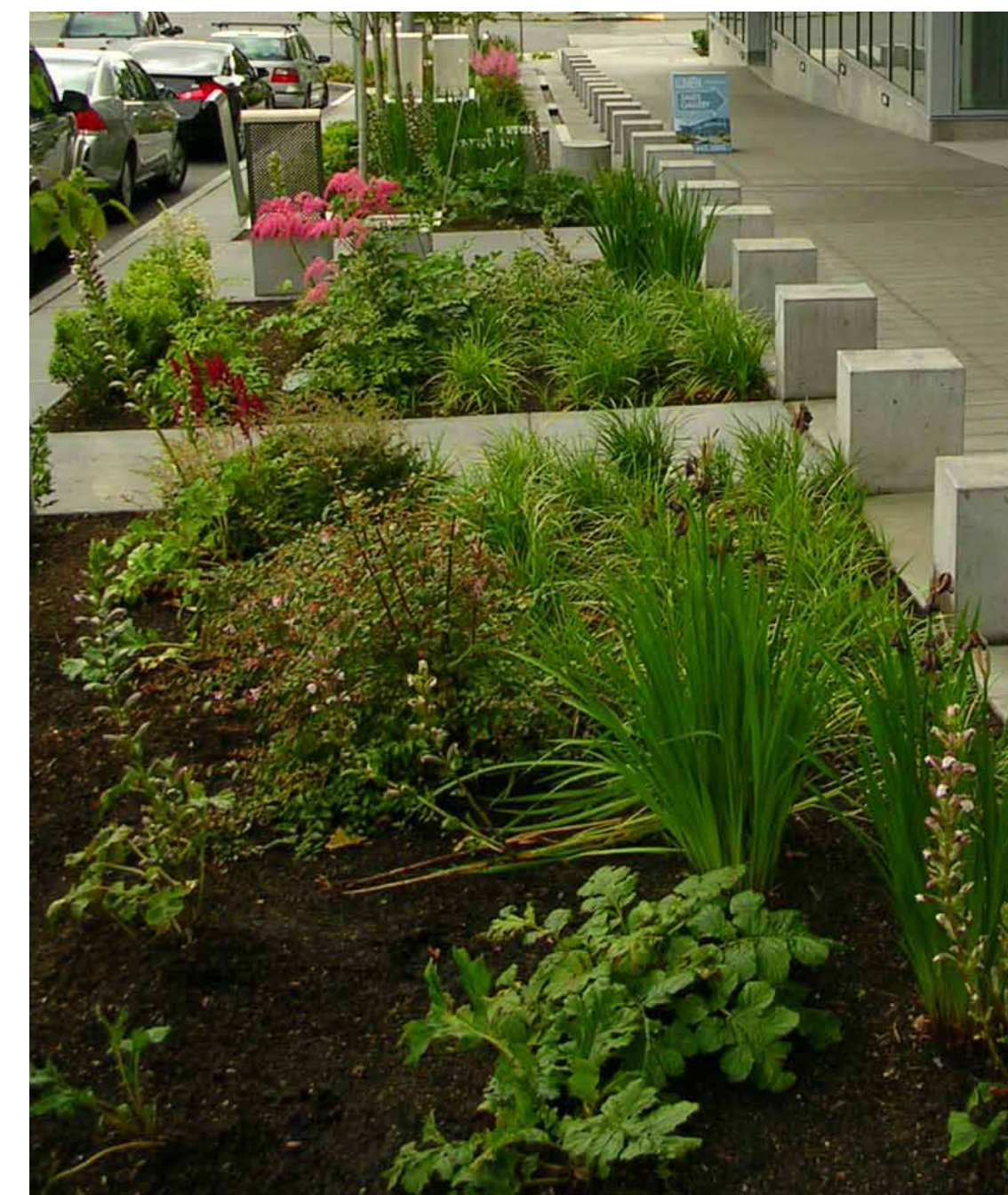
PUBLIC BIKE RACKS



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

