

# 410 W HARRISON

SDCI# 3042925-LU (3043187-EG)

DESIGN RECOMMENDATION MEETING  
JULY 15, 2026





## TABLE OF CONTENTS

<b>01 PROJECT INFORMATION</b>	4	<b>04 DEPARTURES</b>	88
INFORMATION	5	DEPARTURE 1 - FAR & HEIGHT	89
COMMUNITY ENGAGEMENT	6		
SDC ALLEY VACATION STATUS	8	<b>05 APPENDIX</b>	93
<b>02 SITE CONTEXT</b>	10	9 BLOCK ANALYSIS	94
ZONING DATA	11	BUILDING PLANS	96
9 BLOCK ANALYSIS	12	BUILDING ELEVATIONS	98
ZONING DATA ANALYSIS	14	BUILDING SECTIONS	100
SURVEY	16		
TREES	17		
EXISTING SITE CONDITIONS	18		
UPTOWN NEIGHBORHOOD	20		
<b>03 DESIGN RESPONSE</b>	22		
DESIGN RESPONSE	23		
SIGNAGE DESIGN	76		
EXTERIOR LIGHTING DESIGN	78		
LANDSCAPE DESIGN	80		

# 01 | PROJECT INFORMATION

### PROJECT TEAM

Owner: Alexandria Real Estate  
 Architect: Runberg Architecture Group  
 Landscape Architect: Hewitt  
 Contractor: Compass Construction

### PROJECT DATA

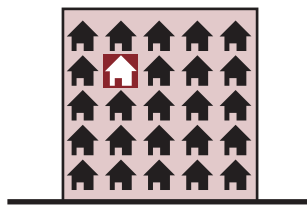
Proposed Use: Multi-Family Residential  
 Zoning: Commercial 2-55 (C2-55 (M)) & Multifamily (MR (M))  
 Overlay: Uptown Urban Center  
 Building Code: 2021 Seattle Building Code  
 Tax Account Numbers: 1992200045-01, 1992200050-03  
 SDCI Project #: 3042925-LU (3043187-EG)  
 Project Address: 410 W Harrison St, Seattle, WA 98119  
 Site Area: 55,723 sf (1.28 Acres)

### PROJECT INFO

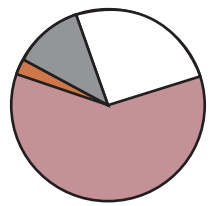
This development site is located in the Uptown neighborhood is comprised of two parcels split by an existing alley. On-site is about 10,000 SF of steep slope, designated as an Environmentally Critical Area along with a collection of Tier 2, 3, and 4 trees grown on the site slope. As of September 2025, Relief from Prohibition on Steep Slope Development (Relief) is approved under SMC 25.09.090B2b. An existing parking garage, surface parking lot, and office building are located on-site and will be removed.

The development will consist of approximately 254 multi-family units and approximately 165 enclosed parking stalls. The team intends to pursue a partial alley vacation in order to combine the parcels into a single development and help to alleviate site access concerns with the existing alley. In doing so the project seeks to use the efficiencies of a single development to improve the pedestrian experience along all street frontages, creating a distinct and effective mediating transition between the pedestrian-oriented Uptown neighborhood and the busy arterial Elliott Ave W, and harmoniously integrating the neighborhood design guidelines into the unique context.

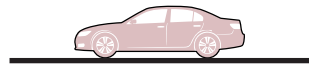
### DEVELOPMENT SUMMARY



**UNITS**  
 APPROX. 254 UNITS



**AREA**  
 GROSS BUILDING AREA: 274,500 SF  
 RESIDENTIAL: 174,000 SF



**PARKING**  
 REQUIRED: NONE  
 PROPOSED: APPROX. 165 STALLS

**UPTOWN ALLIANCE**  
2025.06.16



Uptown Alliance unanimously approves the alley vacation. The site is of greater benefit to the community with the alley vacation and proposed public benefits.

- Liked the proposed wider sidewalks and deeper landscaping. Also supports how the additional landscaping can help with neighborhood safety and access challenges.
- Encouraged the public benefit package to celebrate the Uptown Arts District at this key neighborhood gateway location. Project / public benefits should also identify the gateway.
- Supports additional green spaces with deeper setbacks.
- Encouraged maintaining clear sightlines with any new landscaping.

**QUEEN ANNE GREENWAYS**  
2025.09.11



Queen Anne Greenways strongly supports the project with proposed public benefits with the alley vacation.

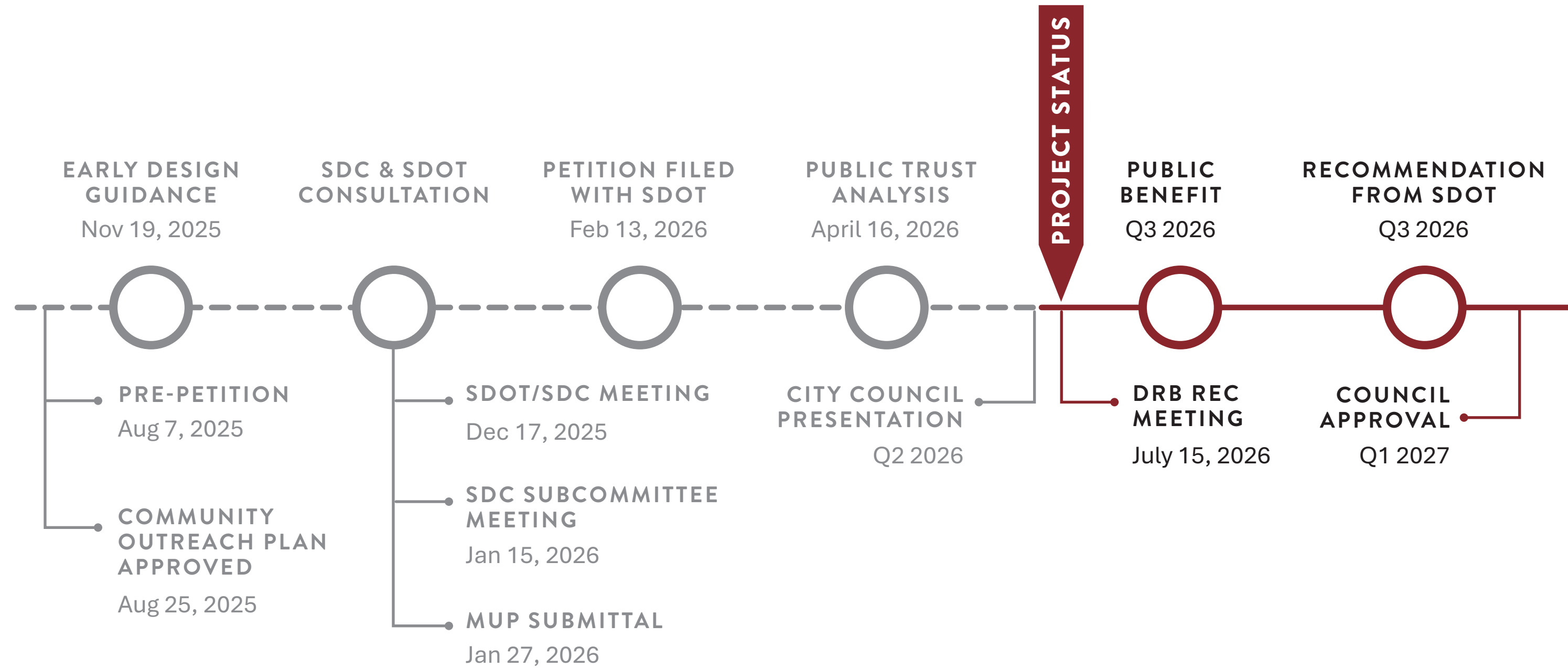
- Queen Anne Greenways strongly supports the project. It provides much needed housing in our neighborhood and thoughtfully addresses the site's challenges.
- We don't believe the alley the developer is seeking to vacate has substantial value to the community and the proposed development is a higher and better use for that land.
- We strongly support the addition of planting strips on the street frontage of the building. Currently, sidewalks are curb-tight and provide an insufficient buffer from traffic.
- We encourage the developer to provide a planting strip wide enough for large shade trees. We believe this will be a benefit for pedestrians as well as future residents.
- We encourage the developer to minimize the amount of off-street parking provided. This will reduce the cost of the development and build for future mode shares, when the percentage of people using a car as their primary mode of transportation is expected to be lower.
- We are dismayed that design review, entitlements, and permitting are expected to take two years. Seattle cannot solve its housing crisis without developers and so the city should do more to reduce the time, expense, and risk they face during this process.

**UPTOWN ALLIANCE**  
2026.05.05



Uptown Alliance strongly supports the thoughtful design, which effectively addresses the site's steep slope while enhancing the pedestrian realm and overall visual character.

- Landscaping is dense and well-designed, with wide buffers between the sidewalk and building, especially along Elliott and Harrison.
- Special attention was given to the Harrison & 4th corner, consistent with recommendations from LURC and Queen Anne Greenways.
- No ground-floor commercial space is proposed, which LURC supported due to existing vacant storefronts; residential use is seen as more appropriate for this location.
- Trash and garage access will be relocated farther north on 5th Ave, improving safety, reducing intersection conflicts, and providing better ingress/egress for the neighboring property (former Pep Boys site).
- The first-floor residential level was raised above street grade along Elliott to improve privacy and separation from the street.
- Wide landscaping areas, screened entries, and stoops enhance the pedestrian experience and provide visual screening for residents.
- Incorporating art into the corner landscaping would strengthen the Uptown gateway identity.
- LURC's primary recommendation was to better celebrate the Uptown Arts District through color and public art elements.
- Suggested additions included Uptown pole banners, painted benches or columns, a mural, and other artistic features.



**Seattle design Commission**

**PRE-PETITION MEETING**  
2025.08.07

The Commission supported the project with the following recommendations:

- Provide additional sidewalk width and deeper planting areas along 4th Avenue W
- Explore how the 4th Avenue W courtyard can establish a stronger relationship with the neighborhood and provide a more prominent entrance that enhances 4th Avenue's Identity.
- Ensure adequate space and design consideration for both formal and informal uses at building entrances
- Create physical and programmatic connections along 4th Avenue W to avoid creating a "back side" condition
- Design for increased pedestrian safety and implement traffic calming at all intersections.

**Seattle design Commission**

**PUBLIC TRUST MEETING**  
2026.04.16

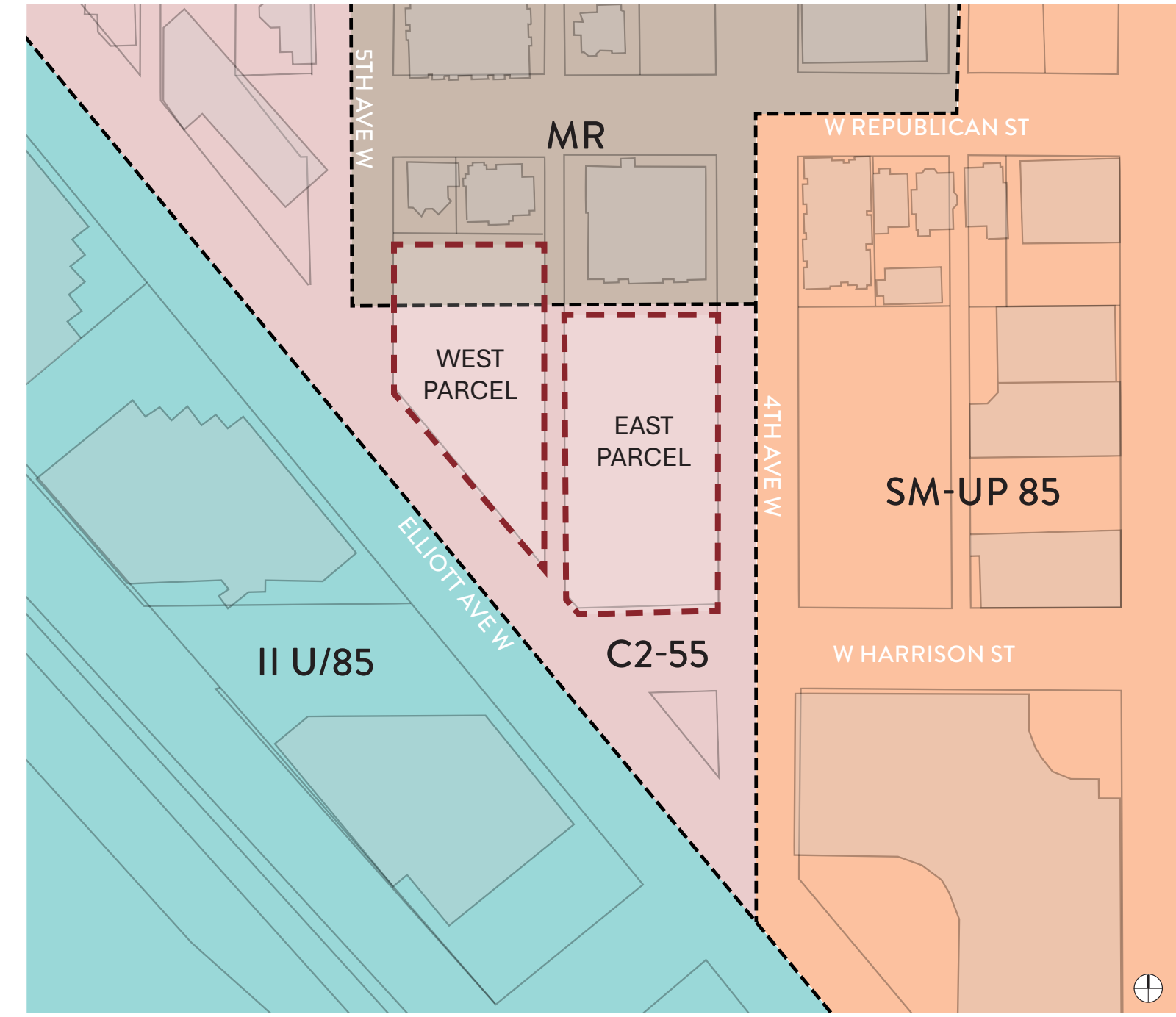
The Commission unanimously approved the analysis, recognizing positive design progression since the previous review, with continued coordination expected as the project advances to the Public Benefit meeting:

- Open space, circulation, and urban form: agreement with the positive changes since the previous meeting
- Circulation: further resolution of the 5th Avenue access design is critical. A subcommittee is anticipated to convene to focus on this item prior to the public benefit review
- Land use and urban form: the SE corner, hill climb, and cutout from the building were highlighted as a unique opportunity to design a three-dimensional space through materiality, planting, and lighting that communicates connection to the public realm
- Opportunity for art enhancement at the SE corner and along Elliott Avenue.

# 02 | SITE CONTEXT



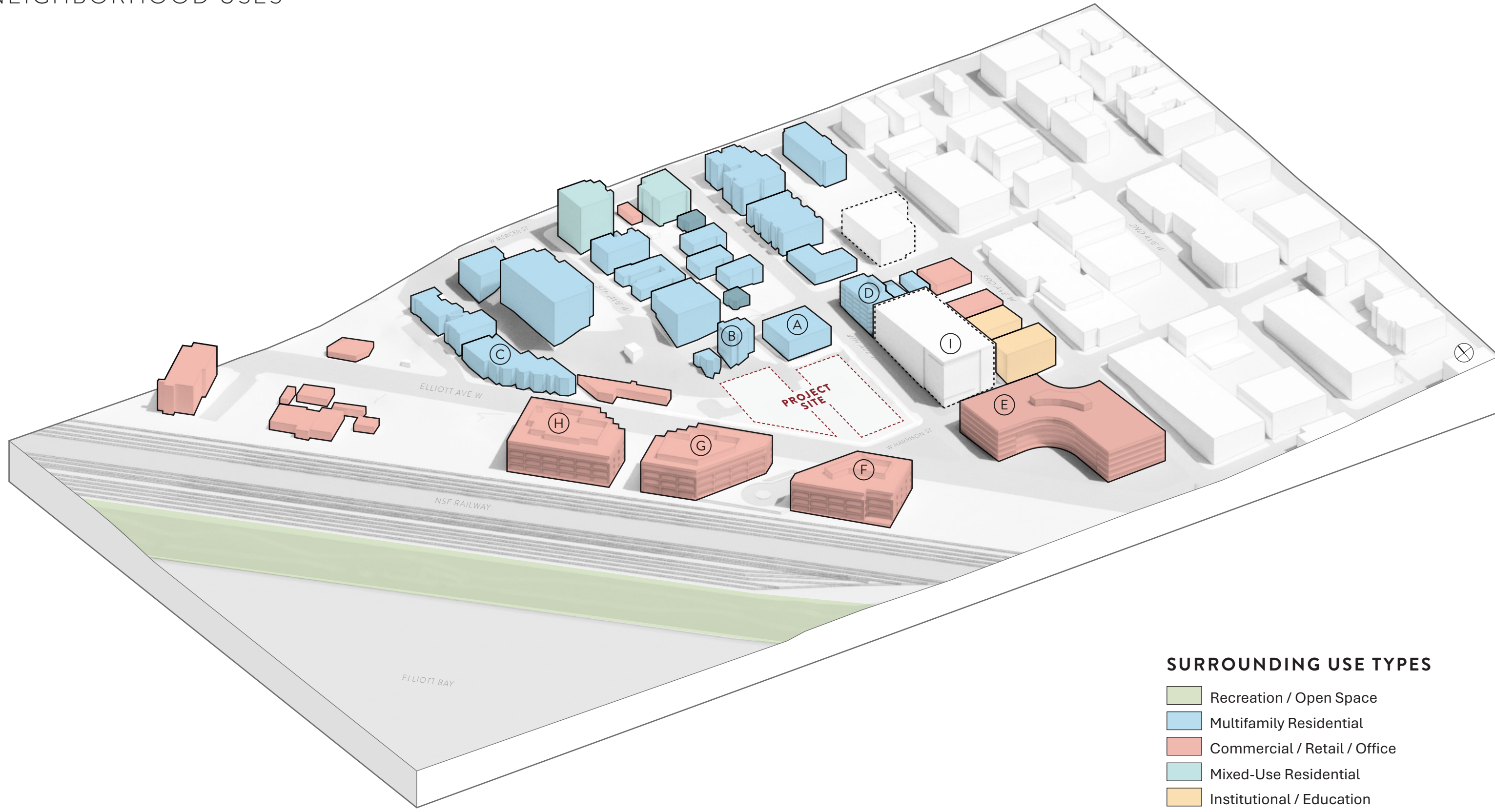
Adjacent Urban Center / Urban Village Map



Zoning Map

### ZONING LEGEND

- COMMERCIAL (C2-55)
- SEATTLE MIXED (SM-UP 85)
- MULTIFAMILY (MR)
- INDUSTRIAL AND MARITIME (II U/85)



**SURROUNDING USE TYPES**

- Recreation / Open Space
- Multifamily Residential
- Commercial / Retail / Office
- Mixed-Use Residential
- Institutional / Education
- Single Family Residential
- Future Development



(A) \* 411 W Republican St (Apartment)



(B) \* 415 W Republican St (Condo)



(C) \* 500 Elliott (Condo)



(D) \* 323 W Republican St (Apartment)



(E) \* 300 Elliott Ave W (Office)



(F) \* 351 Elliott Ave W (Office)



(G) \* 401 Elliott Ave W (Office)



(H) \* 501 Elliott Ave W (Office)

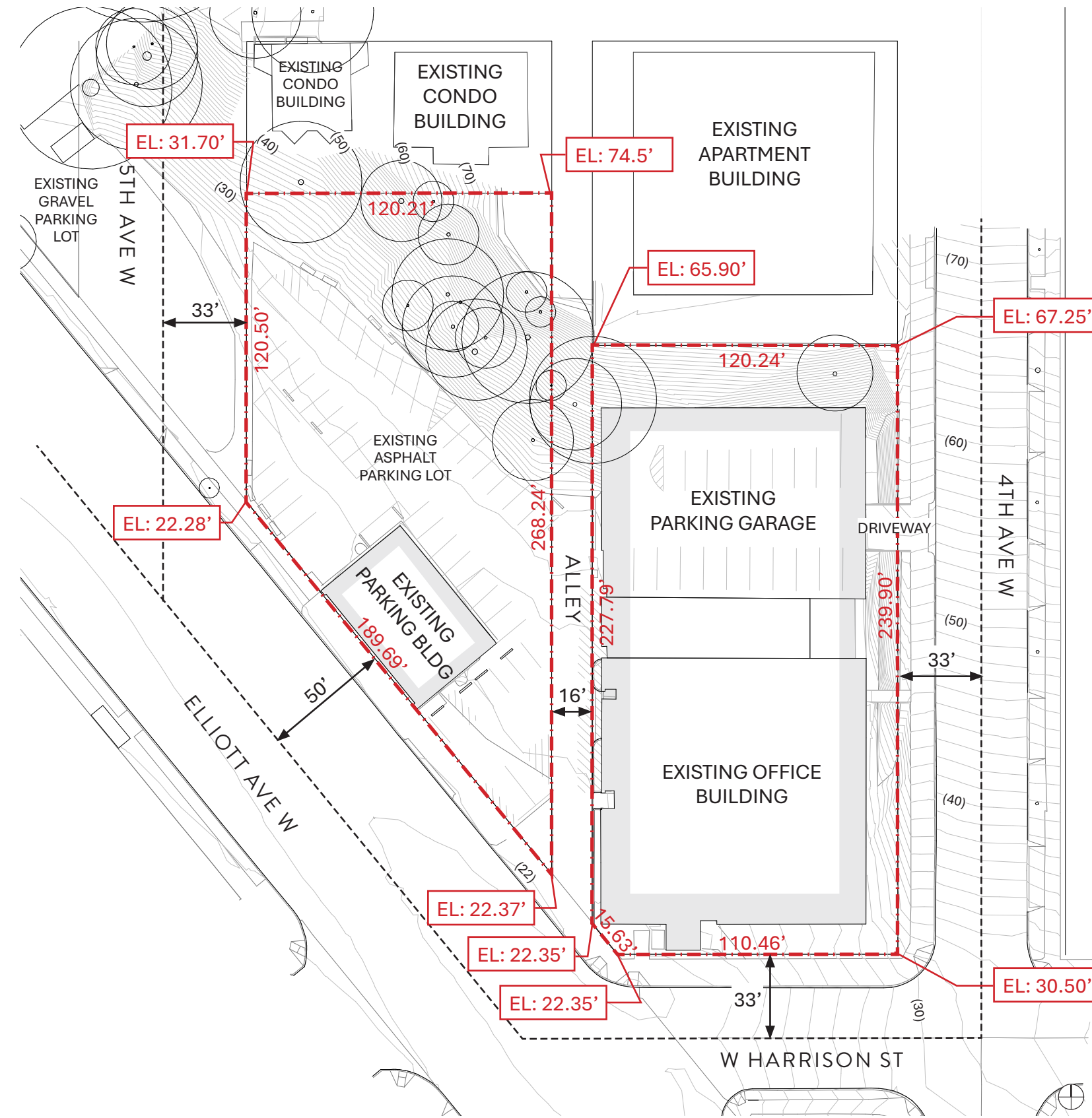


(I) \* 400 4th Ave W (Apartment, Future Development)

\* Images are from Google Maps

APPLICABLE DEVELOPMENT STANDARDS			COMPLIANCE
Permitted Uses	23.47A.004 23.47A.005	Residential use allowed as conditional use. Limits to residential use at grade do not apply to this project.	<i>Application Form for Administrative Conditional Use in Residential Commercial and Commercial Zones has been submitted with MUP.</i>
Street Level Standards	23.47A.008	<ul style="list-style-type: none"> <li>- Blank facades may not exceed 20' in width or 40% of the width of a structure along the street</li> <li>- Street-level street-facing façades must be with 10' of lot line unless wider sidewalks/plazas/other landscape provided</li> <li>- Residential uses require at least one street-level, street-facing facade to have a visually prominent entry</li> <li>- Floor of a dwelling unit shall be 4' above or below sidewalk grade or be set back at least 10' from the sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>- <i>Blank facades do not exceed 20' in width or 40% of the width of a structure along the street</i></li> <li>- <i>Deep landscaping (on all street-level street-facing facades) and wider sidewalk (4th Ave) are provided.</i></li> <li>- <i>A visually prominent entry is provided along W Harrison street.</i></li> <li>- <i>Dwelling units at ground level are set back more than 10' from the sidewalk.</i></li> </ul>
Structure Height	23.47A.012	55' per zone	<i>Design departure to increase height limit in the C2-55 zone by 10' to 65 ft is requested. See design departure section of this packet</i>
Floor Area Ratio	23.47A.013	Maximum FAR for 55' height limit is 3.75	<i>Design departure to increase max. FAR from 3.75 to 4.25 is requested. See design departure section of this packet</i>
Setback Requirements	23.47A.014	<ul style="list-style-type: none"> <li>- Upper level setback abutting a MR zone - does not apply when MR zone is part of the same building</li> <li>- Upper level setback for street-facing facades - setback of 10' is required between 13' and 65' in height</li> <li>- Structures &gt; 250' in width must have one portion of the structure 30' or greater set back 15' minimum from the front property line</li> <li>- Decks and balconies are permitted within the setback area</li> </ul>	<ul style="list-style-type: none"> <li>- <i>The entire building abutting a MR zone is set back more than 25' from property line</i></li> <li>- <i>The entire building structure along Elliott Ave W is set back at least 15' from property line.</i></li> <li>- <i>No decks and balconies are proposed.</i></li> </ul>
Landscape standards	23.47A.016	Green factor of 0.3 or greater required	<i>Green factor greater than 0.3 is provided.</i>
Light and Glare	23.47A.022	<ul style="list-style-type: none"> <li>- Exterior lighting must be shielded and directed away from adjacent uses</li> <li>- Driveways and parking areas shall be screened from adjacent properties by a fence of wall between 5' and 6' in height</li> </ul>	<ul style="list-style-type: none"> <li>- <i>All exterior lightings are shielded and directed away from adjacent uses</i></li> <li>- <i>Parking access is off of 5th Ave W, away from adjacent properties.</i></li> </ul>
Amenity Area	23.47A.024.A	<ul style="list-style-type: none"> <li>-5% of total gross floor areas in residential use</li> <li>- All units shall have access to at least one common or private amenity area.</li> <li>- Amenity areas shall not be enclosed</li> </ul>	<ul style="list-style-type: none"> <li>- <i>Min. 5% of total gross floor areas in residential uses is dedicated to amenity uses.</i></li> <li>- <i>All units have access to at least one common or private amenity area.</i></li> </ul>
Parking	23.47A.030	No minimum parking required in urban centers.	<i>Approximately 165 enclosed parking stalls are proposed.</i>
Parking Access	23.47A.032	Access to parking required to be from alley if exists, otherwise from street is allowed	<i>Access to parking is provided off of 5th Ave W.</i>

APPLICABLE DEVELOPMENT STANDARDS			COMPLIANCE
Permitted Uses	23.45.504	Residential uses are permitted outright. Live-work may qualify as permitted ground-floor commercial in MR zones.	<i>Residential uses are provided.</i>
Floor Area Ratio	23.45.510	4.5 for MR zones	<i>Less than 4.5 FAR is provided.</i>
Structure Height	23.45.514	80' for MR zones	<i>Less than 80' in height is provided.</i>
Setback Requirements	23.45.518	<ul style="list-style-type: none"> <li>- Front and side setback from street lot lines: 7' average and 5' minimum.</li> <li>- Side setback from interior lot line: 10' average/7' minimum above 42'; 7' average/5' minimum otherwise</li> <li>- Rear setback: 15' (not abutting alley); 10' (abutting alley)</li> </ul>	<ul style="list-style-type: none"> <li>- <i>Front setback: 7' along 5th Ave W is provided.</i></li> <li>- <i>Side setback from interior lot line: Min. 10' provided.</i></li> <li>- <i>Rear setback: More than 10' is provided abutting alley.</i></li> </ul>
Amenity area	23.45.522	<ul style="list-style-type: none"> <li>- 5% of the total gross floor area of a structure in residential use.</li> <li>- All units shall have access to a common or private amenity area.</li> <li>- 50% allowed to be enclosed.</li> </ul>	<ul style="list-style-type: none"> <li>- <i>Min. 5% of the total gross floor area of a structure in residential use is dedicated to amenity uses.</i></li> <li>- <i>All units have access to a common or private amenity area.</i></li> <li>- <i>Less than 50% of amenity spaces are enclosed.</i></li> </ul>
Structure Width and Depth	23.45.528	Structure width and depth does not apply to lots less than 9,000 SF.	<i>Lot area is less than 9,000 sf.</i>
Design Standards	23.45.529	- Street-Facing Façades: 20% minimum of street-facing façades shall be windows or doors	<i>- Street-Facing Façades: min. 20% of street-facing façades is windows and doors.</i>
Landscaping Standards	23.45.524	<ul style="list-style-type: none"> <li>- Green Factor of 0.5 or greater required for MR zones</li> <li>- Street trees required</li> </ul>	<ul style="list-style-type: none"> <li>- <i>More than Green Factor of 0.5 is provided.</i></li> <li>- <i>Street trees are provided.</i></li> </ul>
Light and Glare	23.45.534	<ul style="list-style-type: none"> <li>- Lighting shall be shielded and directed away from adjacent properties</li> <li>- Parking areas to be screened for vehicle lights</li> </ul>	<ul style="list-style-type: none"> <li>- <i>Lighting are shielded and directed away from adjacent properties</i></li> <li>- <i>Parking area is along 5th Ave W</i></li> </ul>
Parking	23.45.536	<ul style="list-style-type: none"> <li>- No minimum parking required in urban centers.</li> <li>- Parking may be located within or under a structure.</li> <li>- Access to parking required to be from alley if exists, otherwise from street is allowed</li> <li>- Parking shall be screened</li> </ul>	<ul style="list-style-type: none"> <li>- <i>Approximately 165 enclosed parking stalls are proposed.</i></li> <li>- <i>Access to parking is provided from 5th Ave W.</i></li> </ul>



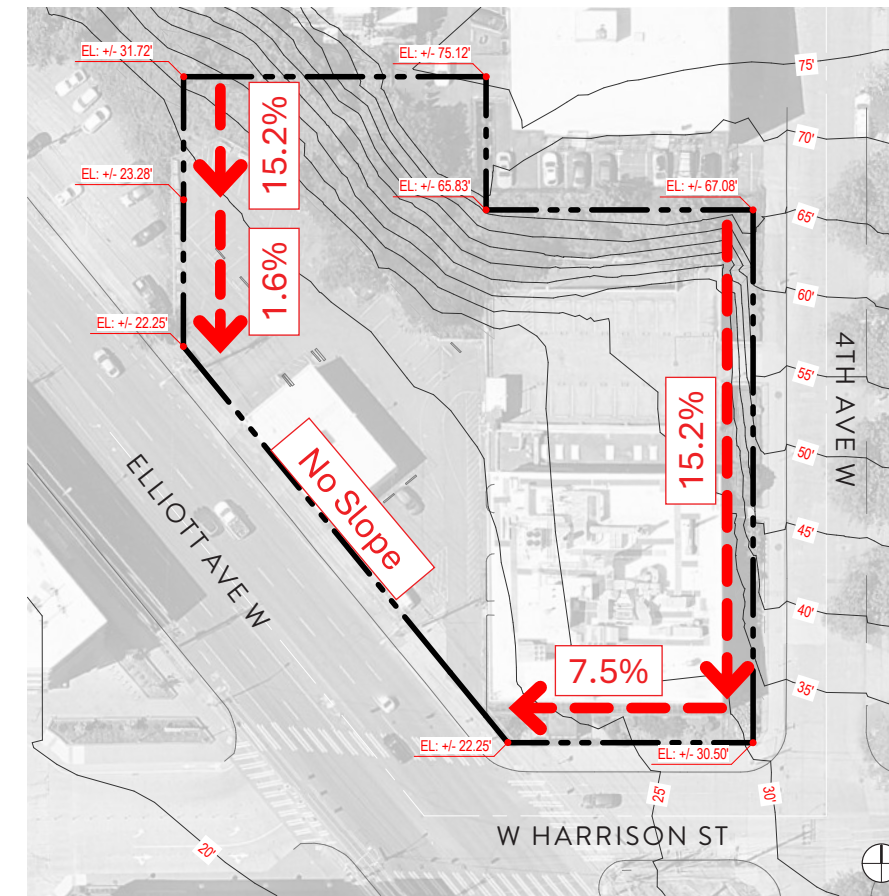
**LEGAL DESCRIPTION**

PARCEL A:  
LOTS 9, 10, 11, AND 12, BLOCK 5, CITY GARDEN – THE WATERFRONT ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 61, RECORDS OF KING COUNTY, WASHINGTON.

