



SITE LOCATION

3257 HARBOR AVENUE SW

HARBOR AVENUE SOUTHWEST APARTMENTS
DESIGN COMMISSION MEETING - PRE-PETITION REVIEW

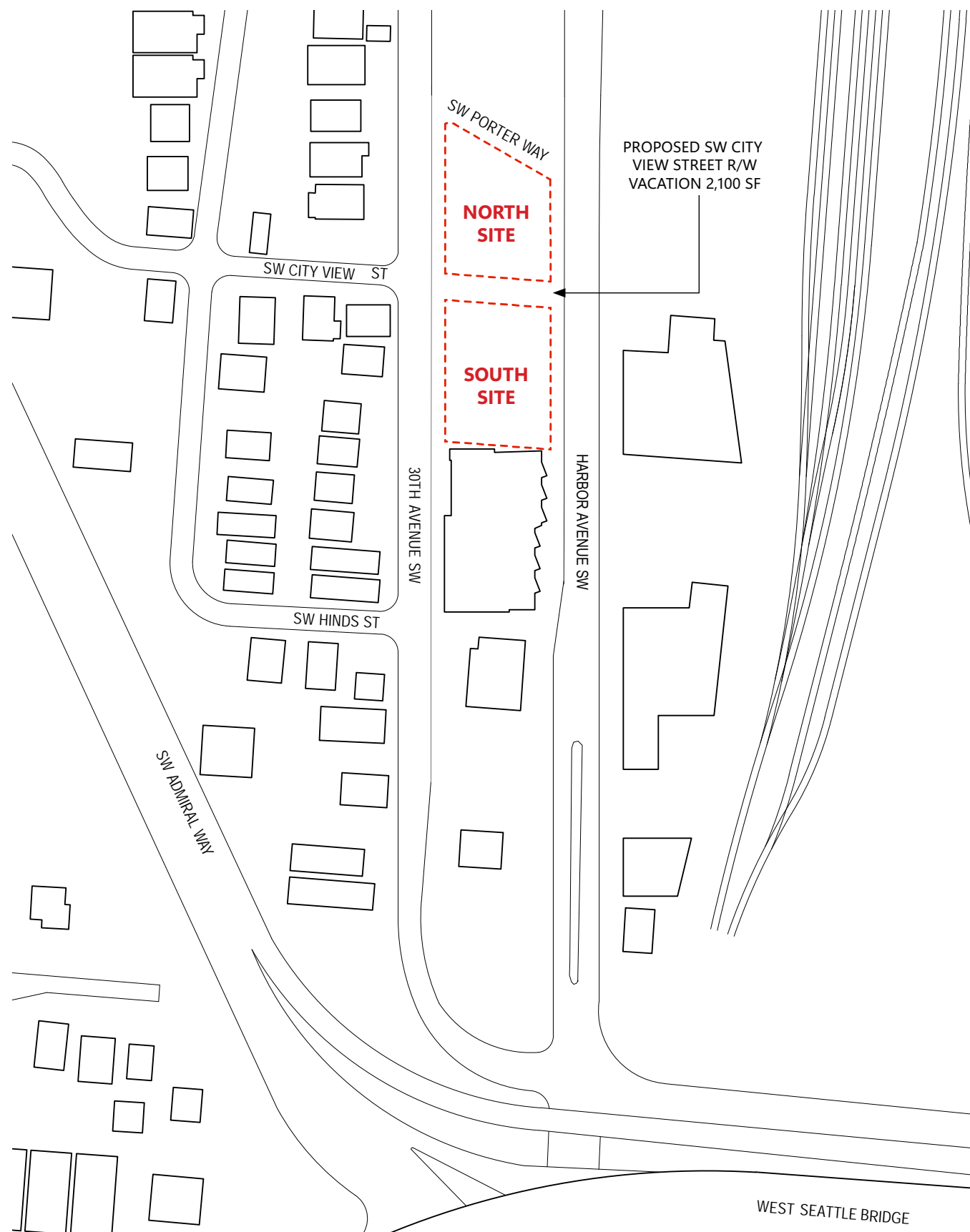
PROJECT DESCRIPTION

The proposed project is an eight-story residential building containing approximately 166 residential units. The vacant lot slopes down from 30th Avenue to Harbor Avenue facing the amazing view of Port of Seattle - Terminal 5.

The project aspires to provide affordable and high-quality apartments and a design that is sympathetic to the scale of the adjacent residential neighborhood while taking advantage of the scenic views.

PROJECT INFORMATION

Address	3257 Harbor Avenue SW
Site Area	24444.02 sf
Zoning	C1-55
Overlay	No Overlay
FAR	3.75
Amenity	5% total gross floor area in residential use
Height	55
Green Factor	0.3
Parking	0 spaces proposed /required



N
EXISTING SITE AND PROPOSED ROW VACATION

RIGHT-OF-WAY (ROW) VACATION OBJECTIVES

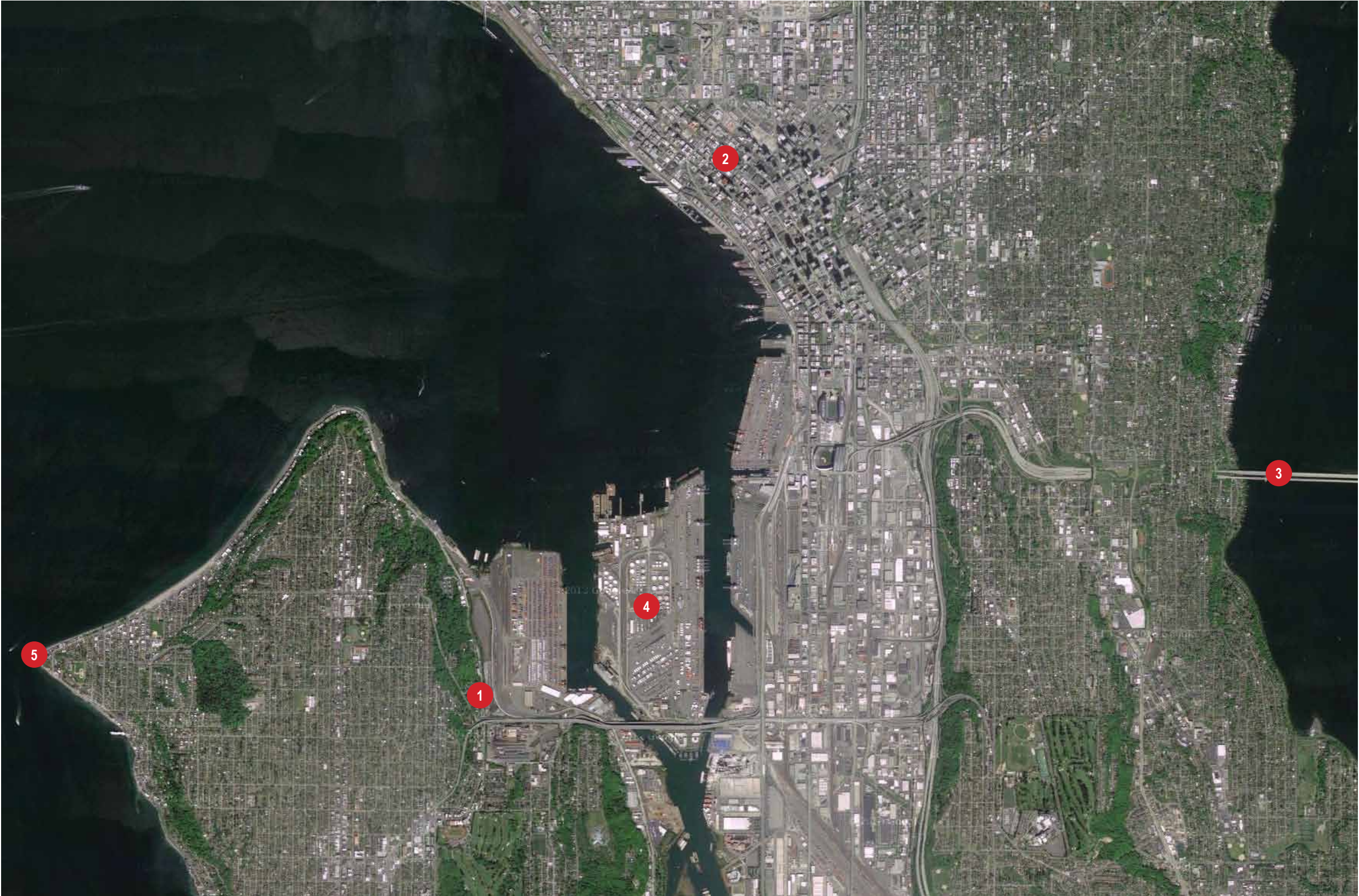
The project has initiated an application to vacate an unopened right-of-way to adjoin two subject parcels with SW City View St, an unimproved street that bisects the properties. The unimproved section of SW City View St has a grade of approximately 42.9%, making it unfeasible for vehicular traffic according to www.seattle.gov/transportation/steepest. Due to the steep topography, the project has an opportunity to utilize this right-of-way to address the community's critical housing needs.

By vacating the ROW, the project can reallocate the land to better serve the community, creating equitable, sustainable, and affordable housing within this development to promote a diverse and inclusive neighborhood.

RIGHT-OF-WAY (ROW) VACATION KEY BENEFITS

By reallocating the right-of-way, the project will create additional housing units, addressing critical housing shortages, and foster a diverse and inclusive community by providing a mix of housing options that cater to different demographics. We believe that everyone deserves a beautiful place to call home and we offer a range of unit options to suit different budgets, ensuring that high-quality living is accessible and affordable for all.

- **Affordable Housing:** The development will include affordable housing options, making it accessible to a broader range of income levels.
- **Social Cohesion:** By integrating various types of housing, the project encourages social interaction and community building among residents.
- **Enhanced Frontage design:** The design includes a planting strip in compliance with frontage requirements, featuring a 6-inch minimum curb, 6-foot sidewalk widths, and street trees within a 5'-6" wide planting strip on the Harbor Ave frontage.
- **Enhanced Walkability:** The project will improve pedestrian pathways and connectivity, making the neighborhood more walkable and accessible.
- **Amenities:** The development will facilitate combined residential, commercial, and community spaces including: community rooftop deck, fitness center, facilities for dogs and indoor amenities.



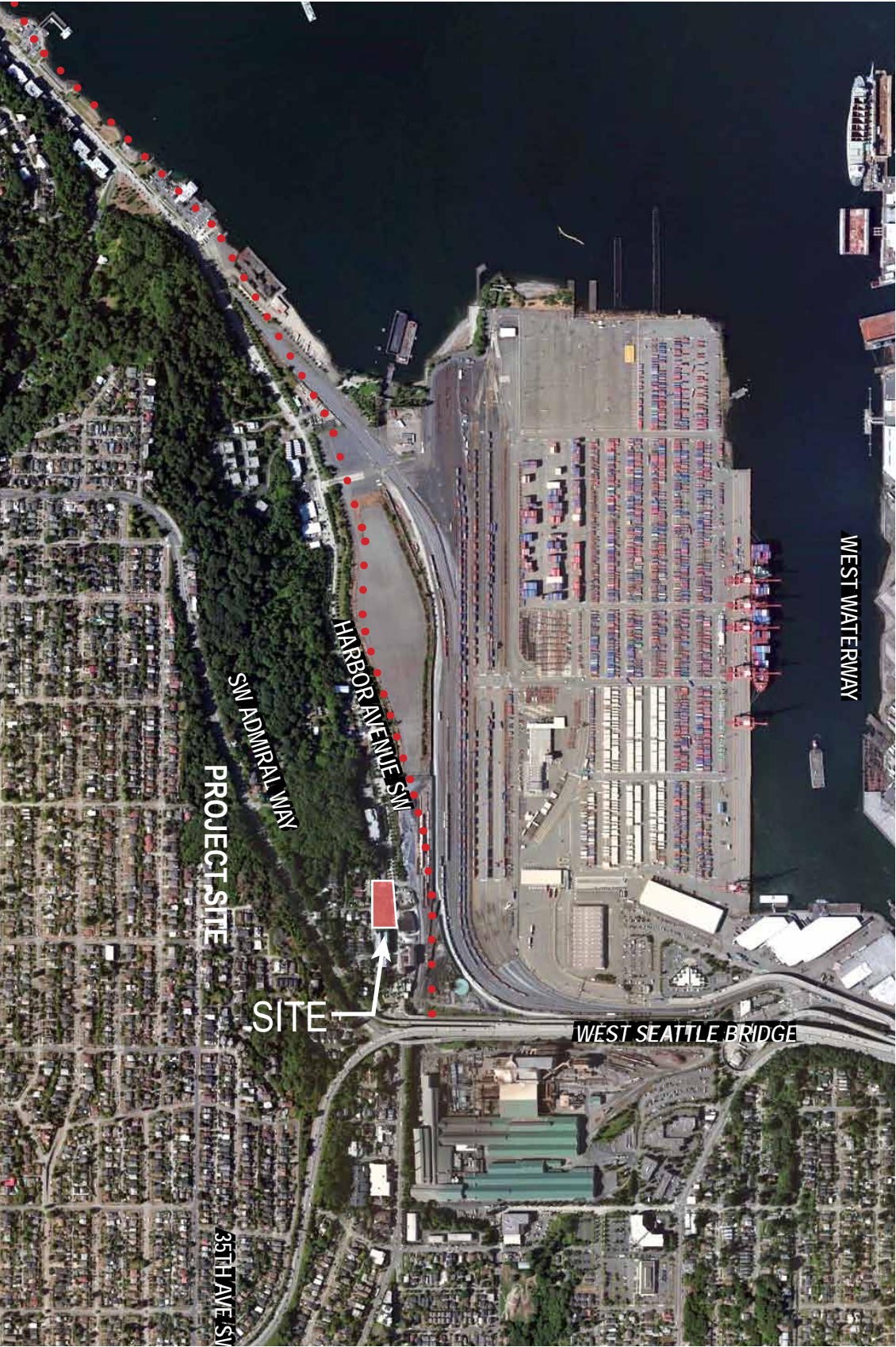
- 1 Project Site
- 2 Downtown Seattle
- 3 Interstate 90
- 4 Harbor Island Alki
- 5 Point



