



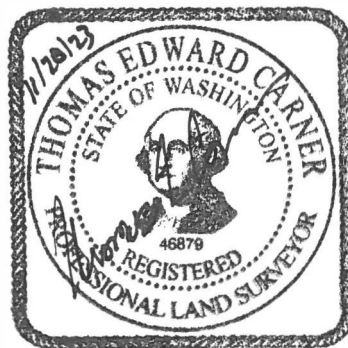
# EXHIBIT B - LEGAL DESCRIPTION OF STREET PROPOSED TO BE VACATED

## VACATION DESCRIPTION

THAT PORTION OF AN ALLEY 16.00 FEET IN WIDTH LYING WITHIN BLOCK 2, WEGENER'S ADDITION, RECORDED IN VOLUME 19, PAGE 1, RECORDS OF KING COUNTY, WASHINGTON;

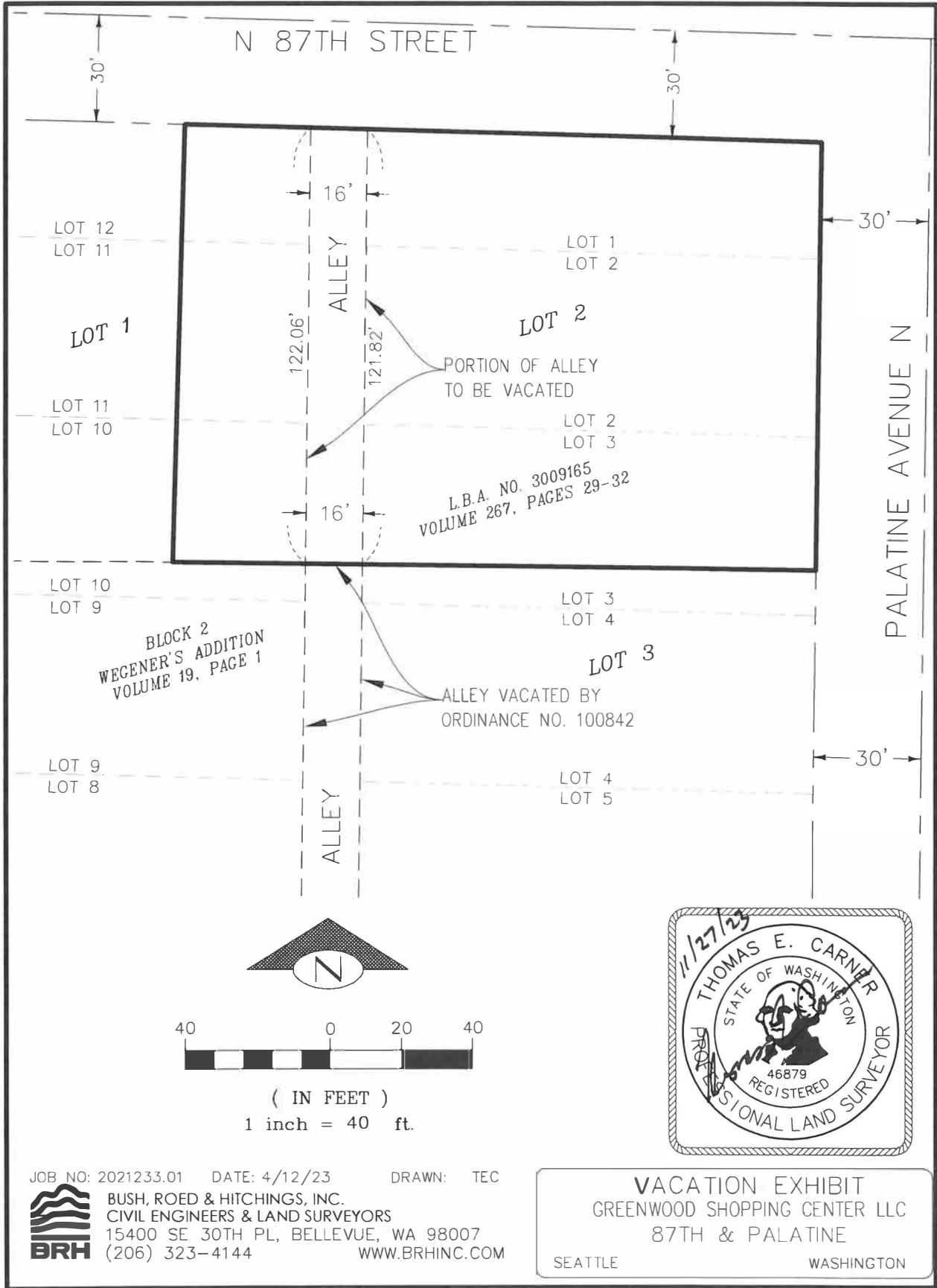
SAID PORTION OF ALLEY IS APPROXIMATELY 122 FEET LONG AND LIES WITHIN LOT 2 OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENT NUMBER 3009165, RECORDED IN VOLUME 267, PAGES 29 THROUGH 32, UNDER RECORDING NUMBER 20091103900009.

CONTAINING AN AREA OF 1,951 SQUARE FEET OR 0.0448 ACRES, MORE OR LESS.



THOMAS E. CARNER, P.L.S. NO. 46879  
BRH JOB NO. 2021233.01  
NOVEMBER 28, 2023

BUSH, ROED & HITCHINGS, INC.  
15400 SE 30<sup>TH</sup> PL, SUITE 100  
BELLEVUE, WA 98007  
(206) 323-4144




BLOCK 2  
WEGENER'S ADDITION  
VOLUME 19, PAGE 1

L.B.A. NO. 3009165  
VOLUME 267, PAGES 29-32

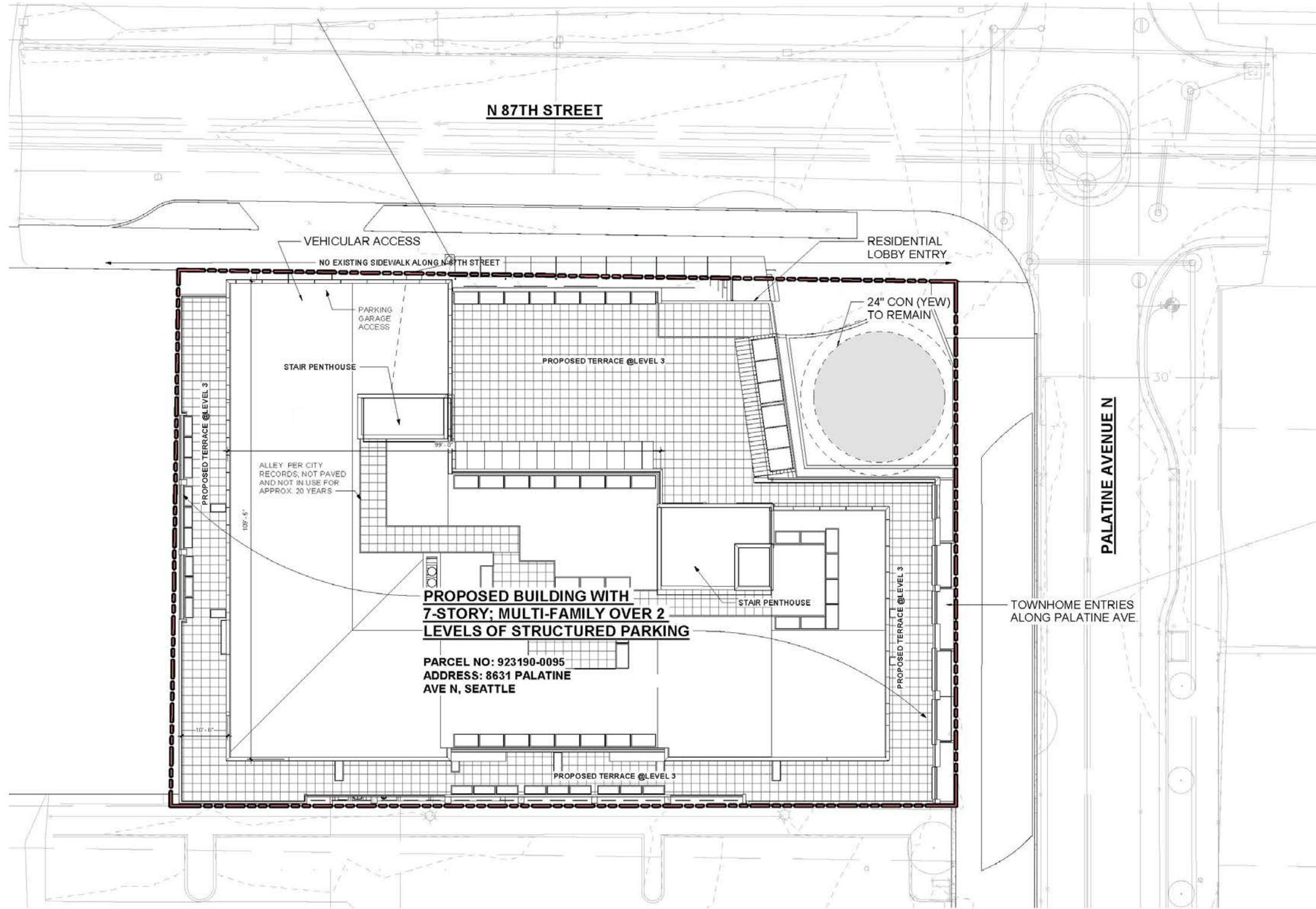
ALLEY VACATED BY  
ORDINANCE NO. 100842



JOB NO: 2021233.01    DATE: 4/12/23    DRAWN: TEC  
 BUSH, ROED & HITCHINGS, INC.  
CIVIL ENGINEERS & LAND SURVEYORS  
15400 SE 30TH PL, BELLEVUE, WA 98007  
(206) 323-4144    WWW.BRHINC.COM

VACATION EXHIBIT  
GREENWOOD SHOPPING CENTER LLC  
87TH & PALATINE  
SEATTLE    WASHINGTON

# EXHIBIT C - PREFERRED DEVELOPMENT ALTERNATIVE



**SITE PLAN**

OWNER NAME: GREENWOOD SHOPPING CENTER, INC.

PARCEL NUMBER: 923190-0095 ;  
SITE ADDRESS: 8631 PALATINE AVE N, SEATTLE

LEGAL DESCRIPTION: LOT 2 OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENTS NO. 3009165, RECORDED IN VOLUME 267, PAGES 29-32, UNDER RECORDING NO. 2009110390009.  
RECORD OF KING COUNTY, WASHINGTON.  
LOT SIZE: 21,659 SQ FT

# EXHIBIT C - PREFERRED DEVELOPMENT ALTERNATIVE

**CODE COMPLIANT**

**Development Objectives:**

- Number of residential units: 70
- Number of parking stalls: 70

**Pros:**

- Upper building mass is stepped-back transitioning to the less intensive zoning to the north.
- Stepped-back massing allows better light and air opportunities to the single-family residences to the north.
- Townhomes facing Palatine Ave N provide visual nod and massing connection to the townhomes on the project across the street.
- Vehicular entry to the structured parking is maintained at the same location as the vacated alley location.

**Cons:**

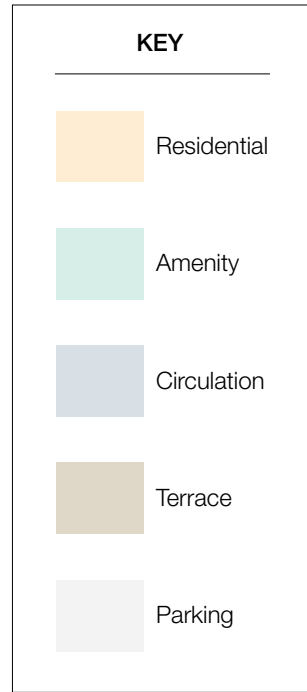
- Alley vacation is required.

**Departures:**

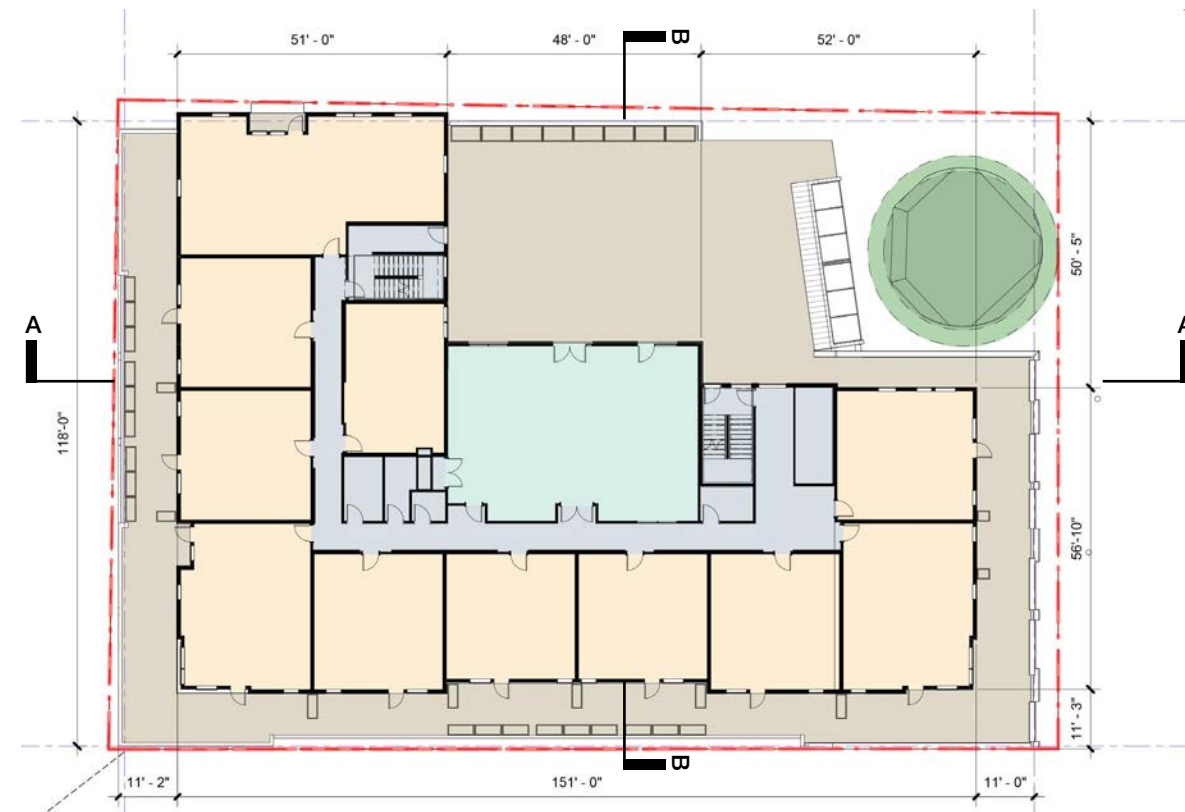
- None.

**Alley Vacation:**

- Public Trust: Dead end unbuilt/unimproved alley.
- Public Benefit: Proposed continuous sidewalk between Palatine Ave N and 1st Ave NW for pedestrian walkability.



VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - LEVEL 2

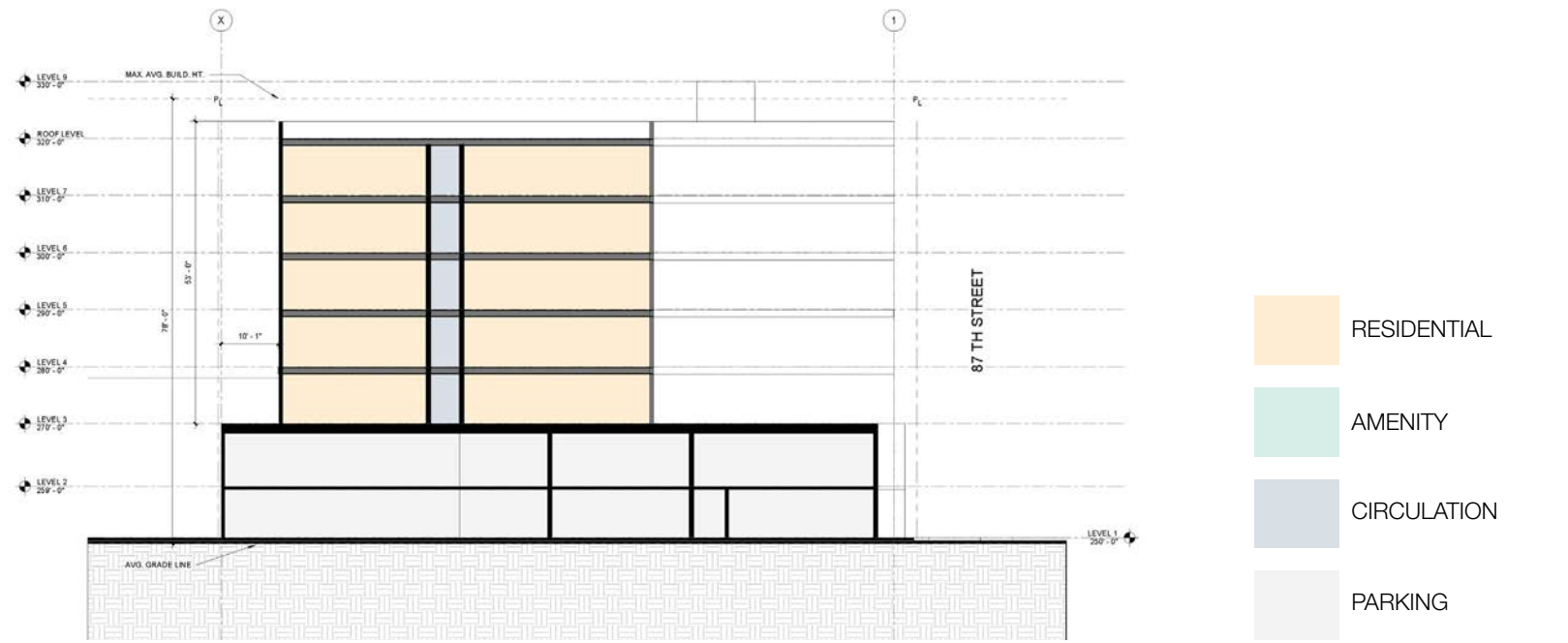


VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - LEVEL 3

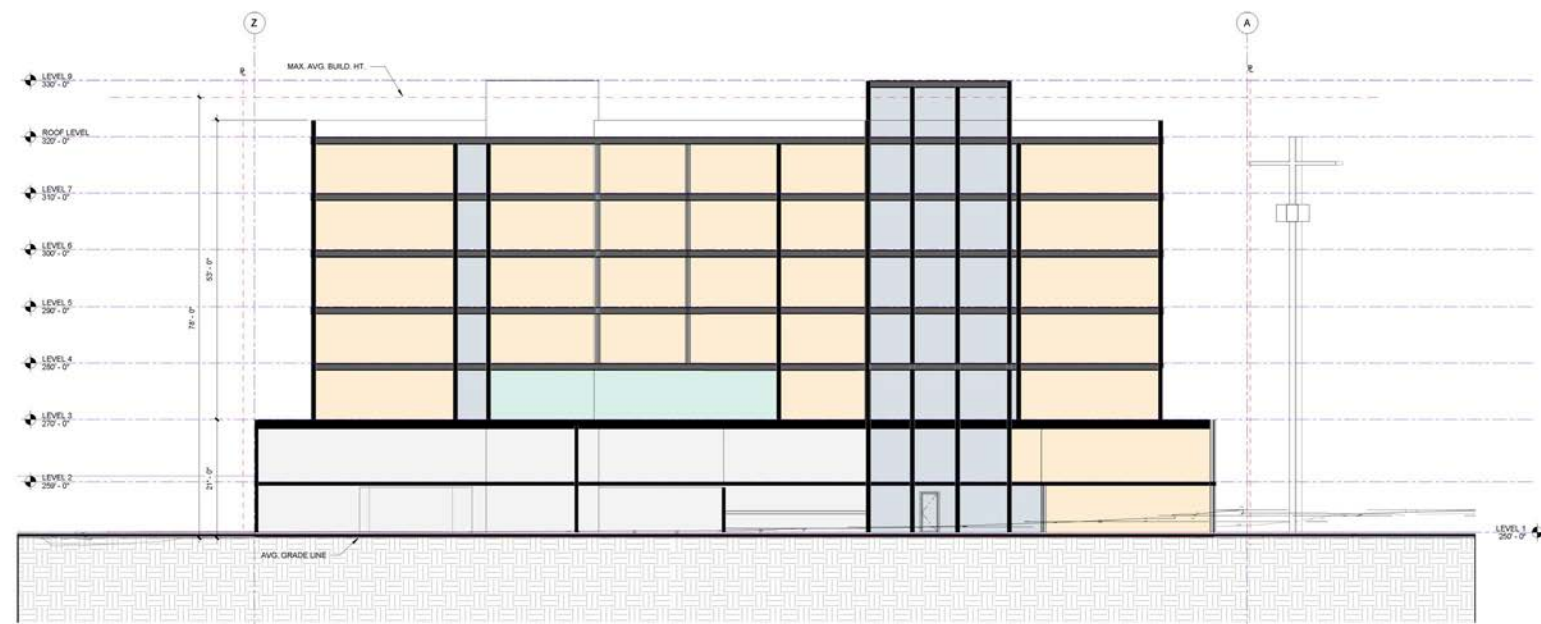


VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - MAIN LEVEL

# EXHIBIT C - PREFERRED DEVELOPMENT ALTERNATIVE

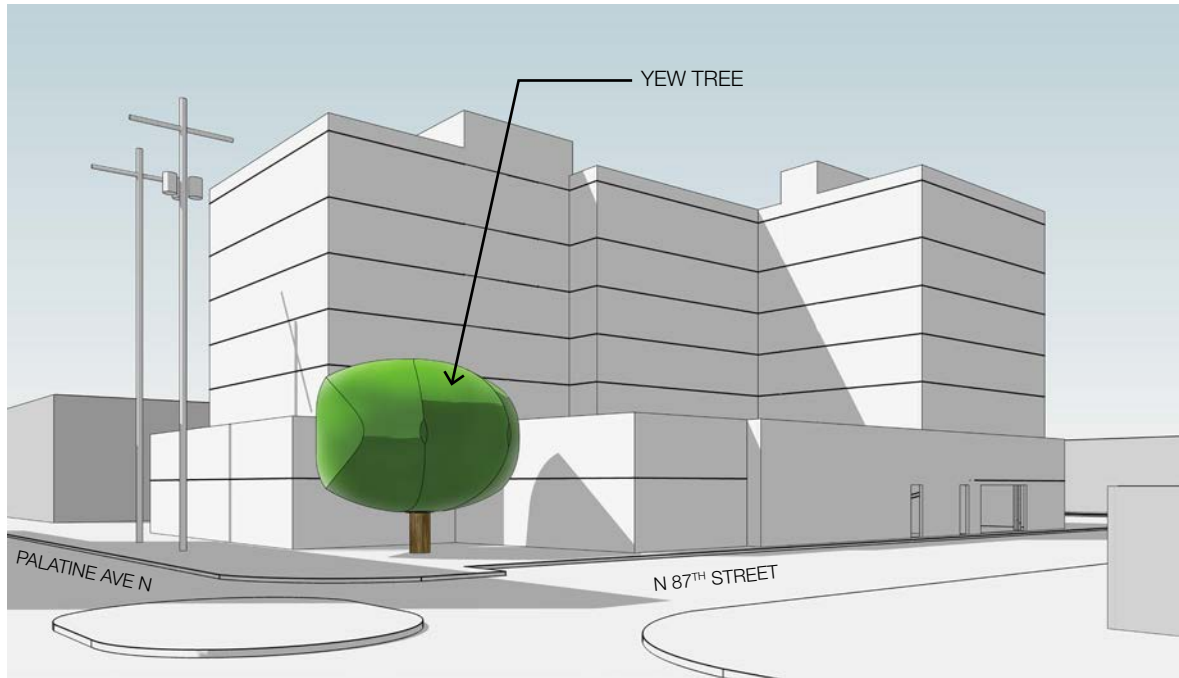


VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - SECTION B-B



VACATED ALLEY - TOWNHOME CONNECTION (PREFERRED) OPTION - SECTION A-A

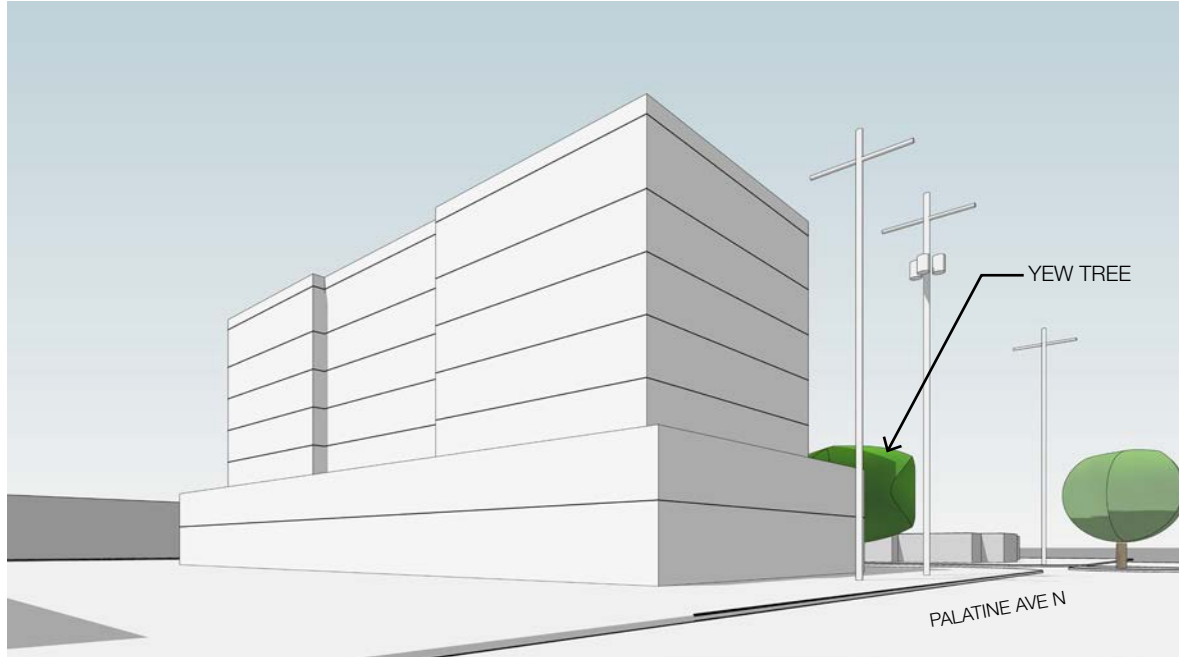
EXHIBIT C - PREFERRED DEVELOPMENT ALTERNATIVE



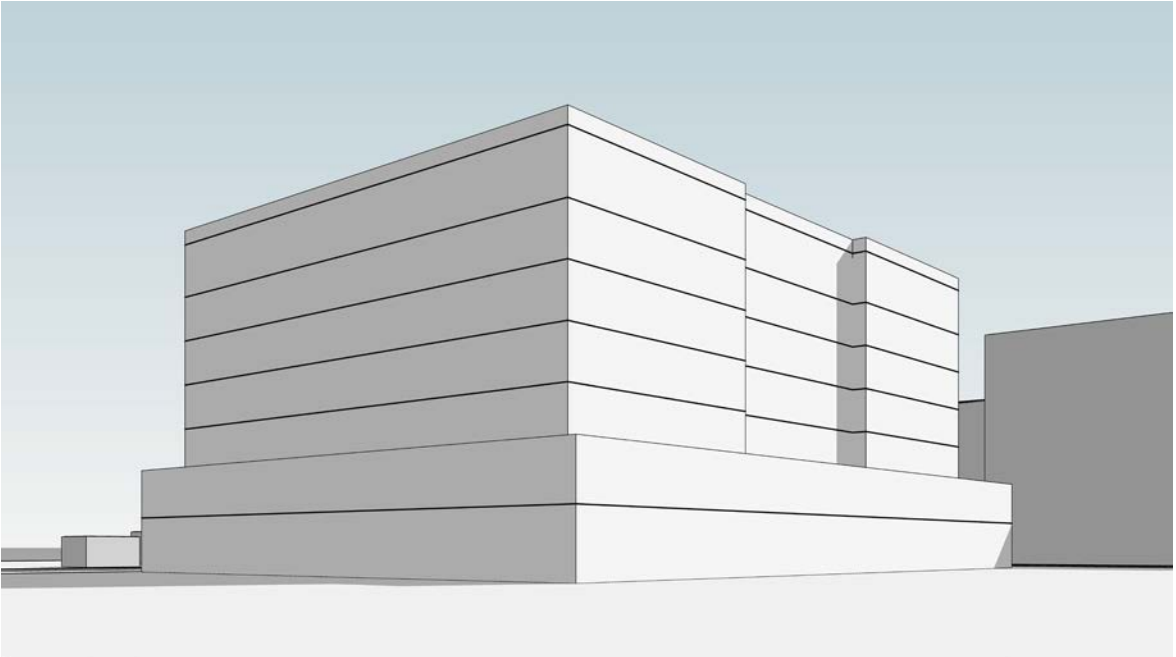
STREET VIEW ALONG PALATINE AVE N AND N 87TH STREET



STREET VIEW FROM NW CORNER ALONG N 87TH STREET

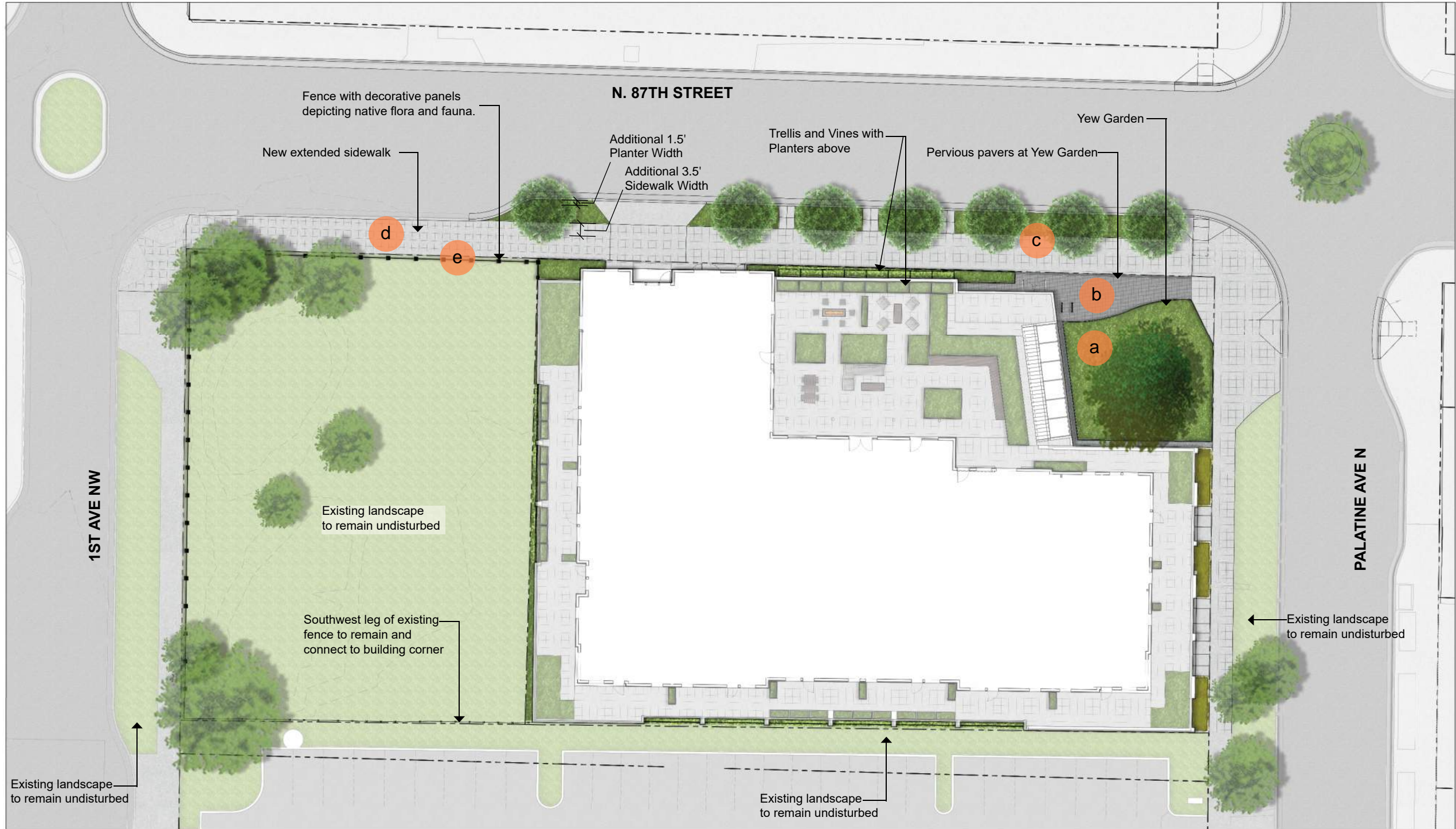


STREET VIEW ALONG PALATINE AVE N - LOOKING NORTH



STREET VIEW FROM SOUTHWEST CORNER

# EXHIBIT D - DESIGN IMAGERY FOR PUBLIC BENEFITS



**a Placemaking: Yew Garden**

A native garden under and around the preserved Yew tree, visible to pedestrians from the ROW.

**b Placemaking: Pervious Paving and Interpretive Signage**

The hardscape space at the corner of 87th and Palatine sits between the sidewalk and the Yew Garden. Open and accessible to the public, the space is paved using pervious pavers to provide a finer texture and accent to the space that also allows for stormwater to infiltrate around the Yew.

**c Streetscape and Pedestrian Experience: Widened Sidewalk**

The New ROW and planters are widened to promote pedestrian activity and safety. The sidewalk is 9.5 feet wide (rather than the code required 6.0 ft) and the planters are 6.5 feet (rather than the code required 5.0 ft).

**d Sidewalk Continuity:**

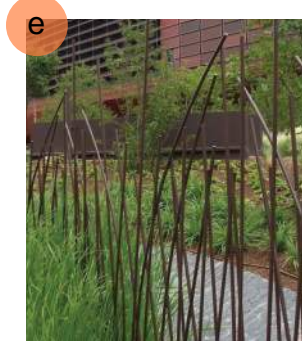
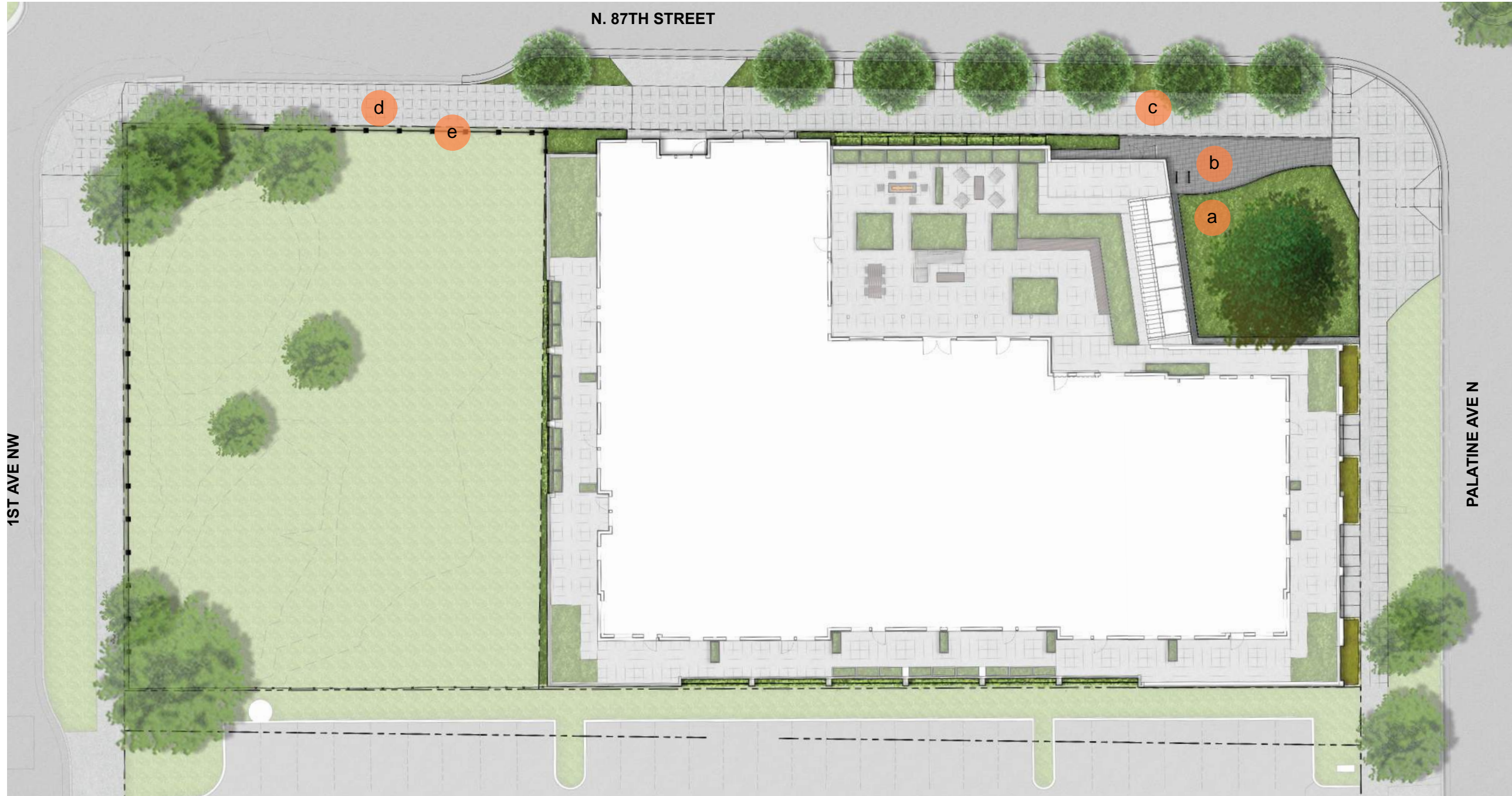
The 87th streetscape is at a transition point between the urban and commercial blocks of the Greenwood corridors and the residential neighborhood to the north. Currently pedestrians cannot safely access the edge of this space along 87th because no paved sidewalk exists. One of the key elements proposed is to improve the pedestrian experience by extending a paved sidewalk that extends to 1st along the existing curb.

**e Sidewalk Continuity: Story Panels**

A new fence would be installed along the north and west boundaries of the Conservation Parcel allowing visibility in and through the space. The fence follows the back of new sidewalk with decorative panels integrated into the fencing. The panels are proposed to be metal with imagery of PNW native flora and fauna found within the space.



EXHIBIT D - DESIGN IMAGERY FOR PUBLIC BENEFITS



# EXHIBIT D - DESIGN IMAGERY FOR PUBLIC BENEFITS



### Yew Relocation:

In 2018 the Yew tree was relocated and replanted to preserve its presence in the neighborhood.

### Pacific Yew:

The Pacific Yew / *Taxus brevifolia* is a conifer tree native to the Pacific Northwest. Today, the tree is not known for its beauty in ornamental landscapes, but instead it is recognized as a culturally significant tree.

The wood and bark of the tree was used by Indigenous people for making tools, utensils, paddles, and weapons, and its needles were crushed and used for medicinal purposes.

In the 1960's, the Pacific Yew came into prominence and was widely sought after when scientists discovered its unique chemical properties and used it in the development of a cancer treatment drug known as Taxol.



### Yew Garden:

The Pacific Yew will be protected in the Yew Garden, a space that is visible to pedestrians from the public sidewalk. A native garden will be planted below the tree preserving a significant area of vegetated space that will not be impacted by development. Native plants along with plant identification and information about the Pacific Yew will be incorporated into the paving and plaza space around the Yew.

Native plants are proposed under the shade of the Pacific Yew tree. Drought tolerant, shade tolerant plants of the Pacific Northwest will grow in harmony to create a landscape that harkens back to undeveloped native land.

EXHIBIT D - DESIGN IMAGERY FOR PUBLIC BENEFITS



# EXHIBIT E - NO-VACATION DEVELOPMENT ALTERNATIVE

**Development Objectives:**

- Number of residential units: 72
- Number of parking stalls: 32

**Pros:**

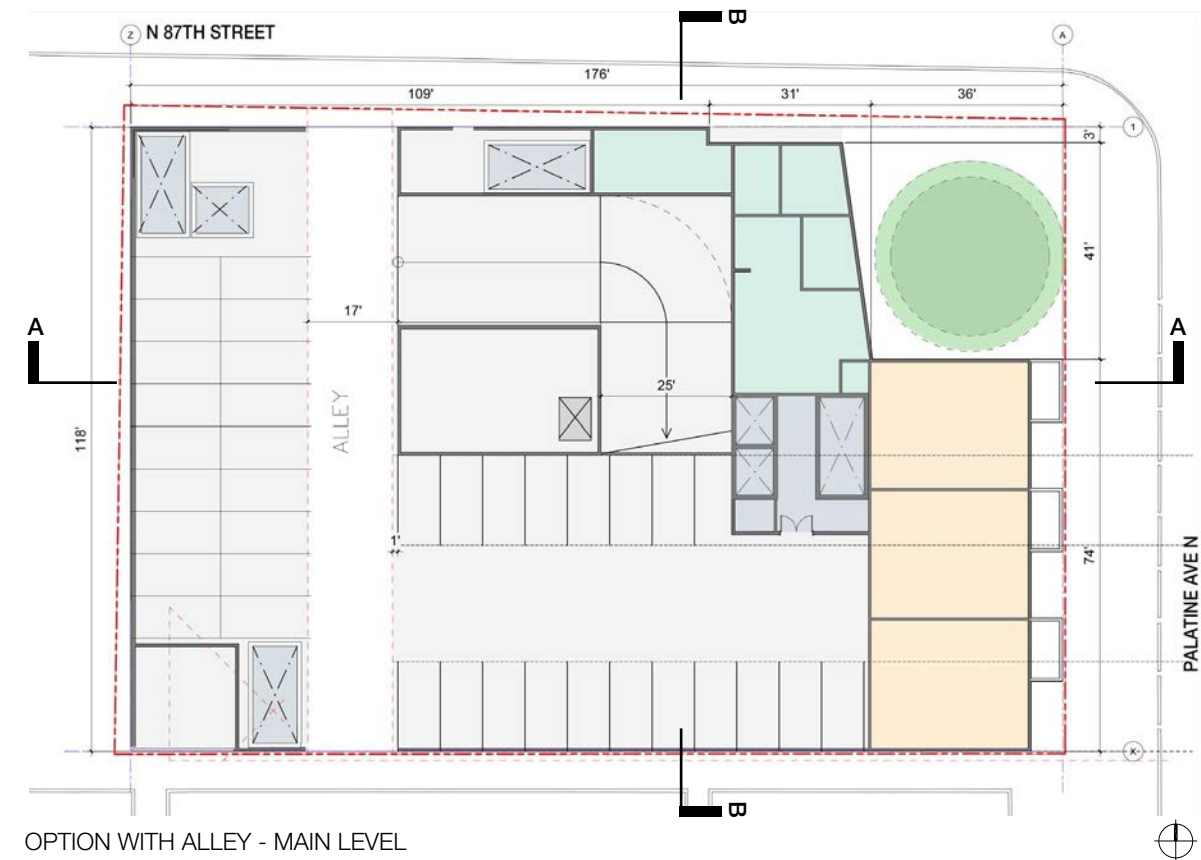
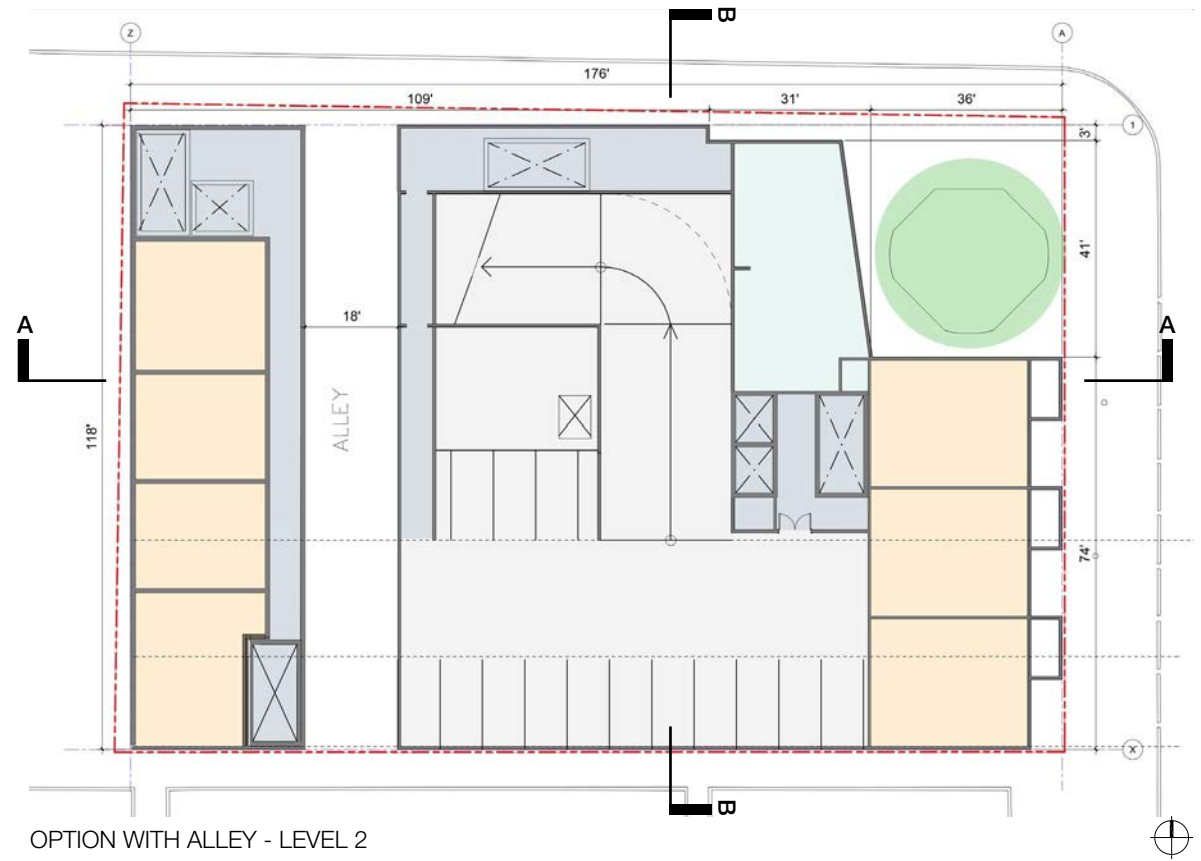
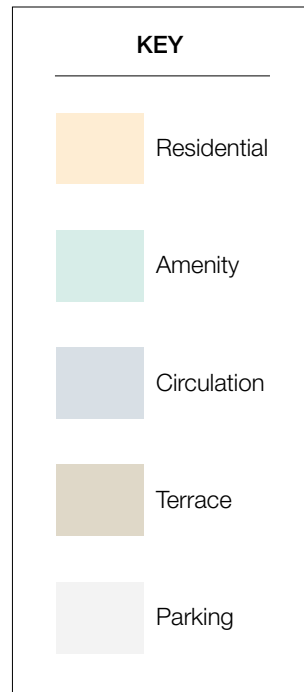
- Alley vacation is not required.
- South facing terrace amenity at level 3.
- Residential units closer to the street provide more “eyes on the street”.

**Cons:**

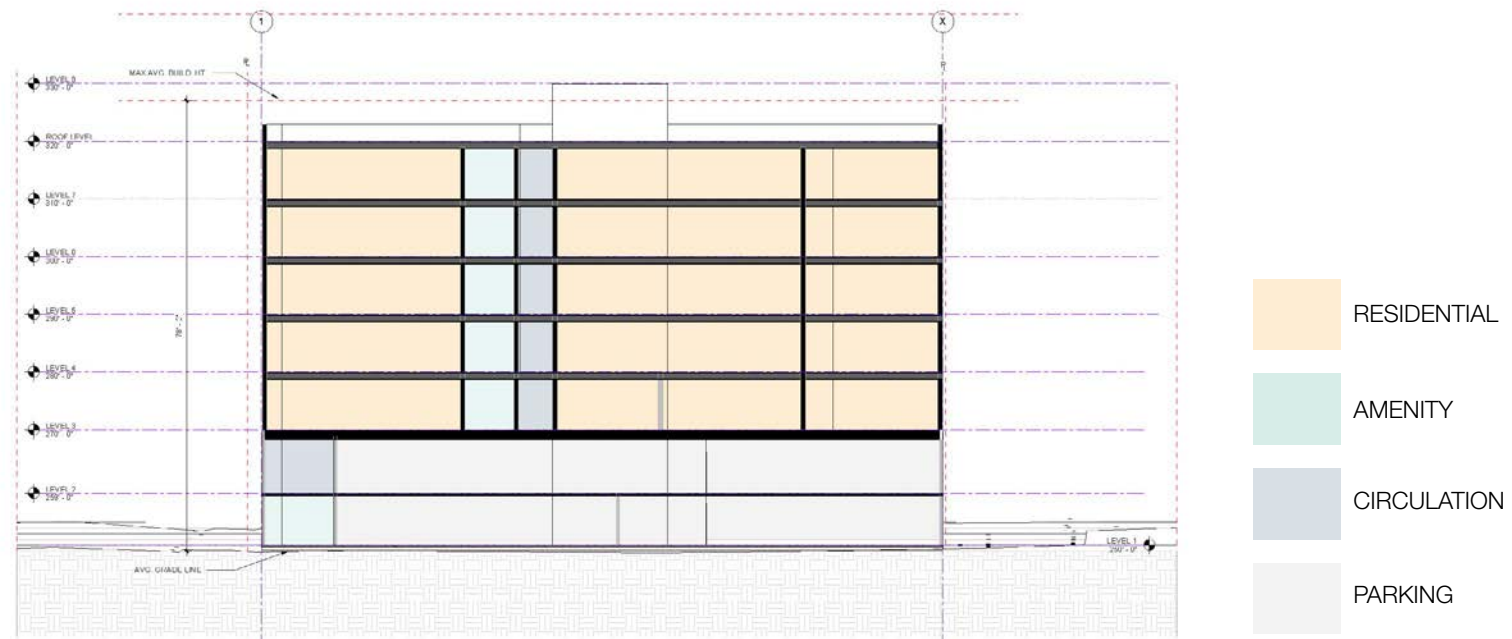
- Open dead-end alley can contribute to security concerns in the neighborhood and the project.
- Lack of massing transition from the less intensive zoning to the north can block light to the single-family development.
- Buildings meet the zoning envelope however the massing is not proportionate and creates a dark corridor at the alley.