(APN: 197220-0305; COMMONLY KNOWN AS 410 ELLIOTT AVE W)

PARCEL B: LOTS 3 THROUGH 8, BLOCK 5, CITY GARDEN – THE WATERFRONT ADDITION TO THE CITY OF SEATTLE, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 61, RECORDS OF KING COUNTY, WASHINGTON.

(APN: 197220-0300; COMMONLY KNOWN AS 400 W HARRISON ST)



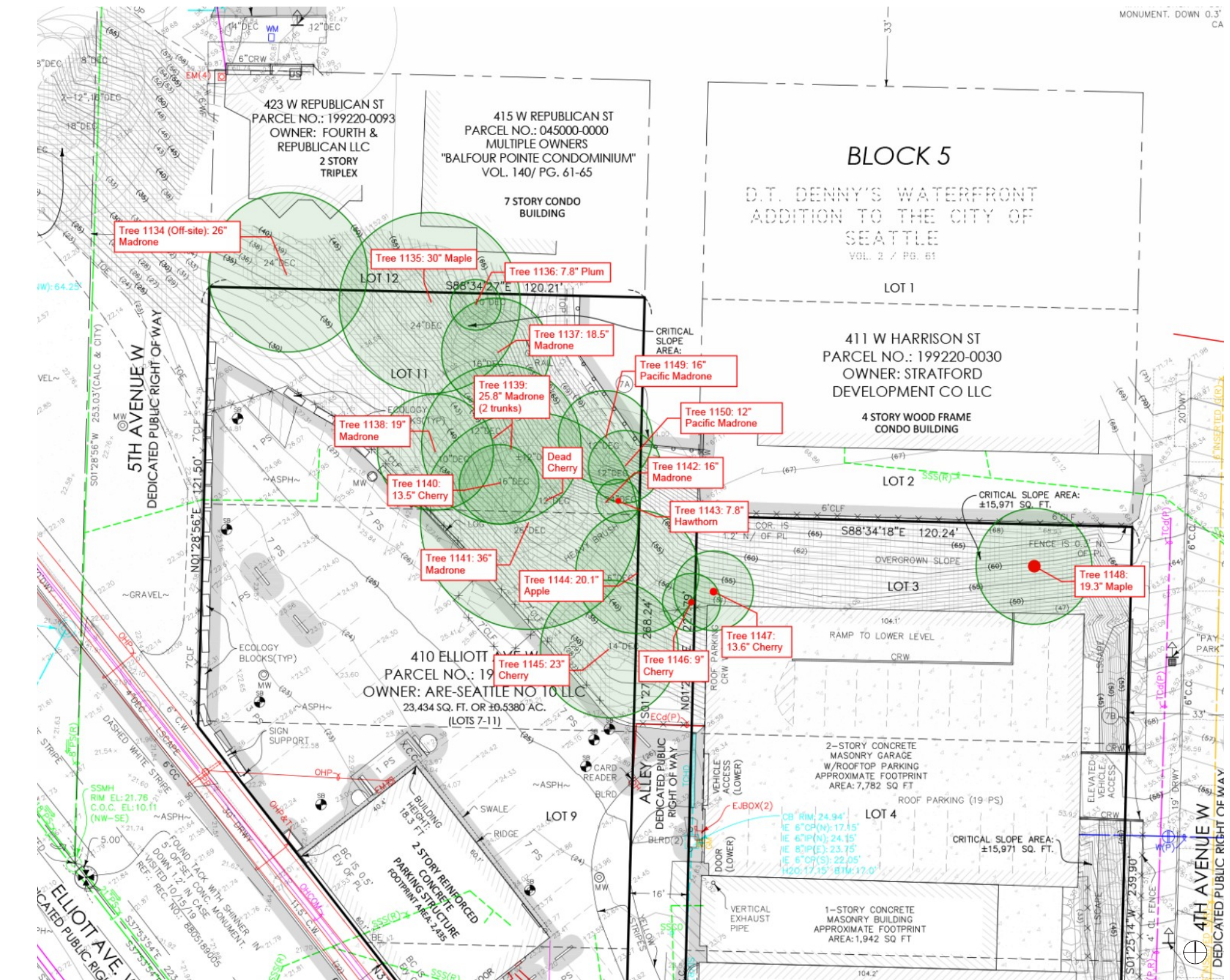
Percentage Slope Diagram

TAG	COMMON NAME	DSH (IN)	TIER
1134	Pacific madrone	26.0	2
1135	Bigleaf maple	30.0	2
1136	Common plum	7.8	4
1137	Pacific madrone	18.5	2
1138	Pacific madrone	19.0	2
1139	Pacific madrone	25.8	2
1140	Wild cherry	13.5	3
1141	Pacific madrone	36.0	2
1142 *	Pacific madrone	16.0	2
1143	Common hawthorn	7.4	4
1144	Malus domestica Apple	20.1	2
1145	Wild cherry	23.0	3
1146 **	Wild cherry	9.0	4
1147 **	Wild cherry	13.6	3
1148 **	Bigleaf maple	19.3	3
1149	Pacific madrone	16.0	2
1150	Pacific madrone	12.0	2

\* Tree to be removed as this tree is a hazardous tree

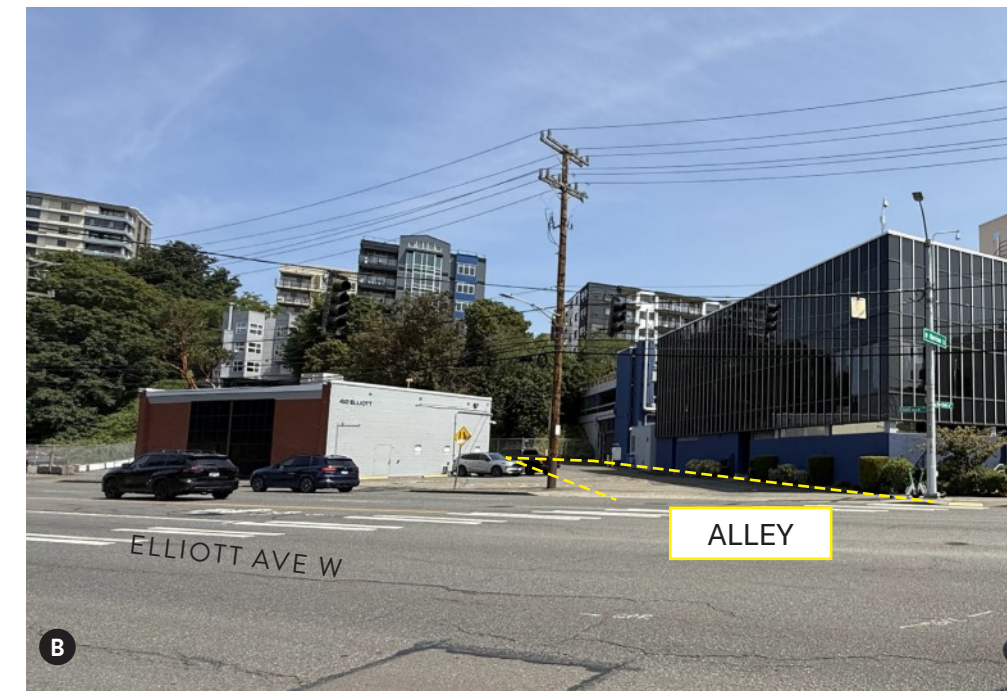
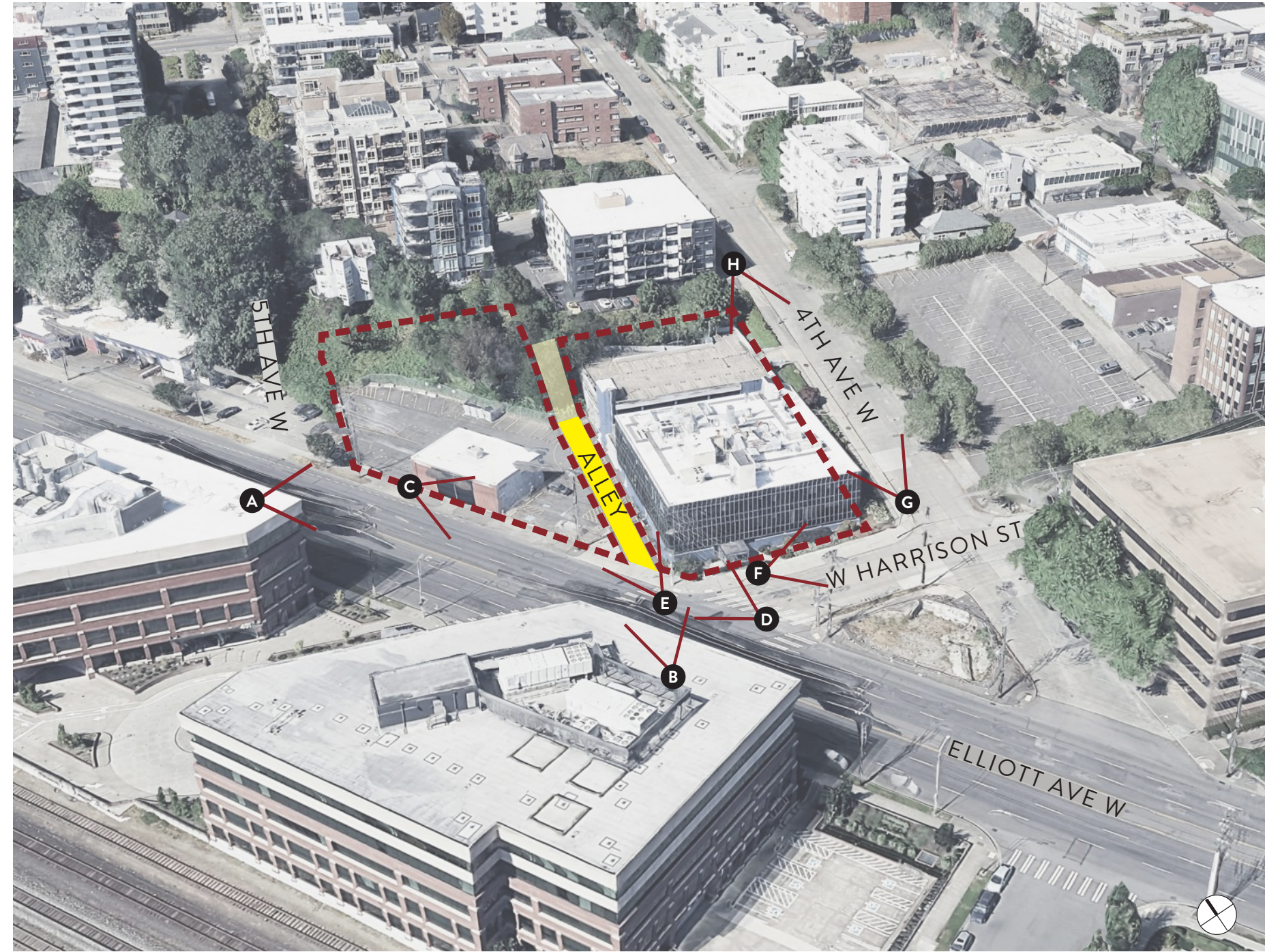
\*\* Trees to be removed due to permanent shoring

13 of 17 trees to be preserved on site with proposed development

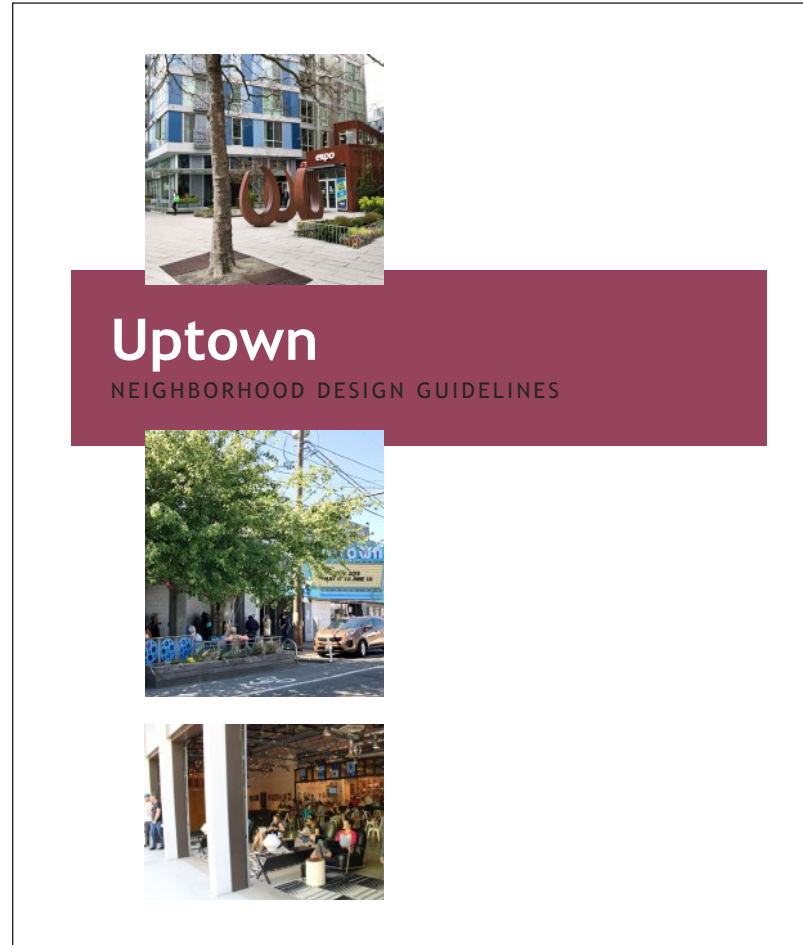


Excerpt from Arborist Report

EXISTING SITE CONDITIONS

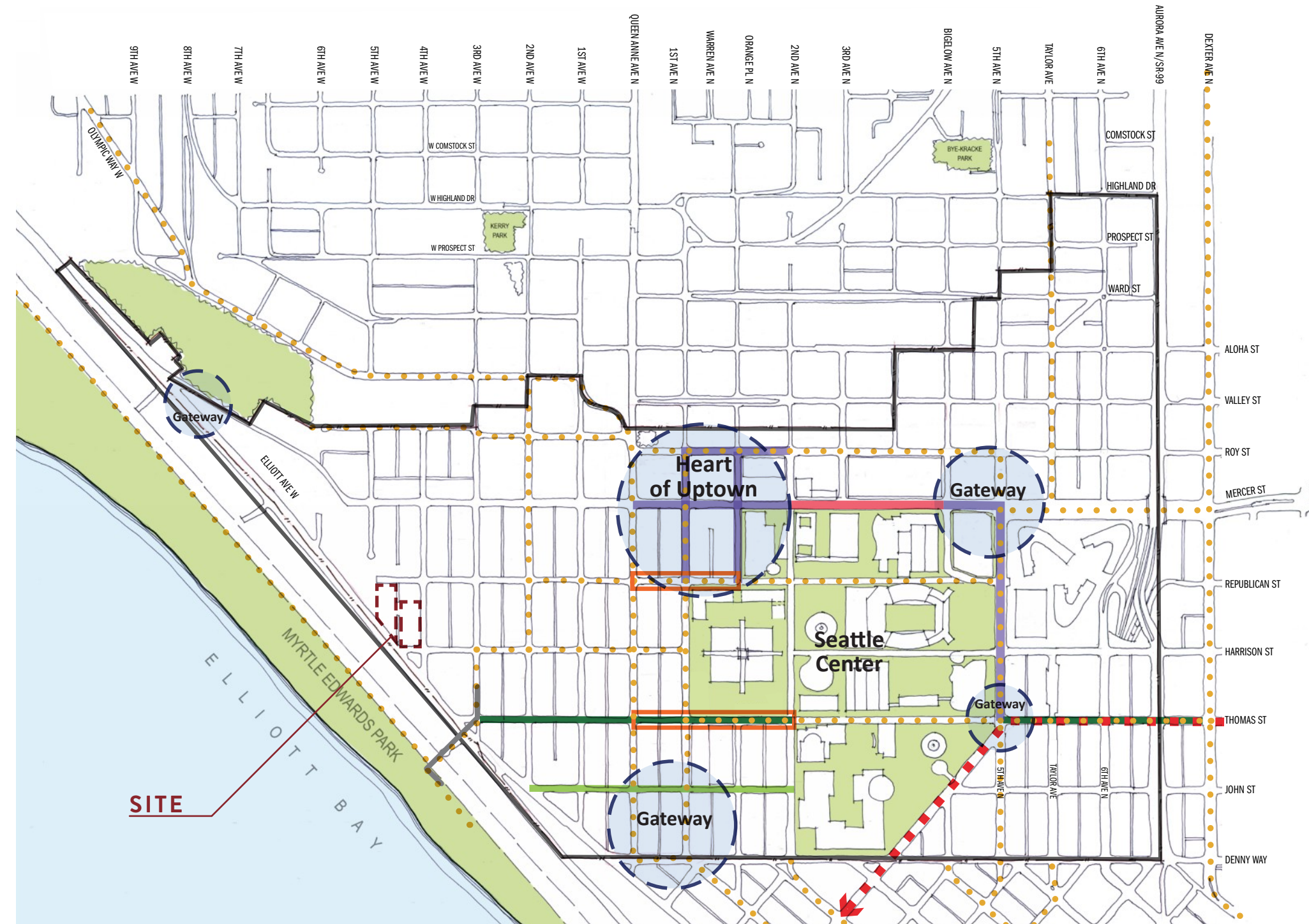


EXISTING SITE CONDITIONS



UPTOWN URBAN DESIGN FRAMEWORK

While not formally identified as an Uptown gateway location, the site nonetheless functions as a critical point of transition between the heavily trafficked Elliott arterial and the pedestrian-oriented character of the Uptown neighborhood. Vacating the unimproved and underutilized alley creates an opportunity for the development to evolve from an existing vehicular-centric urban form into one that more closely reflects Uptown's Design Guidelines, emphasizing walkability, connectivity, and integration with natural features.



UPTOWN ARTS AND CULTURAL DISTRICT

The installation of street signs, artwork, lighting, and banners are some of the ways Uptown identifies themselves as an Arts and Cultural District. At our meeting with Uptown Alliance on 5/5/2026, they suggested the integration of "Uptown pole banners, painted benches or columns, a mural, and other artistic features" at the SE corner.



03 | DESIGN RESPONSE

**1. MASSING & PREFERRED OPTION (OPTION 3)**

The Board unanimously agreed that Option 3 had the best potential to result in a design responsive to site conditions and grade, and provided the best opportunity to improve the public realm along Elliott Ave W and 4th Ave. W. The Board emphasized the following:

- a. The enlarged setback, increased landscaped areas, and limited curb cuts that can help create a pedestrian environment that is a safe and comfortable walking environment (PL1-B, PL2-B).

- b. The massing and site planning preserves mature trees, which the Board considered a strong site-response move, as well as, responding to public comments regarding tree preservation (CS1-D, CS1-2, CS1-D-1, DC3-C-3, PL1-A-2)

- c. Option 3 presents an opportunity to create a distinctive gateway condition on a highly visible site, consistent with Uptown supplemental guidance (DC2-1, CS3-1)

**OPTION 1 (CODE COMPLIANT)**



**PROS:** Code compliant

**CONS:** 1) Two-building layout reduces efficiency with redundant services and creates a poor streetscape with no setbacks and full tree removal. 2) Abrupt alley access compromises pedestrian safety near the Elliott/Harrison intersection with no through-street connection.

**OPTION 2**



**PROS:** Preserves Tier 2 trees and moves vehicle access away from corner intersection

**CONS:** 1) Main courtyard faces vehicle-heavy Elliott, and larger massing along 4th offers no additional setback from neighbors. 2) Tight, north-facing courtyard reduces buffering from adjacent buildings, with acute angles compromising inside corner units, and the main lobby is poorly positioned on busy Elliott.

**EDG SUPPORTED**

**OPTION 3**



**PROS:** Massing highlights the prominent Elliott/Harrison corner, with a three-sided lobby activating the intersection and generous setbacks along 4th enhancing the pedestrian experience. Northern setback buffers neighboring buildings with a visual connection to mature trees, preserves Tier 2 trees, and moves vehicle access away from the busy intersection to improve pedestrian safety.

The project development aligned with the recommendations from the Board at EDG in two primary ways: the grounding of the **Building Form** and the further enhancement of the **Pedestrian Experience**. The design response is organized to respond within these two major themes.

**BUILDING FORM**

**2. MASSING; HEIGHT AND FAR DEPARTURE REQUESTS: CONDITIONAL / TENTATIVE SUPPORT**

SUMMARY: The Board offered conditional support for the requested height and bulk departures, acknowledging the applicant's rationale of preserving mature trees, avoiding hillside disturbance, and enhancing the pedestrian realm on Elliott Ave W. However, they expressed concern about the impact of increased height, particularly along Elliott Ave W, and needed more information before giving full support. The Board requested sectional studies, context studies of surrounding development, a tradeoff analysis quantifying the need for additional height, and details on how facade articulation will mitigate the building's scale.

**3. CORNER CONDITION & GATEWAY OPPORTUNITY**

SUMMARY: The Board identified the three-street corner at Elliot Ave W, W Harrison St, and 4th Ave W as a key opportunity to strengthen Uptown's identity. They recommended enhancing the Gateway expression, connecting to the Uptown Arts District through artistic, cultural, or interpretive elements in the building and open space. The Board encouraged the applicant to push further in exploring the corner's identity-making potential.

**PEDESTRIAN EXPERIENCE**

**4. ALLEY VACATION**

SUMMARY: The Board expressed support for the proposed alley vacation, noting that the existing alley is dysfunctional and creates vehicular conflicts at a busy intersection. Its removal would reduce curb cuts, improve pedestrian safety, and enable more cohesive site planning with increased setbacks and meaningful green space.

**5. PEDESTRIAN REALM AT 4TH AVE W**

SUMMARY: The Board agreed with the Seattle Design Commission that the 4th Ave W street edge and courtyard are key to the public's experience of the building, and supported creating an active, engaged street edge. They also encouraged shaping the corner courtyard open space to be usable by the public.

**6. PEDESTRIAN SLOPE MITIGATION ON 4TH AVE W**

SUMMARY: The Board expressed concern about the steep sidewalk slope along 4th Ave W and supported a non-standard, context-responsive design to address it. They encouraged features like rest areas, handrails, alternative path geometries, improved lighting, and creative landscape solutions that celebrate the site's unique topography.

**7. STORMWATER INTEGRATION**

SUMMARY: The Board was enthusiastic about making Stormwater management a visible design element, especially given the steep topography along 4th Ave W. They encouraged exploring landscape and building elements that express Stormwater flow, including interpretive or artistic approaches that reinforce the project's environmental identity.

*Board Guidance:*

**3. CORNER CONDITION & GATEWAY OPPORTUNITY**

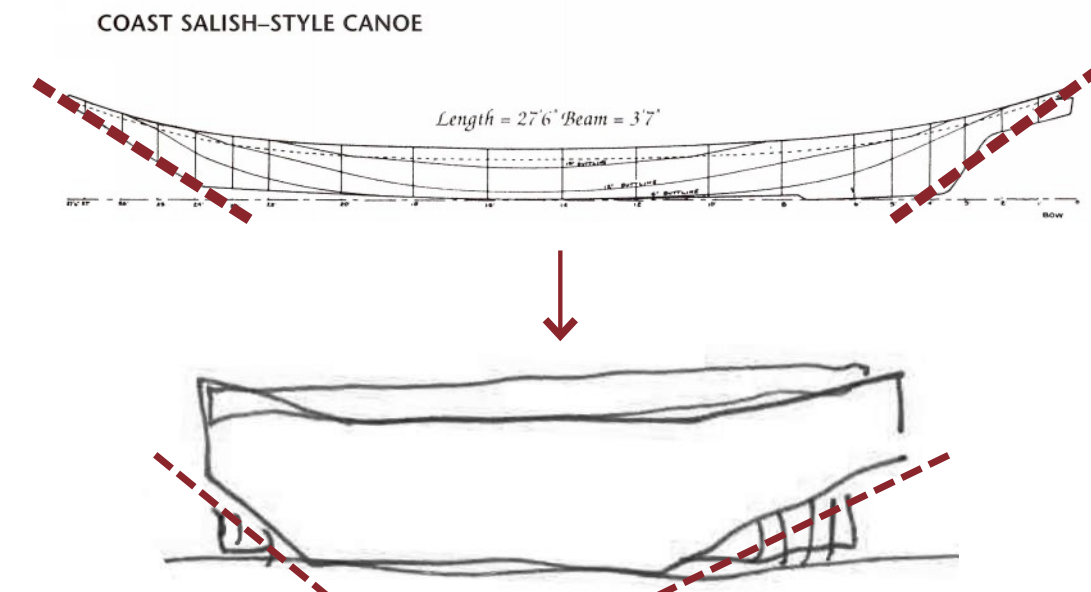
The Board highlighted the three-street corner (at Elliot Ave W, W Harrison St and 4th Ave W) as a significant opportunity to contribute to Uptown's identity and provided the following guidance:

- a. Strengthen the Gateway expression at this corner (DC2-1, CS2-1, PL1-C, CS2-C, CS2-D).
- b. Enhance the connection to the Uptown Arts District, including potential artistic, cultural, or interpretive elements integrated into the building and open space. (CS3-1-a, CS2-1, PL3-C)
- c. The Board encouraged the applicant to push further in exploring the corner's identity-making potential. CS2-1, CS3-1-a, PL1-C, PL3-C)

**DESIGN RESPONSE**

The proposed scheme draws upon the rich history of Elliott Bay which represents the complete evolution of Seattle's waterfront: from indigenous fishing grounds to industrial powerhouse to integrated urban waterfront. Through this interpretive lens, the building form is inspired to provide a dynamic architecture that function both as a sculpture itself at this gateway juncture, hearkening back to the roots of the site, as well as provide space for an enhanced pedestrian experience under and around the building.

