



410 W HARRISON

SEATTLE, WA

COUNCIL DISTRICT 7

PUBLIC TRUST MEETING
APRIL 16, 2026



ALEXANDRIA



HEWITT

PROJECT GOALS

- + PROJECT TEAM
- + DEVELOPMENT OBJECTIVES
- + PROPOSAL SUMMARY
- + ALLEY VACATION PROCESS
- + AGENCY REVIEW
- + COMMUNITY ENGAGEMENT

PROJECT TEAM



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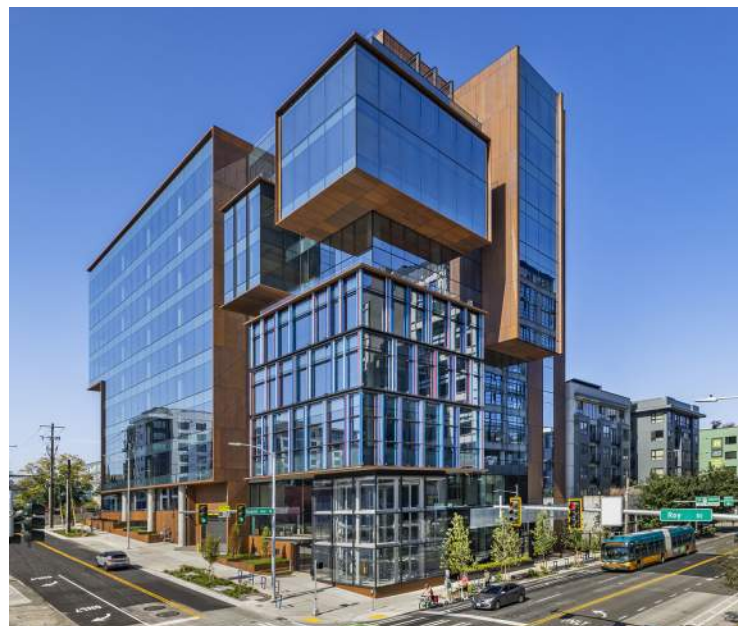
1150 EASTLAKE AVE E



21 BOSTON



5TH AND JOHN



701 DEXTER



EXPO



611 THOMAS

DEVELOPMENT OBJECTIVES

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The proposed development is an 8 story multi-family residential building with 1 below grade parking level.

The alley vacation is requested to provide:

Improved urban form

Vacating the unimproved underutilized alley allows for the development to shift from an existing vehicular-centric urban form to one that better aligns with Uptown's Design Guidelines on walkability, connectivity, natural features, and acting as a gateway to the neighborhood.

Improved pedestrian safety

Locating vehicular access away from the busy intersection of Elliott and Harrison improves pedestrian safety and enhances pedestrian experience.

Enhanced right-of-way improvements

Deep building setbacks around the entire site perimeter allow for wider sidewalks, increased landscaping and plantings.

Enhanced site functionality

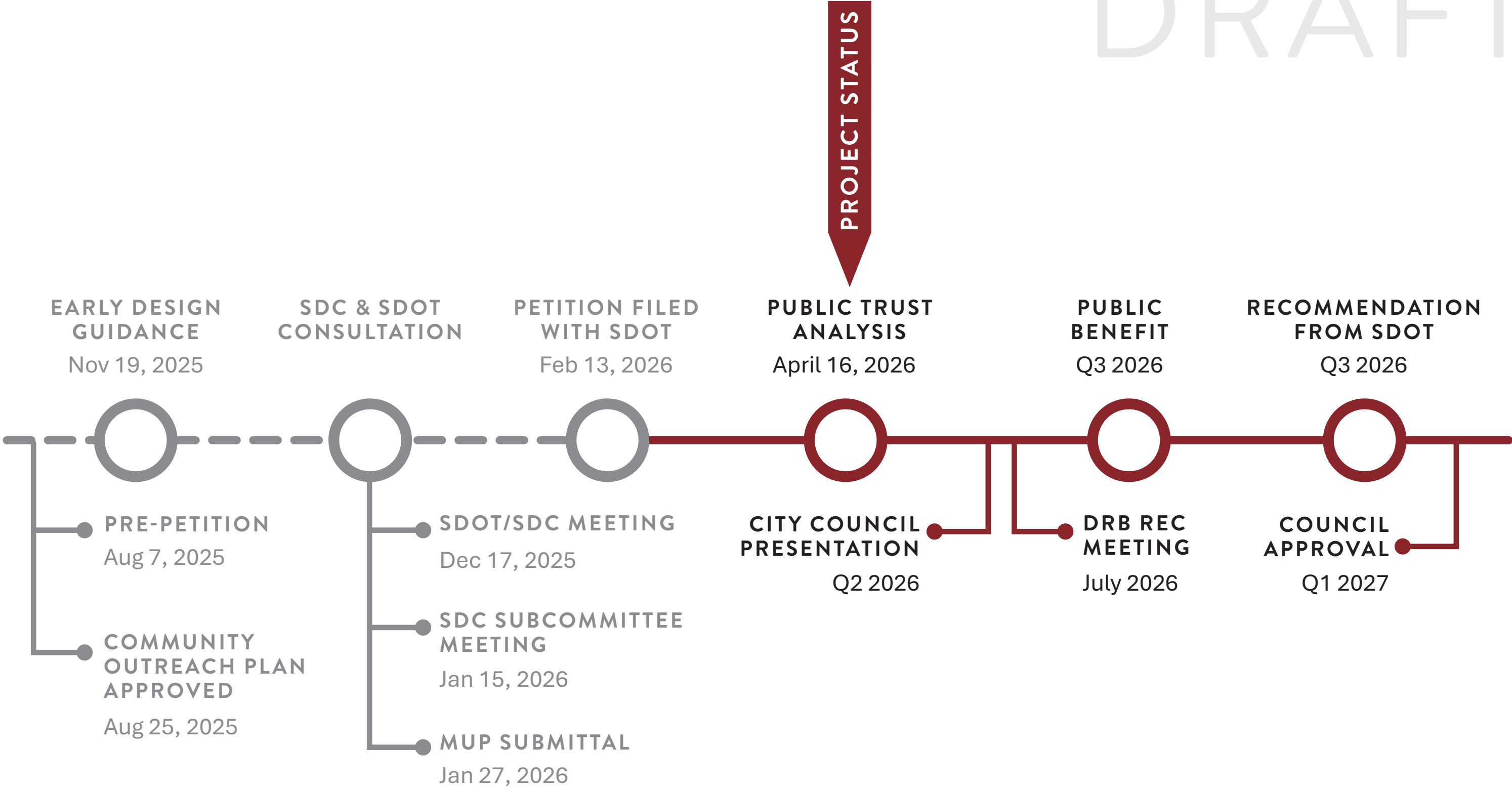
More efficient with a single building instead of two buildings allows for one below grade parking, shared circulation, and shared utility access which reduces construction and material costs.



DEVELOPMENT SUMMARY		
	EXISTING	PROPOSED
USE	<ul style="list-style-type: none"> • 1 story warehouse building • Obsolete 3 story lab building • Parking garage structure <p>All existing buildings are vacant</p>	Multi-Residential
RES. UNITS	0	Approx. 200 - 250 Units
PARKING	76 stalls (Accessory to business)	Approx. 165 stalls

ALLEY VACATION PROCESS

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AGENCY REVIEW

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SDC Pre-Petition Meeting Comments (2025.08.07):

Streetscape and Public Realm

- Enhanced 4th Avenue W Frontage: Provide additional sidewalk width and deeper planting areas along 4th Avenue W.
RESPONSE: Project will provide a wider sidewalk (8 ft wide) and deeper planting areas along 4th Ave W. See page 40.
- 4th Avenue W Courtyard Integration: Explore how the courtyard can establish a stronger relationship with the neighborhood and provide a more prominent entrance that enhances 4th Avenue's identity.
RESPONSE: The angled building massing setback along 4th provides opportunities to integrate the steep hill climb with the adjacent open space to mitigate slope on 4th for safety and to enhance pedestrian experience. See page 40.
- 5th Avenue W Public Benefit Clarity: If 5th Avenue W improvements are included as public benefits, in addition to any required access improvements, provide clearer definition of how these will be achieved and their community value.
RESPONSE: 5th Ave W R.O.W. improvements are NOT included as public benefit.
- Building Entrance Design: Ensure adequate space and design consideration for both formal and informal building entrances.
RESPONSE: Prominent Lobby entrances along Harrison St and 4th Ave provide both formal and informal building entrances. See page 36 & 40.
- Stormwater Management: Integrate comprehensive stormwater management solutions.
RESPONSE: Project will comply with City of Seattle's stormwater management requirement utilizing natural slope on site.

Connectivity and Wayfinding

- Comprehensive Wayfinding Strategy: Develop a wayfinding system that includes bicycle corridor connections (coordinated with Cascade Bike Club and Queen Anne Greenways) and broader neighborhood orientation.
RESPONSE: Project team continues to engage with community organizations to develop a wayfinding system.
- Neighborhood Connections: Create physical and programmatic connections along 4th Avenue W to avoid creating a "back side" condition.
RESPONSE: Ground level residential amenities create physical and programmatic connections along 4th Ave to avoid creating a "back side" condition

Safety and Traffic

- Traffic Calming Measures: Implement traffic calming at the intersection of 4th Avenue W and W Harrison, as well as along 4th Avenue W due to proximity to Elliott Avenue for increased pedestrian safety.
RESPONSE: Proposed parking and service access will be from 5th Ave W, away from the busy intersection of Elliott and Harrison to increase pedestrian safety. See page 32.
- Intersection Safety Design: Design for increased safety at both the Harrison/Elliott and 4th Avenue W intersections.
RESPONSE: See response above.

District Integration

- Uptown Arts District Coordination: Coordinate design and programming with the broader Uptown Arts District initiative.
RESPONSE: Project team continues to coordinate with the broader Uptown Arts District initiative as the building design and landscape design are developed and refined.

Transit Connectivity

- Address any coordination needs with the planned Light Rail station at Republican and 1st Avenue.
RESPONSE: Currently, there are no coordination needs with the planned Light Rail station.



UPTOWN ALLIANCE (6/16/25)

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.

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QUEEN ANNE GREENWAYS (9/11/25)

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.

SITE CONTEXT ANALYSIS

EXISTING CONDITIONS

- + SITE OVERALL
- + PARTIAL ALLEY TO BE VACATED
- + VIEWS
- + TRAFFIC PATTERN
- + PEDESTRIAN FLOW & PUBLIC TRANSIT
- + UPTOWN URBAN DESIGN FRAMEWORK
- + EXISTING USES