**Departures:**

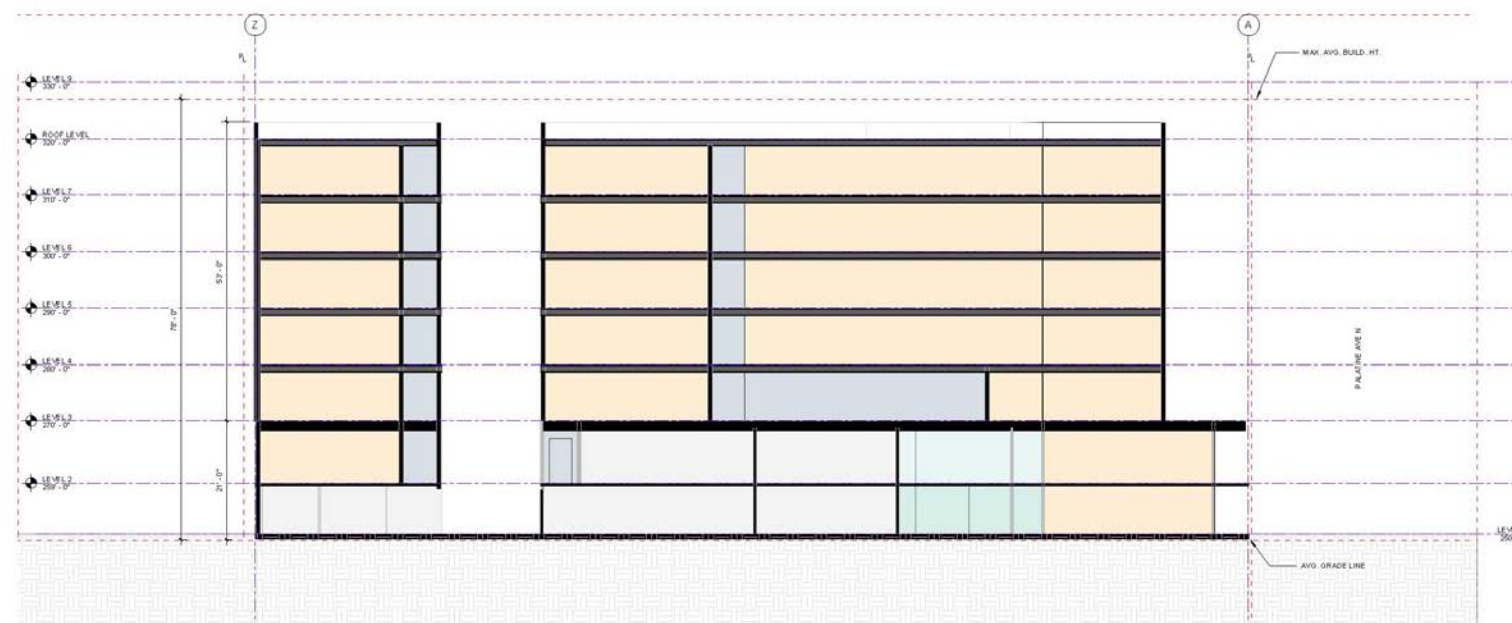
- None



# EXHIBIT E - NO-VACATION DEVELOPMENT ALTERNATIVE

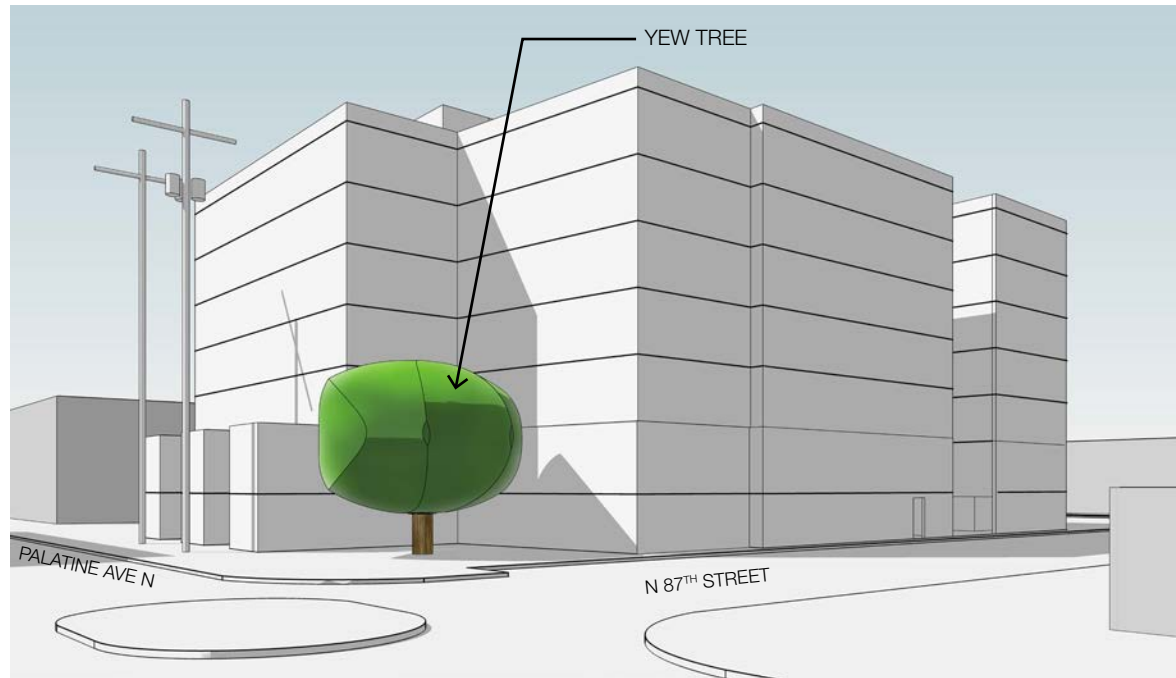


OPTION WITH ALLEY - SECTION B-B



OPTION WITH ALLEY - SECTION A-A

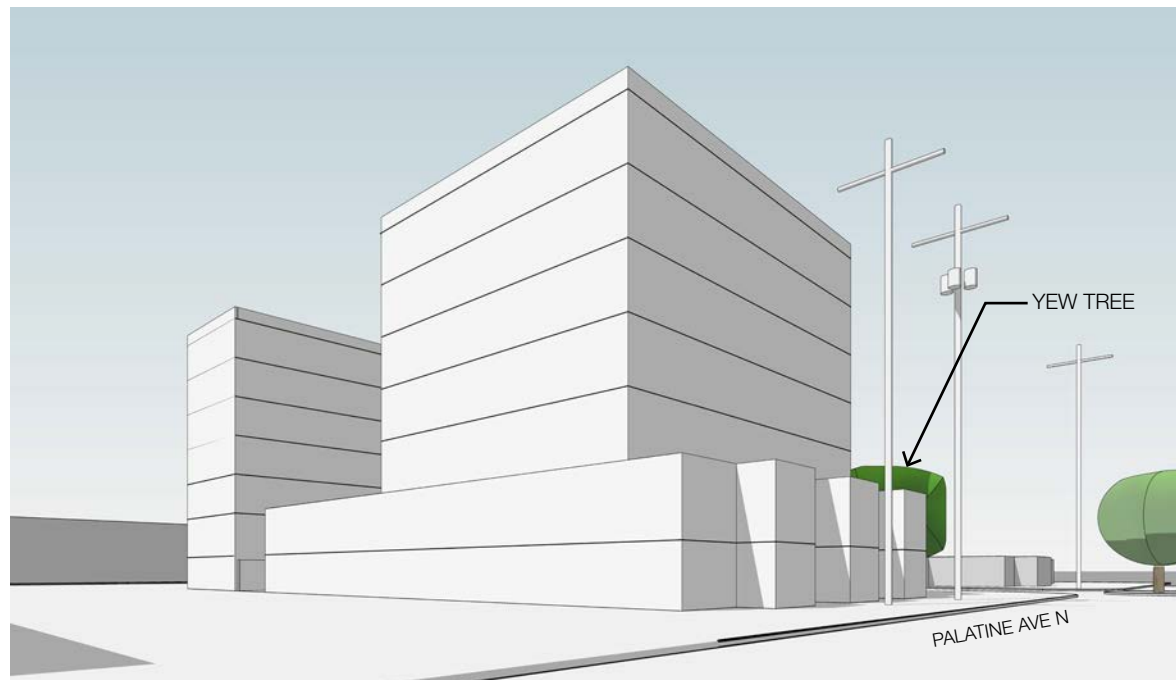
EXHIBIT E - NO-VACATION DEVELOPMENT ALTERNATIVE



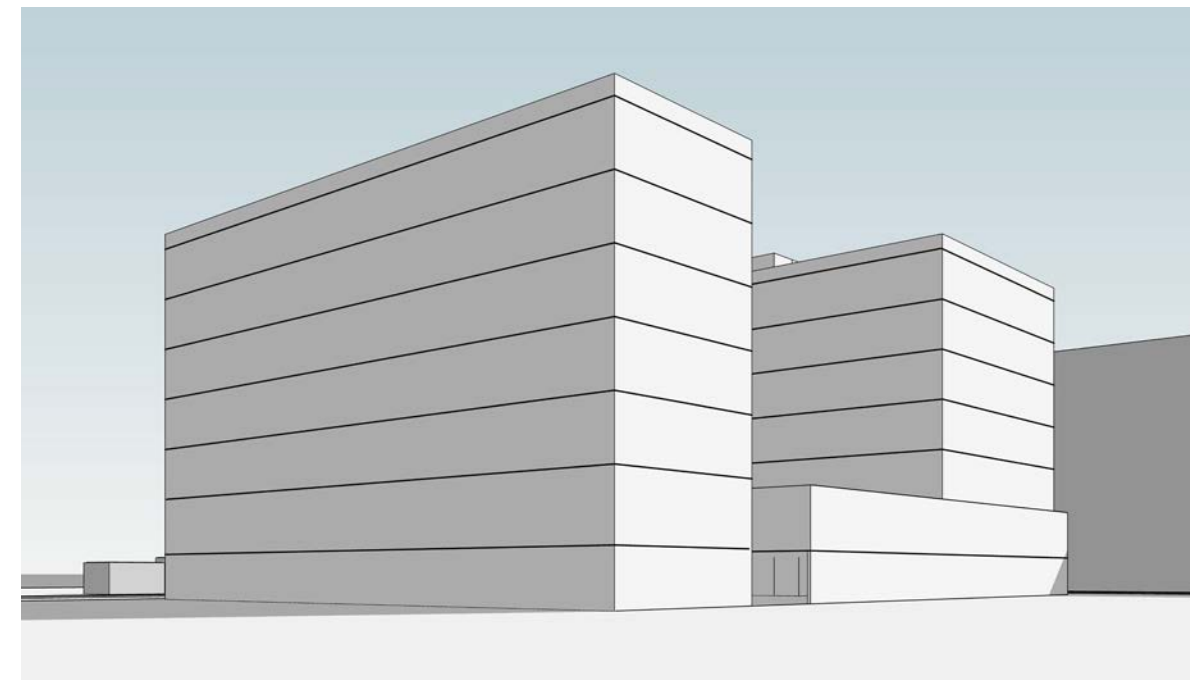
STREET VIEW ALONG PALATINE AVE N AND N 87<sup>TH</sup> STREET



STREET VIEW FROM NW CORNER ALONG N 87<sup>TH</sup> STREET



STREET VIEW ALONG PALATINE AVE N - LOOKING NORTH



STREET VIEW FROM SOUTHWEST CORNER

## MEMORANDUM

**DATE:** August 11, 2023

**TO:** John Shaw / Audrey Tay  
City of Seattle DCI

**FROM:** Amy Wasserman / Chandler Waldal  
TENW

**SUBJECT:** Transportation Assessment and Alley Vacation Analysis  
Yew at Greenwood (3040774-LU)  
TENW Project No. 2023-095

This memorandum summarizes the traffic impact analysis prepared for the proposed *Yew at Greenwood* project. This memo includes a project description, trip generation estimate, identification of non-motorized transportation impacts, and loading demand estimates. Additionally, this memo includes a discussion of the potential transportation impacts associated with an alley vacation consistent with the City’s Street Vacation Application Checklist.

### Project Description

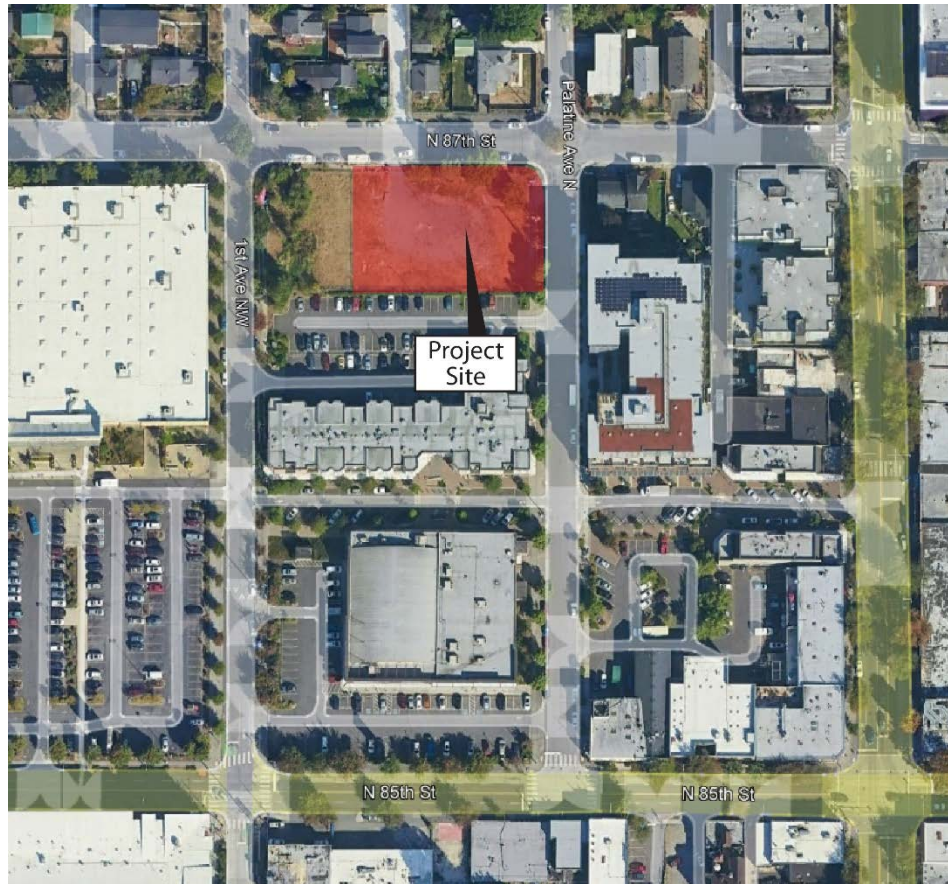
The proposed project includes the development of the site located at 8631 Palatine Avenue in Seattle, WA. A site vicinity map is provided in **Attachment A**. The proposed project includes a 7-storied multifamily building with 2 levels of on-grade structured parking and 5 levels of residential use (approximately 70 multifamily dwelling units). The existing site is currently vacant. Vehicular access to the parking garage and building would be provided via a new full-access driveway on N 87<sup>th</sup> Street. A preliminary site plan is provided in **Attachment B**.

### Trip Generation

The vehicle trip generation estimates for the proposed *Yew at Greenwood* site were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, for land use code (LUC) 221 (Multifamily Housing – Mid-Rise). The Dense Multi-Use Urban setting was used in the trip generation calculations for LUC 221. No adjustments were made to the trip generation estimates. The new weekday daily, AM peak hour, and PM peak hour vehicle trip generation estimates are summarized in **Table 1**. The detailed trip generation calculations are included in **Attachment C**.

**Table 1**  
**Trip Generation Summary**

Weekday Time Period	New Trips Generated		
	In	Out	Total
Daily	102	103	205
AM Peak Hour	3	17	20
PM Peak Hour	10	4	14



*Yew at Greenwood site*

## Non-Motorized Transportation Impacts

### Pedestrian Impacts

Based on local Census data, it is estimated that 1.0% of the residential trips would walk as a means of traveling to/from work and 33.1% would use public transportation. Based on these percentages, the residents of the *Yew at Greenwood* project are estimated to generate 13 pedestrian trips during the weekday AM and PM peak hours (0 walk and 13 transit). It is anticipated that the existing pedestrian and transit facilities in the project vicinity would be adequate to accommodate these additional pedestrian trips.

### Bicycle Impacts

Based on local Census data, it is estimated that 3.1% of the residential trips would use bicycles as a means of travel to/from work. Based on this percentage, the residents of the *Yew at Greenwood* project are estimated to generate 1 bicycle trip during the weekday AM and PM peak hours. It is anticipated that the existing bicycle facilities in the project vicinity would be adequate to accommodate these additional bicycle trips.



## Loading Demand

### Delivery and Loading Trips

Based on data provided by the project applicant, it is estimated that an average of 50 percent of the apartments will turn over in a year. Based on the current unit count of 70 multifamily dwelling units, this would equate to approximately 3 move-ins/move-outs per month (35 move-ins/move-outs per year). Moving trucks are anticipated to park in the vehicle pull-out space on N 87<sup>th</sup> Street (see **Attachment B**) and the move-ins/move-outs would occur through the main residential lobby entry located on the southwest corner of Palatine Ave N/N 87<sup>th</sup> Street.

The total number of delivery trips for the site was estimated based on the number of apartment units, estimated weekly deliveries received for each unit, and an estimate of deliveries accommodated by each delivery vehicle. As a result, it is estimated that on average there will be approximately 10 delivery trips per day. Delivery trucks are anticipated to utilize the vehicle pull-out space on N 87<sup>th</sup> Street. To increase the efficiency for delivery drivers and reduce delivery truck dwell times, an Amazon locker for resident packages will be provided on the first floor of the building. Additionally, any large parcels would be delivered to the parcel room located in the leasing office. The Amazon locker and parcel room would allow carriers to leave deliveries in a secure location and eliminate the need to deliver individual packages door-to-door within the building.

### Ridehailing Trips

Based on Census data, it is estimated that 0.3% of the residential trips would use a taxi, motorcycle or other similar mode as a means of travel to/from work. For the purposes of this estimate, 3-4 ridehailing trips (typically Uber, Lyft, or a taxi) were assumed per day. Based on this percentage, the residents are estimated to generate 1-2 ridehailing trips during the weekday AM peak hour and 1-2 ridehailing trips during the weekday PM peak hour. It is anticipated that ridehailing trips would utilize the vehicle pull-out space on N 87<sup>th</sup> Street as the primary pick-up and drop-off location.

## Alley Vacation Analysis

An existing alley is located south of N 87<sup>th</sup> Street approximately midway between 1<sup>st</sup> Ave NW and Palatine Ave N on the *Yew at Greenwood* site. The existing alley is currently unbuilt/unimproved and dead-ends at the southern edge of the *Yew at Greenwood* site. The existing curb cut on N 87<sup>th</sup> Street at the location of the existing alley is gated.

This analysis considers the current and future uses on the existing north/south alley located south of N 87<sup>th</sup> Street approximately between 1<sup>st</sup> Ave NW and Palatine Ave N on the *Yew at Greenwood* site. Consistent with the City's Street Vacation Application Checklist, this section addresses existing use and design, street grid continuity, street type classification, local vehicle access needs, transit impacts, freight considerations, non-motorized transportation, and traffic operations with and without the alley vacation.

### Existing Use and Design

The existing alley is unbuilt/unimproved and dead-ends at the southern edge of the *Yew at Greenwood* site. The existing curb cut on N 87<sup>th</sup> Street at the location of the existing alley is gated and thus no vehicular, transit, freight, or non-motorized activity currently occurs on the existing alley.

### Street Grid Continuity

The developed parcel located directly south of the *Yew at Greenwood* site prevents any future connections to the existing alley from the south from being feasible such that vacating the existing alley would not limit any existing access or remove any existing connections. Therefore, improving the alley on the *Yew at Greenwood* site would not result in any improvement to the street system because the alley would continue to immediately dead-end at the southern edge of the site and would not create any new connections. With the proposed project and alley vacation, there would be no impact on the existing use(s) on the alley because there is no existing use of the alley since the site is currently vacant and the existing curb cut on N 87<sup>th</sup> Street at the location of the existing alley is gated.

### Surrounding Street Type Classification

Along the proposed *Yew at Greenwood* project frontage, N 87<sup>th</sup> Street and Palatine Ave N are classified as local streets and are located outside of the Pedestrian Zone (P-Zone).

In the vicinity of the proposed project, N 85<sup>th</sup> Street is classified as a Major Arterial and a Principal Pedestrian Street. Additionally, 1<sup>st</sup> Ave NW is also classified as a local street and is located outside of the Pedestrian Zone (P-Zone).

The street type classifications for the surrounding street network are expected to remain the same with or without the alley vacation.

### Local Vehicle Access

There is no current use of the alley because the alley is unbuilt/undeveloped and located on a vacant site. As such, there would be no impact on surrounding local vehicle access with the proposed alley vacation.

With the alley vacation, vehicular access to the *Yew at Greenwood* parking garage would be provided via a new full-access driveway on N 87<sup>th</sup> Street. Without the alley vacation, the proposed project would be required to build and improve the existing alley located south of N 87<sup>th</sup> Street approximately mid-way between 1<sup>st</sup> Ave NW and Palatine Ave N. There would be no difference in impacts to N 87<sup>th</sup> Street with or without the alley vacation given both options would require new construction on N 87<sup>th</sup> Street (either building/improving the existing alley or building a new access driveway). Without the alley vacation, construction would not be permitted over the alley right-of-way; yet, the alley would be used solely for access to/from the *Yew at Greenwood* development. The building would be serviced by garbage and delivery trucks via N 87<sup>th</sup> Street with or without the alley vacation.

### Transit

There is no current transit use of the alley because the alley is unbuilt/undeveloped and located on a vacant site. No impacts to transit would occur with the proposed alley vacation since there is no current transit use of the alley.

### Freight

There is no current freight use of the alley because the alley is unbuilt/undeveloped and located on a vacant site. No impacts to freight would occur with the proposed alley vacation since there is no current freight use of the alley.

### Non-Motorized (Pedestrian and Bicycle) Transportation

There is no current pedestrian or bicycle use of the alley because the alley is unbuilt/undeveloped and located on a vacant site. No impacts to pedestrian or bicycle circulation and access would occur with the proposed alley vacation since there is no current use of the alley by pedestrians or bicyclists.

### Traffic Operations

Vehicular access would be provided to/from the proposed *Yew at Greenwood* site via N 87<sup>th</sup> Street with or without the alley vacation. The proposed alley vacation is not anticipated to have an adverse impact on traffic operations of the adjacent streets and would not add any new vehicle/pedestrian conflicts to N 87<sup>th</sup> Street.

## Conclusion

The existing north/south alley located south of N 87<sup>th</sup> Street between 1<sup>st</sup> Ave NW and Palatine Ave N is currently unbuilt/unimproved and dead-ends at the southern edge of the *Yew at Greenwood* site. Additionally, there is no current vehicular, transit, freight, or non-motorized use of the alley since the curb cut on N 87<sup>th</sup> Street at the location of the existing alley is gated and the alley is located on a vacant site.

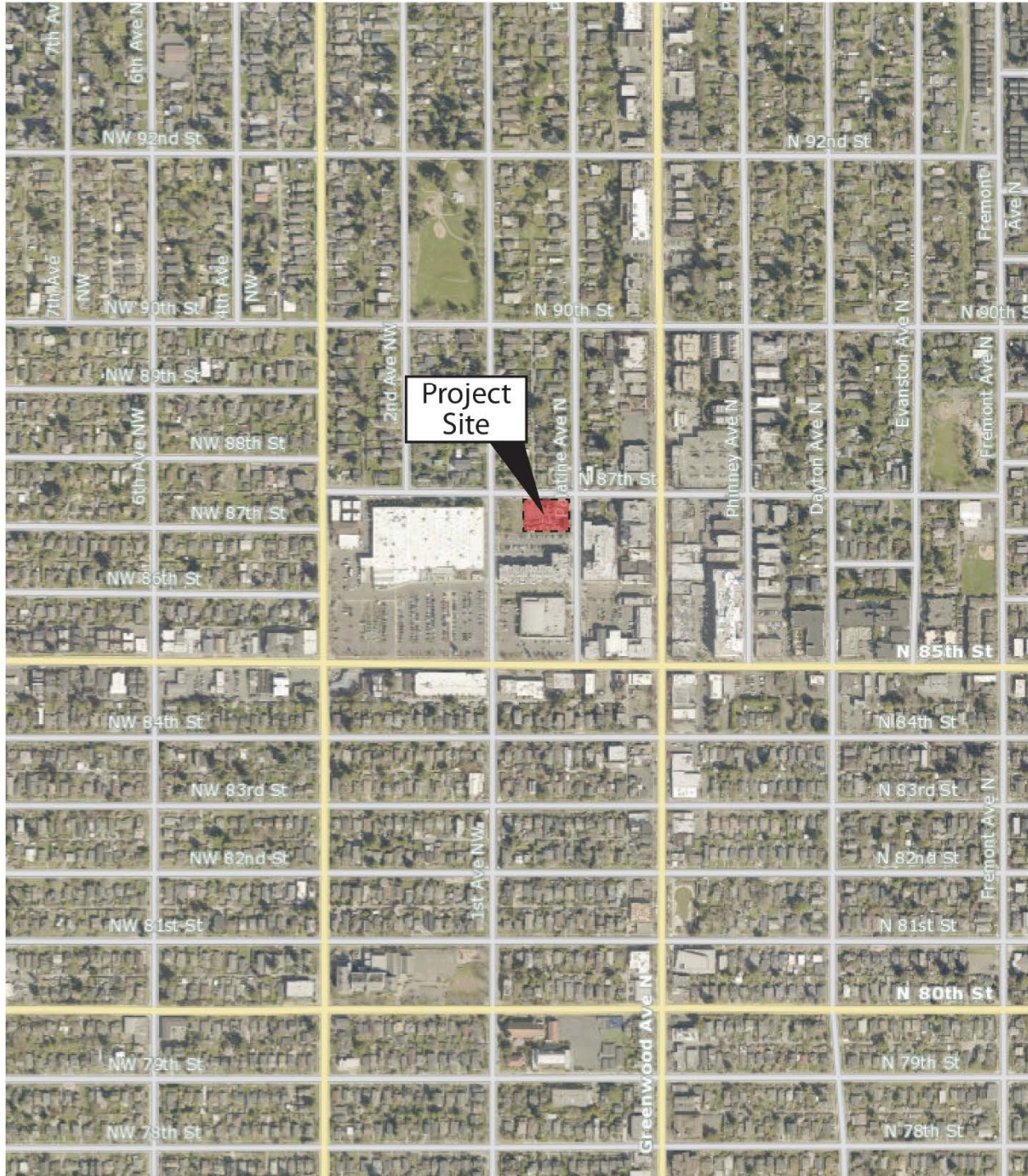
As a result, the proposed alley vacation is not anticipated to have an adverse impact on street grid continuity, street type classification, local vehicle access, transit, freight, non-motorized transportation, or traffic operations of the adjacent streets.

If you have any questions regarding the information presented in this memo, please feel free to contact Amy at (425) 466-7072 or [amy@tenw.com](mailto:amy@tenw.com).

Cc: Shilpa Karves, Baylis Architects

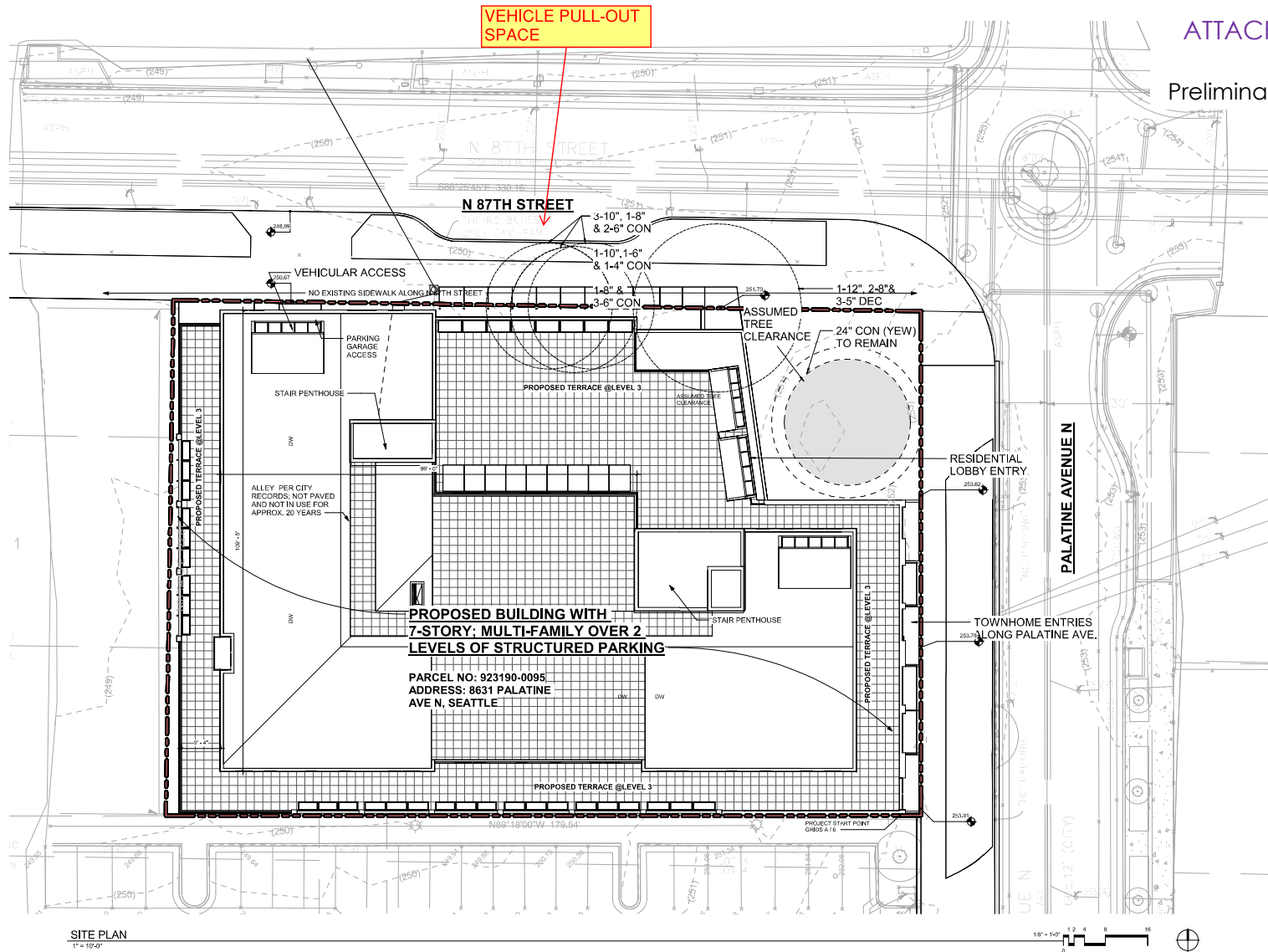
Attachments

Vicinity Map



Attachment A: Project Site Vicinity





**SITE PLAN**  
1" = 10'-0"

OWNER NAME: GREENWOOD SHOPPING CENTER, INC.