**1800s :** Today's Elliott Ave W was the location of the former shoreline of Elliott Bay, which served for the indigenous peoples as fishing camps and seasonal gathering sites for harvesting shellfish, salmon, and other marine resources. Pathways through the hillside provided access to the water's edge.

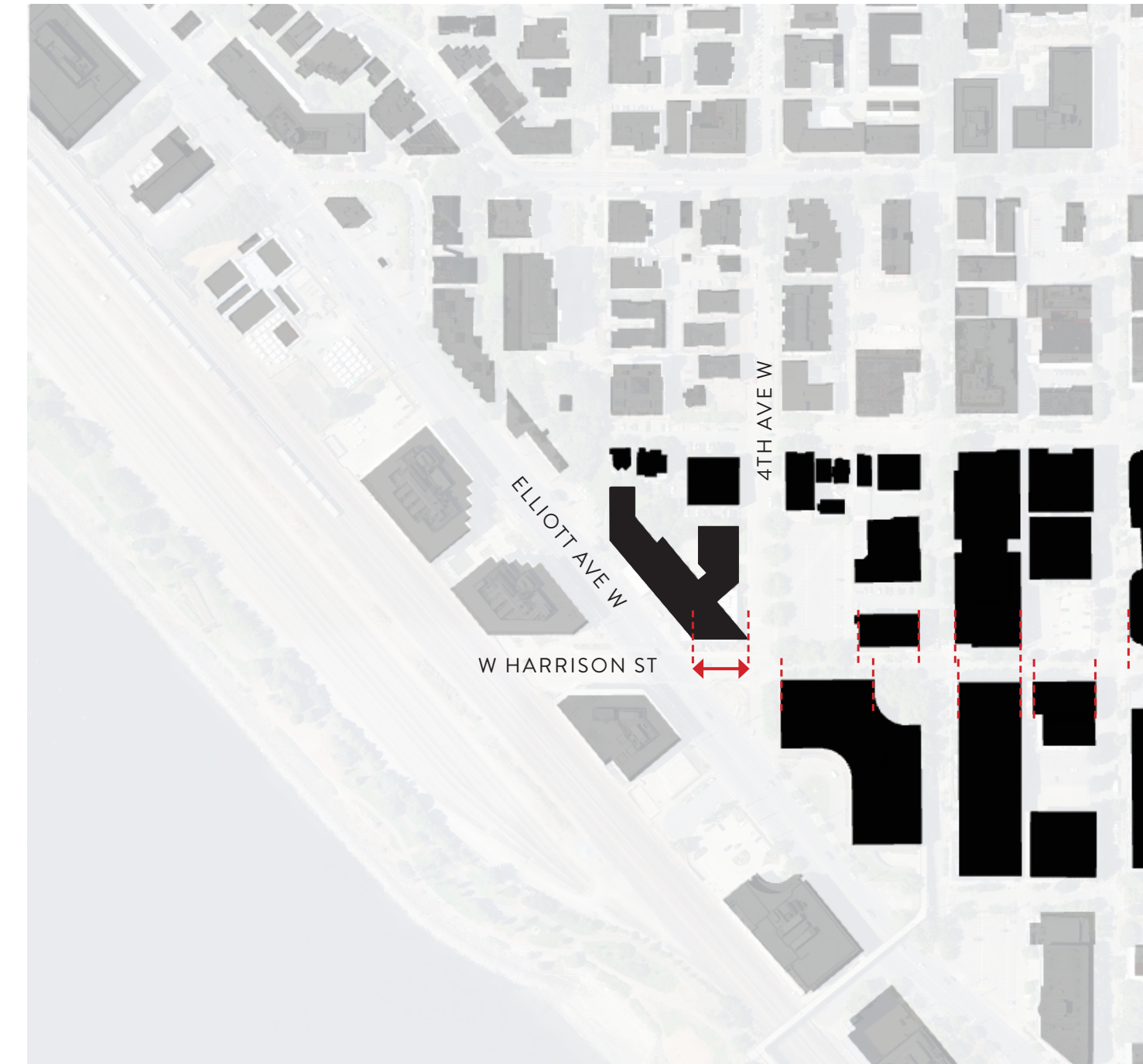




**ELLIOTT AVE**  
Towards the West the building length aims to create a dialogue with the bigger structures across the street and the Bay.



**4TH AVE**  
Towards the East the facade is pulled-back, significantly reducing the apparent length of the building and matching the adjacent domestic scale.

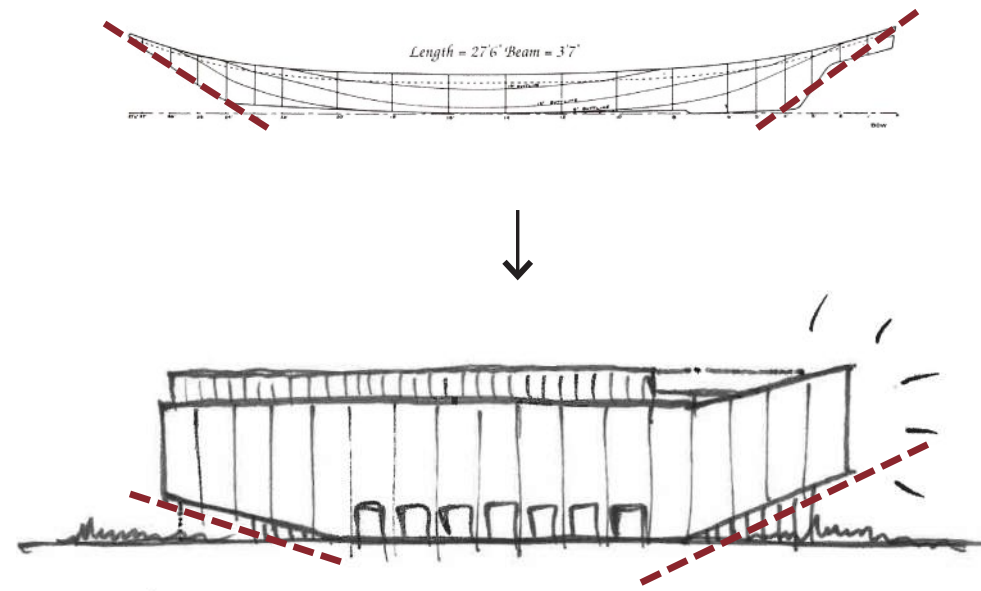


**HARRISON ST**  
Along Harrison, the building consolidates the plot boundary following the same rhythm as the nearby buildings to the East.

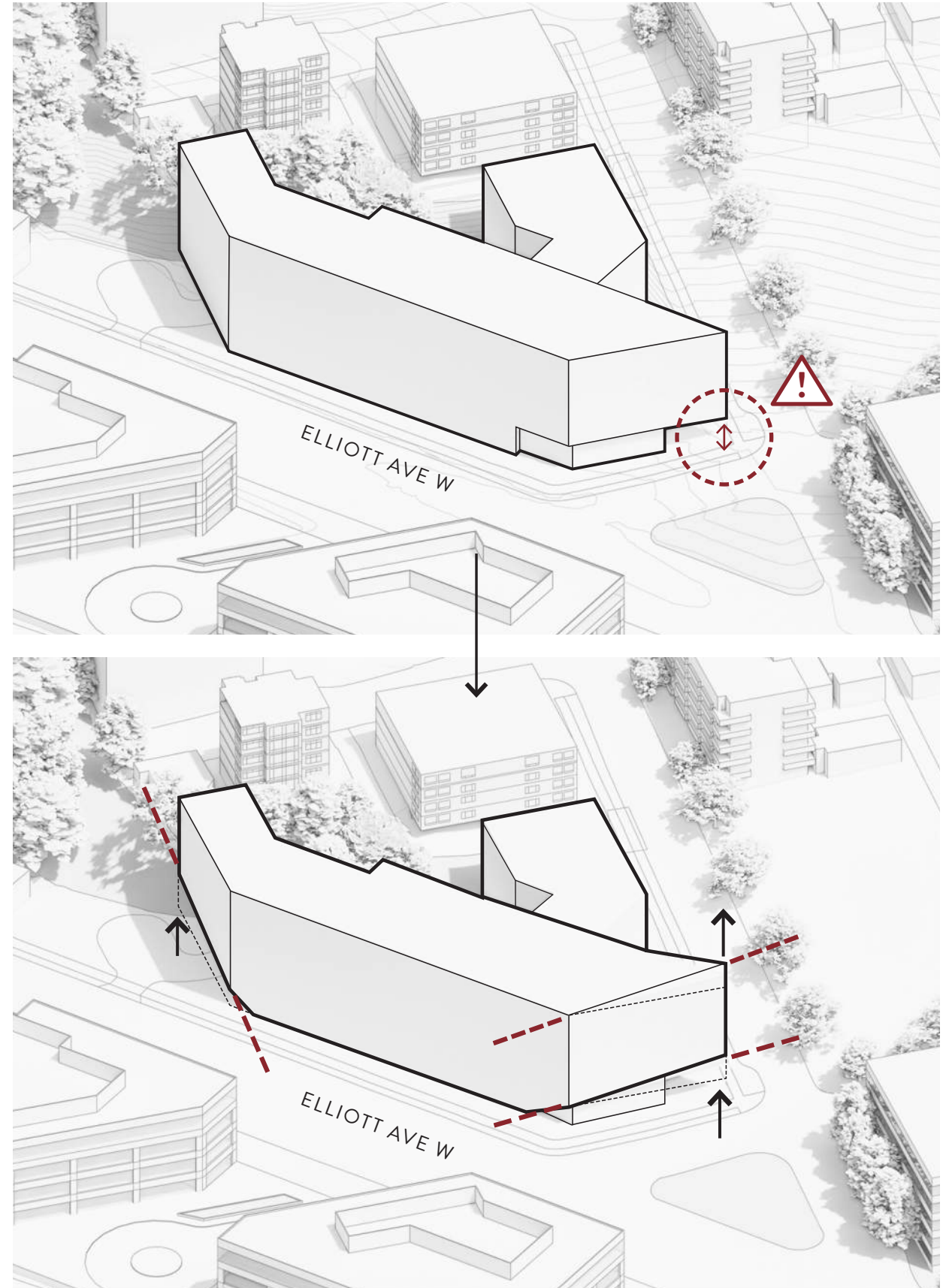


**URBAN ROOMS**  
The building boundary also takes advantage of the diagonals resulting of the meeting of the city grid with Elliot Ave and the Bay, creating two new urban rooms.

DESIGN RESPONSE  
BUILDING FORM | DESIGN CONCEPT

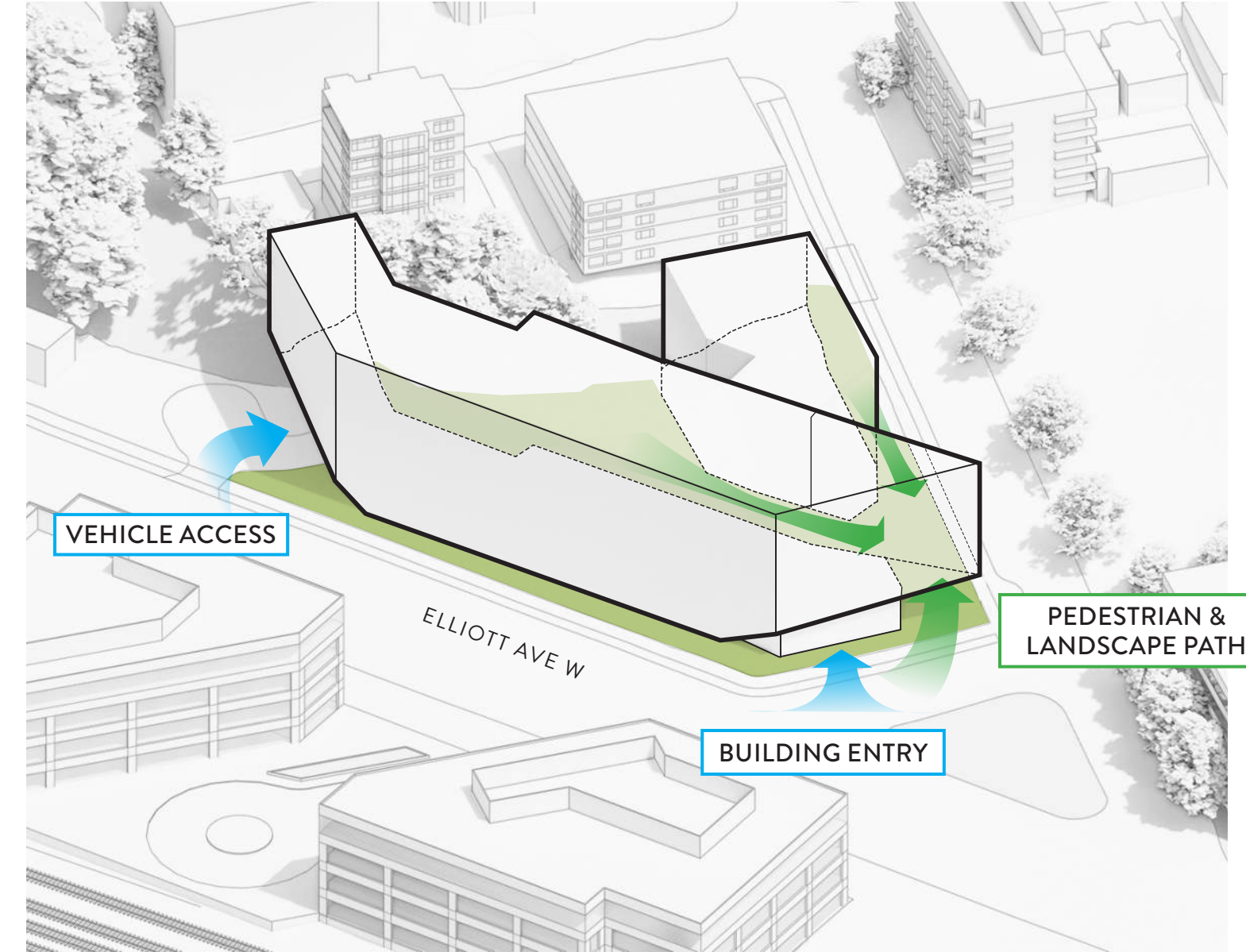


The building form looks to pay homage to the past and present inspiration from the site's maritime history.



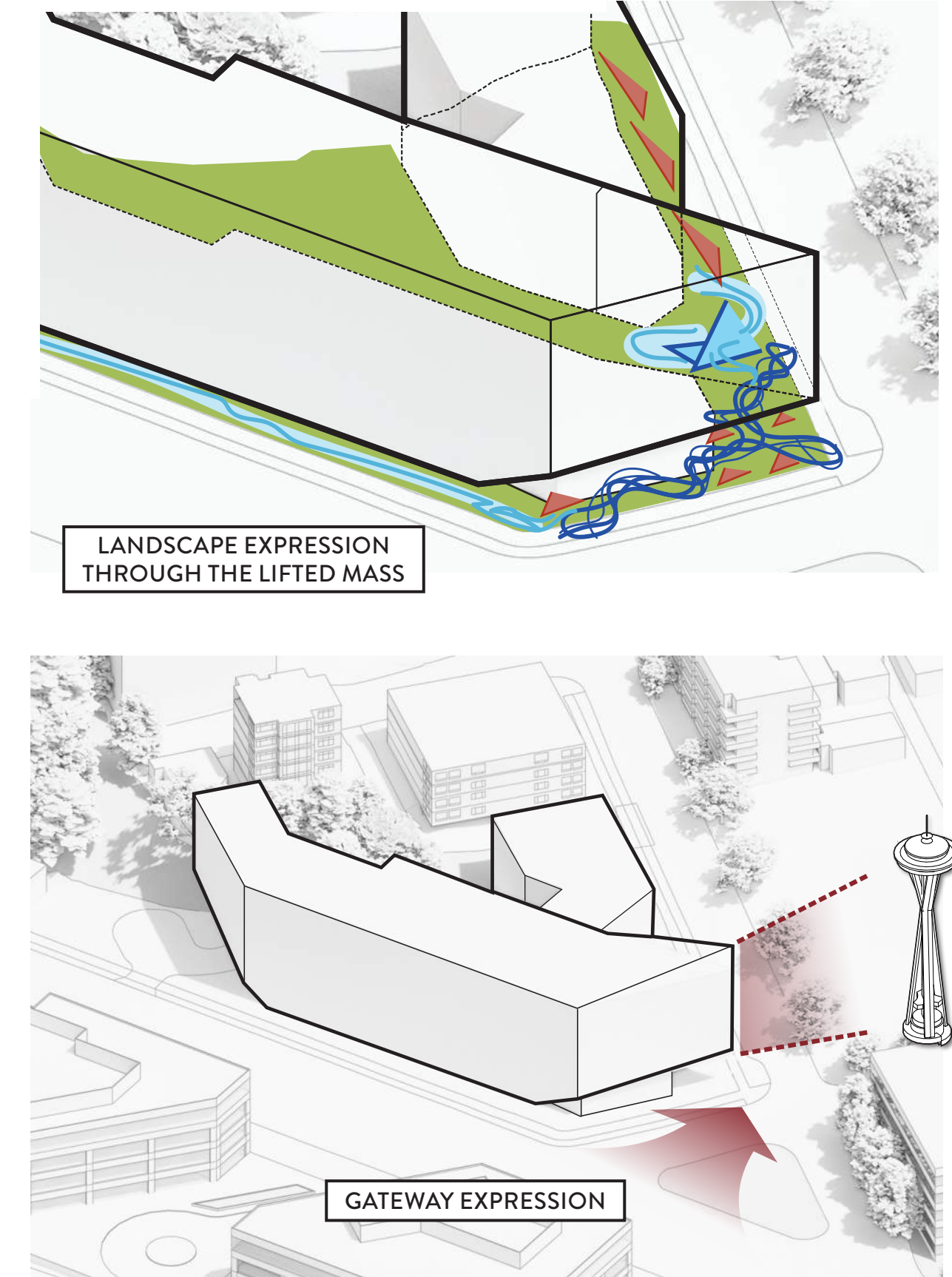
The massing shown at EDG presented a pinch point with how the building interacted with the adjacent grade. The updated proposed massing expression lifts the corners to match the grade change along Harrison St and brings that symmetrically to the 5th Ave facade.

DESIGN RESPONSE  
BUILDING FORM | DESIGN CONCEPT



Lifting the corners at both ends of the massing along Elliott provide an expression for the major circulation modes that interact with the building: exposing more of the building entry and lobby, the pedestrian path and landscaping that passes below the building overhang, and vehicle access on 5th Ave.

At the same time, the sculptural quality of the massing that faces the intersection of Elliott Ave and Harrison St put forth a gateway expression that gesture toward both the nearby Seattle Center and the broader Uptown neighborhood.



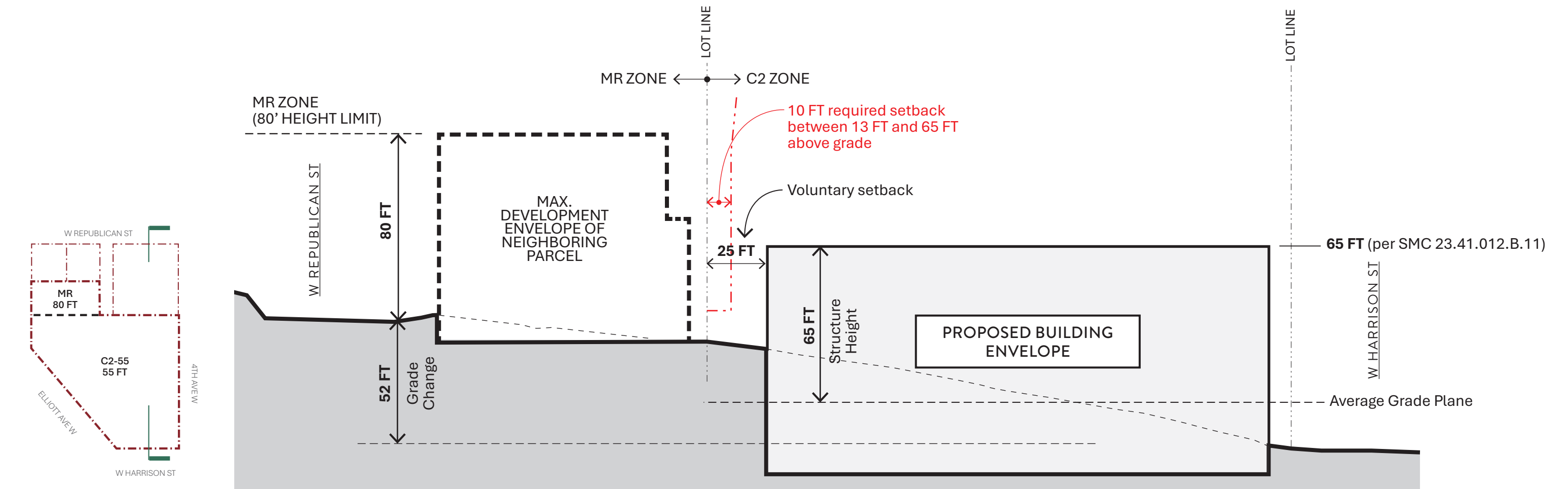
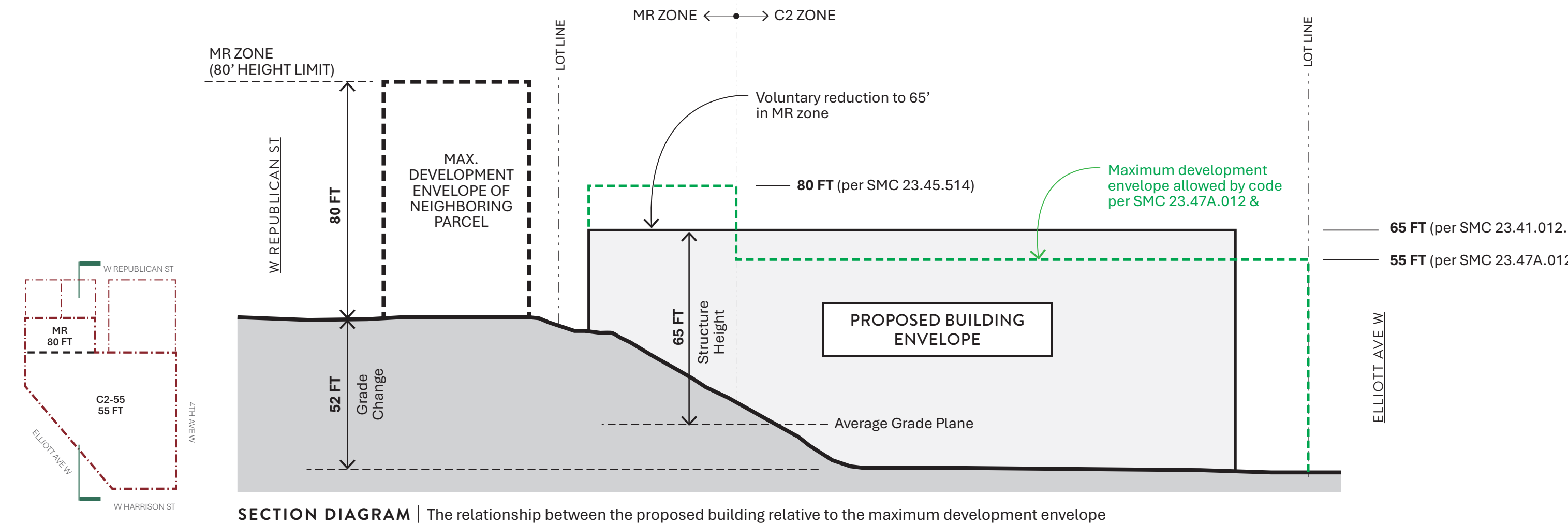
**2. MASSING; HEIGHT AND FAR DEPARTURE REQUESTS: CONDITIONAL / TENTATIVE SUPPORT**

c. However, the Board was concerned about the impact of these increases, particularly the increased height at Elliot Ave W and requested additional information to fully evaluate the departures at Recommendation, including the following:

i. Sectional Studies: The Board asked for clear sectional graphics cutting through the site and adjacent areas to illustrate grade changes and the actual and perceived height relationships to adjacent development. (CS2-D, CS2-A)

**DESIGN RESPONSE**

The following sections cut north-south at two different points show the comparison of the proposed building massing envelope with the adjacent parcel development potential. Because the proposed project is situated lower on the slope, the impact is minimal in comparison with the neighboring parcels that are higher on the slope. Additionally, portions of the site in the MR zone, the massing is voluntarily reduced where additional height is inherently available in the zoning capacity, and is proposed to be distributed across the rest of the site for a holistic approach to the building's massing.



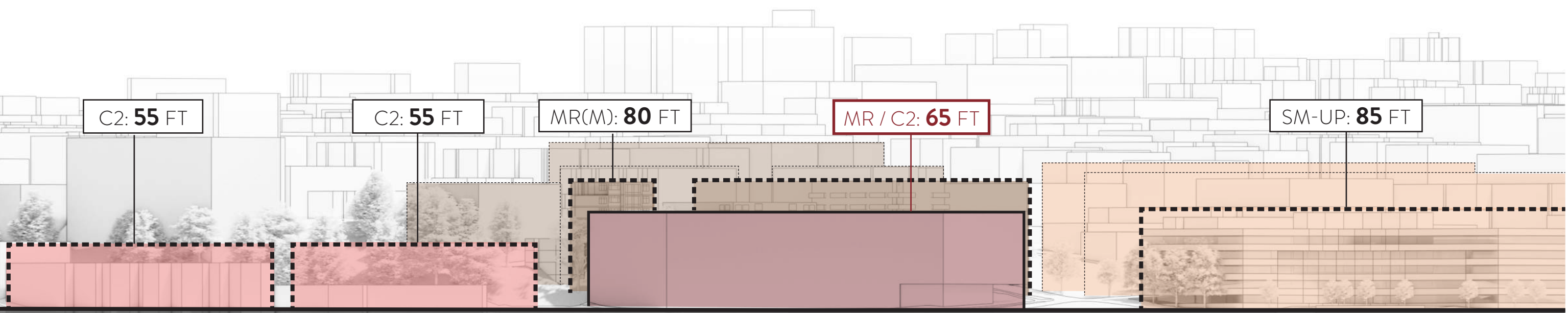
**2. MASSING; HEIGHT AND FAR DEPARTURE REQUESTS: CONDITIONAL / TENTATIVE SUPPORT**

c. However, the Board was concerned about the impact of these increases, particularly the increased height at Elliot Ave W and requested additional information to fully evaluate the departures at Recommendation, including the following:

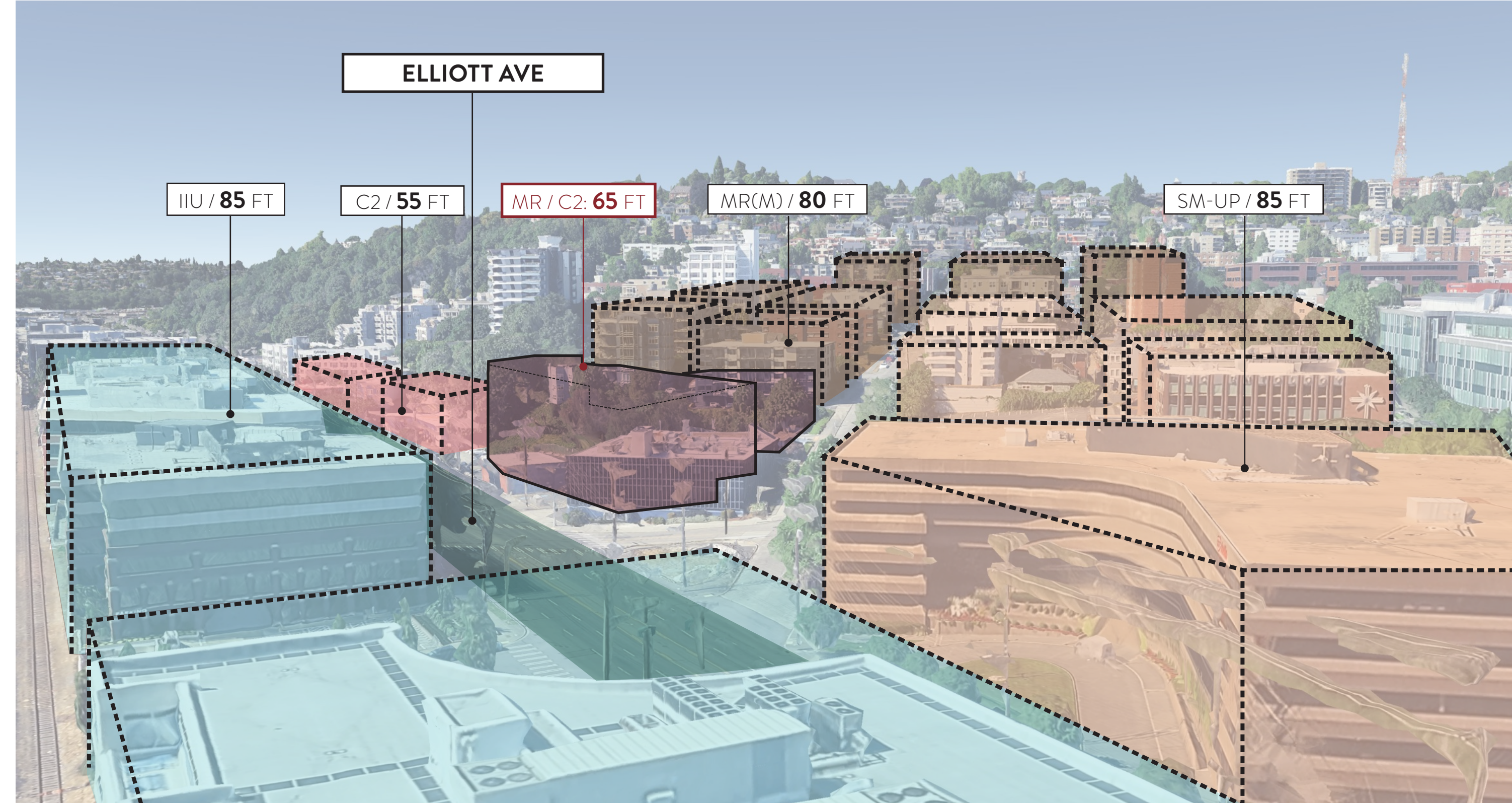
ii. Context Studies: The Board agreed that it was difficult to understand the height, bulk and scale characteristics of existing development surrounding the site from the EDG packet and directed the applicant to provide this for the Recommendation phase, particularly for Elliot Ave W. (DC2-A-2, CS2-D, CS2)

**DESIGN RESPONSE**

The following diagrams depict the comparison of the proposed building massing against the adjacent developments along Elliott Ave and beyond. Along Elliott, the building massing is comparable to the neighboring parcels in the SM-UP zoning. When compared with the broader context, where most adjacent lots are along higher elevations and greater maximum heights, the proposed building nestles neatly within the future potential urban fabric.