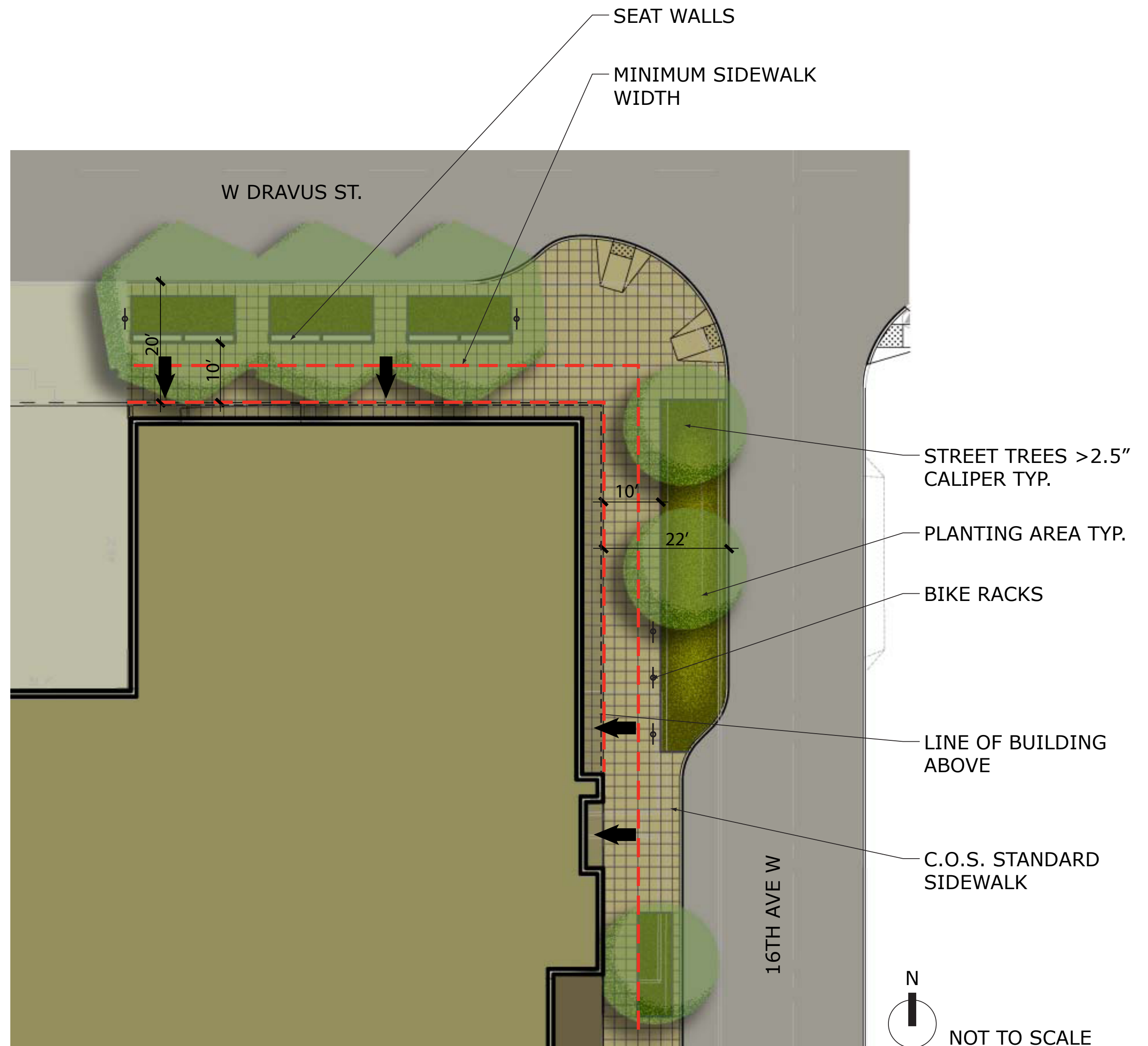


PEDESTRIAN/CYCLIST
WAYFINDING

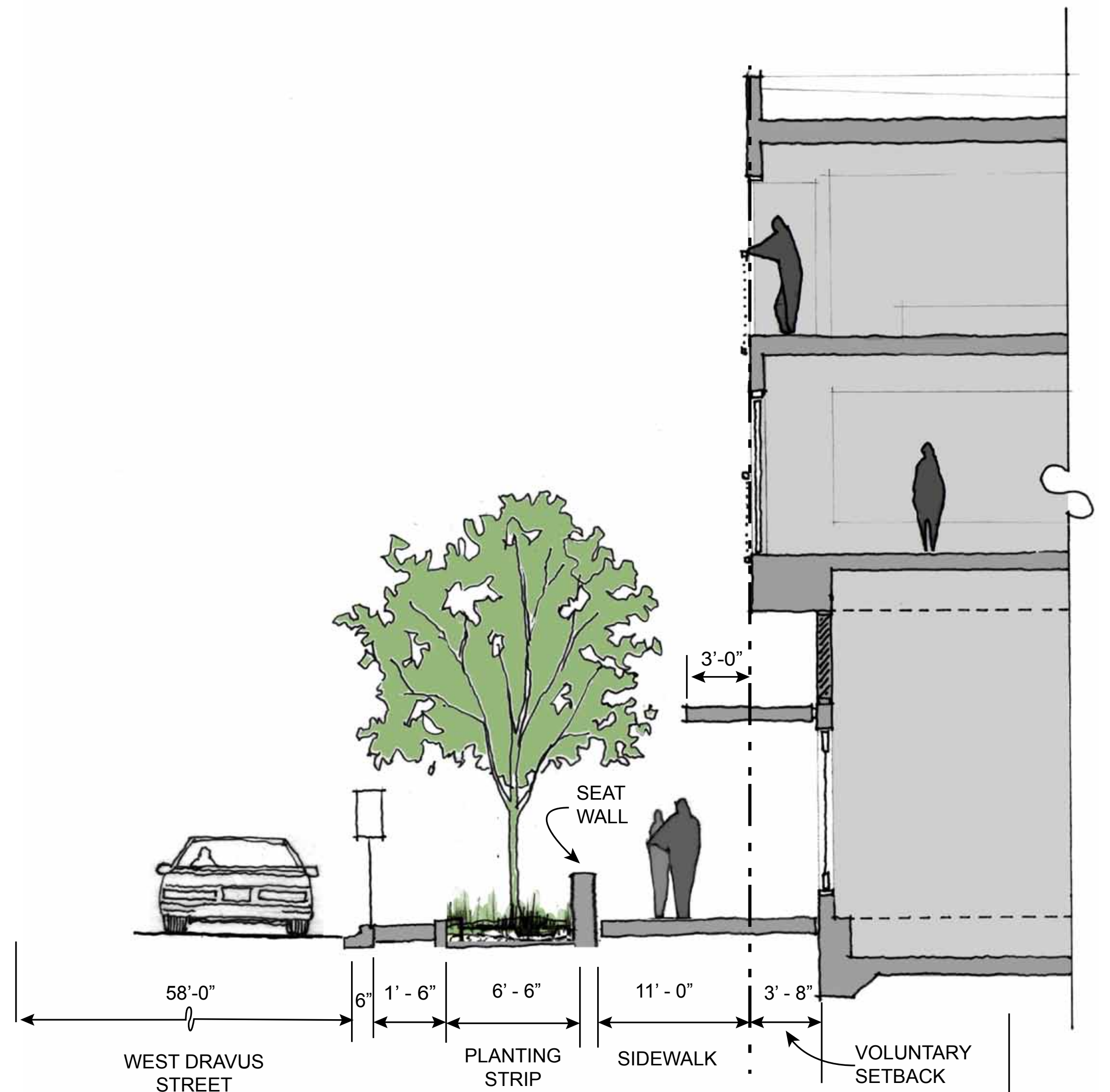


ENHANCED PLANTING & SEATING ELEMENTS