PARCEL NUMBER: 923190-0095 ;  
SITE ADDRESS: 8631 PALATINE AVE N, SEATTLE

LEGAL DESCRIPTION: LOT 2 OF CITY OF SEATTLE LOT BOUNDARY ADJUSTMENTS NO. 3009165, RECORDED IN VOLUME 267, PAGES 29-32, UNDER RECORDING NO. 2009110390009.  
RECORD OF KING COUNTY, WASHINGTON.  
LOT SIZE: 21,659 SQ FT

YEW AT GREENWOOD  
8631 PALATINE AVE N, SEATTLE

DESIGN  
DEVELOPMENT  
09-15-2023

PROJECT NUMBER: 254919  
PROJECT MANAGER: Checker  
DRAWN BY: Author

REVIEWS:

NO.	DESCRIPTION	DATE

ARCHITECTS  
**baylis**  
10001 Main Street, #110 | Bellevue, WA 98004  
425-454-0066 | BaylisArchitects.com

SITE PLAN

Yew at Greenwood  
Weekday Trip Generation Summary

Detailed Trip Generation

Land Use	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Trip Rate or Equation <sup>2</sup>	Directional Split <sup>2</sup>		Vehicle Trip Generation		
				Enter	Exit	Enter	Exit	Total
<b>DAILY</b>								
<i>Proposed Use:</i>								
Multifamily Housing (Mid-Rise, Dense Multi-Use Urban, Not Close to Rail Transit)	70 DU	221	2.93	50%	50%	102	103	205
Total Proposed New Daily Trips =						102	103	205
<b>AM PEAK HOUR</b>								
<i>Proposed Use:</i>								
Multifamily Housing (Mid-Rise, Dense Multi-Use Urban, Not Close to Rail Transit)	70 DU	221	0.28	14%	86%	3	17	20
Total Proposed New AM Peak Hour Trips =						3	17	20
<b>PM PEAK HOUR</b>								
<i>Proposed Use:</i>								
Multifamily Housing (Mid-Rise, Dense Multi-Use Urban, Not Close to Rail Transit)	70 DU	221	$T = 0.29(X) - 6.26$	74%	26%	10	4	14
Total Proposed New PM Peak Hour Trips =						10	4	14

Notes:

<sup>1</sup> DU = Dwelling Units.

<sup>2</sup> Based on Institute of Transportation Engineers (ITE) *Trip Generation* Manual, 11th Edition, 2021.



**Water Service Notes**

1. APPLICATION FOR A NEW METERED WATER SERVICE AND ALL FEES PAID IS REQUIRED 60 TO 90 DAYS BEFORE SERVICE WILL BE AVAILABLE. OWNER WILL NEED WATER AVAILABILITY CERTIFICATE AND LEGAL DESCRIPTION OF PROPERTY WHEN MAKING APPLICATION.
2. ALL WATER SERVICE PIPING ON PROPERTY MUST BE INSPECTED PRIOR TO BACKFILLING TRENCH.
3. FOR ALL WATER SERVICE INFORMATION AND INSPECTION, PHONE (206) 684-6900.

**Side Sewer and Drainage Permit Notes**

1. SIDE SEWERS AND DRAINAGE FACILITIES SHALL BE CONSTRUCTED PER THE REQUIREMENTS FOR DESIGN OF SIDE SEWERS (DRAINAGE & WASTEWATER) DIRECTORS RULE DPD 4-20110211-004 AND PER THE "2021 SEATTLE STORMWATER MANUAL" DIRECTORS' RULE SDCI 16-2021SPU DWA-200.
2. A SEPARATE DRAINAGE AND SIDE SEWER PERMIT IS REQUIRED FOR ALL ONSITE DRAINAGE ELEMENTS AND SIDE SEWERS/SERVICE DRAINS. APPROVAL OF THIS PLAN IS REQUIRED PRIOR TO OBTAINING A DRAINAGE AND SIDE SEWER PERMIT.
3. RE-USE OF EXISTING SIDE SEWERS WHEN THERE WILL BE AN INCREASE IN LIVING UNITS REQUIRES THE EVALUATION AND CERTIFICATION (PE EVALUATOR) OF THE EXISTING SIDE SEWER BY A PROFESSIONAL ENGINEER PRIOR TO EVALUATING THE SIDE SEWER AND DRAINAGE PERMIT. IN MOST CASES, THE SIDE SEWER MUST BE LINED ALL THE WAY TO THE MAIN. SEE DIRECTORS RULE 4-2011WJ AND SMC 21.16.240.
4. IN ORDER TO ADD UNITS TO AN EXISTING SIDE SEWER, A CERTIFIED LETTER STATING THE INTENT TO ADD UNITS TO THE SHARED SIDE SEWER MUST BE SENT TO ALL PROPERTY OWNERS OF PARCELS SERVED BY THE SHARED SIDE SEWER AT LEAST 30 DAYS PRIOR TO APPLYING FOR THE SIDE SEWER PERMIT. SMC 21.16.240.C. A RECEIPT OF CERTIFIED MAILING AND THE CERTIFICATION/TESTIFICATION OF MAILING NOTIFICATION MUST BE SUBMITTED TO SDCI PRIOR TO PERMIT ISSUANCE.
5. DEVIATIONS FROM THE APPROVED DRAINAGE AND WASTEWATER CONTROL PLAN REQUIRE A FORMAL POST-SUBMITTAL REVISION FOR PLAN REVIEW AND APPROVAL. POST-SUBMITTAL REVISIONS MUST BE SUBMITTED ELECTRONICALLY THROUGH THE SDCI PROJECT PORTAL.

**STORMWATER REQUIREMENTS:**

THE PROJECT SHALL MEET REQUIREMENTS SET FORTH IN THE 2021 CITY OF SEATTLE STORMWATER CODE AND MANUAL INCLUDING PROVIDING ON-SITE STORMWATER MANAGEMENT.

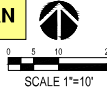
THE PROJECT INCLUDES LESS THAN 5,000 SF POLLUTION GENERATING HARD SURFACES WITHIN THE PROPERTY BOUNDARY AND THEREFORE IS NOT REQUIRED TO PROVIDE WATER QUALITY TREATMENT.

**FRONTAGE IMPROVEMENT REQUIREMENTS:**

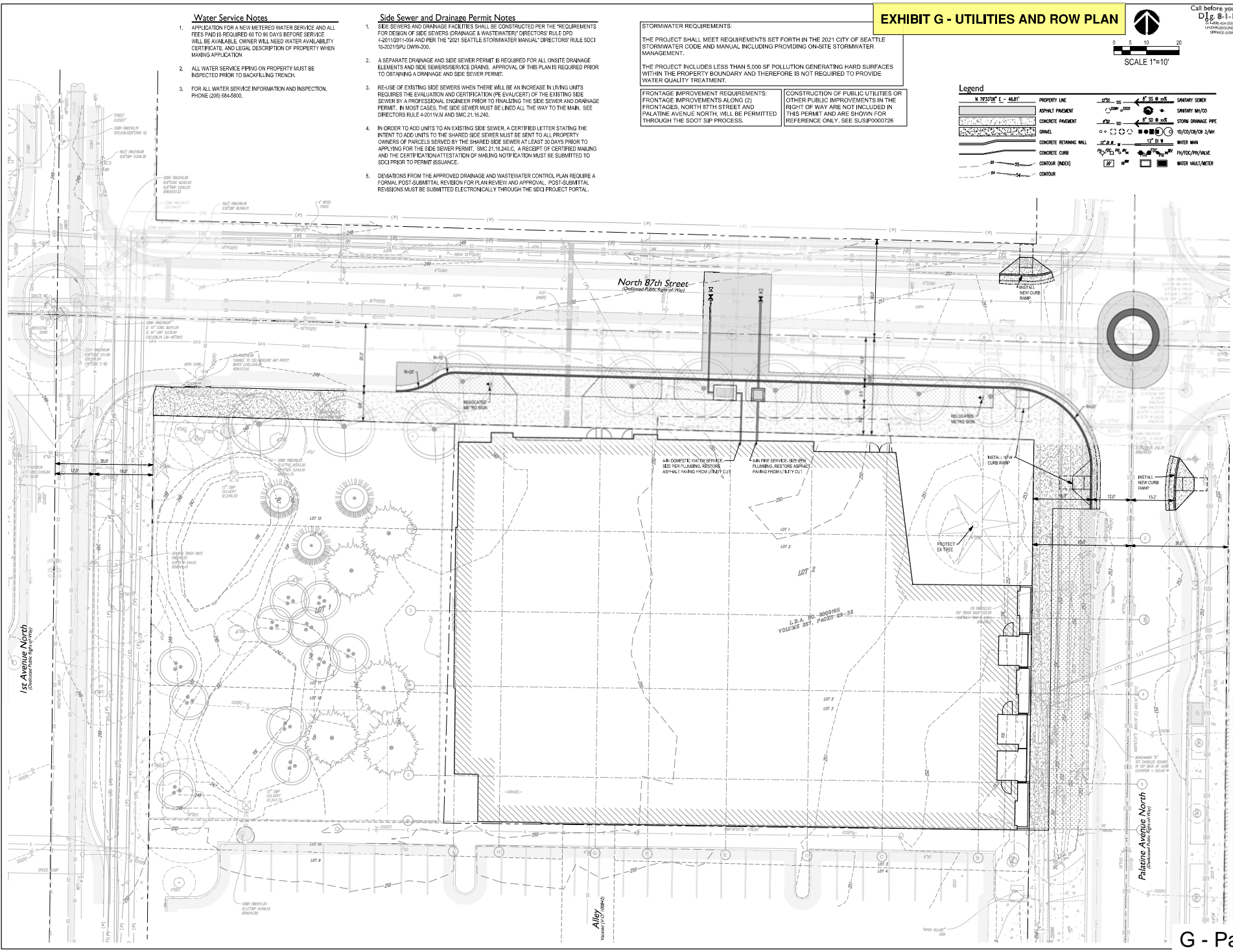
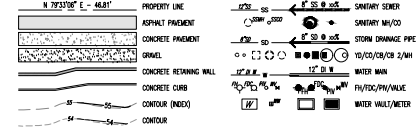
FRONTAGE IMPROVEMENTS ALONG (2) FRONTAGES, NORTH 87TH STREET AND PALATINE AVENUE NORTH, WILL BE PERMITTED THROUGH THE SDOT SP PROCESS.

CONSTRUCTION OF PUBLIC UTILITIES OR OTHER PUBLIC IMPROVEMENTS IN THE RIGHT OF WAY ARE NOT INCLUDED IN THIS PERMIT AND ARE SHOWN FOR REFERENCE ONLY. SEE SUSP000726

**EXHIBIT G - UTILITIES AND ROW PLAN**



**Legend**



**YEW AT GREENWOOD**  
8631 PALATINE AVE N, SEATTLE

**DESIGN DEVELOPMENT**  
09-15-2023

PROJECT NUMBER: 234019  
PROJECT MANAGER: AJF  
DRAWN BY: PRW

NO.	DESCRIPTION	DATE



CIVIL SITE PLAN

# EXHIBIT H - NEIGHBORHOOD OUTREACH PLAN SUMMARY

## Neighborhood Outreach Plan Summary

Project Address:	8631 Palatine Avenue N, Seattle 98103
Brief Description:	The project proposes to build a new 72-unit, 7-story (5-stories of apartments over 2-story parking garage) building on one vacant parcel. The application includes a vacation petition for a portion of an unbuilt alley that runs across the property.
Developer/Applicant:	Greenwood Shopping Center, Inc.
Contact Person:	Shilpa Karve, Baylis Architects
Contact Information:	425-454-0566
Type of Building:	Multifamily Residential and Parking Garage
Neighborhood:	Greenwood-Phinney Ridge
In Equity Area:	No

This report is split into two sections: this first section provides a summary of the results of the outreach performed for the project. The second section details the methods by which outreach was performed.

### 1. Summary of Outreach Results

Outreach efforts began on March 14, 2023 and concluded on April 10, 2023. Feedback was received on a range of topics related to building and site design during the outreach process. Participants in both the digital and in-person outreach tended to live very close to the project or visit the area often for work or leisure. Broadly speaking, the outreach process identified the following topics as priority issues for the community: a continuous sidewalk, pedestrian realm and safety improvements, building aesthetics, a building design that integrates well and respects the neighborhood, parking ratios, and perceived loss of open space.

#### Community Identified Benefits

Feedback received identified a number of benefits and results were generally consistent between digital and in-person outreach. The construction of a continuous sidewalk around the project and pedestrian realm improvements were identified by the online survey as the most significant community priorities for public benefits. This sentiment was also present during in-person outreach. Responses indicated a desire to see a sidewalk that continues not only around the project, but that also extends beyond the project frontage along N 87<sup>th</sup> Street and around the “bog,” down 1<sup>st</sup> Avenue NW to the existing sidewalk. There are currently no sidewalk improvements on the south side of N 87<sup>th</sup> Street, and only dilapidated and incontiguous portions of sidewalk on the north side. In addition to the provision of a new sidewalk along N 87<sup>th</sup> Street, respondents indicated that improvements to existing pavement and asphalt surfaces would bolster pedestrian safety, as subsidence issues caused by groundwater depletion have resulted in uneven streets in the area that are difficult to navigate – even while in vehicles.



Of the desired pedestrian improvements, the implementation of a welcoming pedestrian area and lots of plants and greenery were identified as the two most important feature, and feedback indicated would provide a good alternative for residents to the “busy” 85<sup>th</sup> street sidewalk. Among some of these improvements was the desire for environmentally friendly and aesthetic material choices, such as permeable pavers that create designs in the sidewalks, streets, and courtyards. Additionally, public art and places to sit were generally recognized as a desirable option for public realm improvements.

Coinciding with improvements to the pedestrian realm, respondents also indicated that a building design that provided “eyes on the street” would increase the perception of safety in the area and discourage unauthorized encampments on streets and private property. Several individual responses indicated they have personally felt safer since the Morrow (an adjacent apartment building also constructed by this project’s applicant) became occupied, discouraging encampments in the area.

Aside from sidewalk and pedestrian improvements, other public benefits the community prioritized were public open spaces, high-quality architecture, fixing potholes, and sidewalk weather protection as public benefits that the area would benefit from the most.

Many respondents also identified the importance of an authentic project theme that speaks to the area’s history and the provision of public art as important. Respondents expressed a strong preference for a development that is designed with environmental sustainability in mind and brings new services or amenities to the area, but is thematically tied to the culture and history of the Pacific Northwest.

#### Aesthetics and Neighborhood Integration

Specific to building design, participants in the in-person meeting liked the massing design shown during the presentation, especially appreciating how the upper stories are “stepped back” significantly from the street. Feedback from both the in-person and online surveys expressed a preference for building design and materials that were “timeless” and authentic to the architectural vernacular of the Pacific Northwest. Earth-tones, bricks, metals, and stone were the preferred colors and materials palette. Respondents desired for the building’s design to speak to the neighborhood’s character and not to “design in a vacuum,” avoiding “tech-looking” facades and loud colors selected to disguise a lack of architectural modulation and poor design.

#### Community Identified Concerns

The primary community concern was that the project would make driving and parking more difficult in the area. This concern was identified both in the multiple-choice answers as well as in the individualized responses – those already working or residing in the area have witnessed other developments be built with very little or no parking and have perceived an increased scarcity of available street parking. Many existing buildings and developments in the area have few off-street parking options, and a plurality of respondents identified parking as their primary concern. In contrast, three respondents expressed concern that the building was over-parked, reducing overall affordability and the total number of units being built. Other concerns related to vehicular access were expressed, with some respondents expressing a desire for the design team to consider vehicular access to the parking garage off Palatine Ave. Several survey responses also indicated that the community is currently using the property as an enclosed open space and dog park and expressed concerns over the loss of this enclosed open space in the neighborhood.

## 2. Summary of Outreach Methods

Based on discussions with the Seattle Department of Neighborhoods (“DON”), and in compliance with the Seattle Municipal Code and Seattle Department of Construction and Inspections (“SDCI”) Director’s Rule 4-2018/DON Director’s Rule 1-2018 (“Director’s Rule”), the project team utilized the following outreach methods to satisfy the requirements for neighborhood outreach:

Table 1 – Outreach Summary			
	Printed	Electronic & Digital	In-Person
Minimum Required:	<ul style="list-style-type: none"> <li>Over ten full-color project posters posted within a half-mile of the project and visible from sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>Online survey</li> </ul>	<ul style="list-style-type: none"> <li>One-hour community meeting on 3/29/2023 at the Greenwood Library Branch</li> </ul>
Additional Outreach Performed:	<ul style="list-style-type: none"> <li>Neighborhood Outreach Sign on subject property</li> </ul>	<ul style="list-style-type: none"> <li>Interactive project website</li> <li>Posting in neighborhood periodical</li> <li>Email blast to all local organizations identified by Seattle DON</li> </ul>	

A virtual meeting between the project team and Seattle DON was held on Friday, February 10<sup>th</sup> at 11:00 AM, during which project representatives verified the intended outreach approach with Nelson Pesigan.

As a result of this meeting, in-person outreach was planned to occur as part of an existing community group’s regularly scheduled meeting; however, project representatives reached out to several identified community groups but were ultimately unable to schedule time to present the proposed project during their meetings. As such, a project-specific community outreach meeting was held at the Greenwood Library, as described below.

### a. Printed Outreach

#### i. Project flyer

A full-color project flyer was developed and printed on 11”x17” paper. Eighteen of these flyers were posted in highly visible areas at eye-level along sidewalks near street intersections within close proximity to the project, on the nearby Fred-Meyer bulletin Board, and in the Greenwood Library Branch lobby on March 14, 2023. Locations of postings were chosen for maximum anticipated pedestrian exposure.

ii. *On-Site Noticing Poster*

Additionally, an enlarged version of the project flyer was posted on a 3-foot by 6-foot project sign at the project site facing Palatine Avenue N. on March 20, 2023. The sign was present on the project site in excess of the 21 days required by the Director's Rule.

The project flyer and enlarged sign included all information for printed outreach required by the Director's Rule (a brief summary of the proposal, project address, SDCI project number, point of contact, contact info, links to additional information, links to Seattle department websites, and a privacy statement), as well as additional pertinent information and graphics, including the date of the community outreach meeting and links to the digital survey.

Copies of the project flyer, images of the postings, and images of the on-site sign may be found in Attachment 1 – *Printed Outreach Materials*.

b. *Electronic and Digital Outreach*

i. *Interactive Website*

An interactive project website was developed and went live online on February 23, 2023 (Attachment 2 – *Website Screenshot*) at [www.8631palatine.com](http://www.8631palatine.com). This website included all information for digital outreach required by the Director's Rule (brief proposal summary, address of project, SDCI project number, point of contact, contact info, additional information and project links, and a privacy statement), as well as maps and imagery of the project site, the date and location of the community outreach meeting, a download link to the PowerPoint presentation used in the community outreach meeting, and a link to the online survey. The website was available for an excess of 21-days, and was publicized on the project flyer, project sign, and on Phinneywood.com.

ii. *Interactive Online Survey*

The survey was designed based on an outreach template provided by the DON and was posted between the dates of March 14, 2023 and April 10, 2023, exceeding the minimum requirement of being active for 21 days. The survey questions polled respondents using multiple choice answers for information regarding their connection to the project, their concerns regarding the project, and their preferences for what types of designs and amenities would benefit the neighborhood the most. Each multiple-choice question also included a custom "other" field, in which respondents could answer with a short-form response. Several questions allowed for open-ended long-form custom responses in order to enable the greatest opportunity for feedback to the project team regarding any topic, concern, or amenity idea someone might have.

The survey garnered a total of 33 responses. A single email was also sent after the survey closed that is incorporated into the results summary. The compiled survey results and raw survey data may be found in Attachment 3 – *Digital Survey Summary and Data*.

iii. *Digital Newspaper Listing*

In addition to the project website and online digital survey, a summary news article was also posted March 27, 2023 on Phinneywood.com, an online periodical taking a special interest in news and events happening in the Greenwood and Phinney Ridge areas. A

screenshot of the newspaper listing is available in Attachment 4 – *Digital Newspaper Listing*.

iv. *Email Blast*

The DON identifies a list of active community groups within neighborhoods throughout Seattle. An email blast was sent to 7 of the 14 groups associated with the Greenwood/Phinney Ridge neighborhoods on March 14, 2023, for which contact information was available (the remaining 7 groups did not have contact information available or do not maintain an online presence). A copy of the email that was sent to these community groups is available in Attachment 5 – *Email Blast*.

c. In-Person Outreach

i. *Community Meeting*

Representatives of the developer conducted a 1-hour long informational meeting for the project at the Greenwood Library Branch on March 29<sup>th</sup> at 6:00 PM. This meeting was noticed by flyers on March 14, 2023, by an on-site sign on March 20, 2023, and by an email blast to local community groups identified by the Seattle DON on March 14, 2023.

The City of Seattle maintains an Early Outreach Calendar that is typically updated with meeting details for projects performing community outreach. While the outreach meeting at the Greenwood Library was not noticed on Early Outreach Calendar in the manner called for by the Director’s Rule, Nelson Pesigan of DON indicated this would not be an issue in an email exchange on April 5, 2023.

ii. *Community Meeting Results*

The meeting began at 6:00 PM and had four attendees in addition to the project team. Shilpa Karve, Project Manager at Baylis Architects, presented an approximately 45-minute informational PowerPoint on the proposed project followed by 15-minutes of questions and answers (Attachment 6 – *In-Person Outreach PowerPoint*). The presentation included all information required by the Director’s Rule for in-person public outreach (project address, SDCI project number, basic site plan and aerial, general program of envisioned uses, and zoning information). The meeting concluded at approximately 7:00 PM.

Attendees all lived, worked, or shopped within proximity of the proposed project, and posed questions throughout the presentation that were answered by Mrs. Karve as well as other members of the project team.

Attendees expressed general concern regarding pedestrian improvements, conceptual building massing, and parking. Detailed attendee feedback is summarized in Section 1 of this report, and the minutes from the meeting are included in Attachment 7 – *Meeting Photo and Minutes*.

# Attachment 1

## Printed Outreach Materials

# 8631 Palatine Avenue North, Seattle, WA 98103

## PROJECT DATA:

Contact Person: Shilpa Karve, Baylis Architects  
Contact Email: [karves@baylisarchitects.com](mailto:karves@baylisarchitects.com)  
Developer/Applicant: Greenwood Shopping Center, Inc.  
Zoning: NC2-75(M/2)  
Urban Village: Greenwood-Phinney Ridge Residential Urban Village  
Frequent Transit: Yes  
Lot Area: 21,657 SF  
Type of building: Multi-family Residential + Parking Garage  
Neighborhood: Greenwood-Phinney Ridge  
In Equity Area: No

## PROJECT WEBSITE:

Please provide feedback/comments at:  
<https://www.8631palatine.com/>  
<https://www.8631palatine.com/survey>



Image from Google Earth

## DESIGN REVIEW:

The project is subject to Full Design Review through the Seattle Department of Construction and Inspections (SDCI).

## FOR MORE INFORMATION:

**SDCI Review Process:** <https://www.seattle.gov/sdci/about-us/who-we-are/design-review>

**Early Outreach for Design Review:** <https://www.seattle.gov/neighborhoods/public-participation/early-community-outreach-for-design-review>

## BRIEF SUMMARY OF THE PROPOSAL:

The project proposes to build a new 72-unit, 7-story (5-stories of apartments over 2-story parking garage) multi-family building on a vacant parcels. The application includes a vacation petition for a portion of an unbuilt alley that runs across the property.



Image from Google Earth

## COMMUNITY OUTREACH:

A community outreach meeting to gather public input will be held on **March 29<sup>th</sup> at 6:00PM** at the **Greenwood Library Branch**. The informational meeting will be open to the general public and your feedback is welcome. The Greenwood Branch is located at 8016 Greenwood Ave. N., Seattle, WA 98103.



Baylis Architects  
CELEBRATING 50 YEARS  
10801 Main Street #110, Bellevue, WA 98004



Coughlin Porter Lundeen  
801 2nd Ave #900, Seattle, WA 98104

## VACATION PETITION:

The project includes a request to vacate the small remaining portion (approximately 2,000 sf) of the alley between Palatine Ave N and N 87th Street. For more information on the alley vacation process, see <https://www.seattle.gov/transportation/permits-and-services/permits/term-permits-and-street-vacations>. We are seeking public input regarding the potential public bene its that could be provided by the project through the project webpage and survey link above.