BUILDING ELEVATION DIAGRAM ON ELLIOTT AVE



BUILDING ELEVATION AXON | The proposed building elevation nestles into mix of the surrounding elevation of building tops in the immediate vicinity relative to a pedestrian on Elliott Ave.

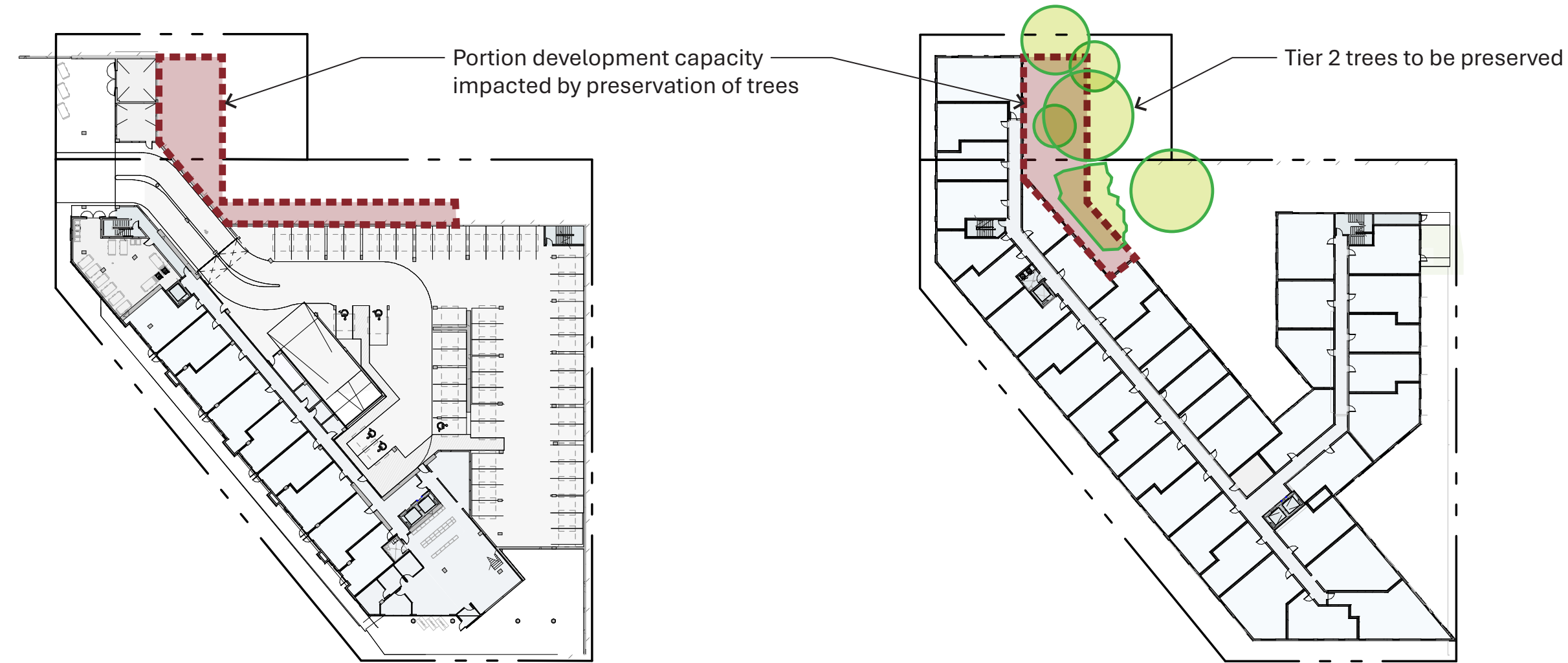
**2. MASSING; HEIGHT AND FAR DEPARTURE REQUESTS: CONDITIONAL / TENTATIVE SUPPORT**

c. However, the Board was concerned about the impact of these increases, particularly the increased height at Elliot Ave W and requested additional information to fully evaluate the departures at Recommendation, including the following:

iii. Tradeoff Analysis: The Board requested clarity on development capacity lost due to tree protection and setback increases to help quantify the necessity of additional height. (CS1-D, CS1-2, CS1-D-1, DC3-C-3)

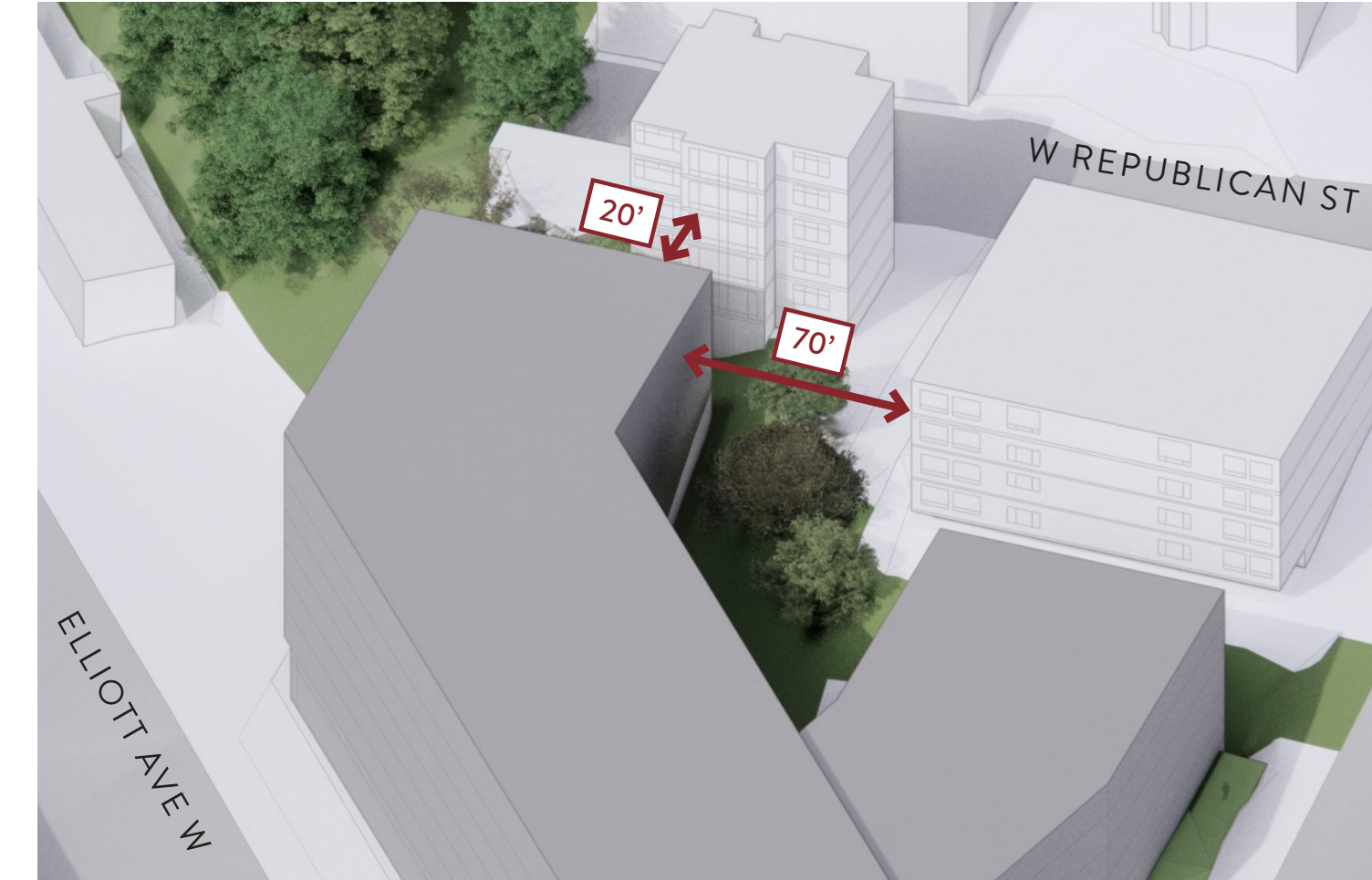
**DESIGN RESPONSE**

Additional highlights were added to the diagrams shown at EDG. Within footprint of the Tier 2 trees that the project is proposing to retain, the development capacity of the site is directly impacted from the parking level up through the typical residential levels. This approximates to roughly 17 units and 14 parking stalls lost. The requested departure will allow the project to offset the loss in development area and future tree preservation complications, which is in line with design guidelines aimed at preserving and integrating into the existing urban and natural landscapes.

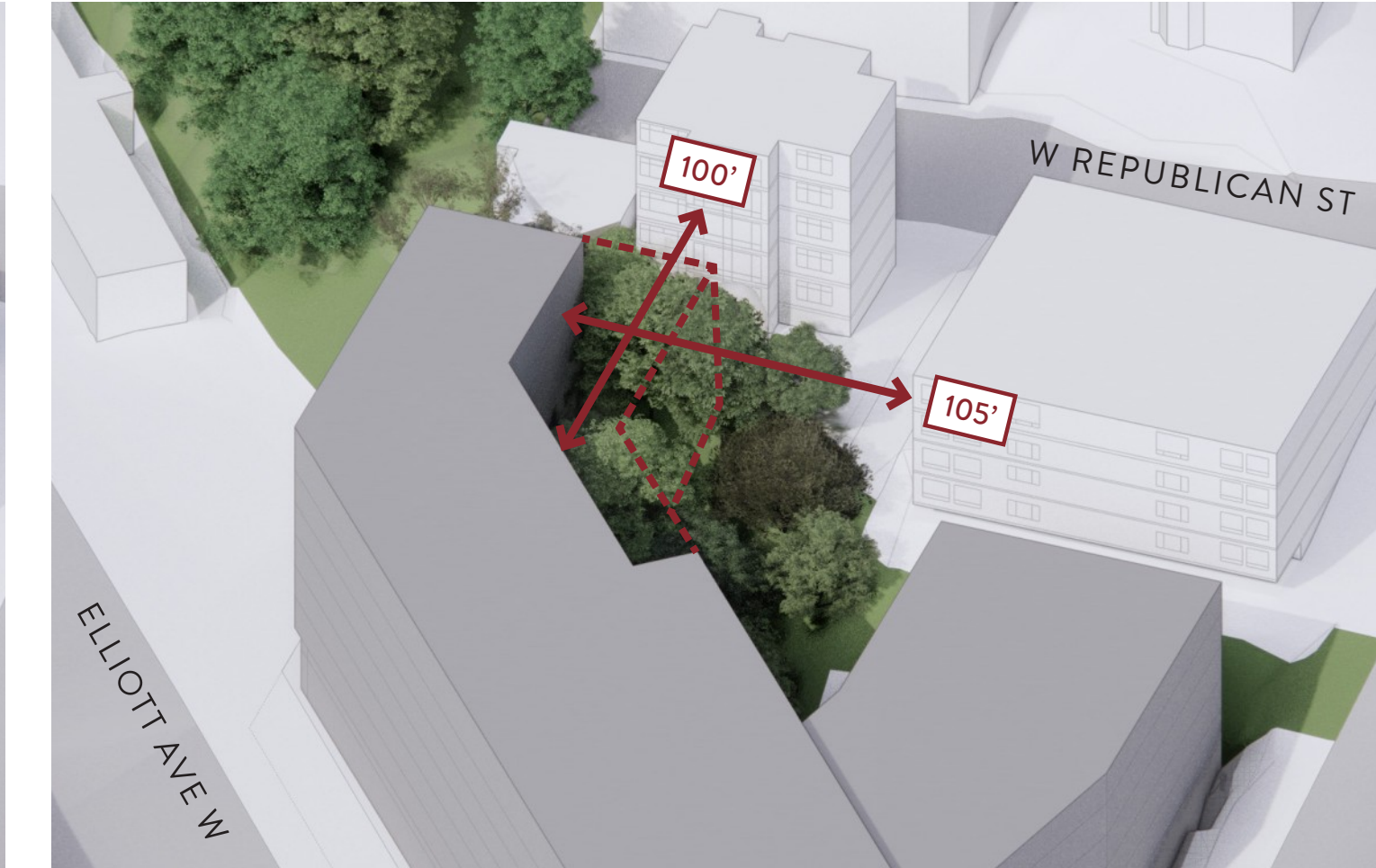


PLAN | Proposed Level 1 Plan

PLAN | Proposed Typical Upper Level Plan



**NO TREE PRESERVATION** | Aerial showing setback when no Tier 2 trees preserved and development capacity not impacted.



**TIER 2 TREES PRESERVED** | Aerial showing setback when building sets back to preserve Tier 2 trees and development capacity is impacted.

NO TIER 2 TREES PRESERVED		TIER 2 TREES PRESERVED WITHOUT DEPARTURE	
TOTAL RESIDENTIAL UNITS:	230 UNITS	TOTAL RESIDENTIAL UNITS:	213 UNITS (-17 units)
TOTAL PARKING STALLS:	186 STALLS	TOTAL PARKING STALLS:	172 STALLS (-14 stalls)



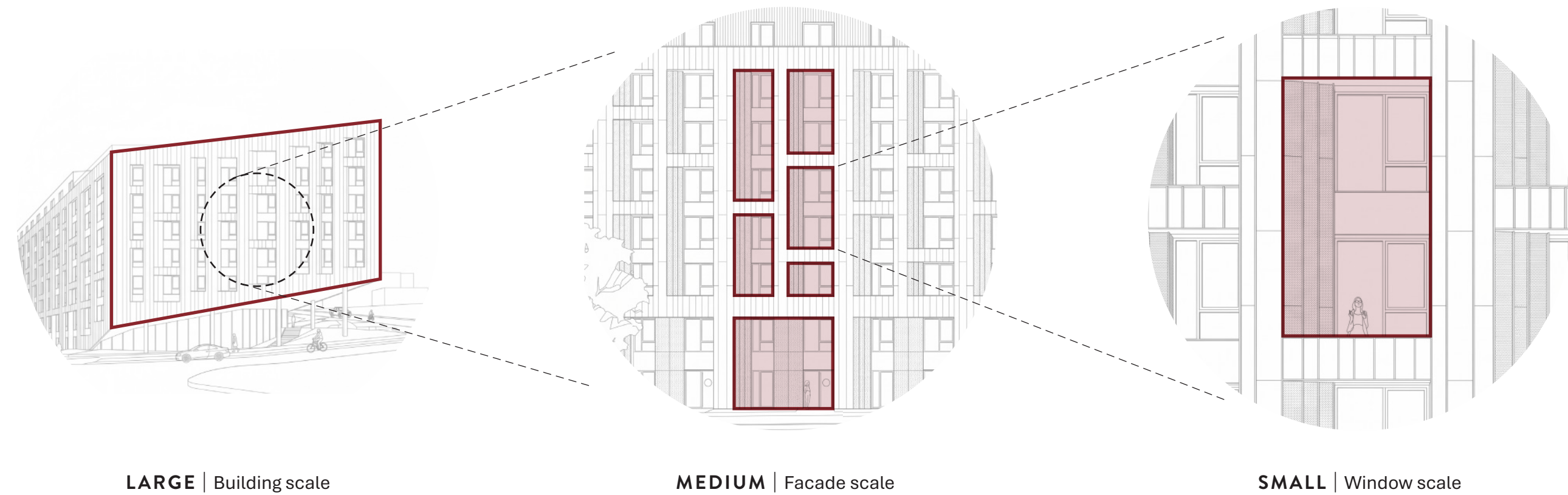
**2. MASSING; HEIGHT AND FAR DEPARTURE REQUESTS: CONDITIONAL / TENTATIVE SUPPORT**

c. However, the Board was concerned about the impact of these increases, particularly the increased height at Elliot Ave W and requested additional information to fully evaluate the departures at Recommendation, including the following:

iv. Facade Articulation: Because of the building's prominence, the Board emphasized the need to demonstrate how the design of the facade will mitigate scale. (DC4-1, DC2-A-2, CS2-D, DC2-A, DC2-B).

**DESIGN RESPONSE**

The proposed building facade approaches proportion, scale, and articulation by addressing different scales of expression: large (the building), medium (window grouping), and small (window modules). The project then focuses on four major design principles that govern the articulation of all building facades, applying to both the angled and more orthogonal geometries: 1) maintaining an edge proportional to the building's scale, 2) establishing a disciplined rhythm derived from the residential use within, 3) grouping windows to break down the scale of the facade, and 4) creating a pattern that gives dynamism to the overall facade.



01 | **EDGE**



02 | **RHYTHM**



03 | **GROUPING**



04 | **PATTERN**



James Baker Studio, 'Ebb Tide, Elliott Bay, Puget Sound'

The site being at the water's edge brought forward ideas of an expression akin to the characteristics of the waters in Elliott Bay. The facade's articulation of the whole was studied to formulate that expression and it began with studying the typical window module. The play in the opacity of the accent perforation allowed for gradient to come about and, when repeated along the facade, gave a similar dynamism as those waves from Elliott Bay.



NO GRADIENT STUDY AT ACCENT PANEL



GRADIENT STUDY AT ACCENT PANEL

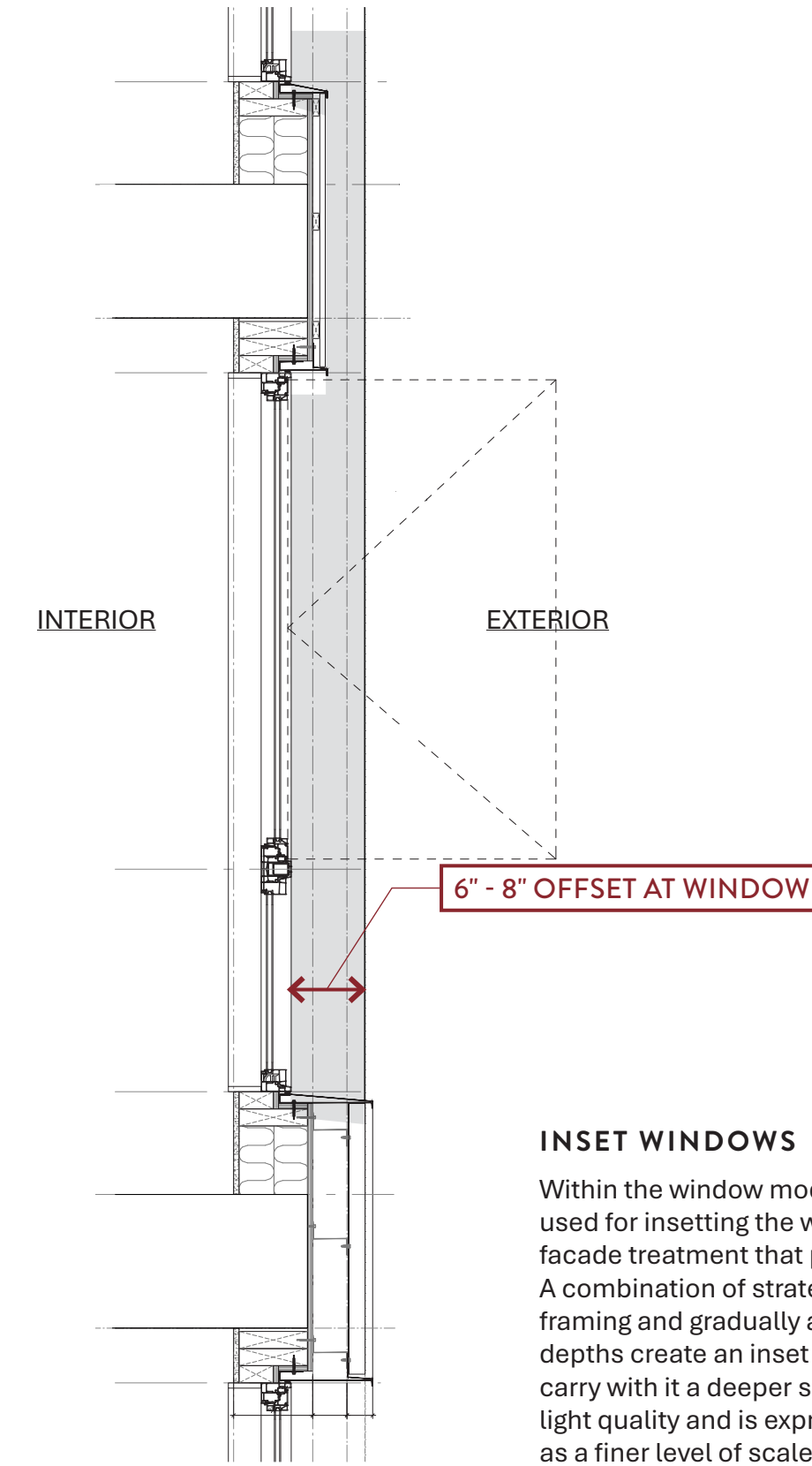


ACCUMULATION OF THE GRADIENTS EXPRESSION HEARKEN BACK TO THE WAVES OF ELLIOTT BAY

PARTIAL ELEVATION | Facing Elliott Ave facade



The layering of the vertical and horizontal expression addresses Edge, Rhythm, Grouping and Pattern, gave the facade a dual expression of rigidity and a contrasting dynamism to the grouping of the window, allowing for a variety and hierarchy of textures to breakdown the building's scale.



SECTION DETAIL

**INSET WINDOWS**

Within the window module scale, a strategy is used for inseting the windows with an angled facade treatment that plays across the facade. A combination of strategies of window jamb framing and gradually adjusting cladding depths create an inset window module that carry with it a deeper shadow line in different light quality and is expressed across the facade as a finer level of scale.



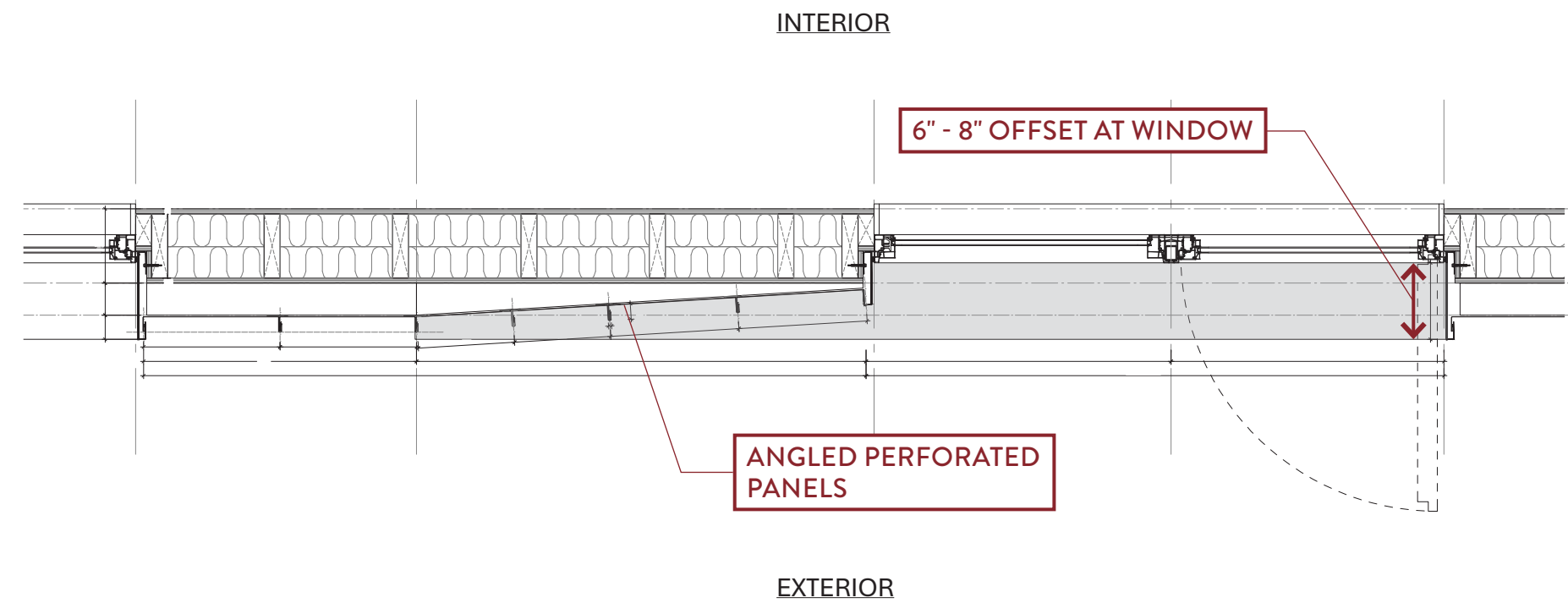
ELEVATION | Typical window module



3D VIEW | Typical window module

**ANGLED AND PERFORATED**

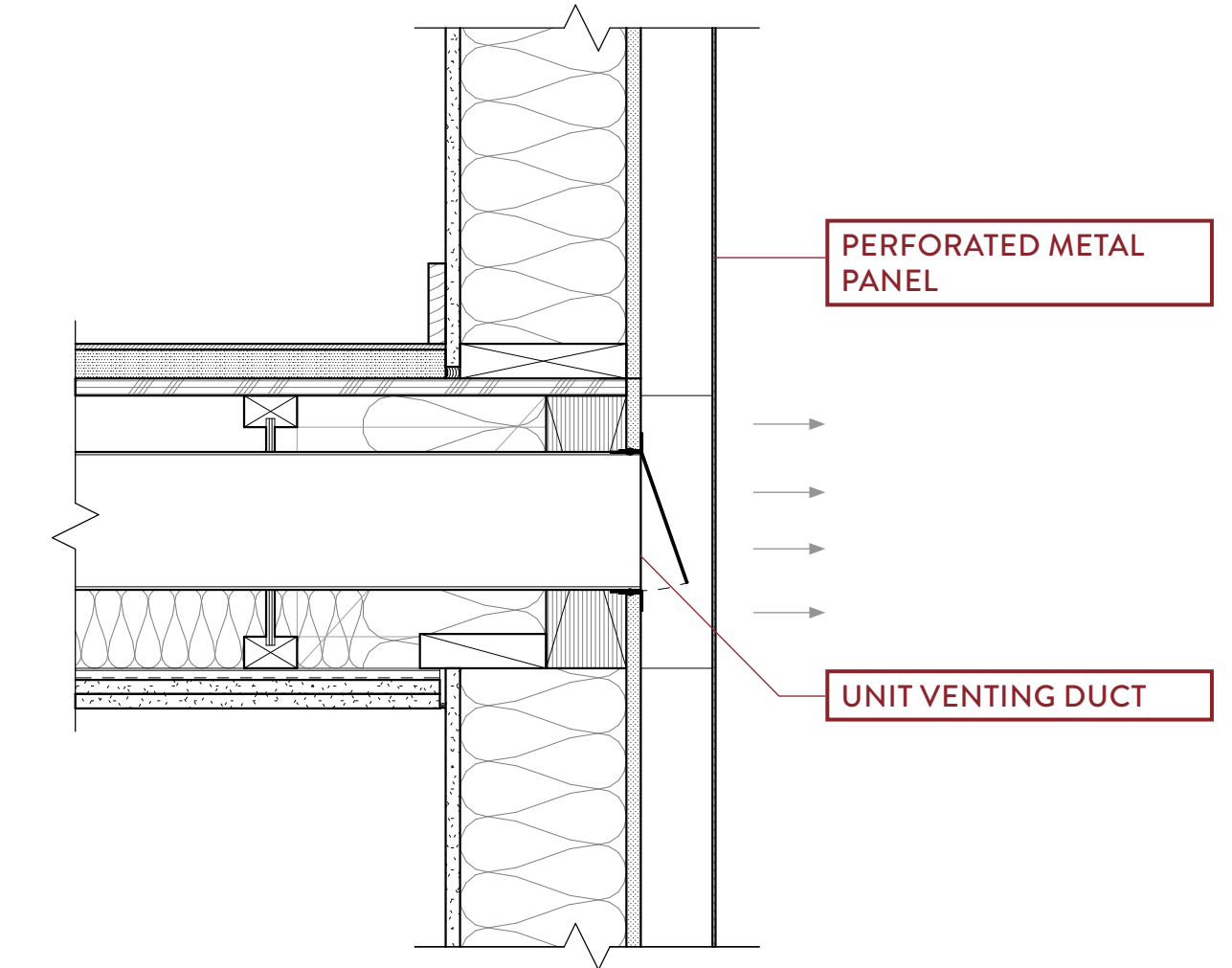
The inset treatment at the window module is further expressed through a gradient of perforations that amplifies the effect of the angled expression. The perforations also serve a functional role for dwelling unit venting.