AERIAL PHOTOGRAPH - REGIONAL CONTEXT

URBAN DESIGN ANALYSIS

Vicinity Context
The Harbor Avenue SW corridor is an eclectic, active section of West Seattle, transitioning from a maritime industrial context to connect to recreational activities, residential neighborhoods, and waterfront destinations. As one approaches West Seattle from the east, there are primarily industrial properties to either side of the West Seattle Bridge – to the south is the Nucor Steel Seattle, Inc facility and to the north is the Port of Seattle Terminal 5. Harbor Ave SW has a dual-function as the beginning of the Alki Trail, and the subject properties are located on the west side of the street, shortly north of the bridge. Just passed the subject properties, the Alki Trail becomes a dedicated path separated from Harbor Ave SW. Harbor Ave SW continues with a mix of residential and commercial structures on the west side of the street. It eventually becomes a waterfront road, with connections to Belvidere Park, Seacrest Park and the King County Water Taxi, Don Armeni Boat Ramp, and eventually becomes Alki Avenue SW at the north end of West Seattle, which then continues to Alki Beach Park.



AERIAL PHOTOGRAPH - VICINITY CONTEXT



SITE ANALYSIS

The subject property is bound by Harbor Ave SW to the east, SW City View St to the south, 30th Avenue SW to the west, and Porter Way SW to the north.

Solar Access

Good access to morning and evening sun exposure

Good access to mid-day sun in summer

Building Access

Pedestrian entry from Harbor Ave SW at two locations and from 30th Ave SW at two or more locations to maintain pedestrian scale. Vehicular access from Harbor Ave SW at two locations

Power Lines

(E) High voltage power line along Harbor Ave SW requires proper clearance

Single high voltage line on SW City View and 30th Ave SW likely to be relocated as part of street improvements

Massing

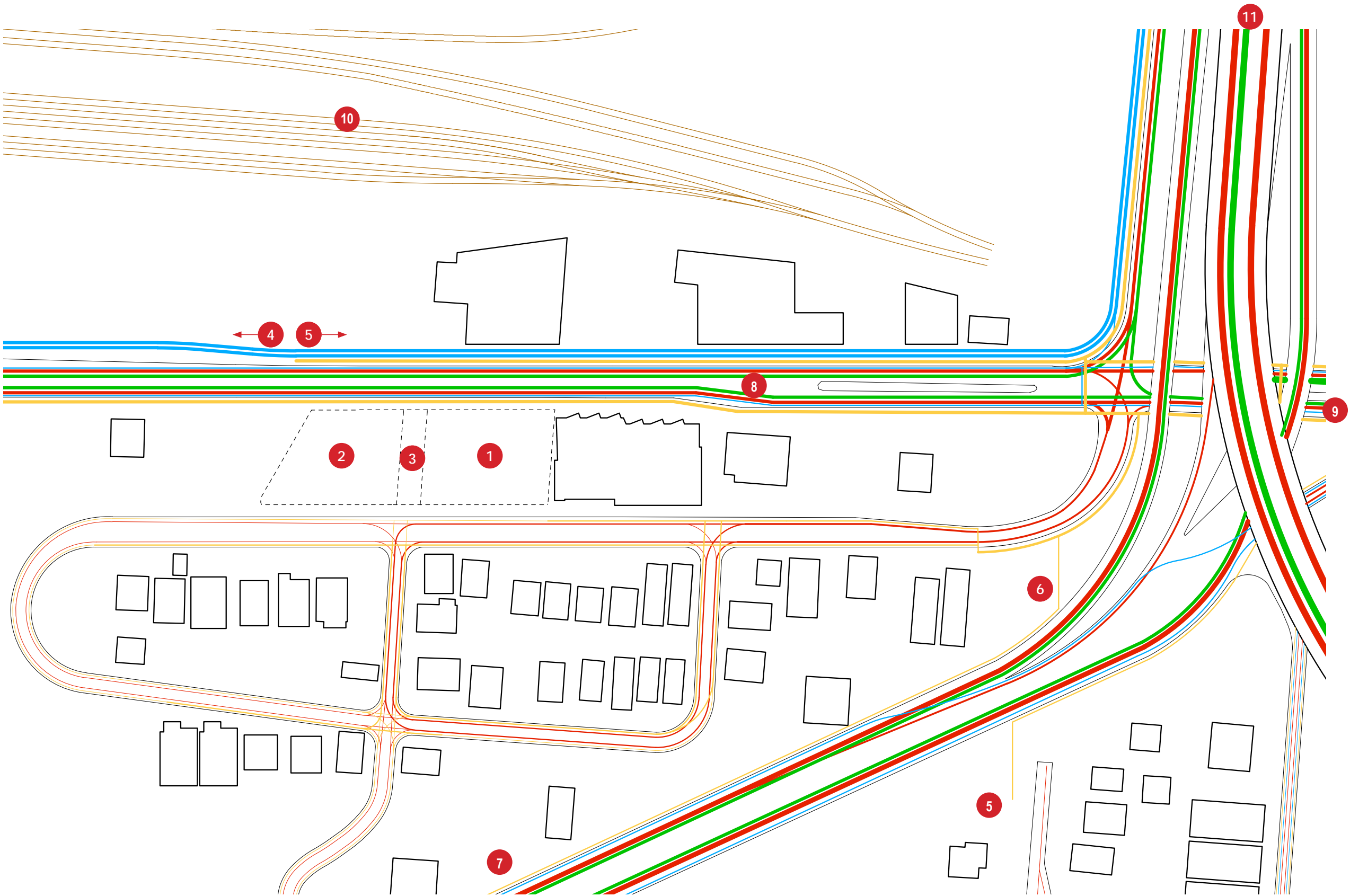
Building should be configured to minimize impact on existing single-family homes west of 30th Ave SW

Building should be configured to have a more prominent presence along Harbor Ave SW
Outdoor space between buildings is an opportunity for landscaped courtyard or plaza

 AERIAL PHOTOGRAPH - “9-BLOCK” CONTEXT

URBAN DESIGN ANALYSIS

Transportation
The mix of zoning, along with proximity to Harbor Avenue and Frequent Transit Service, create a network of multiple modes of transportation. As the diagram indicates, a mix of cars, buses, bicycles, and pedestrians share the roadways and sidewalks, and industrial rail is nearby.



- 1 Project Site - South
- 2 Project Site - North
- 3 SW City View Street
- 4 Dedicated Bike Path
- 5 Bike Path and Sidewalk
- 6 Pedestrian Connector Stair
- 7 SW Admiral Way
- 8 Harbor Avenue SW
- 9 SW Avalon Way
- 10 Industrial Rail
- 11 West Seattle Bridge

Transportation Legend

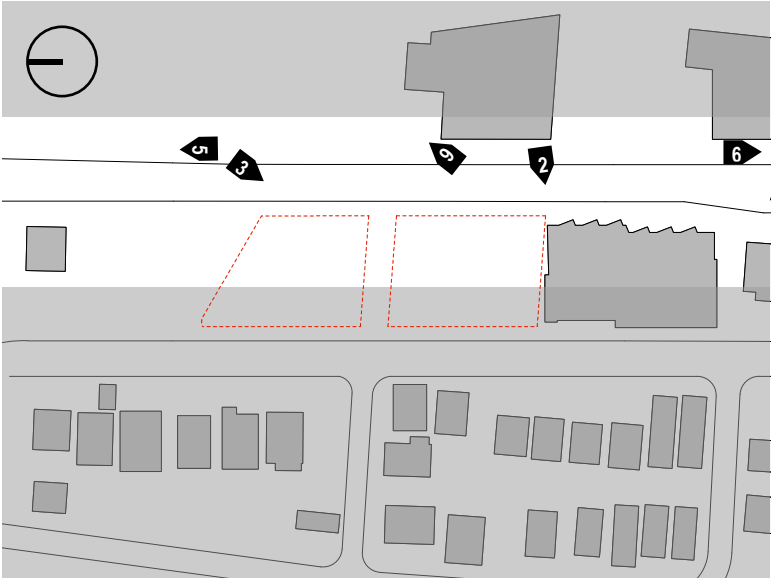
- Vehicle
- Public Transit
- Bicycle
- Pedestrian
- Railroad



URBAN DESIGN ANALYSIS

Harbor Avenue SW

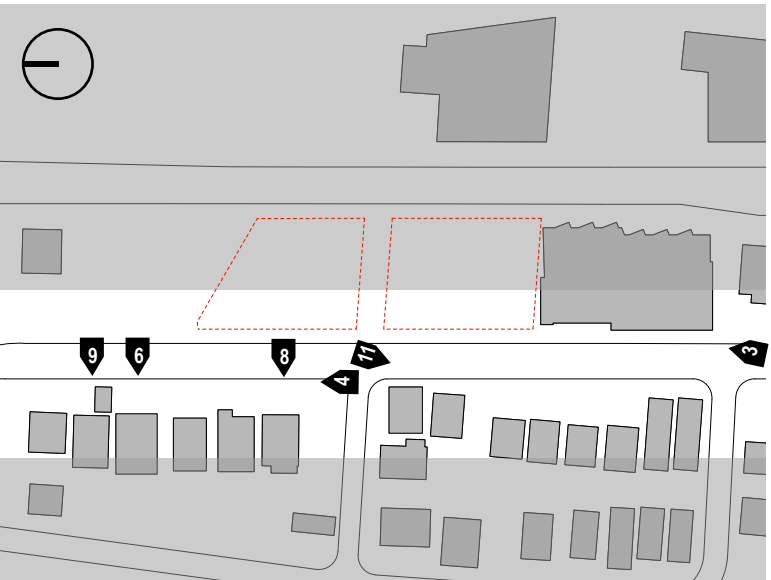
The main street meets the West Seattle Bridge and continues as SW Avalon Way to the south. The street runs north to Seacrest Park and the King County Water Taxi and continues until it becomes Alki Ave SW at the northernmost point of West Seattle. A combination of mixed-use and commercial buildings characterize Harbor Avenue SW adjacent to the project sites. The scale and age of these buildings varies as well. Commercial buildings on the east side of Harbor Avenue SW include Kitty Harbor and Cycle University. Next there is newer mixed-use building with live-work units along the street level and 3-4 stories of residential units above. There is then a warehouse occupied by Elliot Bay Distributing Co (opposite the south subject property) followed by a parking lot used by GT Towing Services (opposite the north subject property). The west side of Harbor Avenue SW includes the Woodmasters Construction building, followed by Harbor Place Condominiums and then the subject properties, divided by the SW City View ROW. The next building is occupied by the Fifth Dimension Scuba company. Just north of this structure is a four-story mixed-use structure. The architectural style of the buildings are not well-defined, though the materials primarily used include both metal and wood siding.