SITE OVERALL

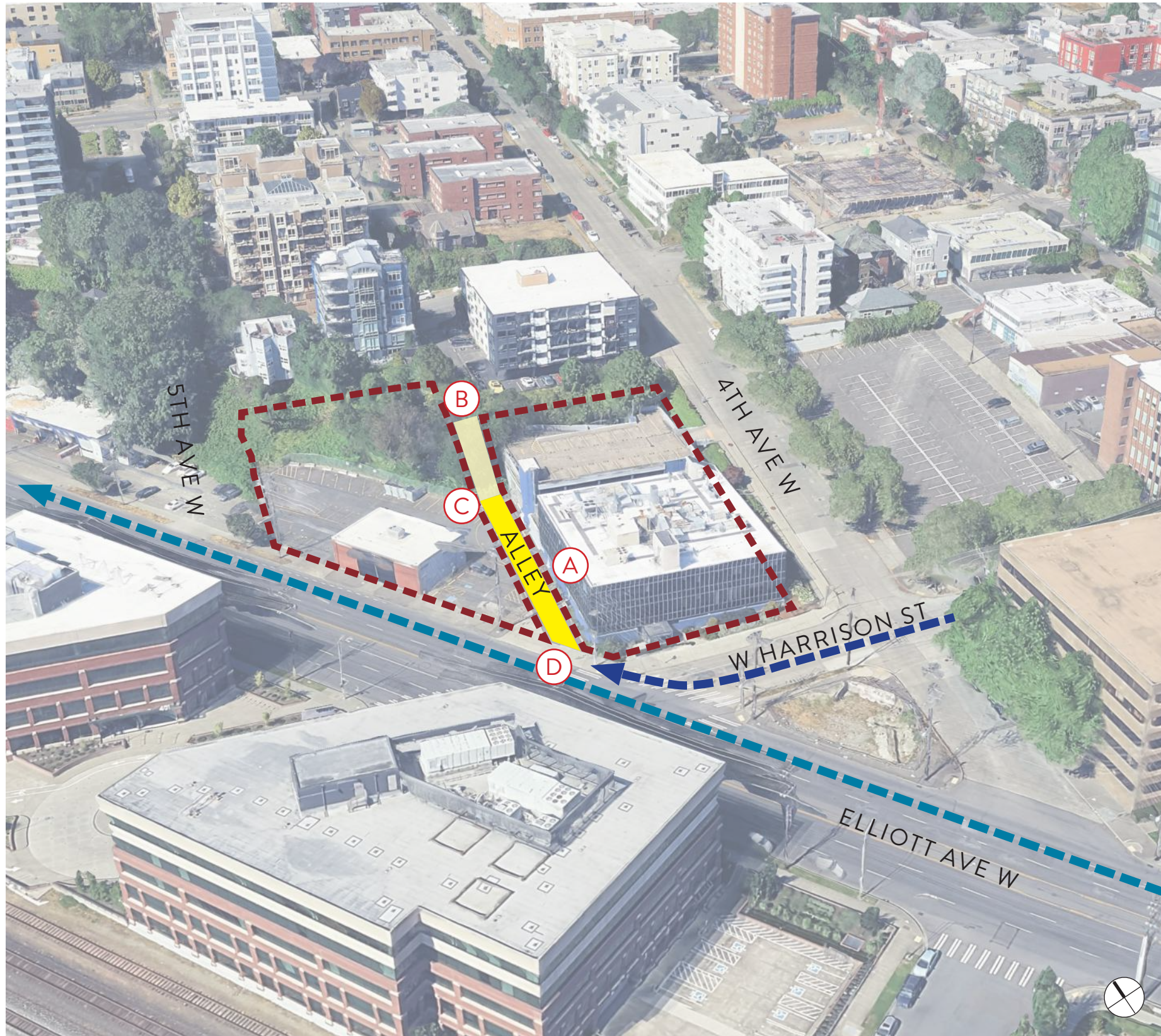
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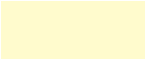


- ① APPROX. 53' ELEVATION CHANGE ON SITE (30%+ STEEP SLOPE)
- ② 17 (TIER 2-4) TREES GROWING ON STEEP SLOPE
- ③ HILL CLIMB ON 4TH AVE (+15% SLOPE)
- ④ HARRISON ST (+7.5% SLOPE)
- ⑤ HIGH-VOLTAGE POWER LINES ALONG ELLIOTT AVE
- ⑥ UNIMPROVED R.O.W. 5TH AVE W

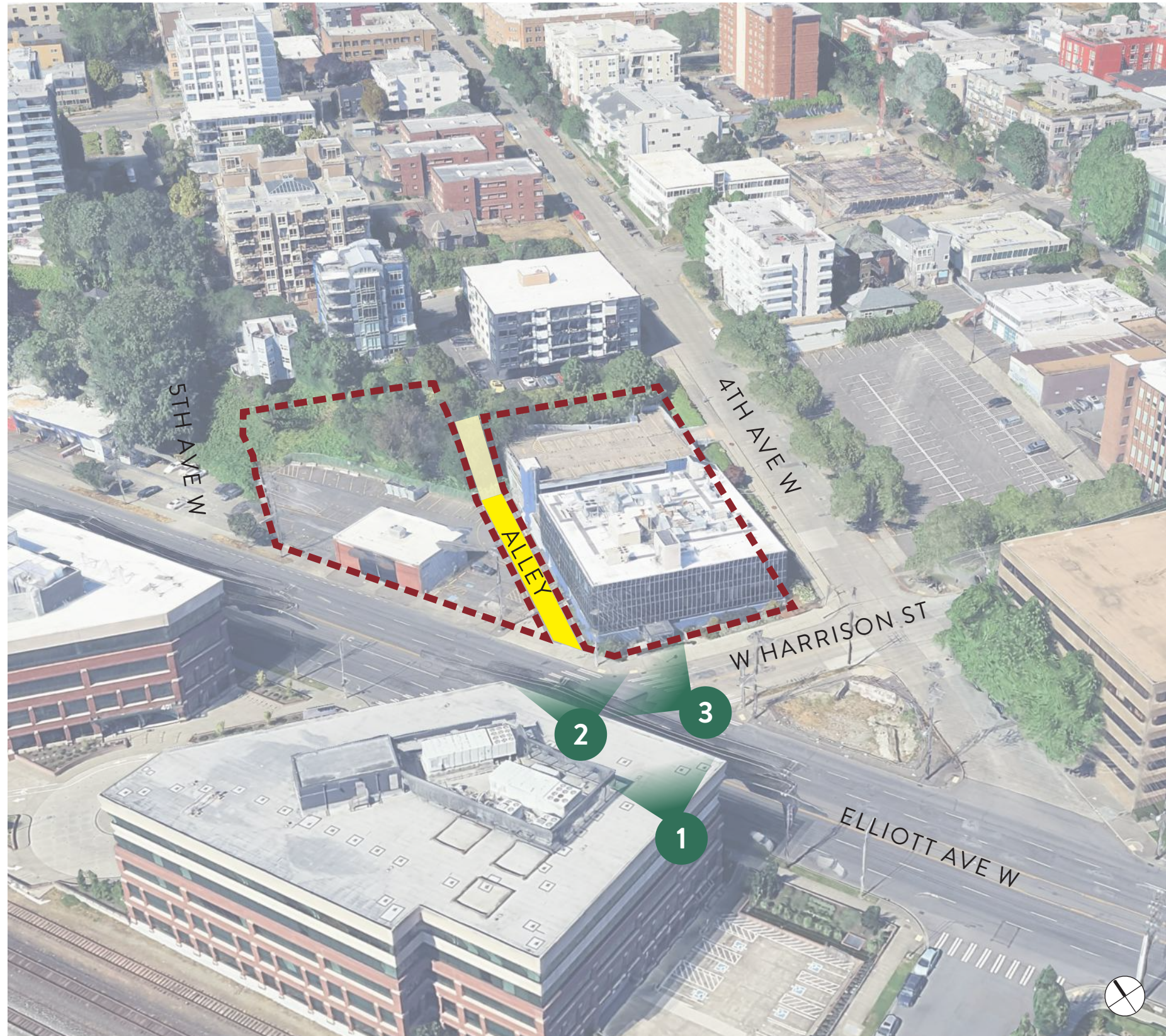
PARTIAL ALLEY TO BE VACATED

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- (A) ALLEY AREA TO BE VACATED: 3,488 SF
 -  EXISTING UNDERUTILIZED ALLEY
 -  EXISTING ALLEY ON 30% SLOPE
- (B) APPROX. 50' ELEVATION CHANGE (FROM BOTTOM TO TOP OF ALLEY)
- (C) ALLEY DEAD-ENDS INTO SLOPE, REDUCING ACCESSIBILITY AND USEFULNESS
- (D) SAFETY CONCERNS WITH CLOSE PROXIMITY OF ALLEY ACCESS TO ELLIOTT AND HARRISON INTERSECTION