PLAN DETAIL | Typical window module



ELEVATION | Typical window module



**CONCEALED VENTING**

The project proposes the residential unit venting to terminate at the angled perforated metal panels where the shroud is concealed behind the extended cladding attachment air space. The perforations allow air flow through and left completely open where required for specific venting requirements.



PERSPECTIVE LOOKING NORTH ON ELLIOTT AVE



PERSPECTIVE LOOKING FROM SOUTHEAST CORNER ON HARRISON ST



PERSPECTIVE LOOKING SOUTHEAST ON ELLIOTT AVE



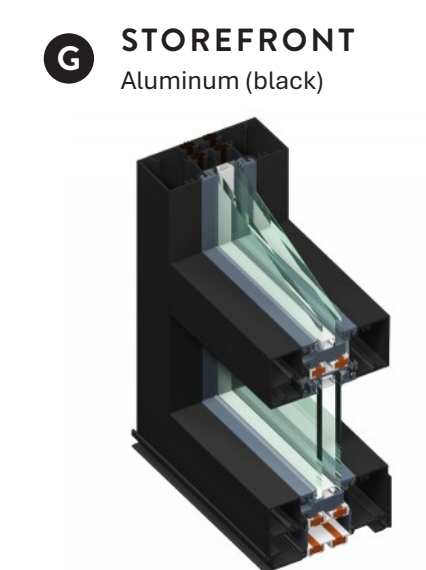
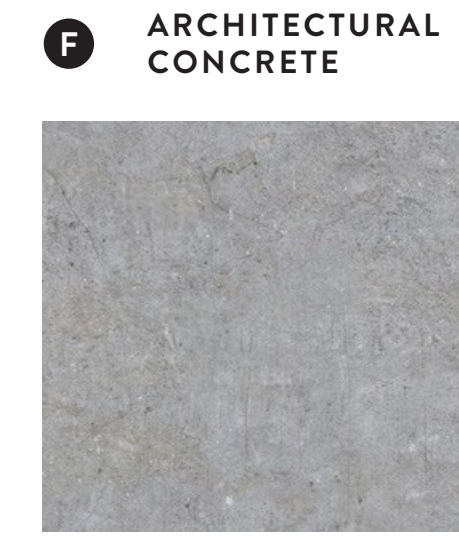
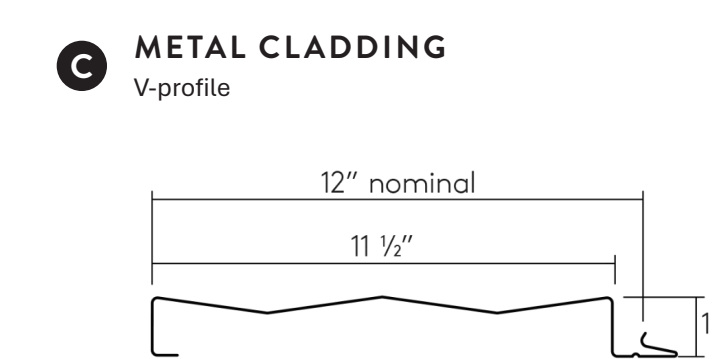
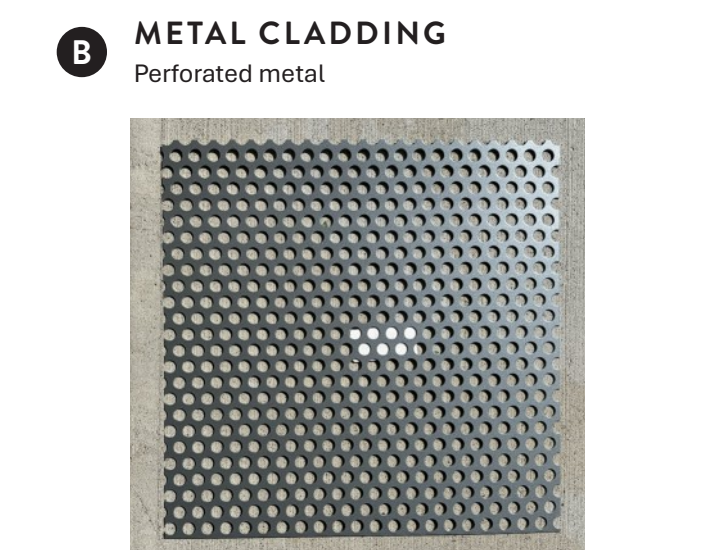
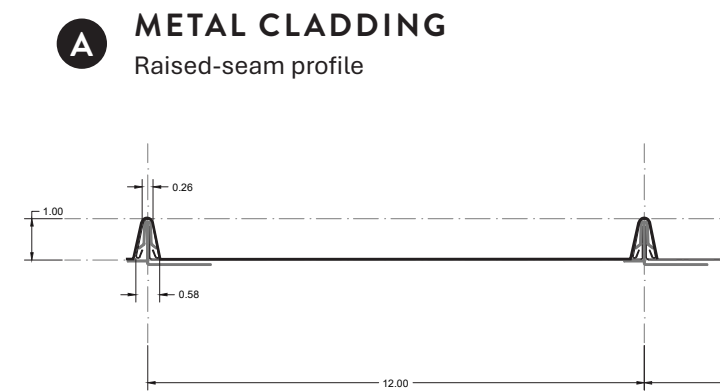
PERSPECTIVE LOOKING SOUTHWEST ON 4TH AVE



PERSPECTIVE LOOKING SOUTH FROM PRESERVED TIER 2 TREES



PERSPECTIVE LOOKING NORTH WITHIN COURTYARD



**4. ALLEY VACATION**

The Board recognized that the Alley Vacation process is administered by the Seattle Design Commission and the Seattle Department of Transportation, and offered the following notes:

- a. The Board expressed support for the proposed alley vacation, noting that the existing alley configuration appears dysfunctional and creates vehicular conflicts at a busy intersection. Its removal would:
  - i. Reduce the number of curb cuts and improve pedestrian safety (PL2-B).
  - ii. Allow more cohesive site planning and open space opportunities (PL1-B, CS2-C).
  - iii. Enable increased setbacks and meaningful green space that benefit the public realm (PL1-C, CS1-E).

**DESIGN RESPONSE**

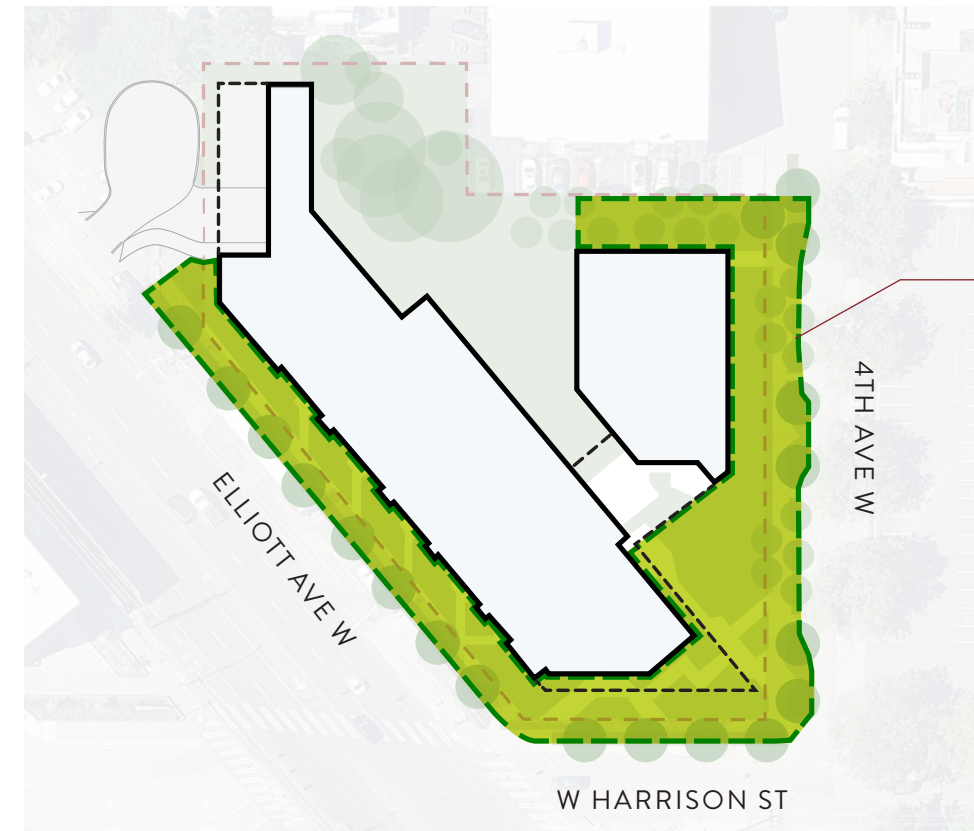
The efficiencies afforded by the alley vacation would be put back into providing ample landscape setbacks along all street-facing frontages. The setbacks provide an opportunity to both use the open space and landscaping as a major boost to the pedestrian realm, as well as have the landscape scheme integrate holistically with the building architecture.

Each of the frontages respond differently to the pedestrian experience given the existing street character, with respect to the landscape, building form, and program. They are major enhancements from a comparative code-compliant scheme.

At both the Pre-petition and Public Trust Analysis phases of the Alley Vacation process, the Seattle Design Commission endorsed the use of the setbacks to provide landscape enhancements for elevating the pedestrian experience. Having the pedestrian path cutting through the site under building was well-received by the commission in allowing for providing a functional aspect to the landscape design for the public realm.



CODE COMPLIANT | Overall Plan



PROPOSED | Overall Plan

COMPARISON OF OPEN SPACE FROM BUILDING SETBACKS



CODE COMPLIANT | Aerial perspective looking north



PROPOSED | Aerial perspective looking north

ELLIOTT AVE

DESIGN RESPONSE

Along Elliott Ave, the building setback affords the ground-level dwelling units space for a front door and angled stoop-like conditions facing the public sidewalk. A landscape buffer is placed to allow for the separation of public and private space. The landscaping is also bermed up against the building to frame the entries provide screening from the oncoming traffic along Elliott Ave.



CODE COMPLIANT | View looking north along Elliott Ave showing code-compliant condition



EDG | Sketch view looking north along Elliott Ave shown at EDG for supported massing



PROPOSED | Rendered streetscape and ground level units along Elliott Ave looking north from intersection of Elliott Ave and Harrison St.

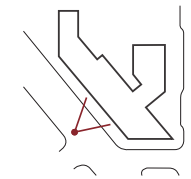


**ELLIOTT AVE AXON** | A layered approach from the curb to the increased setback on the building face creates ample buffer from the high traffic of Elliott Av.

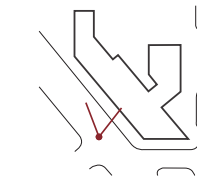
**ELLIOTT AVE STREET SECTION** | A layered approach from the curb to the increased setback on the building face creates ample buffer from the high traffic of Elliott Av.



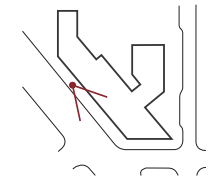
PERSPECTIVE | Elevation of ground-level units along Elliott Ave



PERSPECTIVE | Close-up perspective at the entryway to the ground-level unit



PERSPECTIVE | View looking south along Elliott Ave



HARRISON ST

DESIGN RESPONSE

At Harrison St, a pedestrian path weaves under and through the building overhang to provide pedestrians a way to "cut the corner" at the Harrison St and 4th Ave intersection. A series of planters play off the building architecture and historic maritime history follow the pedestrian path up the slope. A separate path from the sidewalk and pedestrian stair guides residents to the lobby entry framed by the 2-story lobby underneath the building overhang.



CODE COMPLIANT | View looking north at Harrison St showing code-compliant condition



EDG | Sketch view looking north at lobby on Harrison St shown at EDG for the supported massing



PROPOSED streetscape along Harrison St looking north, showing the pathway for pedestrians to "cut the corner" through the on-site landscaping.

**MAIN BUILDING ENTRY**

The primary entry to the building is located beneath the large building overhang. It is skewed from the plane of the lobby glazing to highlight the door and orients it to the walking path that splits between residents entering the building and the public using the pedestrian "shortcut".

**PEDESTRIAN "SHORTCUT"**

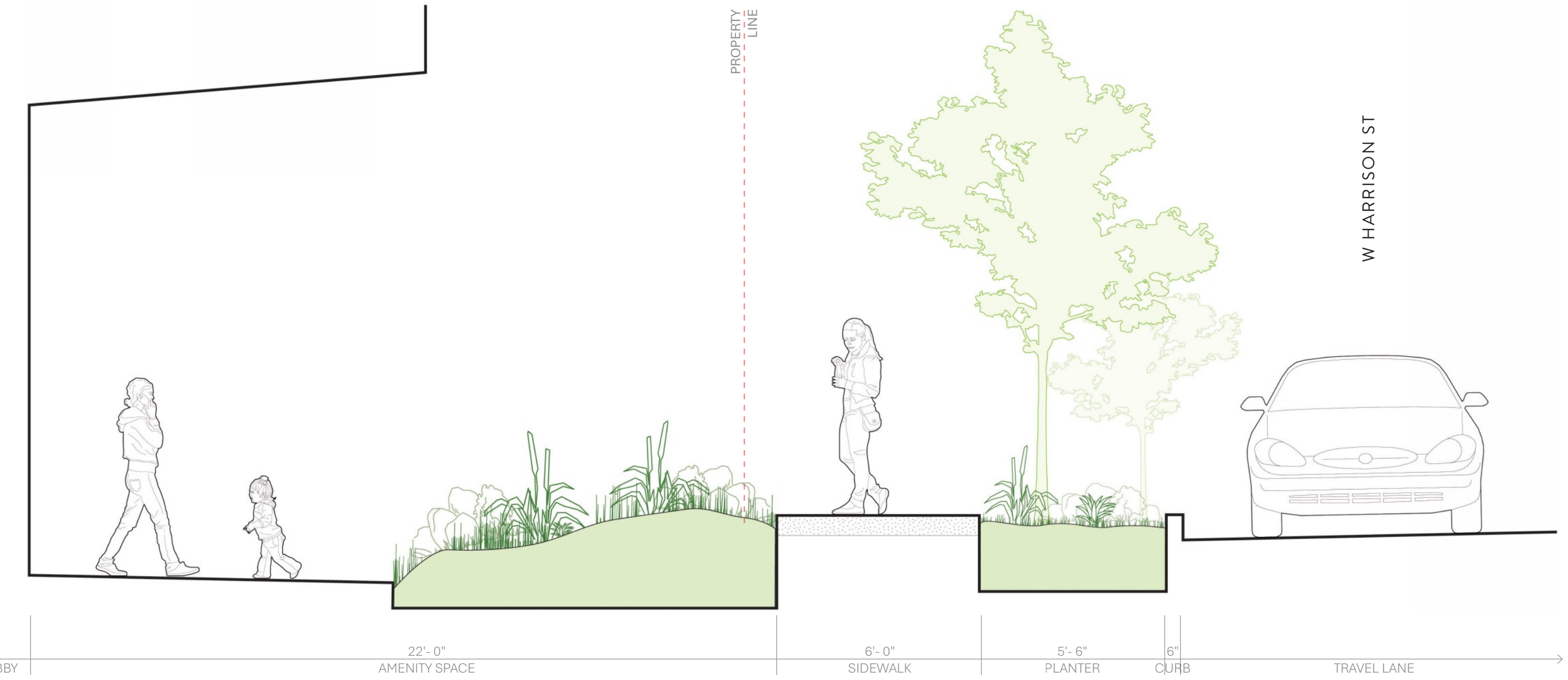
The stair walkway that snakes underneath the building overhang allows for pedestrians to "cut the corner" and climb up the slope going to and from Harrison St and 4th Ave, saving approximately 40' of pedestrian travel.

**DECORATIVE PLANTERS**

Planters shaped like ship's prows follow along the pedestrian path around the project as a physical connector between the various landscape and stormwater treatments along the different building facades.

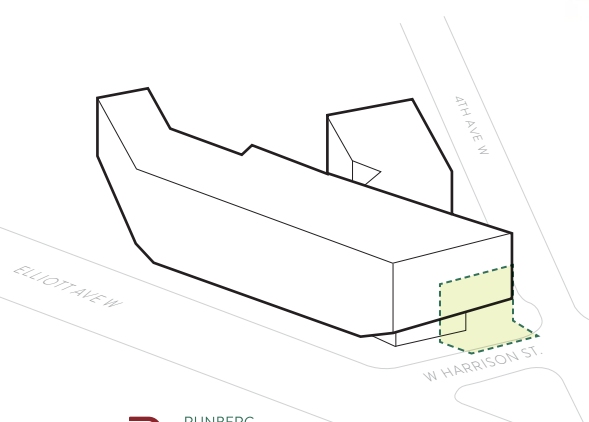
**MONUMENT SIGNAGE**

A large ground-level building signage is framed by a landscaping island positioned so it highlights both the entry of the building as well as the beginning of the on-site pedestrian "shortcut" path.



**HARRISON STREET SECTION**

A layered approach from the curb to the increased setback on the building face creates ample buffer from the traffic of Harrison St.





CODE COMPLIANT | View looking east at Harrison St showing code-compliant condition



PERSPECTIVE | Looking at pathway and signage toward the main lobby entry under the building overhang.



PERSPECTIVE | Looking up the pedestrian walkway to "cut the corner" of the Harrison St and 4th Ave intersection

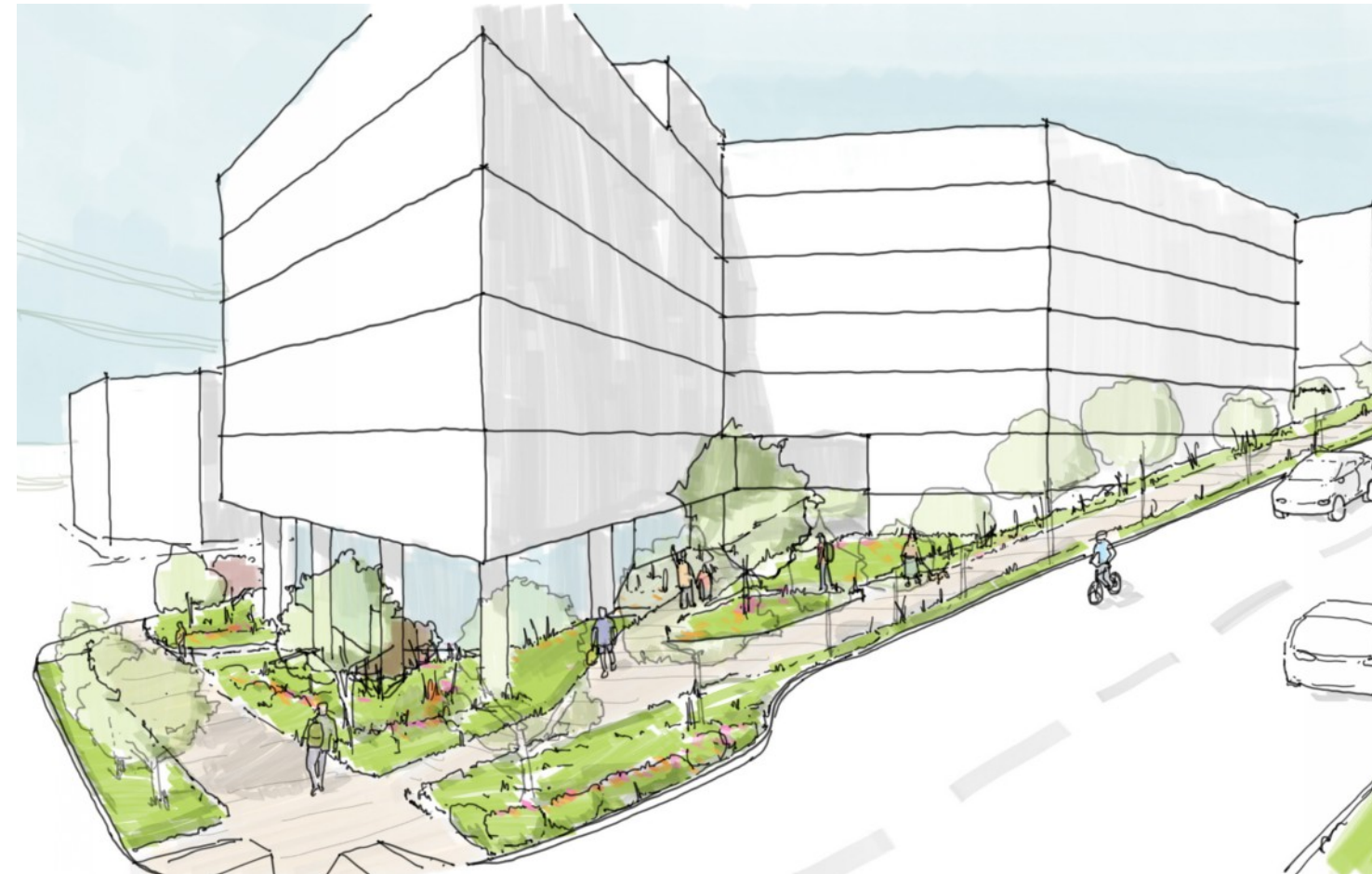
4TH AVE W

DESIGN RESPONSE

On 4th Ave, the intersecting massing geometry creates a portal through the building, making the preserved trees and slope beyond visible within the building courtyard. The setback of the massing allows the landscape to flow from the sloping 4th Ave down to the secondary lobby entry. A combination of landscape planters holds back the earth and creates a landscape buffer between the public and private spaces. This landscape treatment continues up the hill to the dwelling units along the facade.



CODE COMPLIANT | View looking north at Harrison St showing code-compliant condition



EDG | Sketch view looking north at lobby on Harrison St and 4th Ave shown at EDG



PROPOSED | Looking north at lobby on Harrison St and 4th Ave W



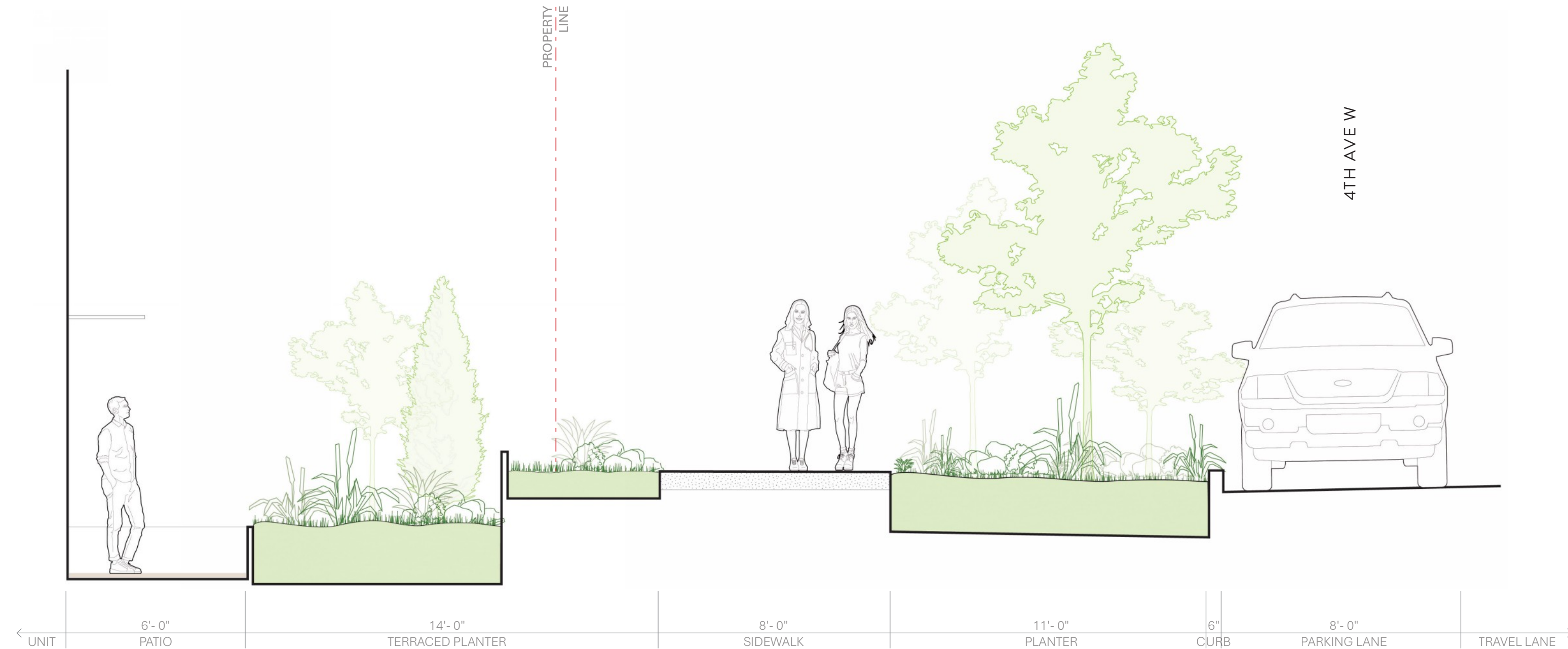
PERSPECTIVE | Looking NW at portal through building with view to preserved trees beyond



PERSPECTIVE | Looking SW from sloped sidewalk over terracing landscape that buffers the building's secondary entry

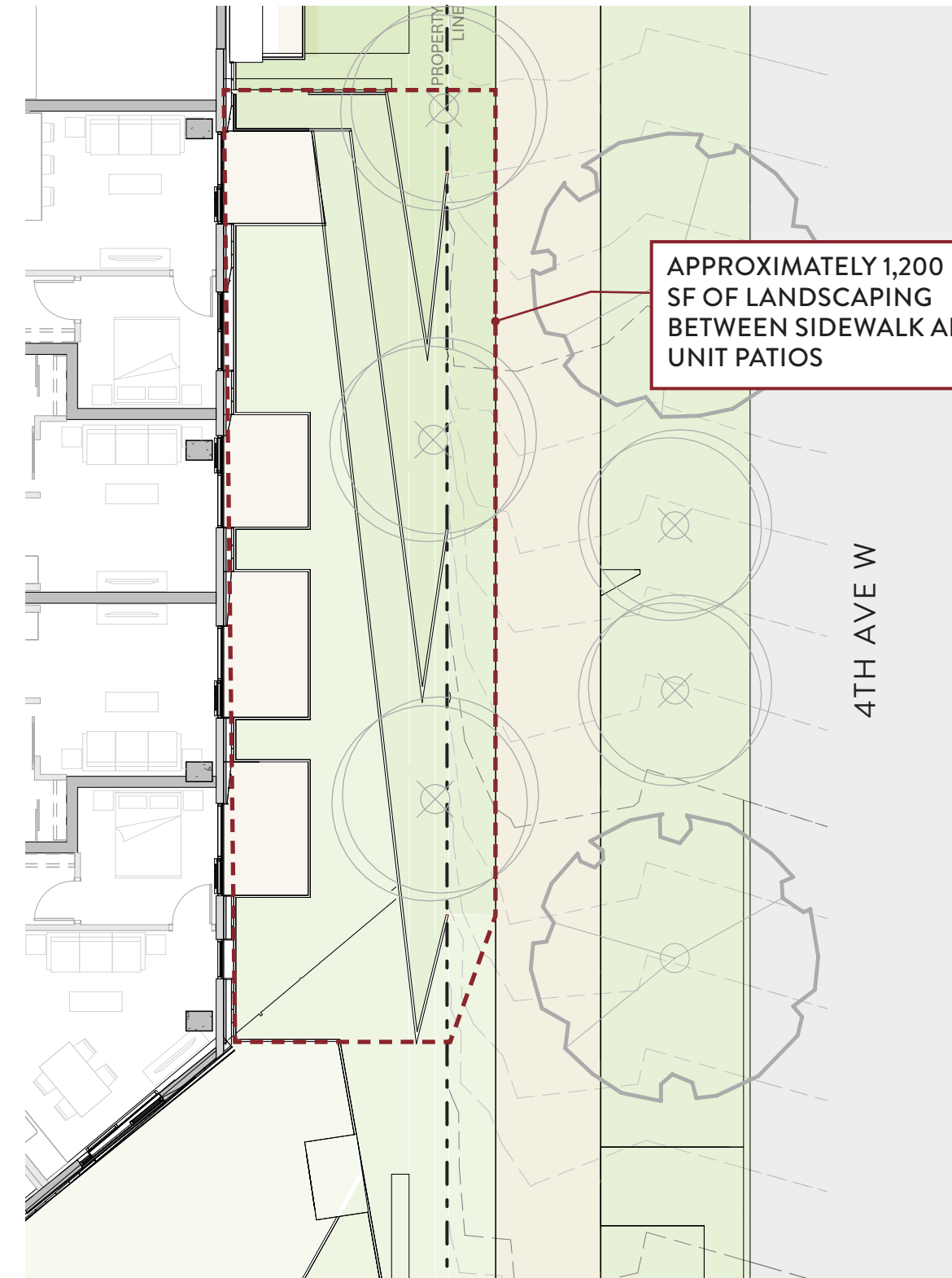


4TH AVE W SECTION PERSPECTIVE | Looking north along proposed 4th Ave patios and sidewalk with landscaping buffer