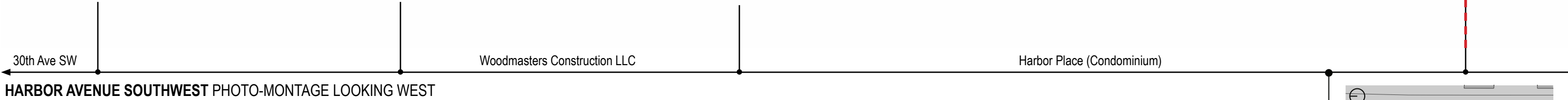
- 1 Harbor Ave SW (Looking North)
- 2 Harbor Place Condominium
- 3 3257 and 3303 Harbor Ave SW (Subject Properties)
- 4 Luna Park (Avalon Way SW)
- 5 Harbor Ave SW (Start of Alki Trail)
- 6 Mixed-Use Building on Harbor Ave SW
- 7 Cycle University Retail Shop
- 8 Kitty Harbor w/ Cranes and Seattle beyond
- 9 Elliot Bay Distributing Co, Inc. Warehouse

URBAN DESIGN ANALYSIS

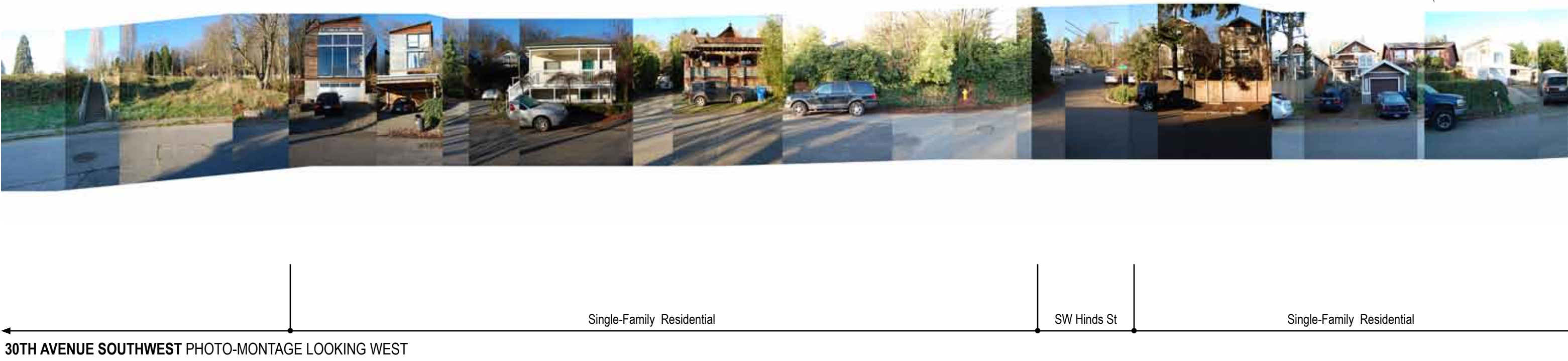
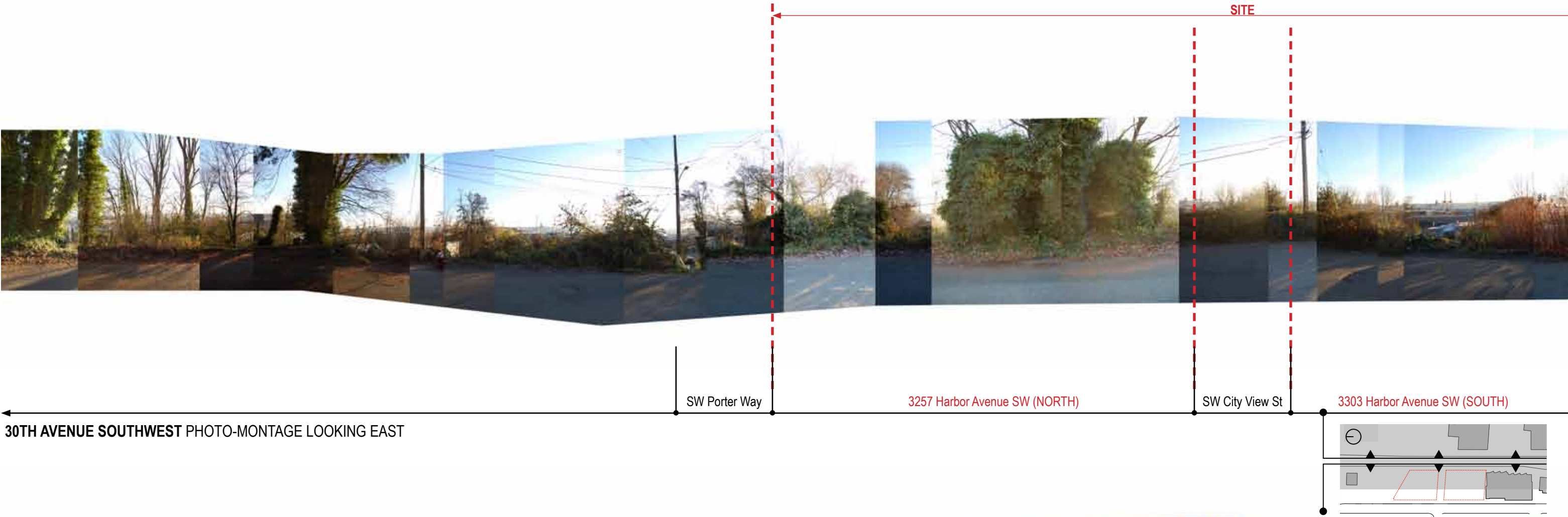
30th Avenue SW
This street acts as a divider between the C1-40 zoning of the project sites and the SF5000 zoning to the west. Therefore, west of the street is a pocket neighborhood, characterized by single-family homes and townhomes of different ages and scales. The street slightly gains elevation from the south, crowns near the intersection with SW City View St, and then descends toward the north end of the street before curving to the west and becoming 31st Avenue SW. Near the south end of the street is a commercial structure sitting within a mostly open lot. To the north, the most significant structure on the east side of the street is the Harbor Place condominium, a 45+ unit multi-family project constructed in 1999. The elevation of this building has a dominant presence along the street. To the north of this structure are the subject properties, divided by the SW City View ROW and bound on the north end by the SW Porter Way ROW.



- 1 Woodmasters Construction w/ Cranes beyond
- 2 30th Ave SW (Looking North)
- 3 Harbor Place Condominium
- 4 30th Ave SW (Looking North from SW City View St)
- 5 Single-Family Residence on 30th Ave SW
- 6 Single-Family Residence on 30th Ave SW
- 7 Single-Family Residence on 30th Ave SW
- 8 Single-Family Residence at NW corner of 30th Ave SW and SW City View St
- 9 Single-Family Residence on 30th Ave SW
- 10 Single-Family Residence on 30th Ave SW
- 11 Single-Family Residence at SW corner of 30th Ave SW and SW City View St



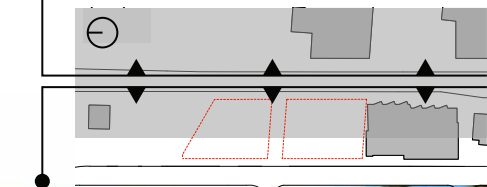






Harbor Place (Condominiums)