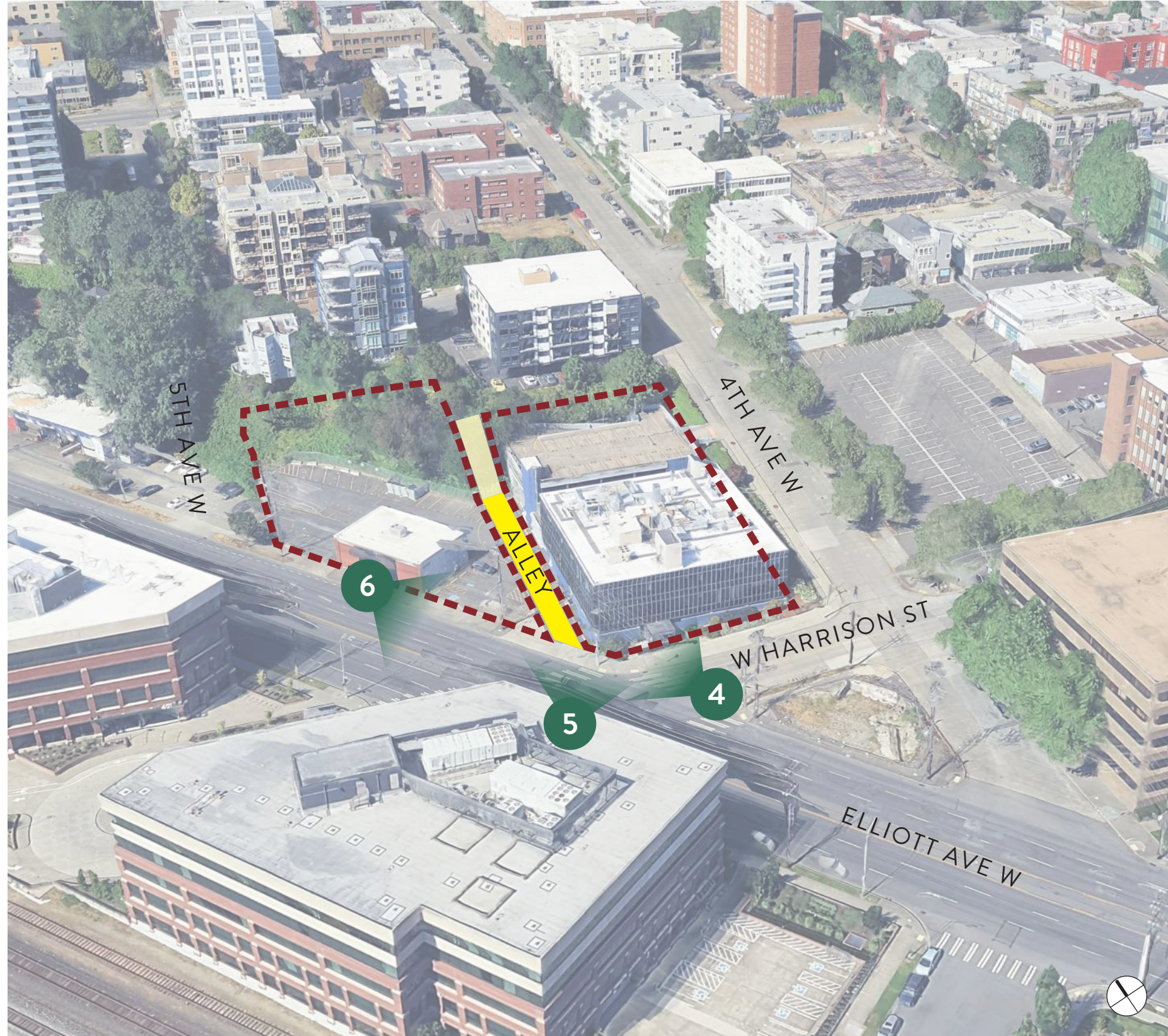
VIEWS



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VIEWS



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VIEWS

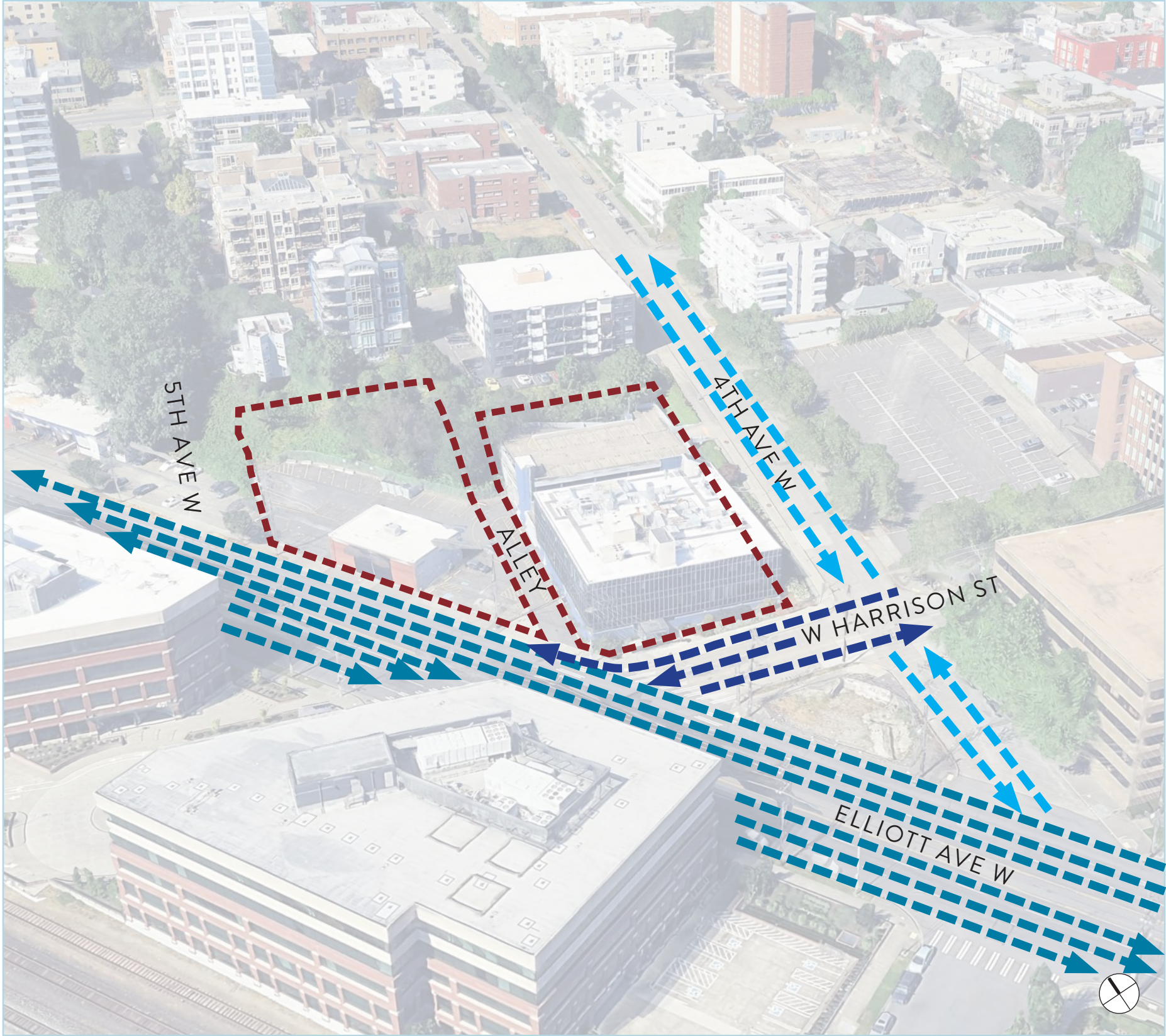


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TRAFFIC PATTERN

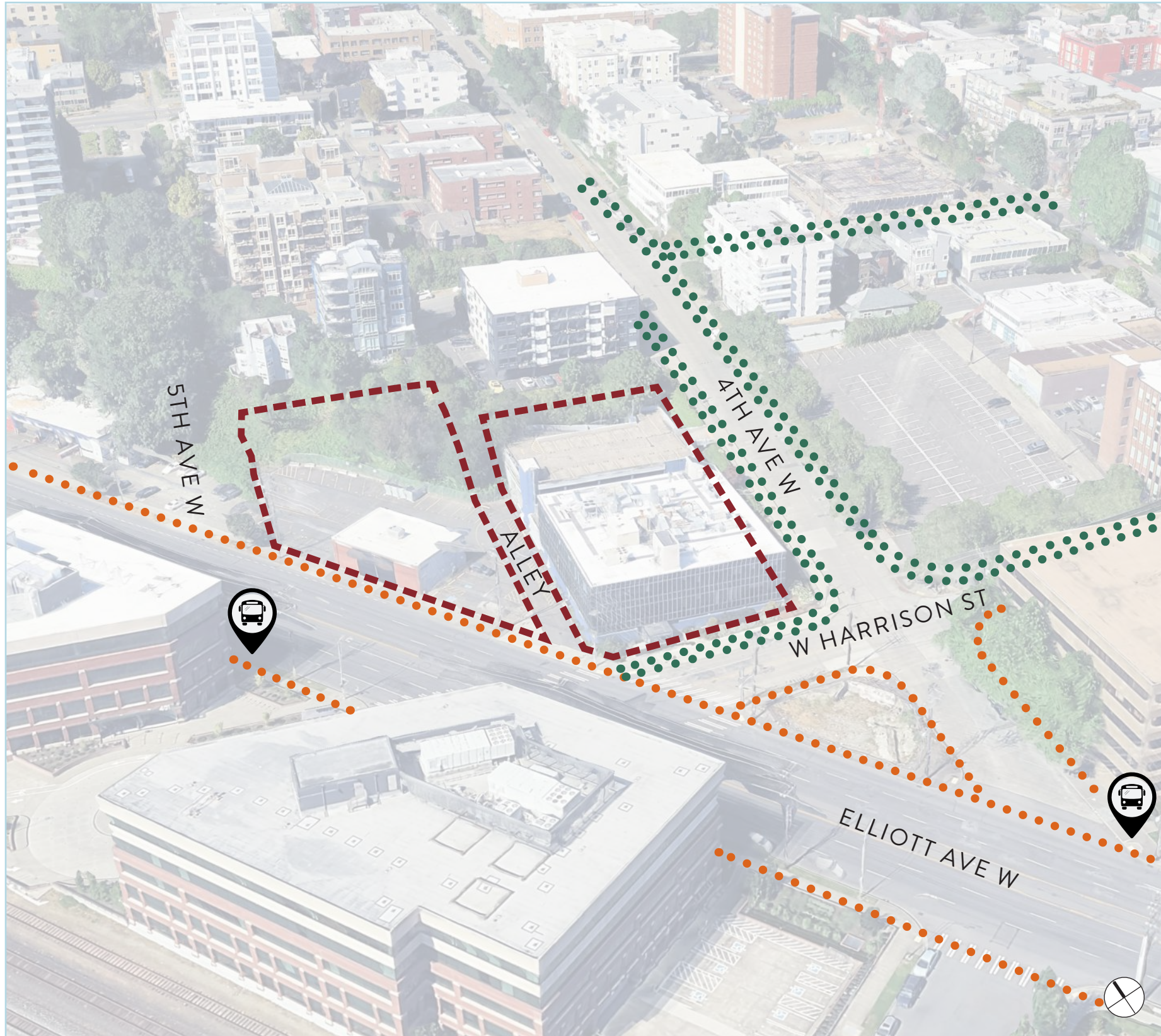
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- ELLIOTT AVE W**
A PRINCIPAL ARTERIAL WITH 6-7 LANES
- W HARRISON ST**
A COLLECTOR ARTERIAL WITH 2-3 LANES
- 4TH AVE W**
LOCAL ROADWAY WITH 2 LANES

PEDESTRIAN FLOW & PUBLIC TRANSIT

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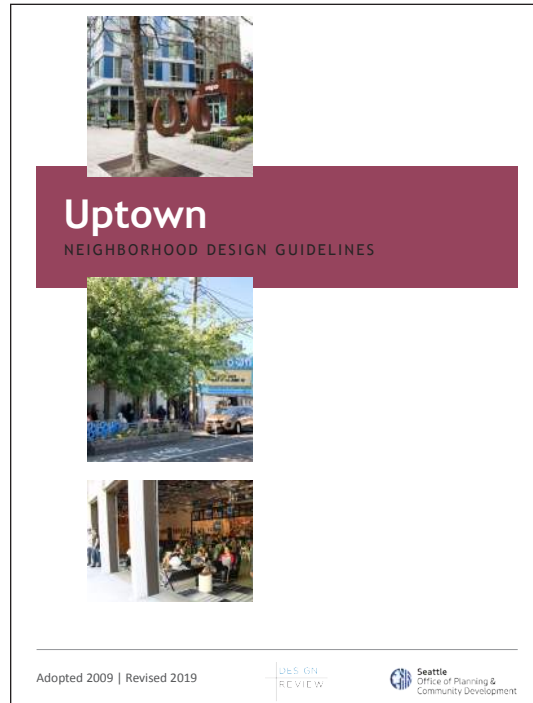
..... HIGH PEDESTRIAN FLOW

..... LOW PEDESTRIAN FLOW

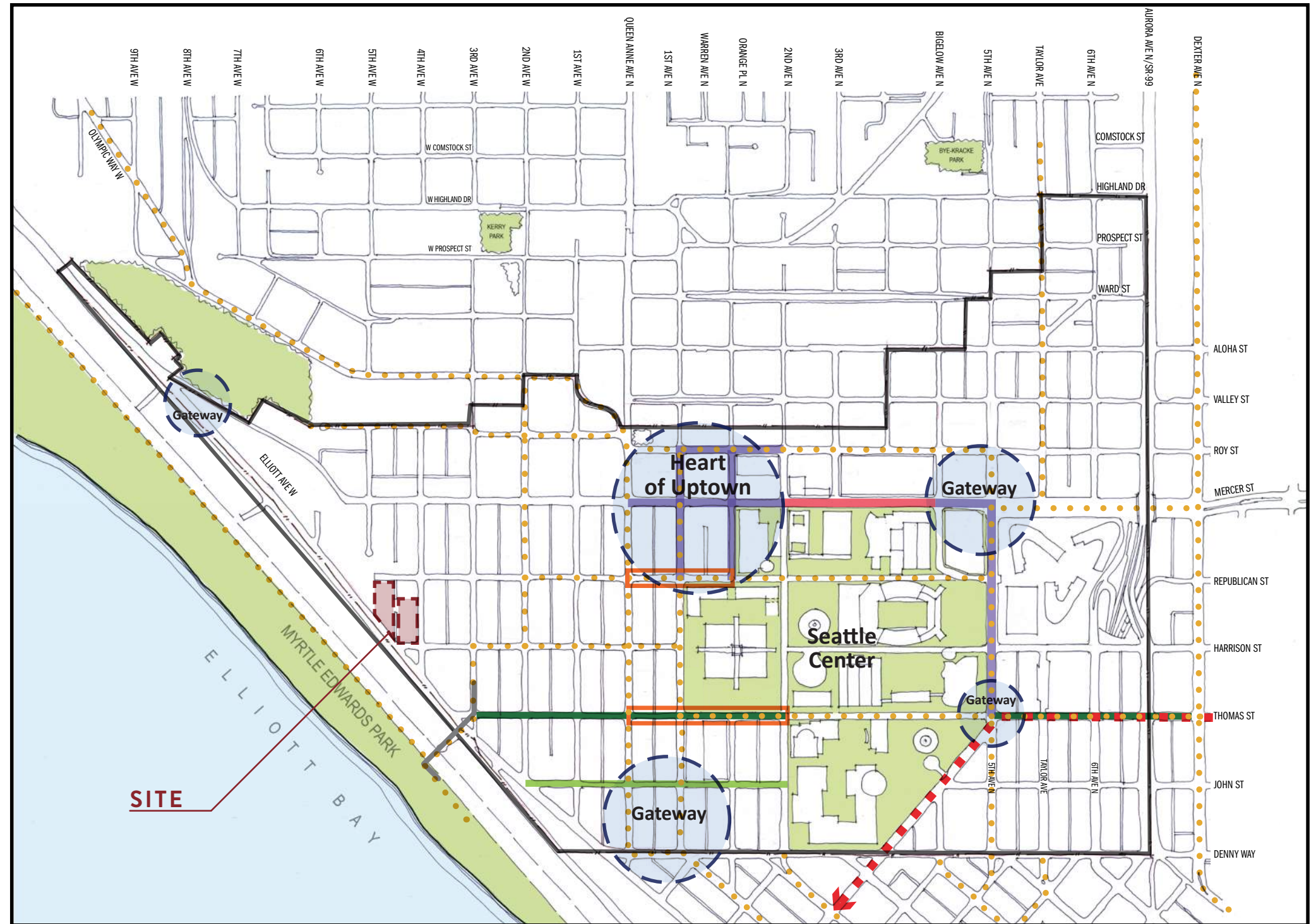
 BUS STOP

UPTOWN URBAN DESIGN FRAMEWORK

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Vacating the unimproved underutilized alley allows for the development to shift from an existing vehicular-centric urban form to one that better aligns with **Uptown's Design Guidelines** on walkability, connectivity, natural features, and acting as a gateway to the neighborhood.