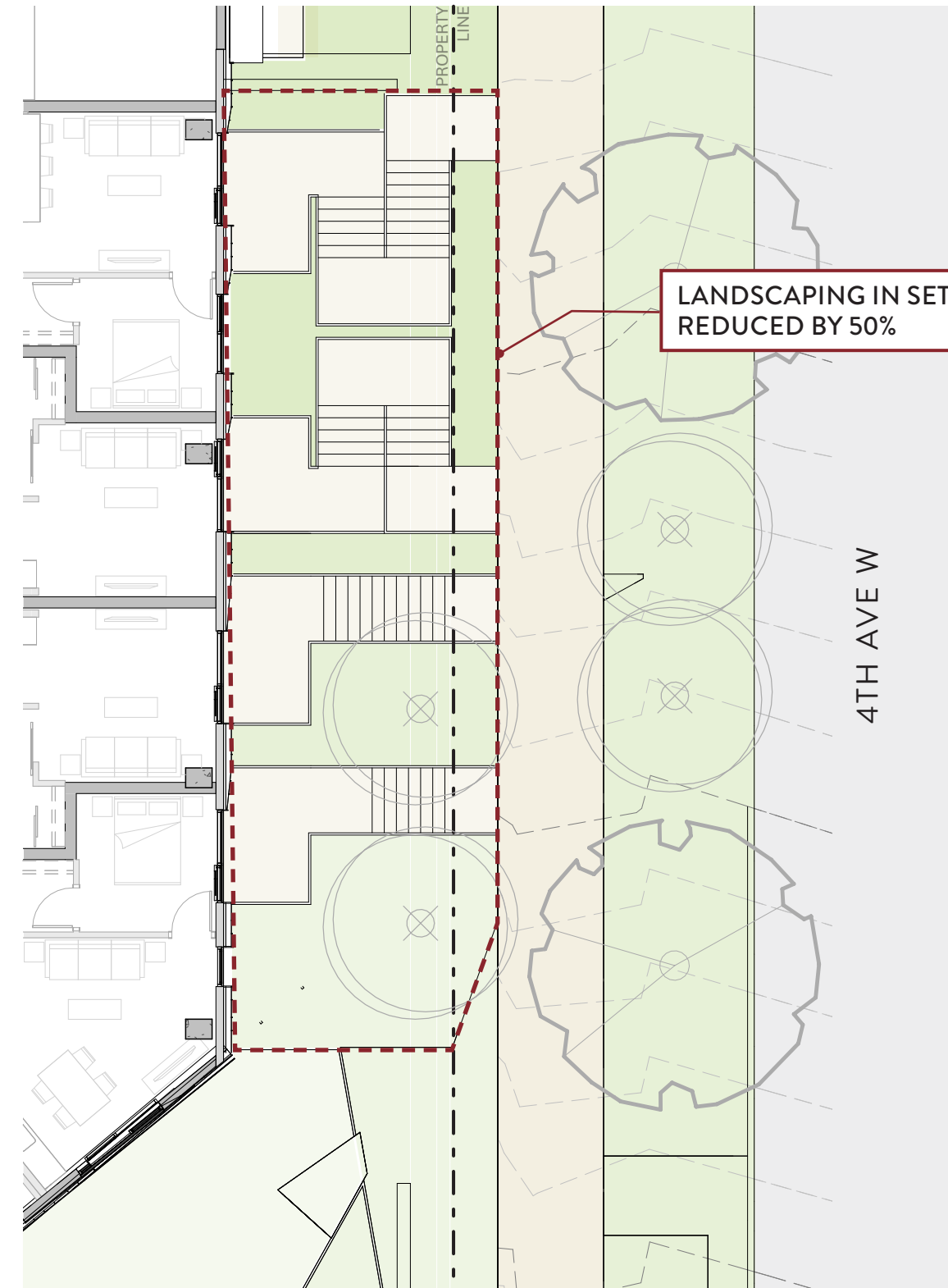


4TH AVE W STREET SECTION | A layered approach from the curb to the increased setback on the building face creates landscape ample buffer from the public sidewalk

DESIGN RESPONSE  
PEDESTRIAN EXPERIENCE



PROPOSED PLAN | Patios on 4th Ave with terraced landscaping



STUDY PLAN | Direct patio access in place of terraced landscaping

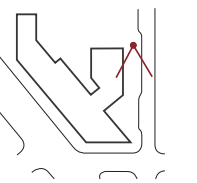


PROPOSED | Looking south along 4th Ave W sidewalk

DESIGN RESPONSE  
PEDESTRIAN EXPERIENCE



CODE COMPLIANT | View looking south along 4th Ave W showing code-compliant condition



**7. STORMWATER INTEGRATION**

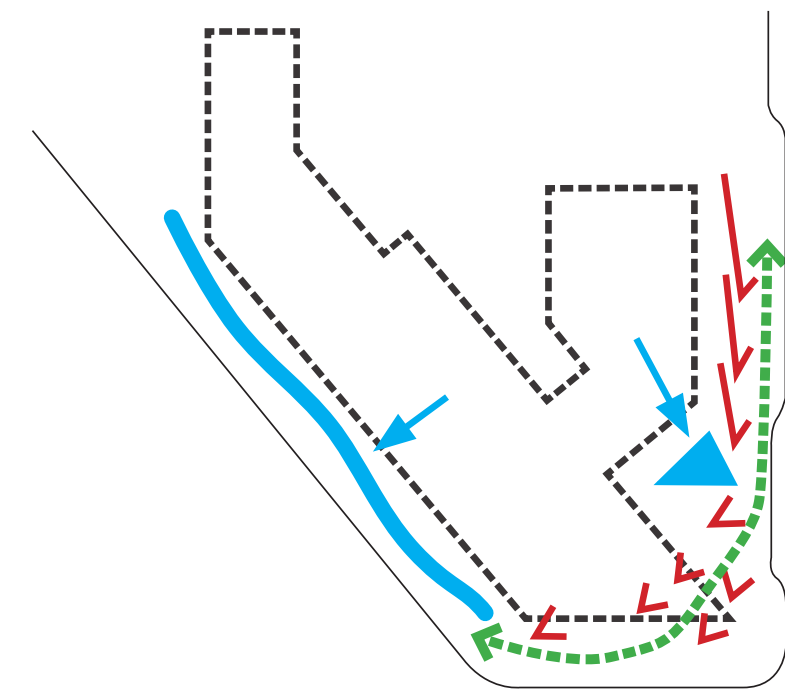
The Board was enthusiastic about the opportunity to make stormwater management a visible component of the design, particularly given the steep topography along 4th Ave W, and provided the following guidance:

- a. Explore landscape and building elements that express stormwater flow (CS1-E-2, CS1.E – Water).
- b. Consider interpretive or artistic approaches that integrate natural systems with the public realm (CS1-E-2, CS2-1, DC4-D).
- c. Use stormwater as an opportunity to reinforce the project's narrative and environmental identity. (CS1-E-2, CS2-1)

**DESIGN RESPONSE**

Given the potential impact of stormwater on the sloping site, the community is especially attentive to how grade is handled. Those concerns shaped the stormwater approach.

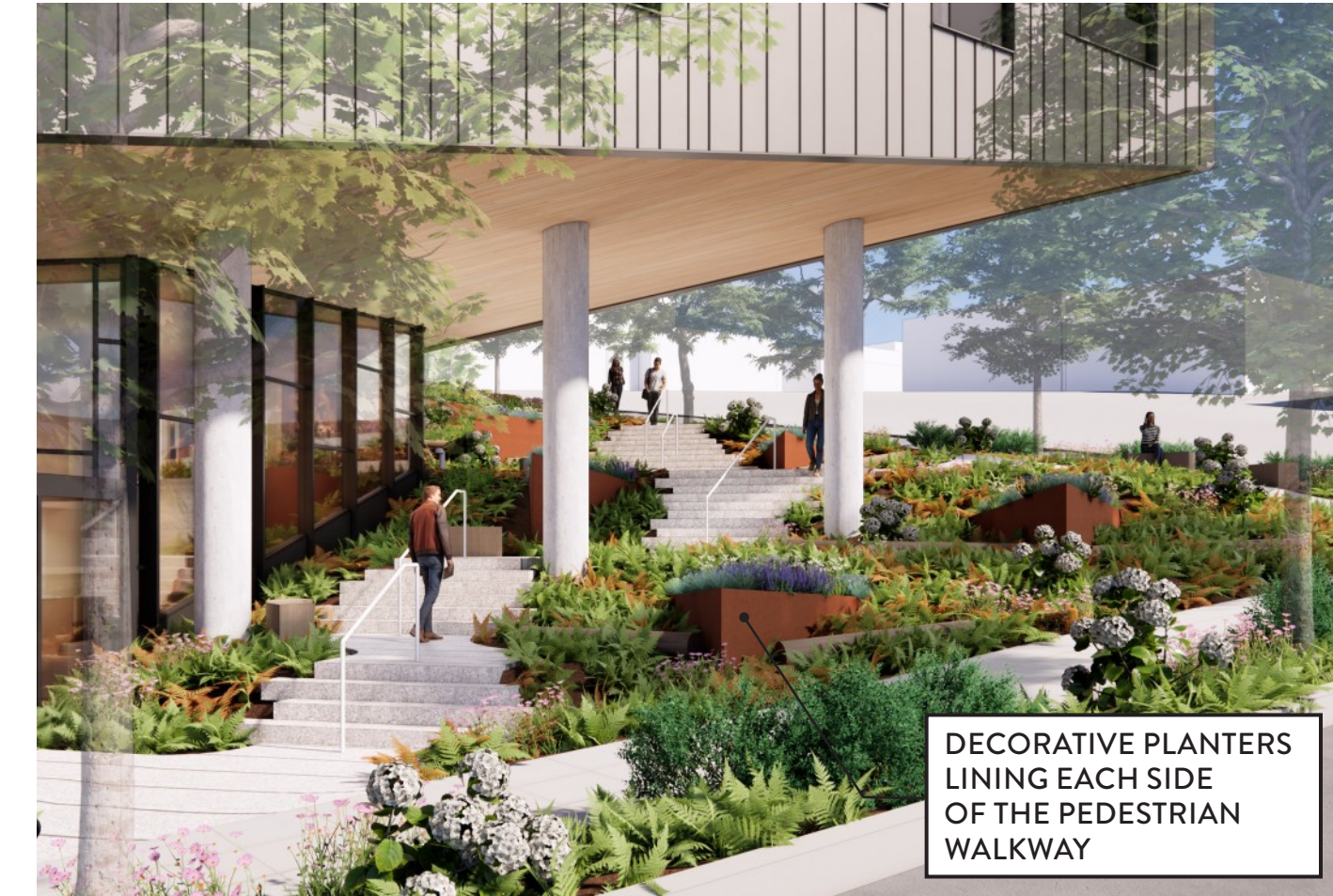
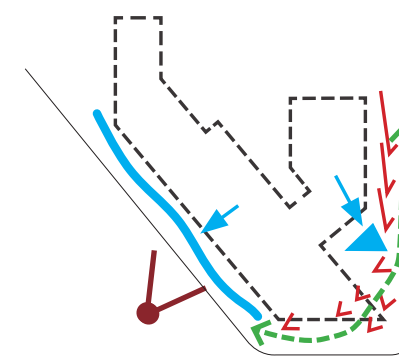
Stormwater is integrated in the site design in two areas, the Elliott frontage planters recall the former shoreline, while the mid-4th Avenue planters are situated in the terraced landscape of the large building setback. These two elements are connected through a series of sculptural elements and a pathway detailed to appear as if water worn. The people traversing this public pathway become the water connecting the two stormwater elements, with pollinator pathway planting providing further connection.



LONG STORMWATER PLANTER ALONG SIDEWALK

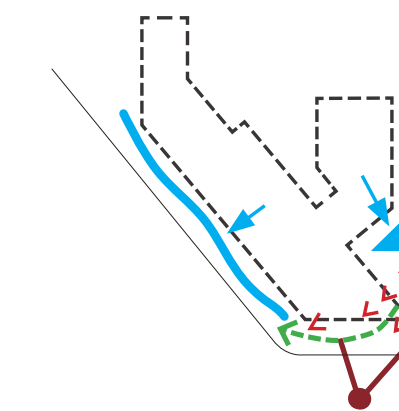
METAL RUNNEL BRINGING WATER TO THE STORMWATER PLANTER

ELLIOTT AVE | Looking at stormwater planters and runnel at Elliott Ave units



DECORATIVE PLANTERS LINING EACH SIDE OF THE PEDESTRIAN WALKWAY

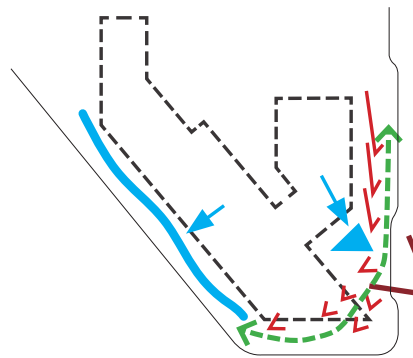
HARRISON ST | Looking at "prow" planters marching up along the pedestrian path



LARGE STORMWATER PLANTERS IN THE TERRACED LANDSCAPE

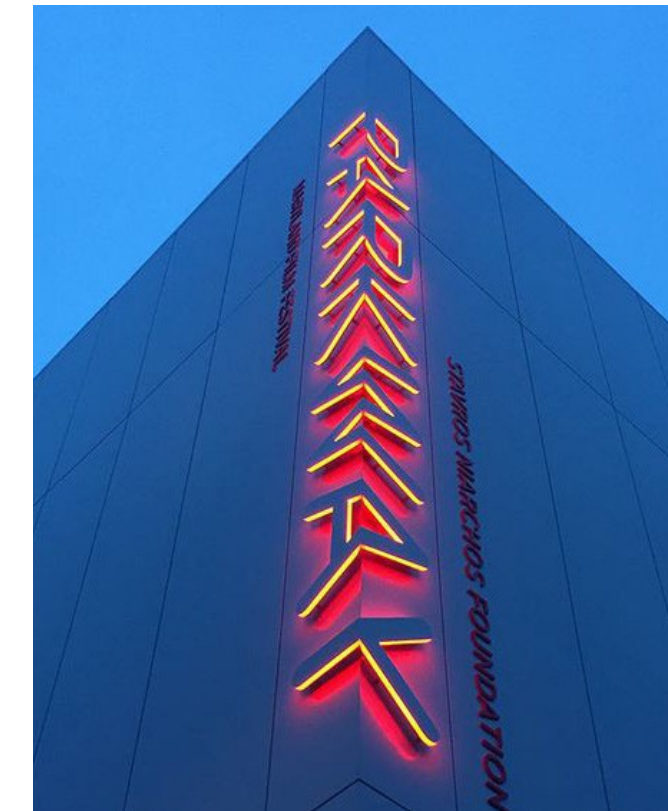
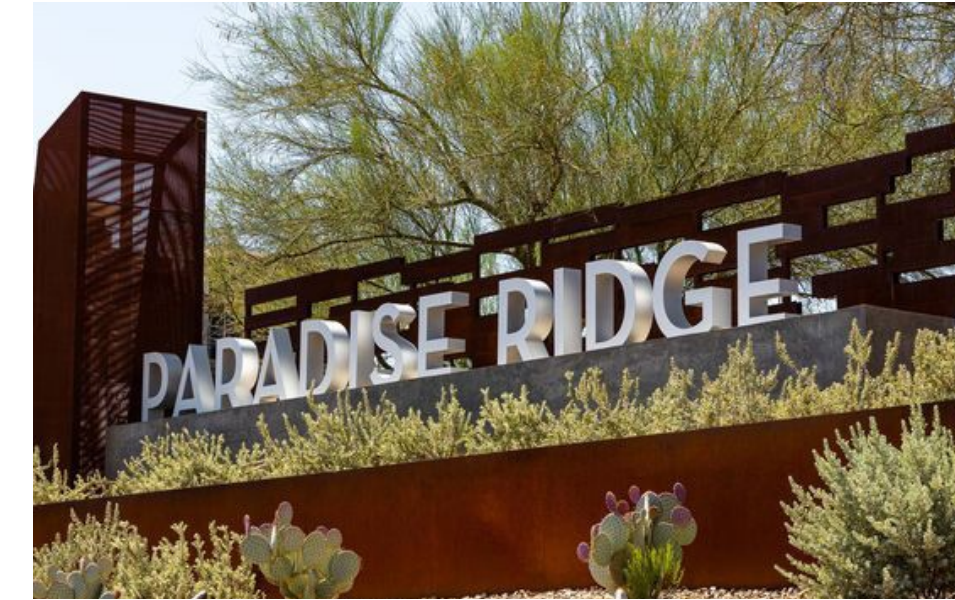
METAL RUNNEL BRINGING RUNOFF TO THE STORMWATER PLANTER

4TH AVE W | Looking at the large bioretention planters in the terraced landscape on 4th Ave W





B Residential Lobby Signage

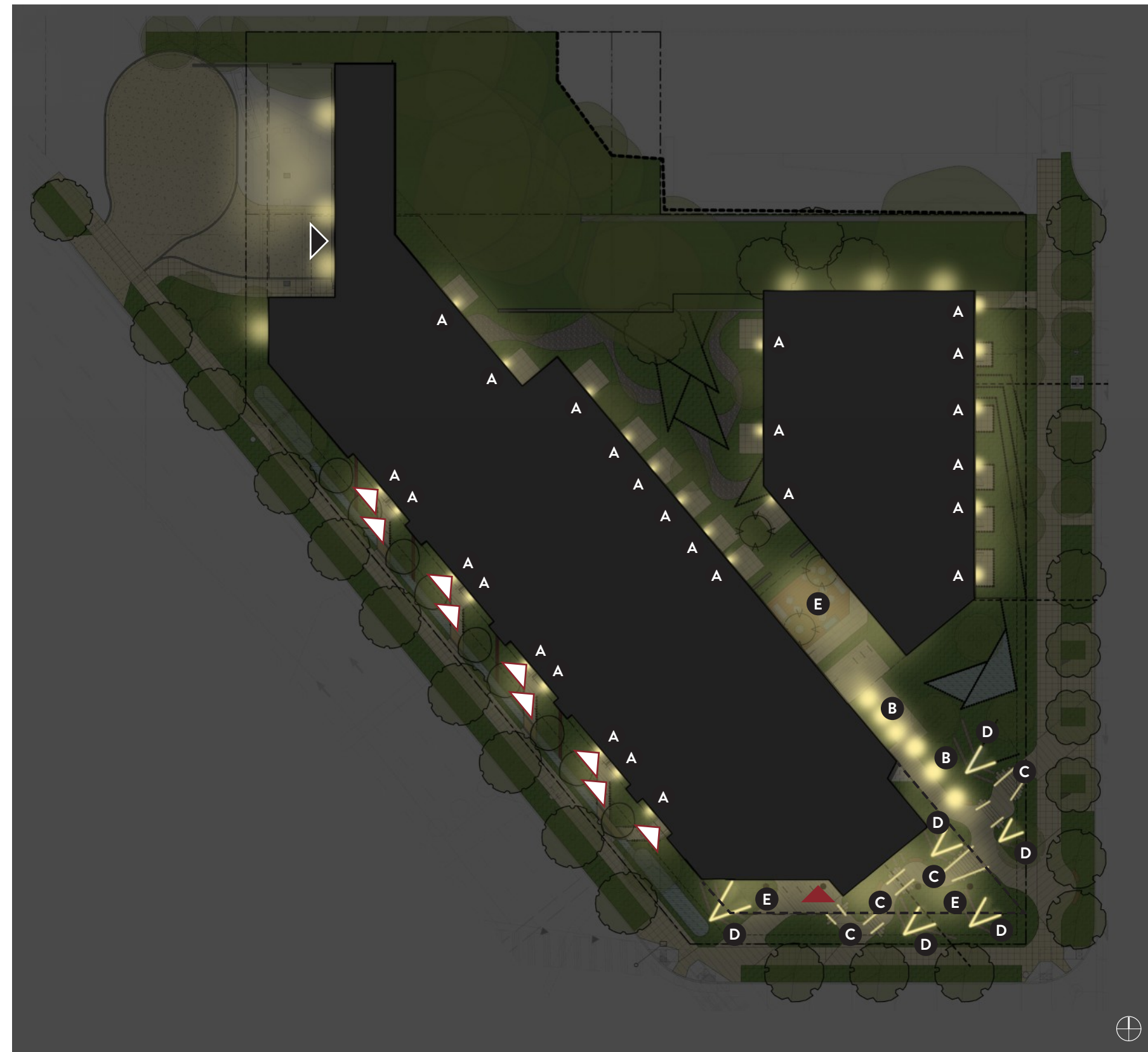


A Primary Building Signage

C Residential Unit Signage

D Parking Signage

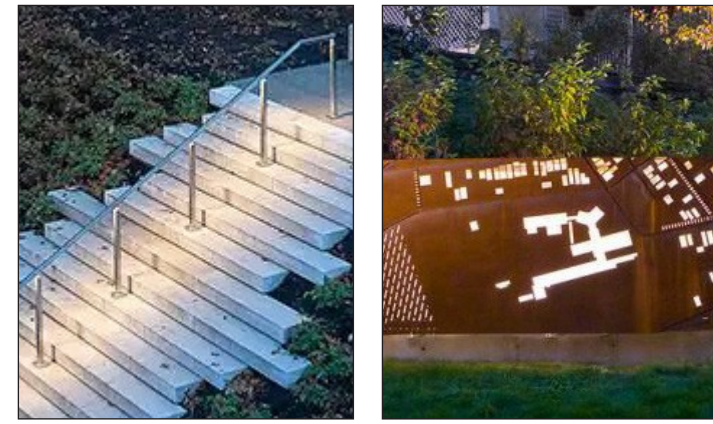
EXTERIOR LIGHTING DESIGN  
GROUND LEVEL



▶ Main Lobby Entry    
 ▶ Parking    
 ▷ At-grade Unit Entry



**A** Wall Light (Building Mounted)    
 **B** Pedestrian Bollard Light

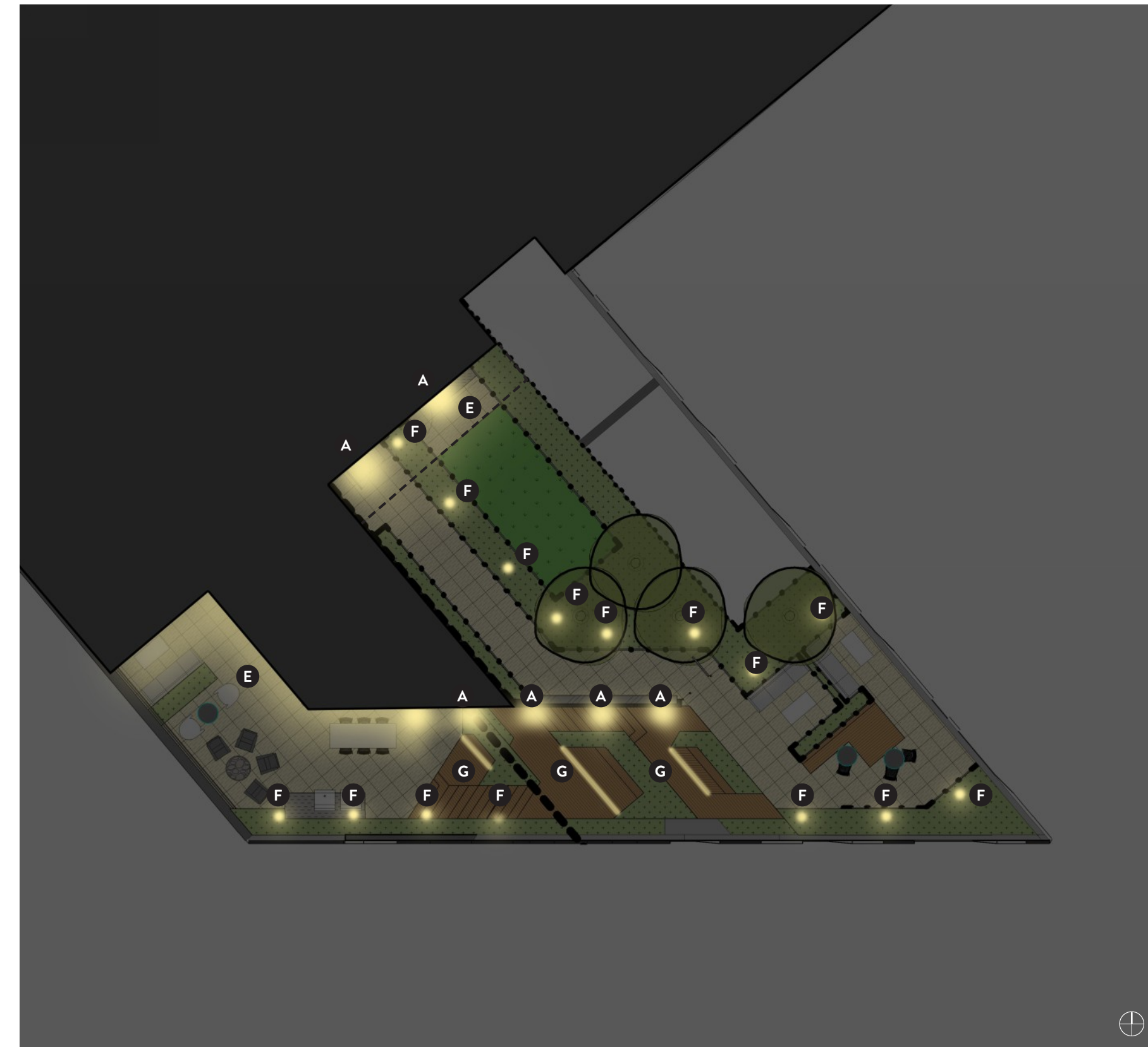


**C** Integrated Handrail Light    
 **D** Integrated Wall Light

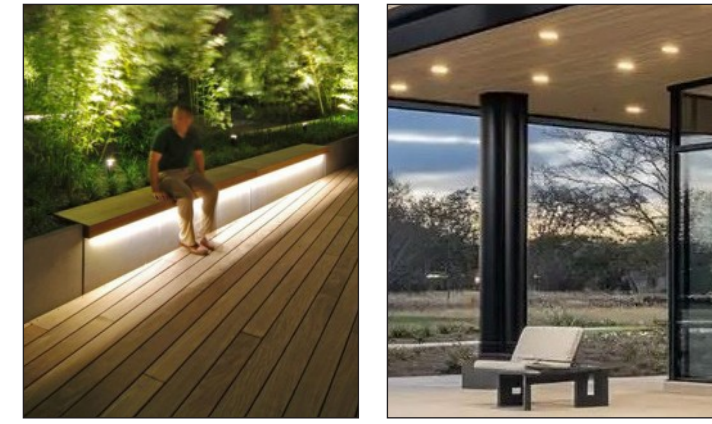


**E** Soffit Downlighting

EXTERIOR LIGHTING DESIGN  
ROOF LEVEL



**A** Wall Light (Building Mounted)    
 **F** Landscape Bollard Light



**G** Seating Integrated Light    
 **E** Soffit Downlighting Light

RENDERED PLAN  
HARDSCAPE MATERIALITY



RENDERED PLAN  
HARDSCAPE MATERIALITY



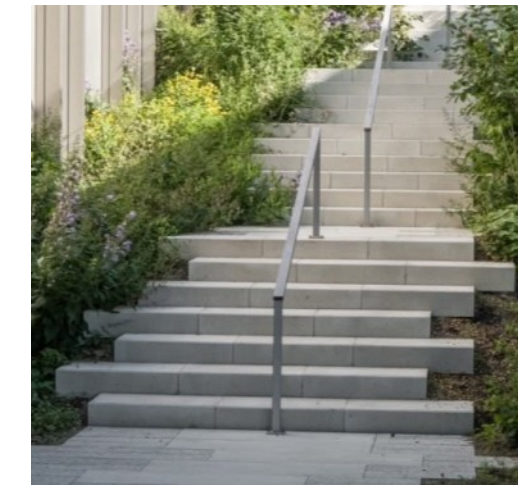
1 Specialty paving with medium etch and 2' banding