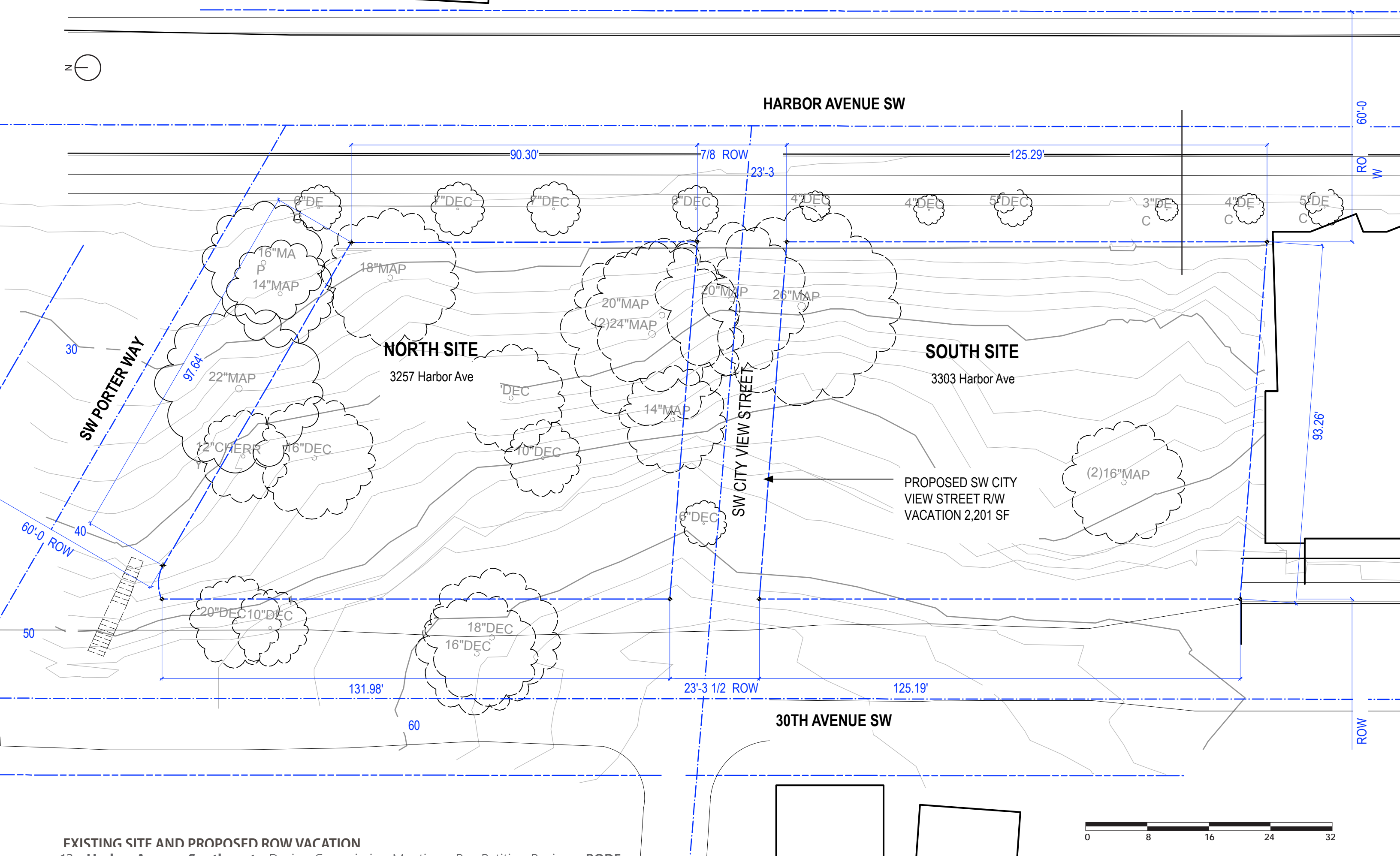
Woodmasters Construction LLC

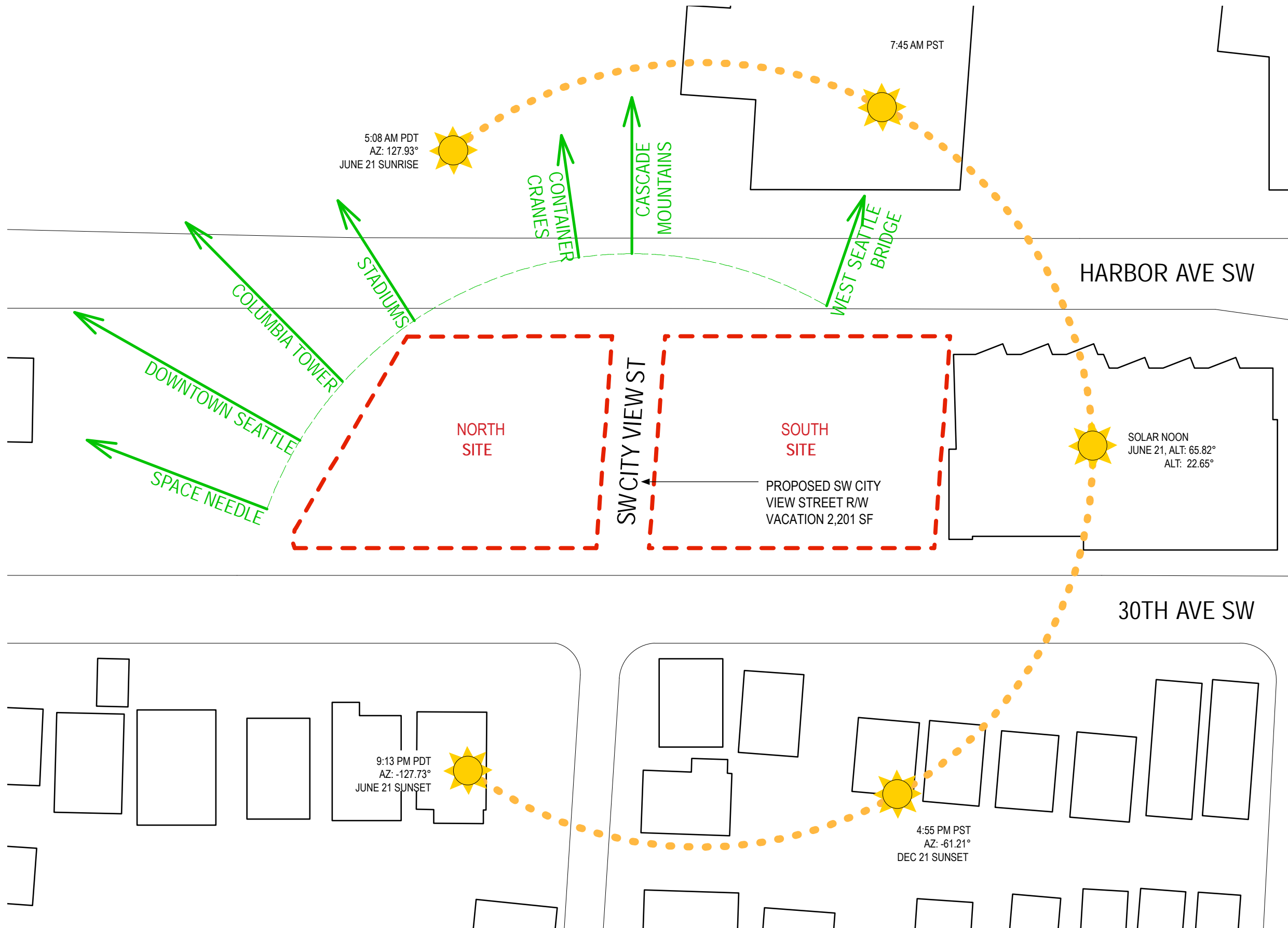


Single-Family Residential

SW City View St

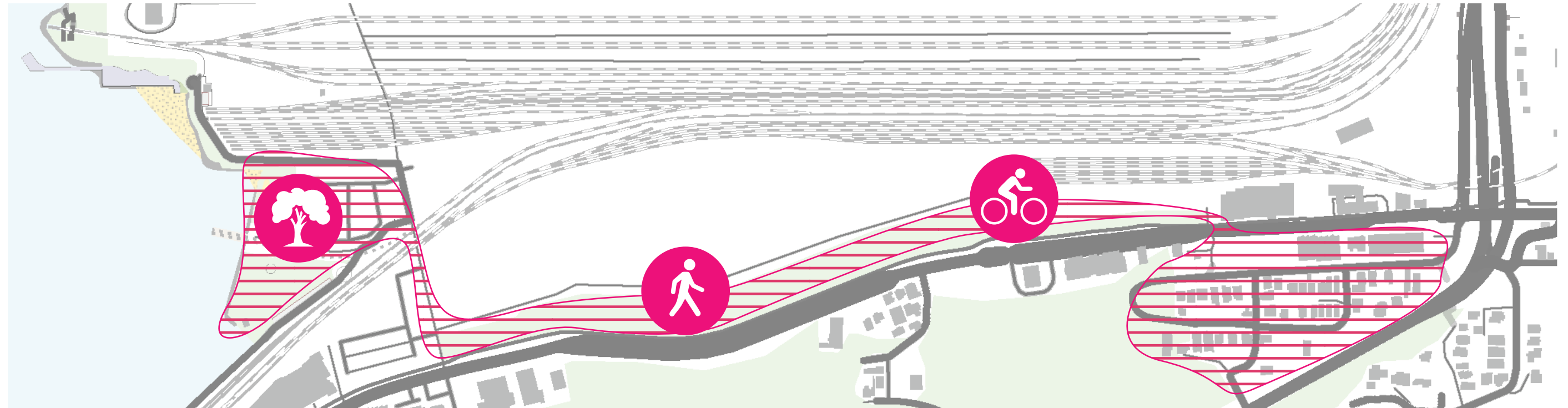
Single-Family Residential



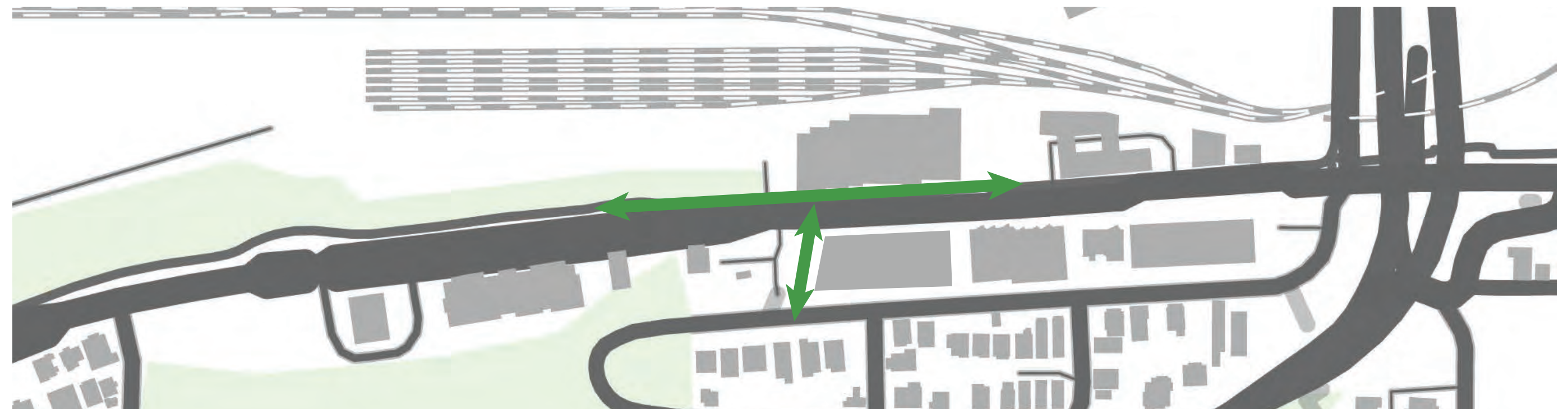




EXISTING TOPOGRAPHY AND SITE CONDITIONS Harbor Avenue SW, looking NW



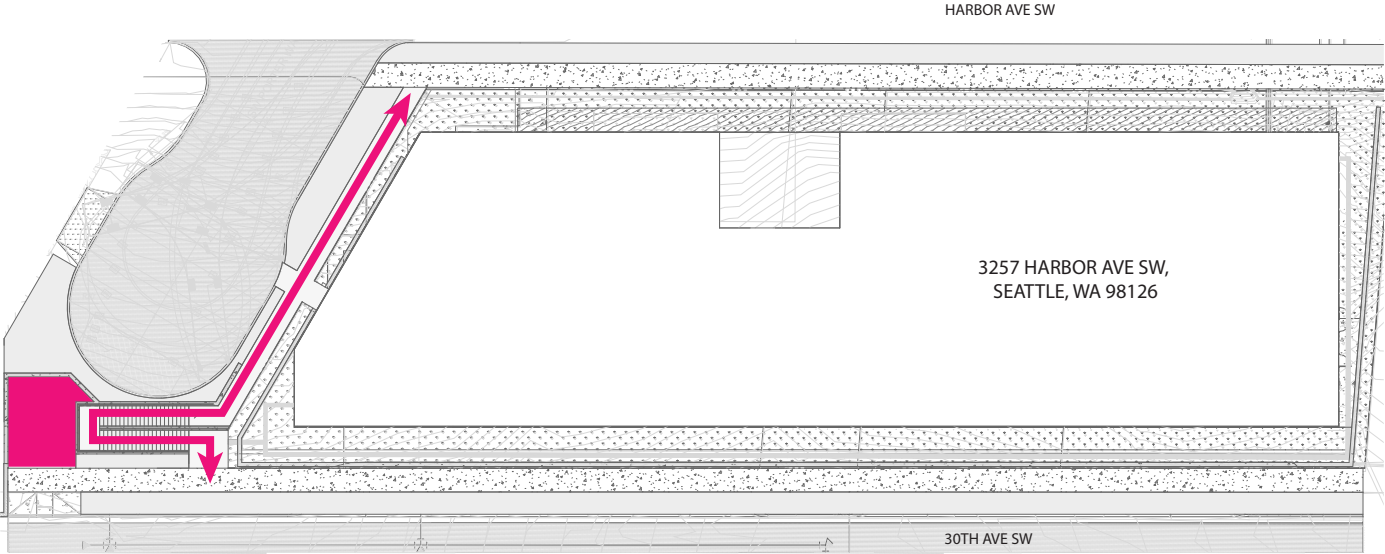
1. Neighborhood Connection Between Alki Promenade and Jack Block Park