- Urban Center Boundary
Neighborhood Design Guidelines apply
- Center Connections Street
- Designated Green Street
- Potential Green Street
- Pedestrian/Bike Bridge
- Class I Pedestrian Street
- Class II Pedestrian Street
- Existing or Planned Bike Route
- Lake to Bay Trail



ELLIOTT BAY

W Mercer St

6th Ave W

5th Ave W

4th Ave W

W Republican St

SITE

W Harrison St

BNSF Railway

Elliott Ave W

3rd Avenue W

W Thomas St

CLIMATE
PLEDGE
ARENA

9 BLOCK ANALYSIS USES

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SURROUNDING USE TYPES

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

9 BLOCK ANALYSIS USES

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(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)

* Images are from Google Maps

9 BLOCK ANALYSIS
OPEN SPACE

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OPEN SPACE TYPES

- Publicly Owned
- Privately Owned

9 BLOCK ANALYSIS

OPEN SPACE

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(A) * Privately Owned, Publicly Accessible Open Space between 401 Elliott & 501 Elliott Office buildings



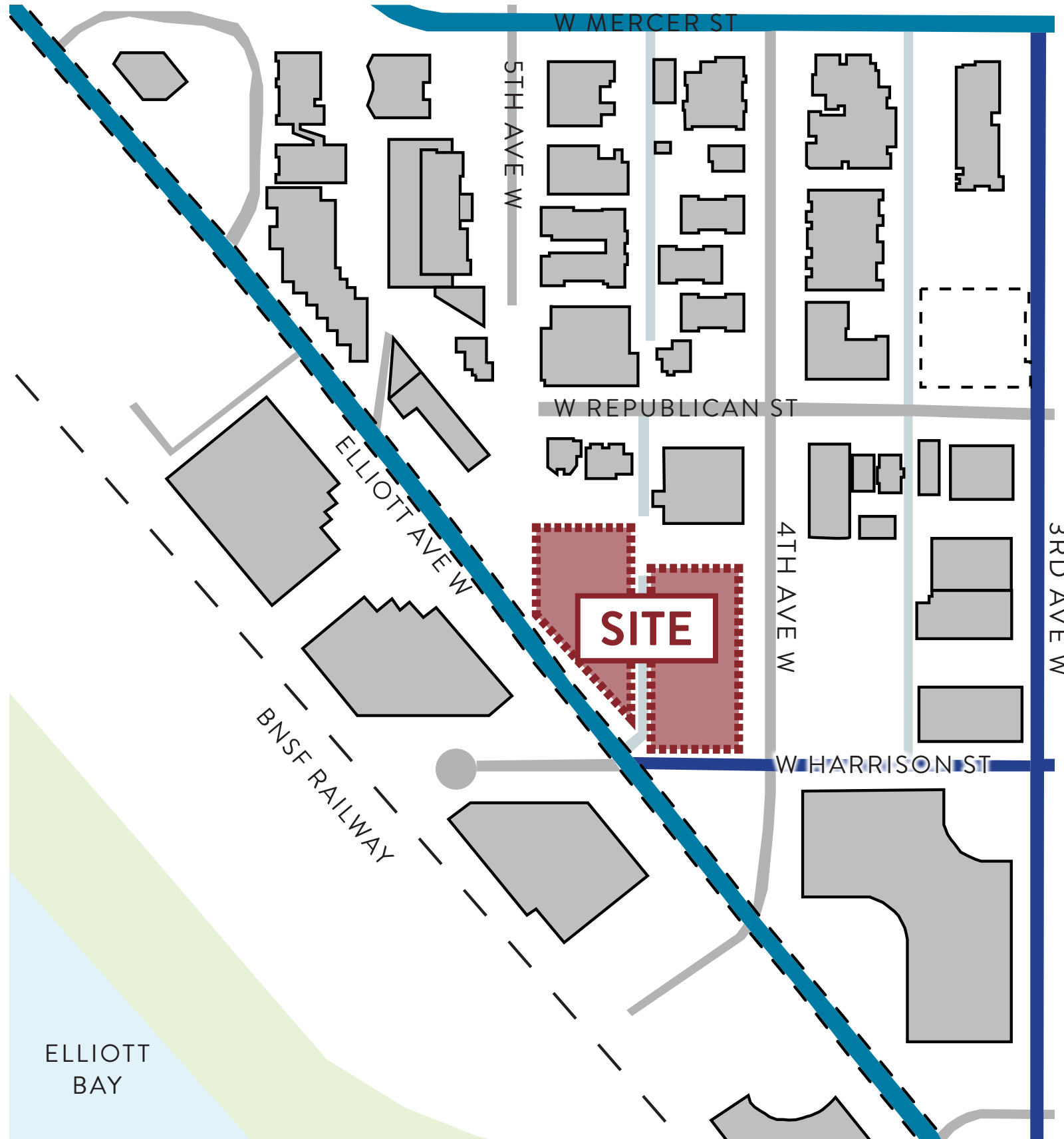
(B) Centennial Park (Image from Port of Seattle Website)

* Images are from Google Maps

9 BLOCK ANALYSIS

STREET CLASSIFICATIONS

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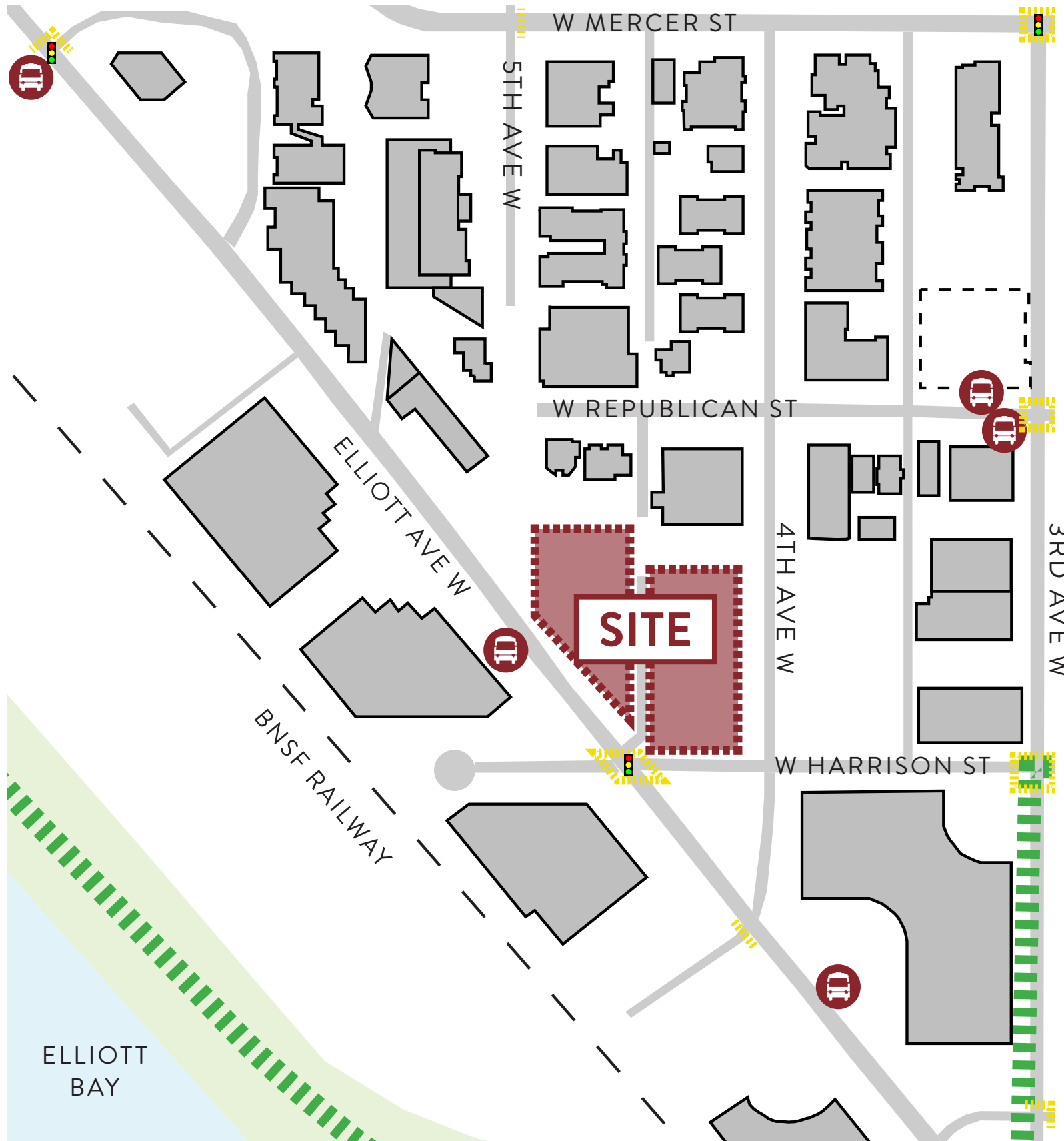


STREET CLASSIFICATIONS

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

9 BLOCK ANALYSIS PEDESTRIAN MOVEMENT

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LEGEND

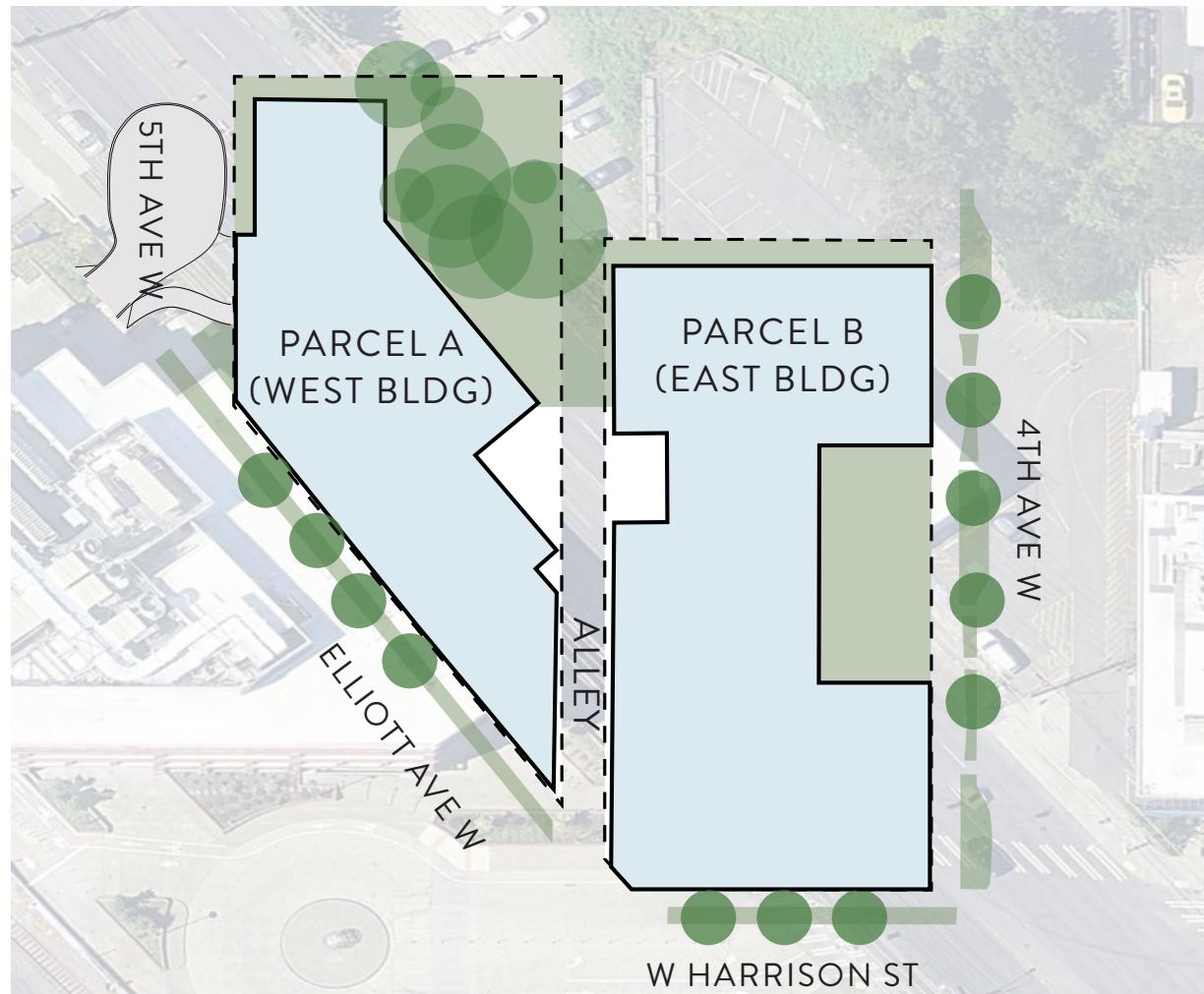
- Marked Crosswalk
- Bike Path
- Bus Stop
- Traffic Light