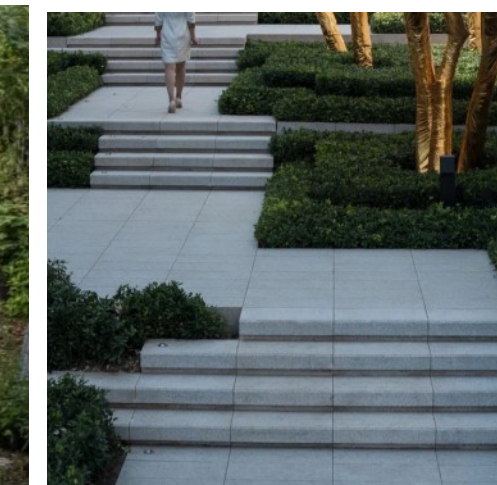
2 CIP concrete paving with silica topcast and 1' banding



3 Precast Seating Plinth



4 Hill-climb stair



5 Metal planter walls



6 Pollinator pathway planting and signage



7 Bench seating



8 Bike racks



9 Landscape logs



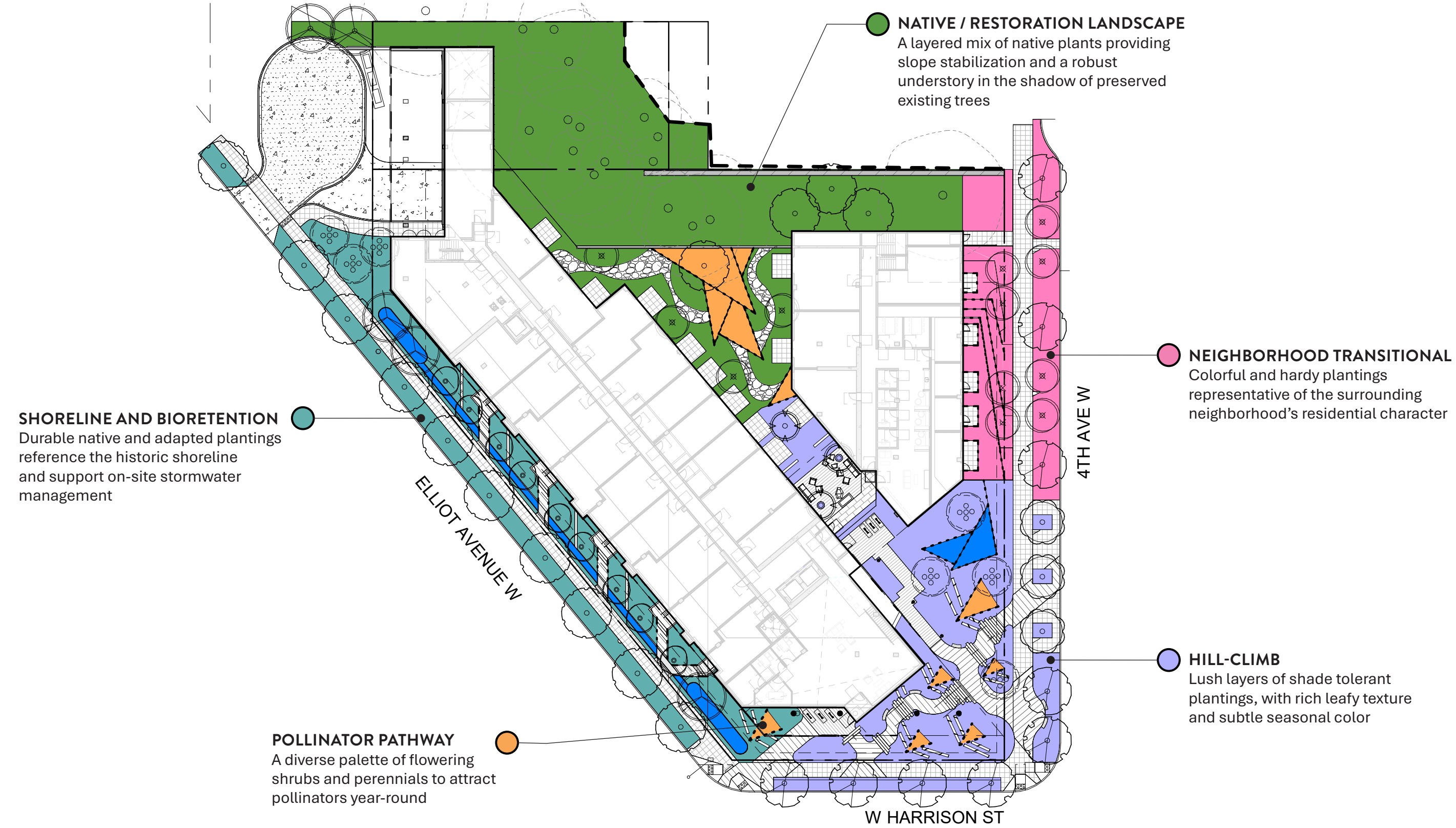
10 River rock dry streambed

# PLANTING CONCEPT

## PLANTING CHARACTER

# PLANTING CONCEPT

## PLANTING CHARACTER











NATIVE RESTORATION	SHRUBS	Gaultheria shallon Salal	Polystichum munitum Sword fern	Ribes sanguineum Red flowering currant	Symphoricarpos albus Snowberry	Vaccinium ovatum Evergreen huckleberry	Mahonia aquifolium Oregon grape	Mahonia nervosa Low Oregon grape		
	GROUNDCOVERS	Arctostaphylos uva-ursi Kinnikinnick	Blechnum spicant Deer fern	Vancouveria hexandra Inside out flower	PERENNIAL ACCENTS	Dicentra formosa Bleeding heart	Trillium ovatum Western trillium	Aruncus dioicus Goats beard	Maianthemum racemosum False solomon's-seal	Iris tenax Tough leaved iris
NEIGHBORHOOD TRANSITIONAL	SHRUBS	Abelia grandiflora 'Edward Goucher' Glossy abelia	Choisya ternata 'Aztec Pearl' Aztec Pearl Choisya	Itea virginica 'Little Henry' Virginia sweetspire		Rosa flower carpet peach Flower Carpet peach rose	Hydrangea quercifolia 'Pee Wee' Dwarf oakleaf hydrangea	Sarcococca ruscifolia Fragrant sweet box	Physocarpus opulifolius 'Diabolo' Diabolo ninebark	
	GROUNDCOVERS	Pachysandra terminalis 'Green Sheen' Japanese spurge	Geranium x cantabrigiense 'Biokovo' Biokovo cranesbill	Prunus l. 'Mt Vernon' Mt Vernon laurel	PERENNIAL ACCENTS	Achillea millefolium 'Summerwine' Yarrow	Crocosmia 'Walberton yellow' Crocosmia	Helleborus x hybridus 'Anna's Red' Red hellebore	Ligularia dentata 'Desdemona' Leopard plant	Schizostylis coccinea River lily

# PLANTING CONCEPT

## PLANTING CHARACTER

SHADY HILL-CLIMB

SHRUBS

*Asplenium scotopendrium*  
Harts tongue fern

*Cephalotaxus h. 'Duke Gardens'*  
Cowtail pine

*Clethra a. 'Hummingbird'*  
Hummingbird summersweet

*Hydrangea quercifolia 'Pee Wee'*  
Dwarf oakleaf hydrangea




*Mahonia eurybracteata*  
'Soft Caress'

*Polystichum munitum*  
Sword fern






*Polystichum setiferum*  
Soft shield fern

*Viburnum davidii*  
David viburnum

GROUNDCOVERS

PERENNIAL ACCENTS

*Blechnum spicant*  
Deer fern

*Liriope m. 'Monroe's White'*  
White lily turf

*Pachysandra terminalis*  
'Green Sheen' Japanese spurge

*Adiantum aleuticum*  
Western maidenhair fern


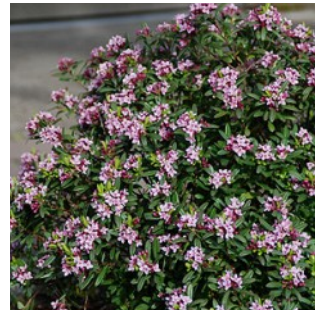

*Anemone sylvestris*  
Snowdrop windflower

*Bergenia 'Bressingham white'*  
White bergenia





*Helleborus x 'Ice n Roses'*  
White hellebore

*Dryopteris erythrosora*  
'Brilliance' Autumn fern

SHRUBS

GROUNDCOVERS

*Abelia g. 'Radiance'*  
Glossy abelia

*Daphne m. 'Lawrence Crocker'*  
Dwarf daphne

*Brunnera macrophylla*  
'Jack Frost' Siberian bugloss









*Carex flacca*  
'Blue Zinger' Blue Zinger sedge

*Geranium x cantabrigiense*  
'Biokovo' Biokovo cranesbill

*Rubus pentalobus*  
Creeping raspberry

*Liriope muscari*  
'Royal Purple' Lily turf

PERENNIAL ACCENTS

*Achillea m. 'Rosa Maria'*  
Yarrow

*Aquilegia v. stellata*  
'Blue Barlow' European columbine

*Aconitum*  
'Stainless Steel' Monkshood

*Echinacea purpurea*  
'Magnus' Purple coneflower

*Aster divaricatus*  
White wood aster

*Campanula p. 'Blue Waterfall'*  
Blue waterfall bell flower

*Gentiana asclepiadea*  
Willow gentian


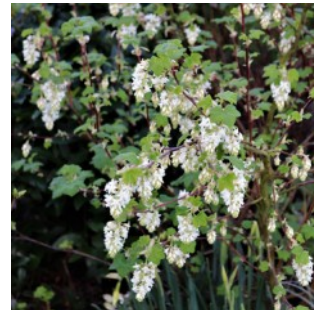


*Astrantia major*  
Masterwort

# PLANTING CONCEPT

## PLANTING CHARACTER

SHORELINE AND BIORETENTION

SHRUBS






*Polystichum munitum*  
Sword fern

*Ribes sanguineum*  
'White Icicle' White icicle flowering currant

*Viburnum davidii*  
David Viburnum

*Mahonia eurybracteata*  
'Soft Caress'

GROUNDCOVERS

*Asarum caudatum*  
Wild ginger






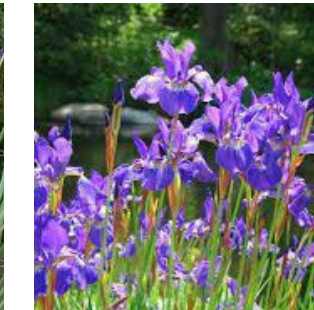

*Blechnum spicant*  
Deer fern

*Gautheria shallon*  
Salal

*Liriope muscari*  
'Royal Purple' Lily turf

*Juncus patens*  
Common rush

PERENNIAL ACCENTS

*Anemone sylvestris*  
Snowdrop windflower

*Camassia leichtlinii*  
Leichtlin's camass

*Gunnera manicata*  
Giant rhubarb




*Helleborus niger*  
'Double Fantasy'

*Iris ensata*  
'Variegata' Variegated Japanese iris

*Iris sibirica 'Caesar's Brother'*  
Siberian iris

*Iris sibirica 'Gull's Wing'*  
Siberian iris

PERENNIAL ACCENTS

*Ligularia stenocephala*  
'The Rocket' Leopard plant

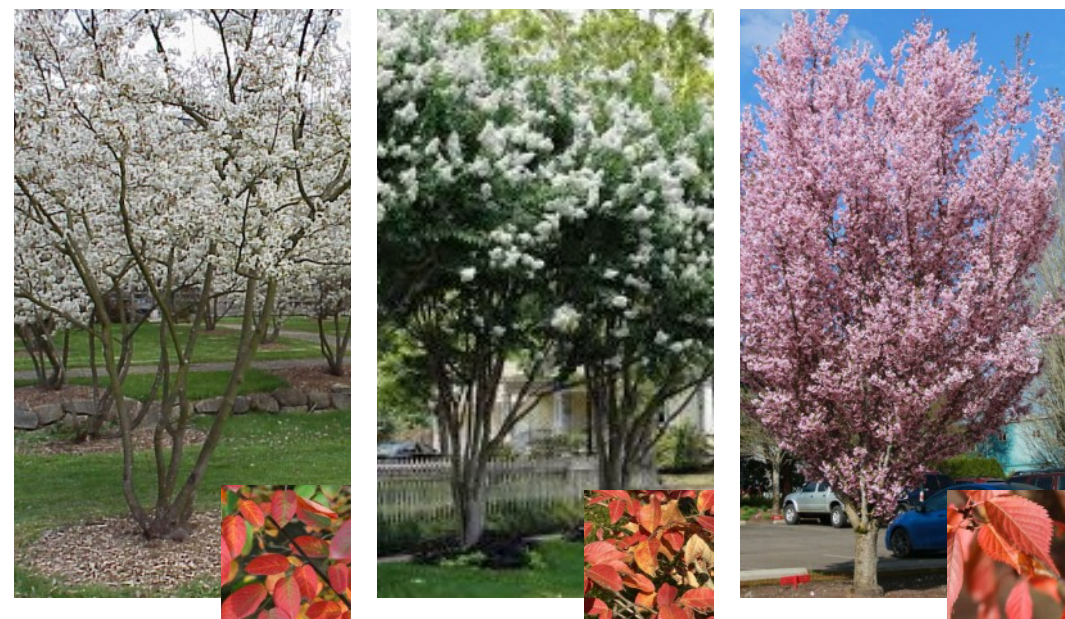
*Rodgersia aesculifolia*  
Fingerleaf rodgersia

*Scirpus microcarpus*  
Panicked bulrush

# PLANTING CONCEPT AT-GRADE TREES



● Platanus acerifolia  
London planetree  
● Crataegus phaenopyrum  
Washington Hawthorne  
● Liquidambar styraciflua  
Sweetgum



● Amelanchier grandiflora  
'Autumn Brilliance' Serviceberry  
● Lagerstroemia 'Natchez'  
Natchez crepe myrtle  
● Prunus sargentii  
'Pink Flair' Pink flair cherry  
● Ulmus a. 'Princeton'  
American elm  
● Acer palmatum  
'Osakazuki' Osakazuki Japanese maple

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# 04 | DEPARTURES

## DEPARTURE 1 FAR & HEIGHT INCREASE

### DEVELOPMENT STANDARD

#### SMC 23.41.012.B.10 Floor Area Ratio

b) Departures of up to an additional 0.5 FAR may be granted if the applicant demonstrates that:

1. The departure is needed to protect a tree that is located on the lot that is either a Tier 1 or Tier 2 tree, as defined in Section 25.11.130; and
2. Avoiding development in the tree protection area will reduce the total development capacity of the site

#### SMC 23.41.012.B.11 Structure Height

f) Departures of up to 10 feet of additional height may be granted if the applicant demonstrates that:

1. The departure is needed to protect a tree that is located on the lot that is either a Tier 1 or Tier 2 tree, as defined in Section 25.11.130; and
2. Avoiding development in the tree protection area will reduce the total development capacity of the site

### REQUESTED DEPARTURE

The project requests departures to allow the increase of FAR by 0.5 in the C2-55 zone to 4.25 and structure height increase in the C2-55 by 10 feet to 65 ft, in order to preserve existing Tier 2 trees on site.

### DEPARTURE JUSTIFICATION

The setting back of the building at the northwest portion of the building mass in order to preserve to the greatest extent possible the Tier 2 trees on site as well as adjacent trees will outright reduce the development capacity of the project site. The setback extends from the Level 1 garage level up to the top of the building.

In a comparative study of the impacts to the building with baseline FAR and structure height, it was determined that approximately 17 residential dwelling units and 14 parking stalls would need to be omitted when setting back to protect the existing Tier 2 and surrounding trees.

City and neighborhood guidelines encourage the preservation of existing landscapes and natural habitats there within (CS1.D.1 & Uptown CS1.2, City DC3.C.3). The Tier 2 trees on site are part of an existing network of trees and greenery that span beyond the project site. The proposed massing sets back the building massing to minimize the impact both the Tier 2 trees and the surrounding landscape. The proposed massing carries the emphasis on the existing landscape further and incorporates it directly into the building design to allow the massing to be shaped by it (City DC2.C.3).

Preserving the existing trees will also inherently require the minimization of the impact of the existing sloped landscape. The building being setback from the trees and slope will create a greater buffer zone between the proposed building and the neighboring buildings to the north (City CS2 D.2).

The evaluation of impacts of the extra floor level from the FAR and structure height increase is minimal given the bulk and scale of the neighboring buildings to the north and their anticipated development capacity based on MR zoning (City C2.D.1). The preferred massing scheme is situated as far south against Elliott Ave and Harrison St as allowed and at the base of the existing slope. The MR zoned lots to the north have a development height capacity of up to 80' and would likely be measured from Republican St, at the top of the existing slope. Additionally, the NW corner of the site has itself the 80' zoning height, within which a portion of the building may be built to beyond the requested 65' directly in front of neighboring buildings. Therefore impacts to views and from building shadows are at a smaller degree given these factors.

### SUPPORTING DESIGN GUIDELINES

City CS1.D.1 On-Site Features

Uptown CS1.2 Plants And Habitat

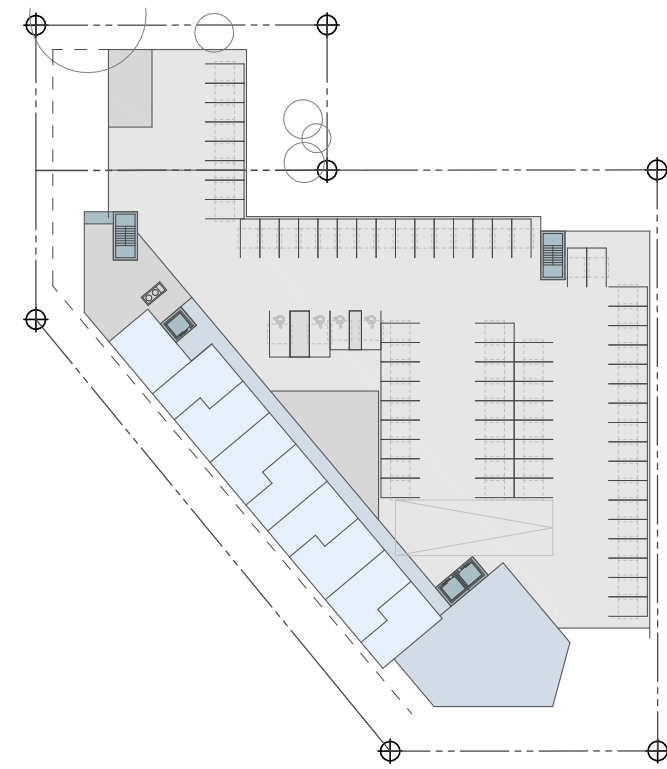
City CS2.D.1 Existing Development & Zoning

City CS2.D.2 Existing Site Features

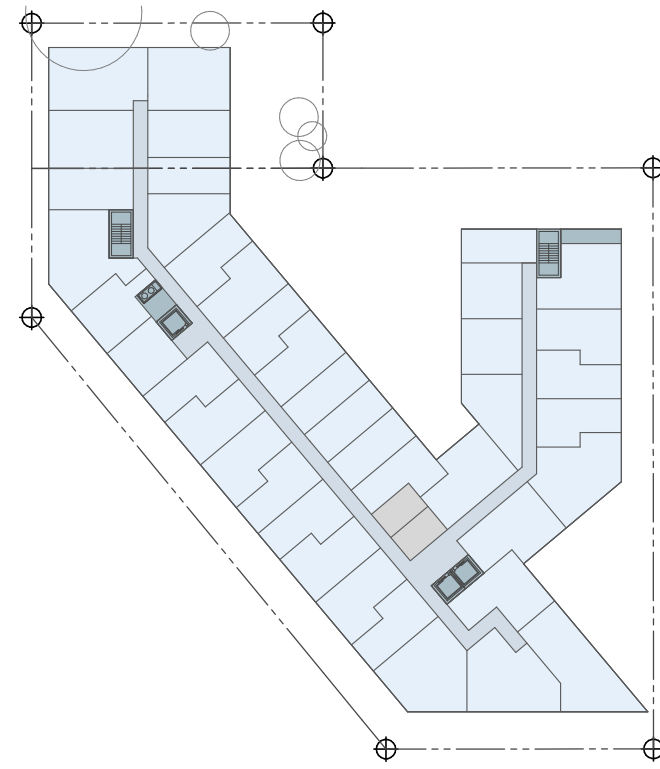
City DC2.C.3 Fit with Neighboring Building

City DC3.C.3 Support Natural Areas

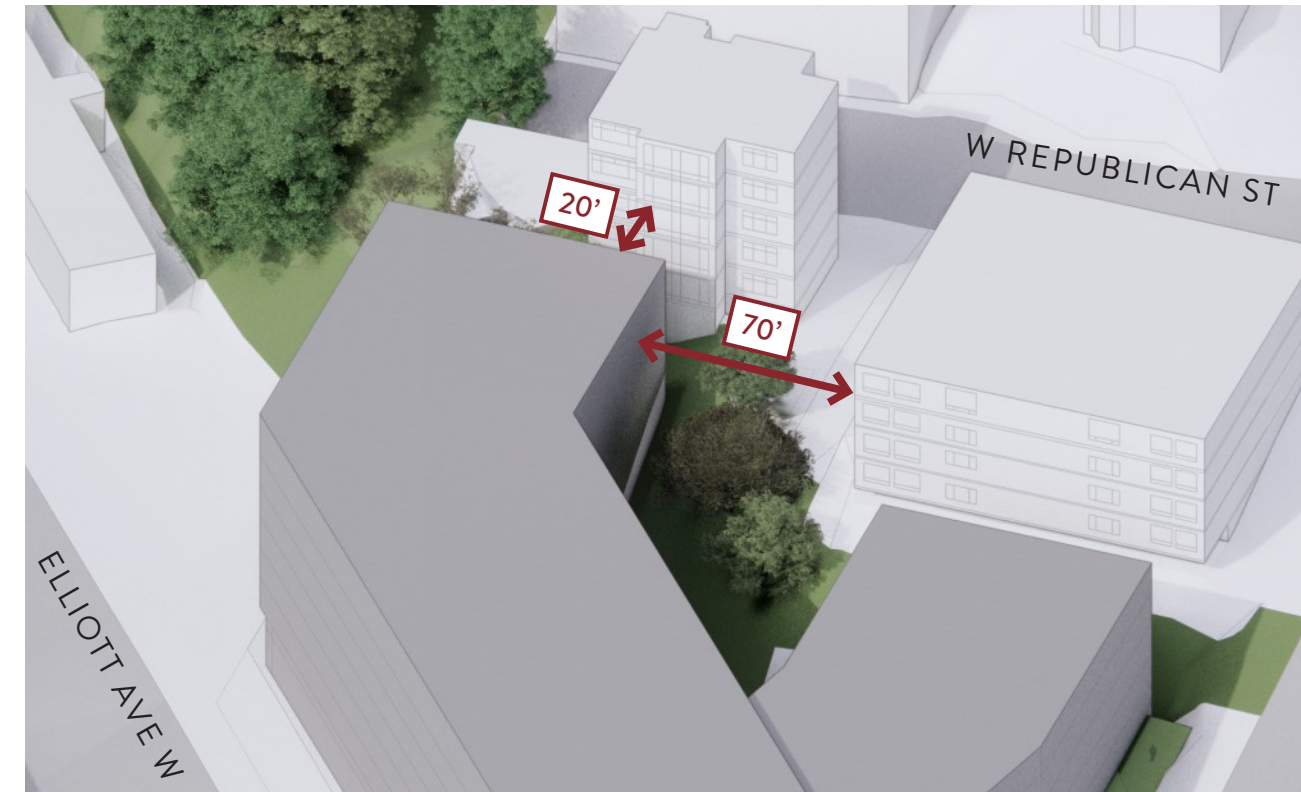
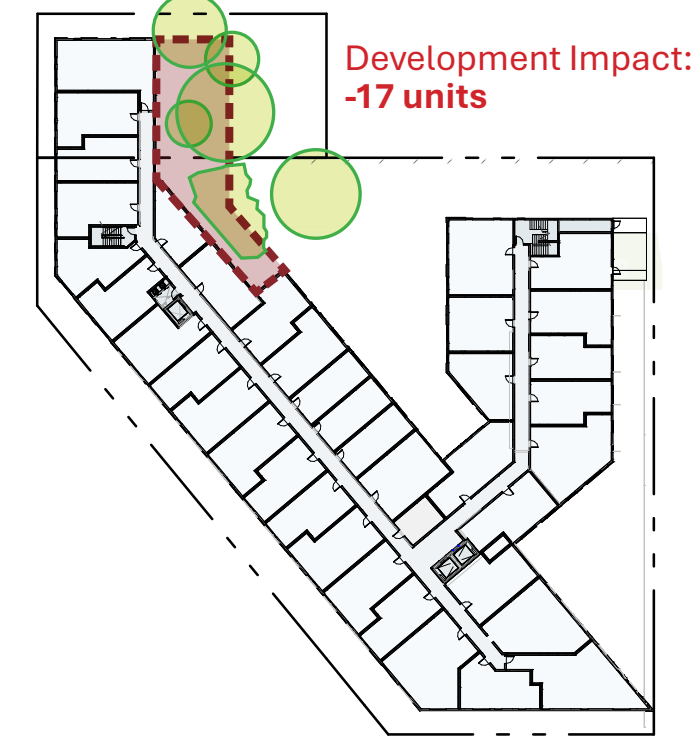
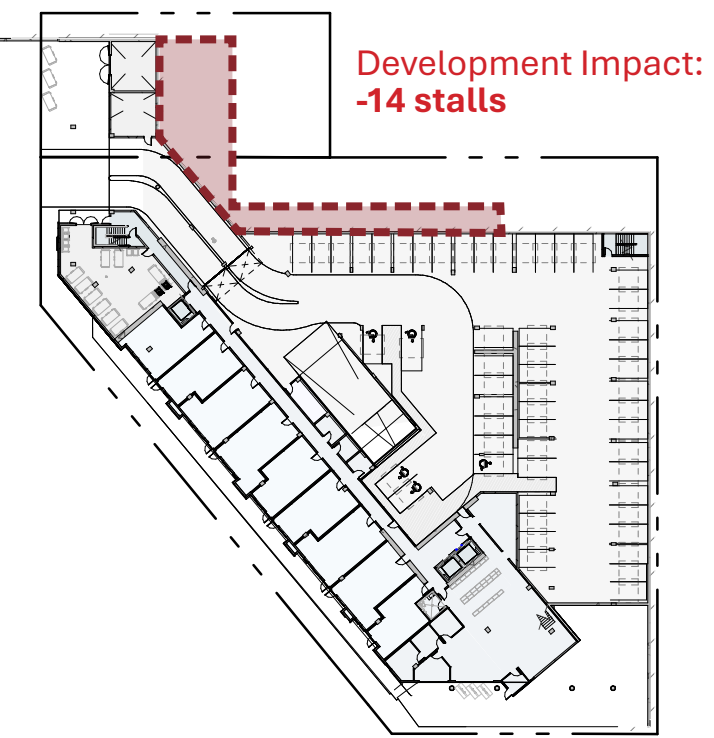
**DEPARTURE 1**  
FAR & HEIGHT INCREASE



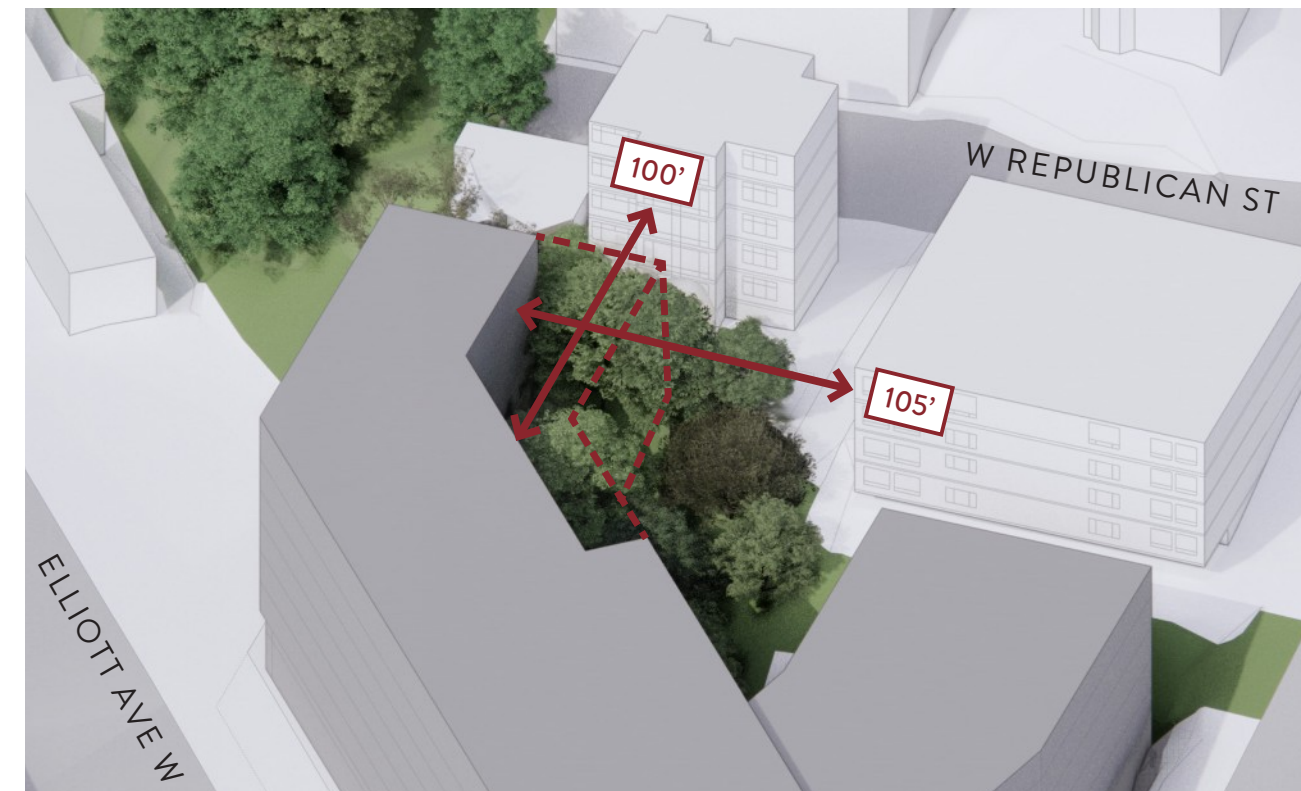
**CODE COMPLIANT** | Level 1 and Typical Plan