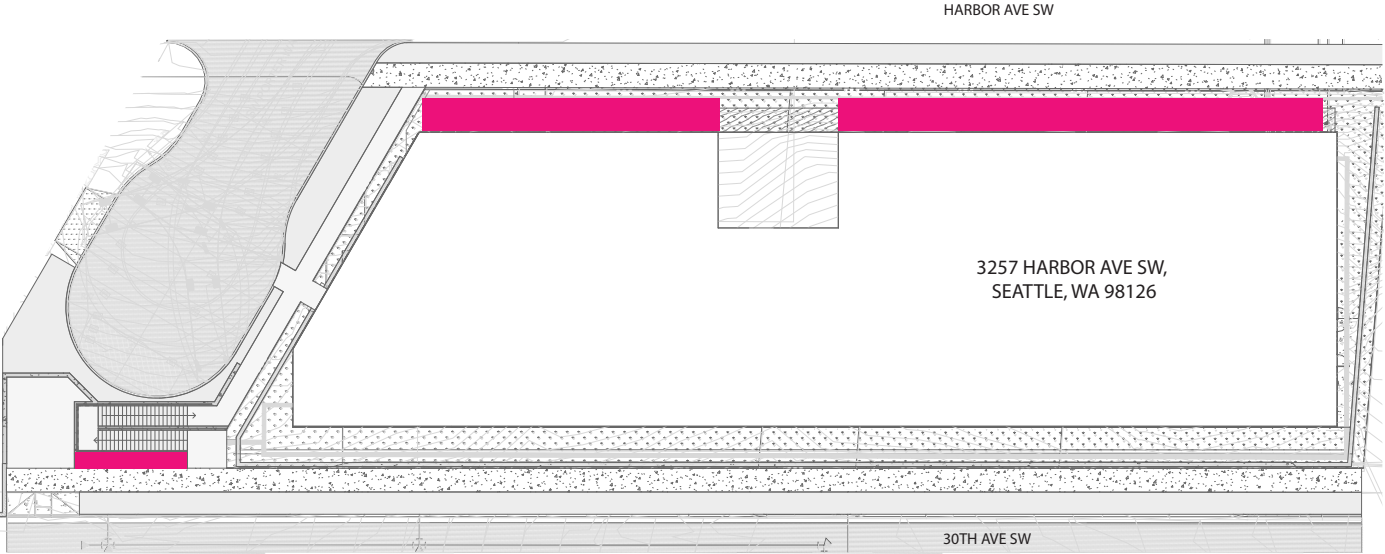
2. Activate Mid-block Connection



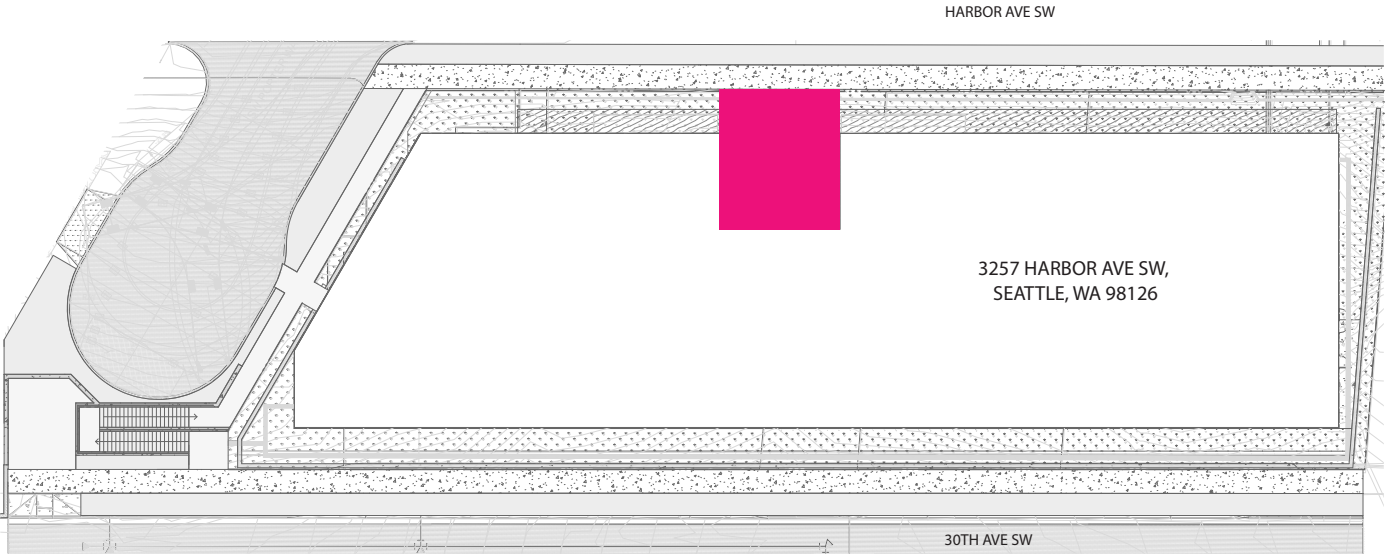
PUBLIC BENEFITS OVERVIEW



1. 30TH AVE SW VIEWPOINT AND IMPROVED CONNECTION



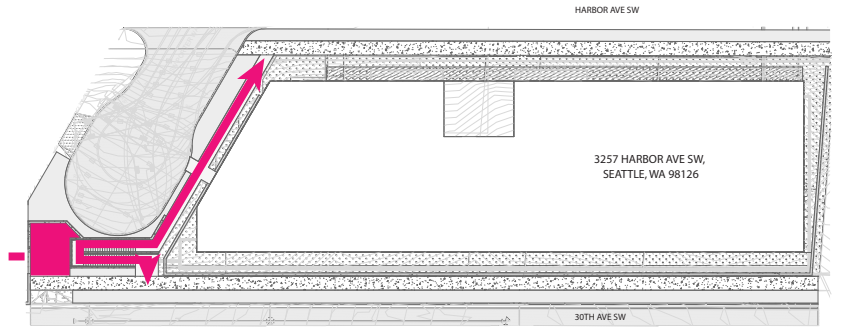
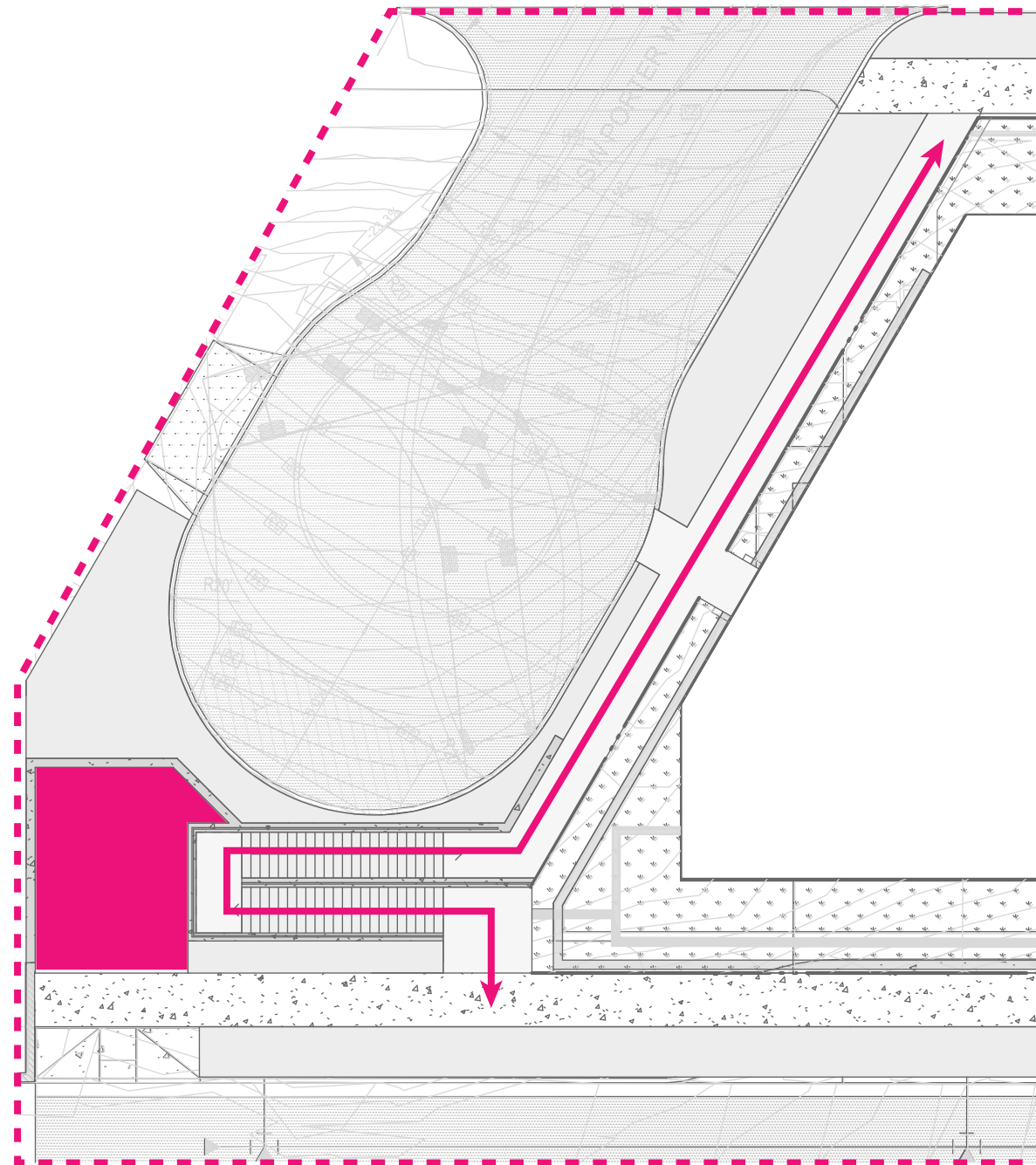
2. PLANTERS WITH CULTURALLY RELEVANT PAINTED IMAGES ON HARBOR AVE SW



3. PRIVATELY OWNED PUBLIC SPACE (POPS) ENTRY COURTYARD



PUBLIC BENEFIT 1. 30TH AVE SW VIEW POINT AND IMPROVED CONNECTION



The proposed improvements at the intersection of 30th Ave SW and Harbor Ave SW will provide meaningful public benefits by enhancing the waterfront experience and activating the streetscape. Key public benefits include:

Creation of a Public Viewpoint:

The project will establish a thoughtfully designed public viewpoint oriented toward the Port of Seattle's Terminal 5, offering residents and visitors a unique opportunity to enjoy expansive waterfront and industrial views.

Inviting Public Space:

A small plaza area will be developed to include pedestrian-friendly features such as benches, landscaping, and decorative paving. This space will serve as a welcoming spot for rest, reflection, and informal gathering, enriching the pedestrian experience along Harbor Ave SW.

Greening the Streetscape:

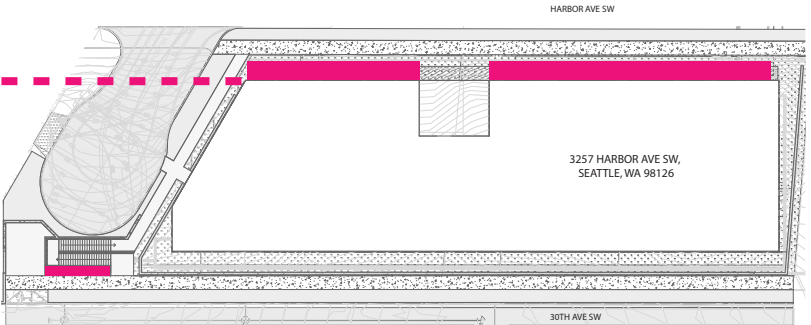
New plantings will add visual interest, seasonal variety, and ecological value to the space, while softening the urban environment and contributing to a more pleasant and walkable neighborhood.



PUBLIC BENEFIT 2. PLANTERS WITH CULTURALLY RELEVANT PAINTED IMAGES ON HARBOR AVENUE SW

HARBOR AVE SW

3257 HARBOR AVE SW,
SEATTLE, WA 98126



To foster a vibrant and welcoming atmosphere along Harbor Ave SW, the project proposes the installation of painted planters as a creative and functional streetscape enhancement. These planters will serve both aesthetic and community-building purposes by:

Activating the Streetscape:

Brightly painted planters will introduce color, character, and artistic expression to the corridor, helping to create a lively and engaging environment for pedestrians and passersby.

Fostering Community Identity:

The painted designs will reflect local culture and creativity, potentially involving community artists or public art initiatives to celebrate the unique identity of the neighborhood.

Enhancing the Pedestrian Experience:

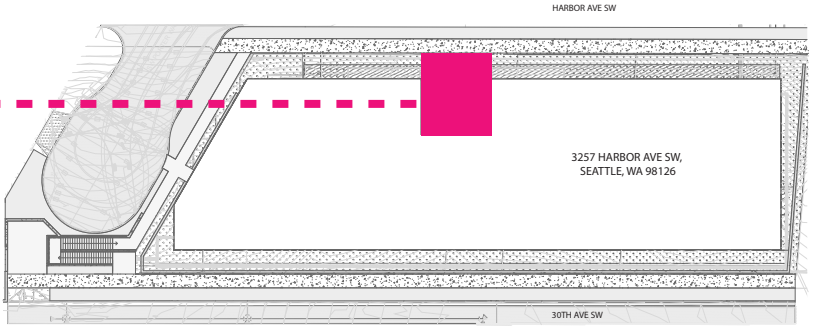
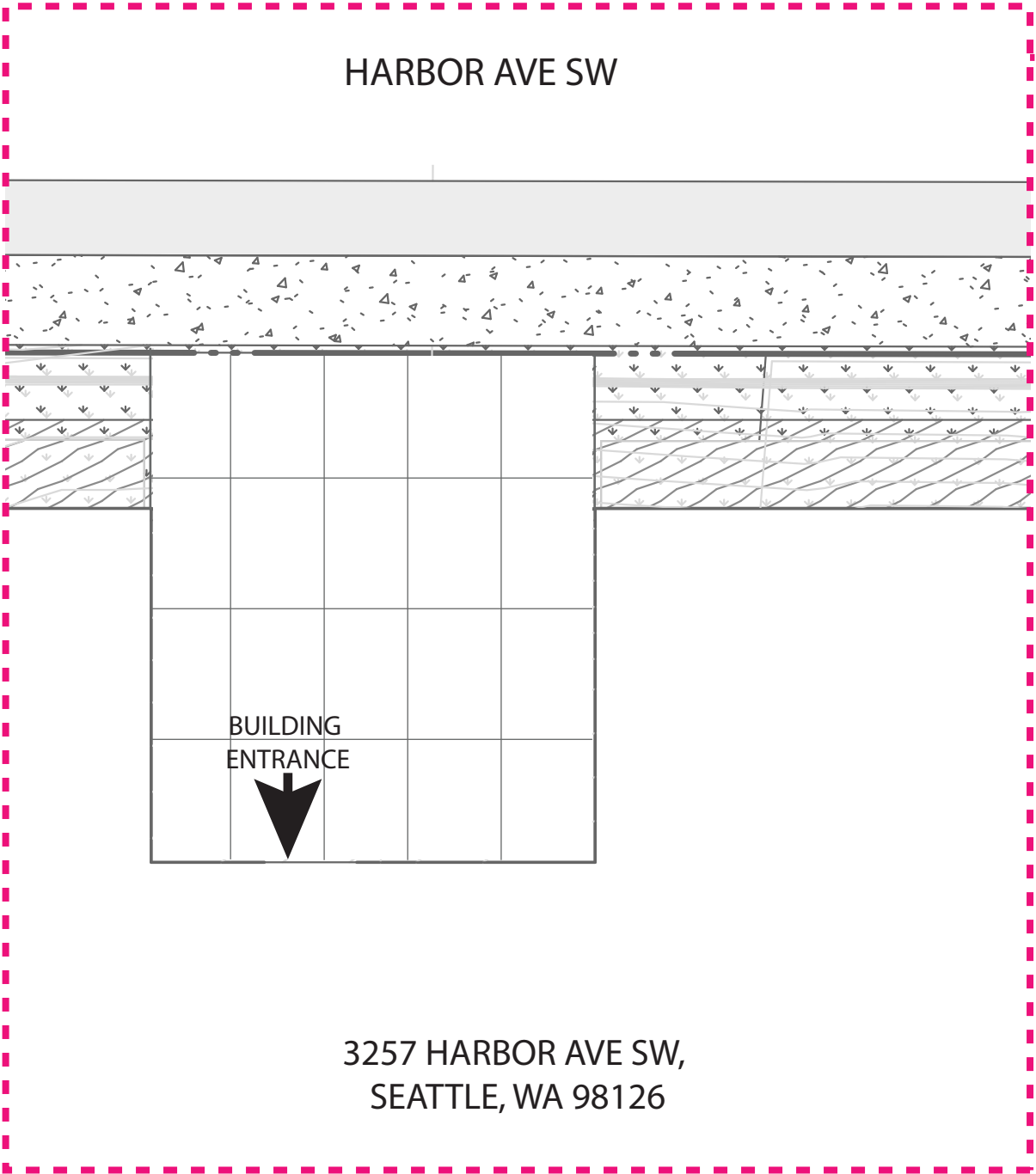
Strategically placed along sidewalks and gathering areas, the planters will contribute to a more pleasant, human-scale experience for pedestrians—softening the edge between traffic and walkways while adding greenery and seasonal interest.