PROPOSED PROJECT

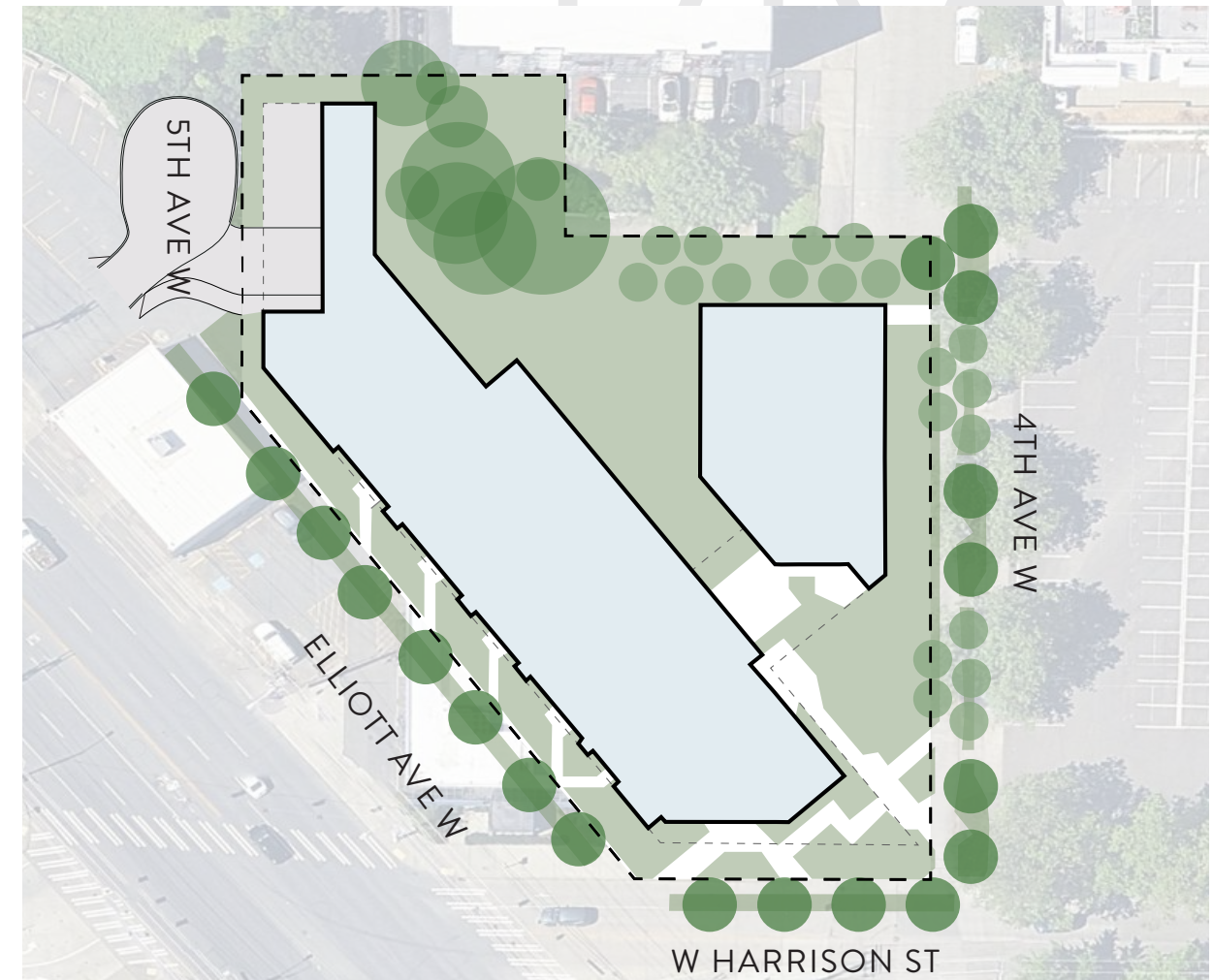
- + OVERVIEW SUMMARY
- + VACATION POLICIES
 - ACCESS & CIRCULATION
 - OPEN SPACE
 - LIGHT AND AIR
 - FREE SPEECH AND PUBLIC ASSEMBLY
 - VIEWS
 - LAND USE AND URBAN FORM
 - UTILITIES

OVERVIEW SUMMARY

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NO ALLEY VACATION



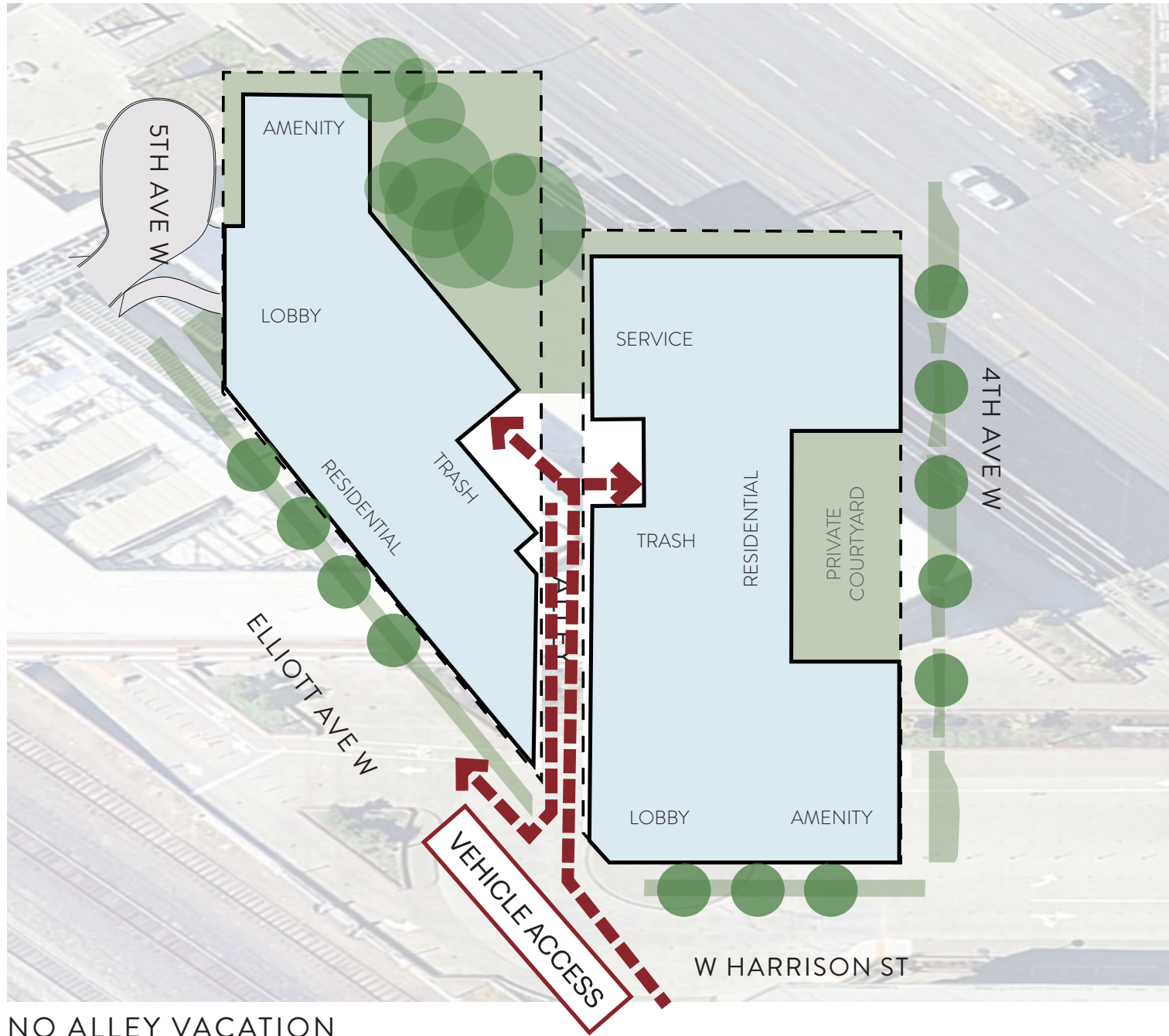
ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
TOTAL # OF BLDGS	2	1
TOTAL # OF UNITS	200 Units	250 Units
TREE REMOVAL	(3) Tier 3 & 4 trees (14 trees will be retained)	
RESULT OF ALLEY VACATION	More efficient building by eliminating redundancy in building services, allowing more opportunity for open space to enhance more walkable street scape, aligning with Uptown Design Guidelines	

ACCESS AND CIRCULATION

VEHICULAR ACCESS

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NO ALLEY VACATION



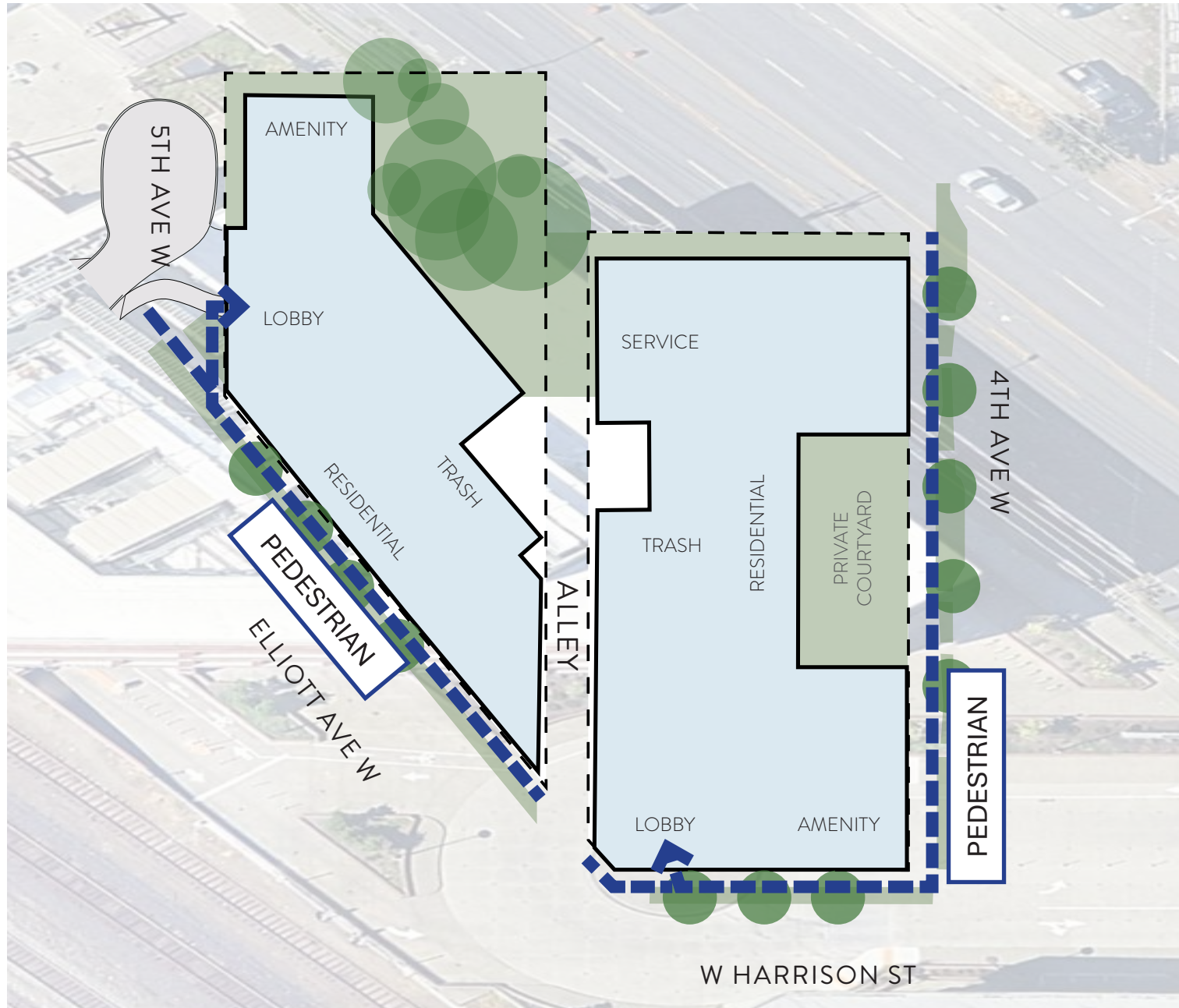
ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
VEHICULAR ACCESS	From Alley (Intersection of Elliott & Harrison)	From 5th Ave W
RESULT OF ALLEY VACATION	Singular vehicle access away from busy intersection increases vehicular safety with a continuous street frontage to enhance the pedestrian realm.	