**PROPOSED** | Level 1 and Typical Plan



**CODE COMPLIANT** | Aerial showing development capacity not impacted.



**PROPOSED** | Aerial showing setback and impacted development capacity

**DEPARTURE 1**  
FAR & HEIGHT INCREASE



**CODE COMPLIANT** | 55' Structure Height - View looking north on Elliott Ave



**PROPOSED** | 65' w/ departure - View looking north on Elliott Ave



**CODE COMPLIANT** | 55' Structure Height - View looking south on Elliott Ave

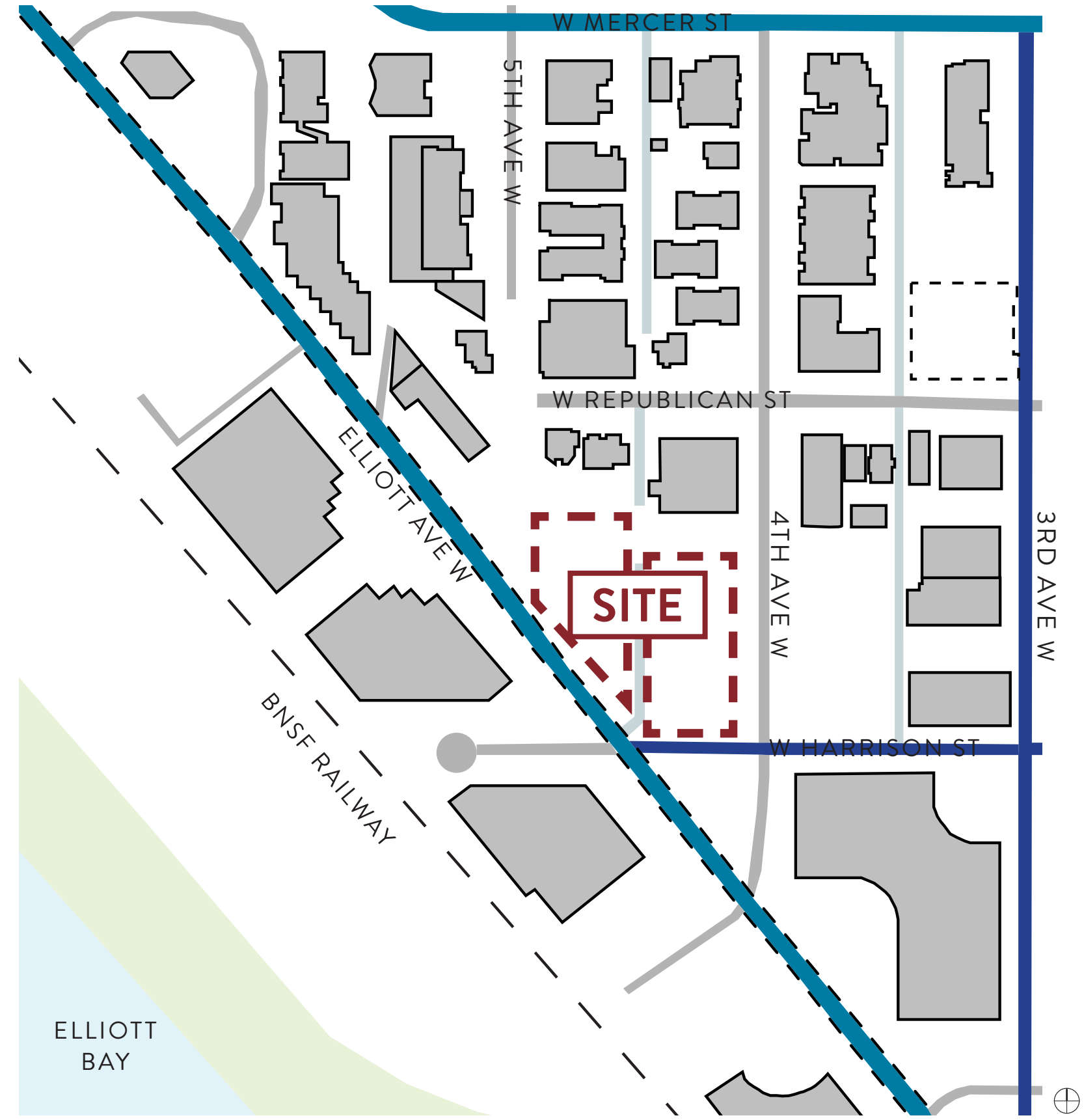


**PROPOSED** | 65' w/ departure - View looking south on Elliott Ave

04 | APPENDIX

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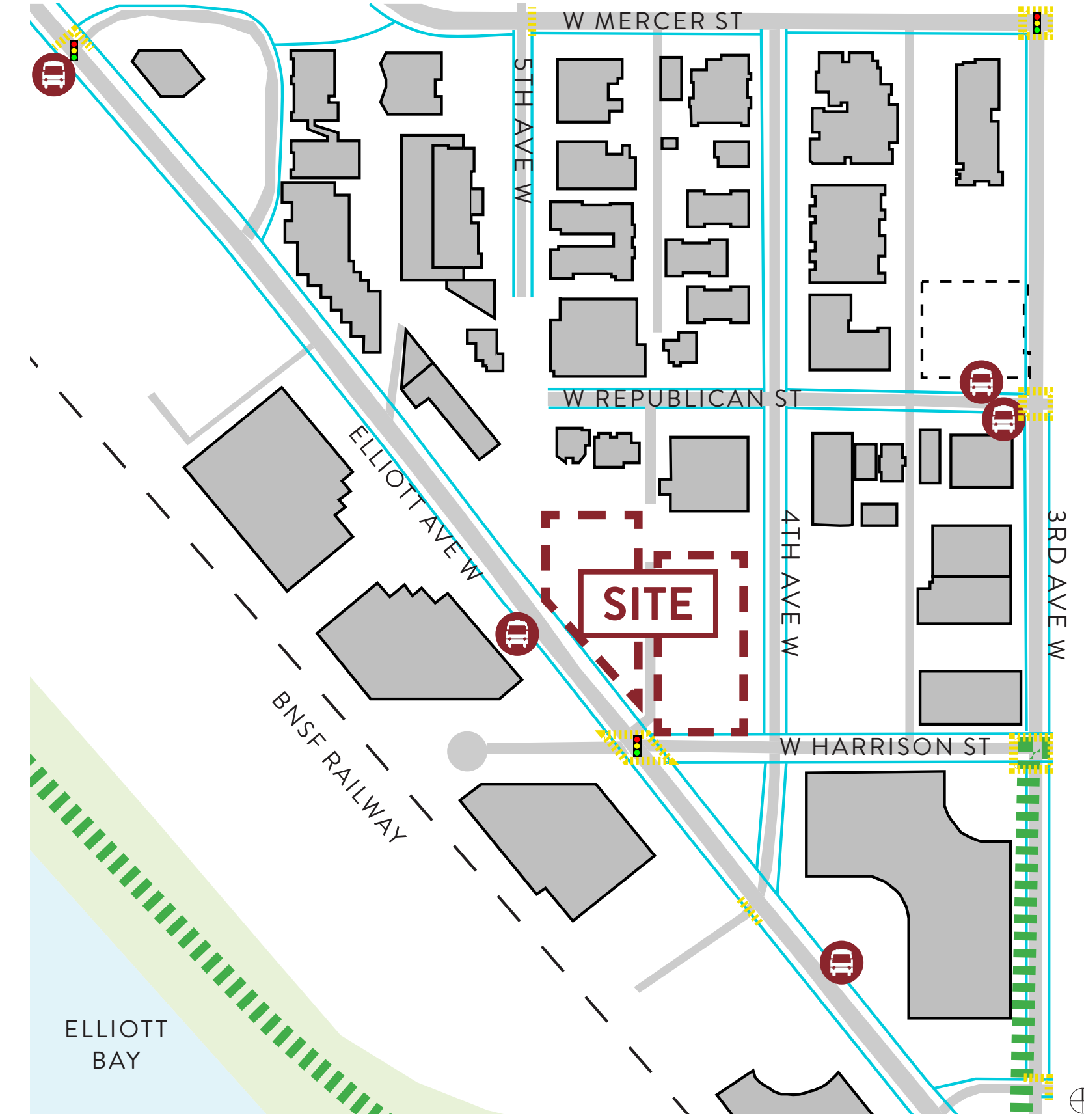
9 BLOCK ANALYSIS  
STREETS AND ALLEYS



STREET CLASSIFICATIONS

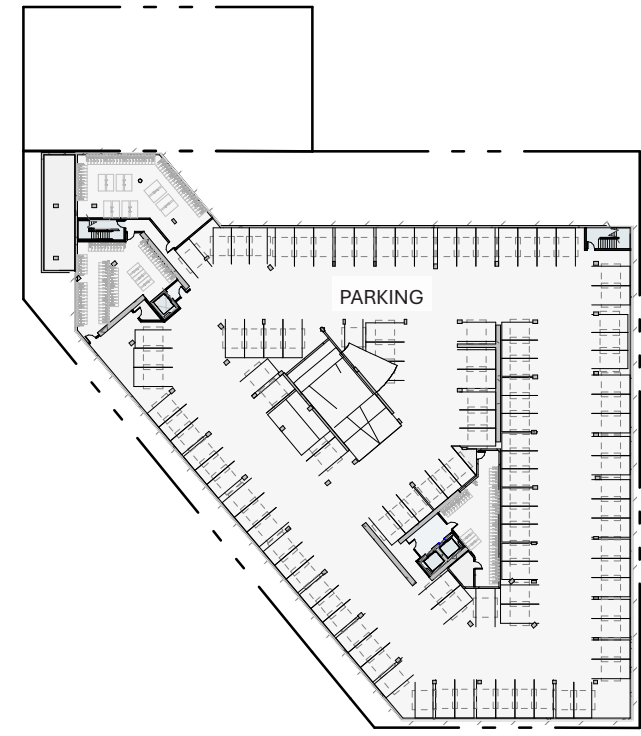
- █ Principal Arterial
- █ Collector Arterial
- Major Freight
- Not Classified
- Alley

9 BLOCK ANALYSIS  
PEDESTRIAN MOVEMENTS

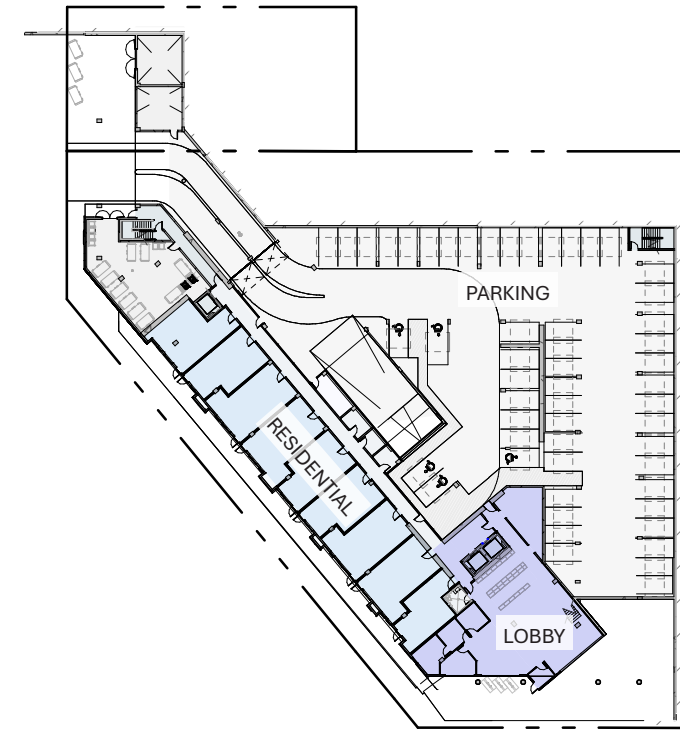


LEGEND

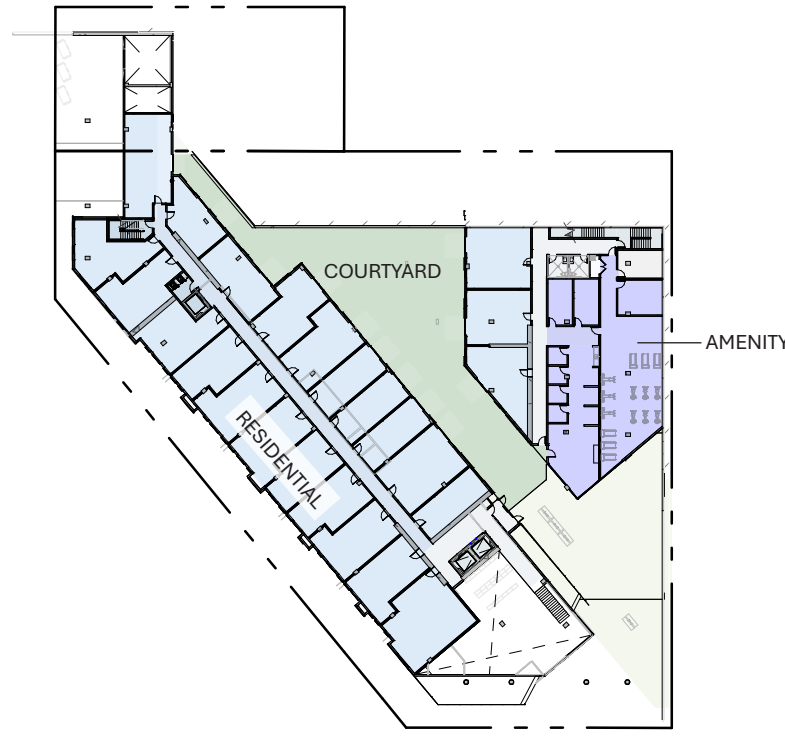
- Marked Crosswalk
- Bike Path
- Ⓚ Bus Stop
- Ⓚ Traffic Light



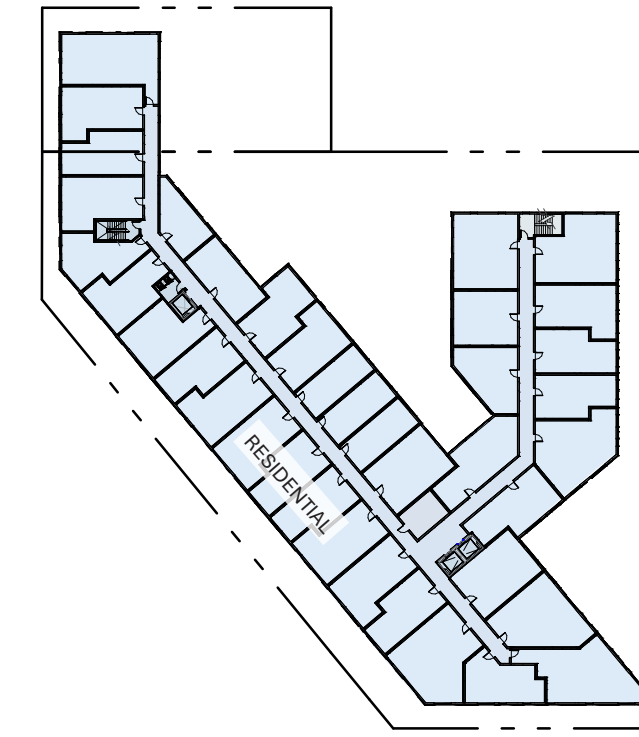
LEVEL P1



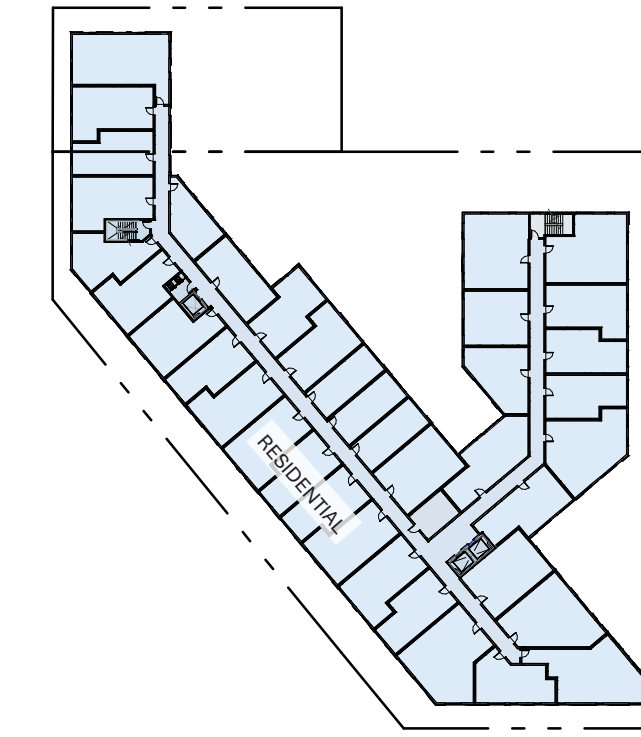
LEVEL 1



LEVEL 2



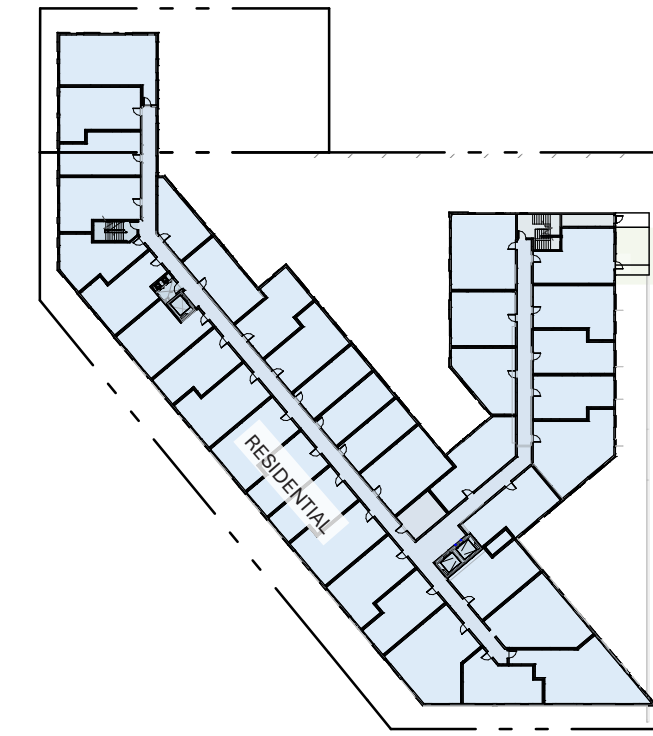
LEVEL 6



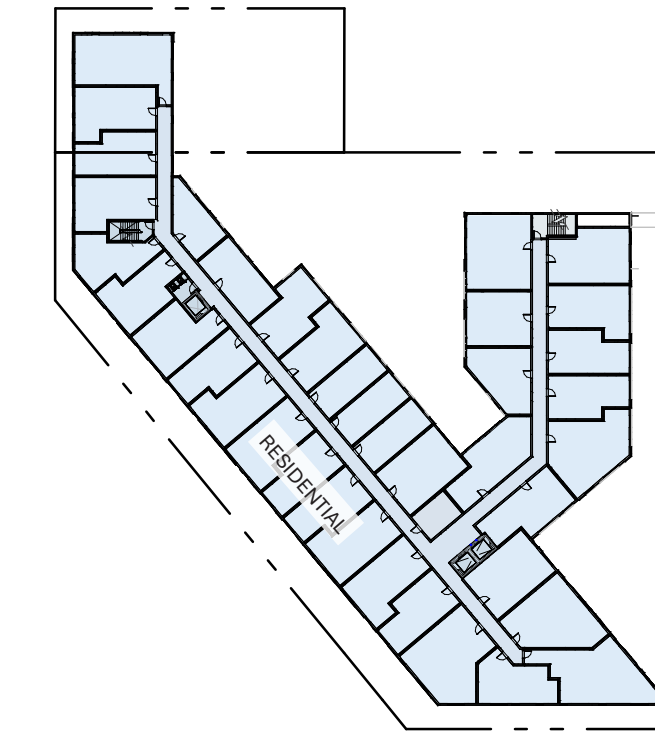
LEVEL 7



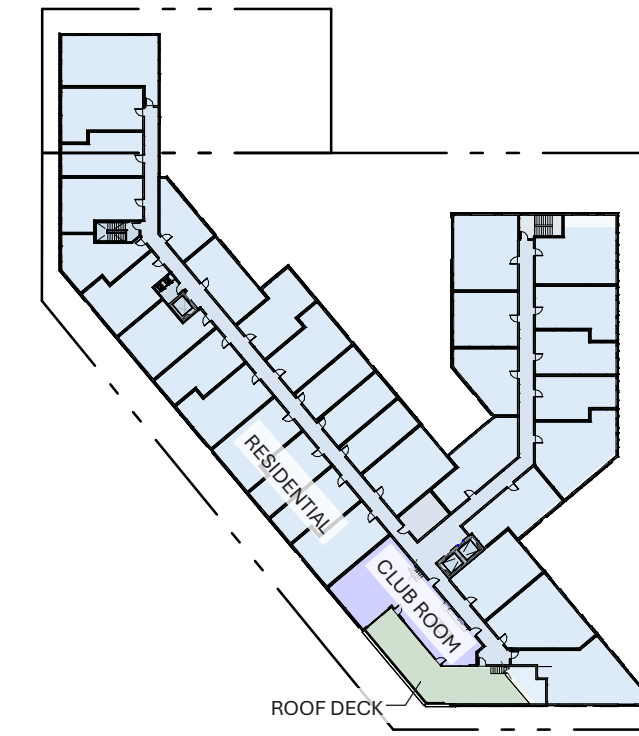
LEVEL 3



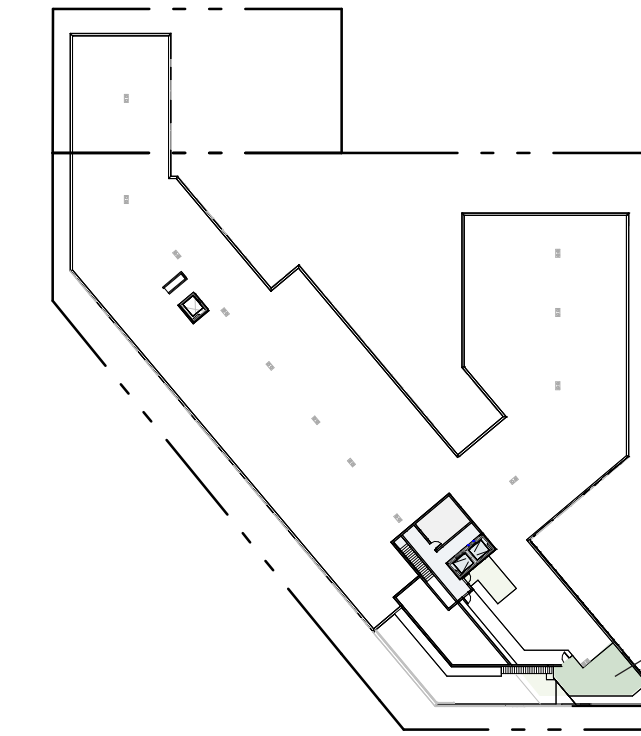
LEVEL 4



LEVEL 5



LEVEL 8



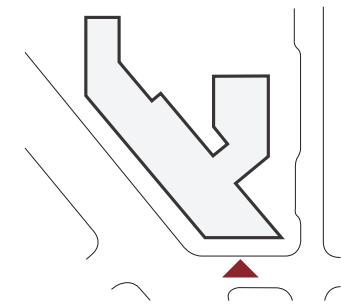
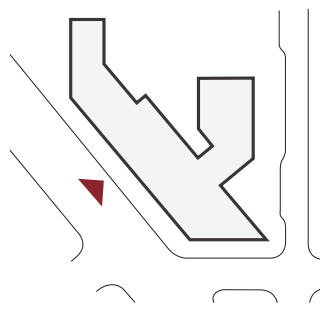
ROOF LEVEL

- RESIDENTIAL UNITS
- INTERIOR AMENITY
- EXTERIOR AMENITY

**BUILDING DESIGN**  
ELEVATIONS



RENDERED BUILDING ELEVATION - ELLIOTT AVE W

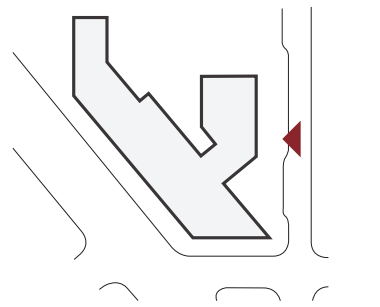


RENDERED BUILDING ELEVATION - W HARRISON ST

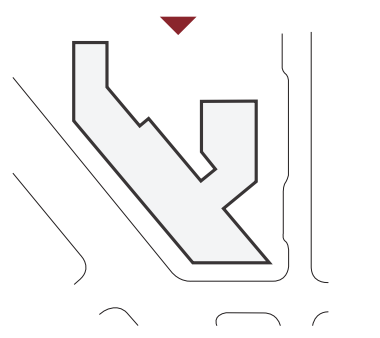
**BUILDING DESIGN**  
ELEVATIONS



RENDERED BUILDING ELEVATION - 4TH AVE

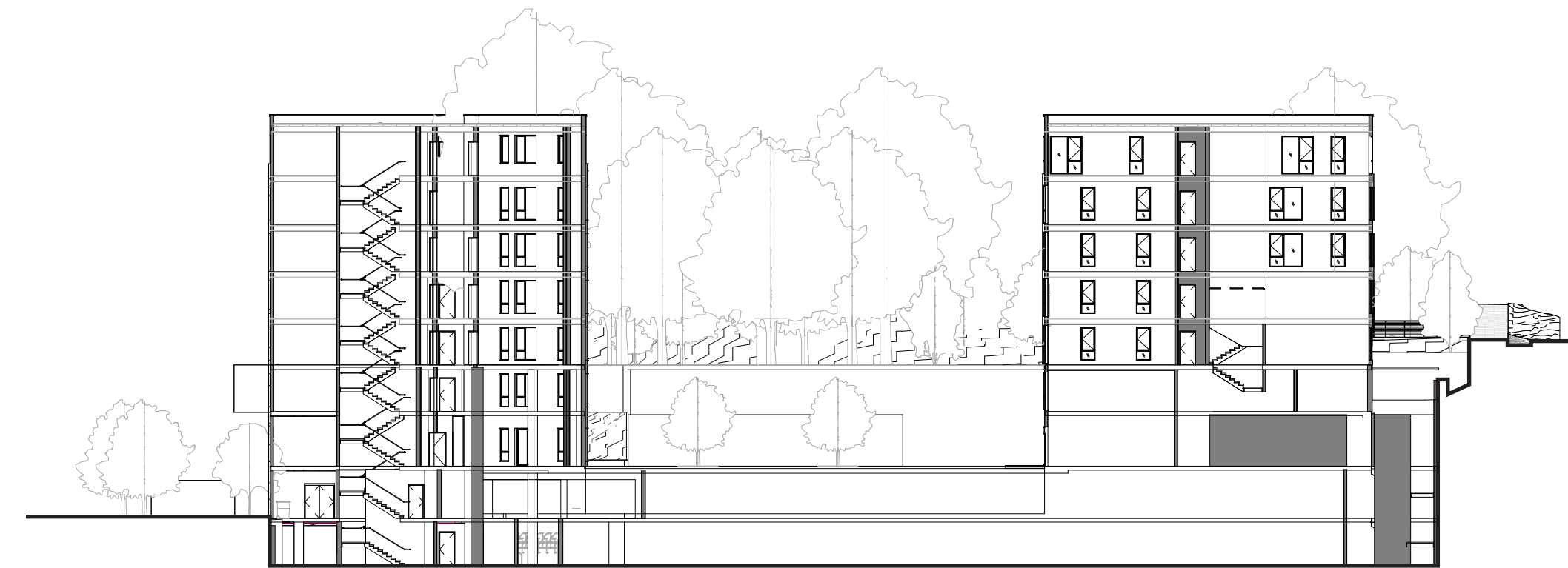


RENDERED BUILDING ELEVATION - NORTH FACADE





BUILDING SECTION - PARALLEL TO ELLIOTT



BUILDING SECTION - EAST / WEST