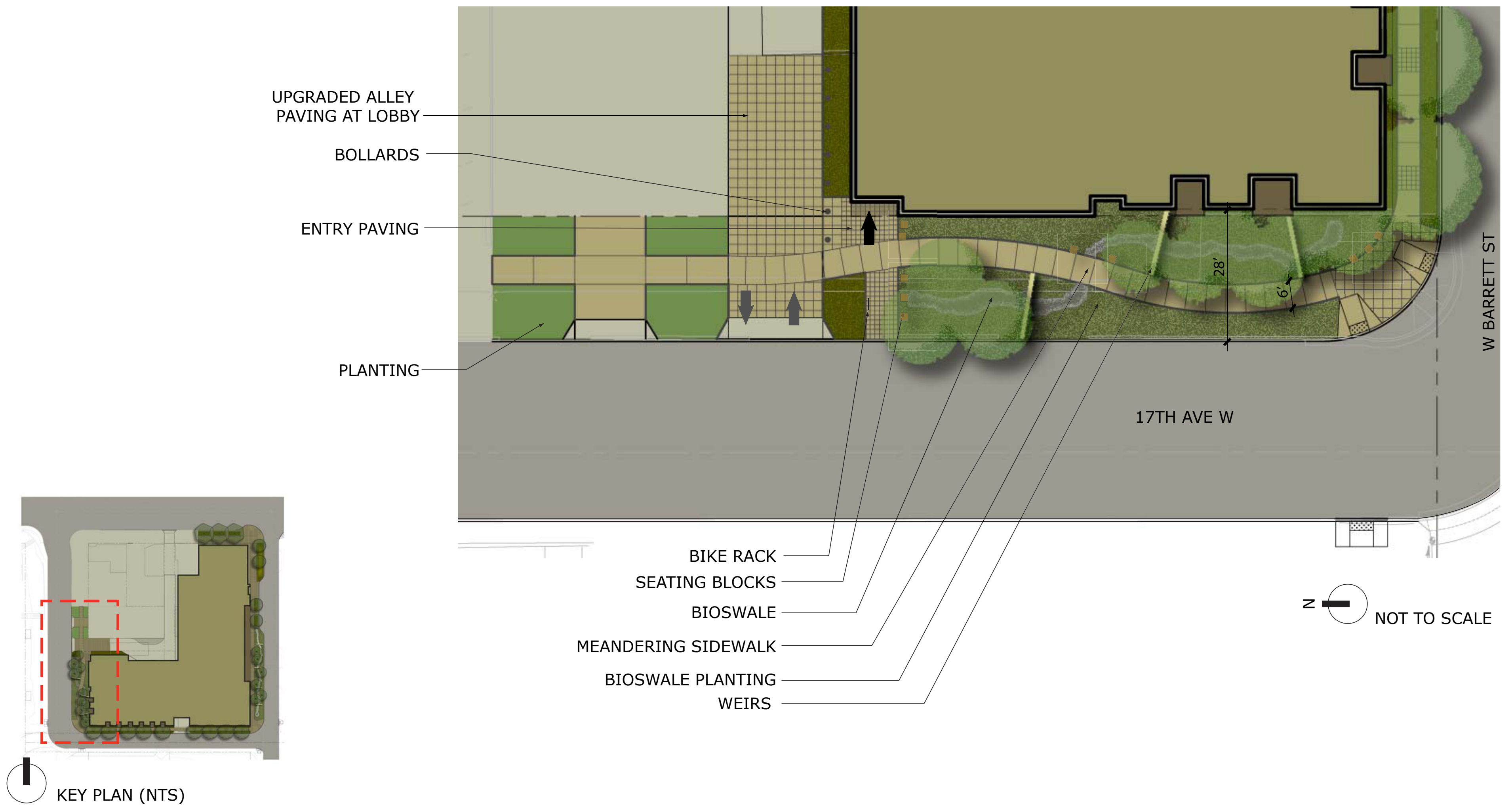
STREETSCAPE AMENITIES



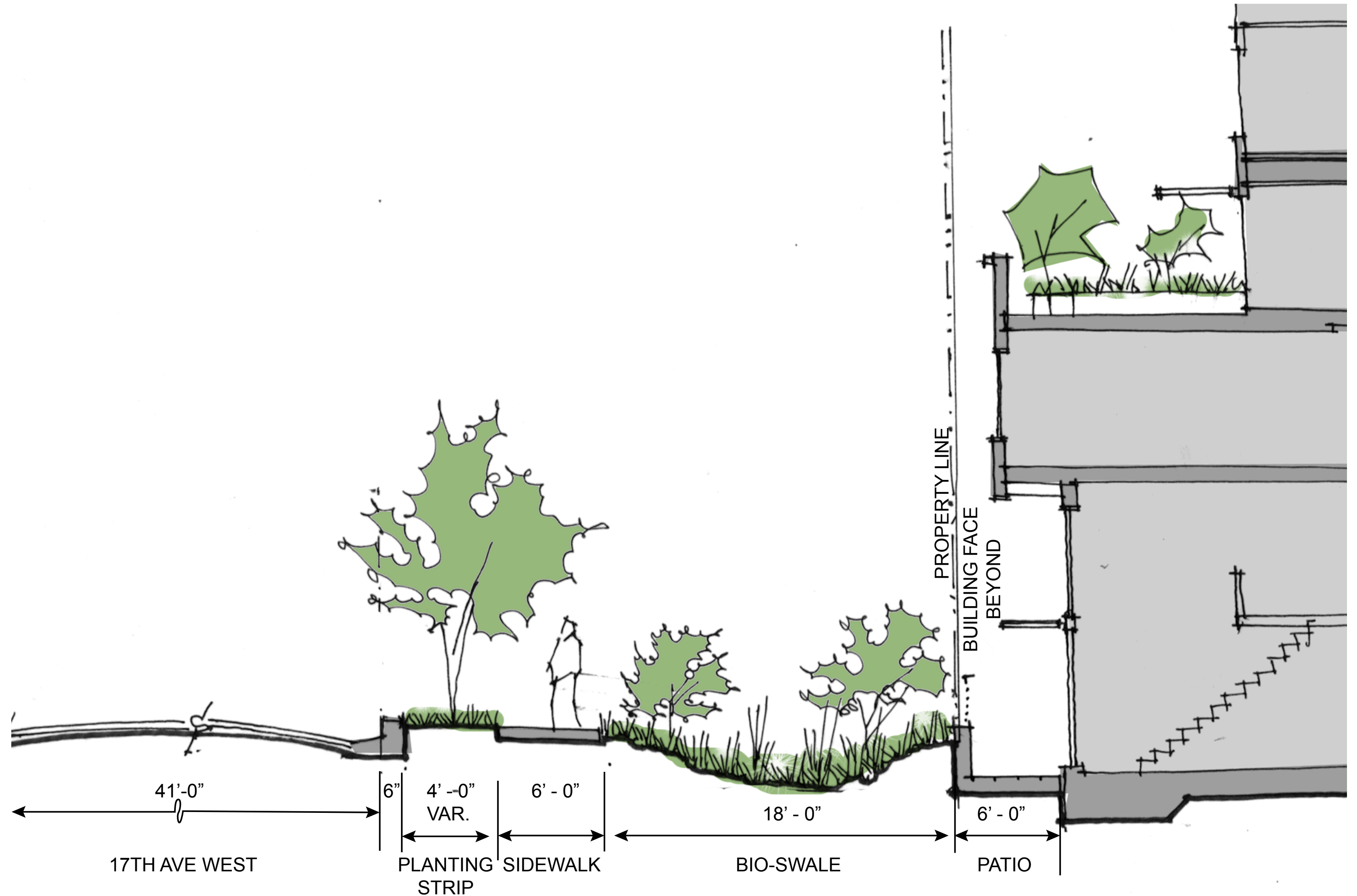