On-Site 3'x6' Sign



## Public Flyer Posting Photos



Telephone pole on north side of N 87<sup>th</sup> Street, facing project site, facing sidewalk



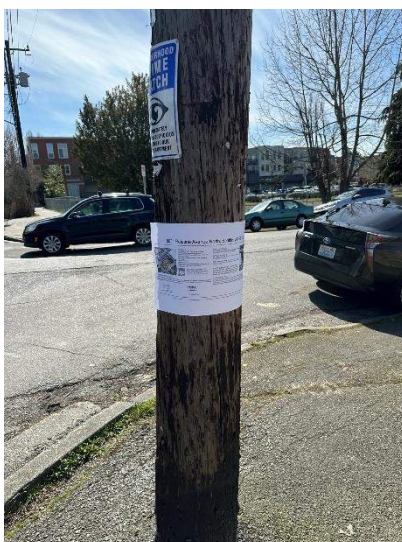
Public bulletin board inside neighborhood Fred-Meyer store



Telephone pole on northeastern corner of intersection of N 87<sup>th</sup> St and First Avenue NW, facing sidewalk



Public bulletin board inside the lobby of the Greenwood Library Branch



Telephone pole on northwestern corner of intersection of N 87<sup>th</sup> St and First Avenue NW, facing sidewalk



Telephone pole located at southwestern corner of intersection of Greenwood Avenue N and N 84<sup>th</sup> St, facing sidewalk

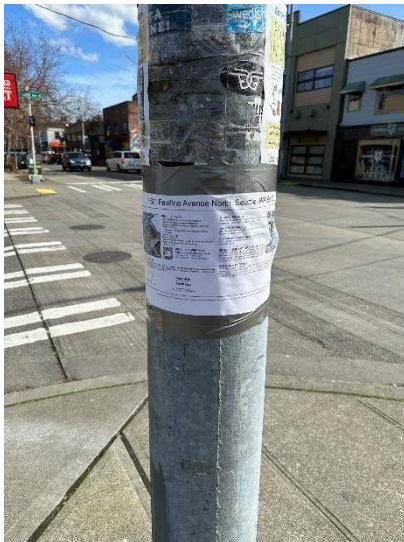




Telephone pole on north side of N 87<sup>th</sup> St, near Greenwood Avenue, facing sidewalk



Telephone pole on northeast corner of the intersection of N 85<sup>th</sup> St and Greenwood Ave, facing sidewalk



Telephone pole on northeast corner of Palatine Ave N and N 85<sup>th</sup> St, facing sidewalk



Telephone pole on southeast corner of the intersection of N 85<sup>th</sup> St and Greenwood Ave, facing sidewalk



Telephone pole on northwest corner of Greenwood Ave N and N 85<sup>th</sup> St, facing sidewalk



Telephone pole on southwest corner of the intersection of N 85<sup>th</sup> St and Greenwood Ave, facing sidewalk



Telephone pole on northwest corner of Greenwood Ave N and N 84<sup>th</sup> St, facing sidewalk



Telephone pole on northeast corner of Greenwood Ave N and N 83<sup>th</sup> St, facing sidewalk



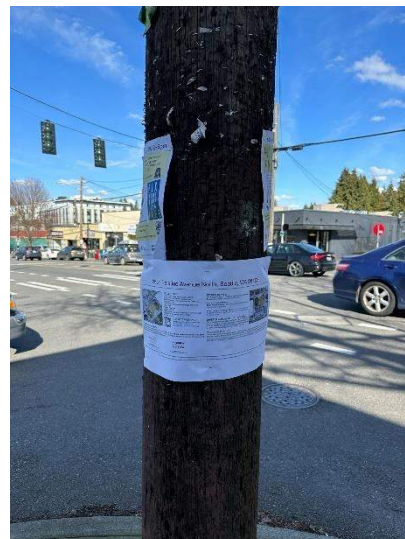
Telephone pole on northeast corner of Greenwood Ave N and N 84<sup>th</sup> St, facing sidewalk



Telephone pole on northwest corner of Greenwood Ave N and N 83<sup>th</sup> St, facing sidewalk



Telephone pole on southeast corner of Greenwood Ave N and N 84<sup>th</sup> St, facing sidewalk



Telephone pole on southwest corner of Greenwood Ave N and N 83<sup>th</sup> St, facing sidewalk

# Attachment 2

## Website Screenshot

# 8631 PALATINE AVE N

Seattle, WA 98103

## ABOUT THE PROJECT

The project proposes the construction of a multi-family building that will consist of approximately 72 dwelling units, public and private amenities such as open space and landscaping improvements, and a 2-story parking garage. The total height of the building will be around 7-stories. We're just getting started planning now – construction could start as early as mid-2024 and the building could be open as early as late-2025.

This project includes a request to vacate the remaining 2,000 square feet of unbuilt alley on the parcel located at Palatine Avenue N and N 87th Street. This means the developer would purchase this area from the City of Seattle at market rate prices if the City approves the project. For more information on the alley vacation process, see the [SDOT webpage regarding vacations](#). We are seeking public input regarding the potential public benefits that could be provided by the project.

To find out more about this project and track our progress through the permitting process, search the project address/number "**8631 Palatine Ave N**" in the [Design Review Calendar](#) and the [Seattle Services Portal](#). To find out more about early outreach for design review, visit the [Seattle Department of Neighborhood's webpage](#).

## IS THERE SOMETHING WE SHOULD KNOW?

We want to hear from the community about our project. Please share your design ideas and any thoughts about how this development could contribute to the overall neighborhood by filling out [this survey](#) or contacting us using the information provided, below. The survey is anonymous, though information you share could be made public. Please do not share any personal information.

[Go to Survey](#)

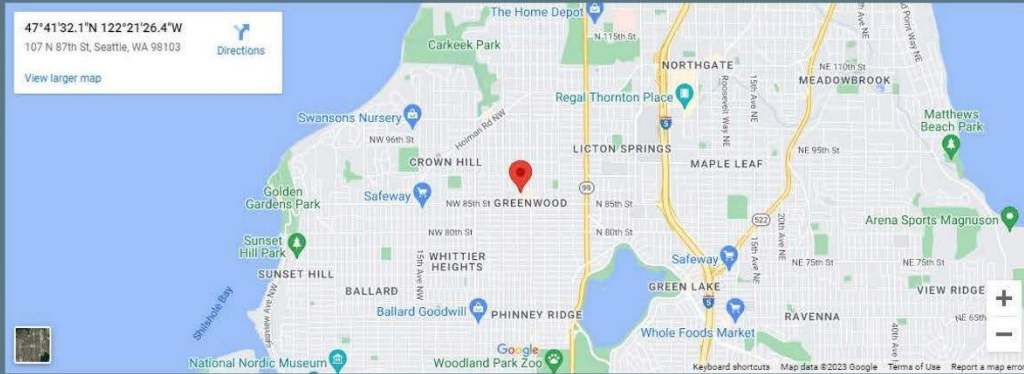
[Download Project Flyer](#)

## COMMUNITY OUTREACH MEETING

A community outreach meeting to gather public input will be held on **March 29th at 6:00PM** at the **Greenwood Library Branch**. The informational meeting will be open to the general public and your feedback is welcome. The Greenwood Branch is located at 8016 Greenwood Ave. N., Seattle, WA 98103.

## PROJECT LOCATION

## PROJECT LOCATION



Google Streetview image on the corner of Palatine Ave N and NW 87th St, looking towards project property. Imagery captured August 2022.



Google Streetview image on the northeast corner of the property along NW 87th St, looking towards the project. Imagery captured August 2022.



## Project Contact Information

**Contact Person:** Shilpa Karve, Project Manager at Baylis Architects

**Contact Email:** karves@baylisarchitects.com

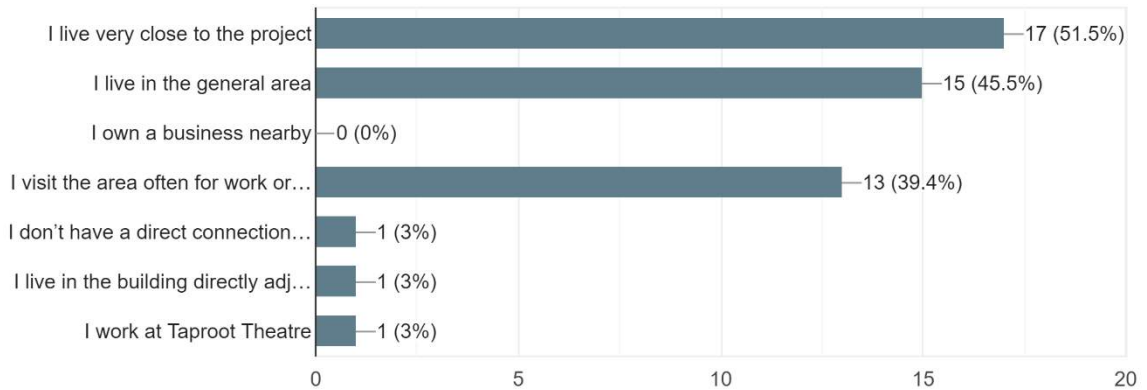
**Contact Phone:** 425-679-5215

Attachment 3  
Digital Survey Summary  
and Results

8631 Palatine – Compiled Online Survey Results

What is your connection to this development project? (select all that apply)

33 responses

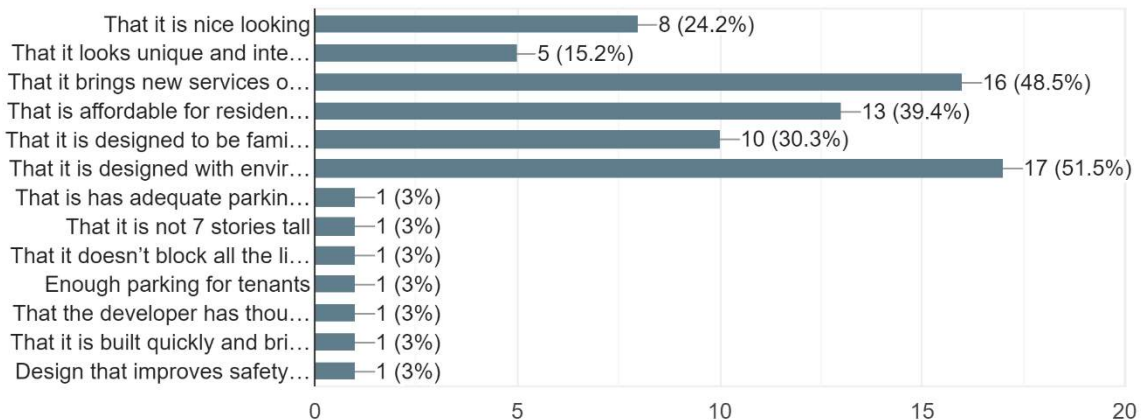


1. Custom Responses:

- a. I live in the building directly adjacent to the project
- b. I work at Taproot Theatre

What is most important to you about a new building on this property? (select up to two)

33 responses



2. Custom Responses

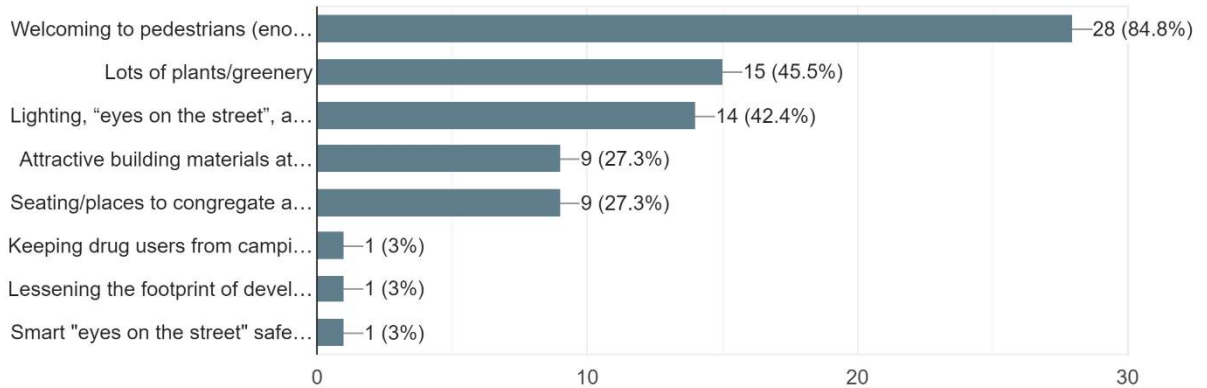
- a. That it is not 7 stories tall
- b. That it doesn't block all the light coming into the windows of the apartments at the Sedges!!!! A big part of why I love my current building is the light it gets from the big windows. A seven story building next to ours will cast us in permanent shadow.
- c. Enough parking for tenants
- d. That the developer has thought through demand and neighborhood impacts (beyond SDCI cursory review)

8631 Palatine – Compiled Online Survey Results

- e. Design that improves safety in the area (eg lighting and good sightlines) and that it interacts well with the wetlands to the west
- f. That it is built quickly and brings much needed housing to the area

We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas? (select up to two)

33 responses

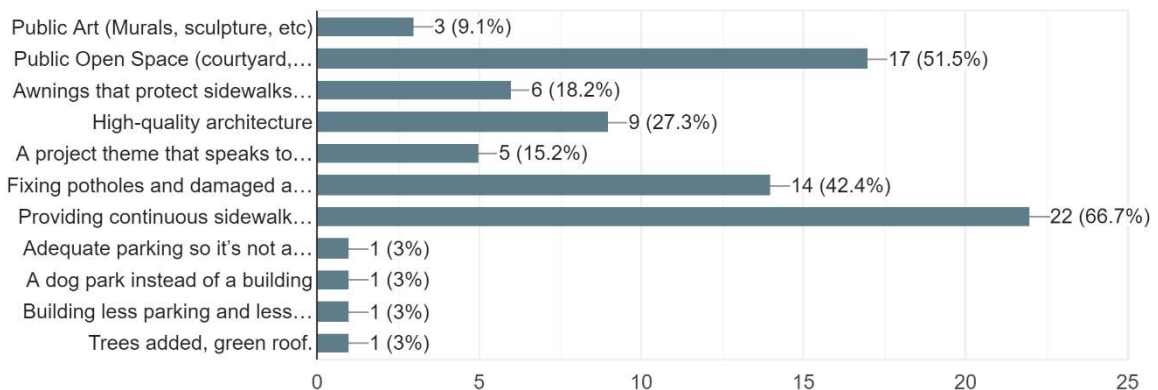


3. Custom Responses:

- a. Keep drug users from camping
- b. Lessening the footprint of development for more public areas
- c. Smart "eyes on the street" safety design, be welcoming AND safe. Also fix the grading problems along the frontage caused by wetlands/sinking.

The project is located within the Greenwood-Phinney Ridge Residential Urban Village, an area the Seattle Comprehensive Plan describes as a compa...hood and community members? (select up to two)

33 responses





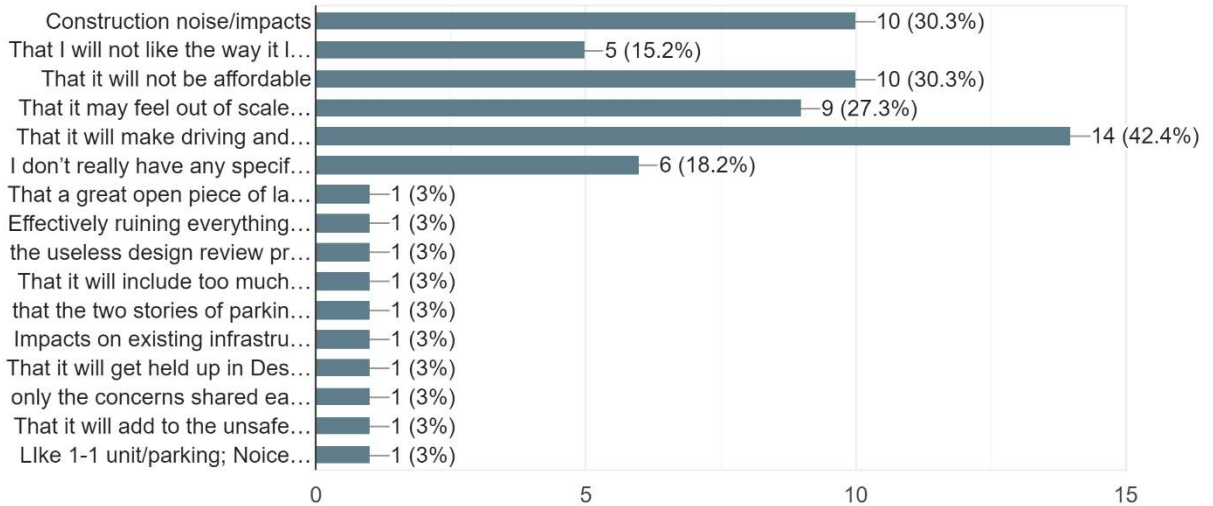
8631 Palatine – Compiled Online Survey Results

4. Custom Responses:

- a. Adequate parking so it's not a burden upon neighbors
- b. A dog park instead of a building
- c. Building less parking and less driveways to the site that cut up the sidewalks, cause safety hazards and create more unsafe traffic in the neighborhood.
- d. Trees added, green roof

What concerns do you have about the project? (select any/all that apply)

33 responses



5. Custom Responses:

- a. That a great open piece of land will be gone
- b. Effectively ruining everything I like about my existing home, forcing me to either live in darkness or move. Also, that it will be another tacky oversized rectangular beige box building with no balconies.
- c. the useless design review process will bog down badly needed housing in years of delay
- d. That it will include too much parking onsite, which will make the units more unaffordable.
- e. that the two stories of parking will not foster a street level community
- f. Impacts on existing infrastructure (including the demands of the other large nearby projects already well underway; 87th and Greenwood, for example)
- g. That it will get held up in Design Review or taking to much time dealing with bad-faith NIMBY requests from neighbors
- h. only the concerns shared earlier - that it enhances pedestrian safety and discourages vagrancy and that it interactts well with the wetlands
- i. That it will add to the unsafe walking conditions in the neighborhood by increasing traffic on Palatine Ave N north of 87th St where there are no sidewalks.
- j. Like 1-1 unit/parking; Noice not before 7am!!!

6. Is there anything specific about this property or neighborhood that would be important for us to know?
- a. The area around the site is prone to settlement including the street. How is the design team and city addressing current and future settlement of the site, sidewalks and pavement.
  - b. Greenwood needs a lot more housing options so I am excited for a new multi family building to be built
  - c. I'm excited you're developing it! Good for the community.
  - d. The property has been unused for a decade. It needs sidewalks badly.
  - e. Developer should consider reducing amount of parking - this is near high capacity transit, in the middle of a shopping and village center. Less parking -> more apartments. We need housing for people, not cars!
  - f. This ought to be described as a Greenwood project. Phinney Ridge is a separate pocket. It is important for this housing to be AFFORDABLE.
  - g. Build more units and have ground floor space for businesses
  - h. Before the construction of the Morrow, this space was just open green space where pet owners took their dogs to exercise. All the construction equipment turned it into gravel, and now you want to turn it into another noisy, busy construction site. What this neighborhood needs is open space and resources for the homeless that everyone loves to complain about, not another giant building. I am a teacher and I am already barely able to afford this neighborhood, and it makes me so sad that the priority is another expensive apartment building instead of something that would make people's lives better.
  - i. Please resist the urge to design in a vacuum - this neighborhood is littered with designs that don't fit in with the existing architecture.
  - j. I hope that the project builds more housing and retail space in place of constructing unnecessary structured parking.
  - k. We need more family-sized units (2+ bedrooms). I hope this project can include some of those.
  - l. This building will be taller than anything else in the area. There have been people who are taking their pets there to run around and parents who have taken their children there to play. The view in this area is great from wherever you live with regards to the lot, and a 7-story building would ruin that. The best thing that could be done would be to keep this area as a park or other public space.
  - m. I'm excited to have a new building on this lot!
  - n. Please focus on the needs of pedestrians and cars- safety and access for both
  - o. It's at a busy intersection so my concern is that with new residents, the traffic may increase and roads may deteriorate quicker than usual. Street parking might also be affected during construction period.
  - p. Safety and security
  - q. Pipes always shifting with settling. The bog pond used to have herons visit. Now it is a dumping site. Needs regular care. Since we'll lose evergreens with construction, parks/SDOT should be encouraged to start trees there and regular cleaning needed.

7. What else would help make the new building successful for decades to come?
  - a. Increasing density of Greenwood neighborhood is important.
  - b.
  - c. Affordability is vital. In a neighborhood with few options like this, truly offering some or much affordable housing would be amazing.
  - d. Sidewalks, please. They would help connect greenwood ave to the Fred Meyer without the extremely busy 85th ave sidewalk.
  - e. Quality and high energy efficiency design
  - f. Use quality materials, incorporate green space (rooftop garden?), solar panels
  - g. Sidewalks need to be built for the bog. Most aren't and so if you walk around the block, there's a lot of uneven, sunken sidewalks and planters.
  - h. Not to build it in the first place, and let it be green space, or tiny houses for homeless people to get their lives in order. If you insist on subjecting us all to your loathsome project, at the very least put in more than just two floors of parking. The Morrow ran out of parking before even half of the units were leased out. Don't make street parking even harder.
  - i. Actually design commercial spaces that will be filled rather than sit vacant. Neighborhood activation doesn't consist of solely populating with new residents - the ground floor commercial spaces need to contain businesses that are viable and attract steady foot traffic.
  - j. Devoting more resources and space onsite to more housing units.
  - k. Quality construction and good public amenities.
  - l. If construction is going to move forward, because any other pleas would not sway you anyway, that it would be kept at the same height as the other apartment buildings in the area.
  - m. Great pedestrian access and walkable environment
  - n. Parking
  - o. Designing it in a sustainable manner, having plenty of green cover (trees) and proper drainage for rain water
  - p. "Beautiful entrance. Not too many different materials used on outside. Delineation is lovely but mishmash of materials is one downside of the Morrows. Horizontal lines with metal siding is not attractive to me. Terra cotta color would be nice. Bricks are nice. The downtown Greenwood masonry is so pretty it would be lovely to reflect some of that.
  - q. Sculpture, places on terrace to sit and listen to music perhaps."
  - r. Commercial on the first floor
  - s. Please just give it some character.
  - t. Non-tech looking facade. Something classic like stone/brick etc. I realize it's more expensive, but when people complain about new buildings this is usually the core gripe.
  
8. Would you like to be contacted about this project in the future? If so, please provide your email address (Please keep in mind any information you share in this survey could be made public).
  - a. andyewing@hotmail.com
  - b. chrism@phinneycenter.org
  - c. eric@ericslagle.com

8631 Palatine – Compiled Online Survey Results

- d. MarkL@taproottheatre.org, Karen@taproottheatre.org, DwigghtH@taproottheatre.org
- e. tim.pritchard@gmail.com
- f. rbtrask@gmail.com
- g. Yes.
- h. No

Timestamp	What is your connection to this development project? (select all that apply) (two)	What is most important to you about a new building on this property? (select up to two)	We will be improving the sidewalks and landscaping at the street-level. Which are the most important for designing the public areas? (select up to two)	Which of the following aspects of project design should be prioritized to provide the greatest public contribution to the neighborhood and community members? (select up to two)	What concerns do you have about the project? (select any/all that apply)	Is there anything specific about this property or neighborhood that would be important for us to know?	What else would help make the new building successful for decades to come?	Would you like to be contacted about this project in the future? If so, please provide your email address (Please keep in mind any information you share in this survey could be made public.)
2023/03/27 7:31:33 PM MDT	I visit the area often for work or leisure	That is affordable for residents and/or businesses	That is affordable for residents and/or businesses (enough space to walk, etc.);Lighting, etc;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	Public Open Space (courtyard, landscaped areas, etc);Providing continuous sidewalk access along the street	That it will not be affordable	The area around the site is prone to settlement including the street. How is the design team and city addressing current and future settlement of the site, sidewalks and pavement.	Increasing density of Greenwood neighborhood is important.	andyewing@hotmail.com
2023/03/19 11:22:35 AM MDT	I live very close to the project	That is affordable for residents and/or businesses;That it is designed to be family-friendly	Welcoming to pedestrians (enough space to walk, etc.);Lighting, etc;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	That it will not be affordable	Construction noise/impacts;That it will not be affordable;That it may feel out of scale with other buildings nearby	Greenwood needs a lot more housing options so I am excited for a new multi family building to be built	
2023/03/27 10:54:01 AM MDT	I live in the general area	That is affordable for residents and/or businesses;That it is designed to be family-friendly	Welcoming to pedestrians (enough space to walk, etc.);Lighting, etc;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	Public Open Space (courtyard, landscaped areas, etc);Providing continuous sidewalk access along the street	Construction noise/impacts;That it will not be affordable;That it may feel out of scale with other buildings nearby	Greenwood needs a lot more housing options so I am excited for a new multi family building to be built	Affordability is vital. In a neighborhood with few options like this, truly offering some or much affordable housing would be amazing.	chris@phimneycenter.org
2023/03/29 8:17:37 PM MDT	I live very close to the project;I visit the area often for work or leisure	That is affordable for residents and/or businesses;That it is designed to be family-friendly	Lighting, etc;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	Public Open Space (courtyard, landscaped areas, etc);High-quality architecture	That it will not be affordable	I'm excited you're developing it! Good for the community.	Sidewalks, please. They would help connect Greenwood ave to the Fred Meyer without the extremely busy 85th ave sidewalk.	
2023/03/24 12:45:10 PM MDT	I live in the general area	That is affordable for residents and/or businesses;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.)	Awnings that protect sidewalks from rain;Providing continuous sidewalk access along the street	the useless design review process will bog down badly needed housing in years of delay :)			
2023/03/27 3:44:47 PM MDT	I live in the general area;I visit the area often for work or leisure	That is affordable for residents and/or businesses;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants/greenery	Awnings that protect sidewalks from rain;Providing continuous sidewalk access along the street	that the two stories of parking will not foster a street level community	This ought to be described as a Greenwood project. Phimney Ridge is a separate pocket. It is important for this housing to be AFFORDABLE.	Quality and high energy efficiency design	
2023/03/28 9:55:54 PM MDT	I live in the general area	That is affordable for residents and/or businesses;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.);Attractive building materials at street-level (sidling, windows, doors, signs, etc.)	A project theme that speaks to the history of the Greenwood neighborhood;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave	Construction noise/impacts;That it will not be affordable			
2023/04/01 12:19:33 AM MDT	I live very close to the project	That is affordable for residents and/or businesses;That it is designed with environmental sustainability in mind	Lighting, etc;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc);Keeping drug users from camping.	Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Adequate parking so it's not a burden on neighbors.	Construction noise/impacts;That it will make driving and parking in the neighborhood more difficult			
2023/03/15 7:28:12 PM MDT	I live very close to the project	That it brings new services or amenities to the area (businesses, open space, etc.);That is affordable for residents and/or businesses	That it brings new services or amenities to the area (businesses, open space, etc.);Enough parking for tenants	High-quality architecture;Providing continuous sidewalk access along the street	Construction noise/impacts;That it will make driving and parking in the neighborhood more difficult			
2023/03/30 12:07:16 PM MDT	I work at Taproot Theatre	That it brings new services or amenities to the area (businesses, open space, etc.);That is affordable for residents and/or businesses	That it brings new services or amenities to the area (businesses, open space, etc.);Welcoming to pedestrians (enough space to walk, etc.);Lighting, etc;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	Awnings that protect sidewalks from rain;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	I don't really have any specific concerns	Build more units and have ground floor space for businesses		eric@ericisagle.com
2023/03/27 10:23:44 PM MDT	I live very close to the project	That it brings new services or amenities to the area (businesses, open space, etc.);That is affordable for residents and/or businesses	That it brings new services or amenities to the area (businesses, open space, etc.);Welcoming to pedestrians (enough space to walk, etc.);Lighting, etc;Seating/places to congregate along the sidewalk (outdoor furniture, benches, etc)	Awnings that protect sidewalks from rain;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	Construction noise/impacts;That it will make driving and parking in the neighborhood more difficult			Mark@taproottheatre.org, Karen@taproottheatre.org, Dwright@taproottheatre.org
2023/03/30 7:15:57 AM MDT	I live very close to the project	That it brings new services or amenities to the area (businesses, open space, etc.);That is affordable for residents and/or businesses;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants/greenery	Public Art (Murals, sculpture, etc);Providing continuous sidewalk access along the street	Construction noise/impacts;That it will make driving and parking in the neighborhood more difficult			