This initiative supports the broader goal of making Harbor Ave SW a more vibrant, safe, and enjoyable place for residents, visitors, and the broader community.





PUBLIC BENEFIT 3. PRIVATELY OWNED PUBLIC SPACE (POPS) ENTRY COURTYARD



As part of our efforts to enhance community access and public space along Harbor Avenue SW, this project will introduce a Publicly Accessible Entry Courtyard—a welcoming, thoughtfully designed area that invites residents and visitors to gather, pause, and engage with the waterfront environment.

A Space for Community Connection

The courtyard will serve as a visual and physical entry point, offering an open, accessible area that reflects the character and identity of the neighborhood. It will be designed to encourage gathering, movement, and moments of rest.

Integrated Public Art and Design Features

The space will include artistic and functional elements that celebrate the local landscape, culture, and history—contributing to a strong sense of place and community pride.

Bike Racks as Functional Art

As a complement to the courtyard, custom-designed bike racks will be installed. These will double as sculptural pieces, promoting sustainable transportation while enhancing the visual appeal of the space.



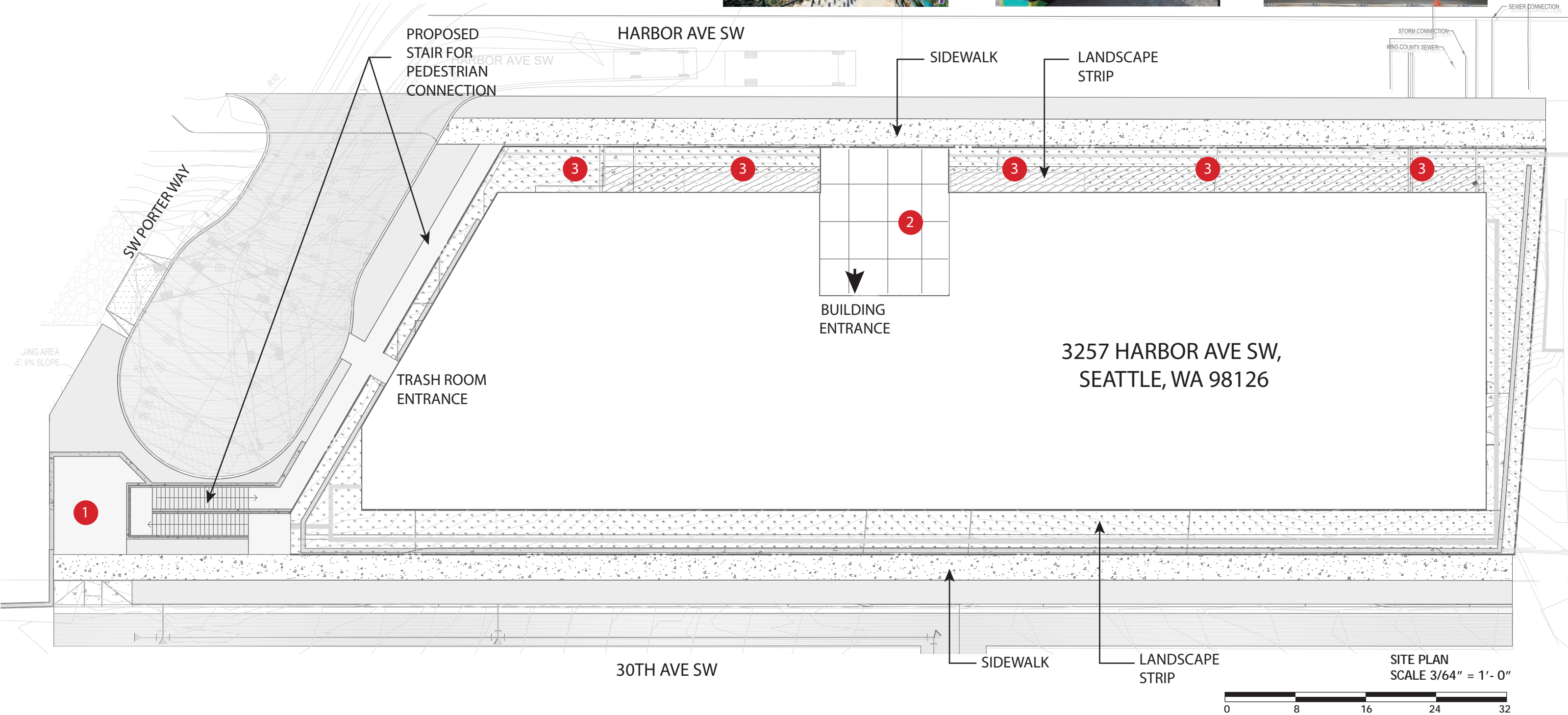
1 VIEW POINT AND IMPROVED CONNECTION

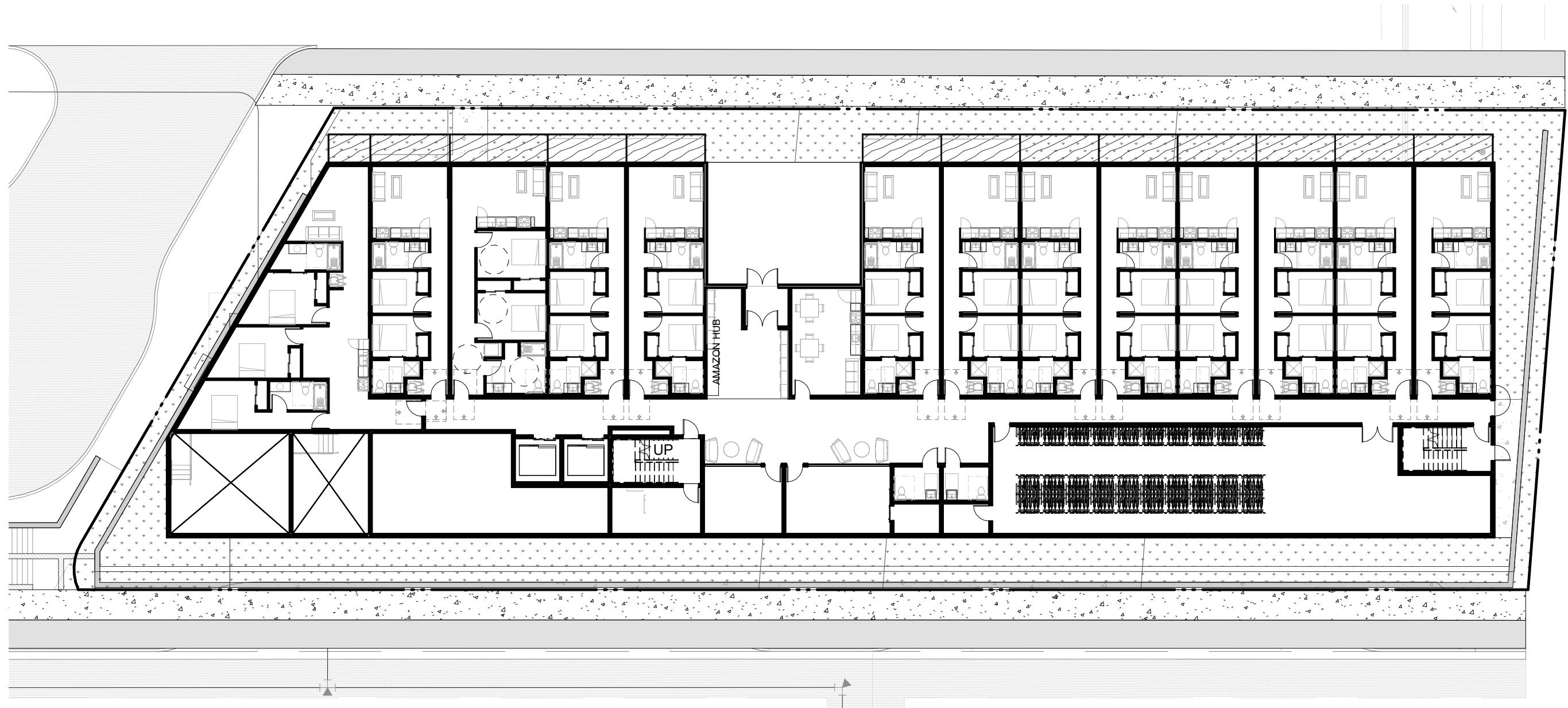


2 PLANTERS WITH CULTURALLY RELEVANT PAINTED IMAGES



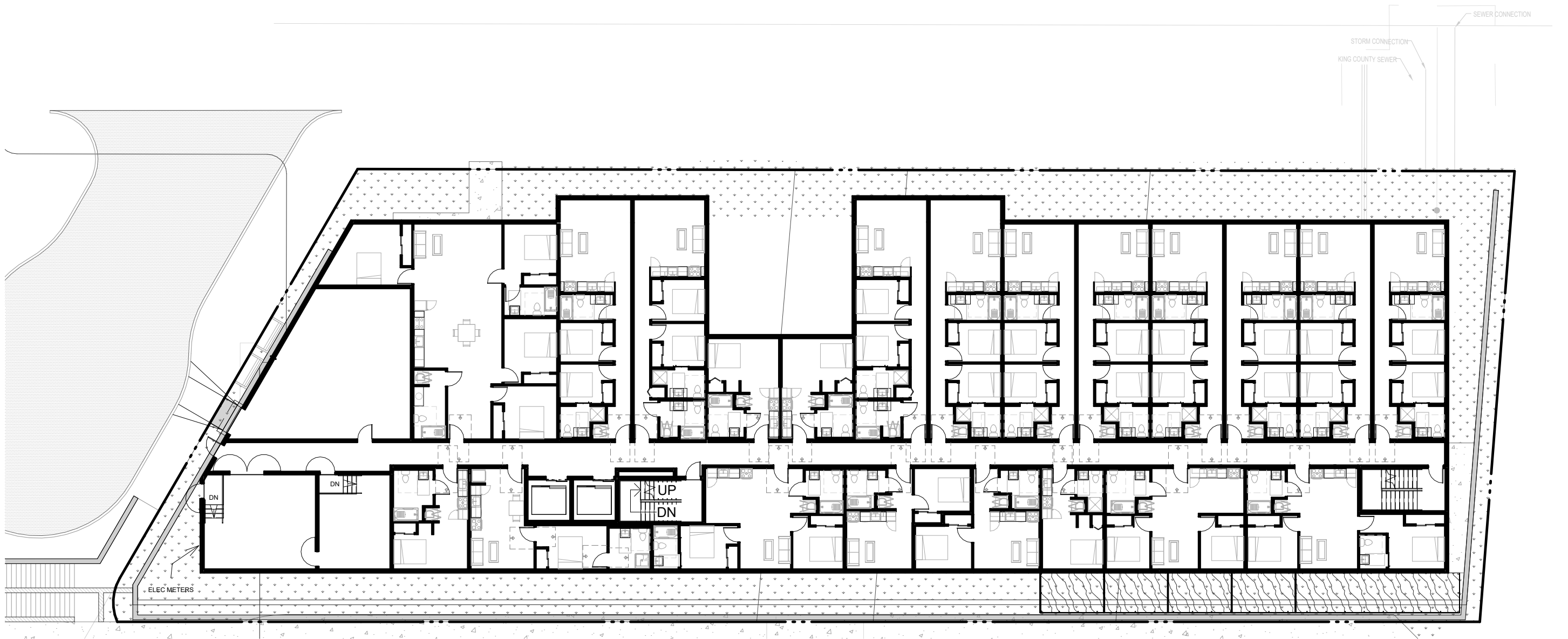
3 POPS ENTRY COURTYARD





LEVEL 1
SCALE 3/64" = 1'-0"