ENLARGED STREETSCAPE PLAN: WEST DRAVUS ST & 16TH AVE WEST



STREET SECTION AT DRAVUS
WEST DRAVUS STREET SECTION

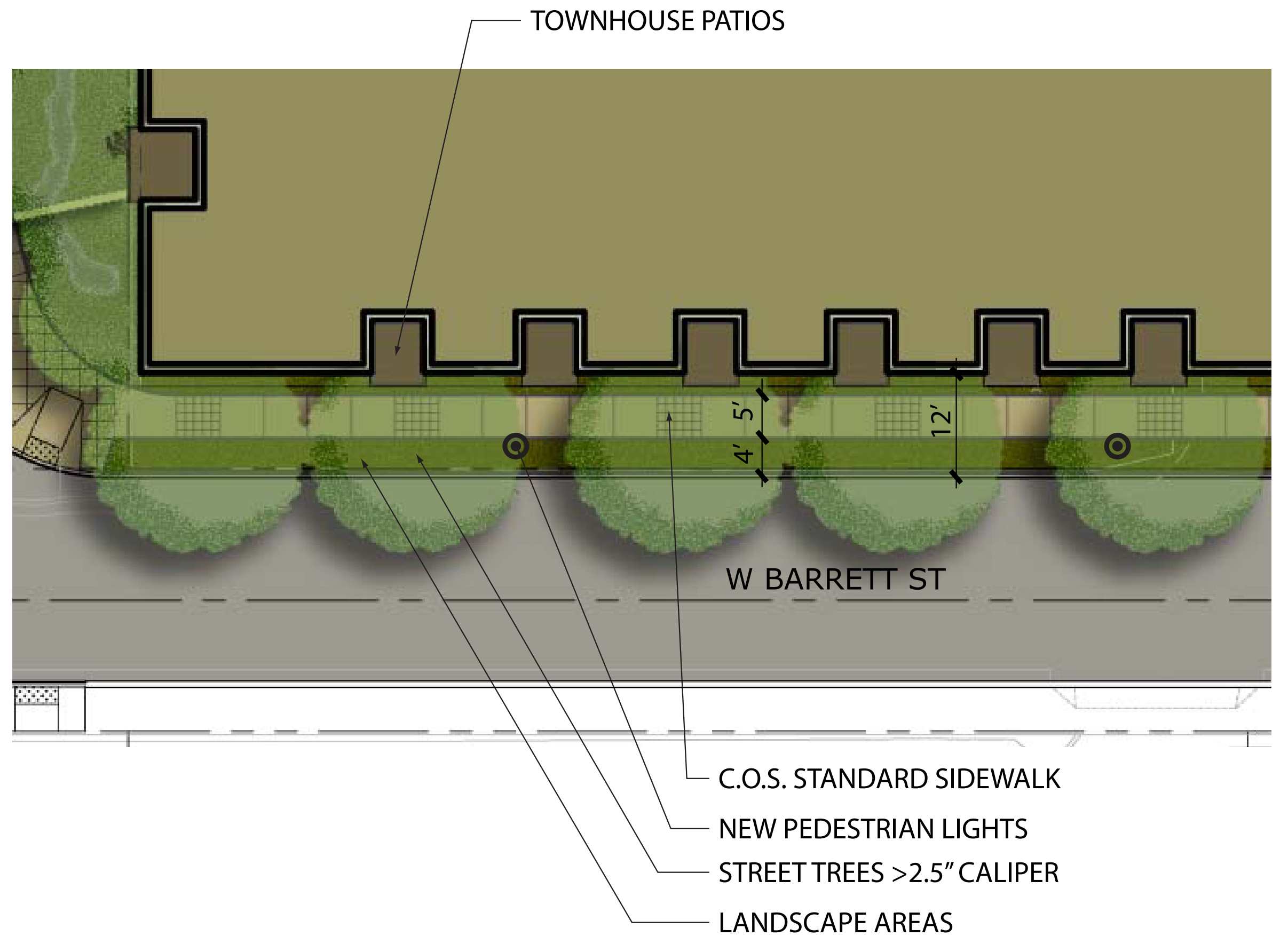


ENLARGED STREETSCAPE PLAN: 17TH AVENUE WEST



STREET SECTION AT 17TH AVE

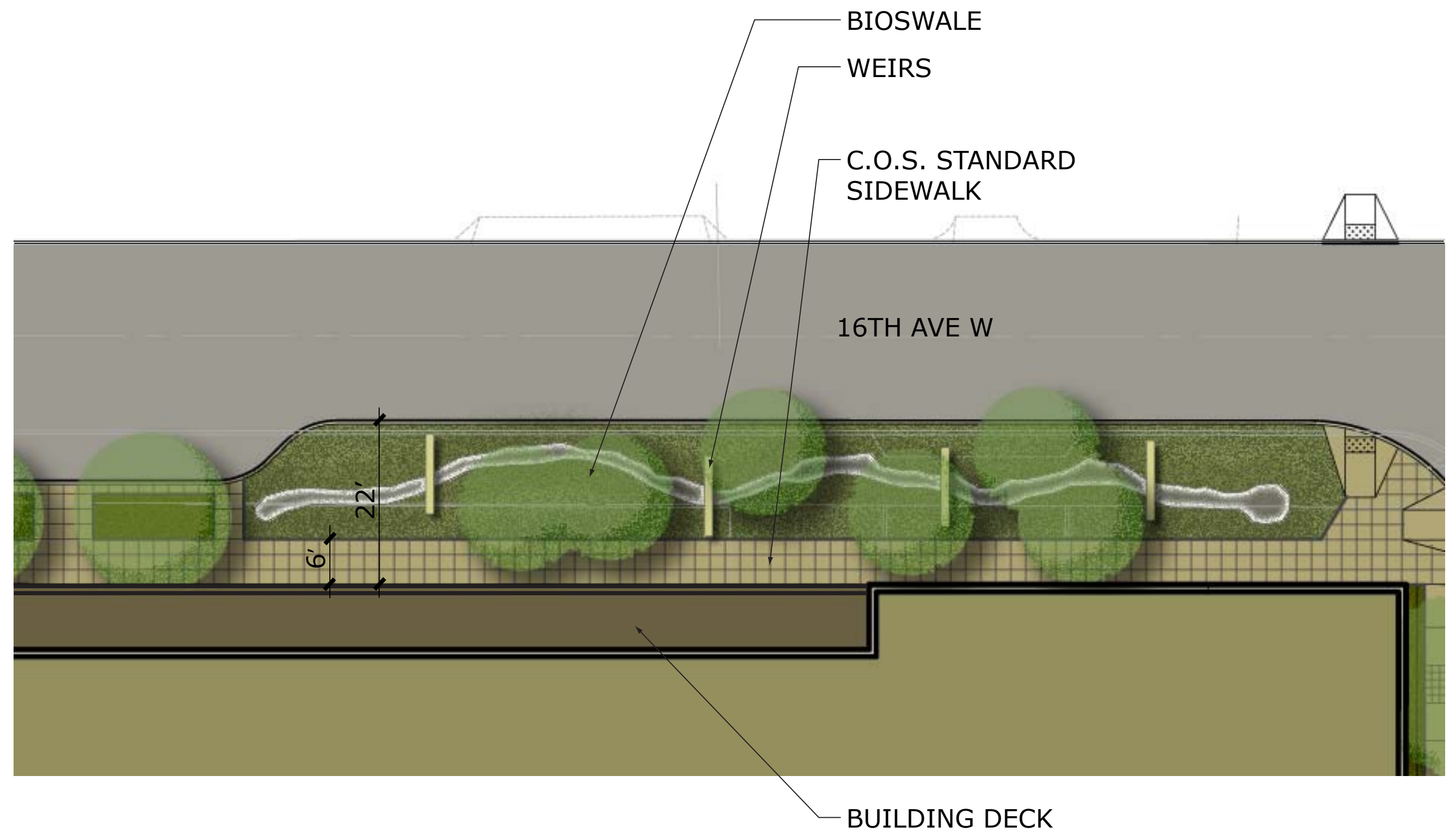