2023/03/21 4:59:42 PM MDT	I live very close to the project; live in the building directly adjacent to the project	That it brings new services or amenities to the area (businesses, open space, etc.);That is affordable for residents and/or businesses;That it is designed with environmental sustainability in mind;That it doesn't block all the light coming into the windows of the apartments at the Sedgwick!!! A big part of why I love my current building is the light it gets from the big windows. A seven story building next to ours will cast us in permanent shadow.	Public Art (Murals, sculpture, etc);Public Open Space (courtyard, landscaped areas, etc);High-quality architecture;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	Construction noise/impacts;That it will not be affordable;That it may feel out of scale with other buildings nearby;That it will make driving and parking in the neighborhood more difficult;Effectively ruining everything I like about my existing home, forcing me to either live in darkness or move. Also, that it will be another tacky oversized rectangular beige box building with no balconies.	Before the construction of the Morrow, this space was just open green space where pet owners took their dogs to exercise. All the construction equipment turned it into gravel, and now you want to turn it into another noisy, busy construction site. What this neighborhood needs is open space and resources for the homeless that everyone loves to complain about.. not another giant building. I am a teacher and I am already barely able to afford this neighborhood, and it makes me so sad that the priority is another expensive apartment building instead of something that would make people's lives better.	Not to build it in the first place, and let it be green space, or tiny houses for homeless people to get their lives in order. If you insist on subjecting us all to your loathsome project, at the very least put in more than just two floors of parking. The Morrow ran out of parking before even half of the units were leased out. Don't make street parking even harder.	Actually design commercial spaces that will be filled rather than sit vacant. Neighborhood activation doesn't consist of solely populating with new residents - the ground floor commercial spaces need to contain businesses that are viable and attract steady foot traffic.	tim.pritchard@gmail.com
2023/03/30 12:10:52 PM MDT	I live in the general area;I visit the area often for work or leisure;I don't have a direct connection, but I care about growth and development in Seattle	That it brings new services or amenities to the area (businesses, open space, etc.);That is affordable for residents and/or businesses;That the developer has thought through demand and neighborhood impacts (beyond SDCI cursory review)	That it brings new services or amenities to the area (businesses, open space, etc.);That is designed with environmental sustainability in mind	Building less parking and less driveways to the site that cut up the sidewalks, cause safety hazards and create more unsafe traffic in the neighborhood.	That I will not like the way it looks;That it will not be affordable;That it will make driving and parking in the neighborhood more difficult;Impacts on existing infrastructure (including the demands of the other large nearby projects already well underway, 87th and Greenwood, for example)	Please resist the urge to design in a vacuum - this neighborhood is littered with designs that don't fit in with the existing architecture.	Devoting more resources and space onsite to more housing units.	tim.pritchard@gmail.com
2023/03/28 4:27:49 PM MDT	I live very close to the project	That it brings new services or amenities to the area (businesses, open space, etc.);That is designed to be family-friendly	That it brings new services or amenities to the area (businesses, open space, etc.);That is designed with environmental sustainability in mind	That it will include too much parking onsite, which will make the units more unaffordable.	I hope that the project builds more housing and retail space in place of constructing unnecessary structured parking.	Devoting more resources and space onsite to more housing units.	rbrask@gmail.com	rbrask@gmail.com
2023/04/03 9:57:47 PM MDT	I live very close to the project;I live in the general area;I visit the area often for work or leisure	That it brings new services or amenities to the area (businesses, open space, etc.);That is designed to be family-friendly	That it brings new services or amenities to the area (businesses, open space, etc.);That is designed with environmental sustainability in mind	That it will not be affordable;That it may feel out of scale with other buildings nearby	I don't really have any specific concerns			
2023/03/29 12:21:20 PM MDT	I live in the general area;I visit the area often for work or leisure	That it brings new services or amenities to the area (businesses, open space, etc.);That is designed with environmental sustainability in mind	That it brings new services or amenities to the area (businesses, open space, etc.);That is designed with environmental sustainability in mind	Filing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	That it will get held up in Design Review or taking to much time dealing with bad faith NIMBY requests from neighbors			
2023/03/31 9:55:25 AM MDT	I live in the general area	That it is built quickly and brings much needed housing to the area.	That it is designed to be family-friendly;That it is designed with environmental sustainability in mind	Public Open Space (courtyard, landscaped areas, etc);A project theme that speaks to the history of the Greenwood neighborhood	That it will not be affordable;That it may feel out of scale with other buildings nearby;That it will make driving and parking in the neighborhood more difficult			
2023/03/28 8:50:25 PM MDT	I live in the general area;I visit the area often for work or leisure	That it is designed to be family-friendly;That it is designed with environmental sustainability in mind	That it is designed to be family-friendly;That it is designed with environmental sustainability in mind	Public Open Space (courtyard, landscaped areas, etc);Providing continuous sidewalk access along the street	I don't really have any specific concerns	We need more family-sized units (2+ bedrooms). I hope this project can include some of those.	Quality construction and good public amenities.	
2023/03/29 2:27:45 PM MDT	I live in the general area;I visit the area often for work or leisure	That it is designed with environmental sustainability in mind;Design that improves safety in the area (eg lighting and good sightlines) and that it interacts well with the wetlands to the west	That it is designed with environmental sustainability in mind	Public Open Space (courtyard, landscaped areas, etc);Awnings that protect sidewalks from rain;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	only the concerns shared earlier-- that it enhances pedestrian safety and discourages vagrancy and that it interacts well with the wetlands			
2023/04/01 1:39:01 PM MDT	I live in the general area;I visit the area often for work or leisure	That it is designed with environmental sustainability in mind;Design that improves safety in the area (eg lighting and good sightlines) and that it interacts well with the wetlands to the west	That it is designed with environmental sustainability in mind	Public Open Space (courtyard, landscaped areas, etc);Awnings that protect sidewalks from rain;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	only the concerns shared earlier-- that it enhances pedestrian safety and discourages vagrancy and that it interacts well with the wetlands			
2023/03/21 3:14:12 PM MDT	I live very close to the project	That it is designed with environmental sustainability in mind;That it is not 7 stories tall	Lots of plants/greenery;Lessening the footprint of development for more public areas	Public Open Space (courtyard, landscaped areas, etc);A dog park instead of a building	Construction noise/impacts;That it may feel out of scale with other buildings nearby;That a great open piece of land will be gone	This building will be taller than anything else in the area. There have been people who are taking their pets here to run around and parents who have taken their children there to play. The view in this area is great from wherever you live with regards to the lot, and a 7-story building would ruin that. The best thing that could be done would be to keep this area as a park or other public space.	If construction is going to move forward, because any other pleas would not sway you anyway, that it would be kept at the same height as the other apartment buildings in the area.	

2023/03/29 5:01:39 PM MDT	I live in the general area;I visit the area often for work or leisure	That it is nice looking;That it brings new services or amenities to the area (businesses, open space, etc.)	Welcoming to pedestrians (enough space to walk, etc.);Lighting, &ceeyes on the street&e, and other designs for safety	Public Open Space (courtyard, landscaped areas, etc);Providing continuous sidewalk access along the street	I don&e't really have any specific concerns lol!	I'm excited to have a new building on this lot!	Great pedestrian access and walkable environment
2023/03/31 7:21:47 PM MDT	I live very close to the project;I visit the area often for work or leisure	That it is nice looking;That it brings new services or amenities to the area (businesses, open space, etc.);That it is affordable for residents and/or businesses;That it is designed to be family-friendly	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants;/greenery;Lighting, &ceeyes on the street&e, and other designs for safety Welcoming to pedestrians (enough space to walk, etc.);Lots of plants;/greenery;Lighting, &ceeyes on the street&e, and other designs for safety;Attractive building materials at street-level (sidling, windows, doors, signs, etc.);Seating/places to congregat along the sidewalk (outdoor furniture, benches, etc.)	High-quality architecture;A project theme that speaks to the history of the Greenwood neighborhood;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	That it will make driving and parking in the neighborhood more difficult	Please focus on the needs of pedestrians and cars- safety and access for both	Parking
2023/04/06 11:49:06 PM MDT	I live very close to the project	That it is nice looking;That it brings new services or amenities to the area (businesses, open space, etc.);That it is designed to be family-friendly;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants;/greenery;Lighting, &ceeyes on the street&e, and other designs for safety;Attractive building materials at street-level (sidling, windows, doors, signs, etc.);Seating/places to congregat along the sidewalk (outdoor furniture, benches, etc.)	Public Art (Murals, sculpture, etc);Public Open Space (courtyard, landscaped areas, etc);Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	Construction noise/impacts;That it may feel out of scale with other buildings nearby;That it will make driving and parking in the neighborhood more difficult	It's at a busy intersection so my concern is that with new residents, the traffic may increase and roads may deteriorate quicker than usual. Street parking might also be affected during construction period.	Designing it in a sustainable manner, having plenty of green cover (trees) and proper drainage for rain water
2023/04/07 5:42:34 AM MDT	I live very close to the project	That it is nice looking;That it brings new services or amenities to the area (businesses, open space, etc.);That it is designed with environmental sustainability in mind	Lots of plants;/greenery;Lighting, &ceeyes on the street&e, and other designs for safety;Attractive building materials at street-level (sidling, windows, doors, signs, etc.)	Public Open Space (courtyard, landscaped areas, etc);High-quality architecture;Providing continuous sidewalk access along the street	Construction noise/impacts;That it will make driving and parking in the neighborhood more difficult	Safety and security	
2023/04/11 2:29:30 PM MDT	I live in the general area	That it is nice looking;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants;/greenery	Public Open Space (courtyard, landscaped areas, etc);Trees added, green roof.	That it will make driving and parking in the neighborhood more difficult	Beautiful entrance. Not too many different materials used on outside. Delineation is lovely but mishmash of materials is one downside of the Morrow. Horizontal lines with metal siding is not attractive to me. Terra cotta color would be nice. Bricks are nice. The downtown Greenwood masonry is so pretty it would be lovely to reflect some of that.	Sculpture, places on terrace to sit and listen to music perhaps. Yes.
2023/04/08 9:41:33 PM MDT	I live very close to the project	That it is nice looking;That it is designed with environmental sustainability in mind	Lots of plants;/greenery;Attractive building materials at street-level (sidling, windows, doors, signs, etc.)	Public Open Space (courtyard, landscaped areas, etc);High-quality architecture	That I will not like the way it looks;That it may feel out of scale with other buildings nearby;That it will make driving and parking in the neighborhood more difficult	Pipes always shifting with settling. The bog pond used to have herons visit. Now it is a dumping site. Needs regular care. Since we'll lose evergreens with construction, parks/SDOT should be encouraged to start trees there and regular cleaning needed.	Commercial on the first floor
2023/03/30 7:33:46 AM MDT	I live very close to the project	That it is nice looking;That it looks unique and interesting;That it brings new services or amenities to the area (businesses, open space, etc.);That it is designed to be family-friendly;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants;/greenery;Lighting, &ceeyes on the street&e, and other designs for safety;Attractive building materials at street-level (sidling, windows, doors, signs, etc.)	High-quality architecture;A project theme that speaks to the history of the Greenwood neighborhood;Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	That I will not like the way it looks;That it may feel out of scale with other buildings nearby	Please just give it some character. Non-tech looking facade. Something classic like stone/brick etc. I realize it's more expensive, but when people complain about new buildings this is usually the core gripe.	No
2023/03/15 12:28:23 PM MDT	I live in the general area;I visit the area often for work or leisure	That it looks unique and interesting;That it brings new services or amenities to the area (businesses, open space, etc.)	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants;/greenery	Public Open Space (courtyard, landscaped areas, etc);Awnings that protect sidewalks from rain;Providing continuous sidewalk access along the street	That it will make driving and parking in the neighborhood more difficult;That it will add to the unsafe walking conditions in the neighborhood by increasing traffic on Palatine Ave N north of 87th St where there are no sidewalks.		
2023/04/05 9:49:50 PM MDT	I live in the general area	That it looks unique and interesting;That it brings new services or amenities to the area (businesses, open space, etc.)	Welcoming to pedestrians (enough space to walk, etc.);Lots of plants;/greenery	Public Open Space (courtyard, landscaped areas, etc);Awnings that protect sidewalks from rain;Providing continuous sidewalk access along the street	I don&e't really have any specific concerns		
2023/04/06 3:27:56 PM MDT	I live very close to the project	That it looks unique and interesting;That it is designed with environmental sustainability in mind	Welcoming to pedestrians (enough space to walk, etc.);Attractive building materials at street-level (sidling, windows, doors, signs, etc.)	Fixing potholes and damaged asphalt near roundabouts on 87th St and Palatine Ave;Providing continuous sidewalk access along the street	That it will make driving and parking in the neighborhood more difficult;That it will add to the unsafe walking conditions in the neighborhood by increasing traffic on Palatine Ave N north of 87th St where there are no sidewalks.		

EMAIL RECIEVED AFTER CLOSE OF SURVEY:

Dear Baylis Architects,

I am a resident of the Morrow Apartments, an apartment building just across the street from the proposed project at 8631. I was not able to attend the meeting last month or complete the survey within the short window it was open, as it appears it expired two days ago. Please accept my comments below.

First, I would like to ask whether you are planning to include composting facilities in the building, as required by Seattle law. I am asking because our apartment manager told us that our building and your proposed development share a common developer or architect. Upon moving into the Morrow, I was dismayed to learn that our building does not include any facilities for composting. As a result, hundreds of pounds of food waste are sent to the landfill every week, which not only harms our climate, but also increases our waste collection fees. I feel this oversight is deeply unfair to the residents and to our collective sustainability goals. I have contacted the City about it, but we have yet to see a solution implemented. Please confirm that the development at 8631 Palatine Ave N will include composting facilities. I will be following up with the City.

Second, I am concerned about the 1:1 ratio of planned parking in the new development at 8631 Palatine Ave. As you may know, the Greenwood neighborhood is one of the most walkable neighborhoods in Seattle, with a Fred Meyer literally one block away from the proposed project; numerous bars and restaurants in the area; a library; medical facilities; and frequent public transit service to Downtown and other neighborhoods. More and more, developers are realizing that their prior assumptions about every unit needing parking were based on flawed studies that do not reflect the needs of younger generations. Each added parking space constructed in Seattle locks in carbon emissions, localized pollution from particulate matter, more congestion, and the threat of traffic violence against others who are walking, rolling, and biking on our streets. Moreover, parking infrastructure increases unit costs even for those who do not own a car, such as my partner and I, making housing less affordable. In that way it is deeply inequitable. Please consider implementing, at most, a 0.5:1 ratio of parking to units. We must plan for a future that is sustainable, not one based on flawed assumptions from our past.

Thank you for considering my comments. If you choose to publish them to the public, please redact my name and use "anonymous".

Sincerely,  
[redacted]



Attachment 4  
Digital Newspaper  
Listing

Whatever you call it, we cover it.  
**PhinneyWood.com**

News & events for Seattle's Phinney Ridge  
and Greenwood neighborhoods

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## Community Outreach Meeting for new multi-family residential building project this Wednesday

by CHRIS MAYKUT on MARCH 27, 2023

in PHINNEYWOOD NEIGHBORHOOD



The property owners of the final undeveloped lot near Fred Meyer are looking for community input for a multi-family residential building project located at 8631 Palatine Avenue North. The proposed project includes approximately 72 dwelling units, public and private amenities, a two-story parking garage, and will be around seven stories in height. The project includes the vacation of 2,000 square feet of unbuilt alley on the parcel. This means the developer would purchase this area from the City of Seattle at market rate prices if the project is approved.

Baylis Architects, the architect and project managers of the development, will be hosting a community meeting at the Greenwood Library Branch on March 29<sup>th</sup> at 6:00 PM. The purpose of this meeting is to gather community input information and recommendations about building design and potential public amenities. There will also be an opportunity for members of the public to ask questions about the project after the presentation.

The [project website](#) also includes an [online survey](#) that is designed to gather community

input for those who are unable to attend the in-person meeting.

More information about the project may be found on the project website at [www.8631palatine.com](http://www.8631palatine.com). A project flyer has also been attached to this email. More information will be available throughout the permitting process on the [City's Seattle Services Portal](#) and the [Seattle Department of Neighborhoods webpage](#).

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Previous post: [5 Tips to Stay Financially Fit from our local BECU](#)

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### Welcome!

We're a blog about Phinney Ridge and Greenwood news, events, and [more...](#) Send us a news tip at [tips@phinneywood.com](mailto:tips@phinneywood.com)

Submit your Phinney / Greenwood event or class for the events calendar [here](#) .

PhinneyWood.com is powered by the [Phinney Neighborhood Association \(PNA\)](#), a nonprofit community organization.

### **Sponsored by**

#### Phinney Ridge Links

- [Hot Meal Program](#)
- [Phinney Farmers Market](#)
- [Phinney Neighborhood Association](#)
- [Phinney Ridge Community Council](#)
- [PNA Blog](#)
- [Seattle Public Schools](#)
- [Woodland Park Zoo](#)

#### Greenwood and North Links

# Attachment 5

## Email Blast

The following text was emailed to the email addresses listed below, based upon a list of neighborhood groups provided by Seattle DON:

Hello,

I am reaching out to inform your organization about an opportunity for community input for a multi-family residential building project in the Greenwood neighborhood located at 8631 Palatine Avenue North in Seattle. The proposed project includes approximately 72 dwelling units, public and private amenities, and a two-story parking garage, and will be around seven stories in height. The project includes the vacation of 2,000 square feet of unbuilt alley on the parcel. This means the developer would purchase this area from the City of Seattle at market rate prices if the project is approved. I have emailed your organization because it was identified by the City of Seattle Department of Neighborhoods as an active community group in the Greenwood vicinity.

[Baylis Architects](#), the architect and project managers of the development, will be hosting a community meeting at the [Greenwood Library Branch](#) on March 29<sup>th</sup> at 6:00 PM. The purpose of this meeting is to gather community input information and recommendations about building design and potential public amenities. There will also be an opportunity for members of the public to ask questions about the project. The [project website](#) also includes an online survey that is designed to gather community input for those who are unable to attend the in-person meeting.

More information about the project may be found on the project website at [www.8631palatine.com](http://www.8631palatine.com). A project flyer has also been attached to this email. More information will be available throughout the permitting process on the [City's Seattle Services Portal](#) and the [Seattle Department of Neighborhoods webpage](#).

Please keep in mind that all community input and activity could be made public as a result of the City of Seattle outreach reporting process, including responses to this email. Please do not include personal information in any responses.

Email addresses:

[info@greenwoodcommunitycouncil.org](mailto:info@greenwoodcommunitycouncil.org),

[gsc@phinneycenter.org](mailto:gsc@phinneycenter.org),

[lictonsprings@hotmail.com](mailto:lictonsprings@hotmail.com),

[pna@phinneycenter.org](mailto:pna@phinneycenter.org),

[tips@phinneywood.com](mailto:tips@phinneywood.com),

[phinneyridge.ccouncil@gmail.com](mailto:phinneyridge.ccouncil@gmail.com),

[info@seattlegreenways.org](mailto:info@seattlegreenways.org)

Attachment 6  
In-Person Outreach  
PowerPoint

8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

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# Community Outreach and Engagement for Design Guidance and Alley Vacation March 29, 2023



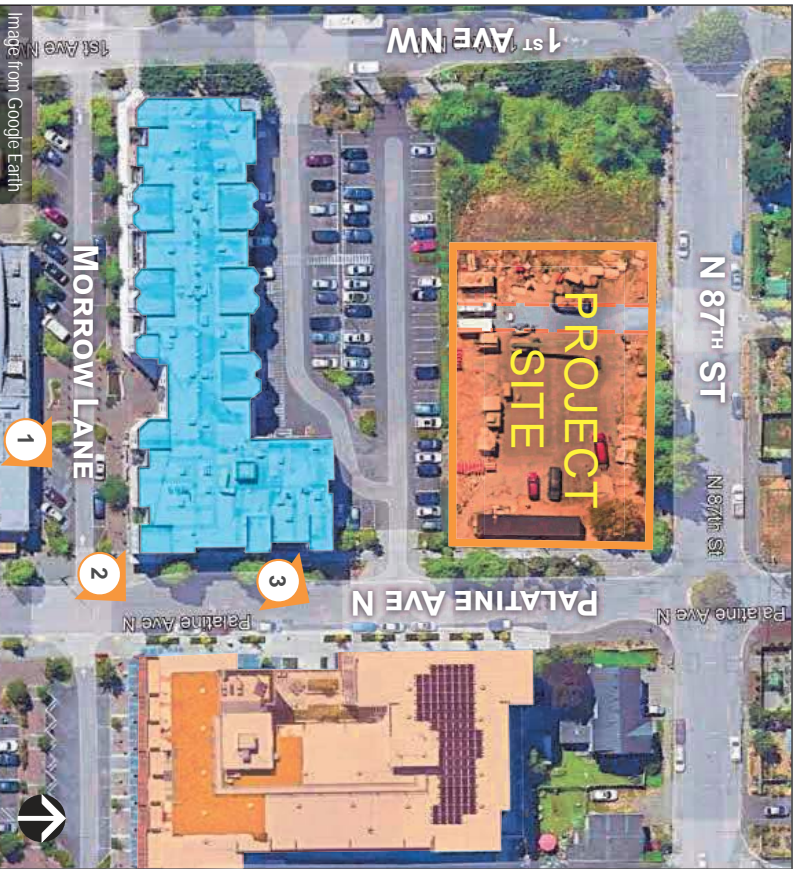
*PRIVACY STATEMENT: Please note that any information collected during the community outreach process may submitted to the City of Seattle and made public pursuant to the Washington Public Records Act.*



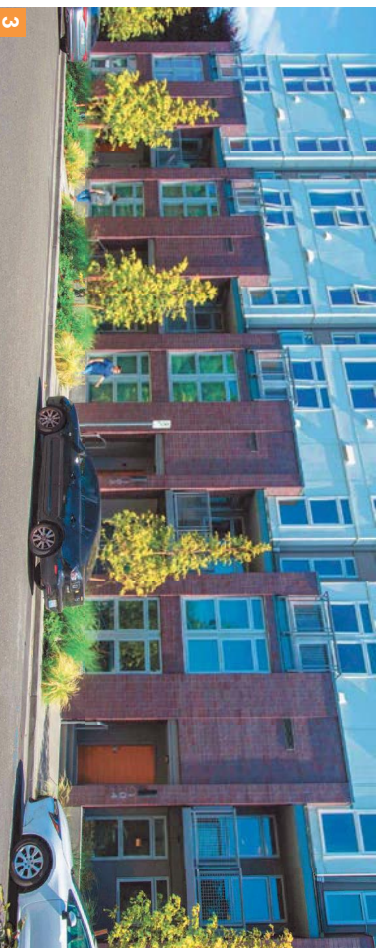
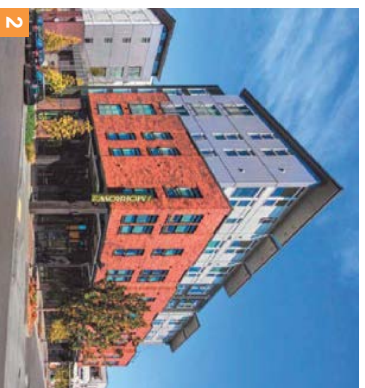
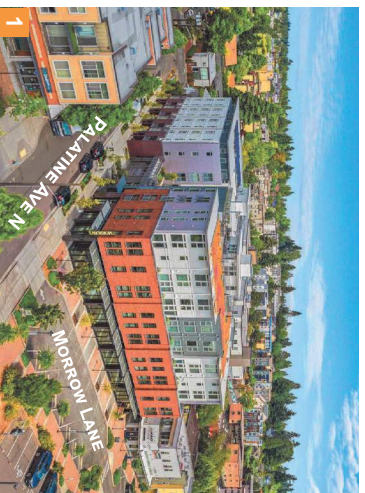
# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

## CLIENT INVOLVEMENT IN THE NEIGHBORHOOD GROWTH



RECENT PROJECT ON PALATINE AVE N COMPLETED FALL 2022

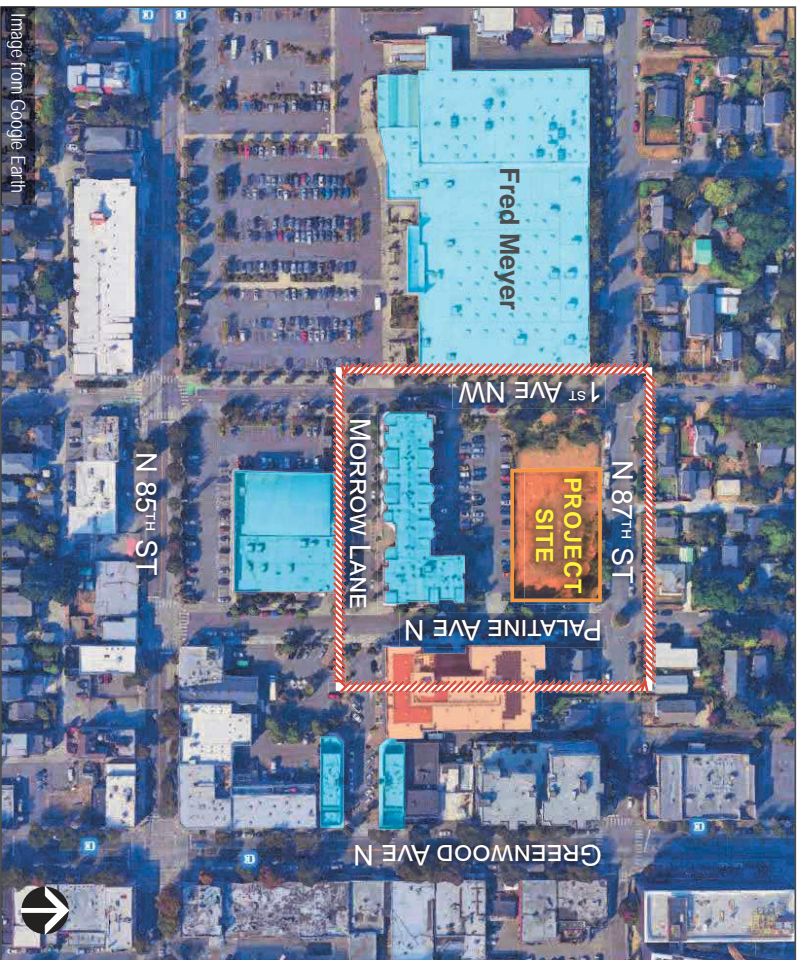


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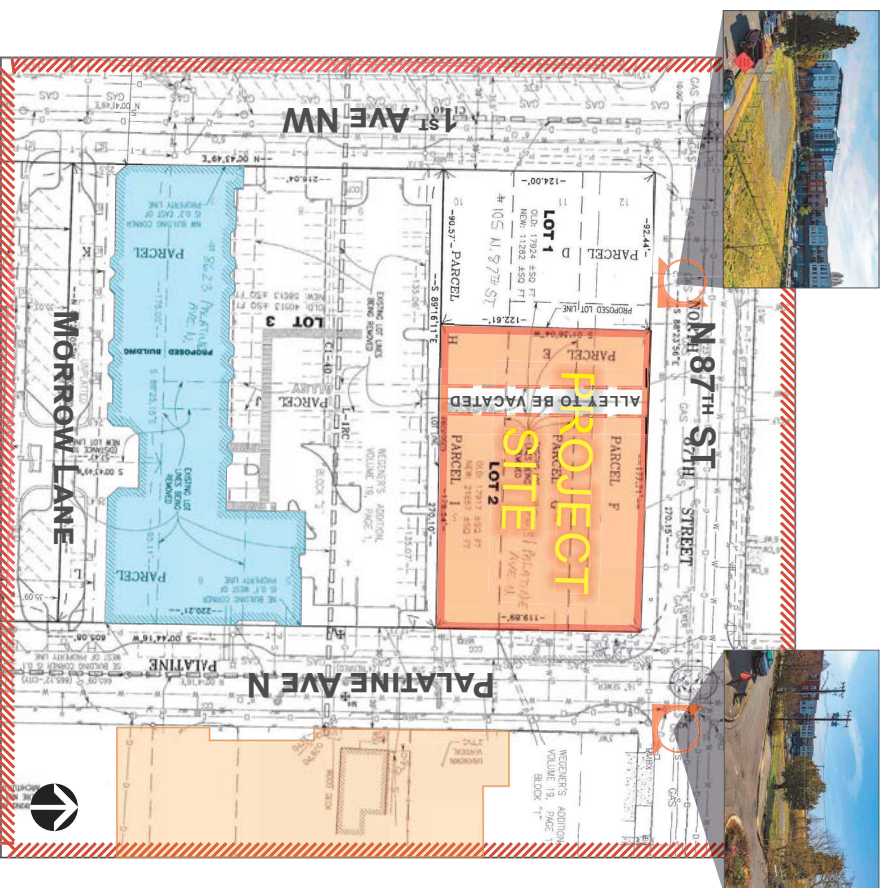
# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

## CONTEXT AND SITE



NEIGHBORHOOD



SITE SURVEY



PRIVACY STATEMENT: Please note that any information collected during the community outreach process may submitted to the City of Seattle and made public pursuant to the Washington Public Records Act.

# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

## LAND USE ZONING DATA:



GREENWOOD-PHINNEY RIDGE TOWN CENTER MAP

### SITE DATA

**Parcel Number:** 9231900095

**Lot Area:** 21,650 SF (0.5 Acres) (includes 2,000 SF +/- Alley Area)

**Urban Village:** Greenwood-Phinney Ridge

**Zoning:** NC2-75 (M2) – is a mixed-use zone where both residential and commercial development are allowed.

**Setback:** No minimum setback required

**FAR Limit:** 5.5 (Outside the Station Overlay District)

**Max. Building Potential:** Allowed = 119,000 SF +/- ;  
Proposed = 65,000 SF +/-

**Base Height Limit:** 75 feet (+3 feet for peat-settlement prone area);  
Proposed = 75 feet

**Unit Density:** Required = No limit;  
Proposed = 72 Dwelling Units

**Parking:** Required = None;  
Proposed = 1 Parking stall : 1 Dwelling Unit Ratio Approx.

*All designs, imagery, and numbers depicted are conceptual and subject to change.*



**PRIVACY STATEMENT:** Please note that any information collected during the community outreach process may be submitted to the City of Seattle and made public pursuant to the Washington Public Records Act.

# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

## MAXIMUM DEVELOPMENT POTENTIAL STUDIES

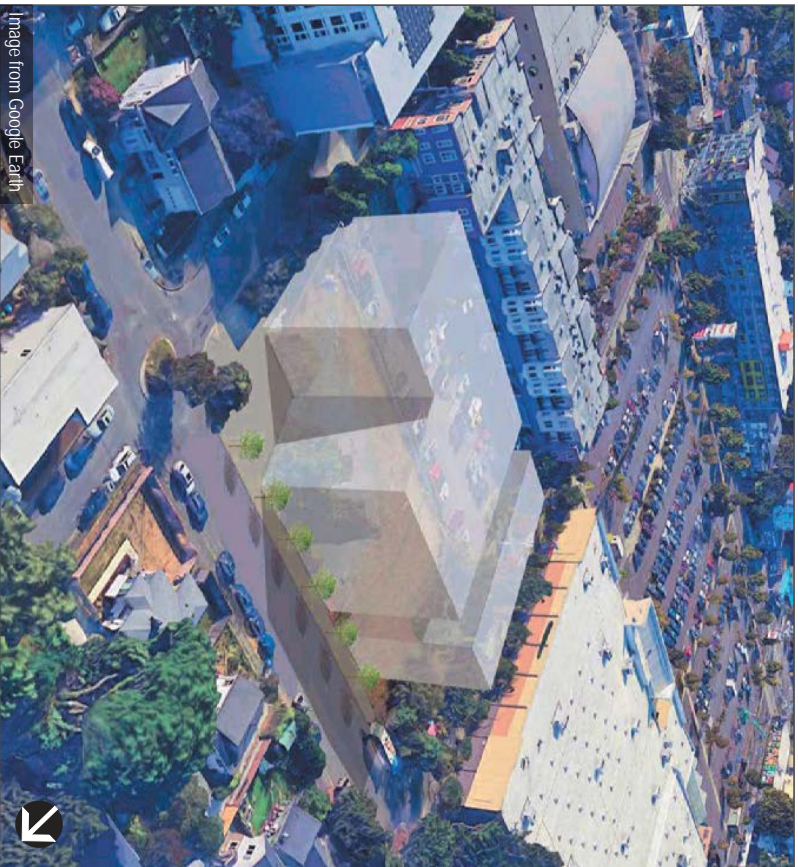


Image from Google Earth  
MAXIMUM BUILDING POTENTIAL - W/ ALLEY

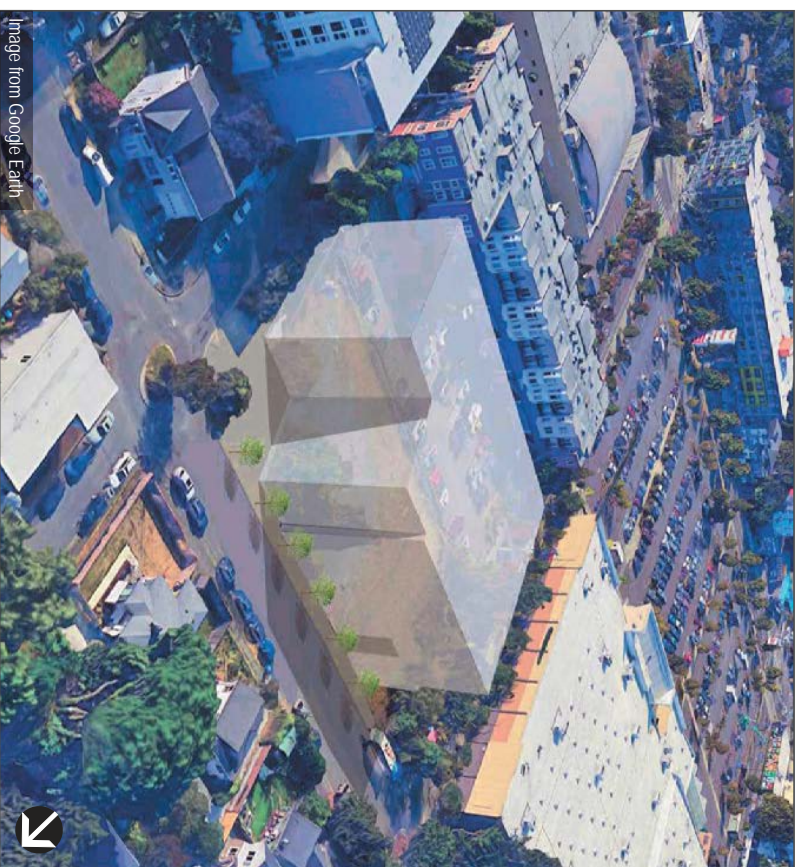


Image from Google Earth  
MAXIMUM BUILDING POTENTIAL - ALLEY VACATED



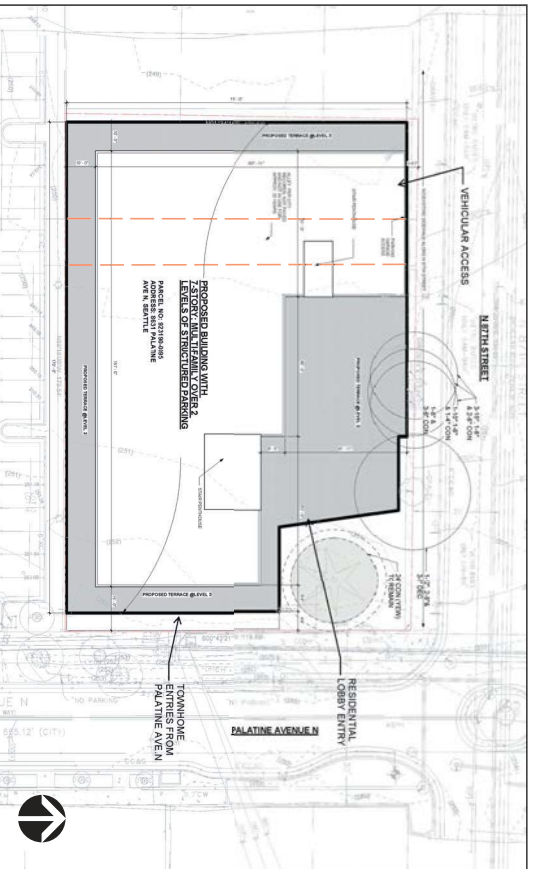
*PRIVACY STATEMENT: Please note that any information collected during the community outreach process may submitted to the City of Seattle and made public pursuant to the Washington Public Records Act.*

# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

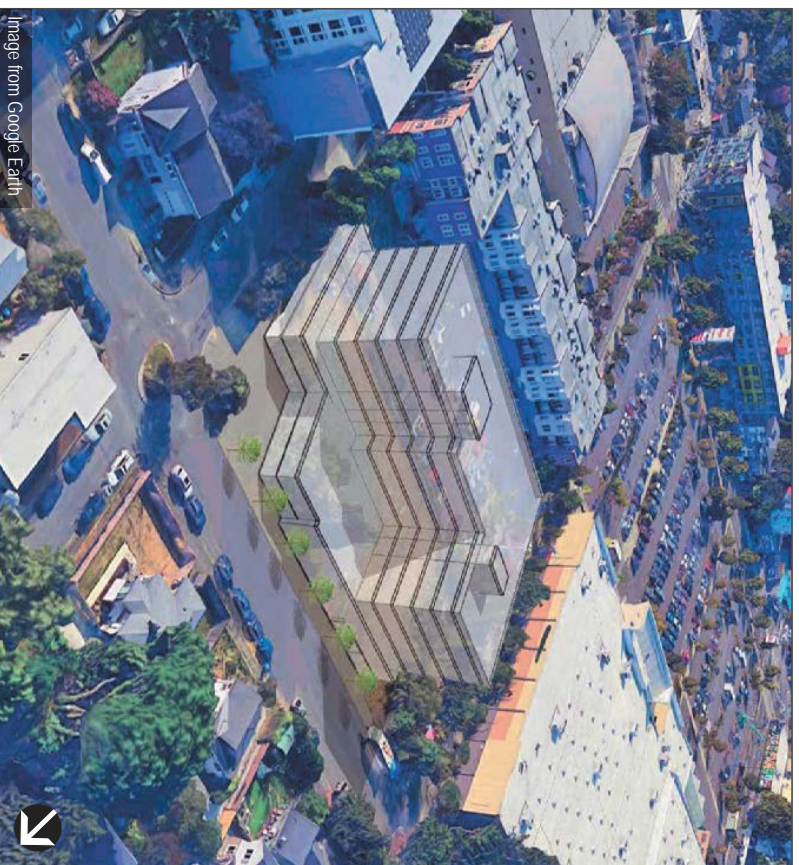
## PRELIMINARY STUDY - SITE WITH VACATED ALLEY

All designs, imagery, and numbers depicted are conceptual and subject to change.



SITE PLAN

Not to Scale



CONCEPTUAL MASSING - NE CORNER VIEW

Image from Google Earth

# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

## ALLEY VACATION PROCESS TIMELINE

February 2023	<b>NOW</b> March 29, 2023	Approximately Spring/Summer 2023	Approximately Summer 2023	Approximately Summer 2024
Meeting with SDCI, SDC, SDOT and DON	Community Outreach continues until April 10	Submit Land Use Applications; Submit Alley Vacation Petition	City of Seattle begins public trust and public benefits review and provides comments on early project design	Anticipated approval of MUP and alley vacation approval



PRIVACY STATEMENT: Please note that any information collected during the community outreach process may be submitted to the City of Seattle and made public pursuant to the Washington Public Records Act.

# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

## PUBLIC BENEFITS OPTIONS

Area Vacated	87 <sup>th</sup> & Palatine (Proposed)
Preliminary Public Benefit Options	± 2,000 SF
New Public Outdoor Space	Estimate - Fall 2026
Art	Possible
Thematic Street Furniture	Yes
Enhanced Finishes (paving details, upgraded materials, increased number of finish types, etc.)	Possible
Enhanced Sidewalk Setback Areas	Possible
Retail Required	No
Pedestrian Weather Protection	Yes
Enhanced Pedestrian Focused Lighting	Possible
Enhanced Pedestrian Landscaping Areas	Possible
"Flex" parking in garage (short term car rental spaces)	No
Replacement Alley Access provided	No



# 8631 Palatine Avenue North, Seattle, WA 98103

SDCI PROJECT NUMBER: 001276-23PA

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## CONTACT INFORMATION:

Contact Person: Shilpa Karve, Baylis Architects

Contact Email: [karves@baylisarchitects.com](mailto:karves@baylisarchitects.com)

Developer/Applicant: Greenwood Shopping Center, Inc.

## PROJECT WEBPAGE:

Please provide feedback/comments at:

<https://www.8631palatine.com/>

<https://www.8631palatine.com/survey>





Attachment 7  
Meeting Photo and  
Minutes

# Greenwood Community Outreach Meeting



Address of Development Project: 8631 Palatine Ave N, Seattle 98103

Meeting Location: Greenwood Library Branch

Meeting Date: 03/29/2023

PLEASE PRINT LEGIBLY

First Name	Last Initial	Zip Code	Email Address <small>(if you would like to be on our mailing list for this project)</small>	How did you hear about this meeting?
Rob	F	98103	Rob.Felbws@mac.com	email
MARKIC	L	98103	MARK@TAPRODTHEATRE.ORG	SIGN
TIM	P	98103	TIM.PATAKAND@GMAIL.COM	SALESLER
JANET	R	98103	STICITSINEER@GMAIL.COM	sign

Note: This information is being collected by Bayliss Architects, but may be submitted to the City of Seattle. Therefore, personal information entered on this form may be subject to disclosure to a third-party requestor pursuant to the Washington Public Records Act.

## Community Meeting Photos



## Community Meeting Minutes

Notes from 3/29 meeting - attendees started arriving at 5:55 PM and the meeting concluded around 7:00 PM.

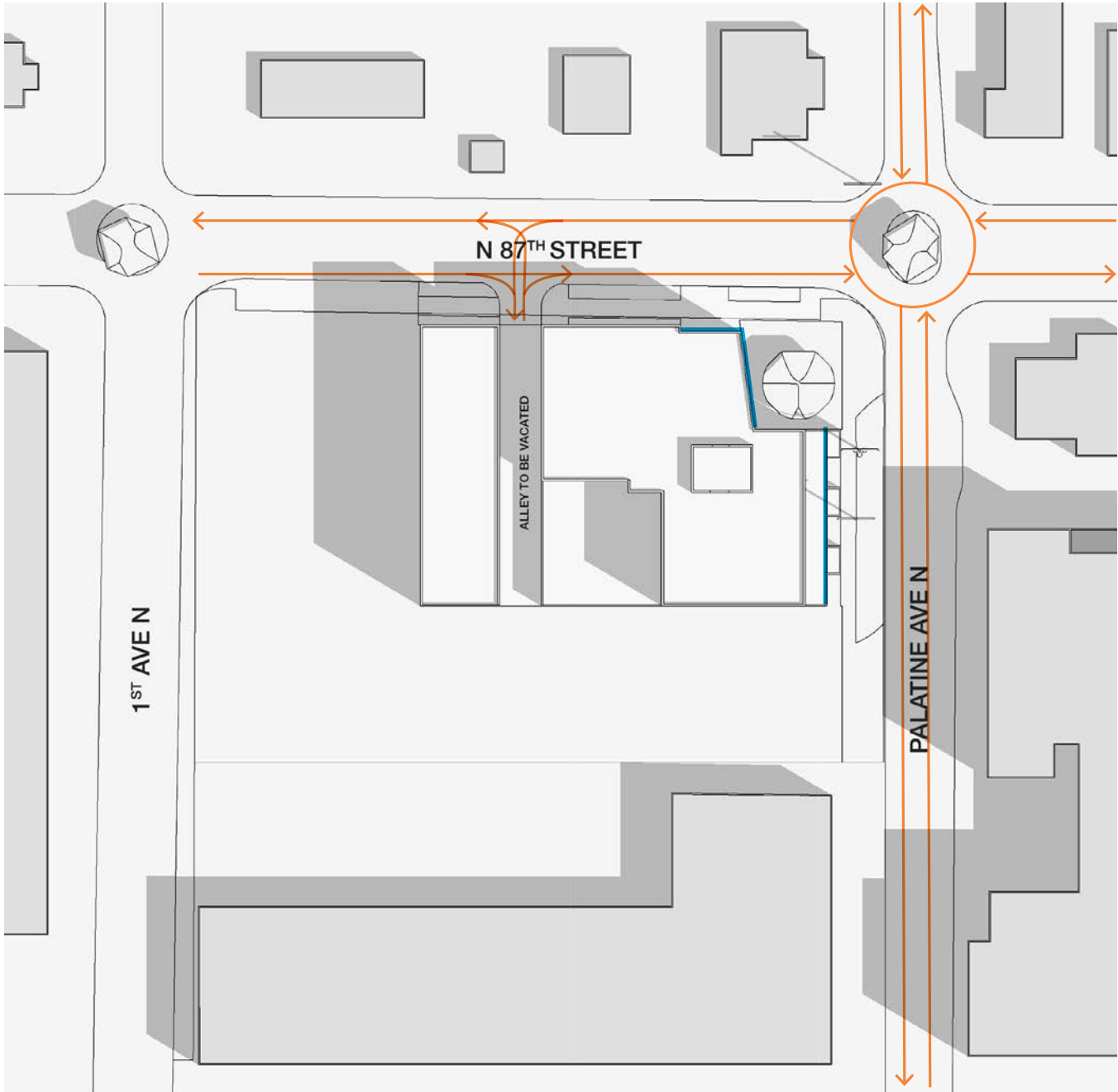
1. All attendees live, work, or shop in Greenwood and its proximity.
2. Primary issues identified:
  - i. How the massing of the structure will interact with the neighborhood.
  - ii. Improving 87<sup>th</sup> St. to accommodate the high levels of existing pedestrian activity.
  - iii. Location of parking access to the site (both with and without the alley vacation scenarios).
  - iv. Ensuring the building has adequate parking.
  - v. Activating commercial spaces and the street level.
  - vi. Using colors and materials that reflect the character of the PNW and existing neighborhood.
  - vii. Existing apartment housing mix in the neighborhood is not favorable to large families (too many studios, micro units, one-bedrooms).
3. Feedback on the conceptual building massing/design:
  - i. Positive feedback
    - a. Upper stories of the building step back away from 87th
    - b. Preservation of Yew tree
    - c. Potential for landscaping on top of parking garage and on roof
    - d. 1:1 parking ratio is much higher than other recently constructed buildings

- e. "Neighborhood needs the density, but having a building that fits into the neighborhood is important."
- f. "Removal of the alley is preferred if it means additional parking will be able to be contained within the project."
- ii. Concerns
  - a. Will a green roof be too heavy considering the building will be constructed on a bog? How will building construction address the issue of poor/soggy ground conditions caused by the bog?
  - b. Ensure good sound insulation between unit walls and floors/ceilings, otherwise tenants might not be happy and there will be high turnover, which means less stability for the neighborhood community.
  - c. Consider accessing the parking garage off Palatine, facing away from single-family homes on 87th.
  - d. How building will interact with the neighborhood.
- 4. Amenity and Design Ideas
  - i. Reclaim some of the land in the adjacent bog area that is dry land and use it as park space.
  - ii. Provide units large enough for families.
  - iii. Provide sidewalks from the project property along 87th, around the corner of the bog onto 1st Avenue, connecting with walkways by the Sedges parking lot.
  - iv. Install nice landscaping along the streets, which helps deter encampments and littering (they note that since the Morrow apartments landscaping went in, encampments and littering there was reduced).
  - v. Trees are important, especially since some existing trees are going to be removed from the site.
  - vi. Providing green space on terrace and roof. Would like to be able to see the grasses, shrubs, and trees on the building from the street.
  - vii. A rooftop bar open to the public.
  - viii. Color and materials palette similar to the adjacent Sedges and Morrow apartment buildings, which have "very nice and pleasant designs." Materials that look "native" to the area should be preferred. Also see the townhomes recently built on Evanston Ave near 87th St intersection for color and materials ideas. Brick is favorable and "timeless." PNW vernacular architecture. Don't randomly put colors on the building.
  - ix. Desire for more permeable paving/pavers like those at the Sedges that look nice and help water soak into the ground.
  - x. As much parking contained within the structure as possible.