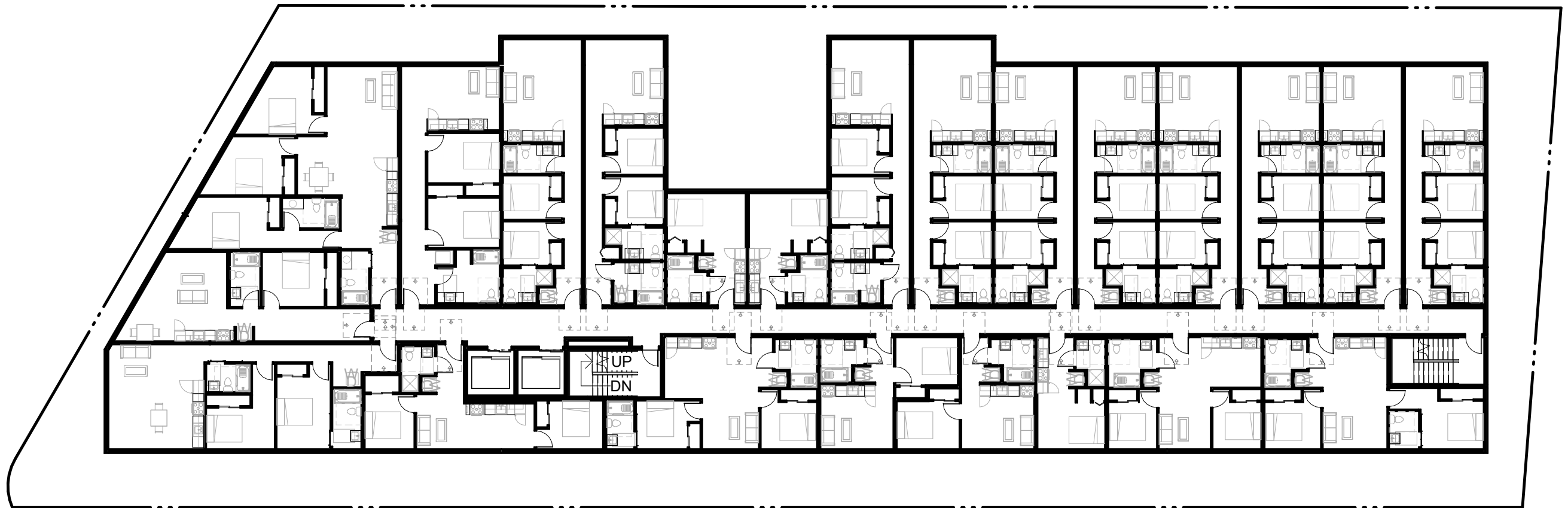
LEVEL 2
SCALE 3/64" = 1'- 0"





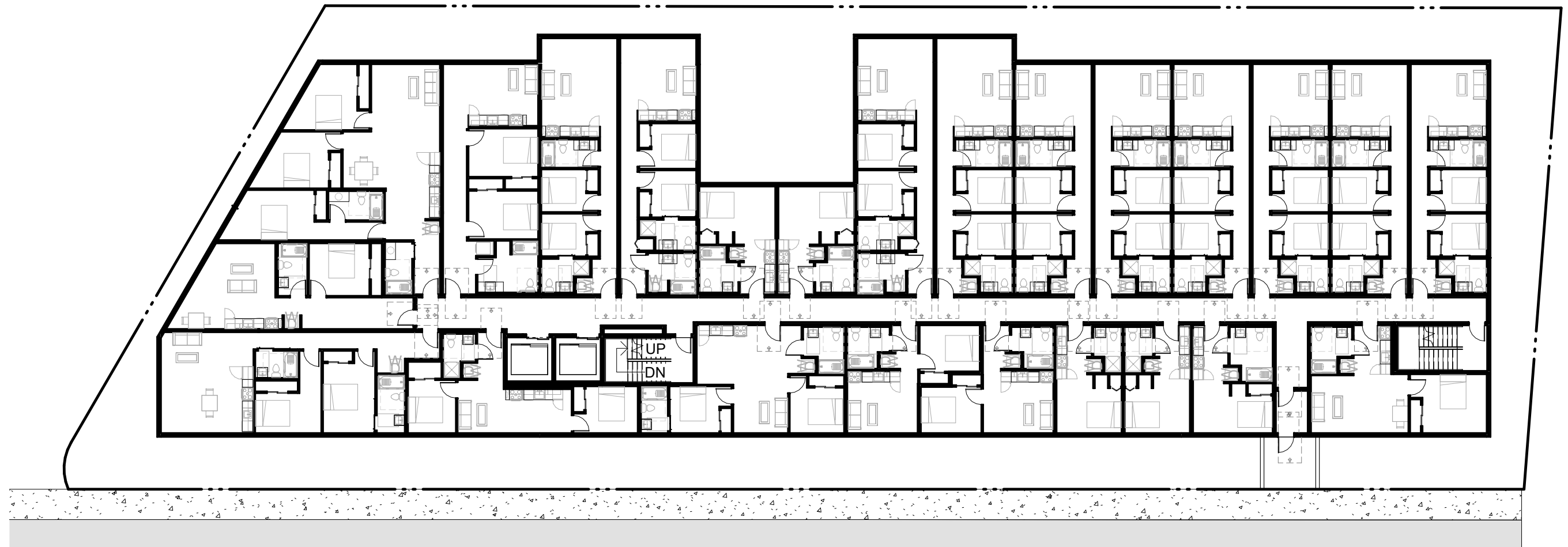
LEVEL 3
SCALE 3/64" = 1'- 0"





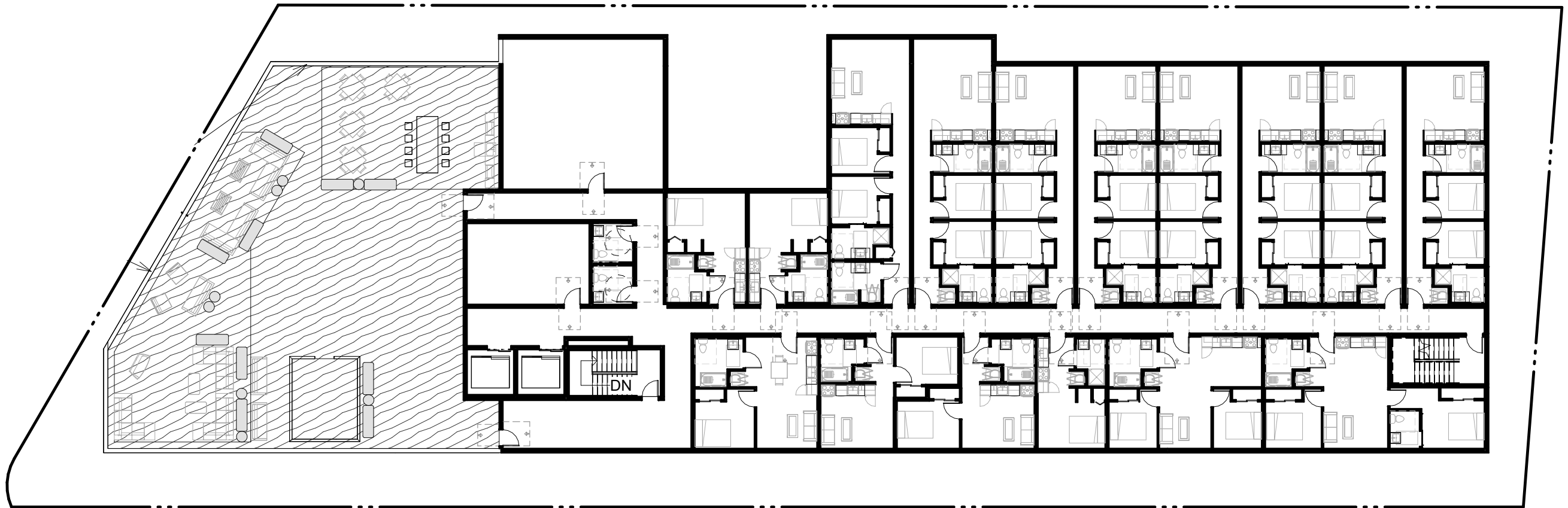
LEVEL 4
SCALE 3/64" = 1'- 0"





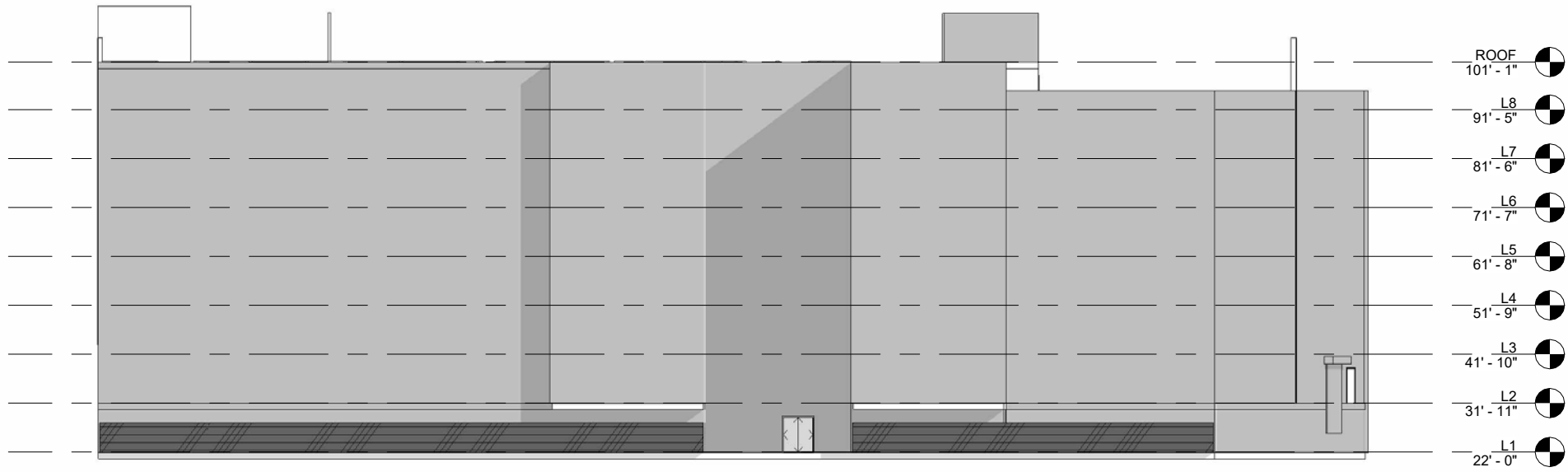
LEVEL 5-7
SCALE 3/64" = 1'-0"



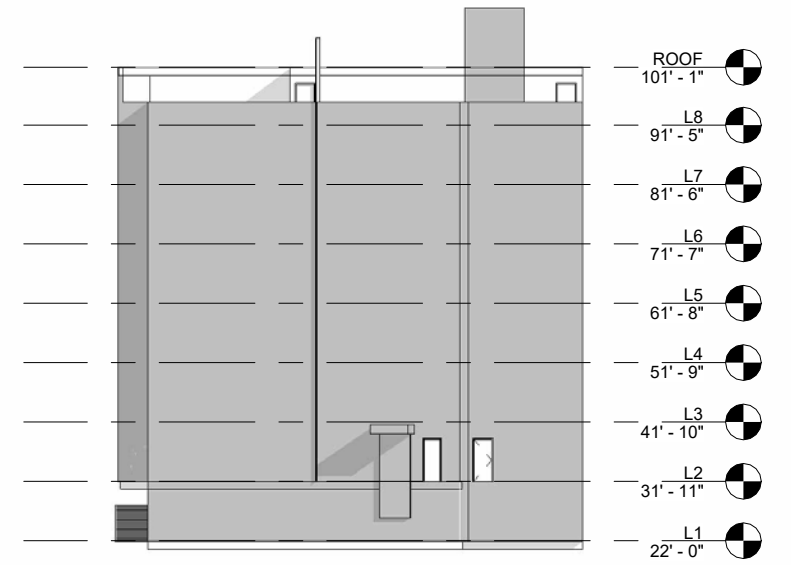


LEVEL 8
SCALE 3/64" = 1'- 0"