17TH AVE WEST STREET SECTION



ENLARGED STREETSCAPE PLAN: WEST BARRETT STREET



VIEW OF STREET-LEVEL RESIDENTIAL UNITS AT BARRETT
WEST BARRETT STREET SECTION

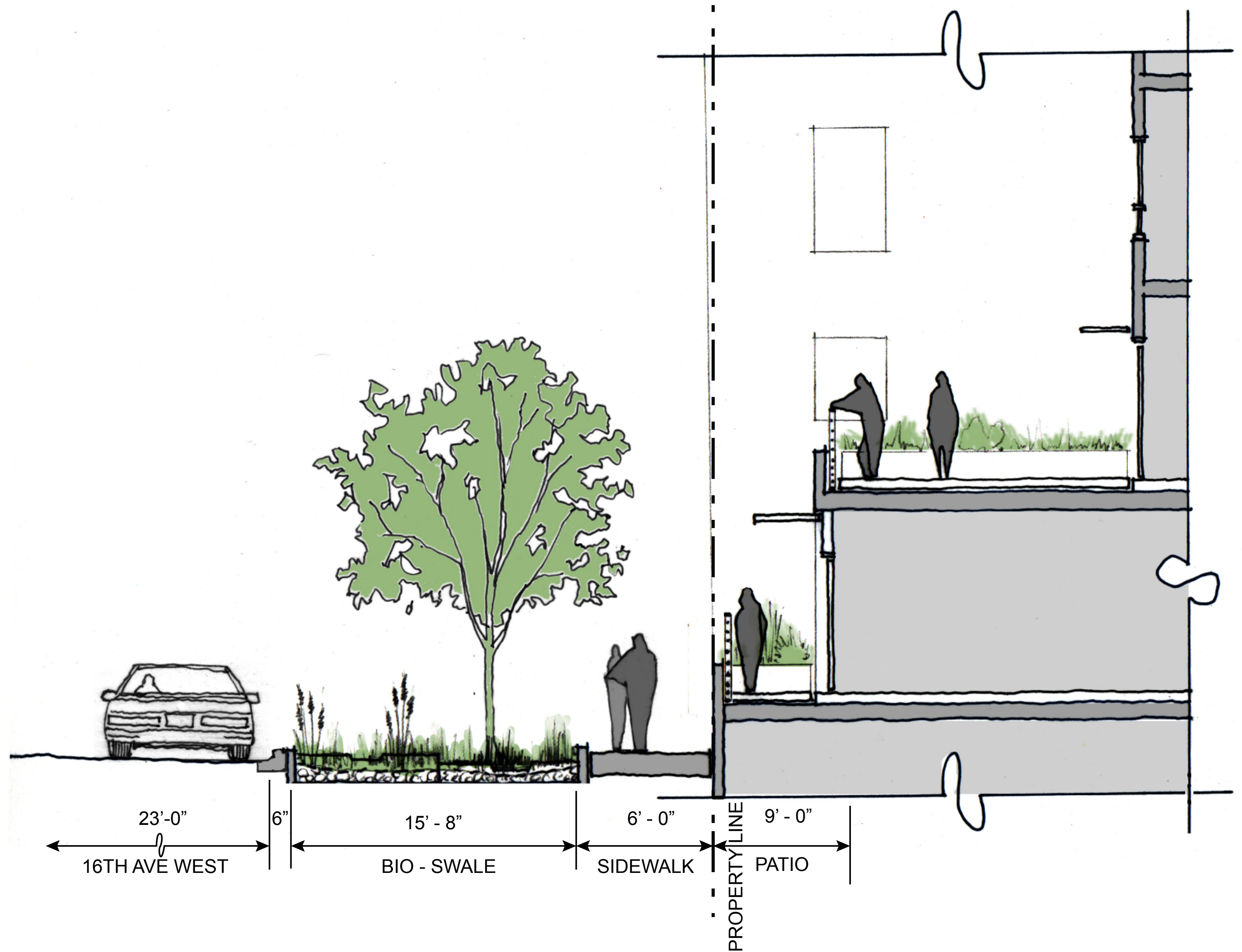


NOT TO SCALE



KEY PLAN (NTS)