ACCESS AND CIRCULATION

PEDESTRIAN ACCESS

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NO ALLEY VACATION



ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
PEDESTRIAN ACCESS	Separate lobbies with separate pedestrian flow	Centralized lobby with multiple access points
RESULT OF ALLEY VACATION	Move the vehicle access away from the Harrison St and Elliott Ave intersection allows for a continuous pedestrian flow that is supported by a centralized lobby with setback area to contribute to an enhanced pedestrian realm.	

ACCESS AND CIRCULATION

ELLIOTT AVE & HARRISON ST - EXISTING CONDITION

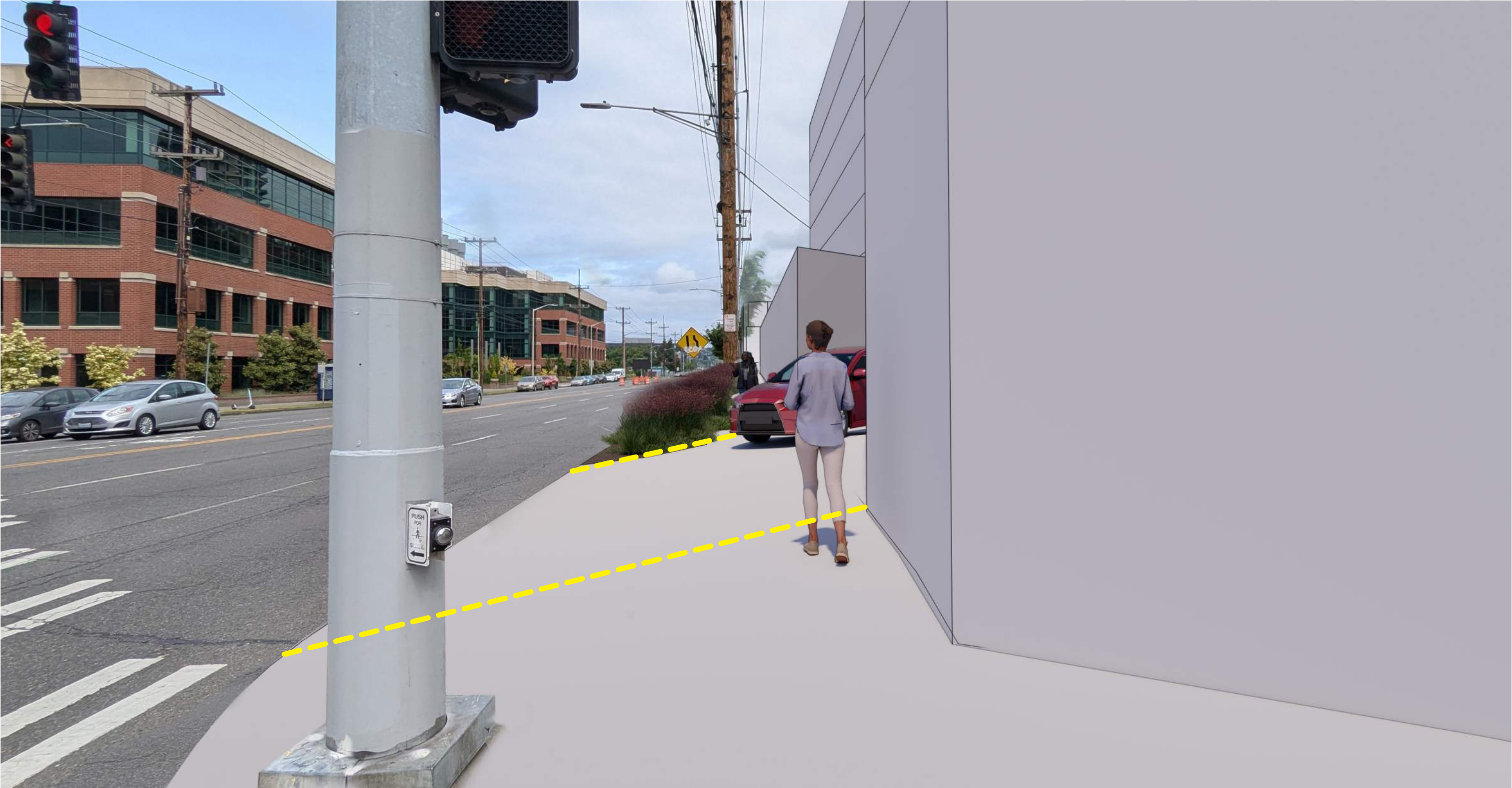
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VIEW LOOKING NORTH AT THE ELLIOTT / HARRISON INTERSECTION

ACCESS AND CIRCULATION
ELLIOTT AVE & HARRISON ST - NO ALLEY VACATION

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VIEW LOOKING NORTH AT THE ELLIOTT / HARRISON INTERSECTION

ACCESS AND CIRCULATION
ELLIOTT AVE & HARRISON ST - ALLEY VACATION

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VIEW LOOKING NORTH AT THE ELLIOTT / HARRISON INTERSECTION

OPEN SPACE
HARRISON ST - COMPARISON

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NO ALLEY VACATION



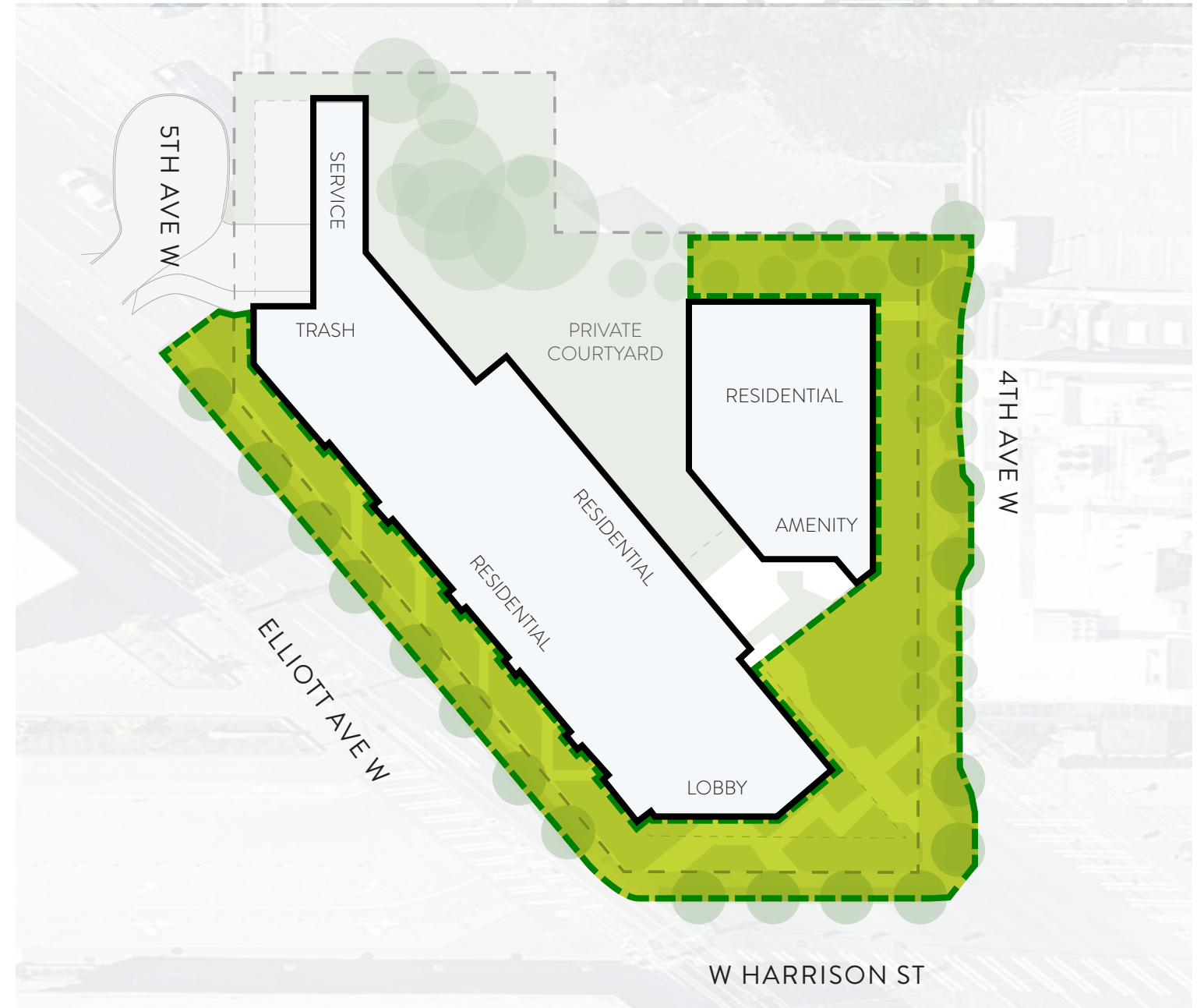
ALLEY VACATION

OPEN SPACE

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NO ALLEY VACATION



ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
OPEN SPACE	No building setbacks for usable open space and minimum landscape along R.O.W	Variety of deep building that provide open space, light, and air along primary pedestrian routes while improving the surround public realm

OPEN SPACE
HARRISON ST - EXISTING CONDITION

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VIEW LOOKING EAST ON HARRISON ST

OPEN SPACE
HARRISON ST - NO ALLEY VACATION

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VIEW LOOKING EAST ON HARRISON ST

OPEN SPACE
HARRISON ST - ALLEY VACATION

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VIEW LOOKING EAST ON HARRISON ST

OPEN SPACE
HARRISON ST - COMPARISON

DRAFT



NO ALLEY VACATION



ALLEY VACATION

OPEN SPACE
4TH AVE - EXISTING CONDITION

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VIEW LOOKING NORTH ON 4TH AVE

OPEN SPACE
4TH AVE - NO ALLEY VACATION

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VIEW LOOKING NORTH ON 4TH AVE

OPEN SPACE
4TH AVE - ALLEY VACATION

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VIEW LOOKING NORTH ON 4TH AVE