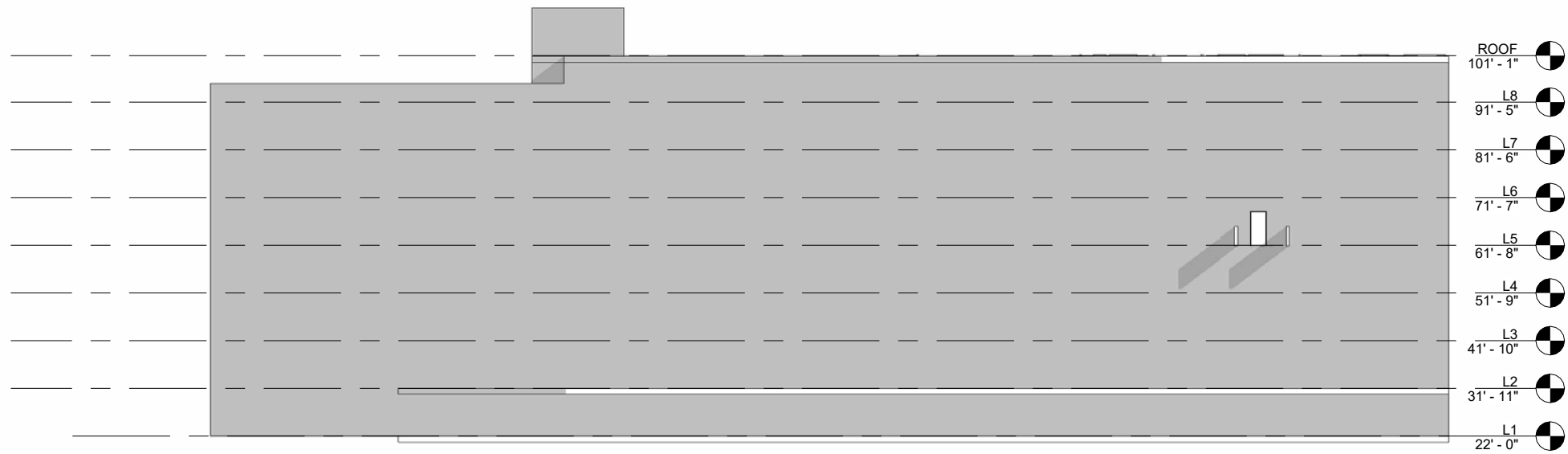




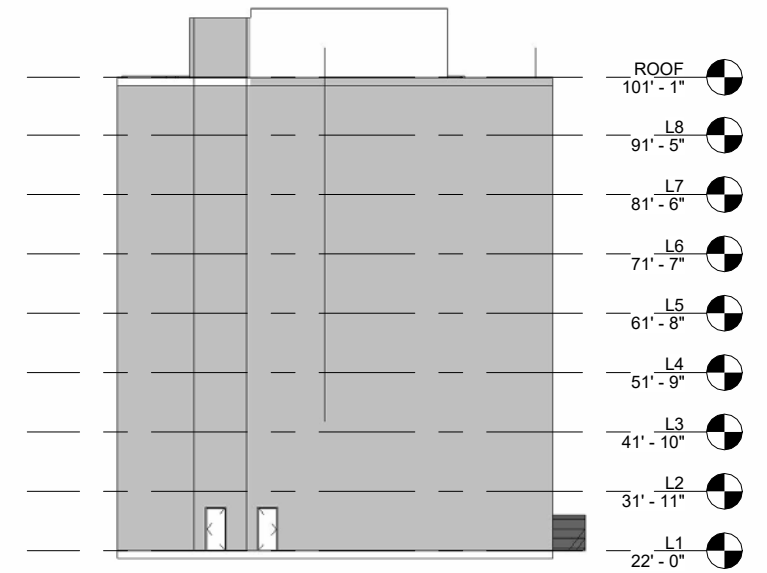
① EAST ELEVATION
1/32" = 1'-0"



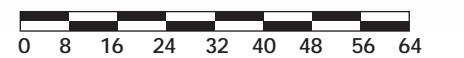
③ NORTH ELEVATION
1/32" = 1'-0"

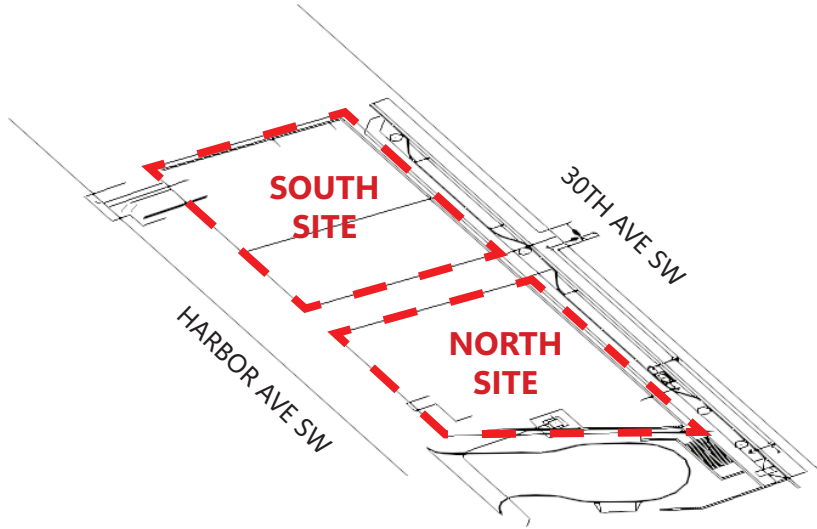


② WEST ELEVATION
1/32" = 1'-0"

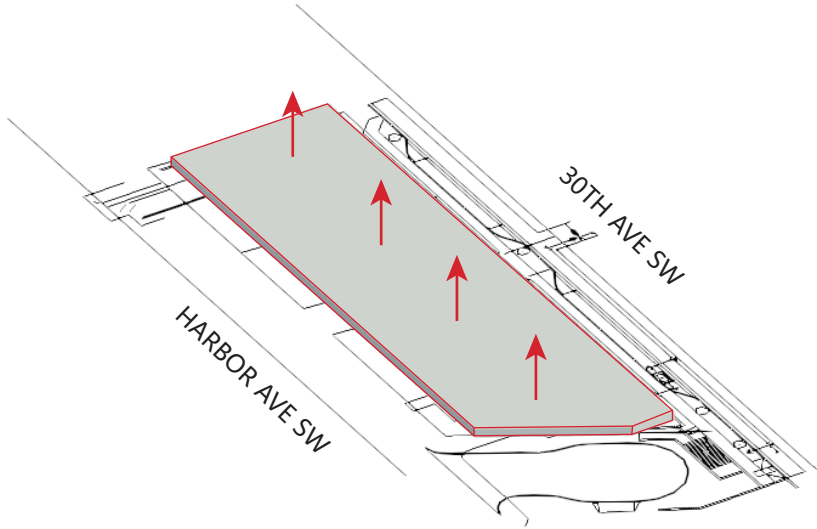


④ SOUTH ELEVATION
1/32" = 1'-0"

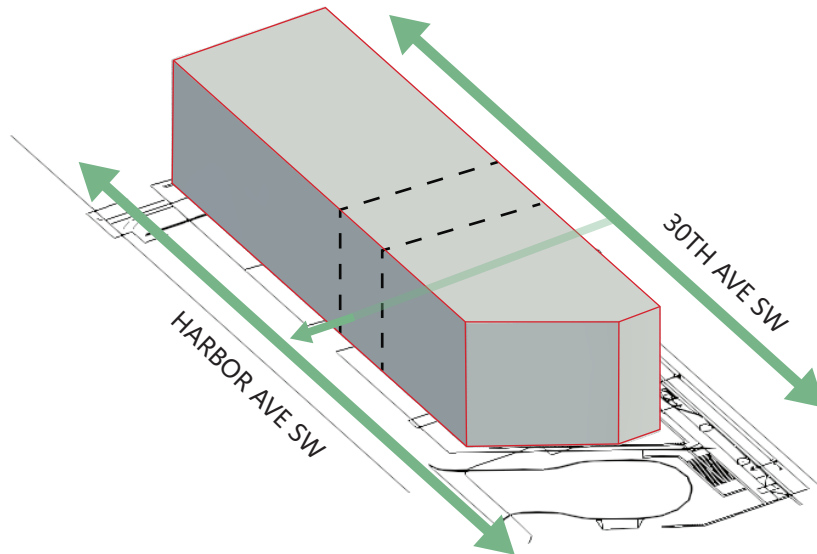




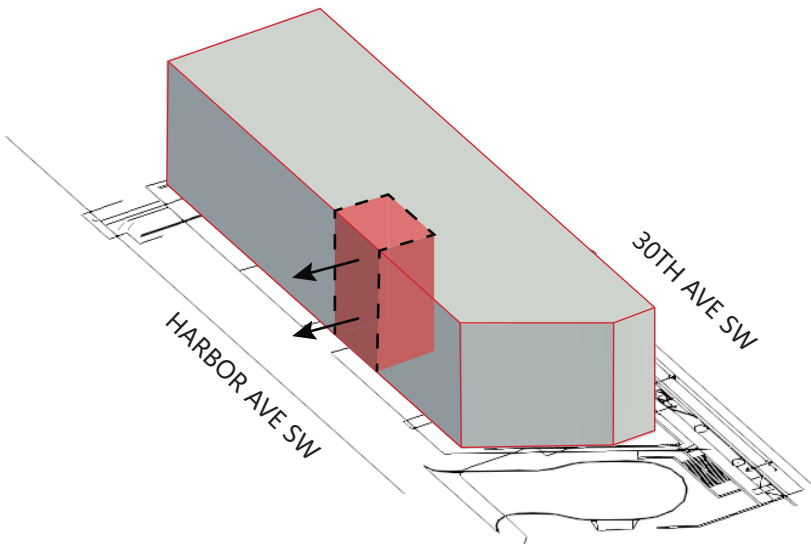
1. SITE IDENTIFICATION
The diagram outlines the project's boundaries, establishing the North and South Sites along Harbor Ave SW and 30th Ave SW. This initial step defines the overall development area and its relationship to key urban edges.



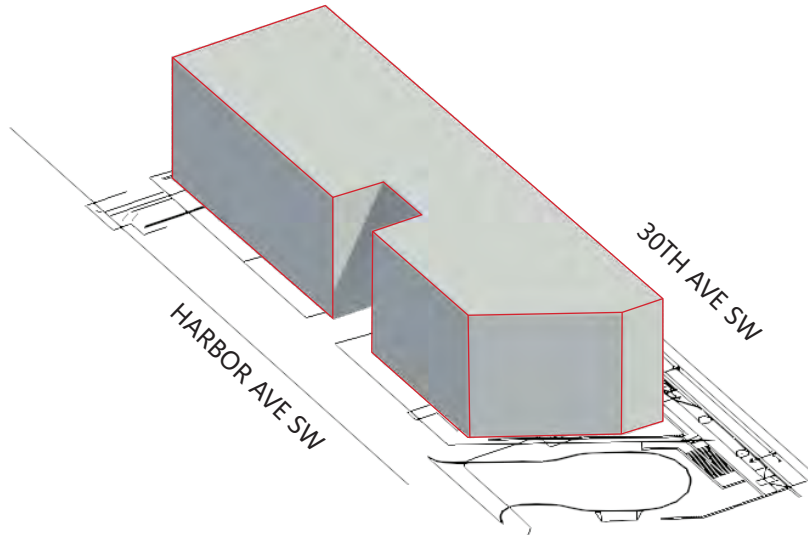
2. MASSING ESTABLISHMENT
A full-site massing is introduced, maximizing the buildable envelope. This move explores the potential scale and orientation of the structure while beginning to consider public frontage and solar access.



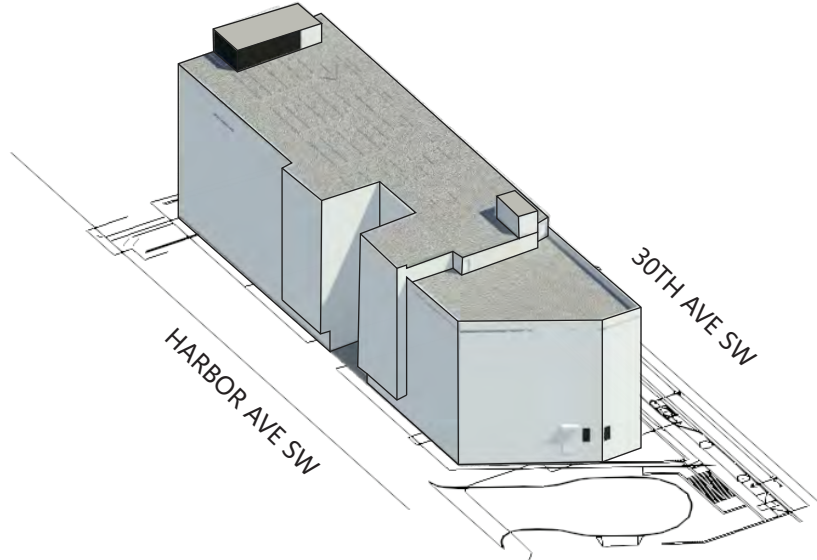
3. CONNECTIVITY CONSIDERATION
The building volume is analyzed with respect to pedestrian flow and urban context, highlighting the importance of opening the massing to enhance permeability and sightlines across the site, encouraging public interaction.



4. PUBLIC SPACE INSERTION
A key mass is strategically carved from the building along Harbor Ave SW, introducing a Privately Owned Public Space (POPS). This space creates a direct pedestrian path and visual corridor that leads to the building entry, reinforcing public accessibility.



5. REFINED MASSING
The building form evolves with deeper spatial articulation to accommodate the new public realm. The POPS is integrated into the building's structure, creating a legible entry sequence and fostering connectivity between both street frontages.



6. FINAL MASSING & ENTRY DEFINITION
A fully developed massing reflects the architectural intent: a publicly engaging building with a clear entry, connected by the POPS. The final form emphasizes urban interaction, open space activation, and a welcoming pedestrian experience.