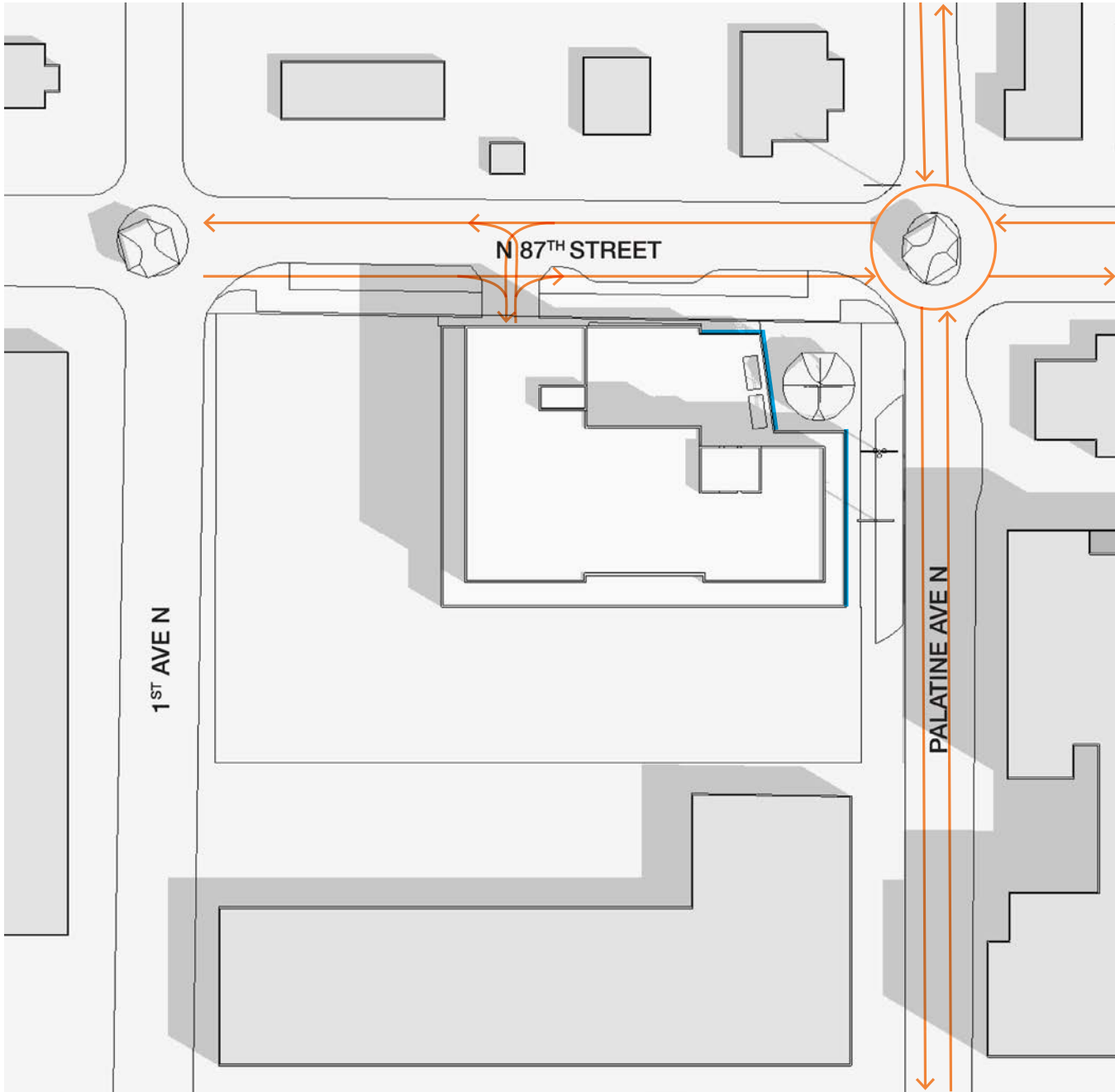
# EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

## Circulation / Vehicles

Transparent Facade      Vehicles



ALLEY OPTION



VACATED ALLEY (PREFERRED) OPTION

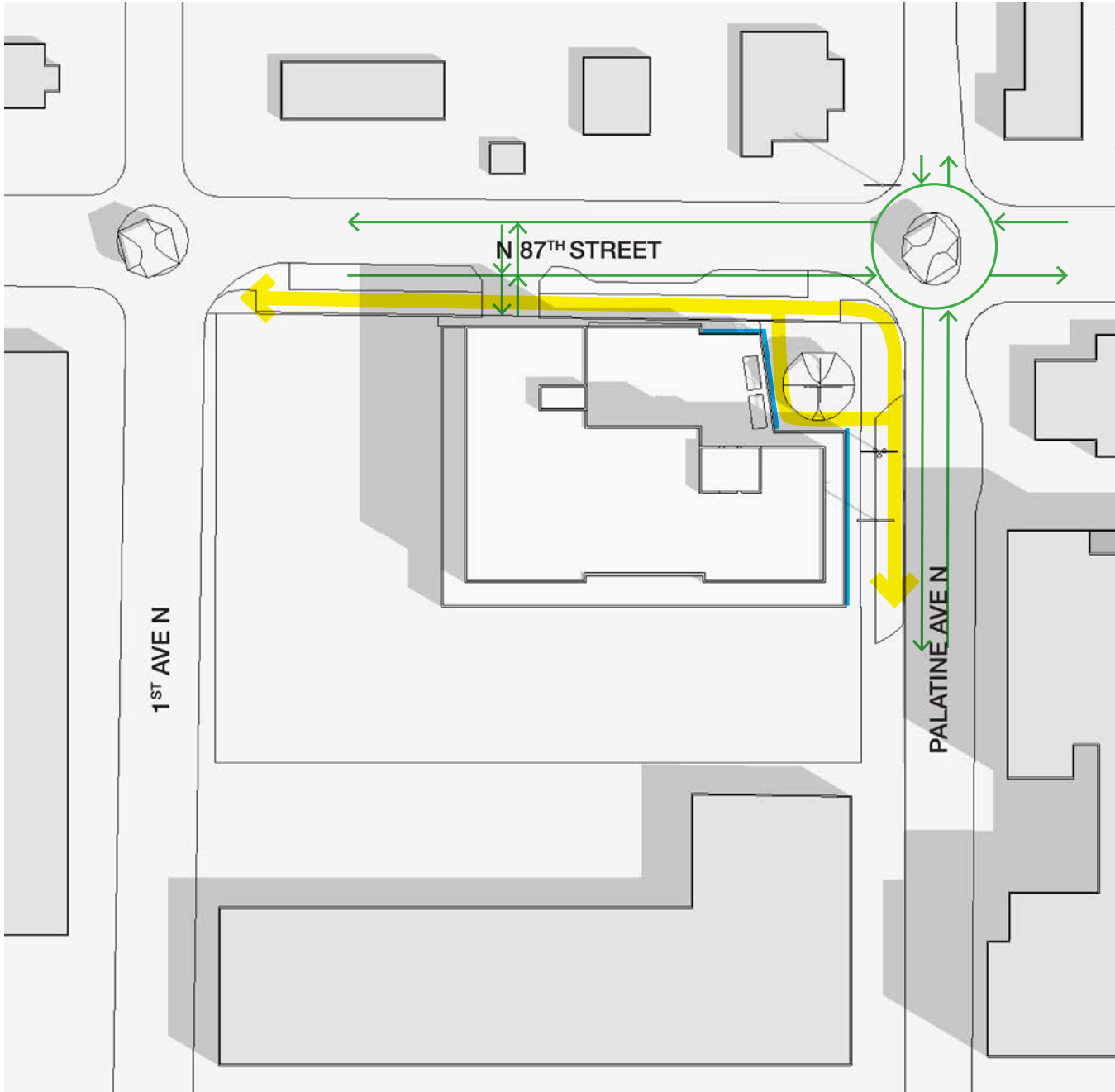
EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

Circulation / Pedestrian and Bicycles

Transparent Facade    Pedestrian    Bicycles



ALLEY OPTION



VACATED ALLEY (PREFERRED) OPTION



# EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

## Access

- ▬ Transparent Facade
- ▾ Pedestrian Access
- ▾ Bicycles Parking Access
- ▾ Parking / Loading Access



ALLEY OPTION

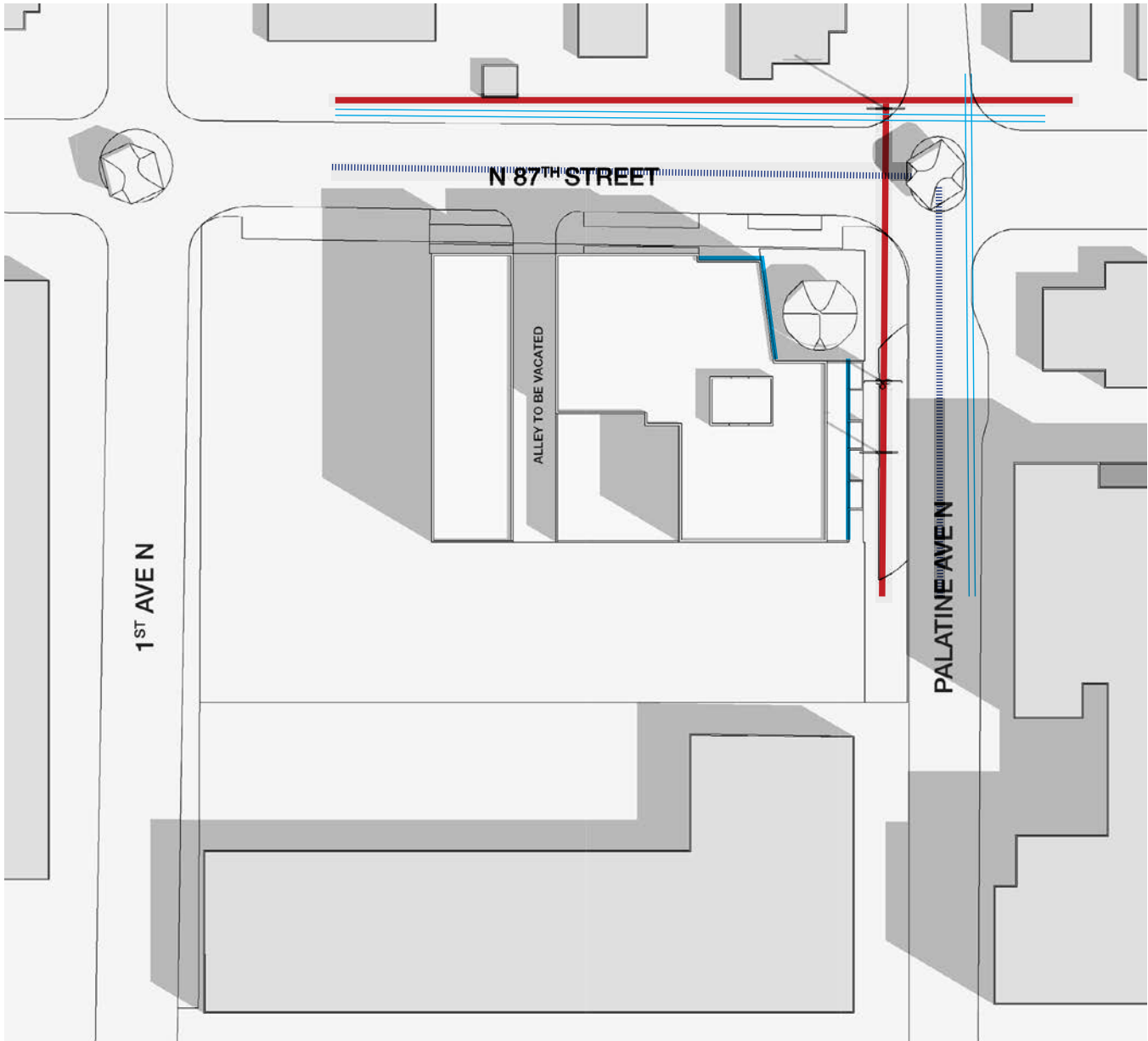


VACATED ALLEY (PREFERRED) OPTION

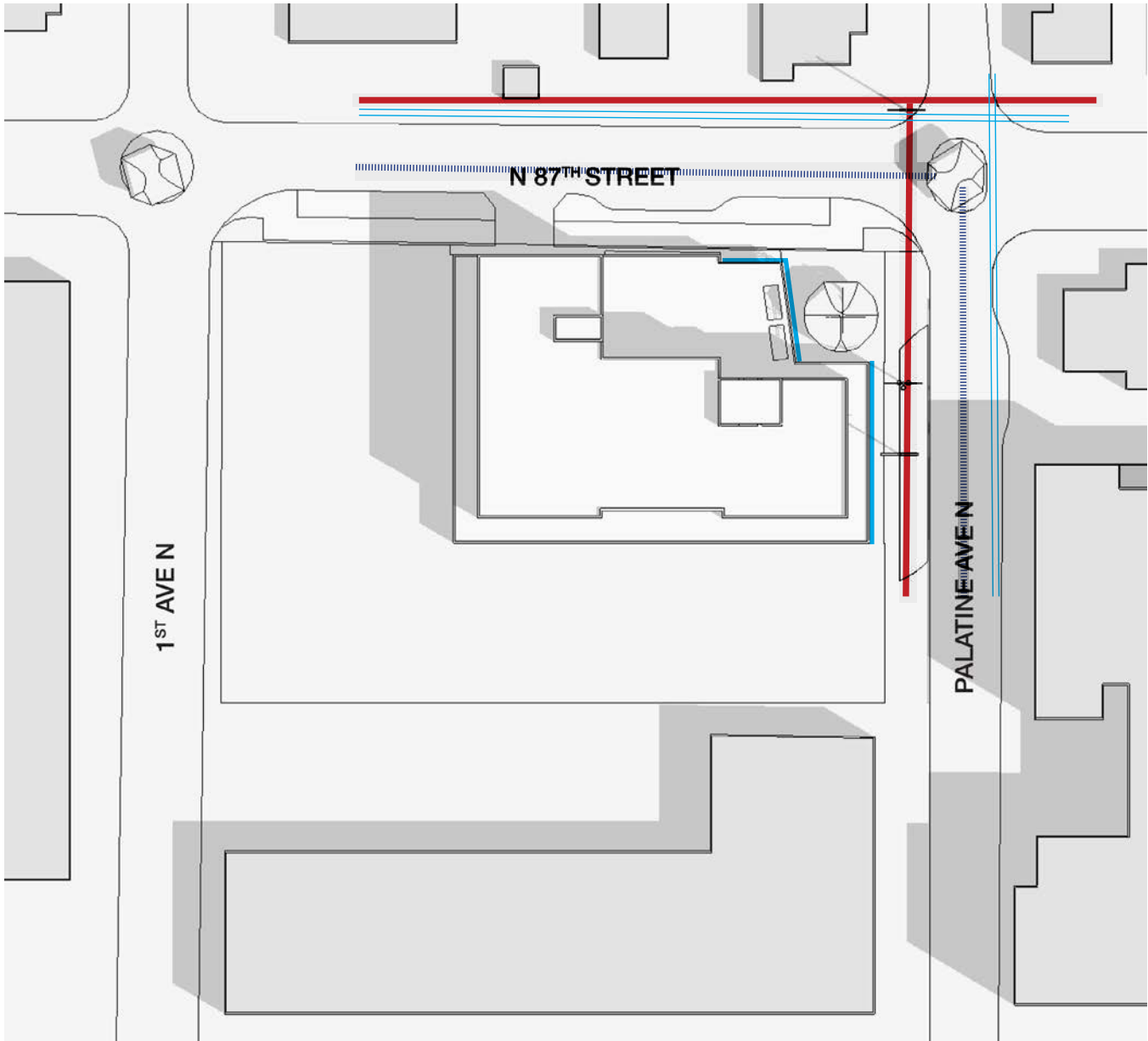
EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

Utilities

- Transparent Facade
- Water (Existing)
- Sewer (Existing)
- Electrical (Existing)



ALLEY OPTION



VACATED ALLEY (PREFERRED) OPTION





EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

Free Speech and Public Assembly

- Transparent Facade
- Free Speech and Public Assembly



ALLEY OPTION



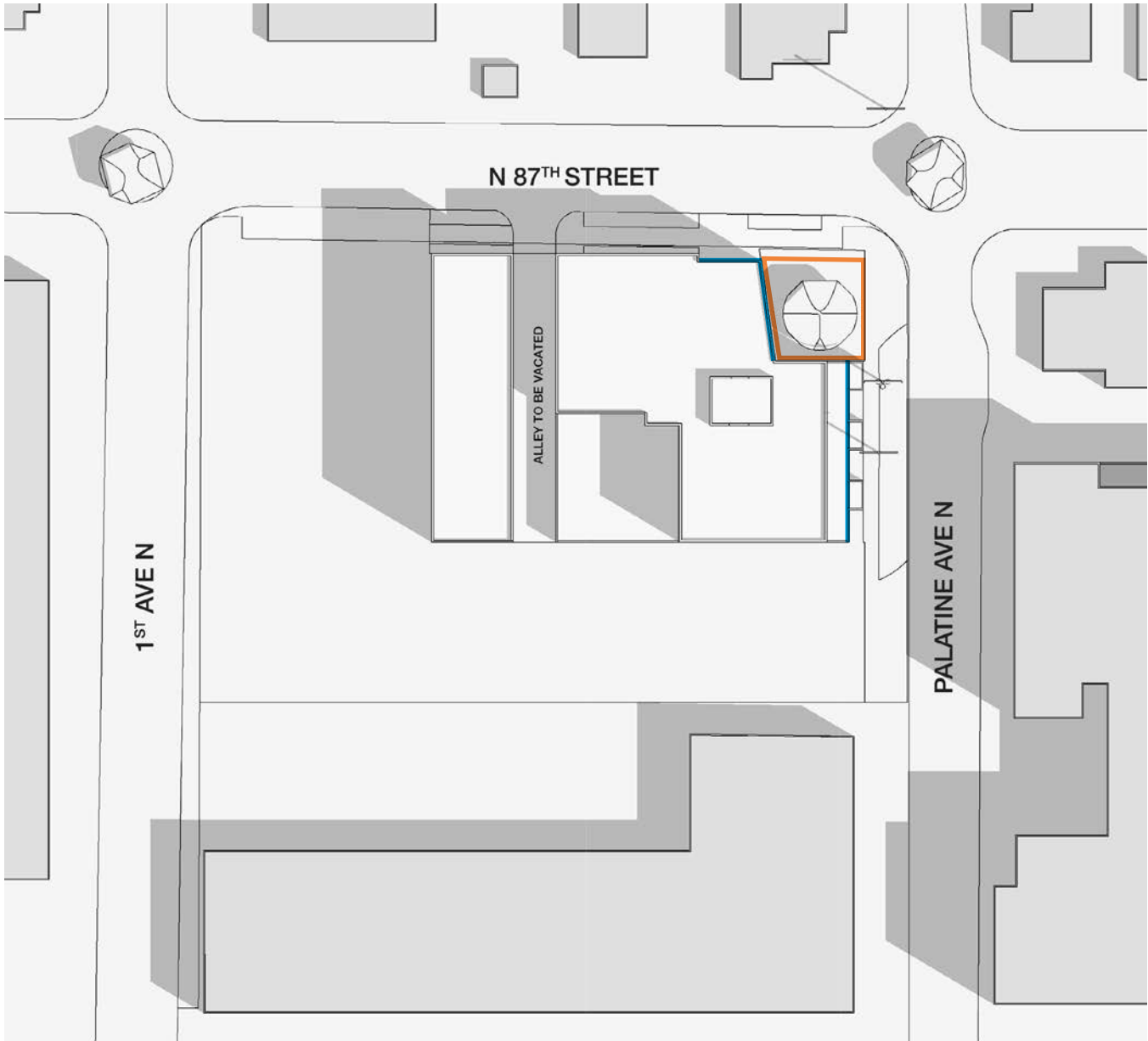
VACATED ALLEY (PREFERRED) OPTION



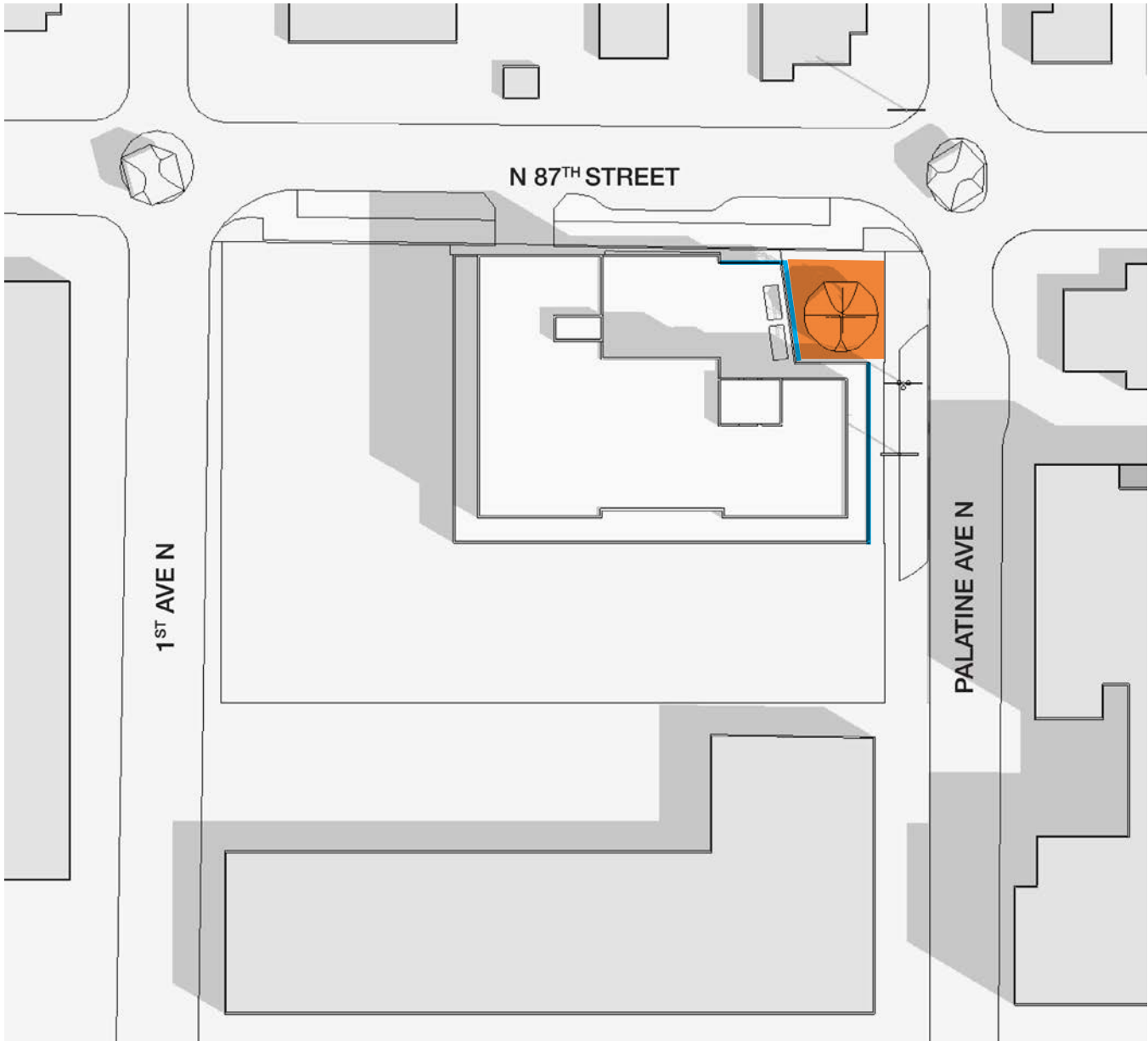
# EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

## Open Space

- Transparent Facade
- Publicly Accessible Yew Plaza
- Private Open Space for Residence Only



ALLEY OPTION



VACATED ALLEY (PREFERRED) OPTION



EXHIBIT I - CITY OF SEATTLE VACATION POLICY VALUES

Land Use and Urban Form

- Transparent Facade
- Lobby
- Street Level Uses



ALLEY OPTION



VACATED ALLEY (PREFERRED) OPTION



## EXHIBIT J: Public Benefit Value Worksheet

Project Address	8623 Palatine Ave N, Seattle, WA 98103	
Alley Area	1,951 SF	(Per Survey)
Total Cost of Construction	\$33,843,544	

PUBLIC BENEFITS			
Project Component	Improvements Required by Code	Public Benefit Provided (above/beyond Code Requirements)	Value of Public Benefits (\$)
<b>A Neighborhood Connectivity and Walkability</b>			
<b>1) Streetscape and Pedestrian Experience</b>	a) 6' minimum width sidewalk along the project frontage.	a) Increase sidewalk width by 3.5' along the project frontage to promote pedestrian activity, for a total width of 9.5'	\$32,766
	b) 5' minimum width landscaping area along the project frontage.	b) Increase planter width 1.5' for a total width of 6.5' along the project frontage, to promote a conscientious transition from intensive to less intensive single-family uses to the north	\$14,115
<b>2) Placemaking</b>	a) Nothing required by Code	a) Create a 1,900 square feet publicly accessible courtyard near the intersection of N 87th St and Palatine Avenue.	\$100,000
	b) Nothing required by Code	b) Install landscape elements and interpretive signage in the Yew courtyard to promote information on the native trees of Greenwood.	\$4,500
<b>3) Sidewalk Continuity along N 87th St, along the conservation parcel frontage</b>	a) Nothing required by Code	a) Install new sidewalk connection between the Project frontage to the existing 1st Ave sidewalk	\$60,000
	b) Nothing required by Code	b) Install 200 LF +/- of architectural screen/fence, and birdhouses on the north and west of Conservation Parcel property lines	\$50,000
<b>B Neighborhood Safety</b>			
1) New Traffic Circle	a) Nothing required by Code	a) Improve the street condition through asphalt resurfacing to address some subsidence issues that arose as a result of dewatering activity	\$40,000
2) Increase Visibility	2) Nothing required by Code	2) Install pedestrian scale thematic exterior lighting	
<b>TOTAL PUBLIC BENEFITS VALUATION (+/-)</b>			<b>\$301,381</b>

# SEPA ENVIRONMENTAL CHECKLIST

## Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use “not applicable” or “does not apply” only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

## Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the [Supplemental Sheet for Nonproject Actions \(Part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

**A. Background** [Find help answering background questions](#)

1. Name of proposed project, if applicable:
  
2. Name of applicant:
  
3. Address and phone number of applicant and contact person:
  
4. Date checklist prepared:
  
5. Agency requesting checklist:
  
6. Proposed timing or schedule (including phasing, if applicable):
  
  
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
  
  
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**
- 10. List any government approvals or permits that will be needed for your proposal, if known.**
- 11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**
- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

## B. Environmental Elements

### 1. Earth [Find help answering earth questions](#)

a. General description of the site (check one):

- Flat    Rolling    Hilly    Steep Slopes    Mountainous  
 Other:

b. What is the steepest slope on the site (approximate percent slope)?

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.



**e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.**

**f. Could erosion occur because of clearing, construction, or use? If so, generally describe.**

**g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

**h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

**2. Air** [Find help answering air questions](#)

**a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

**b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

**c. Proposed measures to reduce or control emissions or other impacts to air, if any.**



**4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

**5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

**6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**



**c. Water Runoff (including stormwater):**

**1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

**2. Could waste materials enter ground or surface waters? If so, generally describe.**

**3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

4. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any.

4. Plants [Find help answering plants questions](#)

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- orchards, vineyards, or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

c. List threatened and endangered species known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

e. List all noxious weeds and invasive species known to be on or near the site.

**5. Animals** [Find help answering animal questions](#)

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site. Examples include:

- Birds: hawk, heron, eagle, songbirds, other:
- Mammals: deer, bear, elk, beaver, other:
- Fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened and endangered species known to be on or near the site.



c. Is the site part of a migration route? If so, explain.

d. Proposed measures to preserve or enhance wildlife, if any.

e. List any invasive animal species known to be on or near the site.

**6. Energy and Natural Resources** [Find help answering energy and natural resource questions](#)

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.







3. Proposed measures to reduce or control noise impacts, if any.

**8. Land and Shoreline Use** [Find help answering land and shoreline use questions](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

**1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

**c. Describe any structures on the site.**

**d. Will any structures be demolished? If so, what?**

**e. What is the current zoning classification of the site?**

**f. What is the current comprehensive plan designation of the site?**

**g. If applicable, what is the current shoreline master program designation of the site?**

**h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

**i. Approximately how many people would reside or work in the completed project?**

**j. Approximately how many people would the completed project displace?**

**k. Proposed measures to avoid or reduce displacement impacts, if any.**



**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

**m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any.**

**9. Housing** [Find help answering housing questions](#)

**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

**b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

**c. Proposed measures to reduce or control housing impacts, if any.**

**10. Aesthetics** [Find help answering aesthetics questions](#)

**a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

**b. What views in the immediate vicinity would be altered or obstructed?**

**c. Proposed measures to reduce or control aesthetic impacts, if any.**

**11. Light and Glare** [Find help answering light and glare questions](#)

**a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

**b. Could light or glare from the finished project be a safety hazard or interfere with views?**

**c. What existing off-site sources of light or glare may affect your proposal?**

d. Proposed measures to reduce or control light and glare impacts, if any.

**12. Recreation** [Find help answering recreation questions](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

b. Would the proposed project displace any existing recreational uses? If so, describe.

- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.**

**13. Historic and Cultural Preservation** [Find help answering historic and cultural preservation questions](#)

- a. **Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

- b. **Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

**c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

**d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

**14. Transportation** [Find help with answering transportation questions](#)

**a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

**b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

**c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

**d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**



**e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

**f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

**g. Proposed measures to reduce or control transportation impacts, if any.**

**15. Public Services** [Find help answering public service questions](#)

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

b. Proposed measures to reduce or control direct impacts on public services, if any.

**16. Utilities** [Find help answering utilities questions](#)

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

**C. Signature** [Find help about who should sign](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_

Name of Signee: \_\_\_\_\_

Position and Agency/Organization: \_\_\_\_\_

Date Submitted: \_\_\_\_\_

**This checklist was reviewed by:**

\_\_\_\_\_  
Land Use Planner, Seattle Department of Constructions and Inspections

## **D. Supplemental sheet for nonproject actions** [Find help for the nonproject actions worksheet](#)

**IT IS NOT REQUIRED** to use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

- **Proposed measures to avoid or reduce such increases are:**

**2. How would the proposal be likely to affect plants, animals, fish, or marine life?**

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

**3. How would the proposal be likely to deplete energy or natural resources?**

- **Proposed measures to protect or conserve energy and natural resources are:**

**4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

- **Proposed measures to reduce or respond to such demand(s) are:**

**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**