OPEN SPACE
4TH AVE - COMPARISON

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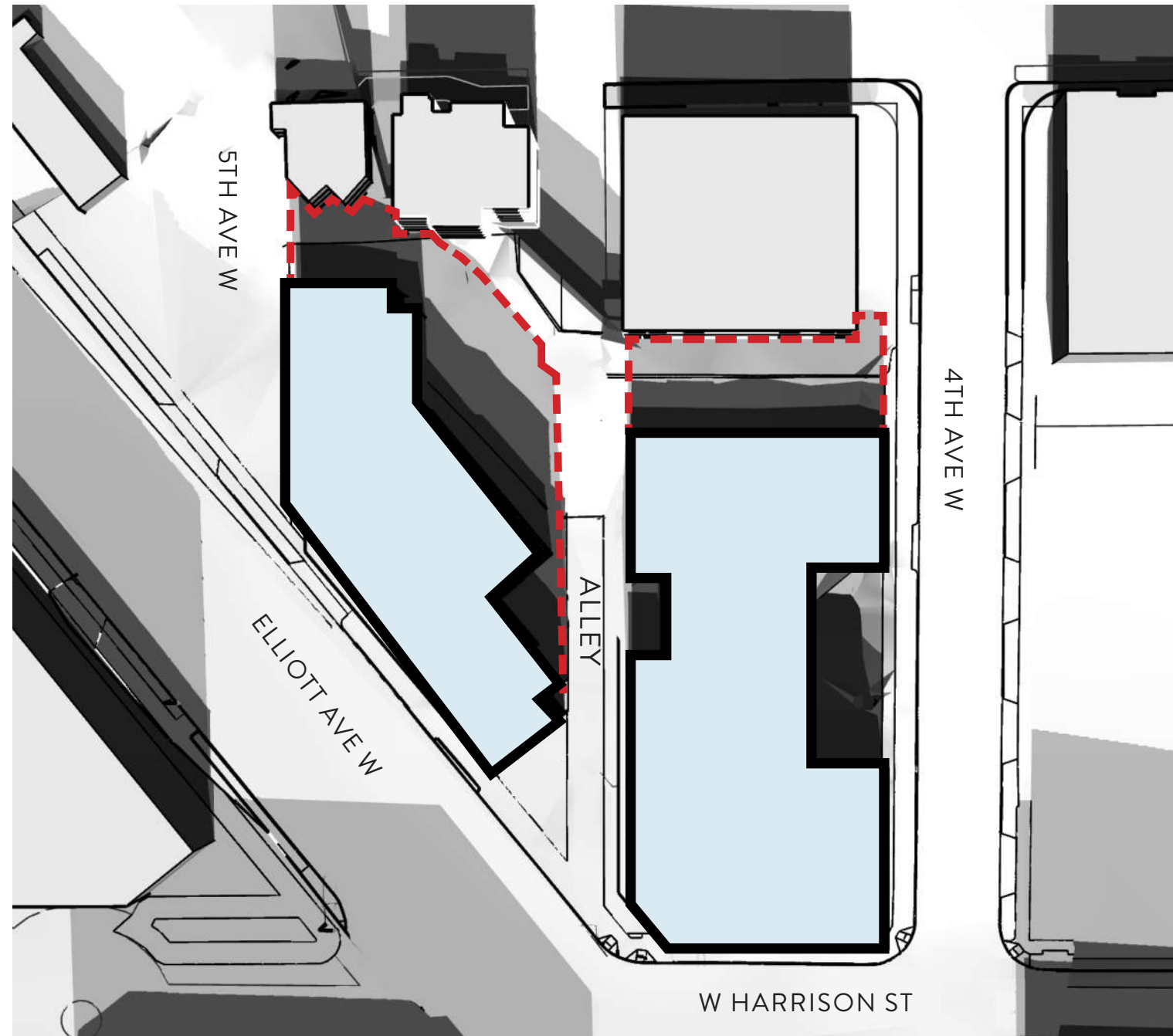
NO ALLEY VACATION