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

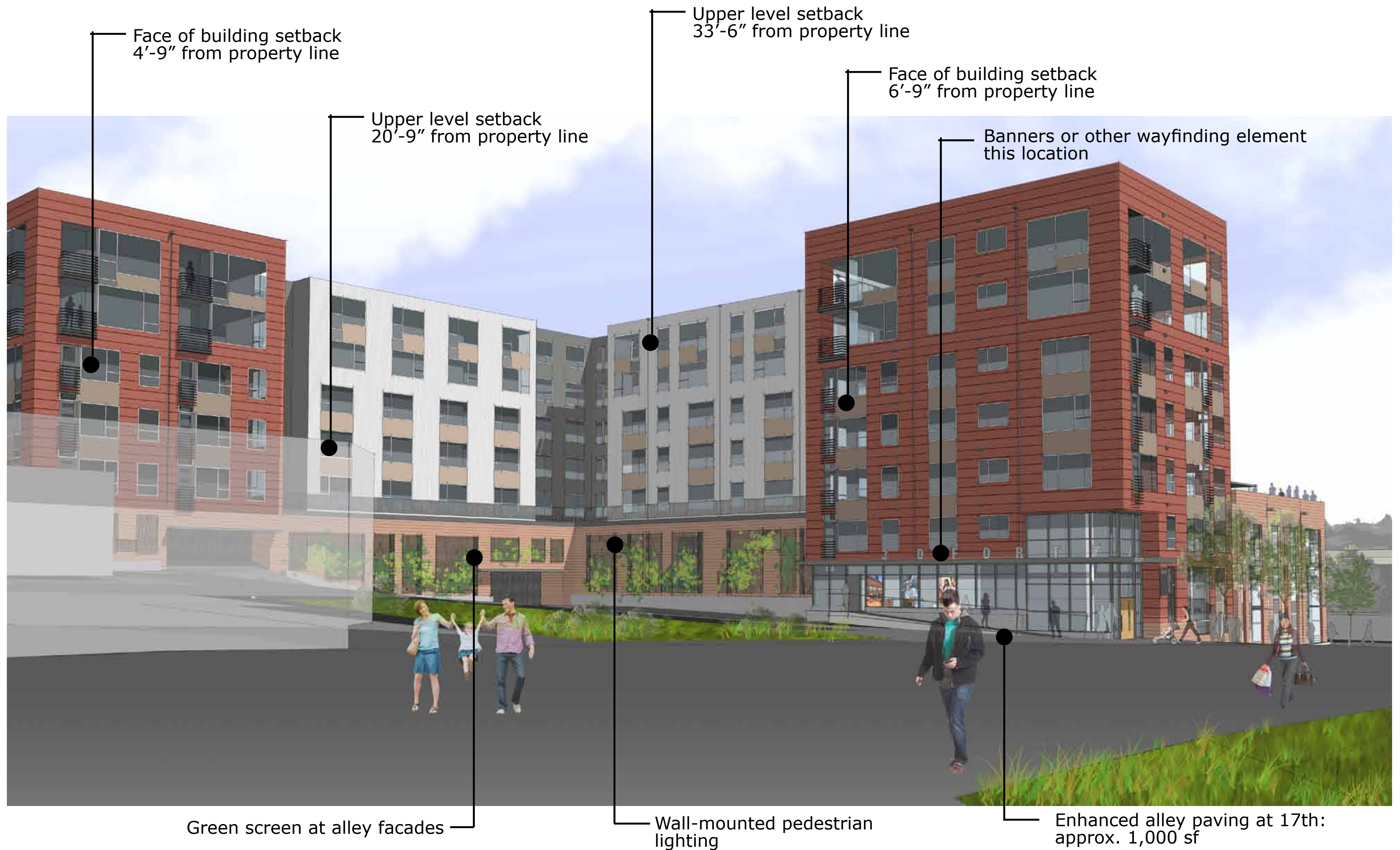


STREET SECTION AT 16TH AVE

16TH AVE WEST STREET SECTION



VIEW FROM DRAVUS & 16TH AVE



VIEW OF ALLEY FROM DRAVUS & 17TH AVE



MAIN ENTRANCE LOBBY AT 17TH AVE



VIEW FROM BARRETT & 17TH AVE



VIEW FROM BARRETT & 16TH AVE



VIEW FROM DRAVUS & 24TH AVE IN MAGNOLIA



VIEW FROM DRAVUS & 11TH AVE IN QUEEN ANNE

VIEWS FROM ADJACENT SLOPES