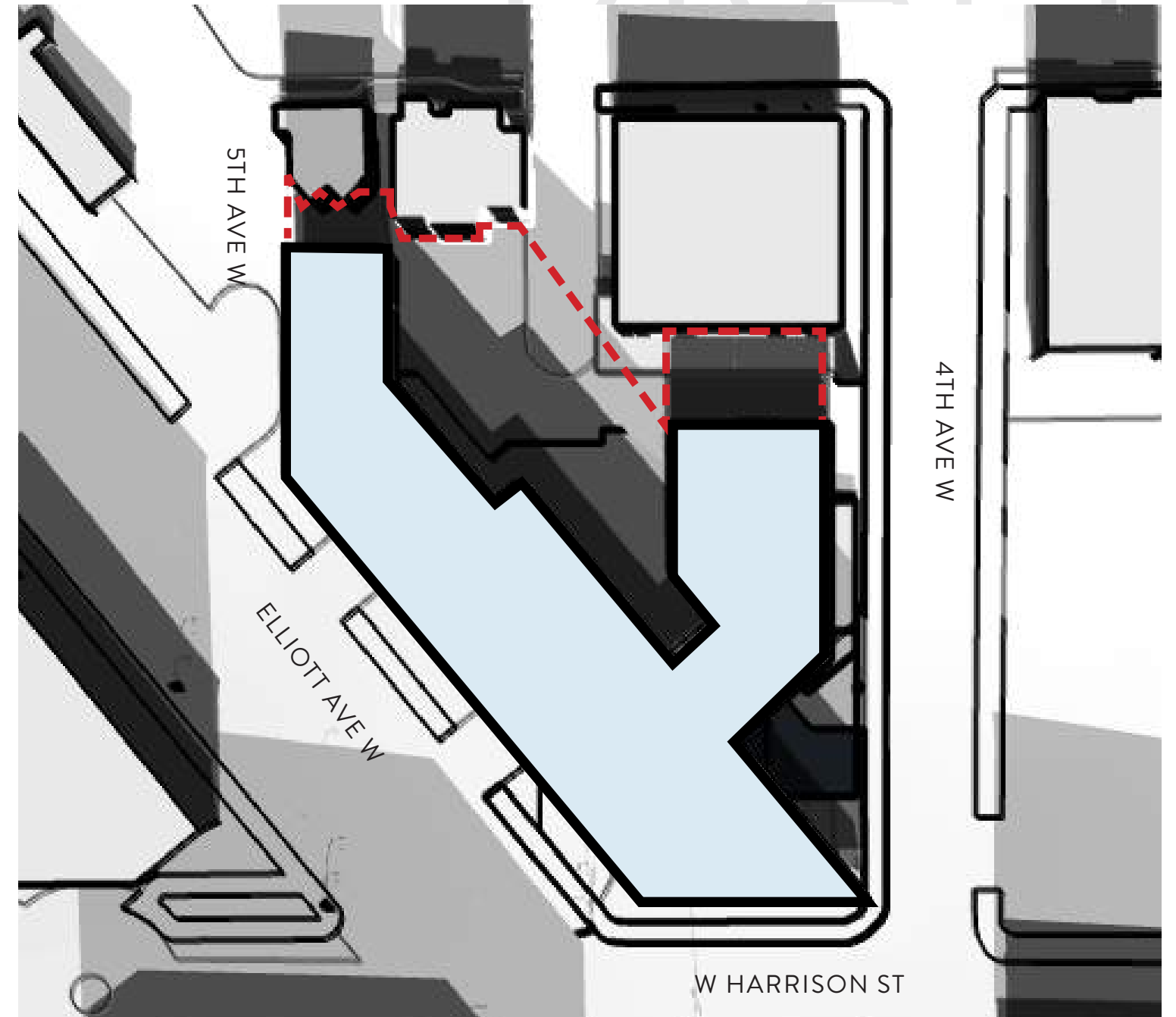
ALLEY VACATION

LIGHT AND AIR

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NO ALLEY VACATION

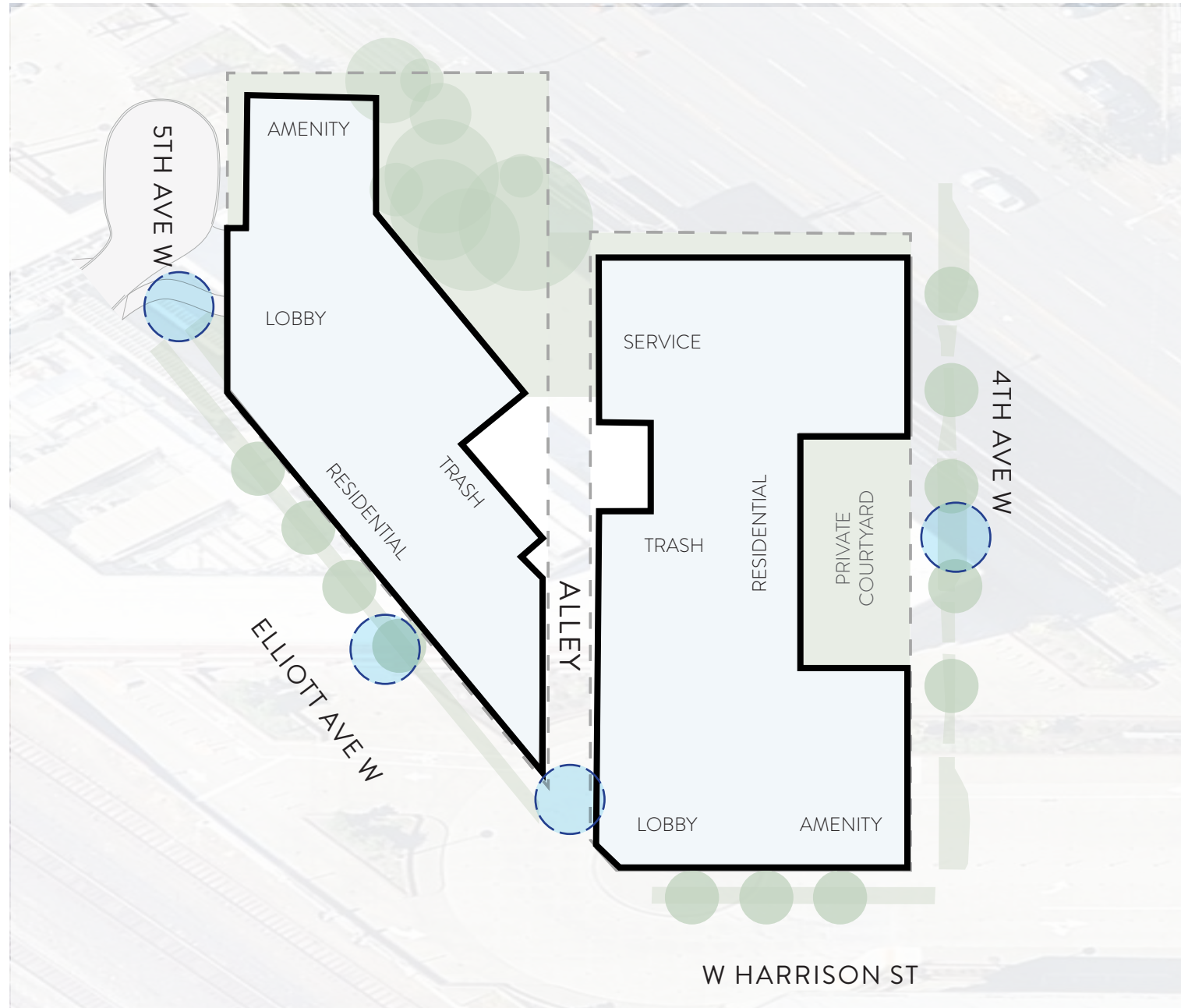


ALLEY VACATION

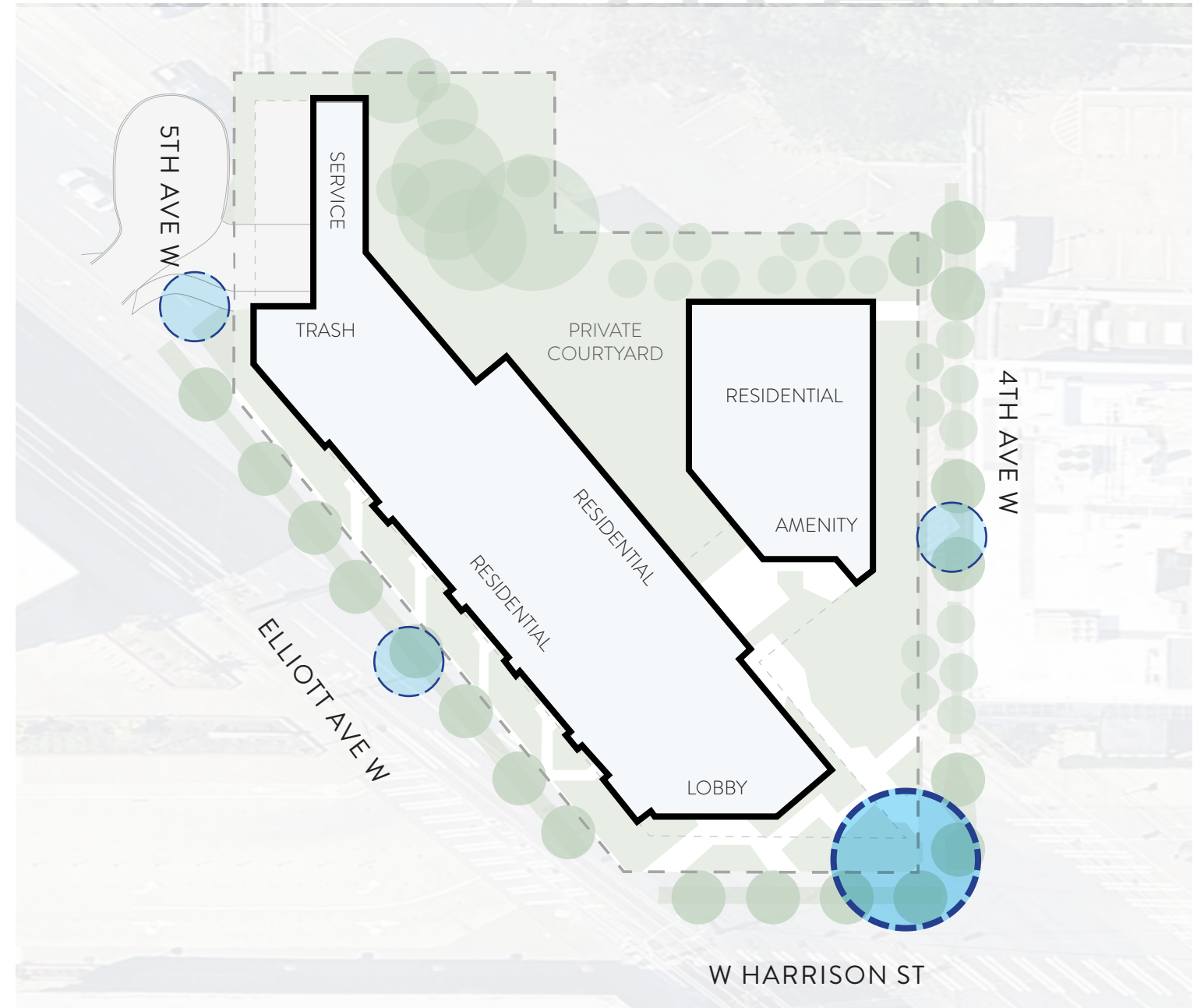
	NO ALLEY VACATION	ALLEY VACATION
LIGHT AND AIR	The proposed alley vacation will not increase shadows on public parks and public open spaces as a result of the increase in development potential. There is a minimal difference in impact on adjacent buildings from shadows cast due to the alley vacation option.	

FREE SPEECH AND PUBLIC ASSEMBLY

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NO ALLEY VACATION



ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
FREE SPEECH AND PUBLIC ASSEMBLY	With no building setbacks, the only available space for public assembly would be the right of way and the inhospitable alley.	The building setbacks create a safer space for assembly by prioritizing the pedestrian experience, improving lighting conditions, and creating clear sight lines to a centralized area.

FREE SPEECH AND PUBLIC ASSEMBLY

EXISTING CONDITION

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VIEW LOOKING NORTH AT HARRISON ST & 4TH AVE

FREE SPEECH AND PUBLIC ASSEMBLY
DEVELOPMENT WITH NO ALLEY VACATION

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HARRISON ST

VIEW LOOKING NORTH AT HARRISON ST & 4TH AVE

FREE SPEECH AND PUBLIC ASSEMBLY

DEVELOPMENT WITH ALLEY VACATION

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HARRISON ST

VIEW LOOKING NORTH AT HARRISON ST & 4TH AVE

VIEWS

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NO ALLEY VACATION



ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
VIEWS	Views west from 4th Ave W to the Puget Sound and mountains will be unchanged between the vacation and no vacation scheme.	

LAND USE AND URBAN FORM

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NO ALLEY VACATION



ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
LAND USE AND URBAN FORM	The existing alley bisecting the building would remain disconnected with the alley network and only serve the building adjacent.	Vacating the underutilized alley would shift the development from an existing vehicular -centric urban form to one that better aligns with Uptown’s Design Guidelines on walkability, connectivity, natural features, a gateway to the neighborhood.

LAND USE AND URBAN FORM
EXISTING CONDITION

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VIEW LOOKING NORTHWEST AT HARRISON ST & 4TH AVE

LAND USE AND URBAN FORM
DEVELOPMENT WITH NO ALLEY VACATION

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VIEW LOOKING NORTHWEST AT HARRISON ST & 4TH AVE

LAND USE AND URBAN FORM
DEVELOPMENT WITH ALLEY VACATION

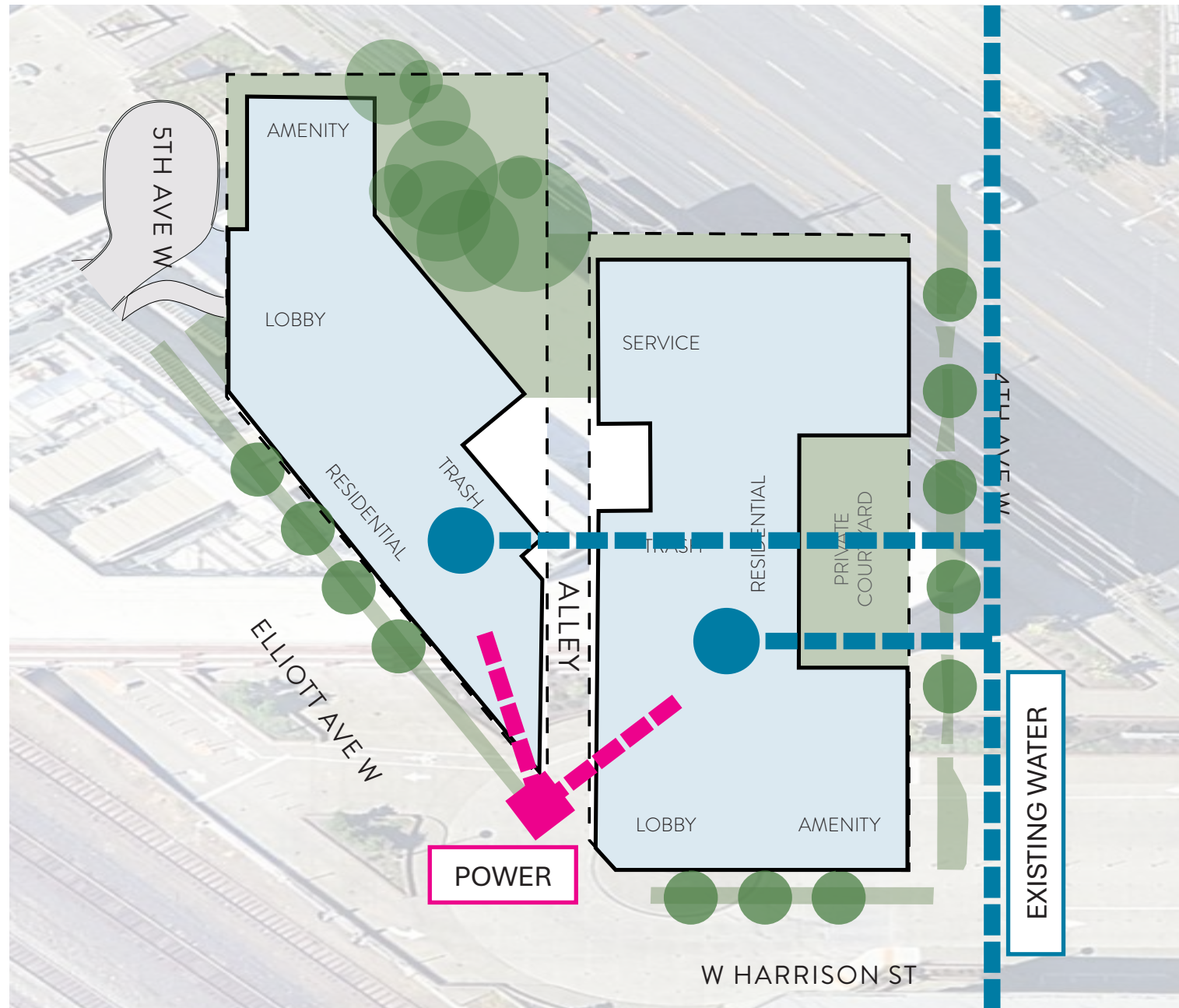
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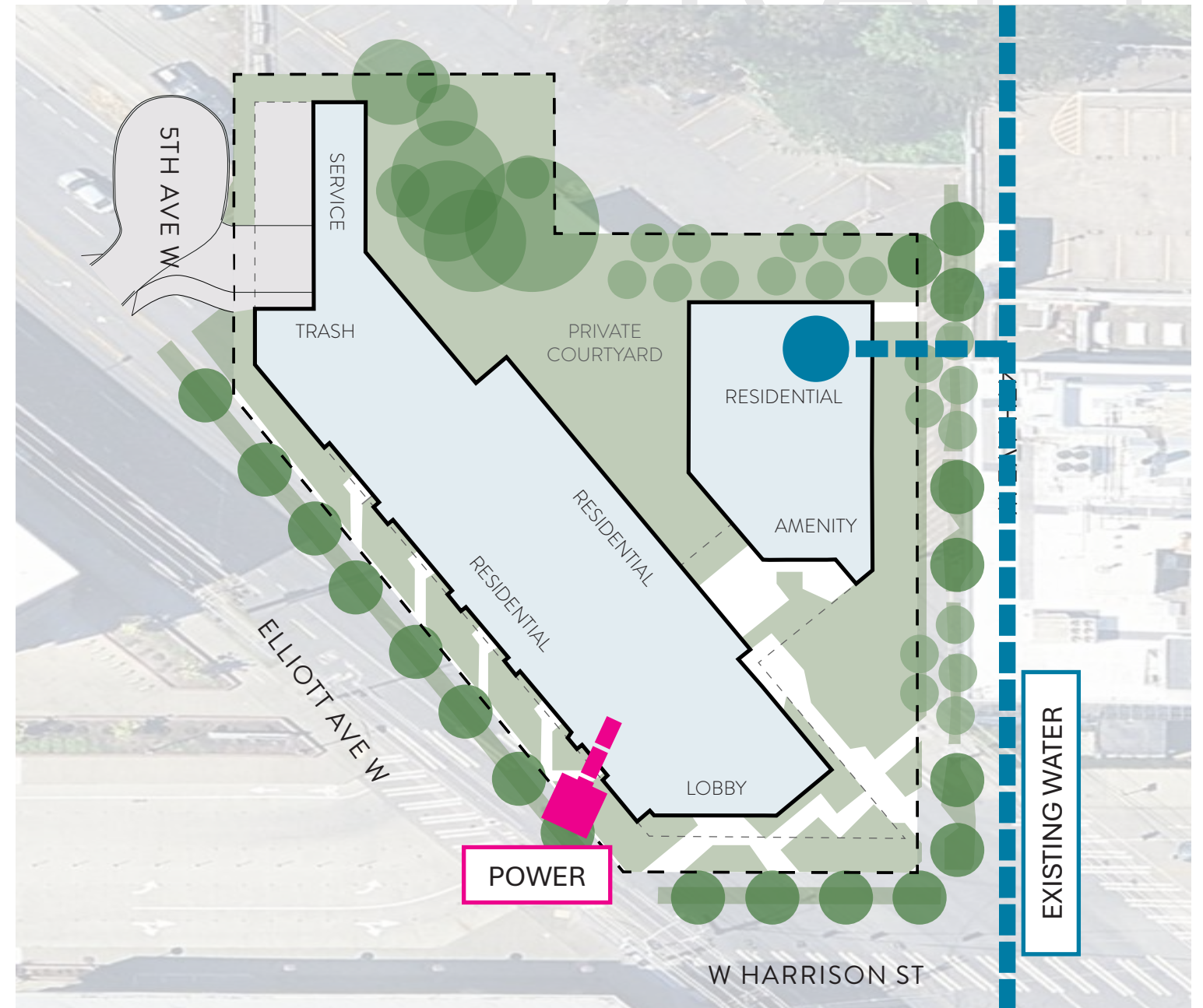
VIEW LOOKING NORTHWEST AT HARRISON ST & 4TH AVE

UTILITIES

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NO ALLEY VACATION



ALLEY VACATION

	NO ALLEY VACATION	ALLEY VACATION
UTILITIES	Multiple utility line connections will be required crossing public right of way.	Limiting connections to a single development better aligns with existing available utilities and allows the building to be more efficient and contribute back to the proposed building setbacks.

THANK YOU!